

## Helix Transport Consultants

16 Springfield Court, Stonehouse, Gloucestershire, GL10 2JF  
Tel: 01453 822625  
www.helixtc.co.uk

# Transport Statement

---

Project: Land at Windrush, Ashton Keynes      Date: 14<sup>th</sup> November 2025  
Reference: 2536TN01A

---

## 1 Introduction

1.1.1 Helix Transport Consultants Ltd are appointed to provide a Transport Statement in support of the proposed development of two new dwellings in the place of barns on land off High Road in Ashton Keynes.

1.1.2 The location of the site is shown below:



*Image from Google Earth*

1.1.3 The purpose of this report is to assist the planning application process by providing relevant traffic and transportation information.

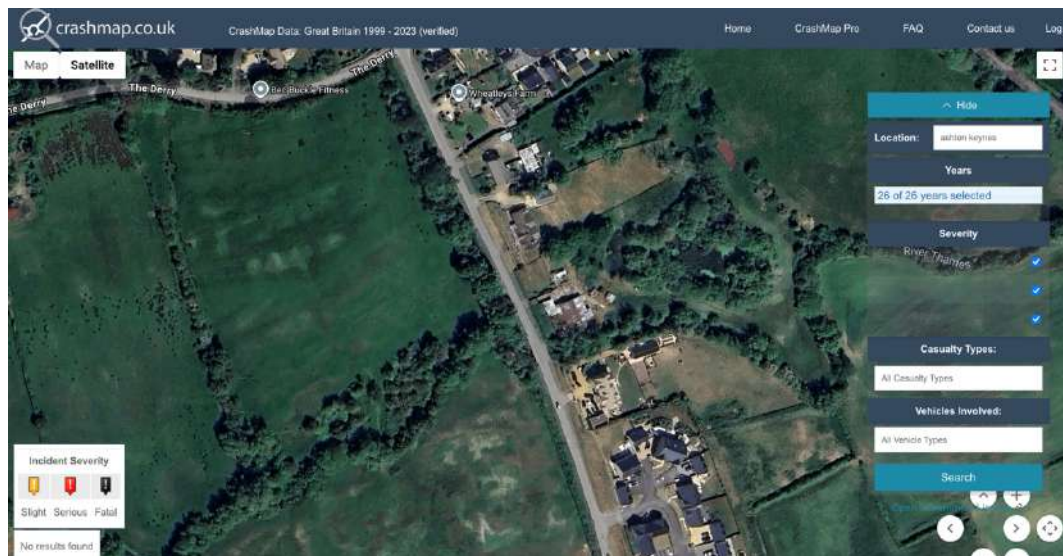
## 2 Description of Site and Surrounding Transport Network

- 2.1.1 The site comprises an area of land currently occupied by agricultural-type barns, as pictured below:



*View of the site from High Road. Image Courtesy of Google*

- 2.1.2 The site sits towards the southern end of the village of Ashton Keynes, within a ribbon of housing development running along High Road.
- 2.1.3 Access to the site is achieved via a gravel drive leading from High Road across the grass verge.
- 2.1.4 A recent housing development, in the place of agricultural barns associated with Wheatley's Farm, sits to the south of the site, while the rest of Ashton Keynes' housing lies to the north. Open fields lie to the east of the site and also to the other side of High Road to the west.
- 2.1.5 High Road is a rural access-type road comprising a surfaced carriageway, approximately 4m wide, and grassed verges on both sides of the road. The verge on the site side measures approximately 3.6m wide, while the verge on the opposite side of the carriageway incorporates a drainage channel.
- 2.1.6 High Road is subject to a 30mph speed restriction as it passes the site. This changes to a 'derestricted' 60mph speed limit around 78m to the south of the site.
- 2.1.7 As can be seen in the following image, there have been no recorded personal injury road collisions occurring near the site during the whole of the 26 years of data held on the crashmap website.



*Attribution: Source – www.Crashmap.co.uk; Mapping – Google; PIA data - DfT*

- 2.1.8 The nearest footways can be found 400m to the north of the site.
- 2.1.9 Provision for cyclists in Ashton Keynes consists of cycle racks at the village store and the local primary school.
- 2.1.10 The site is considered to be well placed to encourage walking or cycling to local facilities. These include a Public House at 650m from the site, a primary school at 750m from the site, a village shop and village hall at 500m from the site.
- 2.1.11 Those wishing to travel further will find a local bus stop located just 200m to the north of the site. This accesses a once-daily service.

### **3 Proposed Development - Overview**

- 3.1.1 The applicant seeks consent for two new 4-bed dwellings in the place of the existing barns.
- 3.1.2 The proposals also include a new entrance into the site. The existing gravel access will be abandoned.

#### **3.2 Parking**

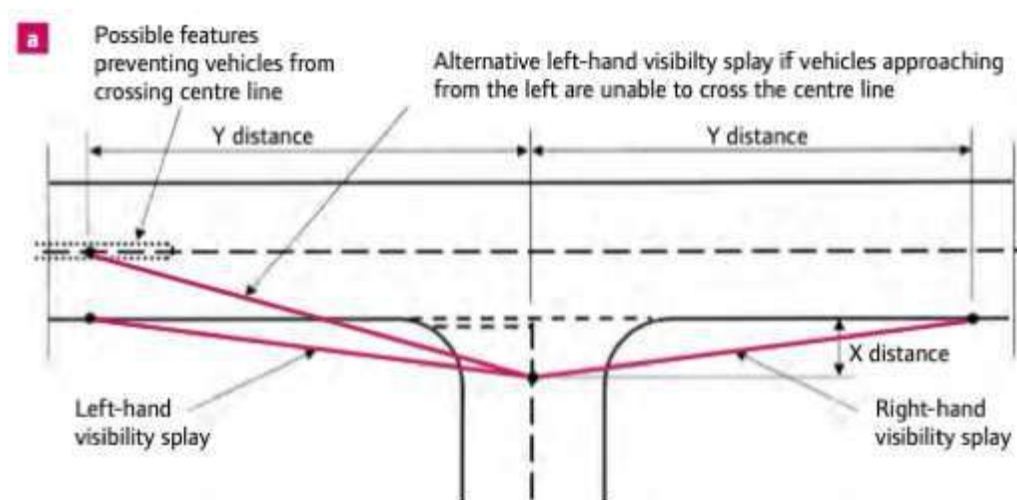
- 3.2.1 Wiltshire Council's adopted local plan recommends the provision of 3 car parking spaces per 4-bed dwelling, plus visitor parking spaces at a ratio of 0.2spaces per dwelling.
- 3.2.2 Accordingly, the proposed development incorporates private car parking spaces for 3 cars per dwelling. A further space will be provided for visitors. The proposed parking arrangement is shown on the current masterplan.
- 3.2.3 The Wiltshire Local Transport Plan, Cycling Strategy, recommends the provision of 3 secure cycle parking spaces for a 4-bed house. The proposed masterplan layout identifies a cycle parking shed of sufficient size in the back garden of each property to meet this requirement.

