



Proposed Residential Development
Land at Mount Avenue, Chaldon

Transport Statement

For

Sigma Homes Limited

Document Control Sheet

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1.0 Introduction

- 1.1 This Transport Statement has been prepared on behalf of Sigma Homes Limited to support an outline planning application (with all matters reserved except access) for a proposed residential development comprising up to 30 dwellings (including 50% affordable units) on land at Mount Avenue, Chaldon (herein referred to as 'the site'). The local planning authority is Tandridge District Council (TDC), and the applicable highway authority is Surrey County Council (SCC).
- 1.2 These outline proposals include an indicative layout which illustrates the proposed access arrangements for motor vehicles and active modes and the expected servicing arrangements, car parking (including electric vehicle charging) and cycle parking (parking would be provided to adopted local standards). Suitable provision would be made for access by refuse collection and other applicable service and emergency vehicles. It is proposed that the primary access for all modes would be achieved by extending the existing residential street Mount Avenue into the site. A secondary access, for active modes only, would also be provided onto Birchwood Lane to the south.
- 1.3 This illustrative layout will therefore demonstrate that an appropriate and sustainable form of development can be achieved, and that a 'vision led' approach to highways and transportation has been considered from the outset of these outline proposals. The vision for this development from a highways and transportation perspective is to maximise the opportunity for travel by active modes to, from and through the site. This approach would equally enhance access to existing public transport links.
- 1.4 The site is situated to the south of Mount Avenue in Chaldon and is located approximately (as the crow flies) around 2 kilometres west of Caterham, around 1.5 kilometres southwest of Caterham-on-the-Hill, and around 700 metres east of Chaldon Village Hall. The site location in relation to the surrounding local area is shown below in Figure 1.1.

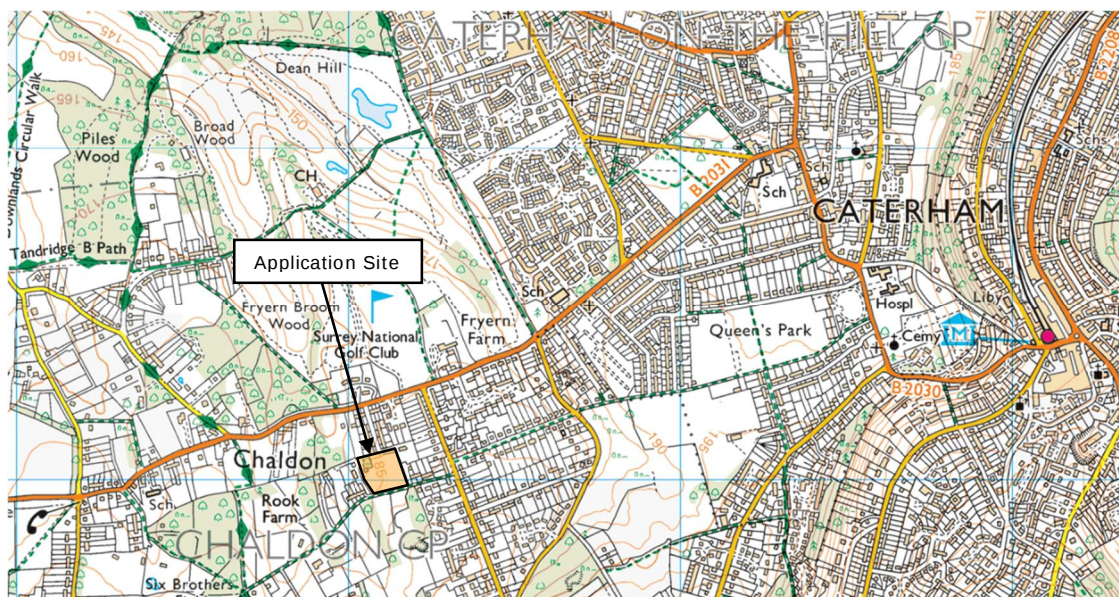


Figure 1.1 - Application Site Location

- 1.5 In terms of the opportunity to access significant existing amenities (from the site) by active and sustainable modes, the site is situated approximately 2.3 kilometres (32-minute walk or 11-minute cycle) west of central Caterham (which includes the rail station, Church Walk shopping centre and Morrisons and Lidl supermarkets) and approximately 1.7 kilometres (23-minute walk or 6-minute cycle) southwest of the High Street at Caterham-on-the-Hill (which includes a Co-op convenience store and pharmacy). It should be noted that the planned regeneration of these primary shopping areas will be guided by the Caterham Town Masterplan SPD as adopted in March 2018.

- 1.6 Additional local facilities include the shops at Westway, which is approximately 1.5 kilometres away (21-minute walk or 6-minute cycle) and includes a convenience store and a public house, and the facilities at Guards Avenue, which is approximately 1.8 kilometres away (25-minute walk or 6-minute cycle) and includes a medical practice, pharmacy and Tesco superstore. St Peter and St Paul CoE Infant/Primary School and Chaldon Village Hall (including Chaldon Pre-School) are both located around 850 metres (12-minute walk) to the west. The local area enjoys good pedestrian permeability with numerous footpaths and off-road routes offering attractive short cuts to key trip attractors, over and above the local footway network.
- 1.7 The site also benefits from proximity to existing public transport facilities within appropriate walking and cycling distances, which include multiple bus stops situated along Rook Lane (B2031), the nearest of which are around 150 metres (2-minute walk or a 1-minute cycle) north, at the junction with Mount Avenue. These stops provide services to Warlingham and Reigate via Caterham.
- 1.8 As indicated above, Caterham railway station is around 2.3 kilometres (32-minute walk or 11-minute cycle) and offers train services towards London Bridge. The station is also accessible by bus from services stopping at the Mount Avenue stops.
- 1.9 The site also benefits from proximity to the strategic highway network, with the A22 accessible within around 4 kilometres to the east of the site and subsequently connecting to the M25 (junction 6) within approximately 8 minutes of driving.
- 1.10 The site is comprised mainly of open field which is currently understood to be used for the grazing of 3 horses (grazing and agricultural land). The site is bordered to the north, east and west by residential development taking access via either Mount Avenue, Chaldon Common Road or Birchwood Lane respectively. The southern border of the site runs adjacent to Birchwood Lane, a road of rural character which nonetheless provides direct frontage access to several dwellings.
- 1.11 This Transport Statement has been prepared in accordance with best practice guidance and current policy as set out in the recent NPPF document published in December 2024. The transport infrastructure for the proposed development has been considered at the earliest stage of scheme development to ensure appropriate highway connections and pedestrian routes are established.
- 1.12 This Transport Statement therefore demonstrates that:
 - „ The proposals would accord with local and national policies relating to transport;
 - „ Safe and suitable access to the site can be achieved from Mount Avenue and Birchwood Lane;
 - „ The site is accessible by public transport, walking and cycling, offering a genuine choice of transport modes, and is therefore sustainable in the context of paragraphs 110 and 115 of the NPPF (and therefore equally para 155c);
 - „ Opportunities exist to encourage travel by public transport and active modes;
 - „ Traffic arising from the proposed development will not severely interfere with the operation, capacity or safety of the local highway network, when considering all reasonable scenarios.
- 1.13 The proposed development therefore meets the requirements of the National Planning Policy Framework, as published in December 2024.

Structure of Report

- 1.14 Following this introduction, the remainder of the Transport Statement is split into the following sections:
 - „ Section 2 outlines the transport planning policies that are considered to be relevant to the application;

- 11 Section 3 considers the local conditions of the site and provides an overview of the accessibility and transport sustainability of the site;
- 11 Section 4 provides an overview of the proposed development together with details of proposed access, servicing and parking arrangements;
- 11 Section 5 assesses the trip generating potential of the proposals and the likely traffic impact of this on the local highway network; and,
- 11 Section 6 summarises the key findings and conclusions of the report.

2.0 Policy Context

Overview

- 2.1 There are a number of documents that contain planning policies relevant to transport. The key policy documents which set out the context for the development proposals are as follows:

- „ National Planning Policy Framework – December 2024;
- „ Surrey County Council Local Transport Plan 4 (LTP4) – July 2022;
- „ Tandridge District Council Core Strategy - 2008;
- „ Tandridge District Council Local Plan Detailed Policies Part 2 (LP2) – 2014; and.
- „ Caterham, Chaldon and Whyteleafe Neighbourhood Plan – 2021; and.
- „ Tandridge Parking Standards Supplementary Planning Document – September 2012;

National Policy

National Planning Policy Framework

- 2.2 The National Planning Policy Framework (NPPF) December 2024 sets out the Government's planning policies for England and how they are expected to be applied.

- 2.3 The NPPF presumes in favour of sustainable development and is a material consideration in planning decisions. Paragraph 9 of the NPPF states that it is necessary to focus on local context when planning policy and decisions are being made.

- 2.4 Paragraph 109 states;

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

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

- 2.5 Paragraph 110 discusses the need for a site to be located in an area which encourages sustainable travel for a variety of reasons and to actively manage development for sustainable patterns of growth. The key planning point surrounding Paragraph 109 is as follows;

“Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes.”

2.6 Paragraph 112 states;

"If setting local parking standards for residential and non-residential development, policies should take into account:

a) the accessibility of the development;

b) the type, mix and use of development;

c) the availability of and opportunities for public transport;

d) local car ownership levels; and,

e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles."

2.7 Paragraph 113 states;

"Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists."

2.8 Paragraph 115 states;

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

a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;

b) safe and suitable access to the site can be achieved for all users;

c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and,

d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach."

2.9 This is followed by Paragraph 116 which states;

"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios."

2.10 Paragraph 117 contextualises that applications for development should;

"(a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

(b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

(c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

(d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and

(e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.”

- 2.11 Paragraph 155 refers to development in the Green Belt with reference back to paragraphs 110 and 115 of the Framework, as below.

“The development of homes, commercial and other development in the Green Belt should also not be regarded as inappropriate where all the following apply:

(a) The development would utilise grey belt land and would not fundamentally undermine the purposes (taken together) of the remaining Green Belt across the area of the plan;

(b) There is a demonstrable unmet need for the type of development proposed;

(c) The development would be in a sustainable location, with particular reference to paragraphs 110 and 115 of this Framework; and

(d) Where applicable the development proposed meets the ‘Golden Rules’ requirements set out in paragraphs 156-157 below”.

Regional Policy

Surrey County Council – Local Transport Plan

- 2.12 Surrey County Council outlines their core objectives for transport in their Local Transport Plan (LTP4) which are:

- *“Net zero carbon emissions*
- *Sustainable growth*
- *Well-connected communities*
- *Clean air and excellent quality of life.”*

- 2.13 To achieve these objectives the council has outlined an approach titled “Avoid, Shift Improve” which is as follows:

- *“Avoid unnecessary travel by reducing the number and length of trips needed. We aim to achieve this through improving planning for homes and employment sites, travel planning and levels of digital connectivity.*
- *Shift travel choices to more sustainable modes of transport, including public transport, walking and cycling, away from car use.*
- *Improve the energy efficiency of vehicles and operational efficiency of roads through technology improvements”*

In relation to new developments the measure titled “Ensure that new development is focussed around sustainable mobility options” is applicable and states:

“Ensure that new development is located to promote sustainable transport use. This will include development near to public transport routes and walking and cycling infrastructure to support the use of sustainable travel modes, ensuring that residents can access opportunities such as employment and education by walking, cycling and public transport.”

In a wider policy context, locally recognised plans that should be utilised in the design and strategy process for transport initiatives include the Surrey Community Vision for 2030, the Surrey Health and Wellbeing Strategy, the Surrey Climate Change Strategy and the Healthy Streets for Surrey. Surrey also recognise National Policies for design and strategies including LTN 1/20, Gear Change and Manual for streets 1 and Manual for streets 2.

Local Policy

- 2.14 The Tandridge District Council Local Plan, as adopted in 2023, was withdrawn on 14 February 2024. A new local plan is under development and currently scheduled for adoption in July 2028. Therefore, this report applies use of the Tandridge District Core Strategy (TDCS), as adopted in 2008, and the Tandridge Local Plan, Detailed Policies Part 2 (LP2), as adopted in 2014.

Tandridge District Core Strategy

- 2.15 The TDCS outlines the following regarding Managing Travel Demand (Policy CSP 12):

“The Council will require new development to:

Make improvements, where appropriate, to the existing infrastructure network, including road and rail, facilities for bus users, pedestrians and cyclists and those with reduced mobility.

Have regard to adopted highway design standards and vehicle and other parking standards.”

