

# Transport Report

Garages rear of 18-24 Broomfield Drive, Portslade

JANUARY 2024



Reeves Transport Planning

PRODUCED for LAN ESTATES

PRODUCED by REEVES TRANSPORT PLANNING LTD

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V2	17.01.24	SGR	SGR	For Submission to client

# 1. INTRODUCTION

- 1.1 Reeves Transport Planning is appointed to provide a Transport Report in support of a proposal to demolish redundant garages at the rear of 18 to 24 Broomfield Drive Portslade and erect four dwellings. A site location plan is attached, at Appendix 1.
- 1.2 The proposal was the subject of a refused planning application (BH2022/01447). Reason 3 of the Decision Notice relates to the transport implications and notes;

*The proposal has failed to demonstrate that the proposed shared access road is of a suitable width to enable all prospective vehicles to access and egress the site safely. The proposal is therefore contrary to Policies CP9 of the Brighton and Hove City Plan Part One and DM33 of the Brighton and Hove City Plan Part Two.*

- 1.3 This Transport Report is drafted with reference to guidance on the content of Transport Assessments and the Ministry of Housing, Communities & Local Government Guidance on Travel Plans, Transport Assessments and Statements, published March 2014. Where necessary the Report will make reference to other sites around the city that are similar to this proposal.

# 2. POLICY CONTEXT

- 2.1 This section of the Transport Report sets out the relevant policies, at a national and local level, that this proposal will be judged against.
- 2.2 The **National Planning Policy Framework**, most recently updated September 2023, sets out the Government's planning policy and is a material consideration in planning decisions. Its emphasis is on minimising the need to travel, reducing car use, and encouraging the use of sustainable transport. Paragraph 114 states that in assessing development sites it should be *'ensured that:*

- *appropriate opportunities to promote sustainable transport modes can be – or have been - taken up, given the type of development and its location;*
- *safe and suitable access to the site can be achieved for all users;*

- *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 Code 46; and*
- *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.'*

2.3 At the heart of the NPPF is a presumption in favour of sustainable development, and decision makers, at all levels, are encouraged to seek approval where possible. Paragraph 115 emphasises this and states that '*development should only be prevented or refused on highway grounds if there would be an **unacceptable** impact on highway safety, or the residual cumulative impacts on the road network would be **severe***'.

2.4 The **Brighton & Hove City Plan Part One** and **City Plan Part Two** form the development plan policies for Brighton & Hove.

2.5 **Policy CP9** of the **City Plan Part One** presents the city's objectives for managing transport demand and notes that the priorities of the transport strategy are delivered within the city by:

*'a. Directing significant development into areas with good sustainable transport links and ensuring that major development will be located in areas where measures can be taken to secure accessibility improvements for all.*

*b. Improving access to significant uses, facilities and services by supporting or providing sustainable transport measures (public transport, cycle and walking), better public realm and improved safety.*

*c. Ensuring that all new, major development schemes submit a Transport Assessment to identify the likely effects of the demand for travel they create and include measures to mitigate their impacts by reducing car use and making appropriate contributions towards sustainable transport measures (see CP7 Infrastructure, Community Infrastructure Levy and Developer Contributions).*

*d. Working with communities to identify priorities for improved public realm, safer areas (e.g., child-friendly streets) and sustainable transport improvements (see SA6 Sustainable Communities).'*

2.7 **Policy DM33** of the **City Plan Part Two** sets out how the Council will promote sustainable transport. It states: *'the council will promote and provide for the use of sustainable transport and active travel by prioritising walking, cycling and public transport in the city. This will support the objectives, projects and programmes set out in the Local Transport Plan and other strategy and policy documents. New developments should be designed in a way that is safe and accessible for all users and encourages the greatest possible use of sustainable and active forms of travel.*

*1. Pedestrians (including wheelchair users)*

*In order to encourage walking, new development should:*

*a) provide for safe, comfortable and convenient access to/from proposed development for all pedestrians, irrespective of their level of personal mobility and cognition; and*

*b) where appropriate contribute towards improvements to the wider pedestrian environment, providing for a safe and attractive public realm, including signage, seating, shade/shelter and planting, including consideration of assigning some parts of streets and spaces for shared use by pedestrians and small numbers of vehicles; and*

*c) maintain, improve and/or provide pedestrian/wheelchair accessible routes that are easy, convenient and safe to use, giving consideration to pedestrian desire lines within and outside site boundaries*

*2. Cyclists*

*In order to ensure a safe and accessible environment for cyclists, new development should:*

*a) provide for safe, easy and convenient access for cyclists to/from proposed development; and*

- b) where appropriate extend, improve or contribute towards the city's existing network of high quality, convenient and safe cycle routes; and*
- c) protect existing and proposed cycle routes unless satisfactory mitigation is provided or provision is made for an alternative alignment; and;*
- d) provide for sufficient levels of cycle parking facilities in line with the Parking Standards for New Development (Appendix 2) which must, wherever possible, be universally accessible, under cover, secure, convenient to use, well-lit and as close to the main entrance(s) of the premises as is possible. Short stay visitor cycle parking could be uncovered but must be located close to the building entrance(s) and benefit from high levels of natural surveillance; and*
- e) where appropriate make provision for high quality facilities that will encourage and enable cycling such as communal cycle maintenance facilities, workplace showers, lockers and changing facilities;*

### *3. Public Transport Users*

*In order to promote and provide for greater levels of public transport usage in the city (including bus, coach, taxi and rail travel), new development should:*

- a) be located and designed to provide good access to public transport services and facilities; and*
- b) where appropriate provide or contribute towards improvements to the public transport network/infrastructure including passenger interchanges and facilities; and*
- c) directly fund or contribute towards improvements and/or extensions to existing bus services and/or the provision of new bus routes; and*
- d) protect and, where appropriate, enhance existing and proposed public transport routes.*

### *4. Safe and Inclusive Travel*

*Planning permission will be granted for developments that meet all of the following criteria:*

- a) *Do not create road safety problems or dangers for any road user, especially those who are most vulnerable;*
- b) *Provide inclusive access for disabled people, older people, and other vulnerable road users wherever it can be reasonably achieved having been afforded significant priority;*
- c) *Do not prejudice the implementation of proposed road safety improvements set out in the Local Transport Plan (and subsequent revisions/successor documents or programmes); and*
- d) *Create safe and secure layouts which minimise the risk of collision or potential conflict between road users.*

2.8 **Policy DM35** of the **City Plan Part Two** sets out the criteria where various documentation will be required to support planning applications. It states that:

- 1) Transport Statements, Transport Assessments, Construction and Environmental Management Plans and Travel Plans are required to support planning applications for all developments that are likely to generate significant amounts of movement/travel in accordance with the NPPF and have regard to any locally derived standards and guidance.
- 2) Larger developments requiring Transport Assessments should also consider the cumulative transport impacts arising from other committed or planned developments (i.e. development that is permitted or allocated and there is a reasonable degree of certainty delivery will occur). Development will not be permitted where the residual cumulative impact of the development is severe, unless provision is made for appropriate mitigation.
- 4) All development proposals should include appropriate measures to ensure that journeys by private car are minimised and to make the greatest possible use of sustainable travel in order to deliver the objectives for sustainable transport set out in Policy CP9 of the City Plan Part One. Where necessary, planning obligations will be sought to facilitate or support such measures.

2.9 **Policy DM36** of the **City Plan Part Two** presents information on the provision for parking and serving. It explains that *'provision of parking, including 'blue badge' holder and cycle*

*parking, in new developments should follow the standards set out in Appendix 2'. In addition:*

*1) Where a development is likely to result in overspill car parking on-street, the council may require the development, in whole or in part, to be 'permit free'.*

*2) Car-free residential developments will be supported and encouraged subject to consideration of relevant factors as set out in SPD14 'Parking Standards for New Development'.*

*3) New developments should include infrastructure to support the use of low emission vehicles, including electric vehicle charging points.*

*4) Parking spaces for people with a mobility related disability ('blue badge' holders) should be located close to the main or most suitable access, to the development. Where these spaces cannot be laid out within the development site, developers may be required to provide dedicated spaces on-street or, where appropriate, support a mobility scheme or specially adapted public transport infrastructure.*

*5) Provision for large vehicles to service new developments should be provided on-site, including sufficient, safe manoeuvring space. Major developments of flats and apartments should provide appropriately designed external loading facilities to accommodate vehicle movements generated by ride-hailing and online shopping/delivery services.*

2.10 The **Supplementary Planning Document 14 (SPD14) 'Parking Standards'** adopted October 2016 sets out the council's latest parking standards. The proposed development site is located within the 'Central Area' parking standards zone.

2.11 This Transport Report will demonstrate that the transport implications of the proposal meet the requirements of both local and national policies, and that it will not have any adverse impact on highway safety or capacity.

### 3. EXISTING CONDITIONS

3.1 The site is located to the east of Broomfield Drive, with the access between nos. 18 and 20. This access is circa 80 metres to the north of Broomfield Drive's junction with Chalky Road.

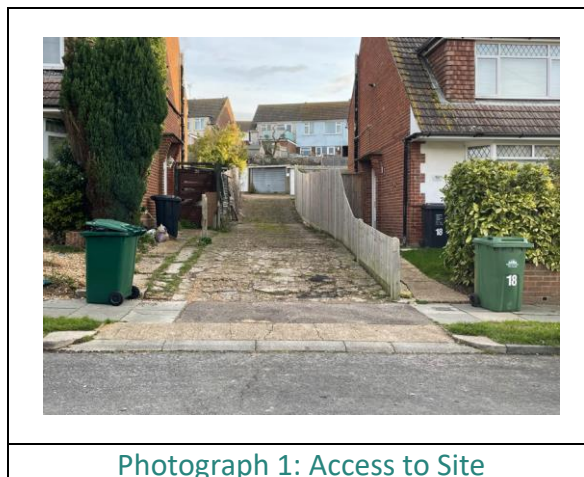


3.2 The site is currently occupied by 27 garages. Our client has shared tenant data that confirms 20 garages are occupied. Of these nine are occupied by three tenancies, with three garages each.

3.3 One of the tenants who has 3 garages lives within 200 metres of the application site as do three other tenants. The remaining tenants all live some distance from the application site. The nearest is 850 metres and the furthest 40 kilometres.

3.4 The data supplied by the managing agent is attached at Appendix 2. The home address details of the tenants has been removed from the data.

3.5 The access, shown in the photograph opposite, is typical for an old garage site at circa 3.1metres wide with no formal footway provision and served via a simple crossover access.



#### *Accessibility by Foot and Cycle*

3.6 It is generally accepted that walking and cycling provide realistic and important alternatives to the private car. Walking and cycling are also actively encouraged to form part of longer journeys that involve public transport. The distances people are prepared to walk, or cycle depend on their fitness and physical ability, journey purpose, settlement size, and walking/cycling conditions. The mean average length for walking journeys is circa one kilometre and for cycling, it is four kilometres, although journeys of up to three times these distances are not uncommon for regular commuters (LTN 1/04 - Policy, Planning and Design for Walking and Cycling).

3.7 All of the local footway network is typically suburban in nature with wide footways and some grass verges. All of the local informal crossing points benefit from dropped kerbs and tactile paving.

3.8 There is a wide range of services and amenities within a short walk of the application site. These include two parades of shops, convenience stores, a medical centre and pharmacy, primary school, secondary school, and local sport centre.

#### *Accessibility by Bus*

3.9 The nearest bus stops are located on Chalky Road, circa 190 metres from the application site. These stops are used by services that connect the site with the rest of the city. The table below summarises the services and frequencies. Copies of the relevant timetables are attached at Appendix 3.

Service	Route	Service Frequency	
		Mon to Sat	Sunday
1*	Mile Oak • Portslade • Hove • City Centre • Whitehawk	Every 6 or 7 mins	Every 10mins
55	Mile Oak • Hangleton • City Centre • Hollingbury	School Service connecting with BASVIC and Varndean College	

\*Includes services 1, 1A & N1. N1 Service terminates at Old Steine

#### *Accessibility by Train*

3.10 Portslade Rail Station is 2.8km from the application site. This station is on the south coast main line and offers regular services to Brighton, London Victoria, Gatwick, Portsmouth and local stations. A rail network map is attached at Appendix 4.

