



Land East of Battle Road, Hailsham

Transport Statement

On behalf of **Persimmon Homes**



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Revision	Date	Description	Prepared	Reviewed	Approved

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1 Introduction

1.1.1 Persimmon Homes has appointed Peter Brett Associates LLP (PBA) to provide transport advice in relation to the proposed development of 6 residential units on the site known as Land East of Battle Road, Hailsham (the Site).

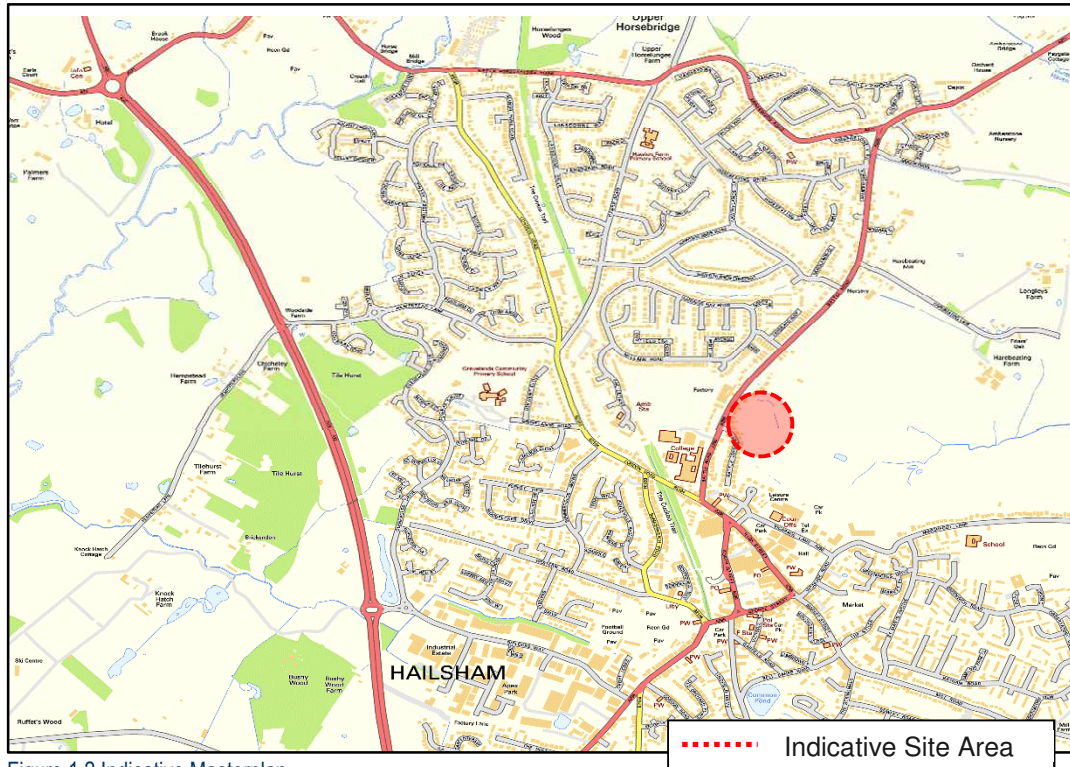


Figure 1.2 Indicative Masterplan

1.1.2 In 2009, planning consent was granted for development proposals on the Site comprising the following:

- 170 private houses;
- 55 units of sheltered accommodation;
- 5000 sqm College;
- 4000 sqm office;
- 800 sqm Library;
- Medical centre (4no. doctors)

1.1.3 This original planning consented will be referred to as “the consented scheme” for the purposes of this report.

1.1.4 To-date, 149 of the original 170 private houses have been built-out from the consented scheme, leaving 21 houses . Proposed changes to the consented scheme were submitted to Wealden District Council (WDC) in late 2017 (reference WD/2018/0122/MAJ). As part of the application, 35 residential apartments were proposed in lieu of the 21 unbuilt houses and the 4000sqm office use .

- 1.1.5 These changes affected the trip generation of the site, resulting in a lower overall trip generation than originally consented and creating a “headroom” of trips for future development to utilise.
- 1.1.6 It is now proposed that further development of 6 residential units will utilise this remaining headroom identified following the 2017 submission. Further details of this are available in Chapter 4 of this report.

1.2 Proposed Development

The proposals considered within this Transport Statement are the provision of 6 residential units located on Reef Way as shown on the location plan below:



Figure 1.2 Indicative Masterplan

- 1.2.1 The proposed development of these units is on land contained within the original 2009 consented scheme and as such is eligible to utilise the headroom available following the amendments to the site sought in 2017.

1.3 Report Structure

- 1.3.1 This report follows the format set out below:
- Chapter 2 – a review of national and local policy relevant to the proposed development and a description of how the development proposal responds to and accords with these policies;
 - Chapter 3 – a description of the existing highway network and access to the site by all modes of transport;

- Chapter 4 – an analysis of existing and proposed traffic generation to / from the site and its distribution across the network;
- Chapter 5 – a summary of the parking requirements and provision;
- Chapter 6 – summary and conclusions of the report.

2 Policy Context

2.1.1 This section provides a review of national, regional and local planning policy guidance in relation to the proposed development.

2.2 National Planning Policy Framework

2.2.1 The NPPF was adopted in March 2012 and is the current over-arching planning guidance for Local Authorities. Paragraph 32 states that:

“...Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.”

2.2.2 The definition of “severe” in this context is unique to the individual site under consideration. However, it may be helpful to consider that within the context of an Environmental Impact Assessment “severe” impacts are often described as those that would have a national or regional significance. In this respect it is clear that NPPF is seeking to strike a positive balance between potential local traffic impacts and local economic or social benefits.

2.2.3 The effect of the proposed development as described within this Transport Statement is not considered to be “severe”.