### 3.3 Access layout

- 3.3.1 The proposed access layout is shown on the attached drawing 2536DWG01. This involves a 6.0m wide opening along the carriageway edge, which tapers to 4.1m wide at the back of the verge.

### 3.4 Access Visibility

- 3.4.1 The following image, taken from the Manual for Streets (MfS), illustrates the main components of junction visibility:



- 3.4.2 The distance back along the minor arm from which visibility is measured is known as the x-distance. It is generally measured back from the 'give way' line (or an imaginary 'give way' line if no such markings are provided).
- 3.4.3 The y-distance represents the distance that a driver who is about to exit from the minor arm can see to his left and right along the main alignment.

#### X-Distance

- 3.4.4 The current geometric guidance for a junction in a built-up area is contained in the Manual for Streets (MfS). The MfS considers that an X-distance of 2.4m should normally be used in most built-up situations, as this represents a reasonable maximum distance between the front of a car and the driver's eye. Using a shorter distance will mean that the front of some vehicles will protrude slightly into the running carriageway of the major arm. The ability of drivers and cyclists to see this overhang from a reasonable distance and to manoeuvre around it is an important consideration.
- 3.4.5 There is no doubt that a vehicle travelling along High Road will be able to see a vehicle protruding from the site entrance over a significant distance.

#### Y-Distance Length

- 3.4.6 The recommended y-distance is based on an assessment of the distance a vehicle will travel in the time it takes for a driver to react and then bring their vehicle to a stop on a flat road. The MfS proposes that this distance is 43m when a vehicle is travelling at 30mph.

#### Main Road Vehicle Position

- 3.4.7 Convention requires the y-distance view to be taken to the nearer carriageway edge in both directions; however, the MfS acknowledges that measuring the y-distance along the nearside kerb line is simplistic because vehicles will normally be travelling at a distance from the kerb line. For this reason, a more accurate assessment of visibility splay can be made by measuring to the nearside edge of the vehicle track.
- 3.4.8 This is relevant to the application site because a large green box sits in the highway verge, creating a partial obstruction to the view between the site access and the nearer southern carriageway edge.
- 3.4.9 As the attached drawing (2536DWG01) demonstrates, the proposed access' sight line to the south, from a 2.4m x-distance, at the recommended 43m y-distance, projects 0.5m into the carriageway. For a 2.0m x-distance, this projection reduces to around 23mm.
- 3.4.10 Due to the curvature of the road, a full view of the nearer southern carriageway edge returns at a distance of around 55m. In other words, the obstruction to the southern view is temporary and much too small to obscure the driver-to-driver inter-visibility.

#### Conclusion

- 3.4.11 Given the above, it is concluded that the achievable junction visibility is sufficient to ensure acceptable highway safety outcomes.

### **3.5 Servicing**

- 3.5.1 It is proposed that weekly refuse collection occurs from the roadside. There will be no need for refuse vehicles to enter the site.
- 3.5.2 The proposed properties lie well within 45m of High Road. Therefore, there will be no need to accommodate a fire tender on the site.

## 4 Impact Assessment & Conclusion

- 4.1.1 The following table summarises the TRICS-based assessment for small housing developments in village areas in England. Surveys undertaken during the Covid Lockdown periods are excluded. The full TRICS output is attached to this report.

*Table 4.1 – Residential Vehicle Trip Generation Rates - Weekday*

| Period      | Vehicle Trip Rates / House |           |       | Vehicles (2 House) |           |       |
|-------------|----------------------------|-----------|-------|--------------------|-----------|-------|
|             | Arrival                    | Departure | Total | Arrival            | Departure | Total |
| 08:00-09:00 | 0.141                      | 0.302     | 0.443 | 0                  | 1         | 1     |
| 17:00-18:00 | 0.288                      | 0.147     | 0.435 | 1                  | 0         | 1     |
| Daily Total | 1.998                      | 2.050     | 4.048 | 4                  | 4         | 8     |

*Note – apparent numerical errors can be attributed to rounding*

- 4.1.2 According to the above, the proposed development of two dwellings can be expected to result in a total of 1 additional traffic movement during the peak hour periods, and 8 per day.

### 4.2 Development Impact

- 4.2.1 There is no reasonable measure by which a maximum increase of 1 vehicle movement per hour can be considered to have a significant impact on the operation of the wider public highway network. The impact of the proposed development is assessed as negligible.

