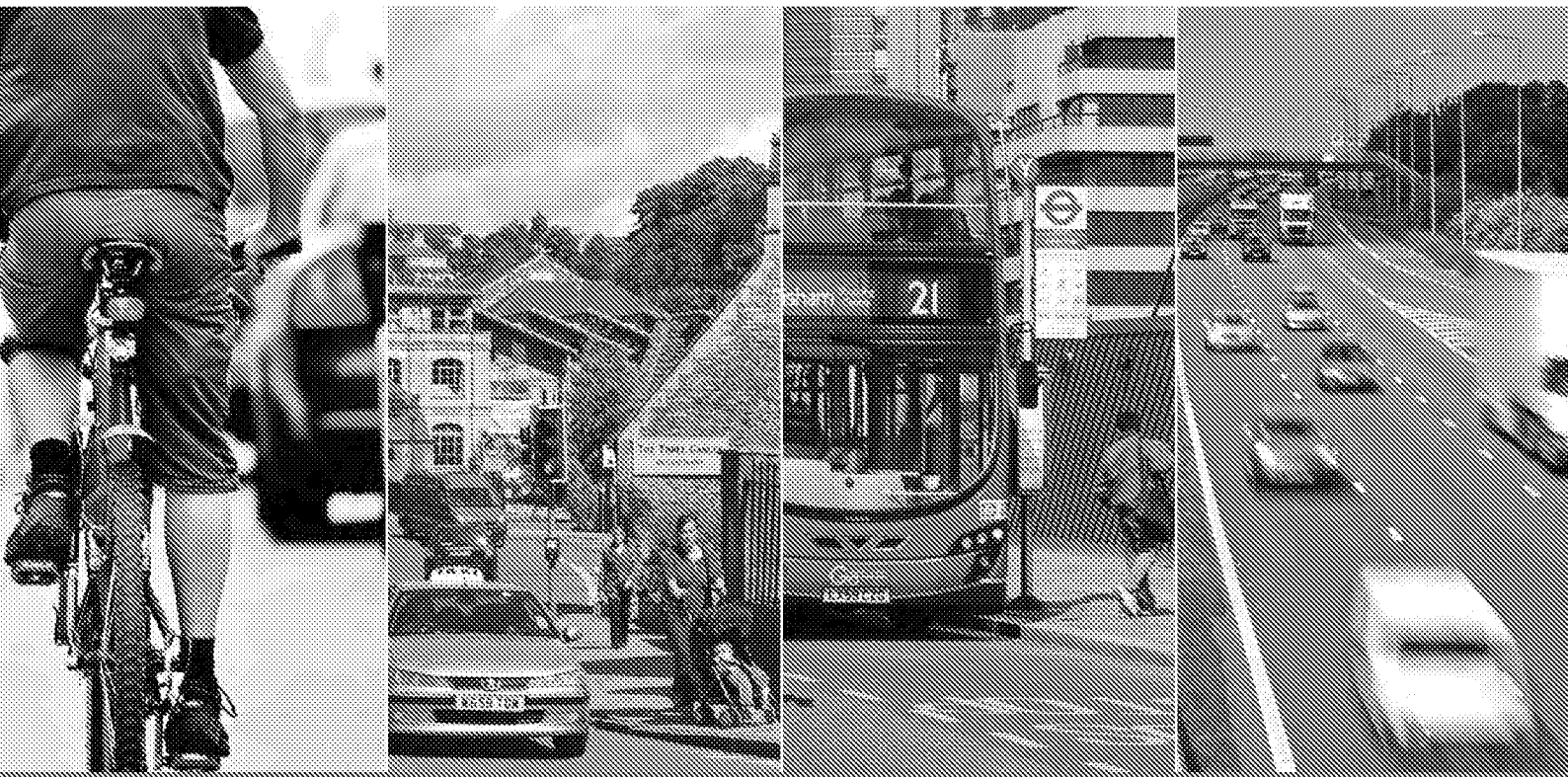


Transport Statement

Proposed Residential Development: Land off A29, Woodgate



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Issue	Issue date	Compiled	Checked	Authorised
DRAFT	18 th January 2018	SH	RW	LNS

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Authorised by: Lawrence Stringer CEng, MCIHT, MRTPI

Executive Summary

The existing site is vacant comprising of pasture land with residential properties to the north and caravan park to the south. There is currently a field access from the caravan park access road into the site.