3.11 The station can be accessed via the bus services noted above and is within the maximum walking distance for regular commutes.

3.12 In summary, the proposal site has an excellent level of accessibility to local amenities and sustainable modes of travel, which will ensure that residents are not reliant on the private car for journeys.

## 4. PROPOSED DEVELOPMENT

4.1 This section of the Report will discuss the proposed development. The initial section will identify other examples of residential sites that are served via narrow entrances across the city and set out the evidence that such proposal do not affect highway safety.

### *Development Principle*

- 4.2 There are numerous examples around the city where small houses have been constructed on land that is served via narrow access routes. The following paragraphs discuss these sites and compare them to the application proposal, which is set out after.
- 4.3 Kimberley Mews is a site that was formerly 34 garages and now serves four houses. The houses are accessed via a 115 metres long access track that is circa 2.5 metres wide. The access also services circa 12 garages that are in the gardens of houses on Kimberly Road.
- 4.4 Warmdene Way is a long established residential street that serves 15 dwellings. The access is circa 53 metres long and 2.6 metres wide.
- 4.5 Northease Close serves two dwellings via an access road that is 34 metres long and circa 2.7 metres wide. The land was formerly a mix of commercial businesses and storage uses.
- 4.6 Patcham Grange serves nine houses and is circa 4 metres wide. Grange Walk is a spur road off Patcham Grange that serves an additional three houses. Grange Walk is circa three metres wide but has a gradient of up to 12%.
- 4.7 Reviewing the extracts from Streetview, attached at Appendix 5, it can be observed that none of the sites noted above have dedicated footways for pedestrians. It is evident that these sites that are comparable to the proposal have not caused any form of safety impact as can be seen by reviewing the collision mapping information attached at Appendix 6.
- 4.8 While this proposal will not present a perfect reflection of design guidance as if it were an open parcel of flat ground the information set out above, and appended to this report, proves that such proposals have no impact on highway safety.

### *Proposed Development*

- 4.9 The proposal seeks to demolish the garages and erect four two-bedroom dwellings. The new dwellings will be accessed via the existing route from Broomfield Drive. The access leads to a forecourt area that provides hardstanding for six cars and a turning area that can be used by small delivery, and emergency vehicles. Refuse storage area is located just within the site, circa 25 metres from Broomfield Drive.

- 4.10 Each two bedroom dwelling will be allocated with one car parking spaces, the balance of two spaces will be provided for visitors and / or delivery vehicles. Each dwelling will be provided with dedicated covered and secure cycle storage space for at least two bicycles.
- 4.11 A plan of the proposal layout is attached at Appendix 7.

## 5. TRANSPORT AND TRAFFIC IMPACT

- 5.1 The key to considering planning applications is to ensure that development proposals produce no net harm. Town and Country Planning (Development Management Procedure) (England) Order 2015 Schedule 4 asserts that Local Highway Authorities should be consulted '*before the grant of permission*' where '*development likely to result in a material increase in the volume or a material change in the character of traffic entering or leaving a classified road or proposed highway*'.
- 5.2 Broomfield Road is unclassified and Chalky Road is classified the C31. This section of the Transport Report will discuss the transport and traffic impacts of the proposal considering the potential traffic implications of the extant use and that of the proposed.

### *Extant Use Transport Impact*

- 5.3 As noted above the existing use is as a block of 27 garages. None of the garages appear to be in regular use by a car. Generally, all of the garages show liken, moss and weeds on the ground near the doors, which suggests very little use by cars. A photograph of the garages is opposite. To test the current traffic impacts of the garages an independent survey team was



Photograph 2: Garages

- employed to record the movements on three separate days over the AM and PM peak periods.
- 5.4 The collected data, attached at Appendix 8, showed that there was very low traffic impact, which supported the observation noted above that the garages are occupied by people that do not live nearby, so would not use the garages on a daily basis.

- 5.5 Over the course of the peak periods there was one vehicle movement per morning and one in the afternoon of Thursday 30<sup>th</sup> November. The vehicle movements were all by the same van. The other trips were derived from pedestrians that appeared to be using garages for storage purposes.
- 5.6 There is a very small current traffic impact, which it is assumed is based on the use of the garages primarily as storage. There are no limitations of the use of the garages so we could assume that as a worst case scenario the site could generate a maximum of 54 vehicle movements and the same number of person movements, as drivers walk to and from the garage, over the course of a typical weekday.
- 5.7 Therefore, the garages could generate a worst-case scenario of 108 person trips per day.

#### *Proposed Use Transport Impact*

- 5.8 The latest version of the TRICS database (version 7.10.4) has been interrogated to understand the likely trips generated by the proposal. Filters have been applied to incorporate only sites that have been counted since mid-2021, in the southeast of England and with a local population of less than 250,000 within 5 miles of the site, and sites with a car ownership ratio of not less than 1.1 per dwelling.
- 5.9 The data attached at Appendix 9 shows that the proposal will generate 28 person movements per day, four in the AM peak hour and three in the PM peak hour.

## 6. PARKING DEMAND AND PROVISION

- 6.1 The Supplementary Planning Document 14 (SPD14) 'Parking Standards' includes a zoned approach. The application site is within the 'Outer Area' Zone.
- 6.2 Therefore two-bedroom residential proposals should provide one car parking space per dwelling with one space per two dwellings for visitors. Cycle parking should be provided on the basis of one space per dwelling. There is no requirement for visitor cycle parking for proposals of less than five units. Disabled parking should be provided on the basis of one space per wheelchair accessible units plus 50% of the minimum for 'ambulant disabled people and visitors'.
- 6.3 This suggests a maximum car parking provision of six spaces and four bicycle parking spaces.

- 6.4 The proposal meets the maximum requirement for car parking, with three of the spaces are design to accommodate wheelchair users. Each dwelling has dedicated cycle parking provision for at least two bicycles.
- 6.5 The data noted above suggests that in theory there could be up to 6 vehicles parked in garages that would have a parking impact if moved on to local roads. This would normally prompt the need for a parking beat survey to test the implications of the displaced vehicles on the local road network.
- 6.6 As noted in section 5 there are no vehicle movements associated with the garages. The garages that are let to tenants that live nearby were not used during the survey period.
- 6.7 Accordingly, parking generated by the proposal will not spill out of the site and onto the local street network.

## 7. COLLISION AND RISK ANALYSIS

- 7.1 As discussed above the analysis of similar 'back land' sites that are accessed via narrow lanes has shown that there is no risk to public safety associated with this type of development.
- 7.2 The TRICS data attached at Appendix 8 confirms that there will be no more than three vehicle movements in the busiest hour, one arrival and two departures. In addition, the data observes that there will be one other person using the access and another mode of transport in the same hour.
- 7.3 Given the limited interactions between people and vehicles, and the clear lack of any safety hazard associated with this type of development it is clear that this proposal will not have an 'unacceptable' impact of public safety.

## 8. SUMMARY AND CONCLUSIONS

- 8.1 Reeves Transport Planning is appointed to provide a Transport Report in support of a proposal to replace redundant garages at Broomfield Drive with four two-bedroom dwellings. The proposal will reuse the existing access arrangements and incorporate appropriate car and cycle parking provision.

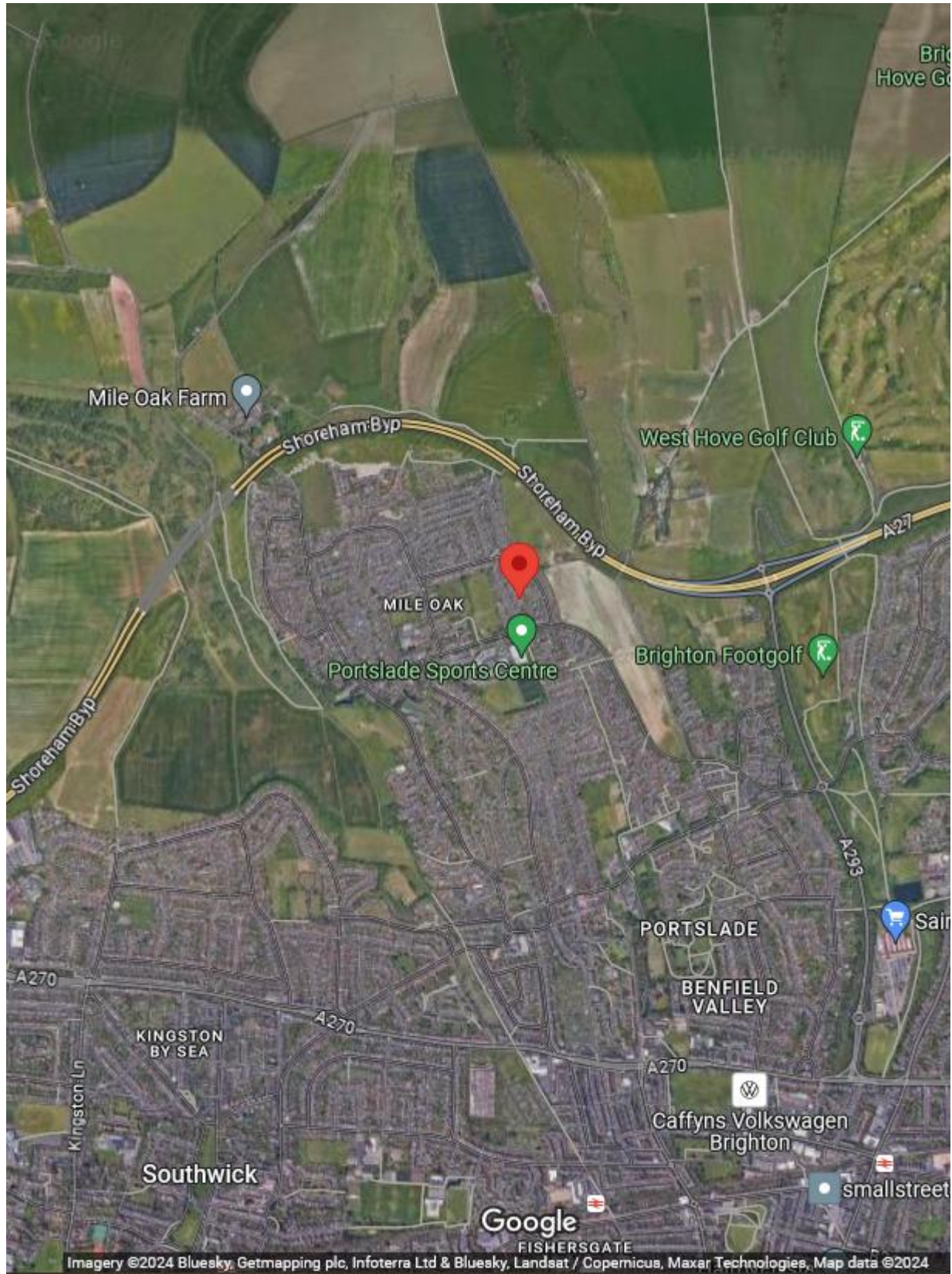
- 8.2 The site is in a location with excellent access to sustainable modes of transport, services and amenities including education sites, medical and pharmacy facilities, and shops.
- 8.3 The extant use on the site, if fully occupied, would generate a maximum of 108 person trips per day, of which 54 would be vehicle movements and 54 pedestrian movements. A survey has been undertaken to test the actual volume of traffic that the garages are generating and to test whether there would be a knock on impact on local streets derived from the increase in parking demand. The recorded data confirmed that there is no use by vehicles that are used on a daily basis and the areas in front of the garage doors indicates that they are not used by cars on a daily basis. Therefore, it would be reasonable to assume that there will be no overspill parking from vehicles displaced from the garages.
- 8.4 The proposal will generate a maximum of 17 vehicle movements per day, with no more than three in the busiest hour. The same data suggests that there will be an average of one pedestrian using the access in the same peak hour. It is clear that there is little to no chance that there could be a conflict between a pedestrian and a vehicle. It is also observed that the collision records for similar schemes across the city do not exhibit a material highway safety problem. Of the three sites noted, which include a total of 33 dwellings, there is no evidence of a safety problem in the most recent five year period.
- 8.5 The site was subject to a similar proposal under reference BH2022/01447 that was refused. The Decision Notice observed that that proposal was '*contrary to Policies CP9 of the Brighton and Hove City Plan Part One and DM33 of the Brighton and Hove City Plan Part Two*'.
- 8.6 Policy CP9 sets out the city's objectives for managing transport demand and is sub-divided into four areas. The first and third consider the requirements of major developments. This proposal is not a major development. The second relates to improving access, public realm and safety. The traffic impact data above confirms that this proposal cannot be considered as creating a net harm particularly when compared with the maximum impact of the extant use. The proposal by removing under used garages will create a better public realm and generally improve public safety. And the fourth observes that the Council will work with communities to identify public realm improvements. This proposal will demolish underused garages that are an eyesore to provide much needed housing.