Tandridge Local Plan, Detailed Policies Part 2

- 2.16 Tandridge LP2 outlines the following regarding Highway Safety and Design (Policy DP5):

“A. Development will be permitted subject to meeting the requirements of all other appropriate Development Plan policies where the proposal:

- a) Complies with the relevant Highway Authority's and any other highways design guidance;*
- b) Does not unnecessarily impede the free flow of traffic on the existing network or create hazards to that traffic and other road users;*
- c) Retains or enhances existing footpaths and cycleway links;*
- d) Provides safe and suitable access to the site which is achievable by all and promotes access by public transport, foot and bicycle to nearby residential, commercial, retail, educational, leisure and recreational areas where appropriate; and*
- e) Fully funds where appropriate, or contributes towards the costs of any measures required to cost effectively mitigate the significant impacts arising from the development.*

B. In accordance with the Council's Local Validation Requirements and national guidance, all development proposals that generate significant amounts of movement should be supported by a Travel Plan and either a Transport Statement or Transport Assessment (proportionate to the scale of the proposed scheme and extent of the transport implications), both of which should be submitted alongside the planning application.”

Caterham, Chaldon and Whyteleafe Neighbourhood Plan

- 2.17 The Caterham, Chaldon and Whyteleafe Neighbourhood Plan, as adopted in 2021, is also applicable to the site (and should be read in conjunction with the Caterham Town Masterplan as adopted in 2018). Policy CCW5 sets out the neighbourhood plan's design of development guidance which states that developments should:

"d. Providing off-road parking in accordance with the adopted Tandridge Parking Standards (2012).

e. Not adversely affecting vehicular and pedestrian safety due to traffic generation, access and parking design."

Within the non-policy sections of the Neighbourhood plan, the local council sets out the goal to:

"encourage walking and cycling".

Within the Transport and Movement section the Neighbourhood Plan states:

"Local movement however is certainly an issue that the Neighbourhood Plan can address, in terms of promoting more sustainable forms of transport, including walking, cycling and public transport provision."

Parking Standards

- 2.18 The Tandridge Parking Standards Supplementary Planning Document adopted in September 2012 outlines the required parking for the site. A summary of the parking standards applicable to the site is summarised in table 1.1 below.

Size of Dwelling	Car Parking Requirements
1 and 2-bedroom flats	1.5 spaces unallocated (preferred) OR 2 spaces allocated
3-bedroom flat	2 spaces unallocated (preferred) OR 2 spaces allocated plus 0.25 unallocated.
1-bedroom house	1.5 spaces unallocated OR 1 space allocated PLUS 1 space unallocated per 2 dwellings as a 'legible space'
2-bedroom house	2 spaces allocated PLUS 1 space unallocated per 4 dwellings as a 'legible space' (preferred) OR 1.5 spaces unallocated PLUS 1 space unallocated per 4 dwellings as a 'legible space'
3-bedroom house	2 spaces allocated PLUS 1 space unallocated per 4 dwellings as a 'legible space'
4+ bedroom house	3 spaces allocated PLUS 1 space unallocated per 4 dwellings as a 'legible space'

Table 2.1: Tandridge District Council Parking standards

- 2.19 The Tandridge Parking Standards Supplementary Planning Document also outlines the minimum required cycle parking for the site. A summary of the cycle parking standards applicable to the site is summarised in table 1.2 below.

Size of Dwelling (family houses, up to 6 residents living as a single household, including households where care is provided)	Cycle Parking Requirements
1 and 2-bedroom units	1 Cycle Space
3+ bedroom units	2 Cycle Spaces

Table 2.2: Tandridge District Council Cycle Parking Standards

3.0 Baseline Conditions

Overview

- 3.1 To put the site into context, a detailed review of the study area has been carried out. The following section provides a summary of the results of this review and refers to the location and accessibility of the site by different modes of transport, as well as relevant local facilities.

Site Details

- 3.2 The site is comprised mainly of open field which is currently understood to be used for the grazing of 3 horses (grazing and agricultural land). The site is bordered to the north, east and west by residential development taking access via either Mount Avenue, Chaldon Common Road or Birchwood Lane respectively. The northern border of the site abuts the southern end of Mount Avenue, which is an existing residential cul de sac. There is currently no existing formal access onto Mount Avenue from the site.
- 3.3 The southern border of the site runs adjacent to Birchwood Lane, a road of rural character which nonetheless provides direct frontage access to several dwellings. Access into the site is currently taken from Birchwood Lane in the form of a field gate access set back from Birchwood Lane carriageway.
- 3.4 As indicated above, the site is situated to the south of Mount Avenue in Chaldon and is located approximately (as the crow flies) around 2 kilometres west of Caterham, around 1.5 kilometres southwest of Caterham-on-the-Hill, and around 700 metres east of Chaldon Village Hall. The location of the site is illustrated below in Figure 3.1. The figure highlights the proximity to multiple bus stops, Caterham-on-the-Hill and central Caterham (including Caterham rail station).

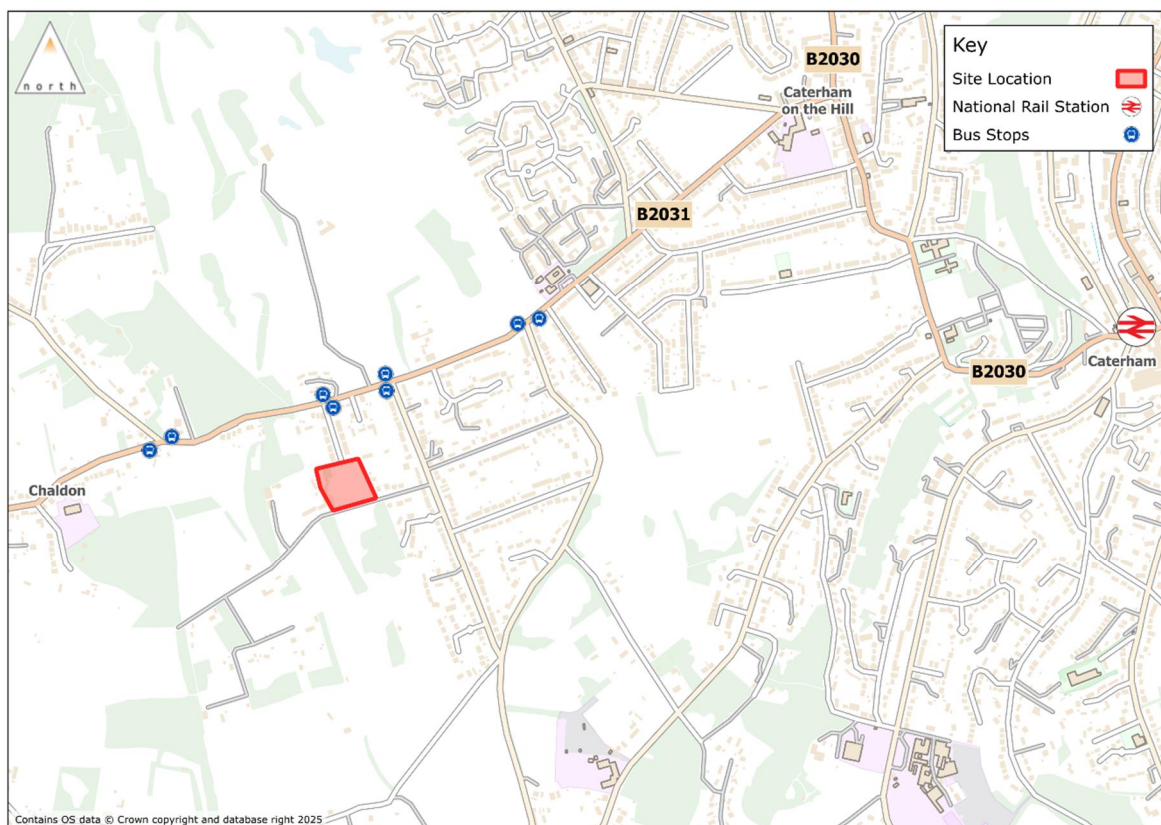


Figure 3.1: Site Location

Local Highway Network

- 3.5 Whilst there is currently no active/formal access onto Mount Avenue from the site, it is noted that the cul de sac terminates abruptly in a 'dead end' spur, which preserves the opportunity for the road to be extended. Whether this was the original intention remains unclear.
- 3.6 Mount Avenue is an existing and mature residential cul de sac, bearing approximately north to south, which terminates adjacent to the site in an unusual arrangement with no formal turning head, albeit the carriageway is wider in this area due to the footways terminating on the approach to the southern end of the street for a distance of around 16 metres on the eastern side of the carriageway and around 24 metres on the western side of the carriageway. A footpath of around 1.2 metres width is observed to span the 24-metre distance on the western side of the carriageway, however that footpath sits adjacent to, and outside the public highway, and is therefore understood to be of private ownership.
- 3.7 The majority of Mount Avenue is a two-way single carriageway road of around 5.4 metres width and enjoys footways on both sides of the carriageway (except for the end of the street, as indicated above) with a typical combined footway and grass verge width of around 2.5 metres on the eastern side of the carriageway and around 2.3 metres on the western side of the carriageway. The footways themselves vary in width between verges, but the average minimum width is around 1.5 metres on both sides of the carriageway.
- 3.8 Mount Avenue currently provides vehicular access to around 18 dwellings (including 2 corner dwellings fronting onto Rook Lane) which predominantly enjoy direct frontage access via dropped kerb footway crossovers. There is a system of street lighting, and the applicable speed limit is 30mph. There are no waiting restrictions. Access onto Mount Avenue is via a conventional priority junction access arrangement onto the B2031 Rook Lane.
- 3.9 The junction onto Rook Lane enjoys junction visibility splays in excess of 2.4 metres by 43 metres to the carriageway edge in the leading traffic direction (to the east) and to the carriageway centreline in the trailing traffic direction (to the west). Taking the junction visibility to the carriageway centreline in the trailing traffic direction is appropriate in this instance due to the existing prohibition of vehicles overtaking at this location. This existing arrangement is illustrated in the drawing attached at [Appendix A](#).
- 3.10 Rook Lane is a two-way single carriageway road subject to a 30-mph speed limit and with a carriageway width of around 6.1m and footways on both sides of the carriageway of varying width, albeit the northern footway in the western direction terminates opposite the junction with Mount Avenue. It is noted that there are centreline markings prohibiting overtaking to the west of the junction, and that there is a vehicle actuated traffic sign located around 70 metres to the east of the junction, facing eastbound traffic. There is general signage in the immediate area indicating a 'Police speed check area'.
- 3.11 Rook Lane leads west towards the village of Chaldon and subsequently towards the A23 and M23. Once on the M23, it is possible to access the M25 to the south. With northbound travel along the A23, there is access to Purley. Onward northbound travel along the A23 subsequently provides access to Streatham, Brixton, and Central London.
- 3.12 Rook Lane to the east provides access towards Caterham on the Hill, Caterham, and the A22 (Caterham Bypass). With southbound travel along the A22, it is possible to connect to the M25. With northbound travel along the A22, there is access to Purley. The eastbound character of Rook Lane from Mount Avenue to Caterham is increasingly suburban on the approach to central Caterham.
- 3.13 The site therefore benefits from proximity to the strategic highway network, with the A22 accessible within around 4 kilometres to the east of the site and subsequently connecting to the M25 (junction 6) within approximately 8 minutes of driving.

- 3.14 Birchwood Lane runs adjacent to the southern boundary of the site and is a single carriageway shared-surface access road of rural character (albeit providing direct frontage access to several residential dwellings) with a single running lane carriageway width of around 2.7 metres and no footways present. There is no street lighting, and the national speed limit of 60 mph applies.
- 3.15 The site has a southern frontage of around 105 metres onto Birchwood Lane, and there is an existing field gate access arrangement from the site onto Birchwood Lane (which presumably provides access for agricultural/equestrian vehicles) located approximately central to that frontage.
- 3.16 This access takes the form of an aperture of around 9.8 metres in the boundary vegetation adjacent to the carriageway, which in turn provides access to an informal and unmade layby area which is around 7.5m deep from the carriageway edge and enclosed by fencing and the field gate. This informal layby area presumably allows agricultural/equestrian vehicles to pull in off Birchwood Lane to open the gate for access, and to load/unload livestock, feed etc.
- 3.17 There are no formal passing places on Birchwood Lane and hence it is expected that the various points of access on this single lane route currently serve as informal passing places, including this existing access/layby.
- 3.18 Birchwood Lane is accessed via a priority junction access arrangement onto Chaldon Common Road to the east. Chaldon Common Road is a residential access road with a varying carriageway width of between around 5 and 5.5 metres and with variable grass verges on both sides of the carriageway, except at the approach to the junction with Rook Lane where footways of around 1.4 metre width are present for the first 24 metres. Limited street lighting is present, and the applicable speed limit is 30mph.

Personal Injury Collision (PIC) Data

- 3.19 A brief review of crashmap.com data has indicated that there were no recorded incidents in proximity to Mount Avenue within the most recently available 5-year period. Therefore, there is no identifiable pattern of incidents that would indicate an inherent road safety issue. The associated Crashmap.com plot is attached at [Appendix B](#) for ease of reference.