The proposed development is to construct 30 dwelling units served by the existing access to the caravan park. This will comprise of a mix of private and affordable one, two and three bed apartments plus 14 No. three and four bed houses.

Trips rates have been determined using the TRICS database and the proposed development only adds a small number of trips on Lidsey Road in the peak hours.

The proposed access is existing and currently serves the Willows Caravan Park. There is a right turn lane ghost island provided on the A29 to facilitate right turning movements. The access onto the A29 will be improved with the provision of a new length of footway on the south side.

There are local shops and amenities which are within walking distance of the site including a primary school and the A29 has footways on both sides providing pedestrian access to the site. Education, entertainment and community facilities are also within walking distance of the proposed development. There are also bus stops that provide the number 66 service which runs 7 times daily and provides speedy links to Barnham and Bognor Regis.

The site is located south of the level crossing where trains run through about 3 times per hour in each direction (6 times in total). This causes a minor delay as the barriers go down. There is an average delay of 34 seconds for each train which is extremely minor in comparison to many other level crossing locations such as Chichester and West Worthing.

Improvements to local footpaths to provide a link from Woodgate to Church Lane Eastergate have been secured via a Section 106 agreement tied to a residential development in Hook Lane. These improvements will provide a good walking link towards Barnham Railway Station.

Car and cycle parking provision on site will be in accordance with West Sussex County Council standards.

Overall, the proposed scale of development will generate only a small number of vehicle movements which does not create any significant impact on the highway network that prevents development of this site.

1 Introduction

- 1.1 This report has been prepared for Stiles Harold Williams Partnership LLP in conjunction with the above development and no responsibility is accepted to any third party for all or part of this study in connection with this or any other development.
- 1.2 GTA Civils Ltd has been commissioned by Stiles Harold Williams Partnership LLP to prepare a Transport Statement in connection with the proposed development at the land off A29 Lidsey Road, Woodgate.
- 1.3 Specifically, the report has been prepared to investigate and advise on the impacts of a proposed residential development of 30 dwellings.

Scope of Report

- 1.4 The report has been prepared in accordance with the principles and advice in:
 - ❖ National Planning Policy Framework;
 - ❖ West Sussex County Council's Local Transport Plan;
 - ❖ Arun District Council Local Plan;
 - ❖ Aldingbourne Parish Neighbourhood Development Plan.
- 1.5 The proposal is to develop the site with 30 residential dwellings.
- 1.6 The WSCC Transport Assessment Methodology refers to the indicative thresholds for Transport Statements, Transport Assessments and Travel Plans in Appendix B of the DfT 'Guidance on Transport Assessment'.
- 1.7 Although the document has been rescinded, it remains an appropriate guidance framework. A threshold of <50 units does not require a Transport Statement, however, this document has been produced to support the planning application and to demonstrate the acceptability of the proposal in transport terms.
- 1.8 The approved residential development off Hook Lane (AL/39/13) is located north of the proposed development. This approval involves upgrading existing Public Right of Way; footpaths 296 and 300.

2 Policy

National Planning Policy Framework

- 2.1 The National Planning Policy Framework, published 27th March 2012, sets out the Governments planning policies for England and how these are expected to be applied. The NPPF provides a framework to allow local authorities to produce individual local plans reflecting the specific needs in their community.
- 2.2 NPPF supports sustainable development, with a 'presumption in favour of sustainable development' set out in paragraph 14:

*"14. At the heart of the National Planning Policy Framework is a **presumption in favour of sustainable development**, which should be seen as a golden thread running through both plan-making and decision-taking.*

*For **plan-making** this means that:*

- * Local planning authorities should positively seek opportunities to meet the development needs of their area;*
- * Local Plans should meet objectively assessed needs, with sufficient flexibility to adapt to rapid change, unless:*
 - o any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or*
 - o specific policies in this Framework indicate development should be restricted.*