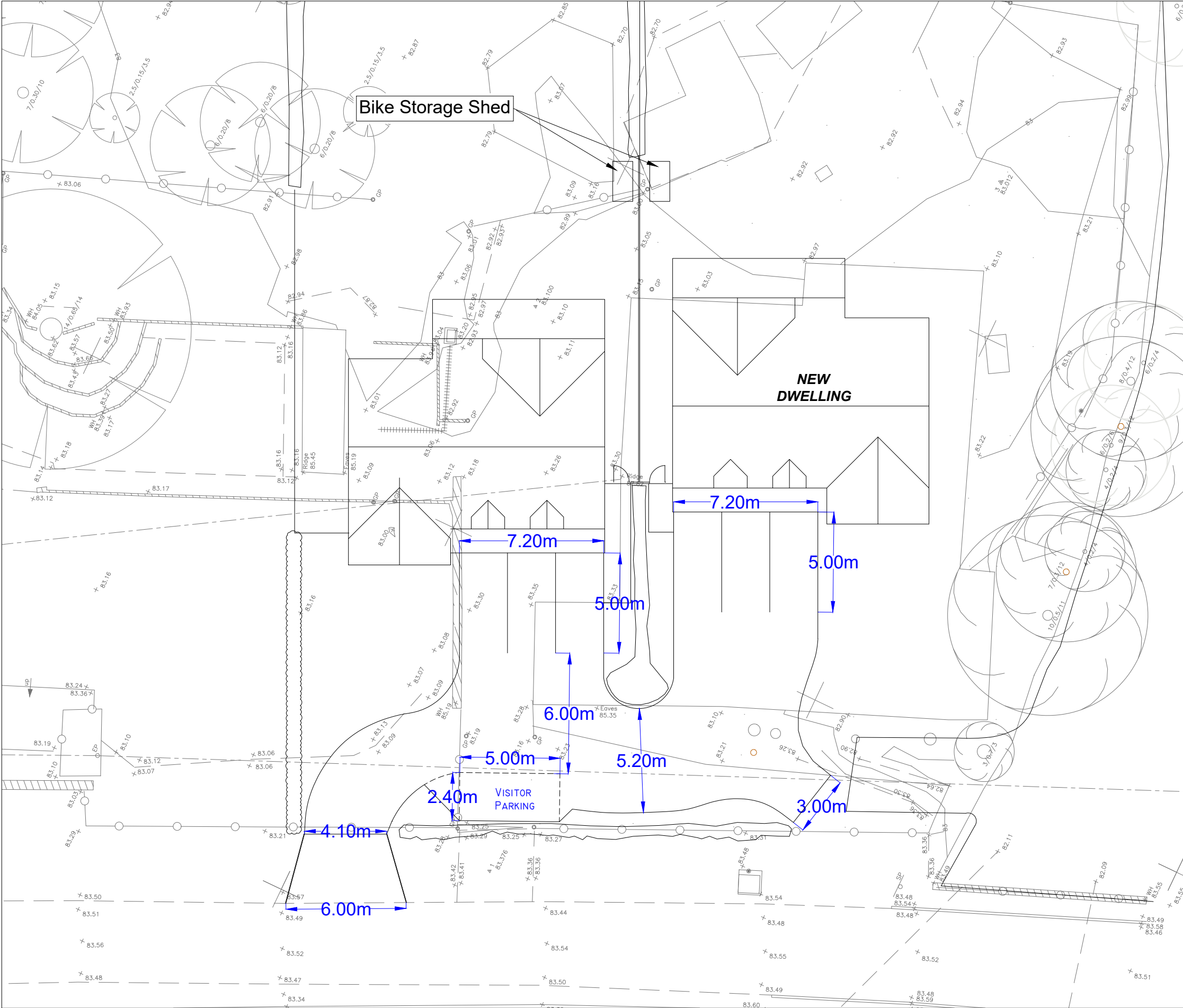
### 4.3 Construction Traffic

- 4.3.1 The hours of operation and the routing of construction traffic will be discussed at the appropriate time. It is expected that a construction management plan will be secured through a planning condition.

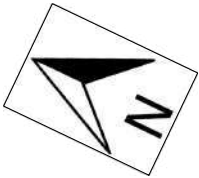
## 5 Conclusion

- 5.1.1 This Transport Statement (TS) has been prepared in order to examine the traffic and transportation issues associated with the proposed redevelopment of land at Windrush, off High Road in Ashton Keynes.
- 5.1.2 The site is considered to be sustainably located, in the context of its rural position, with a variety of destinations within the recognised walk and cycle threshold distances. Those wishing to travel further afield benefit from the site's proximity to local bus stops.

- 5.1.3 The redevelopment proposals involve the creation of 2 new 4-bed dwellings in the place of existing barns. The proposed car and cycle parking provision meets the adopted local standards.
- 5.1.4 The proposed development will be accessed via a new vehicle crossover onto High Road. This report concludes that the proposed access arrangement is acceptably safe.
- 5.1.5 The analysis contained in this report indicates that the site is likely to increase the peak hour vehicle activity by 1 movement and up to 8 during a typical 24-hour period. This quantity of traffic is considered to be so small as to have no meaningful effect on the operation of the public highway.
- 5.1.6 The overall conclusion is that the site will result in neither unacceptable impacts on highway safety nor a severe residual cumulative impact on the road network. Accordingly, there are no traffic or transportation reasons to refuse the proposed development.



**General Arrangement**  
**Scale 1:200**



**Helix Transport Consultants**

16 Springfield Court, Stonehouse, Gloucestershire. GL10 2JF  
tel +44 (0)1453 822625

**Notes**

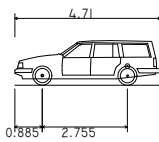
Based on Ordnance Survey, licence No. AC000848283, as well as topographical survey and proposed layout details provided by the applicant.

Do not scale from this drawing manually or electronically. Written permission must be obtained from Helix Transport Consultants Ltd.