2.3 East Sussex Local Transport Plan 2011-2026

2.3.1 The East Sussex Local Transport Plan 2011-2026 is the County Council’s third Local Transport Plan (LTP3), and sets out its vision and objectives relating to transport to 2026. The vision and objectives, together with the strategy for their delivery, reflect the objectives and priorities outlined in ESCC’s ‘Pride of Place - A Sustainable Community Strategy for East Sussex 2008-2026’ and also the ‘East Sussex Council Plan 2015-16’.

2.3.2 The vision for LTP3 as stated in the document is *“to make East Sussex a prosperous county where an effective, well managed transport infrastructure and improved travel choices help businesses to thrive and deliver better access to jobs and services, safer, healthier, sustainable and inclusive communities and a high quality environment. To help deliver this vision, a set of high level objectives have been developed, based upon the Sustainable Community Strategy objectives, the County Council’s corporate priorities, the national transport goals set out in the Government’s White Paper ‘Creating Growth, Cutting Carbon: Making Sustainable Local Transport Happen’, and the various challenges and opportunities in the county.”*

2.3.3 The high-level objectives are to:

- *“Improve economic competitiveness and growth – focusing on how transport supports and improves the economic vitality of the county, by improving the performance of existing networks, improving access to employment, and enhancing the strategic infrastructure in order to improve the county’s connections with the rest of the region;*
- *Improve safety, health and security – focusing on reducing the number and severity of road crashes and improving personal security, particularly for users of public transport, pedestrians and cyclists, in order to reduce fear of crime and injury. The objective also aims to contribute to improving the health and life expectancy of individuals, and to reduce the social and economic costs of illness through facilitating active travel (walking and cycling), and by reducing pollution from traffic;*
- *Tackle climate change – focusing on reducing the amount of carbon dioxide (CO2) emissions generated by transport in order to mitigate the impacts of climate change;*

- *Improve accessibility and enhance social inclusion – focusing on addressing equality of opportunity by improving access to job opportunities, education, leisure and services, by providing affordable and accessible sustainable transport opportunities;*
- *Improve quality of life – focused on improving the journey experience for all transport users, on dealing with air quality and the environmental impacts that transport imposes, and offering opportunities to develop transport measures that actively enhance the natural and historic environment.”*

2.3.4 Section 4.19 within the LTP3 identifies the key aims for the Eastbourne and South Wealden (Hailsham, Polegate, Willingdon, Stone Cross, Pevensey, Pevensey Bay and Westham) area. These are as follows:

- *To facilitate housing growth;*
- *To create a more diverse and integrated economy;*
- *To protect the local environment;*
- *To enhance social provision;*
- *To create sustainable communities.*

2.3.5 Sections 4.55 to 4.58 within LTP3 promote walking and cycling as ‘active travel’. The following paragraphs are taken from this section of the LTP:

“Walking (for shorter journeys of up to two miles) and cycling (for journeys up to five miles) are considered to be the most sustainable forms of transport available to most, regardless of age, gender, education and income. The role of walking and cycling as modes of transport for utility trips and everyday journeys helps to reduce car dependency, reduce carbon emissions, improve air quality and improve people’s health and wellbeing.”

“Cycling can have economic benefits making local jobs more cost effective, reducing the ever increasing costs of fuel for low income households and encouraging cycle based tourism, thereby benefiting the local economy.”

“The needs of pedestrians and cyclists are considered in all transport schemes, including new infrastructure and new developments, and the safety of vulnerable road users is a top priority. People with mobility difficulties in particular need the high standard of facilities and good urban planning that encourages safe, sociable walking journeys.”

2.3.6 Section 4.59 outlines ESCC’s ambition to influence change in people’s travel behaviour, encouraging travel by sustainable modes as opposed to the private car. It aims to do this by promoting the wider health benefits and CO2 reduction benefits of walking, cycling, public transport and car sharing, and providing people with better information about their existing travel options.

2.4 Wealden District Local Plan Core Strategy

2.4.1 Wealden District Council’s Core Strategy was adopted in February 2013. It is the overarching policy document for the Wealden District and sets out the District Council’s vision for the future development of the area to 2027. It sets down a number of strategic objectives and key planning policies for the area together with the broad locations, amounts and types of development that will take place within the District during its 14-year lifetime.

2.4.2 Policy SP07 within the Strategy aims to “*encourage reduction of the need to travel by car by concentrating development where it can most closely relate to public transport opportunities, making it easier to travel by more sustainable modes of transport. Wealden District Council*

wants to see noticeable improvements in journey quality for those people making trips on foot, bicycle or by public transport.”

- 2.4.3 Policy WCS2 outlines the Council's proposed distribution of housing growth in the District for 2006-2027. The policy states that, of the 4525 net additional dwellings planned for the District, 1300 of these (representing 29%) are proposed to be built in Hailsham and Hellingly.

2.5 Response to Policy

- 2.5.1 The proposed development accords with both the national and local planning policies stated above. It is accessible by sustainable modes of transport, being located within walking / cycling distance of the High Street and within 400m of bus routes for longer journeys.
- 2.5.2 National Cycle Network route 21 (the 'Cuckoo Trail') passes within close proximity to the site, providing a convenient cycle link south to Polegate (with its railway station) and connecting with other local cycle routes in the area.
- 2.5.3 The site is connected by pedestrian routes which provide connections to a local amenities within a 500m range of the site, representing a viable sustainable connection.
- 2.5.4 Parking demand will be contained within the development in accordance with ESCC policy for parking.

3 Existing Transport Network

3.1 Existing Transport Network

3.1.1 This section provides a descriptive review of the existing local and strategic highway network, walking and cycling network and public transport.

3.2 Highway Network

3.2.1 The site lies to the east of the A22 as a strategic route which connects Polegate to the south with East Grinstead and the M25 motorway to the north. The A22 west of Hailsham is a dual carriageway road, and is subject to the national speed limit.