- 8.7 Policy DM33 set out how *'new developments should be designed in a way that is safe and accessible for all users and encourages the greatest possible use of sustainable and active forms of travel'*. This proposal will reduce the demands for vehicle traffic and person trips when compared with the extant use. The local topography means that the site cannot meet the specific gradient design requirements, which is the case for other development in the city and two of the sites listed in section three. The data on the transport impacts confirms that there is very little risk that vehicles and people will be in conflict at the access.
- 8.8 The refuse storage location is five metres further from the kerbside than that recommended by Part H of Building Regulations. However, it is evident from the Kimberely Way photograph attached at Appendix 5 that residents move bins to the kerb edge. If the Building Regulations Officer does not approve the proposed layout our client will be required to enter into a contract with a commercial waste operator. A fire appliance should be able to get to within 45metres of the furthest room within a development site. The front doors of units one to three are greater than this maximum. In such situations the Building Regulations Officer can require a fire suppression system to be installed in the relevant buildings.
- 8.9 The other example sites have accesses that are narrower and/or longer than that proposed for this application. Both waste collection and fire safety are covered by the Building Regulations approvals process. Neither the location of the waste collection facilities or requirements for fire suppression are relevant to the planning process.
- 8.10 Clearly taking into consideration the policies noted in section 2, particularly those used to refuse the application, and all the information noted including the proposal's limited traffic impact, the site's sustainable location and appropriate parking provision, it is evident that the proposal will not have a **severe** impact on highway capacity or an **unacceptable** impact on highway safety. As such this planning application meets the requirements of local and national planning policy guidance.



## APPENDIX 1.

### SITE LOCATION PLAN



## APPENDIX 2.

### GARAGE TENANCY INFORMATION

**Garage Tenants Details**

Garage	Tenant Name & Address Withheld	Distance	Walking Time
1		2.1km	27mins
2		2.1km	27mins
3		5.4km	1hr 14mins
4		40km	9hrs
5		850m	12mins
6		17m	<1min
7			
8		110m	1min
9		40km	9hrs
10		11m	<1min
11		130m	2mins
12		4.2km	59mins
13			
14		40km	9hrs
15		7.1km	1hr 46mins
16		2.8km	36mins
17		1.3km	18mins
18			
19		2.1km	27mins
20			
21			
22			
23		550m	7mins
24		3.3km	44mins
25			
26		17m	1min
27		17m	1min

**Key**

Unoccupied
Same Tenant
Same Tenant
Same Tenant
Individual Tenants
Journey times to tenant home address

\*Tenancy Data provided by managing agent

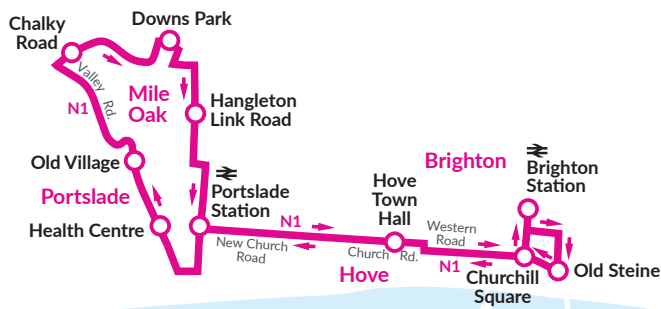
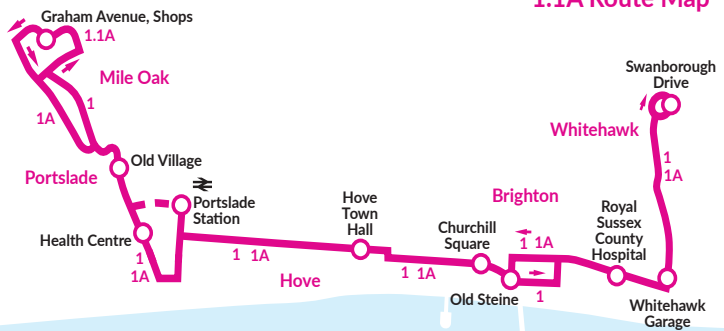
## APPENDIX 3. BUS TIMETABLES

1,1A



N1

1.1A Route Map



Mondays to Fridays effective 24th April, 2023

route number	N1	N1	N1	1	1	1	1	1	1	1A	1	1	1A	1	1	1A	1		1	1A	1				
Mile Oak, Graham Ave, Shops				0540	0600	0618	0630	0642	0651	0659	0707	0715	0721	0727	0733	0739	0745	0751			1908	1915	1922		
Mile Oak Road, Mile Oak Gardens											0706			0728			0752					1922			
Mile Oak, Chalky Road	0112	0217	0322																						
Portslade, Old Village				0547	0608	0626	0638	0650	0659	0707	0715	0723	0729	0735	0741	0747	0753	0759			1916	1923	1930		
Downs Park, Sycamore Close	0115	0220	0325																						
Portslade Station (Stop J)	0122	0227	0332																						
Portslade, Stn, Boundary Road				0553	0615																				
New Church Road/Boundary Road	0122	0227	0332	0554	0616	0634	0647	0659	0709	0717	0725	0733	0740	0747	0753	0759	0806	0813			then	1925	1932	1938	
Hove, Town Hall, Church Road	0129	0234	0339	0601	0623	0642	0655	0708	0718	0726	0735	0744	0751	0758	0804	0811	0818	0825			every	1934	1940	1946	
Churchill Square (stop H)	0135	0240	0345	0608	0630	0650	0703	0716	0726	0736	0745	0754	0801	0808	0815	0822	0829	0836			mins	1943	1949	1955	
Brighton Station (stop H)	0138	0243	0348	0612	0634																	until			
North Street (stop C)				0616	0638	0652	0705	0718	0728	0738	0747	0756	0804	0811	0818	0825	0832	0839					1946	1952	1958
American Express, Edward Street										0741			0807				0835							1955	
Royal Sussex County Hospital				0622	0644	0658	0713	0726	0736	0746	0755	0804	0812	0820	0827	0834	0840	0848					1953	1959	2005
Whitehawk, opp Bus Garage				0626	0648	0702	0717	0730	0740	0750	0800	0810	0818	0826	0833	0840	0846	0854					1957	2003	2009
Whitehawk, Swanborough Drive				0631	0653	0708	0723	0736	0746	0756	0806	0816	0824	0832	0840	0847	0853	0901					2003	2009	2015

Mondays to Fridays effective 24th April, 2023

route number	1	1A	1	1	1A	1	1	1A	1	1	1A	1	1A	1	1	1A	1	1A	1	1A	1	1A	1	1	
Mile Oak, Graham Ave, Shops	1929	1936	1943	1951	2000	2010	2020	2030	2040	2050	2100	2112	2124	2136	2148	2200	2212	2224	2236	2248	2300	2312	2324	2336	2348
Mile Oak Rd, Mile Oak Gardens		1943			2007			2036			2106		2129			2205		2229			2305		2329		
Portslade, Old Village	1937	1944	1951	1959	2008	2017	2027	2037	2047	2057	2107	2118	2130	2142	2154	2206	2218	2230	2242	2254	2306	2318	2330	2342	2354
New Church Rd/Boundary Road	1945	1952	1959	2007	2016	2025	2035	2045	2055	2105	2114	2125	2137	2149	2201	2213	2225	2237	2249	2301	2313	2325	2337	2349	0001
Hove, Town Hall, Church Road	1953	2000	2007	2015	2024	2033	2043	2053	2103	2112	2121	2132	2144	2156	2208	2220	2232	2244	2256	2308	2320	2332	2344	2356	0008
Churchill Square (stop H)	2002	2009	2015	2023	2032	2041	2051	2101	2111	2120	2129	2140	2152	2204	2215	2227	2239	2251	2303	2315	2327	2339	2351	0003	0015
North Street (stop C)	2005	2012	2018	2026	2035	2044	2054	2104	2114	2123	2132	2143	2155	2207	2218	2230	2242	2254	2306	2318	2330	2342	2354	0006	0018
American Express, Edward Street		2015			2038			2107			2135		2158			2233		2257			2333		2357		
Royal Sussex County Hospital	2012	2019	2025	2033	2042	2051	2101	2111	2121	2130	2139	2150	2202	2214	2225	2237	2249	2301	2313	2325	2337	2349	0001	0013	0025
Whitehawk, opp Bus Garage	2016	2023	2029	2037	2046	2055	2105	2115	2125	2134	2143	2154	2206	2218	2229	2241	2253	2305	2317	2329	2341	2353	0005	0017	0031
Whitehawk, Swanborough Drive	2022	2035	2035	2043	2052	2101	2111	2121	2131	2140	2149	2200	2212	2224	2235	2247	2259	2310	2322	2334	2346	2358	0010	0022	0034

Mondays to Fridays effective 24th April, 2023

route number	1A	1	1A	N1	N1	N1
Mile Oak, Graham Ave, Shops	0000	0014	0029			
Mile Oak Rd, Mile Oak Gardens	0005		0034			
Mile Oak, Chalky Road				0112	0217	0322
Portslade, Old Village	0006	0020	0035			
Downs Park, Sycamore Close				0115	0220	0325
Portslade Station (Stop J)				0122	0227	0332
New Church Rd/Boundary Road	0013	0027	0042	0122	0227	0332
Hove, Town Hall, Church Road	0020	0034	0049	0129	0234	0339
Churchill Square (stop H)	0027	0041	0056	0135	0240	0345
Brighton Station (stop H)				0138	0243	0348
North Street (stop C)	0030	0044	0059			
American Express, Edward Street	0033		0102			
Royal Sussex County Hospital	0037	0051	0106			
Whitehawk, opp Bus Garage	0041	0055	0110			
Whitehawk, Swanborough Drive	0046	0100	0115			

Route 1A buses depart Mile Oak Road, Mile Oak Gardens between 0800 and 1900 at these times Mondays to Fridays 0817, 0835, 0854, 0915, 0934, 0953, 1017, 1036, 1055, 1120, 1138, 1157, 1222, 1241, 1300, 1324, 1343, 1403, 1432, 1457, 1531, 1554, 1615, 1635, 1656, 1716, 1737, 1758, 1819, 1840, 1901

Route 1A buses depart American Express, Edward Street between 0900 and 1900 at these times Mondays to Fridays 0901, 0921, 0938, 0956, 1014, 1033, 1056, 1115, 1134, 1159, 1217, 1236, 1301, 1320, 1339, 1403, 1422, 1442, 1512, 1539, 1614, 1636, 1656, 1716, 1737, 1757, 1817, 1838, 1857

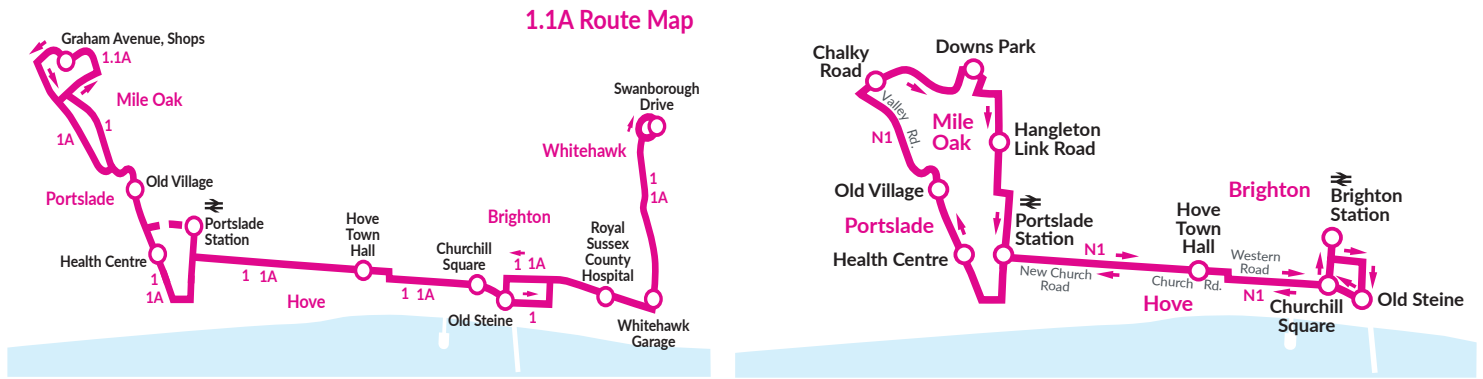
NOTES

Route 1A buses only operate about every 20 minutes, see times listed for Mile Oak Road and Edward Street times. SH = School Holidays only.