*For **decision-taking** this means:*

- * approving development proposals that accord with the development plan without delay; and*
- * where the development plan is absent, silent or relevant policies are out-of-date, granting permission unless:*
 - o any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or*
 - o specific policies in this Framework indicate development should be restricted."*

- 2.3 In respect of transport the NPPF states at paragraph 32:

"32. All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:

- the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;*
- safe and suitable access to the site can be achieved for all people; and*
- improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe."*

2.4 Paragraph 34 reinforces the link between development and accessibility:

"Plans and decisions should ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised. However, this needs to take account of policies set out elsewhere in this Framework, particularly in rural areas."

National Planning Practice Guidance

2.5 National Planning Practice Guidance (NPPG) is supplementary advice intended to expand on and support the principals and practices of the National Planning Policy Framework (NPPF). It is managed and maintained by the Department of Communities & Local Government. Amongst other things, NPPG provides advice on the need for, and the preparation of, Travel Plans, Transport Statements and Transport Assessments.

2.6 NPPG states that Travel Plans, Transport Assessments and Transport Statements can positively contribute to:

- encouraging sustainable travel;
- lessening traffic generation and its detrimental impacts;
- reducing carbon emissions and climate impacts;
- creating accessible, connected, inclusive communities;
- improving health outcomes and quality of life;
- improving road safety; and
- reducing the need for new development to increase existing road capacity or provide new roads.

2.7 NPPG advises that the key transport issues to be considered in a transport evidence base should:

- assess the existing situation and likely generation of trips over time by all modes and the impact on the locality in economic, social and environmental terms; and
- consider the cumulative impacts of existing and proposed development on transport networks.

West Sussex County Council's Local Transport Plan

2.8 The Local Transport Plan (LTP3) for West Sussex covers the period 2011 to 2026 and was adopted by the County Council on March 2011.

The 4 main objectives of LTP3 are:

- Promoting Economic Growth
- Tackling a Changing Climate
- Providing Access to Services, Employment and Housing
- Improving Safety, Security and Health

Under each of these main objectives are the LTP3 strategies as shown below in **Table 1**:

Table 1 LTP3 Themes and Objectives

LTP3 Objectives	LTP3 Strategies
Promoting Economic Growth	• Maintain or improve the reliability of journey times on key routes; • Improve connectivity and access to local labour markets and key centres; • Deliver transport improvements to support and facilitate sustainable growth; • Ensure local transport networks are resistant and adaptable to shocks and impacts including climate change.
Tackling a Changing Climate	• Adapt transport infrastructure to increase its resilience to the effects of climate change; • Support new low emission fuels, infrastructure and technologies; • Reduce unnecessary trips by motorised vehicles and encourage the use of more sustainable modes of transport; • Reduce the need to travel at all by encouraging

	provision of local services; - Reduce the carbon footprint of the County Council's own operations; - Maximise reuse and recycling of materials in construction and maintenance.
Providing Access to Services, Employment and Housing	- Identify problem areas by using survey approaches and accessibility mapping techniques where appropriate; - Work in partnership with service providers and stakeholders to set priorities; - Ensure that accessibility is a central consideration when planning local services; - Seek to ensure that places of work, education, leisure and food retail opportunities are located close together in new development; - Enable disadvantage people to access employment opportunities, key services, social networks and goods; - Encourage local delivery of services so that people have to travel less.
Improving Safety, Security and Health	- Reduce the risk of death or injury due to transport incidents through engineering, training and publicity particularly targeted at vulnerable road users; - Reduce crime, fear of crime and anti-social behaviour on the transport network; - Reduce the negative impacts of transport on public health; - To encourage and to enable physically active travel such as walking and cycling through behaviour change initiatives and provision of information and education; - Invest in new infrastructure which improves the County and creates safer conditions for all, and particularly vulnerable road users.

Arun District Council Local Plan

- 2.9 The Arun Local Plan is the part of the Local Development Framework that sets out the Council's vision for the period of 2011 to 2031. The main vision and objectives are as follows.