3.2.2 There are four routes from the A22 to Hailsham, the key ones being the A271 to the north and the A295 to the south. The site lies adjacent to, and east of the A295 Battle Road. This route provides direct access to the High Street and the town centre of Hailsham to the south and the A271 Hawkswood Road to the north.

3.2.3 Between the A271 and Hailsham town centre, the A295 Battle Road is a single carriageway and has street lighting and is flanked with footways. A 40 mph speed restriction applies and the road is generally unrestricted with respect to parking. The A295 Battle Road is approximately 7.2 metres wide in the vicinity of the proposed site.

3.2.4 Within the town centre the A295 comprises the High Street, George Street and North Street which form a one-way ring road around the town centre. The A295 continues south as South Road and connects to the east. This section of the A295 is a single carriage way and has street lighting and footways on both sides. A 30 mph speed restriction applies and the road is unrestricted with respect to parking.

3.2.5 A271 Hawkswood Road is approximately 7.8 metres wide and flanked with footways, although not on both sides of all its length to the west. The road is subject to a 30/40 mph speed restriction and provided with street lighting. The A271 Hawkswood Road becomes the A271 Horsebridge Road and connects to the A22 further to the west.

3.2.6 Within the vicinity of the site Reef Way connects to Battle Road which is a single carriageway with footways and streetlights flanking both sides of the road and provides a link to the A295 (High Street) to the south.

3.2.7 The junction of Reef Way / Battle Road has recently been changed to a signal controlled junction which includes pedestrian demand facilities for crossing both Reef Way and Battle Road.

3.3 Walking

3.3.1 Footways are provided on either side of Battle Road and Reef Way, and the site is approximately 7 minutes walk (500 metres) from Hailsham Town Centre when traveling along Reef Way and using the footpath through to the leisure centre car park.. Footways are generally available alongside the local highway network to make journeys to the town centre.

3.4 Cycling

3.4.1 The site lies within approximately 350 metres of Route 21 (the Cuckoo Trail) which a National Cycle Network traffic free route and runs in a south to north direction to the west of the site. This cycle route can be accessed using A295 Battle Road and connects the town centre to the south with Hellingly to the north.

3.4.2 Cycle Route 21 will enable cyclists travelling from the site to access Polegate railway station within approximately 20mins. From the town centre, this route will be mainly off road and direct.

3.5 Public transport

3.5.1 The closest bus stop to the site is the Hailsham Community College stop on Battle Road, approximately 275m to the west of the site (around a 3 minute walk). This stop serves the 43, 54, 142, 143, H£ and H4 services from Hailsham (detailed in the table below).

3.5.2 A broader range of bus services are available from within Hailsham Town Centre itself, which is approximately 450m to the south of the site. Within the town centre, stops are located on the High Street, George Street (Outside the Police Station) and outside of the Tesco Supermarket. Together these stops provide an additional 17 routes. These routes have been summarised in the table below:

No.	Route	Highest Daily Frequency (Mon-Fri)	Highest Daily Frequency (Sat/Sun)
1X	Hellingly - Hailsham - Langney - Eastbourne	Twice every hour	Twice every hour (Saturday only)
3	Deanland Wood - Hailsham - Langney Asda	One service (Friday only)	-
024	Eastbourne - London	1 morning and evening service	1 morning and evening service
37	Hailsham - Westham - Langney Shopping Centre - Pevensey Bay - Beachlands	-	2 AM services (Saturday only)
42	Berwick - Hailsham - Alciston - Alfriston - Hailsham	One service (Wednesday only)	-
43	Hailsham High Street - Bentley Grange	2 Services (Wednesday only)	-
44	Berwick - Alciston - Polegate - Eastbourne	1 service (Monday only)	-
45	Hailsham - Polegate - Eastbourne	1 service (Friday only)	-
51	Heathfield - Hailsham - Eastbourne - Sovereign Harbour	Twice every hour	Twice every hour
51X	Heathfield - Hailsham - Eastbourne	2 AM services	2 AM services (Saturday only)
54	Uckfield - Hailsham - Polegate - Eastbourne	Once hourly	Once hourly (Saturday only)
98	Hastings - Bexhill - Sidley - Hailsham - Polegate - Eastbourne	Once hourly	Once hourly
141	Ringmer Community College - Hailsham - Polegate	1 service every 3 hours plus services for school runs	-
142	Ringmer - Hailsham - Eastbourne	1 service every 3 hours plus services for school runs	-
143	Lewes - Ringmer - Hailsham - Polegate - Eastbourne	1 service every 3 hours plus services for school runs	-
267	Heathfield Community College - Hailsham	1 service (School days only)	-
269	Heathfield Community College - Hailsham	1 service (School days only)	-
H1	Berwick - Hailsham - Berwick	Every 1.5 hours (Not Tuesdays and Thursdays)	Every 1.5 hours (Saturday only)
H2	Hailsham Town Service	Every 1.5 hours (Not Tuesdays and Thursdays)	Every 1.5 hours (Saturday only)
H3	Hailsham Town Service	Every 2 hours (Not Tuesdays and Thursdays)	Every 2 hours (Saturday only)
H4	Hailsham - Upper Horsebridge - Hailsham	2 services (Not Tuesday and Thursdays)	-