1,1A



N1



Mondays to Fridays effective 24th April, 2023

route number	N1	N1	N1	1	1	1A	1	1A	1	1A	1	1	1A	71A	1	71	1	1	1A	1	1A	1A	1A	1A				
day code														SD	SH	SD	SH											
Whitehawk, Swanborough Drive				0450	0525	0550	0609	0623	0636	0644	0652	0700	0708	0716	0716	0722	0722	0728	0735	0742	0748				1809	1818	1827	
Whitehawk, Bus Garage				0455	0530	0555	0615	0629	0643	0651	0659	0707	0715	0723	0723	0729	0729	0736	0744	0751	0757				1816	1825	1834	
Royal Sussex County Hospital				0458	0533	0558	0619	0633	0647	0655	0703	0711	0719	0727	0727	0733	0733	0740	0749	0756	0803				1822	1831	1839	
Brighton Station ⇄ (stop B)	0040	0145	0250																						then			
Old Steine (stop H)	0044	0149	0254	0503	0538	0603	0624	0638	0652	0701	0710	0718	0726	0734	0734	0741	0741	0748	0757	0805	0812				every	1830	1839	1847
Brighton Station ⇄ (stop C)				0508	0543	0609	0630	0644																	6-7			
Churchill Square (stop C)	0048	0153	0258	0511	0546	0613	0634	0648	0656	0705	0714	0722	0731	0739	0739	0746	0746	0753	0802	0810	0817				mins	1837	1846	1854
Hove opp Town Hall, Church Rd	0055	0200	0305	0517	0552	0619	0640	0654	0702	0712	0721	0730	0740	0748	0748	0755	0755	0803	0811	0819	0826				until	1847	1856	1904
Boundary Road/New Church Rd	0102	0207	0312	0522	0557	0624	0646	0700	0709	0719	0728	0739	0749	PC	0757	0804	0804	0813	0821	0829	0836							
Portslade, Old Village	0108	0213	0318	0527	0602	0630	0652	0706	0716	0727	0738	0749	0759	HP	0807	HP	0814	0823	0831	0838	0845							
Mile Oak Rd, Mile Oak Gardens						0631		0707		0728				0800						0832		0846						
Mile Oak, Chalky Road	0112	0217	0322	0529	0604	0633	0654	0710	0720	0731	0742	0753	0803		0811		0818	0827	0835	0842	0849							
Mile Oak, Graham Ave, Shops				0533	0608	0637	0658	0714	0724	0735	0746	0757	0807	0814	0815	0820	0822	0831	0839	0846	0853							
Downs Park, Sycamore Close	0115	0220	0325																									

Mondays to Fridays effective 24th April, 2023

route number	1	1A	1	1A	1	1A	1	1A	1	1A	1	1A	1	1A	1	1A	1	1A	1	1A	1	1A	1	1A	1	1A	1	
Whitehawk, Swanborough Drive	1836	1845	1854	1903	1912	1922	1932	1942	1954	2006	2018	2030	2042	2054	2106	2118	2130	2142	2154	2206	2218	2230	2242	2254	2306			
Whitehawk, Bus Garage	1842	1851	1900	1909	1918	1928	1938	1948	2000	2012	2024	2036	2048	2100	2112	2124	2136	2148	2200	2212	2224	2236	2248	2300	2311			
Royal Sussex County Hospital	1847	1856	1905	1914	1923	1933	1943	1953	2005	2017	2029	2041	2053	2104	2116	2128	2140	2152	2203	2215	2227	2239	2251	2303	2314			
Old Steine (stop H)	1855	1904	1912	1921	1930	1940	1950	2000	2012	2024	2036	2048	2100	2111	2123	2135	2147	2159	2209	2221	2233	2245	2257	2309	2320			
Churchill Square (stop C)	1902	1910	1918	1927	1936	1946	1956	2006	2018	2030	2042	2054	2106	2117	2129	2141	2153	2205	2214	2226	2238	2250	2302	2314	2325			
Hove opp Town Hall, Church Rd	1912	1920	1928	1937	1945	1955	2005	2015	2027	2039	2051	2103	2115	2126	2138	2150	2202	2213	2222	2234	2246	2258	2310	2322	2333			
Boundary Road/New Church Rd	1920	1928	1936	1945	1953	2003	2013	2023	2035	2047	2059	2111	2123	2134	2146	2158	2210	2221	2230	2242	2254	2306	2318	2330	2341			
Portslade, Old Village	1927	1935	1943	1952	2000	2010	2020	2030	2042	2054	2106	2117	2129	2140	2152	2204	2216	2227	2236	2248	2300	2312	2324	2336	2347			
Mile Oak Rd, Mile Oak Gardens		1936		1953		2011		2031		2055		2118		2141		2205		2228		2249		2313		2337				
Mile Oak, Graham Ave, Shops	1934	1943	1950	2000	2007	2018	2027	2038	2049	2102	2113	2125	2136	2148	2159	2211	2223	2234	2243	2255	2307	2319	2331	2343	2354			

Mondays to Fridays effective 24th April, 2023

route number	1A	1	N1	N1	N1
Whitehawk, Swanborough Drive	2321	2336			
Whitehawk, Bus Garage	2326	2341			
Royal Sussex County Hospital	2329	2344			
Brighton Station ⇄ (stop B)			0040	0145	0250
Old Steine (stop H)	2335	2350	0044	0149	0254
Brighton Station ⇄ (stop C)					
Churchill Square (stop C)	2340	2355	0048	0153	0258
Hove opp Town Hall, Church Rd	2348	0003	0055	0200	0305
Boundary Road/New Church Rd	2356	0011	0102	0207	0312
Portslade, Old Village	0002	0017	0108	0213	0318
Mile Oak Rd, Mile Oak Gardens	0003				
Mile Oak, Chalky Road	0005	0020	0112	0217	0322
Mile Oak, Graham Ave, Shops	0009	0024			
Downs Park, Sycamore Close			0115	0220	0325

NOTES SD = Schooldays only.

HP = Operates via Boundary Road, Hangleton Road, Hove Park School (0812), Hangleton Lane and Fox Way. # = Alternate journeys via Valley Road (Route 1) or Mile Oak Road (Route 1A).

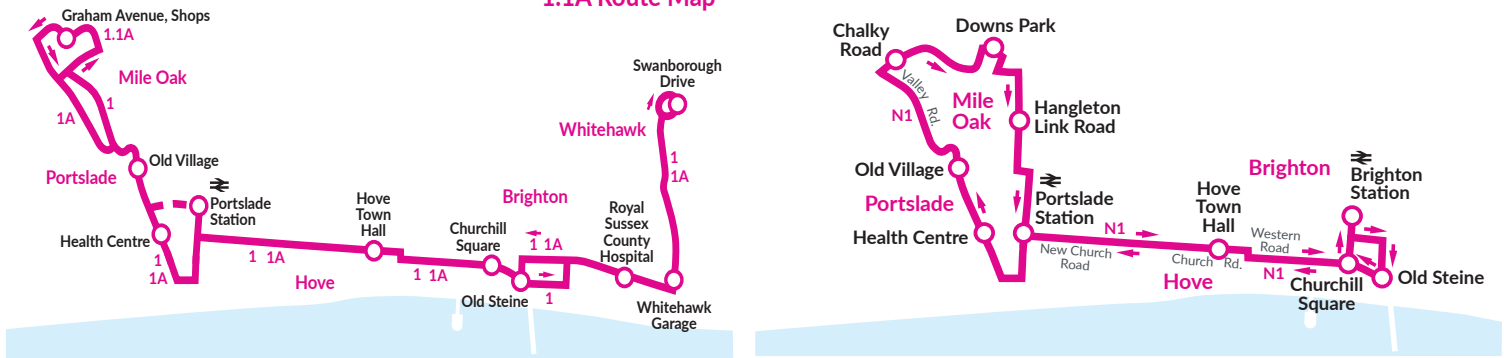
SH = School Holidays only. PC = Operates via Sackville Road, Old Shoreham Road, Elm Drive, Hangleton and Portslade Academy (0813).

1,1A



N1

1.1A Route Map



Saturdays effective 29th April, 2023

route number	N1	N1	N1	1	1	1	1	1	1	1A	1	1A	1	1A	1	1		1	1A	1	1	1A
Mile Oak, Graham Ave, Shops				0614	0634	0654	0714	0734	0749	0802	0814	0826	0836	0846	0856	0904		1906	1913	1920	1927	1935
Mile Oak Rd, Mile Oak Gardens				▼	▼	▼	▼	▼	▼	0808	▼	0833	▼	0853	▼	▼		▼	1919	▼	▼	1941
Mile Oak, Chalky Road	0112	0217	0322																			
Portslade, Old Village	▼	▼	▼	0621	0641	0701	0721	0741	0756	0809	0822	0834	0844	0854	0904	0912		1914	1920	1928	1935	1942
Downs Park, Sycamore Close	0115	0220	0325																			
Portslade Station (Stop J)	0122	0227	0332																			
New Church Rd/Boundary Rd	0122	0227	0332	0628	0648	0709	0729	0749	0804	0818	0831	0843	0853	0903	0914	0922						
Hove, Town Hall, Church Road	0129	0234	0339	0635	0655	0717	0737	0757	0813	0827	0840	0852	0902	0913	0924	0932						
Churchill Square (stop H)	0135	0240	0345	0642	0702	0724	0744	0804	0821	0835	0848	0900	0911	0923	0934	0942						
Brighton Station (stop H)	0138	0243	0348	0646																		
North Street (stop C)				0649	0704	0726	0746	0806	0823	0837	0850	0903	0914	0926	0937	0945		1945	1951	1959	2006	2013
American Express, Edward St				▼	▼	▼	▼	▼	▼	0839	▼	0905	▼	0928	▼	▼		▼	1954	▼	▼	2016
Royal Sussex County Hospital				0655	0710	0732	0752	0813	0830	0843	0857	0909	0921	0932	0944	0952		1952	1958	2006	2013	2020
Whitehawk, opp Bus Garage				0659	0714	0736	0756	0817	0834	0847	0901	0913	0926	0937	0949	0957		1957	2003	2010	2017	2024
Whitehawk, Swanborough Drive				0704	0719	0741	0801	0823	0840	0853	0907	0919	0932	0943	0955	1003		2003	2009	2016	2023	2030