**Key**

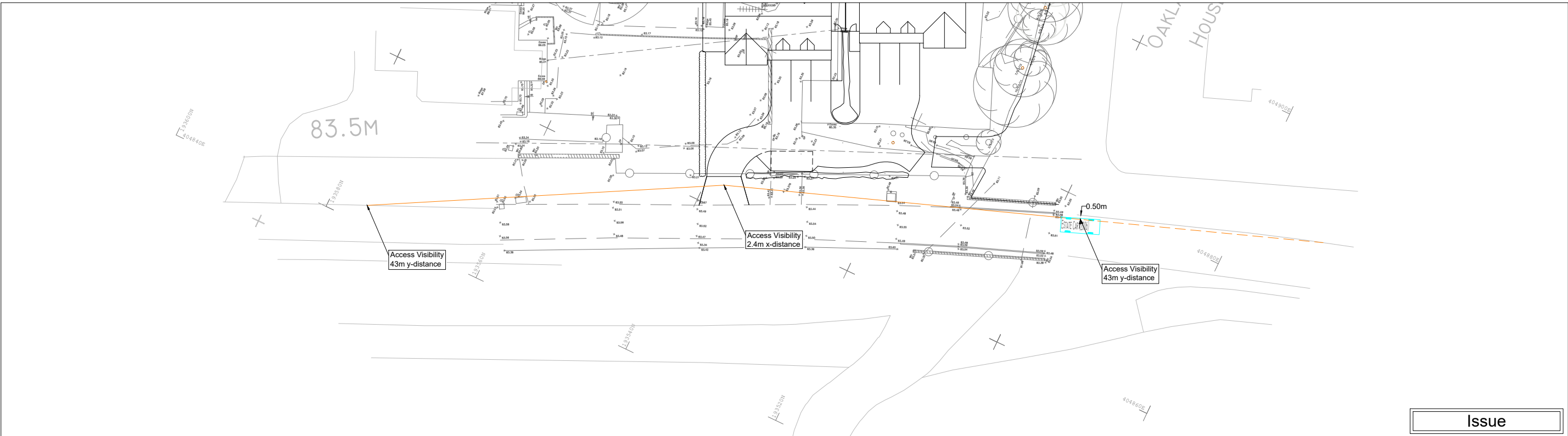
- Ordnance Survey mapping
- Topographical survey
- Proposed access layout
- Junction visibility

**Vehicle Details**



ESTATE CAR (2006)  
OVERALL LENGTH 4.710M  
OVERALL WIDTH 1.804M  
OVERALL BODY HEIGHT 1.442M  
MIN BODY GROUND CLEARANCE 0.207M  
MAX TRACK WIDTH 1.756M  
LOCK TO LOCK TIME 4.00S  
KERB TO KERB TURNING RADIUS 5.950M

**Access Visibility**  
**Scale 1:500**



| Rev | By | Chkd | Apprvd | Date | Description |
|-----|----|------|--------|------|-------------|
|-----|----|------|--------|------|-------------|