Table 3.1 – Bus Services

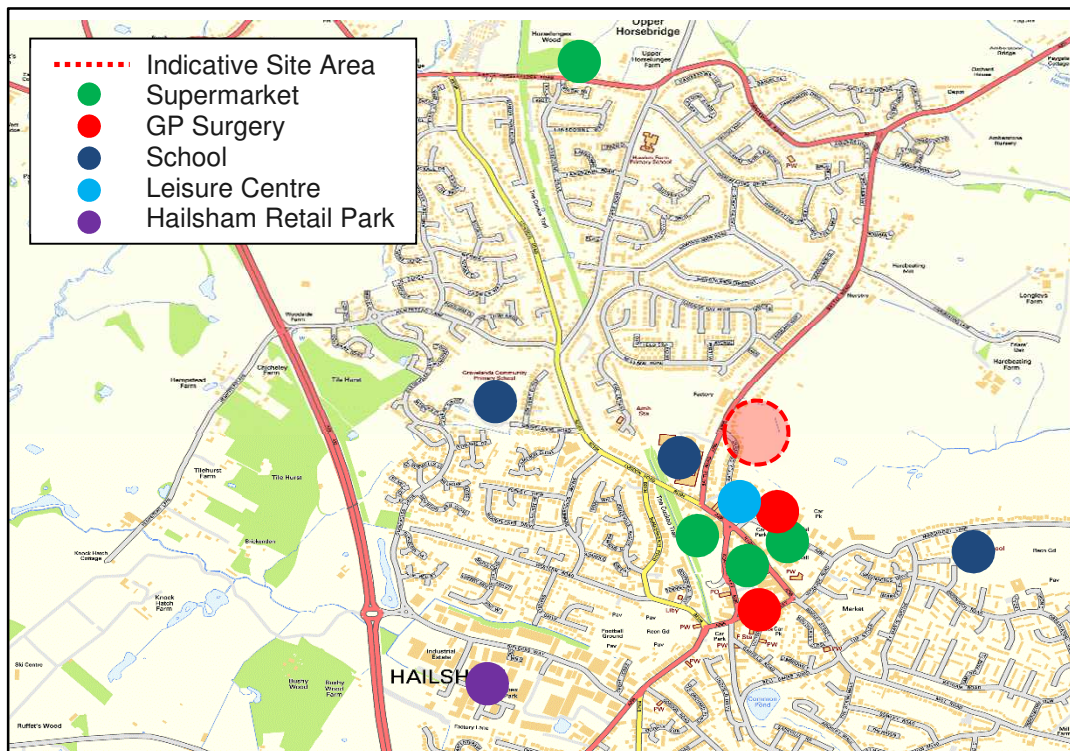
3.5.3 Six of the services listed above provide access to Polegate Railway Station (51, 51x, 54, 98, 141 and 143). Whilst most provide a limited service the 51 provides a half hourly service which could attract new residents to commuting by train.

3.6 Local Amenities

3.6.1 Due to the sites proximity to Hailsham town centre there are a number of local amenities within walking distance for future residents.

3.6.2 A number of local amenities are illustrated in the figure 3.1.

Figure 3.1 – Local Amenities



4 Traffic Generation

- 4.1.1 Trip rates derived from TRICS database were used to compare consented scheme and proposed development trip generation
- 4.1.2 TRICS is a nationally recognised database of typical traffic generation parameters for different types of development. It is typically used when assessing the potential traffic generation of a proposed development.

4.2 TAR 2009 Consented Scheme

- 4.2.1 In 2009 a Transport Addendum, reference: WD-2009-2705-MEA_Report_Report(25), was submitted to Wealden District Council to support the application of the consented scheme. At the time the trip generation data for the site demonstrated that 202 vehicle trips were expected from the site in the AM, and 204 vehicle trips were expected in the PM. This data has been summarised in table 4.1 below:

TRIP GENERATION	AM		PM	
	Arrivals	Departures	Arrivals	Departures
Privately owned houses (170 units)	15	60	58	32
Sheltered Accommodation (55 units)	1	1	1	1
College (5000sqm)	26	9	8	22
Library (800sqm)	6	5	5	7
GP Surgery (4 doctors)	17	8	10	14
Office (4000m ²)	46	8	7	38
TOTAL	111	91	90	114
TOTAL (two-way)	202		204	

Table 4.1 - Trip Generation from 2009 TAR Addendum

4.3 2017 Changes to Consented Scheme

- 4.3.1 Following the 2009 consented scheme further changes have been made to layout of the site which has an impact on the volume of traffic expected to be generated when compared to the consented scheme. The elements to be removed from the consented scheme are as follows:
- 21 houses; and
 - 4000sqm of office
- 4.3.2 For the purpose of future planning applications within the defined site area, the volume of traffic agreed as acceptable within the consented scheme should be considered as the upper limit of generation below which further detailed assessment on the impacts to the local highway network would not be required. Therefore, in order to assess the cumulative impact that the current proposals may have on the highway network, the original traffic generation for the consented scheme will be considered and contrasted against.
- 4.3.3 With this upper figure agreed, table 4.2 identifies the traffic generation based on the 2009 figures for the elements of the scheme proposed to be removed. The total tips removed from site will be addressed as “the headroom” for further proposals at this location to utilise.

TRIP GENERATION	AM	PM
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	Arrivals	Departures	Arrivals	Departures
Privately owned houses (21 units)	2	7	7	4
Office (4000m ²)	46	8	7	38
TOTAL	48	15	14	42
TOTAL (two-way)	63		56	

Table 4.2: TAR Addendum (2009) – Trip Generation to be removed

- 4.3.4 Table 4.2 demonstrates the elements of the scheme that are proposed to be removed generate a total of 63 two-way trips in the AM peak and 56 two-way trips in the PM peak, of which there are 48 inbound trips and 15 outbound trips in the AM; and 14 inbound trips and 42 outbound trips in the PM.
- 4.3.5 The 2017 Transport Statement (TS) that outlines the headroom identified in Table 4.2 was primarily to support the application for 35 apartments within the site. The TS proposed that the agreed 2009 trip generation figures be used for the development of 35 apartments as part of the sensitivity test for the site. Table 4.3, below, summarises the traffic generation from the proposed development of 35 apartments using the 2009 agreed trip rates.