Vision for the places – 'place shaping'

- ❖ *New homes and jobs will have been provided through well designed and sustainable development, delivered in conjunction with new or improved infrastructure, services and community facilities, whilst the potential impacts of climate change will have been fully taken into account;*
- ❖ *Smaller villages will develop their roles as well-connected large villages serving inland Arun; providing an enhanced range of shops, employment, housing, community facilities and local services, supported by improved transport links;*
- ❖ *The District's smaller settlements and rural areas will retain their character with limited new development to meet their needs.*

Objectives

- ❖ *To strengthen Arun's economic base and provide local job opportunities by increasing, diversifying and improving the quality of employment sites, better infrastructure including road access, quality affordable accommodation and the development of business support and partnerships;*
- ❖ *To reduce the need to travel and promote sustainable forms of transport.*

2.10 The West Sussex Transport Plan 2011-2026 identifies key transport issues in the District including: Road congestion during peak hours which cause disruption and air pollution, level crossings causing delays, low use of some bus services and inadequate pedestrian and cycling facilities.

Policy T SP1

"Improvements to existing links between public transport services and the PROW and cycle network, would act to reduce congestion and benefit both residents and visitors to the District. It is important that these routes are convenient, easily accessible, safe, comfortable and attractive to users"

Aldingbourne Parish Neighbourhood Development Plan.

2.11 The plan sets out the vision for the local area and is based on the thoughts and feelings of the local people. It sets out key objectives for the period of 2011-2034. There are a number of policies relating to the proposed development which are set out below:

2.12 **Policy GA1 Connection to sustainable transport, local networks and green infrastructure.** New developments should connect to walking and cycling routes, public and community transport and integrate with the current green infrastructure network to provide access to the social, community and retail facilities of the village. Existing community transport will be preserved and, where appropriate, be enhanced as demand increases.

- 2.13 **Policy GA3 Parking and new development.** Development proposals will be supported only if they include the maximum level of off street parking consistent with the current standards under the Local Plan. Developments that reduce the amount of off-street parking currently available will only be supported if they make enforceable provision for equivalent off-street parking nearby. Parking spaces provided in connection with such proposals will be required to be made available in perpetuity.

3 Site Location

- 3.1 The site is located at the southern end of the village of Woodgate in West Sussex. It is located on land on the east side of the A29 Lidsey Road as illustrated below:



- 3.2 The site is currently accessed from the existing access serving Willows Caravan Park. A right turn lane is provided on the A29 to serve the access. The existing access to the caravan park will be used for the proposed development.
- 3.3 The site lies in a residential area with properties to the north and a caravan park to the east. There is industrial use situated to the south of the site. The site is located south of the railway line that runs through Woodgate. A site location plan is included in **Appendix A**.

4 Local Highway Network

- 4.1 The site is located on the land to the east of the A29 Lidsey Road. The access road that runs along the northern boundary of the site provides access to the caravan park to the east. The access road has a width of about 5metres and a small grass verge on the north side.
- 4.2 Lidsey Road (A29) is about 7 metres wide and has footways on either side with a speed restriction of 30mph. There is street lighting on Lidsey Road.
- 4.3 The A29 runs from the A24 in Surrey, through Billingshurst and terminates at Bognor Regis. Having left the A24, entering West Sussex, the road passes minor villages and crosses Pulborough, Bury Hill and passes Fontwell Park Racecourse before terminating at Bognor Regis.
- 4.4 From the site, the A29 runs south to a large roundabout junction connecting to the A259. This provides links into Littlehampton to the east and Chichester to the west.

Crash Records

- 4.5 The crash records for the local roads surrounding the site were reviewed for the 3-year period of 2015-2017. Along the A29 Lidsey Road within the vicinity 200m of the site access no incidents were recorded.
- 4.6 There are no existing problems or incidents that appear to be linked with the use of the caravan park access road or its junction with Lidsey Road.

5 Existing Site

Existing Site Access

- 5.1 The application site is currently vacant pasture land with residential properties to the north and caravan park to the east. There is currently a field access from the caravan park access road into the site.
- 5.2 The existing access road off the A29 currently serves the caravan park to the east of the site. The proposed development will maintain existing access to the caravan park. The access also benefits from a right turn lane on the A29. A photograph of the existing access is shown in **Appendix B**.