Client

**Partridge Homes Ltd**

Project

Land at Windrush, High Road,  
Ashton Keynes

Drawing

**Proposed Site Layout  
and Access Visibility**

Drawn by: JH Date: 13/11/2025

Checked by: JH Date: 13/11/2025

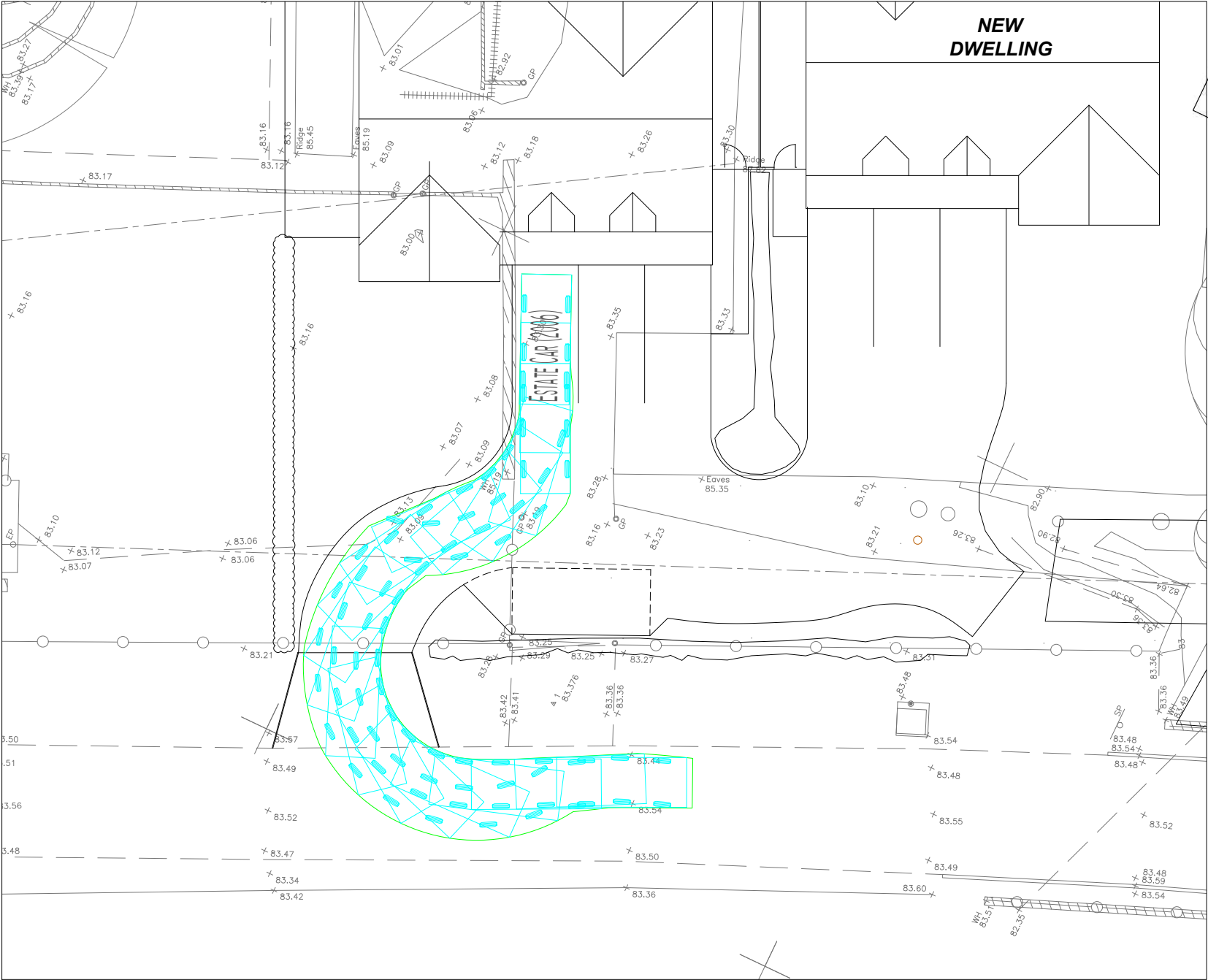
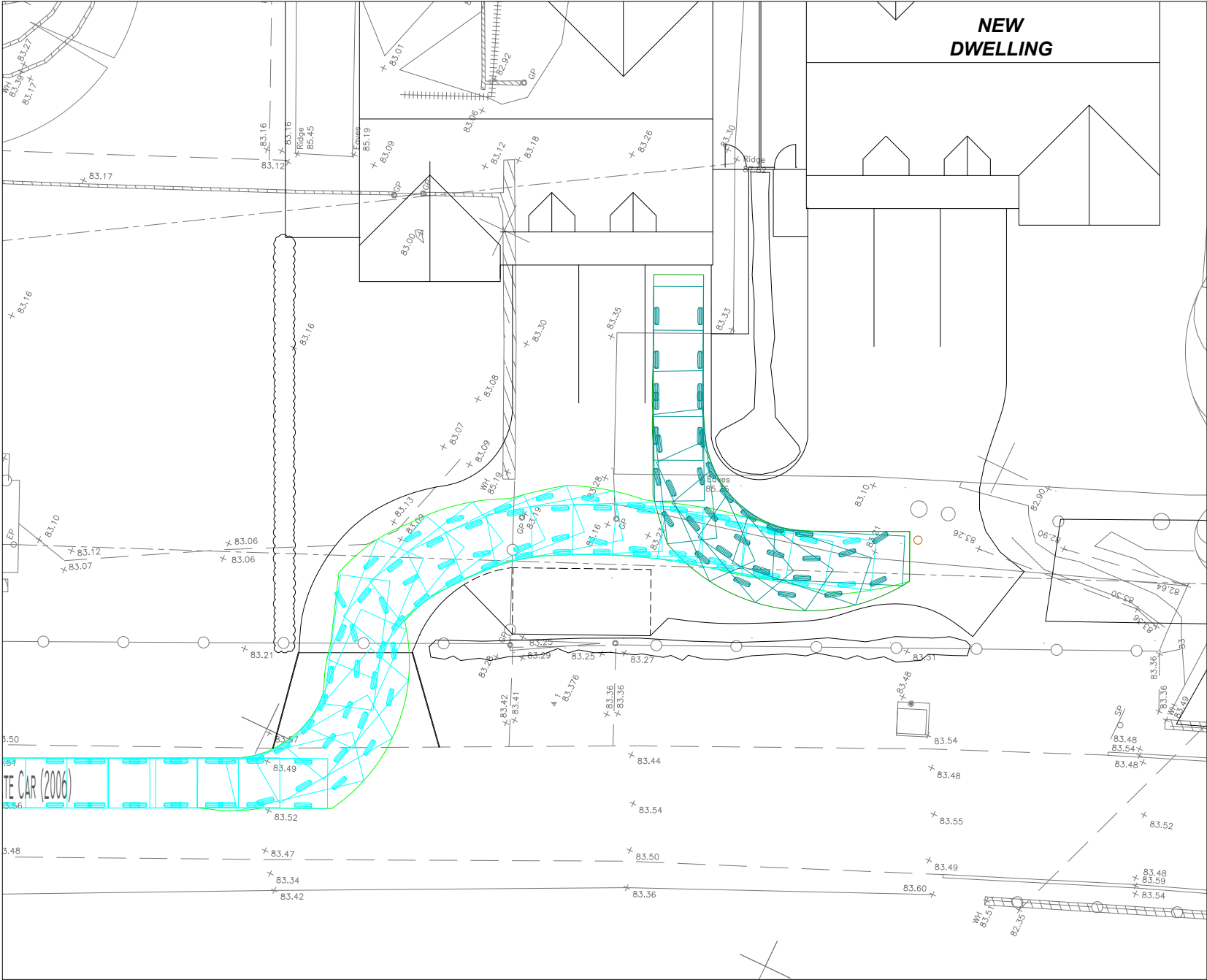
Approved by: JH Date: 13/11/2025

Drawing No. Revision

2536DWG01

Drawing Scale: As indicated @ A2

Issue



# Helix Transport Consultants

16 Springfield Court, Stonehouse, Gloucestershire. GL10 2JF  
Tel +44 (0)1453 822625

## Notes

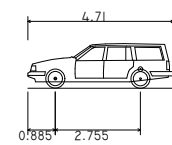
Based on Ordnance Survey, licence No. AC000848283, as well as topographical survey and proposed layout details provided by the applicant.

Do not scale from this drawing manually or electronically. Written permission must be obtained from Helix Transport Consultants Ltd.