TRIP GENERATION	AM		PM	
	Arrivals	Departures	Arrivals	Departures
Private Apartments (35 units)	3	12	12	7
TOTAL	3	12	12	7
TOTAL (two-way)	15		19	

Table 4.3: Proposed trip generation using 2009 trip rates

- 4.3.6 Table 4.3 demonstrates that the development of 35 apartments is predicted to generate a total of 15 two-way vehicular trips in the AM peak and 19 two way trips in the PM peak when using the 2009 agreed trip rates.
- 4.3.7 Table 4.4, below, demonstrates the impact the proposed 35 apartments are likely to have to the total traffic generation of the site when considered against the previously identified headroom.

TRIP GENERATION	AM		PM	
	Arrivals	Departures	Arrivals	Departures
Headroom from 2009 Consented Scheme	48	15	14	42
TOTAL (two-way)	63		56	
Proposed 35 Private Apartments	3	12	12	7
TOTAL (two-way)	15		19	
TOTAL DIFFERENCE	45	7	6	37
TOTAL DIFFERENCE (two-way)	48		37	

Table 4.4: Traffic Flow Difference between TAR Addendum and the 2009 data proposed

- 4.3.8 Following the 2017 application for 35 apartments Table 4.4 demonstrates that the site is still expected to generate 48 less trips in the AM and 37 less trips in the PM when compared to the 2009 consented scheme.

4.4 2018 Proposed Trip Generation

4.4.1 In order to determine the potential trip generation of the proposed development a TRICS trip rate exercise has been undertaken.

4.4.2 The parameters which have been set within TRICS to extract trip generation rates for comparative sites are as follows:

- Houses privately owned
- Surveys undertaken on a weekday
- Surveys undertaken between 2007-2017
- Sites located within England (exc Greater London), Scotland or Wales
- Sites located within edge of town, suburban, or edge of town centre areas
- Sites with populations of between 1000 - 15000 within 1 mile
- Sites with populations of between 5000 - 75000 within 5 miles.
- Sites with no Travel Plans (to form a robust assessment)

4.4.3 The resulting trip rates are based on an average of five sites and can be seen, along with the associated trips, in the Table 4.5. The TRICS output can be found in Appendix B.

TRIP RATES (Calculation Factor)	AM		PM	
	Arrivals	Departures	Arrivals	Departures
Private Houses (per unit)	0.124	0.34	0.301	0.16

Table 4.5: Newly Proposed Trip Rates (2017)

TRIP GENERATION	AM		PM	
	Arrivals	Departures	Arrivals	Departures
Private Houses (6 units)	1	2	2	1
TOTAL (two-way)	3		3	

Table 4.6: Newly Proposed Trip Generation (2017)

4.4.4 Based on the table above, the proposed development is predicted to generate a total of 3 two-way vehicular trips in the AM peak and 3 two way trips in the PM peak. This is comprised of 1 inbound and 2 outbound trips during the AM peak hour and 2 inbound and 1 outbound trips during the PM peak hour.

4.5 2018 Traffic Flow Comparison

4.5.1 Using the figures identified in the 2017 Transport Statement an analysis into the total tip generation for the site has been conducted which considers the impact the proposed 6 residential units will have when contrasted against the remaining headroom available. Table 4.7, below, summarises these results:

TRIP GENERATION	AM		PM	
	Arrivals	Departures	Arrivals	Departures
Existing Headroom Following 2017 Transport Statement	45	3	2	35
TOTAL (two-way)	48		37	
Proposed 6 Units	1	2	2	1
TOTAL (two-way)	3		3	
TOTAL DIFFERENCE	44	1	0	34
TOTAL DIFFERENCE (two-way)	45		34	

Table 4.7: Traffic Flow Difference Between TAR Addendum and Proposed Use

- 4.5.2 Table 4.3 demonstrates that when comparing the existing headroom following the 2017 application for 35 apartments and the proposed development the total headroom remaining is 45 vehicle movements in the AM period and 34 vehicles movements in the PM period. This figure is still lower than that agreed upon as part of the 2009 consented scheme.
- 4.5.3 Based on the TRICS analysis the proposed development is shown to generate fewer two-way trips than the original 2009 Consented Development. On this basis it is proposed that no junction modelling is required for the development.

5 Parking

5.1 Car Parking

- 5.1.1 ESCC does not provide detailed car parking standards for residential development. The ESCC document “Guidance for Parking at Residential Development” instead refers to a parking spreadsheet tool which is used to inform the total car parking demand for particular sites. The calculations are based on car ownership rates for the ward surrounding the proposed site.
- 5.1.2 The spreadsheet requires input on the number of allocated and unallocated spaces provided for the various types of units – depending on the number of bedrooms. The spreadsheet then calculates the total demand for the site on the basis of the input assumptions.
- 5.1.3 Following the use of the spreadsheet as a guide the provision of 3 private spaces per dwelling spaces is proposed, for a total of 18 allocated parking space. These spaces will be provided in the form of 2spaces on a driveway and an additional garage space for each unit.
- 5.1.4 A swept path assessment of the development has been carried out to demonstrate that 2 vehicles can access the driveways simultaneously. This assessment has been provided at Appendix C as PBA drawing number 41310-5501-002.

5.2 Cycle Parking

- 5.2.1 In addition to the 3 allocated car parking spaces per site the development will also provide 2 cycle spaces per unit.