Accessibility on Foot and by Cycle

- 3.20 As indicated above, footways and street lighting are provided on both sides of Mount Avenue, which is a residential cul de sac serving a small volume of residential dwellings.
- 3.21 Along Rook Lane between Mount Avenue and Caterham-on-the-hill, there are footways on both sides of the carriageway and street lighting is present. Several of the junctions on this route do not enjoy dropped kerbs, and none have tactile paving.
- 3.22 Towards Chaldon Village, a footway is provided along the southern side of the carriageway with street lighting present. There are dropped kerbs at the few applicable junctions on this route, although none have tactile paving.
- 3.23 There are numerous public rights of way footpaths and bridleways in the local area providing a significant degree of pedestrian and cyclist permeability over and above the local highway network. The local PRoW map is included at [Appendix C](#) for ease of reference.
- 3.24 Birchwood Lane is a shared surface rural access road (which does not carry through traffic) and has no street lighting. This shared surface also forms part of public footpath 13 which provides access eastwards towards central Caterham via a short section of Chaldon Common Road, The Heath (which in turn forms part of public footpath 17), public footpath 17a and then Church Road.
- 3.25 Chaldon Common Road is primarily a shared surface residential street of rural character with grass verges.

- 3.26 The Heath is a shared surface private residential street with a carriageway width of around 3.5 metres. There is direct residential access on both sides of the carriageway along the length of the street. The Heath has a priority junction with Chaldon Common Road to the west and a priority junction with Roffes Lane to the east. Through traffic is restricted to residential access, except for pedestrians who enjoy a public right of way. The public right of way continues east from Roffes Lane in the form of a footpath (17a).
- 3.27 Footpath 17a continues east, briefly joining the southern extent of Wood Lane as a footway, before continuing again as a footpath towards Church Road.
- 3.28 The B2030 Church Road is a two-way single carriageway road with footways on both side of the carriageway and street lighting which becomes Church Hill at the junction with Stanstead Road. At this point the carriageway is subject to a significant gradient dropping towards central Caterham. At the junction with 'The Hill', the northern footway terminates and there is a footway on the southern side of the carriageway only until the junction with Waller Lane, where a relatively narrow northern footway is provided up to the junction with Stafford Road. The road then subsequently merges into Station Avenue and central Caterham (and Caterham station) is reached.
- 3.29 While there are no designated cycle facilities provided in the vicinity of the site, the local highway network is suitable for cyclists due to the low-speed limits, quieter residential streets and relatively flat topography (albeit Church Hill is subject to a significant gradient). National Cycle Route 20 can be joined at Chaldon village centre as well as the International Cycle Route Avenue Verte London to Paris.

Site Visit – Active Modes Routes

- 3.30 A site visit of the local area was undertaken on 13/05/2025. During the site visit, key pedestrian routes to local amenities were reviewed to determine whether there were opportunities to improve the local pedestrian infrastructure. The key pedestrian destinations/demand identified were:
- „ Caterham Town Centre/Rail Station;
 - „ Caterham-on-the-Hill;
 - „ Tesco Superstore, Guards Avenue; and
 - „ Chaldon Village.
- 3.31 The routes to the north and east were generally through built-up areas with good levels of pedestrian infrastructure. There were a small number of discrete junctions where potential minor improvements were identified such as the need for dropped kerbs and/or tactile paving at specific junctions. There were some instances where vegetation could be cut back to improve the available footway width and there were equally areas where resurfacing might be considered appropriate. For example, the unmade route known as 'Green Lane' provides a convenient route to Guards Avenue, however it is equally noted that an alternative route via Coulsdon Road is available, and which offers a similar walking distance. The various points picked up are shown on a plan which is also attached at Appendix C.
- 3.32 The route to Chaldon Village by comparison is increasingly rural in character with the footway typically segregated from the carriageway by grass verges on the route towards St Peter and St Paul CoE Infant/Primary School and Chaldon Village Hall (at around an 850-metre/12-minute walk). It was noted on site that opportunities exist to cut back vegetation that is encroaching on the footway and reducing the overall available width for much of this route.

Accessibility by Bus

- 3.33 The site benefits from proximity to existing public transport facilities within appropriate walking and cycling distances, which include multiple bus stops situated along Rook Lane (B2031), the nearest of which are around 150 metres (2-minute walk or a 1-minute cycle) north, at the junction with Mount Avenue. These stops provide services to Warlingham and Reigate via Caterham. These bus stops are served by pole and signage.
- 3.34 Caterham rail station is accessible by bus from services stopping at the Mount Avenue stops. Equally, several local amenities and facilities including convenience stores and supermarkets, medical centres, educational institutions and leisure opportunities are accessible. A summary of the local bus routes and their approximate frequencies is provided in Table 3.1 below.

Bus Service	Route	Approximate Frequency of Services		
		Monday - Friday	Saturday	Sunday
411	Chaldon, adj Mount Avenue – Chaldon – Merstham – Coles Mead Gatton Point – Redhill – Reigate Bus Station – Reigate Sixth Form – Reigate Red Cross	1 service every 2 hours from 07:55 to 18:17	No Service	No Service
411	Chaldon, adj Mount Avenue – Caterham Station – Whyteleafe Tavern – Whyteleafe, opp Upper Warlingham Railway Station – Warlingham, opp The Green – Warlingham, o/s Sainsbury's	1 service every two hours from 09:45 to 17:48	No Service	No Service
611	Chaldon, opp Mount Avenue – Oxted School	School Service with one service at 07:35 and return service arriving at 15:54	No Service	No Service
657	Chaldon, adj Mount Avenue – St Bede's School	School Service with one service at 07:54 and return service arriving at 15:30	No Service	No Service
658	Chaldon, adj Mount Avenue – St Bede's School	School Service with one service at 07:54 and return service arriving at 15:30	No Service	No Service

Table 3.1: Summary of Local Bus Services

Accessibility by Rail

- 3.35 As indicated above, Caterham railway station is around 2.3 kilometres (32-minute walk or 11-minute cycle) and offers train services towards London Bridge. The station is served by 32 cycle parking spaces which are covered by CCTV, Car parking for 130 vehicles and a Taxi Rank. The 411-bus service also provides access to the station.
- 3.36 Alternatively, the 411-bus service also routes to Whyteleafe South Railway Station, Whyteleafe Station, Upper Warlingham Railway Station, Merstham Station, Redhill Station and within the vicinity of Reigate Train Station. A summary of potential services is provided below in Table 3.2.

Service	Route	Approximate Frequency of Services		
		Monday - Friday	Saturday	Sunday
Caterham Station				
London Bridge	Caterham – Whyteleafe South – Whyteleafe – Kenley – Purley – Purley Oaks – South Croydon – East Croydon – Norwood Junction – London Bridge	1 direct service every 30 minutes	1 direct service every 30 minutes	1 direct service every 30 minutes
Upper Warlingham Station				
London Victoria	Upper Warlingham – Riddlesdown - Sanderstead – East Croydon – Clapham Junction – London Victoria	1 direct service every 30 minutes	1 direct service every 30 minutes	No direct service
East Grinstead	Upper Warlingham – Woldingham – Oxted – Hurst Green – Lingfield – Dormans – East Grinstead	1 direct service every 30 minutes	1 direct service every 30 minutes	1 direct service every 30 minutes
Merstham Station				
London Victoria	Merstham – Coulsdon South – Purley – East Croydon – Clapham Junction – London Victoria	1 direct service every 30 minutes	1 direct service every 30 minutes	No direct service
Peterborough	Merstham – Coulsdon South –East Croydon – London Bridge – London Blackfriars – City Thameslink – Farringdon – London St Pancras – Finsbury Park – Stevenage – Huntingdon - Peterborough	1 direct service every 30 minutes	1 direct service every 30 minutes	No direct service
Horsham	Merstham - Redhill – Horley – Gatwick Airport – Three Bridges – Crawley – Ifield – Little Haven - Horsham	1 direct service every 30 minutes	1 direct service every 30 minutes	No direct service
Reigate	Merstham – Redhill – Reigate	1 direct service every 30 minutes	1 direct service every 30 minutes	No direct service but service to Redhill operates every 30 minutes

Table 3.2: Summary of Local Rail Services

Access to Local Amenities

- 3.37 In terms of the opportunity to access significant existing amenities (from the site) by active and sustainable modes, the site is situated approximately 2.3 kilometres (32-minute walk or 11-minute cycle) west of central Caterham (which includes the rail station, Church Walk shopping centre and Morrisons and Lidl supermarkets) and approximately 1.7 kilometres (23-minute walk or 6-minute cycle) southwest of the High Street at Caterham-on-the-Hill (which includes a Co-op convenience store and pharmacy). It should be noted that the planned regeneration of these primary shopping areas will be guided by the Caterham Town Masterplan SPD as adopted in March 2018.

- 3.38 Additional local facilities include the shops at Westway, which is approximately 1.5 kilometres away (21-minute walk or 6-minute cycle) and includes a convenience store and a public house, and the facilities at Guards Avenue, which is approximately 1.8 kilometres away (25-minute walk or 6-minute cycle) and includes a medical practice, pharmacy and Tesco superstore.
- 3.39 St Peter and St Paul CoE Infant/Primary School and Chaldon Village Hall (including Chaldon Pre-School) are both located around 850 metres (12-minute walk) to the west. The local area enjoys good pedestrian permeability with numerous footpaths and off-road routes offering attractive short cuts to key trip attractors, over and above the local footway network.
- 3.40 The site is therefore well placed to access a wide range of local amenities in both Caterham-on-the-Hill, Chaldon village and Caterham Town Centre. The location of a number of these amenities are shown in relation to the site in figure 3.2 below.

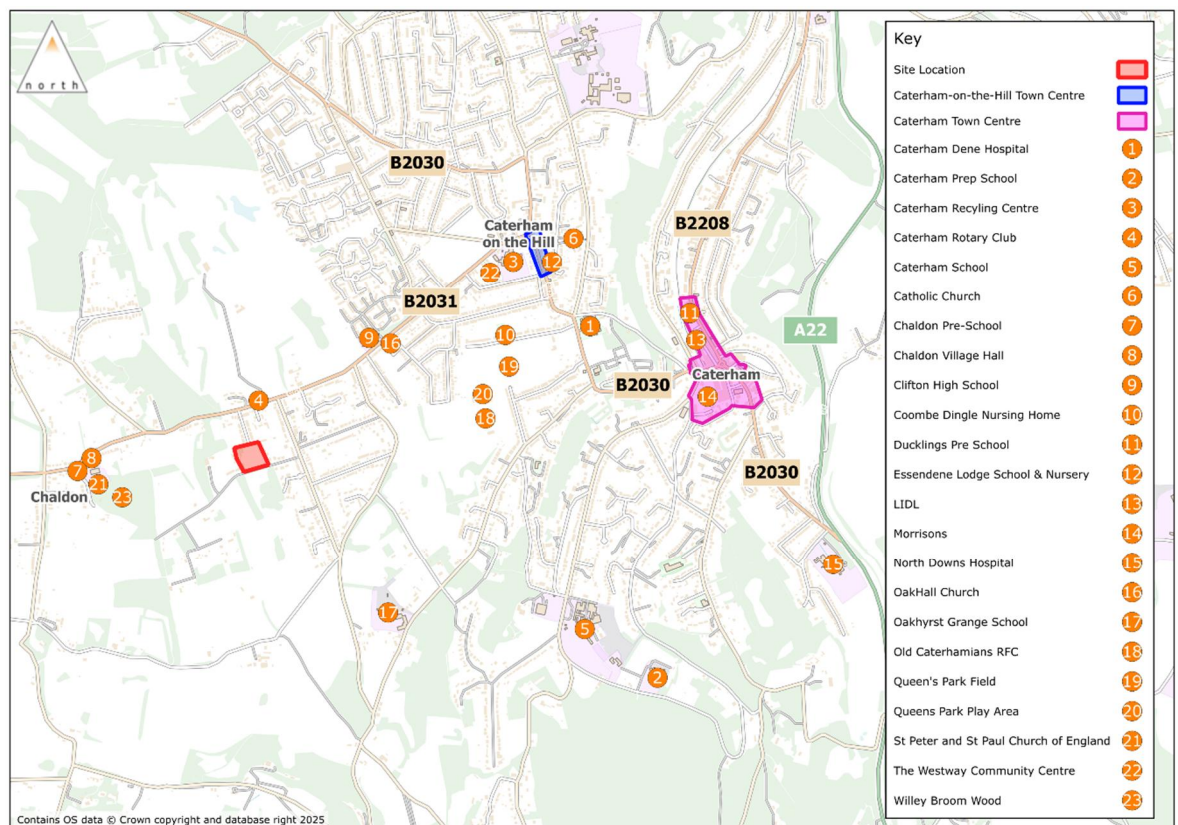


Figure 3.2: Summary of Local Amenities accessible from the site

Public Consultation

- 3.41 Alongside an online public consultation forum, an in-person public consultation event was hosted by the applicant on Wednesday the 18th June 2025 between 14:00 and 19:00 at Chaldon Village Hall. Several residents from the immediate area were in attendance and provided their feedback and comments. Several comments were made which related to highways and transportation considerations and these are outlined in general below (not exhaustive):
- On-street parking takes place on Mount Avenue which reduces the operational width;
 - Refuse vehicles (and other service vehicles) currently reverse into Mount Avenue due to the lack of a suitable turning area;

- ” Rook Lane can be busy at peak times around the school and the car park opposite. It is understood that some residents previously campaigned for a pedestrian crossing point at this location. No crossing has been provided to date;
- ” Significant gradients, such as on Church Hill are considered a deterrent to cycling; and
- ” Birchwood Lane was considered by some residents to be unsuitable for pedestrians.