Saturdays effective 29th April, 2023

route number	1	1	1A	1	1	1A	1	1	1A	1	1A	1	1	1A	1	1A	1	1	1A	1	1A	1	1
Mile Oak, Graham Ave, Shops	1943	1951	1959	2007	2017	2027	2037	2048	2100	2112	2124	2136	2148	2200	2212	2224	2236	2248	2300	2312	2324	2336	2348
Mile Oak Rd, Mile Oak Gardens	▼	▼	2005	▼	▼	2033	▼	2105	▼	2105	▼	2129	▼	2205	▼	2229	▼	2305	▼	2329	▼	2354	
Portslade, Old Village	1951	1959	2006	2015	2025	2034	2045	2056	2106	2118	2130	2142	2154	2206	2218	2230	2242	2254	2306	2318	2330	2342	2354
New Church Rd/Boundary Rd	2000	2008	2015	2023	2033	2042	2053	2104	2114	2126	2138	2150	2202	2213	2225	2237	2249	2301	2313	2325	2337	2349	0001
Hove, Town Hall, Church Road	2008	2016	2023	2031	2041	2050	2101	2111	2121	2133	2145	2157	2209	2220	2232	2244	2256	2308	2320	2332	2344	2356	0008
Churchill Square (stop H)	2017	2025	2032	2040	2050	2059	2109	2119	2129	2141	2153	2205	2216	2227	2239	2251	2303	2315	2327	2339	2351	0003	0015
North Street (stop C)	2020	2028	2035	2043	2053	2102	2112	2122	2132	2144	2156	2208	2219	2230	2242	2254	2306	2318	2330	2342	2354	0006	0018
American Express, Edward St	▼	▼	2038	▼	▼	2105	▼	2135	▼	2159	▼	2233	▼	2257	▼	2333	▼	2357	▼	▼	▼	▼	▼
Royal Sussex County Hospital	2027	2035	2042	2050	2100	2109	2119	2129	2139	2151	2203	2215	2226	2237	2249	2301	2313	2325	2337	2349	0001	0013	0025
Whitehawk, opp Bus Garage	2031	2039	2046	2054	2104	2113	2123	2133	2143	2155	2207	2219	2230	2241	2253	2305	2317	2329	2341	2353	0005	0017	0029
Whitehawk, Swanborough Drive	2037	2045	2052	2100	2110	2119	2129	2139	2149	2201	2213	2225	2236	2246	2259	2310	2322	2334	2346	2358	0010	0022	0034

Saturdays effective 29th April, 2023

route number	1	1	N1	N1	N1
Mile Oak, Graham Ave, Shops	0000	0014			
Mile Oak Rd, Mile Oak Gardens	0005	▼			
Mile Oak, Chalky Road	▼	▼	0112	0217	0322
Portslade, Old Village	0006	0020	▼	▼	▼
Downs Park, Sycamore Close	▼	▼	0115	0220	0325
Portslade Station (Stop J)	▼	▼	0122	0227	0332
New Church Rd/Boundary Rd	0013	0027	0122	0227	0332
Hove, Town Hall, Church Road	0020	0034	0129	0234	0339
Churchill Square (stop H)	0027	0041	0135	0240	0345
Brighton Station (stop B)	▼	▼	0138	0243	0348
North Street (stop C)	0030	0044			
American Express, Edward St	0033	▼			
Royal Sussex County Hospital	0037	0051			
Whitehawk, opp Bus Garage	0041	0055			
Whitehawk, Swanborough Drive	0046	0100			

Route 1A buses depart Mile Oak Road, Mile Oak Gardens between 0900 and 1900 at these times Saturdays 0919, 0937, 0955, 1019, 1036, 1054, 1118, 1135, 1153, 1218, 1236, 1254, 1320, 1339, 1357, 1421, 1439, 1457, 1523, 1542, 1601, 1620, 1638, 1657, 1716, 1735, 1755, 1816, 1837, 1858

Route 1A buses depart American Express, Edward Street between 1000 and 2000 at these times Saturdays 0955, 1015, 1034, 1058, 1115, 1133, 1158, 1216, 1234, 1259, 1317, 1335, 1401, 1421, 1439, 1503, 1521, 1539, 1605, 1624, 1643, 1702, 1719, 1738, 1757, 1815, 1835, 1854, 1915, 1934, 1954

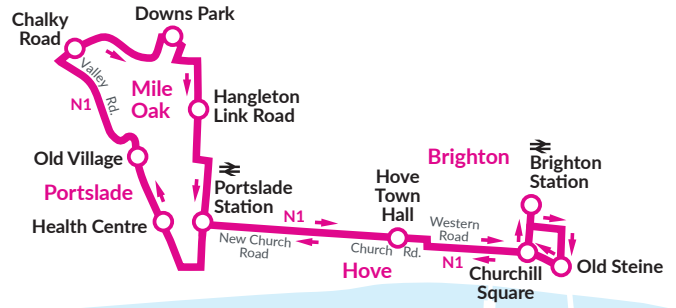


1,1A



N1

1.1A Route Map



Saturdays effective 29th April, 2023

route number	N1	N1	N1	1	1	1A	1	1A	1	1A	1	1A	1	1A	1	1A	1	1A	1	1A	1			
Whitehawk, Swanborough Drive				0455	0525	0605	0625	0645	0700	0712	0724	0736	0748	0800	0810	0818	0826	0834	0842			1818	1827	1836
Whitehawk, Bus Garage				0500	0530	0611	0631	0651	0706	0718	0730	0742	0754	0807	0817	0825	0833	0841	0849			1825	1834	1843
Royal Sussex County Hospital				0503	0533	0615	0635	0655	0710	0722	0734	0746	0758	0811	0821	0829	0837	0845	0853			1830	1839	1848
Brighton Station ⇌ (stop B)	0040	0145	0250																					
Old Steine (stop H)	0044	0149	0254	0508	0538	0620	0640	0700	0715	0727	0739	0751	0804	0817	0827	0835	0843	0851	0859					
Brighton Station ⇌ (stop C)				0513	0543																			
Churchill Square (stop C)	0048	0153	0258		0547	0624	0644	0704	0719	0731	0743	0755	0808	0821	0831	0839	0847	0855	0903					
Hove opp Town Hall, Church Road	0055	0200	0305		0553	0630	0650	0710	0725	0737	0749	0801	0815	0828	0838	0846	0854	0903	0911					
Boundary Road/New Church Road	0102	0207	0312		0558	0636	0656	0717	0732	0744	0756	0808	0822	0835	0845	0853	0901	0910	0919					
Portslade, Old Village	0108	0213	0318		0603	0641	0701	0722	0737	0749	0801	0814	0828	0841	0851	0859	0907	0916	0925					
Mile Oak Road, Mile Oak Gardens						0642		0723		0750			0829		0852		0908		0926					
Mile Oak, Chalky Road	0112	0217	0322		0605	0643	0703	0724	0739	0751	0803	0816	0831	0843	0854	0902	0919	0919	0929					
Mile Oak, Graham Avenue, Shops					0609	0647	0707	0728	0743	0755	0807	0820	0836	0847	0858	0906	0914	0923	0933					
Downs Park, Sycamore Close	0115	0220	0325																					

Saturdays effective 29th April, 2023

route number	1A	1	1A	1	1A	1	1A	1	1A	1	1A	1	1A	1	1A	1	1A	1	1A	1	1A	1		
Whitehawk, Swanborough Drive	1845	1854	1903	1912	1922	1932	1942	1954	2006	2018	2030	2042	2054	2106	2118	2130	2142	2154	2206	2218	2230	2242	2254	2306
Whitehawk, Bus Garage	1852	1901	1910	1919	1929	1939	1949	2001	2012	2024	2036	2048	2100	2112	2124	2136	2148	2200	2212	2224	2236	2248	2300	2311
Royal Sussex County Hospital	1857	1906	1915	1924	1934	1944	1954	2006	2017	2029	2041	2053	2104	2116	2128	2140	2152	2203	2215	2227	2239	2251	2303	2314
Old Steine (stop H)	1904	1913	1922	1931	1941	1951	2001	2013	2024	2036	2048	2100	2111	2123	2135	2147	2159	2209	2221	2233	2245	2257	2309	2320
Churchill Square (stop C)	1911	1920	1929	1938	1948	1958	2007	2019	2030	2042	2054	2106	2117	2129	2141	2153	2205	2214	2226	2238	2250	2302	2314	2325
Hove opp Town Hall, Church Road	1921	1930	1939	1948	1958	2008	2016	2028	2039	2051	2103	2115	2126	2138	2150	2202	2213	2222	2234	2246	2258	2310	2322	2333
Boundary Road/New Church Road	1929	1938	1947	1956	2006	2016	2024	2036	2047	2059	2111	2123	2134	2146	2158	2210	2221	2230	2242	2254	2306	2318	2330	2341
Portslade, Old Village	1936	1945	1954	2003	2012	2022	2030	2042	2053	2105	2117	2129	2140	2152	2204	2216	2227	2236	2248	2300	2312	2324	2336	2347
Mile Oak Road, Mile Oak Gardens	1937		1955		2013		2031		2054		2118		2141		2205		2228		2249		2313		2337	
Mile Oak, Graham Avenue, Shops	1944	1952	2002	2010	2020	2029	2038	2049	2101	2112	2125	2136	2148	2159	2211	2223	2234	2243	2255	2307	2319	2331	2343	2354

Saturdays effective 29th April, 2023

route number	1A	1	N1	N1	N1
Whitehawk, Swanborough Drive	2321	2336			
Whitehawk, Bus Garage	2326	2341			
Royal Sussex County Hospital	2329	2344			
Brighton Station ⇌ (stop B)			0040	0145	0250
Old Steine (stop H)	2335	2350	0044	0149	0254
Churchill Square (stop C)	2340	2355	0048	0153	0258
Hove opp Town Hall, Church Road	2348	0003	0055	0200	0305
Boundary Road/New Church Road	2356	0011	0102	0207	0312
Portslade, Old Village	0002	0017	0108	0213	0318
Mile Oak Road, Mile Oak Gardens	0003				
Mile Oak, Chalky Road	0005	0020	0112	0217	0322
Mile Oak, Graham Avenue, Shops	0009	0024			
Downs Park, Sycamore Close			0115	0220	0325







Mondays to Fridays	Schooldays eff. 25th September, 2023								School Holidays				
route number	55	55	55	55	55	55	55	55	55	55	55	55	55
Thornhill Rise	0640	0655	0707		0717	0731	0754		0640	0706	0729	0754	0814
Mile Oak, Graham Avenue, Shops	0642	0657	0709		0719	0733	0756		0642	0708	0731	0756	0816
Mile Oak Road/Mile Oak Gardens	0646	0702	0714		0725	0739	0802		0646	0712	0735	0802	0822
Valley Rd, opp The Crossway, Shops	0648	0704	0716		0727	0741	0804		0648	0714	0737	0804	0824
Portslade Academy, Chalky Road	0651	0707	0719		0730	0745	0809	1515	0651	0717	0740	0807	0827
Fox Way, Warrior Close	0653	0709	0722		0733	0747	0811	1517	0653	0719	0742	0809	0829
Hove Park Lower School								1524					
Hangleton, opp Grenadier Hotel	0659	0716	0730		0741	0756	0820	1528	0659	0724	0747	0814	0834
Dyke Road, Woodruff Avenue	0707	0727	0741		0752	0809	0833	1540	0707	0733	0756	0824	0844
Seven Dials, Buckingham Place	0714	0734	0750		0802	0821	0845	1548	0712	0738	0804	0831	0851
Brighton Station (stop H)	0717	0737	0754		0806	0825	0849	1552	0715	0741	0807	0835	0855
Churchill Square (stop E)	0720	0740	0757		0809	0828	0852	1555	0718	0744	0810	0838	0858
Old Steine (stop E)	0724	0744	0801	0807	0813				0722	0748	0814		
London Road, Shops		0750	0807	0813	0819					0752	0818		
Beaconsfield Villas Top		0756	0813	0819	0825					0757	0823		
Varndean College		0759	0816	0822	0828					0800	0826		
Hollingbury, Asda Store			0824	0830						0806	0832		