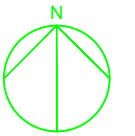
6 Summary and Conclusions

- 6.1.1 Persimmon Homes has appointed Peter Brett Associates LLP (PBA) to provide transport advice in relation to a site east of Battle Road, Hailsham.
- 6.1.2 A review of national and local planning policies has been undertaken and it is considered that the development proposals are in line with the local and national policies.
- 6.1.3 Vehicular access to the site is proposed from Battle Road, via Reef Way. Pedestrian / cycling routes are available to future residents of the site and provide sustainable links to Hailsham town centre which in turn provides public transport services to Polegate train station for sustainable multi-modal trips from the site for commuters.
- 6.1.4 National Cycle Route 21 runs within close proximity to the site and enables off-road cycle route from the town centre to Polegate Railway Station.
- 6.1.5 A range of local amenities can be found within a 5 minute walk of the site, due to the sites close proximity to Hailsham town centre.
- 6.1.6 TRICS analysis demonstrates that the proposed development is likely to generate 3 trips in both the AM and PM peak hours. This level of generation results in a remaining headroom of 45 and 34 two-way vehicle trips in the AM and PM peaks respectively as a result of changes to the 2009 Consented scheme and considering recent development proposals. This reduction in trips provides a betterment to the local highway network over the consented scheme, as such no detailed junction modelling has been provided.
- 6.1.7 The ESCC parking calculator has been considered to determine the required level of parking the proposed development will provide. The result of this exercise demonstrates that 18 parking spaces are proposed for the site, in the form of a private drive per dwelling capable of storing 2 cars each and a single space in the form of a garage.
- 6.1.8 The development will provide 2 cycle spaces per unit.
- 6.1.9 Everything considered, the only reasonable conclusion that can be drawn from the evidence in this Transport Statement is that development proposals are completely acceptable in highways and transport terms.

Appendix A Proposed Masterplan

CDM 2015 Health & Safety Information

This information relates only to 'Significant Hazards' identified on this drawing and is to be read in conjunction with the Designer's Hazard Register.



Rev	Date	Revision Details	Dr	Ch
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Client's Name
Persimmon Homes South East

Job Title
Land at Reef Way, Hailsham

Drawing Title
Site Layout

Scale
1:500 @ A2



Drawn	Checked	Date
KE	AK	21.03.18

Job No	Drawing No	Rev
6491	202	

Status
PRELIMINARY

Appendix B TRICS Data

Calculation Reference: AUDIT-706709-171009-1016

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	HC HAMPSHIRE	1 days
	SC SURREY	1 days
	WS WEST SUSSEX	3 days
03	SOUTH WEST	
	DC DORSET	1 days
	DV DEVON	3 days
	SM SOMERSET	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	3 days
	SF SUFFOLK	2 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	2 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	4 days
	ST STAFFORDSHIRE	1 days
	WK WARWICKSHIRE	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NE NORTH EAST LINCOLNSHIRE	2 days
	NY NORTH YORKSHIRE	7 days
	SY SOUTH YORKSHIRE	1 days
	WY WEST YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	2 days
	GM GREATER MANCHESTER	1 days
	LC LANCASHIRE	1 days
	MS MERSEYSIDE	1 days
09	NORTH	
	CB CUMBRIA	1 days
	DH DURHAM	2 days
	TW TYNE & WEAR	2 days

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

Secondary 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: Number of dwellings
 Actual Range: 6 to 805 (units:)
 Range Selected by User: 6 to 4334 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/09 to 28/03/17

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

Selected survey days:

Monday	10 days
Tuesday	11 days
Wednesday	8 days
Thursday	8 days
Friday	10 days

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

Selected survey types:

Manual count	47 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	5
Suburban Area (PPS6 Out of Centre)	20
Edge of Town	19
Neighbourhood Centre (PPS6 Local Centre)	3

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

Selected Location Sub Categories:

Residential Zone	39
Village	1
No Sub Category	7

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.

Secondary Filtering selection:

Use Class:

C1	1 days
C3	45 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	8 days
5,001 to 10,000	13 days
10,001 to 15,000	12 days
15,001 to 20,000	3 days
20,001 to 25,000	4 days
25,001 to 50,000	7 days

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

Population within 5 miles:

5,001 to 25,000	8 days
25,001 to 50,000	5 days
50,001 to 75,000	4 days
75,001 to 100,000	12 days
100,001 to 125,000	2 days
125,001 to 250,000	8 days
250,001 to 500,000	7 days
500,001 or More	1 days

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 days
0.6 to 1.0	17 days
1.1 to 1.5	29 days

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

Travel Plan:

Yes	5 days
No	42 days

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

PTAL Rating:

No PTAL Present	47 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	CA-03-A-04	DETACHED		CAMBRIDGESHIRE
	THORPE PARK ROAD			
	PETERBOROUGH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		9	
	Survey date: TUESDAY		18/10/11	Survey Type: MANUAL
2	CB-03-A-04	SEMI DETACHED		CUMBRIA
	MOORCLOSE ROAD			
	SALTERBACK			
	WORKINGTON			
	Edge of Town			
	No Sub Category			
	Total Number of dwellings:		82	
	Survey date: FRIDAY		24/04/09	Survey Type: MANUAL
3	CH-03-A-08	DETACHED		CHESHIRE
	WHITCHURCH ROAD			
	BOUGHTON HEATH			
	CHESTER			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		11	
	Survey date: TUESDAY		22/05/12	Survey Type: MANUAL
4	CH-03-A-09	TERRACED HOUSES		CHESHIRE
	GREYSTOKE ROAD			
	HURDSFIELD			
	MACCLESFIELD			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		24	
	Survey date: MONDAY		24/11/14	Survey Type: MANUAL
5	DC-03-A-08	BUNGALOWS		DORSET
	HURSTDENE ROAD			
	CASTLE LANE WEST			
	BOURNEMOUTH			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		28	
	Survey date: MONDAY		24/03/14	Survey Type: MANUAL
6	DH-03-A-01	SEMI DETACHED		DURHAM
	GREENFIELDS ROAD			
	BISHOP AUCKLAND			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		50	
	Survey date: TUESDAY		28/03/17	Survey Type: MANUAL
7	DH-03-A-02	MIXED HOUSES		DURHAM
	LEAZES LANE			
	ST HELEN AUCKLAND			
	BISHOP AUCKLAND			
	Neighbourhood Centre (PPS6 Local Centre)			
	Residential Zone			
	Total Number of dwellings:		125	
	Survey date: MONDAY		27/03/17	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	DV-03-A-01 BRONSHILL ROAD	TERRACED HOUSES	DEVON
	TORQUAY Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 37 Survey date: WEDNESDAY 30/09/15		
9	DV-03-A-02 MILLHEAD ROAD	HOUSES & BUNGALOWS	DEVON
	HONITON Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 116 Survey date: FRIDAY 25/09/15		
10	DV-03-A-03 LOWER BRAND LANE	TERRACED & SEMI DETACHED	DEVON
	HONITON Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 70 Survey date: MONDAY 28/09/15		
11	ES-03-A-02 SOUTH COAST ROAD	PRIVATE HOUSING	EAST SUSSEX
	PEACEHAVEN Edge of Town Residential Zone Total Number of dwellings: 37 Survey date: FRIDAY 18/11/11		
12	GM-03-A-10 BUTT HILL DRIVE	DETACHED/SEMI	GREATER MANCHESTER
	PRESTWICH MANCHESTER Edge of Town Residential Zone Total Number of dwellings: 29 Survey date: WEDNESDAY 12/10/11		
13	HC-03-A-18 CANADA WAY	HOUSES & FLATS	HAMPSHIRE
	LIPHOOK Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 62 Survey date: TUESDAY 29/11/16		
14	LC-03-A-30 WATSON ROAD	SEMI-DETACHED	LANCASHIRE
	BLACKPOOL Edge of Town Centre Residential Zone Total Number of dwellings: 24 Survey date: FRIDAY 14/06/13		