Summary of Baseline Conditions

- 3.42 The information provided within this section identifies that the site is accessible by sustainable modes of transport, offering a genuine choice of travel mode, and hence there are significant opportunities to reduce reliance upon the private car.
- 3.43 The site benefits from access to several local amenities within convenient walking and/or cycling distance, including the local school (within around a 12-minute walk) which was recently upgraded to a Primary School, and it is expected that enhancements to the local highway would further encourage active modes in the local area. In this regard, it is considered that the location of the site meets the criteria of the applicable national and local policies as introduced in section 2.
- 3.44 There are opportunities for local highway improvements including dropped kerb crossing points and/or tactile paving, and maintenance/restoration of walking routes (cutting back vegetation etc.). The applicant is willing to consider making proportionate contributions towards local highway improvements (particularly active modes routes) if it would be considered appropriate to do so.

4.0 Development Proposal

Overview

- 4.1 It is proposed to submit an outline planning application (with all matters reserved except access) for the development of the site to provide up to 30 residential dwellings (including 50% affordable) and to form a new access into the site for all modes through the extension of the existing residential cul de sac Mount Avenue. A secondary pedestrian/cycle access would be provided onto Birchwood Lane.
- 4.2 Whilst this remains an outline application, it is expected that the proposed 30 dwellings would comprise 4 No. one-bedroom apartments, 9 No. two-bedroom houses, 15 No. three-bedroom houses and 2 No. four-bedroom houses. Of the 30 units proposed, 15 units (50%) would be affordable (potentially a mix of affordable rent and shared-ownership dwellings).
- 4.3 Car parking (including electric vehicle charging) and cycle parking (including e-bike charge points) would be provided to adopted local standards. Suitable arrangements would also be provided for access by delivery, refuse and other service vehicles.
- 4.4 It is additionally proposed that enhancements to the local highway network could be provided/funded by the developer, where appropriate and subject to agreement, to encourage travel by active modes. This could include the provision of dropped kerbs and/or tactile paving, footway restoration and appropriate signage of pedestrian/cycle routes where applicable (as discussed in Section 3 above and as shown at Appendix C).

Vehicular Access

- 4.5 It is proposed to extend the existing residential cul de sac Mount Avenue into the site. This would result in Mount Avenue providing vehicular access to up to 48 dwellings in total (an increase of up to 30 dwellings).
- 4.6 The current layout of Mount Avenue would be retained as existing, albeit it is proposed to continue the footways into the site with a minimum width of 2 metres on each side of the carriageway. The adjacent driveways would thereafter be served by dropped kerb footway crossovers, which is in keeping with the remainder of the street. This proposed access arrangement is illustrated in the drawing attached at [Appendix D](#).
- 4.7 The largest vehicle expected to typically require access to the proposed development would be a refuse collection vehicle. Vehicle swept paths are provided at [Appendix E](#) which demonstrate that a refuse vehicle can suitably access the site, turn within the turning head provided, and leave in a forward gear.
- 4.8 Whilst this is an outline application and hence the internal layout of the site is yet to be fixed, the preliminary layout has been designed to suitably accommodate resident vehicle movements and access to parking and equally provides appropriate access throughout the site for refuse collection without excessive reversing or manoeuvring.
- 4.9 It is understood that the current informal turning area at the southernmost end of Mount Avenue is not sufficient to allow service vehicles to turn within the street and hence refuse vehicles (and other larger service vehicles) currently reverse into the street from Rook Lane. The proposed extension of the street with the inclusion of formal turning heads (including a turning head immediately as you enter the proposed site for smaller service and delivery vehicles) is therefore expected to represent a significant benefit in terms of highways safety.
- 4.10 Once into the site, the carriageway would continue at the existing width of around 5.4 metres past the first shared private driveway (as proposed) before gradually tapering down to a carriageway width of 4.8 metres. The initial width up to the first shared driveway access is intended to provide a new turning point for existing resident's vehicles, as mentioned above.

- 4.11 Beyond the initial driveway access, the access road would continue with a 2-metre footway on the eastern side of the carriageway only. This is because there is no development proposed on the western side of the carriageway.
- 4.12 A (soft) service margin could be designated on the western side of the carriageway if deemed necessary. The carriageway would eventually become a shared surface at the southern extent of the site. The indicative architect's layout plan is attached at [Appendix F](#) for reference.
- 4.13 It is proposed to retain and formalise the existing layby on Birchwood Lane to the south to maintain the opportunity for vehicles to pass on Birchwood Lane, otherwise, the distance between passing places would increase from around 50 metres to around 100 metres as a result. The retention of this passing place, coupled with the removal of any need for vehicles to park within it (associated with the current equestrian use) is expected to represent a material benefit to the operation of Birchwood Lane.

Active Modes Access

- 4.14 Full access for all modes would be provided through the extension of Mount Avenue. The footway network would be extended into the site (a minimum of two No. 2m footways) and potential footway improvements have been identified on key pedestrian routes. Cycling on Mount Avenue is assumed to be on carriageway, which is considered appropriate given the anticipated low traffic speeds and volumes. The significant gradient on Church Hill is acknowledged on the route to/from central Caterham, however the provision of cycle parking with charging points for power assisted e-bikes would be included to encourage their use.
- 4.15 It is not intended to retain any form of vehicular access onto Birchwood Lane; however, this layby presents an important opportunity to provide an access point for active modes. Not only would this provide shorter walking distances towards Caterham for future residents, but it would also create the opportunity for existing residents to travel north/south through the site and hence also enjoy shorter routes by active modes. This is expected to be a significant benefit to existing residents and would promote travel by active modes. This proposed layby and active modes access point is also shown in the access arrangement drawing included at Appendix D.

Car Parking

- 4.16 Whilst this remains an outline application, it is proposed that car parking would be provided to the applicable adopted standards. This would result in around 58 allocated parking spaces and 8 unallocated/visitor spaces. The indicative scheme currently shows 60 allocated spaces (including 3 garages) and 10 unallocated/visitor spaces (resulting in an average parking ratio of around 2.33 per dwelling). It is understood that for garages to count as a parking space, they must meet the minimum internal dimension standards as specified at paragraph 5.3. of the Tandridge parking SPD.

Electric Vehicle Charging (EVC)

- 4.17 Whilst this remains an outline application, it is proposed that every dwelling would be provided with active EVC infrastructure from the outset, as set out in the applicable Building Regulations Approved Document Part S.

Cycle Parking/Storage

- 4.18 Whilst this remains an outline application, it is proposed that cycle storage/parking would be provided to the applicable adopted standards. This is expected to take the form of cycle storage sheds in rear gardens. Charging points for e-bikes are also proposed to provide convenience and hence encourage their use, as indicated above.

Summary

- 4.19 A suitable vehicular access for all modes has been proposed via Mount Avenue with appropriate geometry and pedestrian footways.
- 4.20 The proposals would include turning heads to facilitate turning on site for service vehicles, which would result in a significant benefit to Mount Avenue in highways safety terms.
- 4.21 The proposals would include the retention of the passing place on Birchwood Lane coupled with the removal of vehicles occasionally parking within it (associated with the current land use), thus representing a material improvement to the operation of Birchwood Lane.
- 4.22 The application proposals include a permeable route through the site for active modes, which is expected to represent a significant benefit in the context of encouraging travel by active modes in the local community.
- 4.23 The proposals could include enhancements to the local highway network to further encourage travel by active modes, subject to agreement.
- 4.24 It has been demonstrated that the indicative site layout can accommodate all required vehicles for access and servicing purposes, and would provide the required levels of vehicle parking, EVC charging points and cycle storage/parking to adopted standards.

5.0 Trip Generation

- 5.1 The proposed development can be expected to generate trips by a number of modes associated with the residential land use, and these can be predicted with reference to the TRICS survey database. The TRICS database was interrogated for comparable multimodal surveys of privately owned housing (use class C3) in Great Britain (excluding Greater London) in Edge of Town, Suburban and Neighbourhood Centre locations. The criteria included developments of between 15 and 45 dwellings in order to return sites of a comparable size. This search criteria returned 27 potential sites. Several sites were removed due to either being too accessible, or too remote. This left 5 sites (with a combined average car parking ratio of 2.45 per dwelling) deemed broadly comparable, in Edge of Town and Suburban locations.
- 5.2 The TRICS output for these sites is included at [Appendix G](#) and the total vehicular trip rates and estimated total vehicular trips for the proposed development are summarised in Table 5.1 below.

30 Dwellings	08:00-09:00		17:00-18:00		07:00-19:00	
	In	Out	In	Out	In	Out
Trip Rate	0.184	0.335	0.308	0.146	2.358	2.319
Trips	6	10	9	4	71	70

Table 5.1: TRICS Privately Owned Houses – Vehicular Trip Rates/Predicted Trips (30 Dwellings)

- 5.3 The predicted vehicular trips in Table 5.1 indicate that the proposals for up to 30 dwellings might generate up to around 16 two-way vehicle trips in the morning peak hour, 13 two-way vehicle trips in the evening peak hour and around 141 two-way vehicle trips daily. This equates to around one additional vehicle movement every four minutes during both the peak hours and across a typical weekday. These predicted vehicle trip volumes are modest and would have an imperceptible impact on the local highway network.
- 5.4 The predicted trip rates for the proposals have also been broken down into the various modes to provide an indication of the average mode share observed within the selected TRICS survey sites. These multimodal trip rates are shown in Table 5.2 below. It should be noted that the mode 'vehicle occupants' includes drivers and hence represents the total people trips made by private motor vehicles (driver or passenger). Some vehicle sharing is therefore evident within developments similar to the site.

Mode	AM (08:00-09:00)			PM (17:00-18:00)			Daily (07:00-19:00)		
	In	Out	Two-Way	In	Out	Two-Way	In	Out	Two-Way
Total People	0.27	0.751	1.021	0.459	0.292	0.751	3.696	3.897	7.593
Total Vehicles	0.184	0.335	0.519	0.308	0.146	0.454	2.358	2.319	4.677
Vehicle Occupants	0.195	0.497	0.692	0.378	0.162	0.54	2.812	2.984	5.796
Cyclists	0.027	0.016	0.043	0.005	0.016	0.021	0.069	0.086	0.155
Pedestrians	0.049	0.205	0.254	0.059	0.108	0.167	0.708	0.706	1.414
Bus	0	0.027	0.027	0.016	0.005	0.021	0.09	0.084	0.174
Rail	0	0.005	0.005	0	0	0	0.011	0.02	0.031

Table 5.2: TRICS Privately Owned Houses – Multimodal Trip Rates

- 5.5 The total trips by each mode (including the 'total people' trips) for the proposed development of up to 30 dwellings have been calculated based on the trip rates provided in Table 5.2 above, and these are illustrated in Table 5.3 below.

Mode	AM (08:00-09:00)			PM (17:00-18:00)			Daily (07:00-19:00)		
	In	Out	Two-Way	In	Out	Two-Way	In	Out	Two-Way
Total People	8	23	31	14	9	23	111	117	228
Total Vehicles	6	10	16	9	4	14	71	70	140
Vehicle Occupants	6	15	21	11	5	16	84	90	174
Cyclists	1	0	1	0	0	1	2	3	5
Pedestrians	1	6	8	2	3	5	21	21	42
Bus	0	1	1	0	0	1	3	3	5
Rail	0	0	0	0	0	0	0	1	1

Table 5.3: TRICS Privately Owned Houses – Multimodal Trips (based on 30 dwellings)

- 5.6 The predicted trip volumes in Table 5.3 above indicate that the 'vehicle occupants' mode share (i.e. vehicle drivers and passengers) is the main mode, at around 76% of all people trips. The predicted trips by 'active modes' represent around 21% of all trips, and this is primarily comprised of pedestrian movements (around 18%). Trips by public transport are predicted to be significantly lower at around 3% of trips overall.
- 5.7 The Census 2011 journey to work mode share for the local area can be used as a quick check to ensure that the above mode share percentages are broadly accurate in the context of the site location. Data was analysed for the Census 2011 ward of Chaldon. The full Census data is attached at [Appendix H](#). By applying the recorded historic mode share percentages to the predicted Total People trip volumes as calculated in Table 5.3 above, it is possible to derive an estimate of mode share volumes for the proposed development based on locally derived historical commuting data. This is shown below in Table 5.4.