Existing Traffic Generation

- 5.3 The site is currently undeveloped and therefore very limited traffic generation is associated with the existing site. To provide a robust assessment this limited traffic generation will not be taken into account within this report.

6 Modal Choices

Bus Services

- 6.1 The closest bus stops can be found on A29 Lidsey Road 180m away from the site representing a 2 minute walk. This stop provides two services (66A & 66C) which run from Bognor Regis to Yapton. These services operate 7 times daily Monday to Saturday and are run by Compass Travel. The bus service links from the site to Bognor Regis is relatively fast.

Rail Services

- 6.2 The closest railway station is Barnham which is located about 4.2km from the site. Although this is considered too far to walk at present, Barnham can be reached by car and cycle providing 142 car parking spaces including 2 accessible spaces and 62 cycle spaces. These are provided at the front of the station. The 66A & 66C bus services also give a direct connection to Barnham Station within a relatively short journey time.
- 6.3 West Sussex County Council has a proposal to provide a cycleway/footpath link from the Woodgate area to Barnham Station. The appeal decision in respect of a Hook Lane development (AL/39/13) also secured improvements to local Public Rights of Ways to provide safe convenient and sustainable links from Woodgate to Eastergate and Barnham. This is covered in more detail in paragraph 6.7.
- 6.4 Services from this station are run by Southern. There are frequent services giving access to many local places as well as London for commuting residents. These destinations include Bognor Regis, Southampton, Portsmouth, Brighton, Chichester, etc. Key destinations, service frequencies and journey times are set out below:

Table 2 – Rail Services from Barnham Station

Destination	Frequency (during peak hours)	Journey Time
Chichester	5-6 per hour	8 minutes
Bognor Regis	2-4 per hour (peak) 2-3 per hour (off-peak)	11 minutes
Portsmouth	2 per hour (peak)	35-45 minutes
Gatwick	4 per hour (peak)	50 minutes
Southampton	2-3 per hour (peak) 1-2 per hour (off-peak)	55 minutes
London Victoria	Every 30-40 min	1hr 11 minutes (peak) 1hr 32 minutes (off-peak)
Brighton	2-3 per hour (peak) 2 per hour (off-peak)	46 minutes

Walking and Cycling

- 6.5 The topography in Woodgate is fairly level which is conducive to walking and cycling. Most roads within the village have footways and roads are generally flat and of a reasonable width to allow cycling to take place. Barnham Station is around 4.2km from the site and is, therefore, within cycle distance.
- 6.6 It is noted that under the planning permission (AL/39/13) for the residential development off Hook Lane just north of the site, the applicant must upgrade existing Rights of Way to deliver a footpath link to Eastergate which then provides good access to Barnham including the Railway Station and St Philip Howard Catholic High School. These improvements are to Footpaths 296 & 300 providing a surfaced link from Woodgate to Church Lane Eastergate. The improvements are secured by way of a Section 106 agreement dated 11/12/14.
- 6.7 The level crossing is located north of the proposed site location. There are about 3 trains that go through this crossing per hour in each direction causing an average 34 second delay each when the barriers go down. The possible delay per hour is calculated as follows: 6 trains x 34 seconds = 204 seconds (or just over 3 minutes) delay per hour, although as this is an average, this will sometimes be longer. This delay is unlikely to influence mode of transport used and it is likely that existing residents chose to make journeys in the extensive gaps between trains.