Mondays to Fridays	Schooldays eff. 25th September, 2023
route number	55
Varndean College	1615
Beaconsfield Villas Top	1619
London Road Shops	1627
Old Steine Stop H	1633
Imperial Arcade	1640

## APPENDIX 4.

## RAIL NETWORK MAPS

# Our Network



Valid from December 2023

## SERVICES AND FACILITIES

This is a general guide of the basic daily services, however, not all trains stop at all stations on each coloured line so please check your journey at [nationalrail.co.uk](http://nationalrail.co.uk) or see our website

- REGULAR SERVICE**
- Gatwick Express**
  - Great Northern**
  - Southern**
  - Thameslink**
- LIMITED SERVICE**
- Other train operators' routes
  - Combined bus and train ticket is available on this route
  - Luton Airport DART
  - Limited service stations on our network
  - Interchange stations
  - Interchange with Docklands Light Railway
  - Interchange with the Elizabeth Line
  - Interchange with London Underground
  - Interchange with London Overground
  - Interchange with London Tramlink
  - Interchange with Eurostar
  - Interchange with other operators' train services
  - Interchange with Airports
  - Ferry service routes
  - Hovercraft service routes

**Oyster and Contactless area**

Pay as you go with contactless (card or device) in the grey shaded area

**Contactless only area**

Pay as you go with contactless card or device (not Oyster) in the pink shaded area

## ACCESSIBILITY

- Category 'A' Station:** Step-free access between the street and all platforms, and also between platforms.
- Category 'B' Station:** Step-free access between the street and all platforms. There may not be step-free access between platforms or entrances.
- Category 'B+' Station:** Step-free access between the street and some platforms.
- Category 'B-' Station:** Step-free access between the street and platforms but only available for trains in the direction of the arrow.
- Category 'C' Station:** No step-free access between the street and platforms.

Staff assistance is required to provide a ramp between trains and the platform.

We're committed to accessible travel for all, and this map is intended to give an overview of step-free access at our stations. For more information on the accessibility on our network and the assistance we offer please visit the [Assisted Travel](http://AssistedTravel) section of our website or contact our Assisted Travel team.

Gatwick Express and Southern Assisted Travel: 0800 138 1016

Thameslink and Great Northern Assisted Travel: 0800 058 2944

[southernrailway.com/travel-information/travel-help/assisted-travel](http://southernrailway.com/travel-information/travel-help/assisted-travel)

[gatwickexpress.com/travel-information/travel-help/assisted-travel](http://gatwickexpress.com/travel-information/travel-help/assisted-travel)

[thameslinkrailway.com/travel-information/travel-help/assisted-travel](http://thameslinkrailway.com/travel-information/travel-help/assisted-travel)

[greatnorthern.com/travel-information/travel-help/assisted-travel](http://greatnorthern.com/travel-information/travel-help/assisted-travel)

## STAFF AVAILABILITY

- On train or station staff available for all trains
- On train or station staff available at certain times only
- No train or station staff available
- Although this station is not always staffed, our Assisted Travel Support team is there to help you to complete your journey if you have not booked assistance and require boarding the train at this station, then on arrival please contact this team by either:
  - pressing the "Emergency" or "Assisted travel" button on the Help Point.

calling us on the Freephone number 0800 168 1238 or text to 07970 511017.

Whether you pre-book your assistance or prefer more flexibility, we recommend arriving 20 minutes before your train is scheduled to depart.

2023 11 01, GTR, YOCAMP, BR

Disruption/impairment forecast

to London

to London

to London

to London

to London

to London

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to London

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to London

to London

to London

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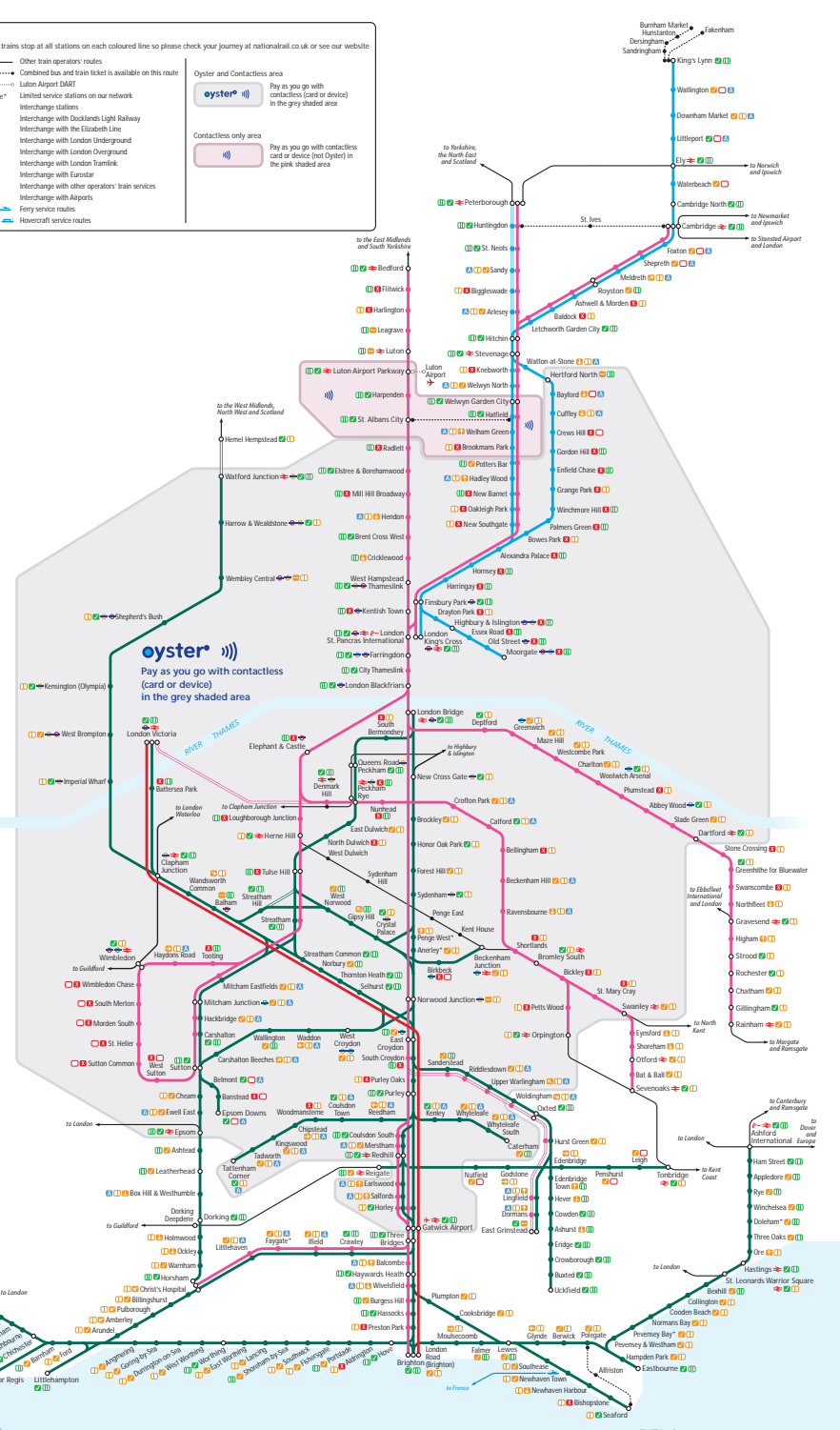
to London

to London

to London

to London

to London



This information is correct as of 10th December 2023  
For the most up-to-date station facilities see [www.nationalrail.co.uk](http://www.nationalrail.co.uk)

Based on original map produced by FVT London (GTR) All Brands (Diagram) [www.fvt.co.uk](http://www.fvt.co.uk)



## APPENDIX 5.

### STREETVIEW OF 'BACK LAND' RESIDENTIAL SITES



Kimberley Road



Warmdene Way



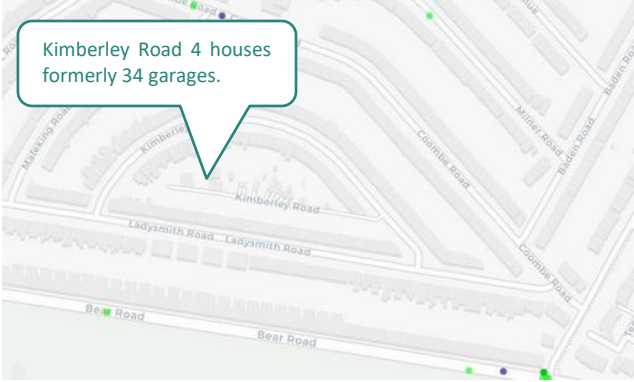
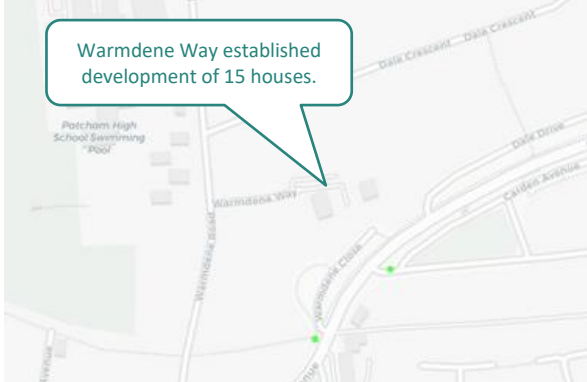
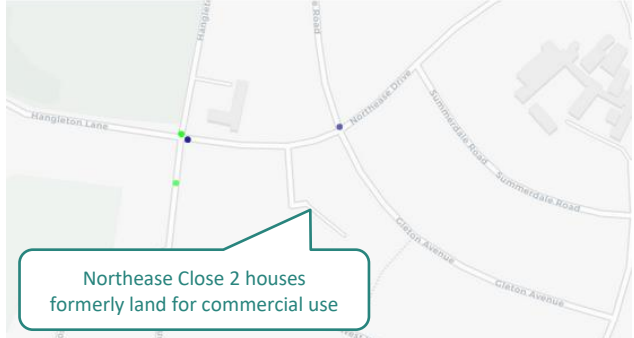
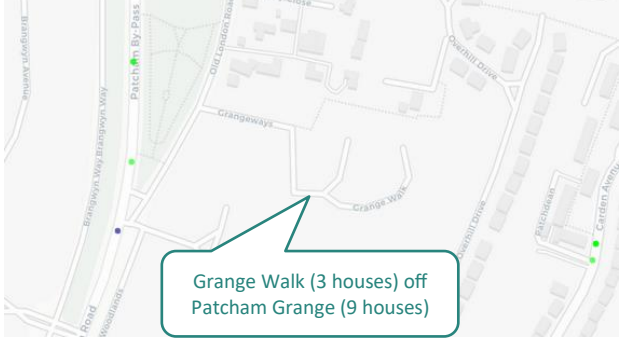
Northease Close



Grange Walk off Patcham Grange



APPENDIX 6.  
COLLISION MAPPING DATA  
'BACK LAND' RESIDENTIAL SITES

 <p>Kimberley Road 4 houses formerly 34 garages.</p>	 <p>Warmdene Way established development of 15 houses.</p>
<p>Kimberley Road</p>	<p>Warmdene Way</p>
 <p>Northease Close 2 houses formerly land for commercial use</p>	 <p>Grange Walk (3 houses) off Patcham Grange (9 houses)</p>
<p>Northease Close</p>	<p>Grange Walk off Patcham Grange</p>
<p><small>Data regarding personal injury crashes is recorded by Sussex Police in accordance with the DfT Stats 19 requirements. The data is subsequently used by Sussex Safer Roads Partnership for monitoring and planning. While every effort is made to ensure that this data is accurate, it is subject to change should further information become available. Please also note that collisions where Sussex Police have not yet finished their investigations are not shown. While this can apply to the whole time period covered, it is particularly relevant to those collisions that occurred in the most recent month. This data may not be fully validated and while every effort is made to ensure its accuracy any statistics provided may not match those published elsewhere. Sussex Safer Roads Partnership does not hold crash data either where there are no recorded casualties or the incident has not been reported to Sussex Police.</small></p>	

## APPENDIX 7.

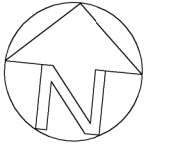
### PROPOSAL LAYOUT PLAN TA 1498/10 Rev B



Proposed site plan Scale 1:200 @A3

**Key**

- A Parking court
- B Existing access driveway
- C Green flat roof
- D Private bike store with green roof
- E Private garden
- F Existing fence line
- G Turning head
- H Communal bin store
- J PV roof panels
- K Heat pumps



**Accommodation**

- Unit 1** Two bedroom house - 82 sqm
- Unit 2** Two bedroom house - 82 sqm
- Unit 3** Two bedroom house - 82 sqm
- Unit 4** Two bedroom bungalow - 61 sqm

**Draft planning**

- B 251023 Minor amendments
- A 280923 Minor amendments

rev.	date

These drawings should be approved by local Authority  
No dimensions to be scaled from this drawing. All dimensions to be checked on site. This drawing is copyright and should not be reproduced without the permission of the Architects.