Mode	AM (08:00-09:00)			PM (17:00-18:00)			Daily (07:00-19:00)		
	In	Out	Two-Way	In	Out	Two-Way	In	Out	Two-Way
Total People	8	23	31	14	9	23	111	117	228
Total Vehicles (70.6%)	6	16	22	10	6	16	78	83	161
Vehicle Occupants (73.5%)	6	17	23	10	7	17	82	86	168
Cyclists (0.3%)	0	1	1	0	0	1	0	0	1
Pedestrians (4.2%)	0	1	1	1	0	1	5	5	10
Bus (1.1%)	0	0	0	0	0	0	1	1	3
Rail (20.4%)	2	5	6	3	2	5	23	24	47

Table 5.4: Census 2011 mode share trip volumes (based on 30 dwellings)

- 5.8 The predicted trip volumes in Table 5.4 above indicate that the proposals might generate up to around 22 two-way vehicle trips in the peak hours and around 161 two-way vehicle trips daily, based on historic commuting data. This equates to up to around one additional vehicle movement every three minutes during the peak hours. These predicted vehicle trip volumes are broadly similar to those predicted by TRICS. They remain modest and would have an imperceptible impact on the local highway network.
- 5.9 The Census derived share volumes for other modes are equally similar, although a key difference is the reduced volume of predicted pedestrian trips and relative increase in rail trip volumes. This makes sense in the context of commuting trip mode share.

- 5.10 It should not be overlooked however, that these volumes are based on historic commuting mode share and hence whilst this mode share might be considered a more accurate representation of peak hour trips (although commuting trips remain just a fraction of peak hour travel demand, with school trips also making up a significant proportion), the same cannot be said for the daily movements. It is therefore expected that the actual mode share throughout the day would fall somewhere between the predicted volumes in Tables 5.3 and 5.4.
- 5.11 These estimated trip volumes and mode share suggest that the greatest opportunity to promote modal shift would be through local enhancements to the footway and footpath network, increasing the opportunity and attractiveness to make trips on foot. Key emphasis should therefore be placed on improving pedestrian routes to key walkable destinations (such as St Peter and St Paul CoE Infant/Primary School in Chaldon) and encouraging walking as the 'final mile' mode of choice for rail journeys. Walking routes towards the rail station (and central Caterham) are therefore also of prime importance. Any such enhancements can be expected to increase trips by walking and rail and hence result in a relative reduction in vehicle trip volumes overall.

6.0 Summary & Conclusions

- 6.1 This Transport Statement has been prepared on behalf of Sigma Homes Limited to support an outline planning application (with all matters reserved except access) for a proposed residential development comprising up to 30 dwellings (including 50% affordable units) on land at Mount Avenue, Chaldon.
- 6.2 Whilst this remains an outline application, it is expected that the proposed 30 dwellings would comprise 4 No. one-bedroom apartments, 9 No. two-bedroom houses, 15 No. three-bedroom houses and 2 No. four-bedroom houses. Of the 30 units proposed, 15 units (50%) would be affordable (potentially a mix of affordable rent and shared-ownership dwellings).
- 6.3 It has been demonstrated that safe and suitable vehicular access can be achieved via Mount Avenue through the appropriate extension of the existing street.
- 6.4 The preliminary internal layout demonstrates that appropriate access and turning on site for all car parking spaces is provided, as well as suitable provision for refuse collection, servicing, and emergency vehicles, which is in keeping with the applicable guidance.
- 6.5 The provision of suitable turning for refuse and other service vehicles would represent a significant benefit to highway safety in the context of the existing operation of Mount Avenue.
- 6.6 A layby would be retained on Birchwood Lane to ensure that vehicular traffic would continue to enjoy the use of a formalised passing place. The removal of vehicles parking in this bay (associated with the existing use) would represent a material benefit to the operation of Birchwood Lane.
- 6.7 The site is accessible by public transport, walking and cycling, offering a genuine choice of transport modes, and is therefore sustainable in the context of paragraphs 110 and 115 of the NPPF.
- 6.8 Separate pedestrian and cyclist access would be provided onto Birchwood Lane, allowing a shorter route for future residents and a new shortcut for existing residents, which would be a benefit in the context of active modes routes.
- 6.9 Potential further improvements to the local footway network have been identified for discussion with SCC as Highway Authority.
- 6.10 Car parking and cycle parking/storage would be provided to adopted local standards and would include comprehensive provision for active electric vehicle charging points and charging points for e-bikes.
- 6.11 It has been demonstrated that the proposed development would result in negligible increases in vehicle trips throughout the day and at peak times and would have no material impact on the local highway network.
- 6.12 In conclusion, the proposed development is in a sustainable location and would not result in any severe cumulative impacts and hence the presumption in favour of sustainable development expressed in the NPPF (December 2024), which equally applies to appropriate development in the green belt in the context of paragraph 155(c), should apply.

Appendix A

Existing Access Junction - Mount Avenue

Appendix B

Crashmap.com PIC Plot

Satellite

^ Hide

Location: mount avenue caterham

Years

5 of 25 years selected

Severity

Fatal

Serious

Slight

Casualty Types:

All Casualty Types

Vehicles Involved:

All Vehicle Types

Search

Open Government Licence

Incident Severity

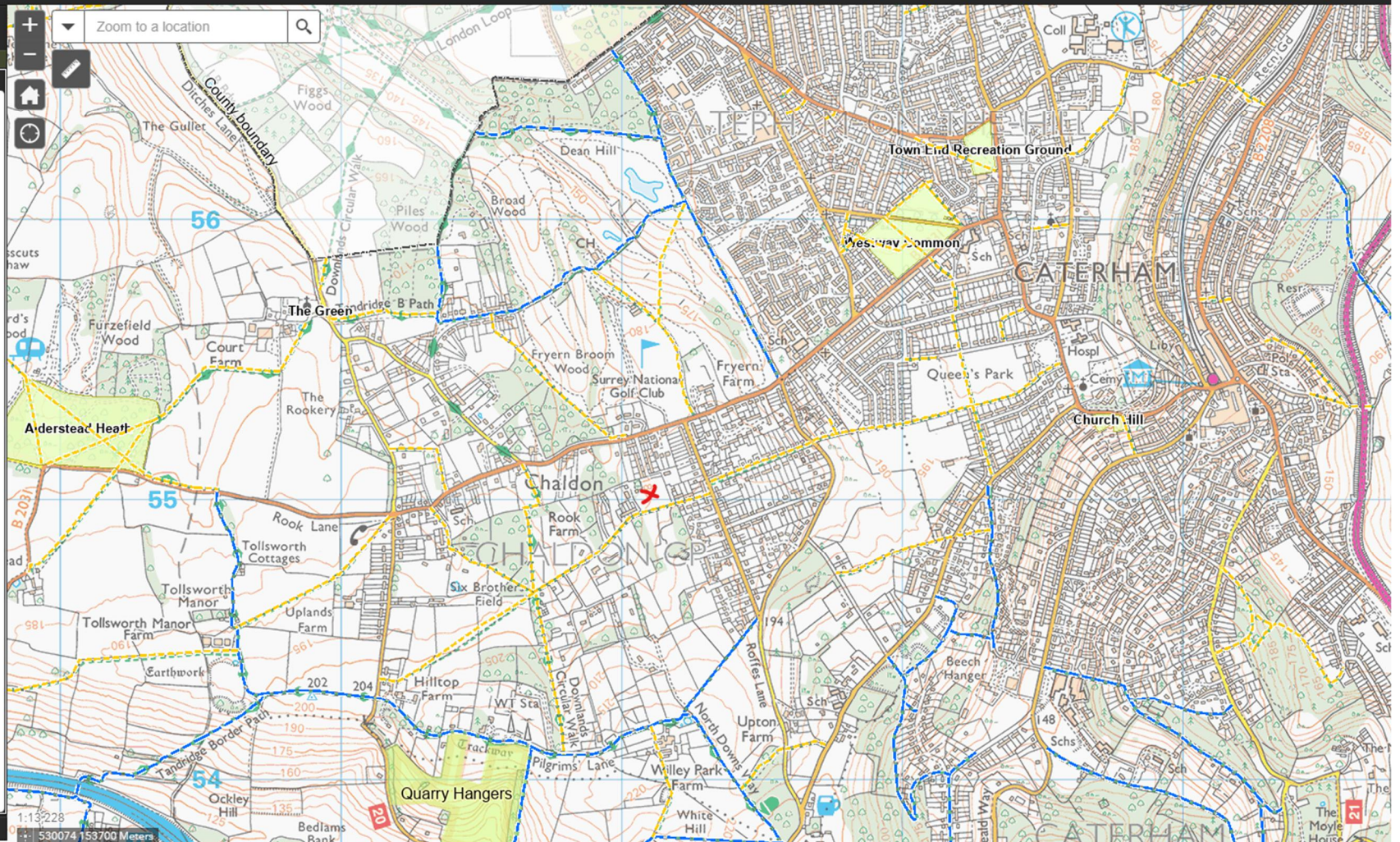


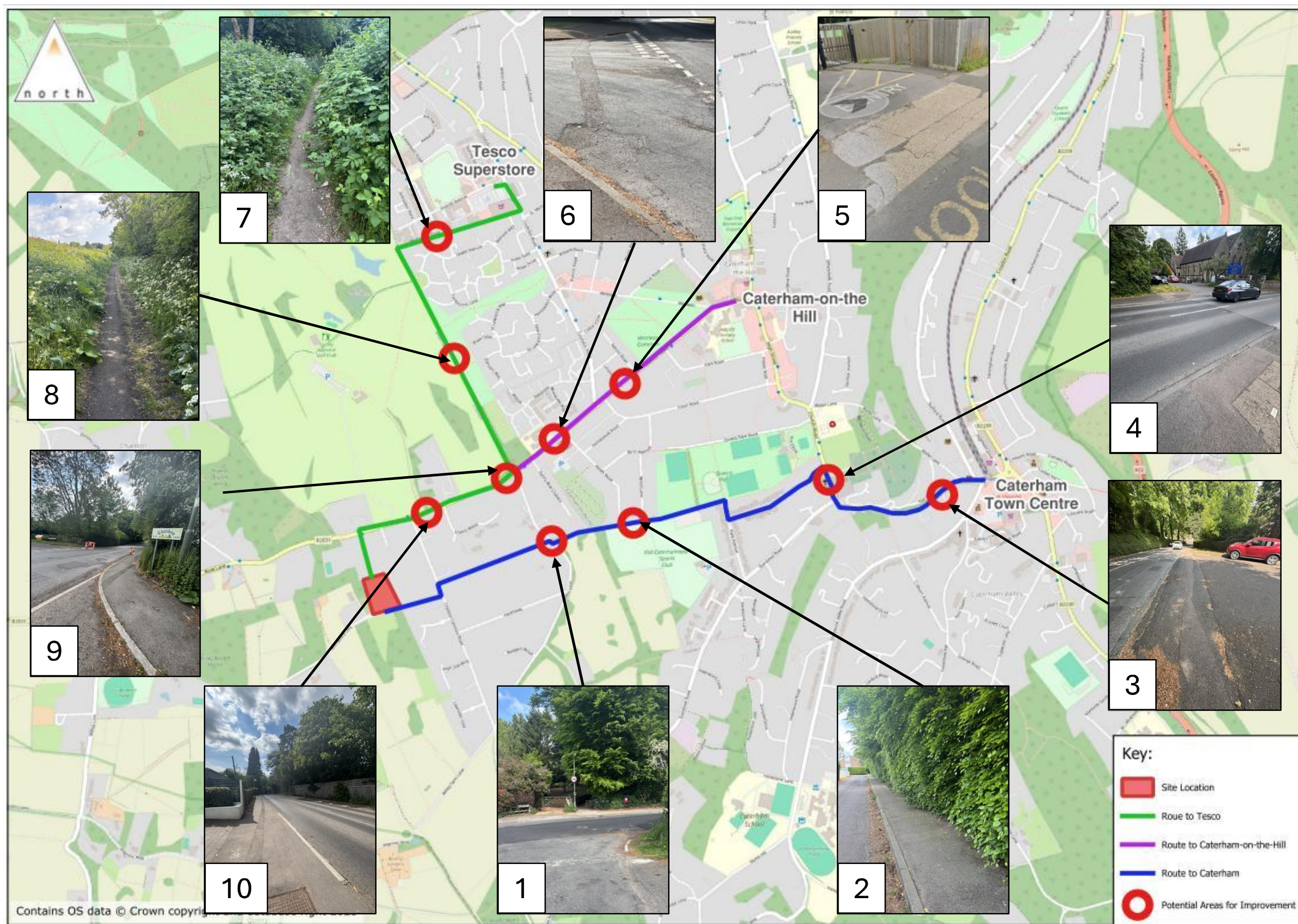
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No results found