LIST OF SITES relevant to selection parameters (Cont.)

15	LN-03-A-03 ROOKERY LANE BOULTHAM LINCOLN Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 22 Survey date: TUESDAY 18/09/12	SEMI DETACHED	LINCOLNSHIRE	Survey Type: MANUAL
16	LN-03-A-04 EGERTON ROAD LINCOLN Edge of Town Centre Residential Zone Total Number of dwellings: 30 Survey date: MONDAY 29/06/15	DETACHED & SEMI -DETACHED	LINCOLNSHIRE	Survey Type: MANUAL
17	MS-03-A-03 BEMPTON ROAD OTTERSPOOL LIVERPOOL Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 15 Survey date: FRIDAY 21/06/13	DETACHED	MERSEYSIDE	Survey Type: MANUAL
18	NE-03-A-02 HANOVER WALK SCUNTHORPE Edge of Town No Sub Category Total Number of dwellings: 432 Survey date: MONDAY 12/05/14	SEMI DETACHED & DETACHED	NORTH EAST LINCOLNSHIRE	Survey Type: MANUAL
19	NE-03-A-03 STATION ROAD SCUNTHORPE Edge of Town Centre Residential Zone Total Number of dwellings: 180 Survey date: TUESDAY 20/05/14	PRIVATE HOUSES	NORTH EAST LINCOLNSHIRE	Survey Type: MANUAL
20	NF-03-A-01 YARMOUTH ROAD CAISTER-ON-SEA Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 27 Survey date: TUESDAY 16/10/12	SEMI DET. & BUNGALOWS	NORFOLK	Survey Type: MANUAL
21	NF-03-A-02 DEREHAM ROAD NORWICH Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 98 Survey date: MONDAY 22/10/12	HOUSES & FLATS	NORFOLK	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

22	NF-03-A-03 HALING WAY	DETACHED HOUSES		NORFOLK
	THETFORD			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	10		
	Survey date: WEDNESDAY	16/09/15		Survey Type: MANUAL
23	NY-03-A-06 HORSEFAIR	BUNGALOWS & SEMI DET.		NORTH YORKSHIRE
	BOROUGHBRIDGE			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	115		
	Survey date: FRIDAY	14/10/11		Survey Type: MANUAL
24	NY-03-A-07 CRAVEN WAY	DETACHED & SEMI DET.		NORTH YORKSHIRE
	BOROUGHBRIDGE			
	Edge of Town			
	No Sub Category			
	Total Number of dwellings:	23		
	Survey date: TUESDAY	18/10/11		Survey Type: MANUAL
25	NY-03-A-08 NICHOLAS STREET	TERRACED HOUSES		NORTH YORKSHIRE
	YORK			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	21		
	Survey date: MONDAY	16/09/13		Survey Type: MANUAL
26	NY-03-A-09 GRAMMAR SCHOOL LANE	MIXED HOUSING		NORTH YORKSHIRE
	NORTHALLERTON			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	52		
	Survey date: MONDAY	16/09/13		Survey Type: MANUAL
27	NY-03-A-10 BOROUGHBRIDGE ROAD	HOUSES AND FLATS		NORTH YORKSHIRE
	RIPON			
	Edge of Town			
	No Sub Category			
	Total Number of dwellings:	71		
	Survey date: TUESDAY	17/09/13		Survey Type: MANUAL
28	NY-03-A-11 HORSEFAIR	PRIVATE HOUSING		NORTH YORKSHIRE
	BOROUGHBRIDGE			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	23		
	Survey date: WEDNESDAY	18/09/13		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