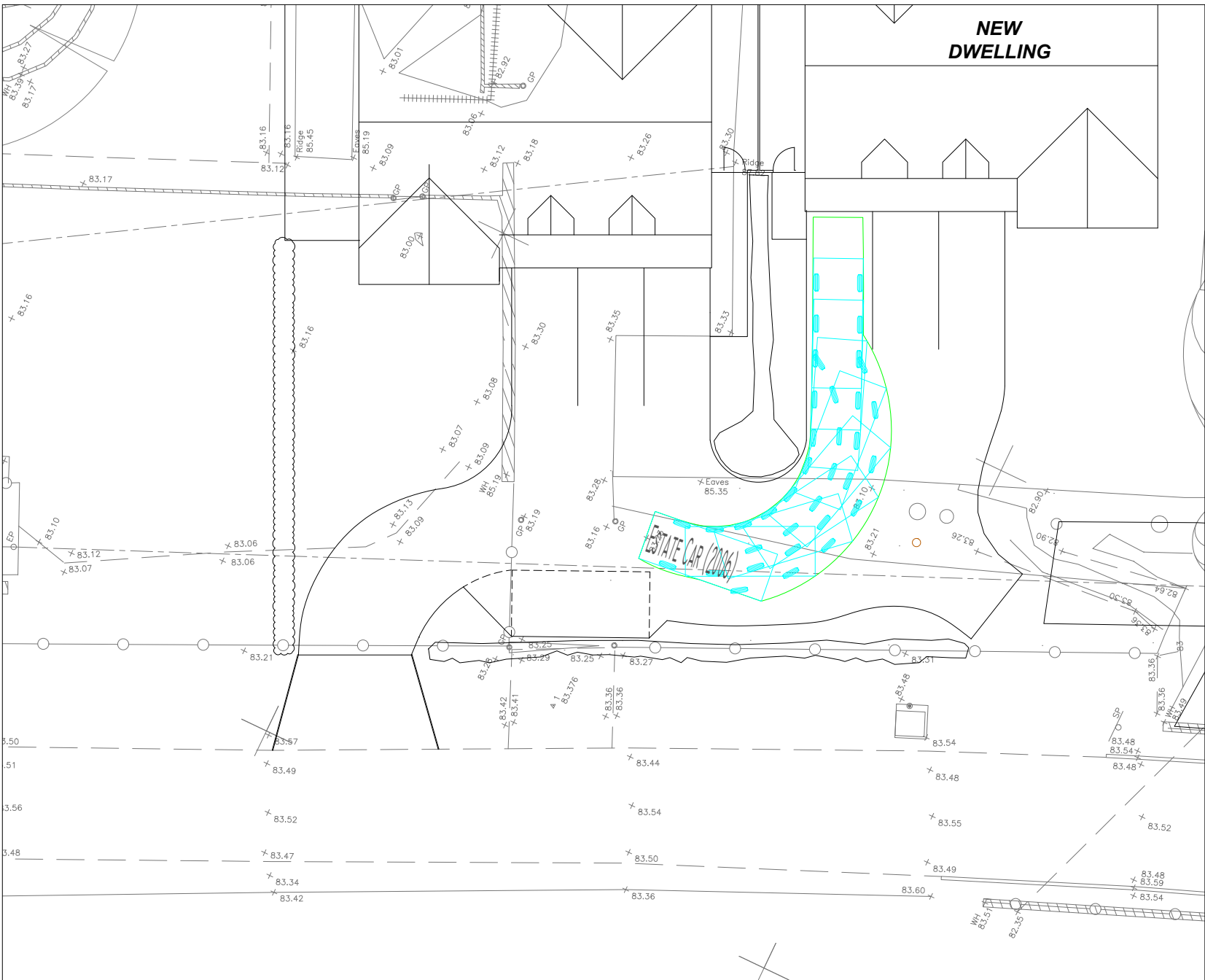
## Key

- Ordnance Survey mapping
- Topographical survey
- Proposed access layout
- Junction visibility

## Vehicle Details



ESTATE CAR (2006)  
OVERALL LENGTH 4.710M  
OVERALL WIDTH 1.804M  
OVERALL BODY HEIGHT 1.442M  
MIN BODY GROUND CLEARANCE 0.207M  
MAX TRACK WIDTH 1.756M  
LOCK TO LOCK TIME 4.00S  
KERB TO KERB TURNING RADIUS 5.950M



| Rev | By | Chkd | Apprvd | Date | Description |
|-----|----|------|--------|------|-------------|
|-----|----|------|--------|------|-------------|

Client

Partridge Homes Ltd

Project

Land at Windrush, High Road, Ashton Keynes

Drawing

Vehicle Manoeuvres  
Private Car

Drawn by: JH Date: 13/11/2025

Checked by: JH Date: 13/11/2025

Approved by: JH Date: 13/11/2025

Drawing No. Revision

2536DWG02

Drawing Scale: 1:200 @ A2

Issue

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

|    |                            |        |
|----|----------------------------|--------|
| 02 | SOUTH EAST                 |        |
|    | KC KENT                    | 1 days |
|    | MW MEDWAY                  | 1 days |
|    | SC SURREY                  | 2 days |
|    | WS WEST SUSSEX             | 4 days |
| 03 | SOUTH WEST                 |        |
|    | SM SOMERSET                | 2 days |
| 04 | EAST ANGLIA                |        |
|    | CA CAMBRIDGESHIRE          | 2 days |
|    | NF NORFOLK                 | 2 days |
|    | SF SUFFOLK                 | 1 days |
| 05 | EAST MIDLANDS              |        |
|    | LE LEICESTERSHIRE          | 1 days |
| 08 | NORTH WEST                 |        |
|    | AC CHESHIRE WEST & CHESTER | 1 days |
| 09 | NORTH                      |        |
|    | TW TYNE & WEAR             | 1 days |

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

Turner Lowe Associates Guest Road Manchester

Licence No: 756701

**Primary Filtering selection:**

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

Parameter: No of Dwellings  
Actual Range: 8 to 380 (units: )  
Range Selected by User: 6 to 4334 (units: )

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

**Public Transport Provision:**

Selection by: Include all surveys

Date Range: 01/01/15 to 04/07/23

*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    | 1 days |
| Tuesday   | 5 days |
| Wednesday | 3 days |
| Thursday  | 4 days |
| Friday    | 5 days |

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

**Selected survey types:**

|                       |         |
|-----------------------|---------|
| Manual count          | 17 days |
| Directional ATC Count | 1 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:**

|                                          |    |
|------------------------------------------|----|
| Neighbourhood Centre (PPS6 Local Centre) | 18 |
|------------------------------------------|----|

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

**Selected Location Sub Categories:**

|         |    |
|---------|----|
| Village | 18 |
|---------|----|

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

**Inclusion of Servicing Vehicles Counts:**

|                             |                    |
|-----------------------------|--------------------|
| Servicing vehicles Included | 8 days - Selected  |
| Servicing vehicles Excluded | 35 days - Selected |

**Secondary Filtering selection:****Use Class:**

|    |         |
|----|---------|
| C3 | 18 days |
|----|---------|

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

**Population within 500m Range:**

All Surveys Included

## Secondary Filtering selection (Cont.):

Population within 1 mile:

|                  |        |
|------------------|--------|
| 1,000 or Less    | 1 days |
| 1,001 to 5,000   | 9 days |
| 5,001 to 10,000  | 7 days |
| 10,001 to 15,000 | 1 days |