Appendix C

Local PRow Map Excerpt & Potential Footway Improvements Plan





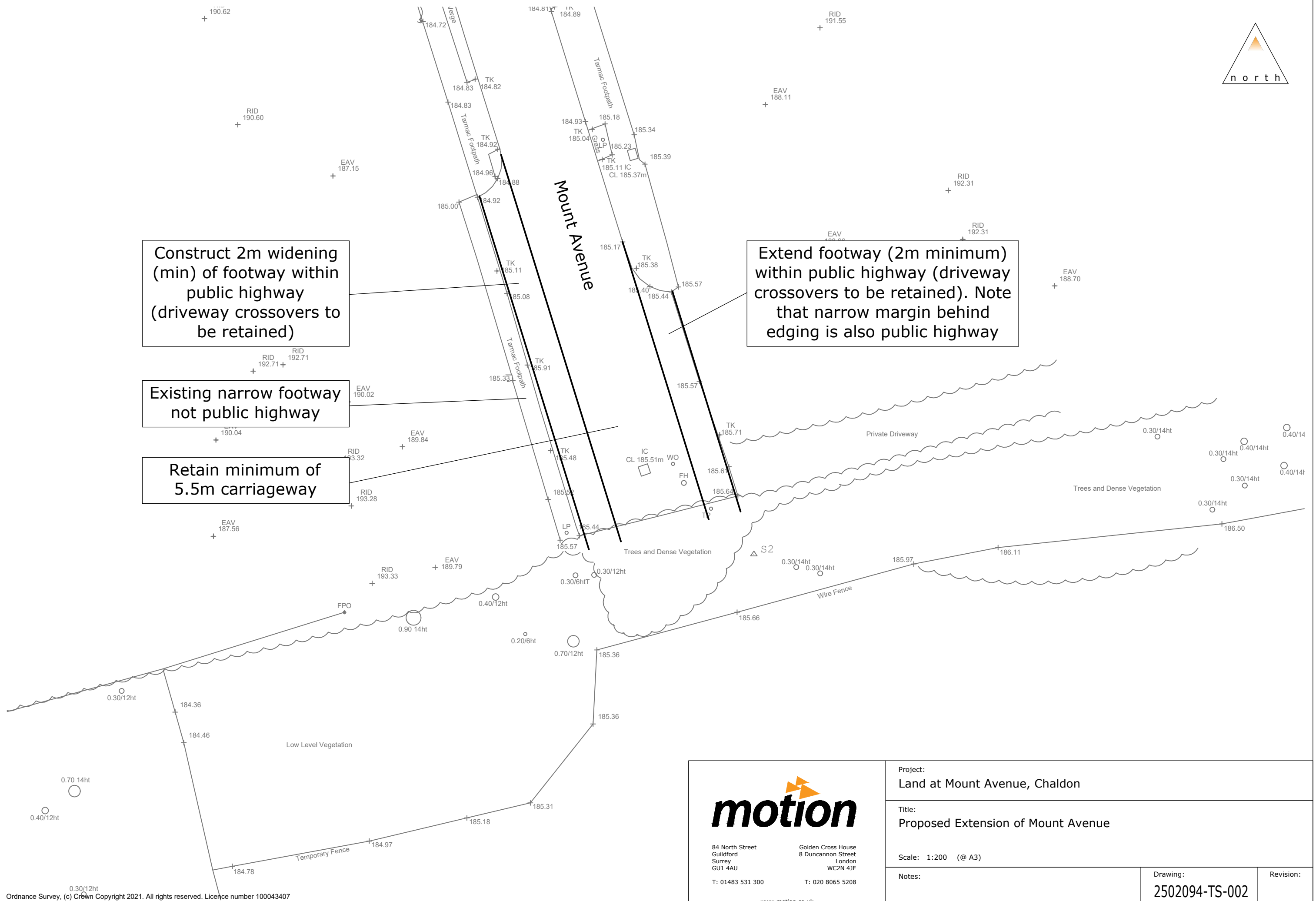
Potential Areas of Improvement:

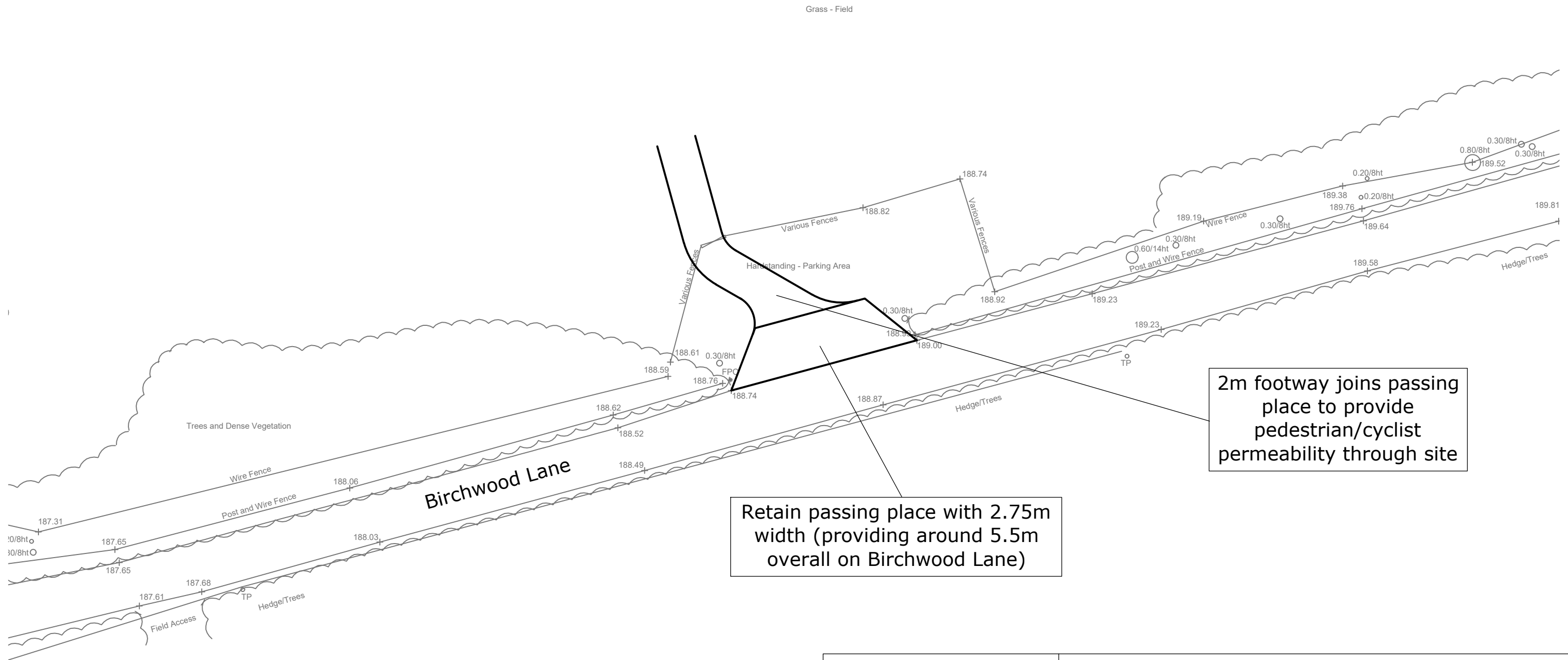
1. Pedestrian crossing with dropped kerbs and tactile paving
2. Vegetation to be cut back
3. Copenhagen Style crossing
4. Pedestrian crossing with dropped kerbs and tactile paving
5. Copenhagen Style crossing/ tactile paving (google images)
6. Pedestrian crossing with dropped kerbs and tactile paving
7. Vegetation to be cut back
8. Vegetation to be cut back and potentially resurfacing
9. Pedestrian crossing with dropped kerbs and tactile paving
10. Pedestrian crossing with dropped kerbs and tactile paving

Appendix D

Proposed Access Arrangements

Extend footway (2m minimum) within public highway (driveway crossovers to be retained). Note that narrow margin behind edging is also public highway





84 North Street
Guildford
Surrey
GU1 4AU
T: 01483 531 300

Golden Cross House
8 Duncannon Street
London
WC2N 4JF
T: 020 8065 5208

www.motion.co.uk

Project: Land at Mount Avenue, Chaldon		
Title: Birchwood Lane Access/Layby		
Scale: 1:200 (@ A3)		
Notes:		Revision:
Drawing: 2502094-TS-003		

Appendix E

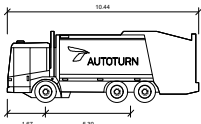
Swept Path Analysis

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Notes

1. All levels and dimensions to be checked on site before any work commences. All dimensions in metres unless stated otherwise.
2. This drawing is based on survey information supplied by Sigma Strategic Land Limited, and Motion cannot guarantee the accuracy of the data provided.
3. Motion accepts no liability for any vehicle specification errors or inaccuracies within the vehicle tracking software used / or it's vehicle libraries. The vehicles speeds used for the analysis are as follows: forward 6 mph / reversing 6 mph.



Guildford Refuse Vehicle

	metres
Width	: 2.49
Track	: 2.49
Lock to Lock Time	: 4.0
Steering Angle	: 46.5

-	First Issue	AG	RAA	RAA	24/06/2025
Rev.	Description	Drm	Chk	App	Date

Drawing Status:

FOR PLANNING
NOT FOR CONSTRUCTION

motion

Guildford - Reading - London
www.motion.co.uk

Client:

Sigma Homes Limited

Project:

Land South of Mount Avenue, Chaldon

Title:

Swept Path Analysis
Refuse Vehicle

Scale: 1:250 (@ A3)

Drawing:

2502094-TK01

Revision:

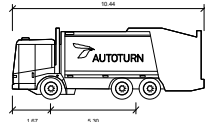
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Notes

1. All levels and dimensions to be checked on site before any work commences. All dimensions in metres unless stated otherwise.
2. This drawing is based on survey information supplied by Sigma Strategic Land Limited, and Motion cannot guarantee the accuracy of the data provided.
3. Motion accepts no liability for any vehicle specification errors or inaccuracies within the vehicle tracking software used / or it's vehicle libraries. The vehicles speeds used for the analysis are as follows: forward 6 mph / reversing 6 mph.



Guildford Refuse Vehicle

	metres
Width	2.40
Track	2.40
Lock to Lock Time	4.0
Steering Angle	45.5

A	Updated Layout	AG	RAA	RAA	24/06/2025
-	First Issue	AG	RAA	RAA	24/04/2025
Rev.	Description	Drm	Chk	App	Date

Drawing Status:

FOR PLANNING
NOT FOR CONSTRUCTION

motion

Guildford - Reading - London
www.motion.co.uk

Client:

Sigma Homes Limited

Project:

Land South of Mount Avenue, Chaldon

Title:

Swept Path Analysis
Refuse Vehicle - Turning Head Use

Scale: 1:1000 (@ A3)

Drawing:

2502094-TK02

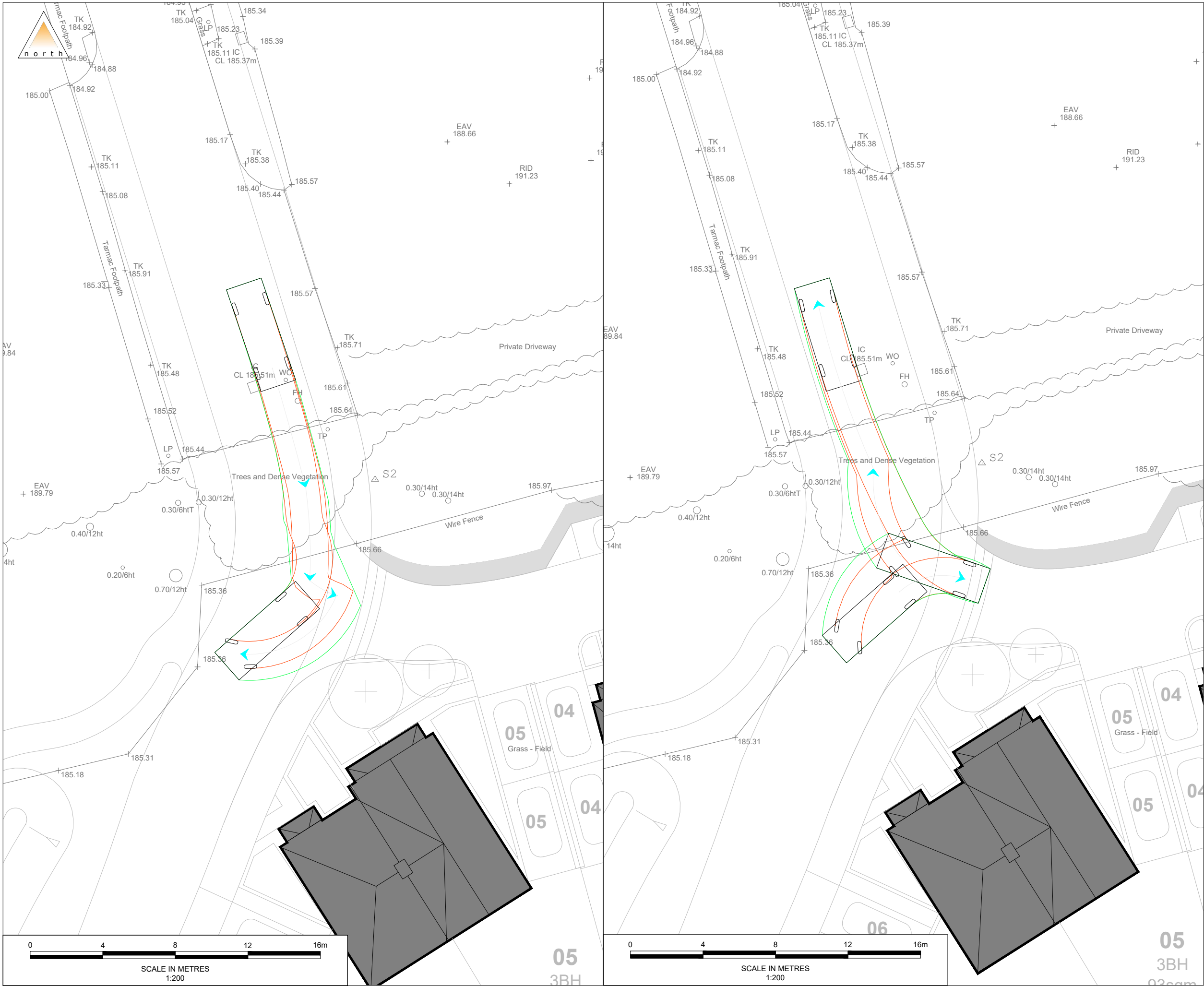
Revision:

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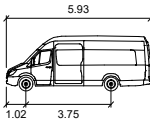
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Notes

1. All levels and dimensions to be checked on site before any work commences. All dimensions in metres unless stated otherwise.
2. This drawing is based on survey information supplied by Sigma Strategic Land Limited, and Motion cannot guarantee the accuracy of the data provided.
3. Motion accepts no liability for any vehicle specification errors or inaccuracies within the vehicle tracking software used / or it's vehicle libraries. The vehicles speeds used for the analysis are as follows: forward 6 mph / reversing 6 mph.



Ford Transit L3H3 (2014-2019) TEST

	metres
Width	: 2.02
Track	: 1.99
Lock to Lock Time	: 4.0
Steering Angle	: 46.0

A	Updated Layout	AG	RAA	RAA	24/06/2025
-	First Issue	AG	RAA	RAA	24/04/2025
Rev.	Description	Drm	Chk	App	Date

Drawing Status:

FOR PLANNING
NOT FOR CONSTRUCTION



Guildford - Reading - London
www.motion.co.uk

Client:
Sigma Homes Limited

Project:
Land South of Mount Avenue, Chaldon

Title:
Swept Path Analysis
Van

Scale: As Shown (@ A3)

Drawing:
2502094-TK04

Revision:
A

Appendix F

Architect's Indicative Layout



CDM 2015 Health & Safety Information
This information relates only to 'Significant Hazards' identified on this drawing and is to be read in conjunction with the Designer's Hazard Register.

Accommodation Schedule				
Open Market 15no. dwellings (50%)				
4no.	2-Bedroom Houses	Semi-Detached	79sqm	
6no.	3-Bedroom Houses	Semi-Detached	93sqm	
2no.	3-Bedroom Houses	Detached	93sqm	
2no.	3-Bedroom Houses	Detached	112sqm	
1no.	4-Bedroom Houses	Detached	146sqm	
Affordable 15no. dwellings (50%)				
4no.	1-Bedroom Flats	Apartment Block	50sqm	
5no.	2-Bedroom Houses	Semi-Detached	79sqm	
5no.	3-Bedroom Houses	Semi-Detached	93sqm	
1no.	4-Bedroom Houses	Detached	112sqm	
Total; 30 Dwellings [1.45 Ha approx. to Red Line; 20.7 Dw/Ha]				
Car Parking: 1.5 spaces per 1 and 2-Bedroom Flat				
2 spaces per 2 & 3-Bedroom House				
3 spaces per 4-Bedroom House				
8 visitor spaces at circa. 1 per 4 dwellings				

- Trees/hedges to be removed
- RPA's
- Site Boundary

London: 76 Great Suffolk Street
London, SE1 0BL
T 0207 928 2773 E london@ecearchitecture.com

Sussex: 64 - 68 Brighton Road, Worthing
West Sussex, BN11 2EN
T 01903 248777 E sussex@ecearchitecture.com

Bristol: Westworks, Beacon Tower
Colston Street, Bristol, BS1 4XE
T 0117 214 1101 E bristol@ecewestworks.com

ECE Architecture
www.ecearchitecture.com

Client's Name
Sigma Homes

Job Title
Land North of Birchwood Lane,
Chaldon, Caterham

Drawing Title
Illustrative Site Plan

Scale
1:500 @ A1 / 1:1000 @ A3

Drawn AX Checked SL Date 17.06.25

Job No 7583 Drawing No PL-02 Rev -

Status
APPROVAL

Appendix G

TRICS Data

Calculation Reference: AUDIT-734001-250507-0538

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	
	HC HAMPSHIRE	2 days
	SC SURREY	1 days
05	EAST MIDLANDS	
	NT NOTTINGHAMSHIRE	1 days
08	NORTH WEST	
	AC CHESHIRE WEST & CHESTER	1 days

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

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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: 24 to 44 (units:)
Range Selected by User: 15 to 45 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 23/05/24

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

Selected survey days:

Monday	1 days
Wednesday	2 days
Thursday	1 days
Friday	1 days

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

Selected survey types:

Manual count	5 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:

Suburban Area (PPS6 Out of Centre)	1
Edge of Town	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	5
------------------	---

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	8 days - Selected
Servicing vehicles Excluded	19 days - Selected

Secondary Filtering selection:

Use Class:

C3	5 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

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Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	2 days
10,001 to 15,000	2 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:

50,001 to 75,000	2 days
125,001 to 250,000	3 days

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	3 days
1.6 to 2.0	1 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	4 days
No	1 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	5 days
-----------------	--------

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

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LIST OF SITES relevant to selection parameters

1	AC-03-A-04	TOWN HOUSES	CHESHIRE WEST & CHESTER
	LONDON ROAD		
	NORTHWICH		
	LEFTWICH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	24	
	Survey date: THURSDAY	06/06/19	Survey Type: MANUAL
2	HC-03-A-22	MIXED HOUSES	HAMPSHIRE
	BOW LAKE GARDENS		
	NEAR EASTLEIGH		
	BISHOPSTOKE		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	40	
	Survey date: WEDNESDAY	31/10/18	Survey Type: MANUAL
3	HC-03-A-31	MIXED HOUSES & FLATS	HAMPSHIRE
	KILN ROAD		
	LIPHOOK		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	44	
	Survey date: FRIDAY	07/10/22	Survey Type: MANUAL
4	NT-03-A-08	DETACHED HOUSES	NOTTINGHAMSHIRE
	WIGHAY ROAD		
	HUCKNALL		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	36	
	Survey date: MONDAY	18/10/21	Survey Type: MANUAL
5	SC-03-A-07	MIXED HOUSES	SURREY
	FOLLY HILL		
	FARNHAM		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	41	
	Survey date: WEDNESDAY	11/05/22	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
AC-03-A-05	Covid
CA-03-A-07	Covid
DC-03-A-10	Overly accessible
ES-03-A-13	No rail station
HC-03-A-21	Overly accessible
HI-03-A-14	Overly accessible
IM-03-A-01	Island location, less accessible
IM-03-A-02	Island location, less accessible
IM-03-A-05	Island location, less accessible
NF-03-A-37	Overly accessible
NF-03-A-51	Edge of city - very accessible
NY-03-A-14	No rail station
PB-03-A-04	Overly accessible
SD-03-A-01	Overly accessible
SF-03-A-06	Remote
SM-03-A-02	Less accessible
SM-03-A-03	Less accessible
WM-03-A-04	Edge of city - very accessible

Motion High Street Guildford

Licence No: 734001

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

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.62

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	37	0.114	5	37	0.270	5	37	0.384
08:00 - 09:00	5	37	0.184	5	37	0.335	5	37	0.519
09:00 - 10:00	5	37	0.200	5	37	0.254	5	37	0.454
10:00 - 11:00	5	37	0.141	5	37	0.146	5	37	0.287
11:00 - 12:00	5	37	0.168	5	37	0.173	5	37	0.341
12:00 - 13:00	5	37	0.119	5	37	0.162	5	37	0.281
13:00 - 14:00	5	37	0.189	5	37	0.173	5	37	0.362
14:00 - 15:00	5	37	0.173	5	37	0.200	5	37	0.373
15:00 - 16:00	5	37	0.227	5	37	0.168	5	37	0.395
16:00 - 17:00	5	37	0.232	5	37	0.168	5	37	0.400
17:00 - 18:00	5	37	0.308	5	37	0.146	5	37	0.454
18:00 - 19:00	5	37	0.303	5	37	0.124	5	37	0.427
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.358			2.319			4.677

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:	24 - 44 (units:)
Survey date range:	01/01/16 - 23/05/24
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	4
Surveys manually removed from selection:	18

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

Motion High Street Guildford

Licence No: 734001

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

MULTI-MODAL TAXIS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	37	0.000	5	37	0.000	5	37	0.000
08:00 - 09:00	5	37	0.011	5	37	0.011	5	37	0.022
09:00 - 10:00	5	37	0.005	5	37	0.005	5	37	0.010
10:00 - 11:00	5	37	0.005	5	37	0.005	5	37	0.010
11:00 - 12:00	5	37	0.000	5	37	0.000	5	37	0.000
12:00 - 13:00	5	37	0.000	5	37	0.000	5	37	0.000
13:00 - 14:00	5	37	0.000	5	37	0.000	5	37	0.000
14:00 - 15:00	5	37	0.005	5	37	0.005	5	37	0.010
15:00 - 16:00	5	37	0.000	5	37	0.000	5	37	0.000
16:00 - 17:00	5	37	0.000	5	37	0.000	5	37	0.000
17:00 - 18:00	5	37	0.016	5	37	0.016	5	37	0.032
18:00 - 19:00	5	37	0.000	5	37	0.000	5	37	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.042			0.042			0.084

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.

Motion High Street Guildford

Licence No: 734001

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

MULTI-MODAL OGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	37	0.005	5	37	0.005	5	37	0.010
08:00 - 09:00	5	37	0.011	5	37	0.005	5	37	0.016
09:00 - 10:00	5	37	0.016	5	37	0.016	5	37	0.032
10:00 - 11:00	5	37	0.005	5	37	0.000	5	37	0.005
11:00 - 12:00	5	37	0.000	5	37	0.005	5	37	0.005
12:00 - 13:00	5	37	0.005	5	37	0.005	5	37	0.010
13:00 - 14:00	5	37	0.000	5	37	0.000	5	37	0.000
14:00 - 15:00	5	37	0.000	5	37	0.000	5	37	0.000
15:00 - 16:00	5	37	0.000	5	37	0.000	5	37	0.000
16:00 - 17:00	5	37	0.000	5	37	0.000	5	37	0.000
17:00 - 18:00	5	37	0.000	5	37	0.005	5	37	0.005
18:00 - 19:00	5	37	0.000	5	37	0.000	5	37	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.042			0.041			0.083

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.

Motion High Street Guildford

Licence No: 734001

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

MULTI-MODAL PSVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	37	0.005	5	37	0.005	5	37	0.010
08:00 - 09:00	5	37	0.000	5	37	0.000	5	37	0.000
09:00 - 10:00	5	37	0.000	5	37	0.000	5	37	0.000
10:00 - 11:00	5	37	0.000	5	37	0.000	5	37	0.000
11:00 - 12:00	5	37	0.000	5	37	0.000	5	37	0.000
12:00 - 13:00	5	37	0.000	5	37	0.000	5	37	0.000
13:00 - 14:00	5	37	0.000	5	37	0.000	5	37	0.000
14:00 - 15:00	5	37	0.000	5	37	0.000	5	37	0.000
15:00 - 16:00	5	37	0.005	5	37	0.005	5	37	0.010
16:00 - 17:00	5	37	0.000	5	37	0.000	5	37	0.000
17:00 - 18:00	5	37	0.000	5	37	0.000	5	37	0.000
18:00 - 19:00	5	37	0.000	5	37	0.000	5	37	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.010			0.010			0.020

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.