29	NY-03-A-12 RACECOURSE LANE	TOWN HOUSES		NORTH YORKSHIRE
	NORTHALLERTON Edge of Town Centre Residential Zone Total Number of dwellings: 47 Survey date: TUESDAY 27/09/16			
30	SC-03-A-04 HIGH ROAD	DETACHED & TERRACED		SURREY Survey Type: MANUAL
	BYFLEET Edge of Town Residential Zone Total Number of dwellings: 71 Survey date: THURSDAY 23/01/14			
31	SF-03-A-04 NORMANSTON DRIVE	DETACHED & BUNGALOWS		SUFFOLK Survey Type: MANUAL
	LOWESTOFT Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 7 Survey date: TUESDAY 23/10/12			
32	SF-03-A-05 VALE LANE	DETACHED HOUSES		SUFFOLK Survey Type: MANUAL
	BURY ST EDMUNDS Edge of Town Residential Zone Total Number of dwellings: 18 Survey date: WEDNESDAY 09/09/15			
33	SH-03-A-03 SOMERBY DRIVE BICTON HEATH SHREWSBURY	DETACHED		SHROPSHIRE Survey Type: MANUAL
	Edge of Town No Sub Category Total Number of dwellings: 10 Survey date: FRIDAY 26/06/09			
34	SH-03-A-04 ST MICHAEL'S STREET	TERRACED		SHROPSHIRE Survey Type: MANUAL
	SHREWSBURY Suburban Area (PPS6 Out of Centre) No Sub Category Total Number of dwellings: 108 Survey date: THURSDAY 11/06/09			
35	SH-03-A-05 SANDCROFT SUTTON HILL TELFORD	SEMI-DETACHED/TERRACED		SHROPSHIRE Survey Type: MANUAL
	Edge of Town Residential Zone Total Number of dwellings: 54 Survey date: THURSDAY 24/10/13			

LIST OF SITES relevant to selection parameters (Cont.)

36	SH-03-A-06 ELLESMERE ROAD	BUNGALOWS		SHROPSHIRE
	SHREWSBURY Edge of Town Residential Zone Total Number of dwellings: 16 Survey date: THURSDAY 22/05/14			
37	SM-03-A-01 WEMBDON ROAD	DETACHED & SEMI		SOMERSET
	NORTHFIELD BRIDGWATER Edge of Town Residential Zone Total Number of dwellings: 33 Survey date: THURSDAY 24/09/15			
38	ST-03-A-06 STANFORD ROAD	SEMI-DET. & TERRACED		STAFFORDSHIRE
	BLAKENHALL WOLVERHAMPTON Edge of Town Centre No Sub Category Total Number of dwellings: 17 Survey date: FRIDAY 09/05/14			
39	SY-03-A-01 A19 BENTLEY ROAD	SEMI DETACHED HOUSES		SOUTH YORKSHIRE
	BENTLEY RISE DONCASTER Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 54 Survey date: WEDNESDAY 18/09/13			
40	TW-03-A-02 WEST PARK ROAD	SEMI-DETACHED		TYNE & WEAR
	GATESHEAD Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 16 Survey date: MONDAY 07/10/13			
41	TW-03-A-03 STATION ROAD	MIXED HOUSES		TYNE & WEAR
	BACKWORTH NEAR NEWCASTLE Neighbourhood Centre (PPS6 Local Centre) Village Total Number of dwellings: 33 Survey date: FRIDAY 13/11/15			
42	WK-03-A-01 ARLINGTON AVENUE	TERRACED/SEMI /DET.		WARWICKSHIRE
	LEAMINGTON SPA Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 6 Survey date: FRIDAY 21/10/11			

LIST OF SITES relevant to selection parameters (Cont.)

43	WK-03-A-02 NARBERTH WAY POTTERS GREEN COVENTRY Edge of Town Residential Zone	BUNGALOWS		WARWICKSHIRE
	Total Number of dwellings:		17	
	Survey date:	THURSDAY	17/10/13	Survey Type: MANUAL
44	WS-03-A-04 HILLS FARM LANE BROADBRIDGE HEATH HORSHAM Edge of Town Residential Zone	MIXED HOUSES		WEST SUSSEX
	Total Number of dwellings:		151	
	Survey date:	THURSDAY	11/12/14	Survey Type: MANUAL
45	WS-03-A-05 UPPER SHOREHAM ROAD	TERRACED & FLATS		WEST SUSSEX
	SHOREHAM BY SEA Suburban Area (PPS6 Out of Centre) Residential Zone			
	Total Number of dwellings:		48	
	Survey date:	WEDNESDAY	18/04/12	Survey Type: MANUAL
46	WS-03-A-06 ELLIS ROAD S BROADBRIDGE HEATH WEST HORSHAM Edge of Town Residential Zone	MIXED HOUSES		WEST SUSSEX
	Total Number of dwellings:		805	
	Survey date:	THURSDAY	02/03/17	Survey Type: MANUAL
47	WY-03-A-01 SPRING VALLEY CRESCENT BRAMLEY LEEDS Neighbourhood Centre (PPS6 Local Centre) Residential Zone	MIXED HOUSING		WEST YORKSHIRE
	Total Number of dwellings:		46	
	Survey date:	WEDNESDAY	21/09/16	Survey Type: MANUAL

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

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

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	47	72	0.070	47	72	0.274	47	72	0.344
08:00 - 09:00	47	72	0.135	47	72	0.368	47	72	0.503
09:00 - 10:00	47	72	0.145	47	72	0.159	47	72	0.304
10:00 - 11:00	47	72	0.130	47	72	0.152	47	72	0.282
11:00 - 12:00	47	72	0.140	47	72	0.150	47	72	0.290
12:00 - 13:00	47	72	0.148	47	72	0.151	47	72	0.299
13:00 - 14:00	47	72	0.149	47	72	0.149	47	72	0.298
14:00 - 15:00	47	72	0.143	47	72	0.171	47	72	0.314
15:00 - 16:00	47	72	0.240	47	72	0.170	47	72	0.410
16:00 - 17:00	47	72	0.254	47	72	0.159	47	72	0.413
17:00 - 18:00	47	72	0.310	47	72	0.157	47	72	0.467
18:00 - 19:00	47	72	0.247	47	72	0.157	47	72	0.404
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.111			2.217			4.328

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.

Parameter summary

Trip rate parameter range selected: 6 - 805 (units:)
 Survey date date range: 01/01/09 - 28/03/17
 Number of weekdays (Monday-Friday): 47
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 1
 Surveys manually removed from selection: 0

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