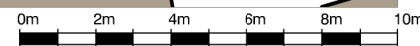
client **Highcroft Construction**

project **18 Broomfield Drive  
Portslade**

drawing **Proposed Site Plan**

scale 1:200@A3 date August 2023  
drawn JN

2d St.Johns Road Hove, East Sussex BN3 2FB tel: 01273 203230 email:info@taarchitects.co.uk



## APPENDIX 8.

### GARAGE USE DATA

BROOMFIELD DRIVE GARAGES Thursday 30.11.23																					
TIME	CAR IN	CAR OUT	VAN IN	VAN OUT	PED IN	PED OUT	CYCLE IN	CYCLE OUT	MC IN	MC OUT	TIME	CAR IN	CAR OUT	VAN IN	VAN OUT	PED IN	PED OUT	CYCLE IN	CYCLE OUT	MC IN	MC OUT
0700			1								1600										
0715											1615										
0730				1							1630										
0745											1645										
0800											1700										
0815					1						1715			1							
0830											1730										
0845											1745				1						
0900											1800										
0915											1815										
0930											1830										
0945											1845										

BROOMFIELD DRIVE GARAGES Tuesday 05.12.23																					
TIME	CAR IN	CAR OUT	VAN IN	VAN OUT	PED IN	PED OUT	CYCLE IN	CYCLE OUT	MC IN	MC OUT	TIME	CAR IN	CAR OUT	VAN IN	VAN OUT	PED IN	PED OUT	CYCLE IN	CYCLE OUT	MC IN	MC OUT
0700											1600					1					
0715			1								1615						1				
0730											1630										
0745				1							1645										
0800											1700										
0815											1715										
0830					1						1730										
0845											1745										
0900											1800										
0915											1815										
0930											1830										
0945											1845										

BROOMFIELD DRIVE GARAGES Wednesday 06.12.23																					
TIME	CAR IN	CAR OUT	VAN IN	VAN OUT	PED IN	PED OUT	CYCLE IN	CYCLE OUT	MC IN	MC OUT	TIME	CAR IN	CAR OUT	VAN IN	VAN OUT	PED IN	PED OUT	CYCLE IN	CYCLE OUT	MC IN	MC OUT
0700											1600										
0715			1								1615										
0730				1							1630										
0745											1645										
0800											1700										
0815											1715										
0830											1730										
0845											1745										
0900											1800										
0915											1815										
0930											1830										
0945											1845										

Observations:  
 Van was the same vehicle on all occasions.  
 Pedestrian on Thursday 30<sup>th</sup> and Tuesday 5<sup>th</sup> used same garage. Still on site are AM survey completed. Wasn't there when PM count took place.  
 Pedestrian on Tuesday 5<sup>th</sup> PM was taking a box to the garage.

## APPENDIX 9.

## TRICS DATA SHEETS

## TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST		
	CT	CENTRAL BEDFORDSHIRE	1 days
	ES	EAST SUSSEX	2 days
	HC	HAMPSHIRE	1 days
	KC	KENT	1 days
	MW	MEDWAY	1 days
	SC	SURREY	3 days
	WB	WEST BERKSHIRE	1 days
	WS	WEST SUSSEX	3 days

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



## 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: 12 to 790 (units: )  
Range Selected by User: 8 to 918 (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: 01/06/21 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	2 days
Tuesday	3 days
Wednesday	7 days
Friday	1 days

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

Selected survey types:

Manual count	13 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	9
Neighbourhood Centre (PPS6 Local Centre)	4

*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	9
Village	4

*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	1 days - Selected
Servicing vehicles Excluded	32 days - Selected

## Secondary Filtering selection:

Use Class:

C3	13 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:

1,001 to 5,000	1 days
5,001 to 10,000	5 days
10,001 to 15,000	6 days
15,001 to 20,000	1 days

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

Population within 5 miles:

25,001 to 50,000	4 days
50,001 to 75,000	2 days
75,001 to 100,000	1 days
100,001 to 125,000	2 days
125,001 to 250,000	4 days

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

Car ownership within 5 miles:

1.1 to 1.5	11 days
1.6 to 2.0	2 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	13 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	13 days
-----------------	---------

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

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

LIST OF SITES relevant to selection parameters

1	CT-03-A-01 ARLESEY ROAD STOTFOLD	MIXED HOUSES		CENTRAL BEDFORDSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		46	
	<i>Survey date: WEDNESDAY</i>		<i>22/06/22</i>	<i>Survey Type: MANUAL</i>
2	ES-03-A-06 BISHOPS LANE RINGMER	MIXED HOUSES		EAST SUSSEX
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings:		12	
	<i>Survey date: WEDNESDAY</i>		<i>16/06/21</i>	<i>Survey Type: MANUAL</i>
3	ES-03-A-09 THE FAIRWAY NEWHAVEN	DETACHED & SEMI-DETACHED		EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:		47	
	<i>Survey date: MONDAY</i>		<i>13/03/23</i>	<i>Survey Type: MANUAL</i>
4	HC-03-A-27 DAIRY ROAD ANDOVER	MIXED HOUSES		HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		73	
	<i>Survey date: TUESDAY</i>		<i>16/11/21</i>	<i>Survey Type: MANUAL</i>
5	KC-03-A-10 HEADCORN ROAD STAPLEHURST	MIXED HOUSES		KENT
	Edge of Town Residential Zone Total No of Dwellings:		106	
	<i>Survey date: TUESDAY</i>		<i>09/05/23</i>	<i>Survey Type: MANUAL</i>
6	MW-03-A-02 OTTERHAM QUAY LANE RAINHAM	MIXED HOUSES		MEDWAY
	Edge of Town Residential Zone Total No of Dwellings:		19	
	<i>Survey date: MONDAY</i>		<i>06/06/22</i>	<i>Survey Type: MANUAL</i>
7	SC-03-A-07 FOLLY HILL FARNHAM	MIXED HOUSES		SURREY
	Edge of Town Residential Zone Total No of Dwellings:		41	
	<i>Survey date: WEDNESDAY</i>		<i>11/05/22</i>	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

8	SC-03-A-08 REIGATE ROAD HORLEY	MIXED HOUSES		SURREY
	Edge of Town Residential Zone Total No of Dwellings:		790	
	Survey date: WEDNESDAY		04/05/22	Survey Type: MANUAL
9	SC-03-A-10 GUILDFORD ROAD ASH	MIXED HOUSES		SURREY
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings:		32	
	Survey date: WEDNESDAY		14/09/22	Survey Type: MANUAL
10	WB-03-A-03 DORKING WAY READING CALCOT	MIXED HOUSES		WEST BERKSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		108	
	Survey date: FRIDAY		09/09/22	Survey Type: MANUAL
11	WS-03-A-14 TODDINGTON LANE LITTLEHAMPTON WICK	MIXED HOUSES		WEST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:		117	
	Survey date: WEDNESDAY		20/10/21	Survey Type: MANUAL
12	WS-03-A-15 HILLAND ROAD BILLINGSHURST	MIXED HOUSES		WEST SUSSEX
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings:		380	
	Survey date: TUESDAY		23/11/21	Survey Type: MANUAL
13	WS-03-A-16 BRACKLESHAM LANE BRACKLESHAM BAY	DETACHED & SEMI-DETACHED		WEST SUSSEX
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings:		58	
	Survey date: WEDNESDAY		09/11/22	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
ES-03-A-08	Contains Flats
HC-03-A-26	Contains Flats
HC-03-A-28	Contains Flats
HC-03-A-31	Contains Flats
HC-03-A-32	Contains Flats
KC-03-A-09	Contains Flats
SC-03-A-09	Contains Flats
WS-03-A-13	Contains Flats
WS-03-A-17	Contains Flats
WS-03-A-19	Contains Flats

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

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 4 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.66

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	13	141	0.098	0.394	13	141	0.321	1.286	13	141	0.419	1.680
08:00 - 09:00	13	141	0.150	0.601	13	141	0.378	1.511	13	141	0.528	2.112
09:00 - 10:00	13	141	0.126	0.505	13	141	0.144	0.577	13	141	0.270	1.082
10:00 - 11:00	13	141	0.121	0.486	13	141	0.135	0.540	13	141	0.256	1.026
11:00 - 12:00	13	141	0.130	0.518	13	141	0.142	0.569	13	141	0.272	1.087
12:00 - 13:00	13	141	0.154	0.615	13	141	0.141	0.564	13	141	0.295	1.179
13:00 - 14:00	13	141	0.138	0.553	13	141	0.130	0.521	13	141	0.268	1.074
14:00 - 15:00	13	141	0.130	0.518	13	141	0.172	0.687	13	141	0.302	1.205
15:00 - 16:00	13	141	0.232	0.929	13	141	0.140	0.560	13	141	0.372	1.489
16:00 - 17:00	13	141	0.214	0.857	13	141	0.134	0.538	13	141	0.348	1.395
17:00 - 18:00	13	141	0.330	1.319	13	141	0.141	0.564	13	141	0.471	1.883
18:00 - 19:00	13	141	0.280	1.122	13	141	0.127	0.507	13	141	0.407	1.629
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
<b>Total Rates:</b>			2.103	8.417			2.105	8.424			4.208	16.841

*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: 12 - 790 (units: )  
 Survey date date range: 01/06/21 - 04/07/23  
 Number of weekdays (Monday-Friday): 13  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys automatically removed from selection: 0  
 Surveys manually removed from selection: 10

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

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

MULTI-MODAL OGVS

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 4 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	13	141	0.002	0.009	13	141	0.002	0.009	13	141	0.004	0.018
08:00 - 09:00	13	141	0.001	0.004	13	141	0.002	0.007	13	141	0.003	0.011
09:00 - 10:00	13	141	0.002	0.007	13	141	0.001	0.004	13	141	0.003	0.011
10:00 - 11:00	13	141	0.004	0.017	13	141	0.002	0.009	13	141	0.006	0.026
11:00 - 12:00	13	141	0.001	0.002	13	141	0.003	0.013	13	141	0.004	0.015
12:00 - 13:00	13	141	0.002	0.009	13	141	0.001	0.004	13	141	0.003	0.013
13:00 - 14:00	13	141	0.002	0.007	13	141	0.002	0.009	13	141	0.004	0.016
14:00 - 15:00	13	141	0.001	0.004	13	141	0.001	0.004	13	141	0.002	0.008
15:00 - 16:00	13	141	0.001	0.002	13	141	0.001	0.004	13	141	0.002	0.006
16:00 - 17:00	13	141	0.002	0.007	13	141	0.001	0.004	13	141	0.003	0.011
17:00 - 18:00	13	141	0.002	0.009	13	141	0.003	0.011	13	141	0.005	0.020
18:00 - 19:00	13	141	0.001	0.004	13	141	0.001	0.002	13	141	0.002	0.006
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
<b>Total Rates:</b>			0.021	0.081			0.020	0.080			0.041	0.161

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.