Motion High Street Guildford

Licence No: 734001

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

MULTI-MODAL CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	37	0.000	5	37	0.000	5	37	0.000
08:00 - 09:00	5	37	0.027	5	37	0.016	5	37	0.043
09:00 - 10:00	5	37	0.000	5	37	0.000	5	37	0.000
10:00 - 11:00	5	37	0.016	5	37	0.011	5	37	0.027
11:00 - 12:00	5	37	0.000	5	37	0.000	5	37	0.000
12:00 - 13:00	5	37	0.000	5	37	0.000	5	37	0.000
13:00 - 14:00	5	37	0.000	5	37	0.000	5	37	0.000
14:00 - 15:00	5	37	0.000	5	37	0.000	5	37	0.000
15:00 - 16:00	5	37	0.011	5	37	0.038	5	37	0.049
16:00 - 17:00	5	37	0.005	5	37	0.005	5	37	0.010
17:00 - 18:00	5	37	0.005	5	37	0.016	5	37	0.021
18:00 - 19:00	5	37	0.005	5	37	0.000	5	37	0.005
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.069			0.086			0.155

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.

Motion High Street Guildford

Licence No: 734001

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

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	37	0.130	5	37	0.362	5	37	0.492
08:00 - 09:00	5	37	0.195	5	37	0.497	5	37	0.692
09:00 - 10:00	5	37	0.222	5	37	0.308	5	37	0.530
10:00 - 11:00	5	37	0.157	5	37	0.184	5	37	0.341
11:00 - 12:00	5	37	0.205	5	37	0.195	5	37	0.400
12:00 - 13:00	5	37	0.130	5	37	0.200	5	37	0.330
13:00 - 14:00	5	37	0.238	5	37	0.254	5	37	0.492
14:00 - 15:00	5	37	0.200	5	37	0.232	5	37	0.432
15:00 - 16:00	5	37	0.297	5	37	0.195	5	37	0.492
16:00 - 17:00	5	37	0.303	5	37	0.211	5	37	0.514
17:00 - 18:00	5	37	0.378	5	37	0.162	5	37	0.540
18:00 - 19:00	5	37	0.357	5	37	0.184	5	37	0.541
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.812			2.984			5.796

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.

Motion High Street Guildford

Licence No: 734001

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

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	37	0.016	5	37	0.043	5	37	0.059
08:00 - 09:00	5	37	0.049	5	37	0.205	5	37	0.254
09:00 - 10:00	5	37	0.103	5	37	0.049	5	37	0.152
10:00 - 11:00	5	37	0.011	5	37	0.027	5	37	0.038
11:00 - 12:00	5	37	0.032	5	37	0.038	5	37	0.070
12:00 - 13:00	5	37	0.016	5	37	0.005	5	37	0.021
13:00 - 14:00	5	37	0.011	5	37	0.016	5	37	0.027
14:00 - 15:00	5	37	0.043	5	37	0.032	5	37	0.075
15:00 - 16:00	5	37	0.162	5	37	0.059	5	37	0.221
16:00 - 17:00	5	37	0.076	5	37	0.065	5	37	0.141
17:00 - 18:00	5	37	0.059	5	37	0.108	5	37	0.167
18:00 - 19:00	5	37	0.130	5	37	0.059	5	37	0.189
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.708			0.706			1.414

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.

Motion High Street Guildford

Licence No: 734001

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL BUS/TRAM PASSENGERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	37	0.000	5	37	0.032	5	37	0.032
08:00 - 09:00	5	37	0.000	5	37	0.027	5	37	0.027
09:00 - 10:00	5	37	0.011	5	37	0.005	5	37	0.016
10:00 - 11:00	5	37	0.000	5	37	0.005	5	37	0.005
11:00 - 12:00	5	37	0.005	5	37	0.005	5	37	0.010
12:00 - 13:00	5	37	0.005	5	37	0.005	5	37	0.010
13:00 - 14:00	5	37	0.005	5	37	0.000	5	37	0.005
14:00 - 15:00	5	37	0.000	5	37	0.000	5	37	0.000
15:00 - 16:00	5	37	0.016	5	37	0.000	5	37	0.016
16:00 - 17:00	5	37	0.027	5	37	0.000	5	37	0.027
17:00 - 18:00	5	37	0.016	5	37	0.005	5	37	0.021
18:00 - 19:00	5	37	0.005	5	37	0.000	5	37	0.005
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.090			0.084			0.174

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.

Motion High Street Guildford

Licence No: 734001

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

MULTI-MODAL TOTAL RAIL PASSENGERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	37	0.000	5	37	0.005	5	37	0.005
08:00 - 09:00	5	37	0.000	5	37	0.005	5	37	0.005
09:00 - 10:00	5	37	0.000	5	37	0.005	5	37	0.005
10:00 - 11:00	5	37	0.000	5	37	0.005	5	37	0.005
11:00 - 12:00	5	37	0.000	5	37	0.000	5	37	0.000
12:00 - 13:00	5	37	0.000	5	37	0.000	5	37	0.000
13:00 - 14:00	5	37	0.000	5	37	0.000	5	37	0.000
14:00 - 15:00	5	37	0.000	5	37	0.000	5	37	0.000
15:00 - 16:00	5	37	0.000	5	37	0.000	5	37	0.000
16:00 - 17:00	5	37	0.011	5	37	0.000	5	37	0.011
17:00 - 18:00	5	37	0.000	5	37	0.000	5	37	0.000
18:00 - 19:00	5	37	0.000	5	37	0.000	5	37	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.011			0.020			0.031

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.

Motion High Street Guildford

Licence No: 734001

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

MULTI-MODAL COACH PASSENGERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	37	0.000	5	37	0.011	5	37	0.011
08:00 - 09:00	5	37	0.000	5	37	0.000	5	37	0.000
09:00 - 10:00	5	37	0.000	5	37	0.000	5	37	0.000
10:00 - 11:00	5	37	0.000	5	37	0.000	5	37	0.000
11:00 - 12:00	5	37	0.000	5	37	0.000	5	37	0.000
12:00 - 13:00	5	37	0.000	5	37	0.000	5	37	0.000
13:00 - 14:00	5	37	0.000	5	37	0.000	5	37	0.000
14:00 - 15:00	5	37	0.000	5	37	0.000	5	37	0.000
15:00 - 16:00	5	37	0.005	5	37	0.000	5	37	0.005
16:00 - 17:00	5	37	0.000	5	37	0.000	5	37	0.000
17:00 - 18:00	5	37	0.000	5	37	0.000	5	37	0.000
18:00 - 19:00	5	37	0.000	5	37	0.000	5	37	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.005			0.011			0.016

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.

Motion High Street Guildford

Licence No: 734001

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

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	37	0.000	5	37	0.049	5	37	0.049
08:00 - 09:00	5	37	0.000	5	37	0.032	5	37	0.032
09:00 - 10:00	5	37	0.011	5	37	0.011	5	37	0.022
10:00 - 11:00	5	37	0.000	5	37	0.011	5	37	0.011
11:00 - 12:00	5	37	0.005	5	37	0.005	5	37	0.010
12:00 - 13:00	5	37	0.005	5	37	0.005	5	37	0.010
13:00 - 14:00	5	37	0.005	5	37	0.000	5	37	0.005
14:00 - 15:00	5	37	0.000	5	37	0.000	5	37	0.000
15:00 - 16:00	5	37	0.022	5	37	0.000	5	37	0.022
16:00 - 17:00	5	37	0.038	5	37	0.000	5	37	0.038
17:00 - 18:00	5	37	0.016	5	37	0.005	5	37	0.021
18:00 - 19:00	5	37	0.005	5	37	0.000	5	37	0.005
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.107			0.118			0.225

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.

Motion High Street Guildford

Licence No: 734001

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

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.62

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	37	0.146	5	37	0.454	5	37	0.600
08:00 - 09:00	5	37	0.270	5	37	0.751	5	37	1.021
09:00 - 10:00	5	37	0.335	5	37	0.368	5	37	0.703
10:00 - 11:00	5	37	0.184	5	37	0.232	5	37	0.416
11:00 - 12:00	5	37	0.243	5	37	0.238	5	37	0.481
12:00 - 13:00	5	37	0.151	5	37	0.211	5	37	0.362
13:00 - 14:00	5	37	0.254	5	37	0.270	5	37	0.524
14:00 - 15:00	5	37	0.243	5	37	0.265	5	37	0.508
15:00 - 16:00	5	37	0.492	5	37	0.292	5	37	0.784
16:00 - 17:00	5	37	0.422	5	37	0.281	5	37	0.703
17:00 - 18:00	5	37	0.459	5	37	0.292	5	37	0.751
18:00 - 19:00	5	37	0.497	5	37	0.243	5	37	0.740
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.696			3.897			7.593

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.

Motion High Street Guildford

Licence No: 734001

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

MULTI-MODAL CARS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	37	0.092	5	37	0.243	5	37	0.335
08:00 - 09:00	5	37	0.135	5	37	0.292	5	37	0.427
09:00 - 10:00	5	37	0.146	5	37	0.205	5	37	0.351
10:00 - 11:00	5	37	0.103	5	37	0.124	5	37	0.227
11:00 - 12:00	5	37	0.130	5	37	0.114	5	37	0.244
12:00 - 13:00	5	37	0.092	5	37	0.141	5	37	0.233
13:00 - 14:00	5	37	0.146	5	37	0.141	5	37	0.287
14:00 - 15:00	5	37	0.157	5	37	0.168	5	37	0.325
15:00 - 16:00	5	37	0.195	5	37	0.124	5	37	0.319
16:00 - 17:00	5	37	0.227	5	37	0.157	5	37	0.384
17:00 - 18:00	5	37	0.270	5	37	0.114	5	37	0.384
18:00 - 19:00	5	37	0.281	5	37	0.124	5	37	0.405
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.974			1.947			3.921

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.

Motion High Street Guildford

Licence No: 734001

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

MULTI-MODAL LGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	37	0.011	5	37	0.011	5	37	0.022
08:00 - 09:00	5	37	0.027	5	37	0.027	5	37	0.054
09:00 - 10:00	5	37	0.032	5	37	0.027	5	37	0.059
10:00 - 11:00	5	37	0.027	5	37	0.016	5	37	0.043
11:00 - 12:00	5	37	0.038	5	37	0.054	5	37	0.092
12:00 - 13:00	5	37	0.022	5	37	0.016	5	37	0.038
13:00 - 14:00	5	37	0.043	5	37	0.032	5	37	0.075
14:00 - 15:00	5	37	0.011	5	37	0.027	5	37	0.038
15:00 - 16:00	5	37	0.027	5	37	0.038	5	37	0.065
16:00 - 17:00	5	37	0.005	5	37	0.011	5	37	0.016
17:00 - 18:00	5	37	0.016	5	37	0.011	5	37	0.027
18:00 - 19:00	5	37	0.022	5	37	0.000	5	37	0.022
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.281			0.270			0.551

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.

Motion High Street Guildford

Licence No: 734001

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

MULTI-MODAL MOTOR CYCLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	37	0.000	5	37	0.005	5	37	0.005
08:00 - 09:00	5	37	0.000	5	37	0.000	5	37	0.000
09:00 - 10:00	5	37	0.000	5	37	0.000	5	37	0.000
10:00 - 11:00	5	37	0.000	5	37	0.000	5	37	0.000
11:00 - 12:00	5	37	0.000	5	37	0.000	5	37	0.000
12:00 - 13:00	5	37	0.000	5	37	0.000	5	37	0.000
13:00 - 14:00	5	37	0.000	5	37	0.000	5	37	0.000
14:00 - 15:00	5	37	0.000	5	37	0.000	5	37	0.000
15:00 - 16:00	5	37	0.000	5	37	0.000	5	37	0.000
16:00 - 17:00	5	37	0.000	5	37	0.000	5	37	0.000
17:00 - 18:00	5	37	0.005	5	37	0.000	5	37	0.005
18:00 - 19:00	5	37	0.000	5	37	0.000	5	37	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.005			0.005			0.010

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.

Appendix H

Census 2011 Journey to Work Data

QS701EW - Method of travel to work
 ONS Crown Copyright Reserved [from Nomis on 7 May 2025]

population All usual residents aged 16 to 74
 units Persons
 date 2011
 rural urban Total

2011 ward	All categories: Method of travel to work	Work mainly at or from home	Commuting population	Underground, metro, light rail, tram	Train	Rail %	Bus, minibus or coach	Taxi	Bus %	Motorcycle, scooter or moped	Driving a car or van	Private Vehicle %	Passenger in a car or van	Vehicle Occupant %	Bicycle	Cycle %	On foot	Ped %	Other method of travel to work	Not in employment
E05007391 : Chaldon	1,237	105	722	1	146	20.4%	6	2	1.1%	6	504	70.6%	21	73.5%	2	0.3%	30	4.2%	4	410

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.