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

Population within 5 miles:

|                    |        |
|--------------------|--------|
| 5,001 to 25,000    | 1 days |
| 25,001 to 50,000   | 6 days |
| 50,001 to 75,000   | 3 days |
| 75,001 to 100,000  | 4 days |
| 100,001 to 125,000 | 2 days |
| 125,001 to 250,000 | 1 days |
| 250,001 to 500,000 | 1 days |

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

Car ownership within 5 miles:

|            |         |
|------------|---------|
| 0.6 to 1.0 | 2 days  |
| 1.1 to 1.5 | 12 days |
| 1.6 to 2.0 | 4 days  |

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

Travel Plan:

|     |         |
|-----|---------|
| Yes | 8 days  |
| No  | 10 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 | 18 days |
|-----------------|---------|

*This data displays the number of selected surveys with PTAL Ratings.*

LIST OF SITES relevant to selection parameters

|   |                                                                                                                                                                   |                                                                |                                                                    |
|---|-------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------|--------------------------------------------------------------------|
| 1 | AC-03-A-06<br>COMMON LANE<br>NEAR CHESTER<br>WAVERTON<br>Neighbourhood Centre (PPS6 Local Centre)<br>Village<br>Total No of Dwellings:<br>Survey date: FRIDAY     | DETACHED HOUSES<br><br><br><br><br><br>99<br>29/04/22          | CHESHIRE WEST & CHESTER<br><br><br><br><br><br>Survey Type: MANUAL |
| 2 | CA-03-A-06<br>CRAFT'S WAY<br>NEAR CAMBRIDGE<br>BAR HILL<br>Neighbourhood Centre (PPS6 Local Centre)<br>Village<br>Total No of Dwellings:<br>Survey date: FRIDAY   | MIXED HOUSES<br><br><br><br><br><br>207<br>22/06/18            | CAMBRIDGESHIRE<br><br><br><br><br><br>Survey Type: MANUAL          |
| 3 | CA-03-A-08<br>GIDDING ROAD<br>SAWTRY<br><br>Neighbourhood Centre (PPS6 Local Centre)<br>Village<br>Total No of Dwellings:<br>Survey date: THURSDAY                | DETACHED & SEMI-DETACHED<br><br><br><br><br><br>83<br>13/10/22 | CAMBRIDGESHIRE<br><br><br><br><br><br>Survey Type: MANUAL          |
| 4 | KC-03-A-08<br>MAIDSTONE ROAD<br>CHARING<br><br>Neighbourhood Centre (PPS6 Local Centre)<br>Village<br>Total No of Dwellings:<br>Survey date: TUESDAY              | MIXED HOUSES<br><br><br><br><br><br>159<br>22/05/18            | KENT<br><br><br><br><br><br>Survey Type: MANUAL                    |
| 5 | LE-03-A-02<br>MELBOURNE ROAD<br>IBSTOCK<br><br>Neighbourhood Centre (PPS6 Local Centre)<br>Village<br>Total No of Dwellings:<br>Survey date: THURSDAY             | DETACHED & OTHERS<br><br><br><br><br><br>85<br>28/06/18        | LEICESTERSHIRE<br><br><br><br><br><br>Survey Type: MANUAL          |
| 6 | MW-03-A-01<br>ROCHESTER ROAD<br>NEAR CHATHAM<br>BURHAM<br>Neighbourhood Centre (PPS6 Local Centre)<br>Village<br>Total No of Dwellings:<br>Survey date: FRIDAY    | DETACHED & SEMI-DETACHED<br><br><br><br><br><br>8<br>22/09/17  | MEDWAY<br><br><br><br><br><br>Survey Type: MANUAL                  |
| 7 | NF-03-A-27<br>YARMOUTH ROAD<br>NEAR NORWICH<br>BLOFIELD<br>Neighbourhood Centre (PPS6 Local Centre)<br>Village<br>Total No of Dwellings:<br>Survey date: THURSDAY | MIXED HOUSES & FLATS<br><br><br><br><br><br>93<br>16/09/21     | NORFOLK<br><br><br><br><br><br>Survey Type: MANUAL                 |
| 8 | NF-03-A-44<br>MILL LANE<br>NEAR NORWICH<br>HORSFORD<br>Neighbourhood Centre (PPS6 Local Centre)<br>Village<br>Total No of Dwellings:<br>Survey date: WEDNESDAY    | MIXED HOUSES<br><br><br><br><br><br>125<br>21/09/22            | NORFOLK<br><br><br><br><br><br>Survey Type: DIRECTIONAL ATC COUNT  |

LIST OF SITES relevant to selection parameters (Cont.)

|    |                                                                                                                     |                          |                     |
|----|---------------------------------------------------------------------------------------------------------------------|--------------------------|---------------------|
| 9  | SC-03-A-09<br>AMLETS LANE<br>CRANLEIGH                                                                              | MIXED HOUSES & FLATS     | SURREY              |
|    | Neighbourhood Centre (PPS6 Local Centre)<br>Village<br>Total No of Dwellings: 136<br>Survey date: TUESDAY 24/05/22  |                          | Survey Type: MANUAL |
| 10 | SC-03-A-10<br>GUILDFORD ROAD<br>ASH                                                                                 | MIXED HOUSES             | SURREY              |
|    | Neighbourhood Centre (PPS6 Local Centre)<br>Village<br>Total No of Dwellings: 32<br>Survey date: WEDNESDAY 14/09/22 |                          | Survey Type: MANUAL |
| 11 | SF-03-A-06<br>BURY ROAD<br>KENTFORD                                                                                 | DETACHED & SEMI-DETACHED | SUFFOLK             |
|    | Neighbourhood Centre (PPS6 Local Centre)<br>Village<br>Total No of Dwellings: 38<br>Survey date: FRIDAY 22/09/17    |                          | Survey Type: MANUAL |
| 12 | SM-03-A-02<br>HYDE LANE<br>NEAR TAUNTON<br>CREECH SAINT MICHAEL                                                     | MIXED HOUSES             | SOMERSET            |
|    | Neighbourhood Centre (PPS6 Local Centre)<br>Village<br>Total No of Dwellings: 42<br>Survey date: TUESDAY 25/09/18   |                          | Survey Type: MANUAL |
| 13 | SM-03-A-03<br>HYDE LANE<br>NEAR TAUNTON<br>CREECH ST MICHAEL                                                        | MIXED HOUSES             | SOMERSET            |
|    | Neighbourhood Centre (PPS6 Local Centre)<br>Village<br>Total No of Dwellings: 41<br>Survey date: TUESDAY 25/09/18   |                          | Survey Type: MANUAL |
| 14 | TW-03-A-03<br>STATION ROAD<br>NEAR NEWCASTLE<br>BACKWORTH                                                           | MIXED HOUSES             | TYNE & WEAR         |
|    | Neighbourhood Centre (PPS6 Local Centre)<br>Village<br>Total No of Dwellings: 33<br>Survey date: FRIDAY 13/11/15    |                          | Survey Type: MANUAL |
| 15 | WS-03-A-07<br>EMMS LANE<br>NEAR HORSHAM<br>BROOKS GREEN                                                             | BUNGALOWS                | WEST SUSSEX         |
|    | Neighbourhood Centre (PPS6 Local Centre)<br>Village<br>Total No of Dwellings: 57<br>Survey date: THURSDAY 19/10/17  |                          | Survey Type: MANUAL |