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

MULTI-MODAL PSVS

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 4 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	13	141	0.001	0.004	13	141	0.001	0.004	13	141	0.002	0.008
08:00 - 09:00	13	141	0.002	0.007	13	141	0.002	0.007	13	141	0.004	0.014
09:00 - 10:00	13	141	0.001	0.004	13	141	0.001	0.004	13	141	0.002	0.008
10:00 - 11:00	13	141	0.001	0.004	13	141	0.001	0.004	13	141	0.002	0.008
11:00 - 12:00	13	141	0.001	0.004	13	141	0.001	0.004	13	141	0.002	0.008
12:00 - 13:00	13	141	0.001	0.002	13	141	0.001	0.002	13	141	0.002	0.004
13:00 - 14:00	13	141	0.001	0.004	13	141	0.001	0.004	13	141	0.002	0.008
14:00 - 15:00	13	141	0.001	0.004	13	141	0.001	0.004	13	141	0.002	0.008
15:00 - 16:00	13	141	0.002	0.009	13	141	0.002	0.009	13	141	0.004	0.018
16:00 - 17:00	13	141	0.001	0.004	13	141	0.001	0.004	13	141	0.002	0.008
17:00 - 18:00	13	141	0.001	0.004	13	141	0.001	0.004	13	141	0.002	0.008
18:00 - 19:00	13	141	0.001	0.002	13	141	0.001	0.002	13	141	0.002	0.004
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
<b>Total Rates:</b>			0.014	0.052			0.014	0.052			0.028	0.104

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.

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

MULTI-MODAL CYCLISTS

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 4 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	13	141	0.001	0.002	13	141	0.010	0.042	13	141	0.011	0.044
08:00 - 09:00	13	141	0.001	0.002	13	141	0.015	0.059	13	141	0.016	0.061
09:00 - 10:00	13	141	0.003	0.013	13	141	0.002	0.007	13	141	0.005	0.020
10:00 - 11:00	13	141	0.002	0.009	13	141	0.002	0.009	13	141	0.004	0.018
11:00 - 12:00	13	141	0.001	0.002	13	141	0.001	0.004	13	141	0.002	0.006
12:00 - 13:00	13	141	0.002	0.009	13	141	0.001	0.002	13	141	0.003	0.011
13:00 - 14:00	13	141	0.002	0.007	13	141	0.004	0.015	13	141	0.006	0.022
14:00 - 15:00	13	141	0.004	0.015	13	141	0.004	0.017	13	141	0.008	0.032
15:00 - 16:00	13	141	0.014	0.055	13	141	0.004	0.017	13	141	0.018	0.072
16:00 - 17:00	13	141	0.011	0.046	13	141	0.004	0.015	13	141	0.015	0.061
17:00 - 18:00	13	141	0.007	0.026	13	141	0.002	0.007	13	141	0.009	0.033
18:00 - 19:00	13	141	0.005	0.020	13	141	0.003	0.013	13	141	0.008	0.033
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.053	0.206			0.052	0.207			0.105	0.413

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.



TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED  
 MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 4 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	13	141	0.123	0.492	13	141	0.434	1.736	13	141	0.557	2.228
08:00 - 09:00	13	141	0.183	0.730	13	141	0.577	2.307	13	141	0.760	3.037
09:00 - 10:00	13	141	0.167	0.669	13	141	0.188	0.752	13	141	0.355	1.421
10:00 - 11:00	13	141	0.159	0.634	13	141	0.180	0.720	13	141	0.339	1.354
11:00 - 12:00	13	141	0.177	0.706	13	141	0.192	0.770	13	141	0.369	1.476
12:00 - 13:00	13	141	0.203	0.814	13	141	0.190	0.759	13	141	0.393	1.573
13:00 - 14:00	13	141	0.190	0.759	13	141	0.168	0.671	13	141	0.358	1.430
14:00 - 15:00	13	141	0.173	0.693	13	141	0.225	0.901	13	141	0.398	1.594
15:00 - 16:00	13	141	0.390	1.562	13	141	0.189	0.755	13	141	0.579	2.317
16:00 - 17:00	13	141	0.340	1.360	13	141	0.184	0.737	13	141	0.524	2.097
17:00 - 18:00	13	141	0.441	1.763	13	141	0.207	0.827	13	141	0.648	2.590
18:00 - 19:00	13	141	0.374	1.496	13	141	0.186	0.746	13	141	0.560	2.242
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
<b>Total Rates:</b>			2.920	11.678			2.920	11.681			5.840	23.359

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.

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

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 4 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	13	141	0.015	0.059	13	141	0.032	0.129	13	141	0.047	0.188
08:00 - 09:00	13	141	0.026	0.103	13	141	0.090	0.361	13	141	0.116	0.464
09:00 - 10:00	13	141	0.032	0.129	13	141	0.022	0.087	13	141	0.054	0.216
10:00 - 11:00	13	141	0.019	0.074	13	141	0.020	0.079	13	141	0.039	0.153
11:00 - 12:00	13	141	0.027	0.109	13	141	0.031	0.125	13	141	0.058	0.234
12:00 - 13:00	13	141	0.023	0.092	13	141	0.020	0.079	13	141	0.043	0.171
13:00 - 14:00	13	141	0.026	0.105	13	141	0.022	0.090	13	141	0.048	0.195
14:00 - 15:00	13	141	0.028	0.112	13	141	0.032	0.129	13	141	0.060	0.241
15:00 - 16:00	13	141	0.083	0.330	13	141	0.037	0.149	13	141	0.120	0.479
16:00 - 17:00	13	141	0.034	0.138	13	141	0.027	0.109	13	141	0.061	0.247
17:00 - 18:00	13	141	0.038	0.151	13	141	0.022	0.090	13	141	0.060	0.241
18:00 - 19:00	13	141	0.023	0.092	13	141	0.018	0.072	13	141	0.041	0.164
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
<b>Total Rates:</b>			0.374	1.494			0.373	1.499			0.747	2.993

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED  
MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 4 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	13	141	0.000	0.000	13	141	0.046	0.184	13	141	0.046	0.184
08:00 - 09:00	13	141	0.001	0.004	13	141	0.040	0.160	13	141	0.041	0.164
09:00 - 10:00	13	141	0.001	0.004	13	141	0.009	0.037	13	141	0.010	0.041
10:00 - 11:00	13	141	0.005	0.020	13	141	0.008	0.033	13	141	0.013	0.053
11:00 - 12:00	13	141	0.005	0.020	13	141	0.005	0.022	13	141	0.010	0.042
12:00 - 13:00	13	141	0.005	0.020	13	141	0.008	0.033	13	141	0.013	0.053
13:00 - 14:00	13	141	0.006	0.024	13	141	0.007	0.028	13	141	0.013	0.052
14:00 - 15:00	13	141	0.007	0.026	13	141	0.009	0.035	13	141	0.016	0.061
15:00 - 16:00	13	141	0.026	0.103	13	141	0.004	0.017	13	141	0.030	0.120
16:00 - 17:00	13	141	0.033	0.131	13	141	0.004	0.015	13	141	0.037	0.146
17:00 - 18:00	13	141	0.032	0.127	13	141	0.003	0.013	13	141	0.035	0.140
18:00 - 19:00	13	141	0.025	0.098	13	141	0.001	0.004	13	141	0.026	0.102
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
<b>Total Rates:</b>			0.146	0.577			0.144	0.581			0.290	1.158

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED  
MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 4 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.66

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	13	141	0.138	0.553	13	141	0.523	2.091	13	141	0.661	2.644
08:00 - 09:00	13	141	0.210	0.840	13	141	0.722	2.887	13	141	0.932	3.727
09:00 - 10:00	13	141	0.204	0.816	13	141	0.221	0.884	13	141	0.425	1.700
10:00 - 11:00	13	141	0.184	0.737	13	141	0.210	0.840	13	141	0.394	1.577
11:00 - 12:00	13	141	0.209	0.838	13	141	0.230	0.921	13	141	0.439	1.759
12:00 - 13:00	13	141	0.233	0.934	13	141	0.218	0.873	13	141	0.451	1.807
13:00 - 14:00	13	141	0.224	0.894	13	141	0.201	0.805	13	141	0.425	1.699
14:00 - 15:00	13	141	0.212	0.846	13	141	0.271	1.083	13	141	0.483	1.929
15:00 - 16:00	13	141	0.512	2.049	13	141	0.235	0.938	13	141	0.747	2.987
16:00 - 17:00	13	141	0.419	1.675	13	141	0.219	0.877	13	141	0.638	2.552
17:00 - 18:00	13	141	0.517	2.067	13	141	0.234	0.936	13	141	0.751	3.003
18:00 - 19:00	13	141	0.426	1.706	13	141	0.209	0.835	13	141	0.635	2.541
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
<b>Total Rates:</b>			3.488	13.955			3.493	13.970			6.981	27.925

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.

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

MULTI-MODAL CARS

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 4 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	13	141	0.081	0.324	13	141	0.284	1.137	13	141	0.365	1.461
08:00 - 09:00	13	141	0.127	0.510	13	141	0.329	1.317	13	141	0.456	1.827
09:00 - 10:00	13	141	0.104	0.418	13	141	0.120	0.481	13	141	0.224	0.899
10:00 - 11:00	13	141	0.093	0.374	13	141	0.110	0.440	13	141	0.203	0.814
11:00 - 12:00	13	141	0.102	0.407	13	141	0.115	0.459	13	141	0.217	0.866
12:00 - 13:00	13	141	0.127	0.507	13	141	0.108	0.433	13	141	0.235	0.940
13:00 - 14:00	13	141	0.113	0.451	13	141	0.107	0.429	13	141	0.220	0.880
14:00 - 15:00	13	141	0.110	0.442	13	141	0.150	0.599	13	141	0.260	1.041
15:00 - 16:00	13	141	0.199	0.796	13	141	0.115	0.461	13	141	0.314	1.257
16:00 - 17:00	13	141	0.188	0.750	13	141	0.119	0.475	13	141	0.307	1.225
17:00 - 18:00	13	141	0.284	1.135	13	141	0.121	0.483	13	141	0.405	1.618
18:00 - 19:00	13	141	0.258	1.030	13	141	0.113	0.453	13	141	0.371	1.483
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
<b>Total Rates:</b>			1.786	7.144			1.791	7.167			3.577	14.311

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.

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

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 4 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	13	141	0.013	0.050	13	141	0.031	0.122	13	141	0.044	0.172
08:00 - 09:00	13	141	0.014	0.055	13	141	0.034	0.138	13	141	0.048	0.193
09:00 - 10:00	13	141	0.016	0.063	13	141	0.019	0.077	13	141	0.035	0.140
10:00 - 11:00	13	141	0.020	0.079	13	141	0.019	0.077	13	141	0.039	0.156
11:00 - 12:00	13	141	0.024	0.096	13	141	0.021	0.083	13	141	0.045	0.179
12:00 - 13:00	13	141	0.020	0.079	13	141	0.027	0.107	13	141	0.047	0.186
13:00 - 14:00	13	141	0.022	0.087	13	141	0.018	0.072	13	141	0.040	0.159
14:00 - 15:00	13	141	0.015	0.061	13	141	0.019	0.074	13	141	0.034	0.135
15:00 - 16:00	13	141	0.020	0.081	13	141	0.014	0.057	13	141	0.034	0.138
16:00 - 17:00	13	141	0.021	0.083	13	141	0.010	0.039	13	141	0.031	0.122
17:00 - 18:00	13	141	0.036	0.142	13	141	0.011	0.046	13	141	0.047	0.188
18:00 - 19:00	13	141	0.019	0.077	13	141	0.010	0.042	13	141	0.029	0.119
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
<b>Total Rates:</b>			0.240	0.953			0.233	0.934			0.473	1.887

*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.*