LIST OF SITES relevant to selection parameters (Cont.)

|    |                                          |                          |                     |
|----|------------------------------------------|--------------------------|---------------------|
| 16 | WS-03-A-15                               | MIXED HOUSES             | WEST SUSSEX         |
|    | HILLAND ROAD                             |                          |                     |
|    | BILLINGSHURST                            |                          |                     |
|    | Neighbourhood Centre (PPS6 Local Centre) |                          |                     |
|    | Village                                  |                          |                     |
|    | Total No of Dwellings:                   | 380                      |                     |
|    | Survey date: TUESDAY                     | 23/11/21                 | Survey Type: MANUAL |
| 17 | WS-03-A-16                               | DETACHED & SEMI-DETACHED | WEST SUSSEX         |
|    | BRACKLESHAM LANE                         |                          |                     |
|    | BRACKLESHAM BAY                          |                          |                     |
|    | Neighbourhood Centre (PPS6 Local Centre) |                          |                     |
|    | Village                                  |                          |                     |
|    | Total No of Dwellings:                   | 58                       |                     |
|    | Survey date: WEDNESDAY                   | 09/11/22                 | Survey Type: MANUAL |
| 18 | WS-03-A-18                               | MIXED HOUSES & FLATS     | WEST SUSSEX         |
|    | LONDON ROAD                              |                          |                     |
|    | HASSOCKS                                 |                          |                     |
|    | Neighbourhood Centre (PPS6 Local Centre) |                          |                     |
|    | Village                                  |                          |                     |
|    | Total No of Dwellings:                   | 156                      |                     |
|    | Survey date: MONDAY                      | 15/05/23                 | Survey Type: MANUAL |

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

MANUALLY DESELECTED SITES

| Site Ref   | Reason for Deselection |
|------------|------------------------|
| AC-03-A-05 | covid survey           |
| BY-03-A-01 | covid survey           |
| CA-03-A-07 | covid survey           |
| ES-03-A-06 | covid survey           |
| GS-03-A-02 | covid survey           |
| NF-03-A-21 | covid survey           |
| NM-03-A-02 | covid survey           |
| NN-03-A-01 | covid survey           |
| SE-03-A-01 | covid survey           |
| SF-03-A-08 | covid survey           |
| WS-03-A-12 | covid survey           |

Turner Lowe Associates Guest Road Manchester

Licence No: 756701

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    | 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 | 18       | 102         | 0.070     | 18         | 102         | 0.257     | 18       | 102         | 0.327     |
| 08:00 - 09:00 | 18       | 102         | 0.141     | 18         | 102         | 0.302     | 18       | 102         | 0.443     |
| 09:00 - 10:00 | 18       | 102         | 0.132     | 18         | 102         | 0.176     | 18       | 102         | 0.308     |
| 10:00 - 11:00 | 18       | 102         | 0.130     | 18         | 102         | 0.144     | 18       | 102         | 0.274     |
| 11:00 - 12:00 | 18       | 102         | 0.119     | 18         | 102         | 0.144     | 18       | 102         | 0.263     |
| 12:00 - 13:00 | 18       | 102         | 0.156     | 18         | 102         | 0.150     | 18       | 102         | 0.306     |
| 13:00 - 14:00 | 18       | 102         | 0.141     | 18         | 102         | 0.141     | 18       | 102         | 0.282     |
| 14:00 - 15:00 | 18       | 102         | 0.142     | 18         | 102         | 0.163     | 18       | 102         | 0.305     |
| 15:00 - 16:00 | 18       | 102         | 0.207     | 18         | 102         | 0.151     | 18       | 102         | 0.358     |
| 16:00 - 17:00 | 18       | 102         | 0.244     | 18         | 102         | 0.156     | 18       | 102         | 0.400     |
| 17:00 - 18:00 | 18       | 102         | 0.288     | 18         | 102         | 0.147     | 18       | 102         | 0.435     |
| 18:00 - 19:00 | 18       | 102         | 0.228     | 18         | 102         | 0.119     | 18       | 102         | 0.347     |
| 19:00 - 20:00 |          |             |           |            |             |           |          |             |           |
| 20:00 - 21:00 |          |             |           |            |             |           |          |             |           |
| 21:00 - 22:00 |          |             |           |            |             |           |          |             |           |
| 22:00 - 23:00 |          |             |           |            |             |           |          |             |           |
| 23:00 - 24:00 |          |             |           |            |             |           |          |             |           |
| Total Rates:  |          |             | 1.998     |            |             | 2.050     |          |             | 4.048     |

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

#### Parameter summary

Trip rate parameter range selected: 8 - 380 (units: )  
 Survey date range: 01/01/15 - 04/07/23  
 Number of weekdays (Monday-Friday): 18  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys automatically removed from selection: 14  
 Surveys manually removed from selection: 11

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.