Accessibility

- 6.8 The publication 'Guidelines for Providing Journeys on Foot, 2000' from the Institution of Highway and Transportation (IHT) contains a table of suggested walking distances. This table takes into account the different preferred walking distances for different purposes. **Table 3** recreates this table:

Table 3 -- Extract from IHT 'Guidelines for Providing Journeys on Foot'

<i>Distance in metres</i>	<i>Town Centres</i>	<i>Commuting</i>	<i>School/Elsewhere</i>
<i>Acceptable</i>	<i>200</i>	<i>500</i>	<i>400</i>
<i>Desirable</i>	<i>400</i>	<i>1000</i>	<i>800</i>
<i>Maximum</i>	<i>800</i>	<i>2000</i>	<i>1200</i>

- 6.9 Key destinations in the local area of the site are listed below in **Table 4**:

Table 4 --Accessibility of development site to local amenities

Destinations	Distance from site centre (m)	Walk time (approx. delay)
Local bus stops	180	3 minutes
Prince of Wales Public House	360	5 minutes
Aldingbourne Post Office and village stores	500	6.5 minutes
Aldingbourne Primary School	700	9 minutes
Aldingbourne Tennis Club	1340	17 minutes

- 6.10 The table above shows that the site is located within desirable walking distances of local shops and the primary school. There are various additional amenities and schools in Westergate, Eastergate, Barnham and Bognor Regis which can be accessed via the 66A & 66C bus services.
- 6.11 The site can be accessed by bus services that link to amenities in both Barnham and Bognor Regis. The number 66A/66C bus services run 7 times daily due to a low demand based on the number of people in the village that use these services. However, the proposed Hook Lane development and Local Plan site allocations will provide extra demand for more frequent services.
- 6.12 There are also essential amenities within walking distance of the site including a school.

- 6.13 The approved Hook Lane site (AL/39/13) located north of this proposed development is considered a sustainable location. The proposed development site examined in this report is only a further 3 minute walk from the local amenities that contribute to the Hook Lane development being considered a sustainable location. It is reasonable, therefore, that the proposed development of this report is sustainable as Hook Lane is sustainable.

7 Proposed Development

7.1 The proposed development is for 30 residential units and associated parking. This will comprise of a mix of private and affordable housing. The proposed development mix is as follow:

- 4 No. x 1 bed apartment
- 8 No. x 2 bed apartment
- 4 No. x 3 bed apartment
- 14 No. x 3 & 4 bed houses
- **Total 30 units ((21 private & 9 affordable)**

7.2 The site is proposed to include communal gardens, and outdoor area. There will be shared allotment spaces that can be accessed via the communal gardens. A site layout plan is included in **Appendix C**.

Proposed Access

7.3 It is proposed to gain access to the site from the existing access road from the A29 that currently serves the caravan park. It is intended to widen the access to 6m and include a footway along the north edge of the access to tie into the existing footway along Lidsey Road. The existing alignment of the caravan park access road will be changed in order to slow traffic. Some over-run areas may be required at the junction for caravan deliveries. The proposal is to make the access into the proposed development have the priority with the caravan park access road acting at the minor arm with give way markings.

7.4 An access plan has been prepared and is included in **Appendix D**. This shows the proposed new footways and general layout design in the area between the site entrance and the A29.

7.5 The proposed access arrangements have been subject to a Stage 1 Road Safety Audit (RSA1). This raised 1 point which has been addressed in the Designer's Response to the RSA1. Both the RSA1 and the Designer's Response are included in **Appendix E**.

Proposed Site Layout

7.6 As part of the access improvements, the proposed access into the site from the existing caravan park access road has been moved further away from the A29 to provide adequate space for cars to easily enter the site. As shown in the layout plan in **Appendix C**, the site will have two perimeter access roads provided for vehicular access and an interior grassed over track to be used for emergency access only. There will be appropriate turning heads provided for service vehicles to comply with guidance found in Manual for Streets (MfS).

Emergency Access and Service Vehicles

- 7.7 The proposed layout of the site will include turning heads at the end of the two access roads and a central loop with 'grasscrete' type surfacing for emergency access only to enable emergency vehicles to enter and turn on site. This will enable all dwellings to be accessed within 45m of the highway and meet the requirements set out for emergency vehicles in paragraph 6.7.2 of Manual for Streets.
- 7.8 The service arrangements for the proposed dwellings will be for refuse vehicles to enter the site and use the turning heads to exit in a forward gear. Bin stores will be located close to the access road within the site, in line with the requirements set out in paragraph 6.8.9 of Manual for Streets 1 that vehicles should be able to get within 25m of the storage point. No residents should be required to carry waste for more than 30m as set out in MfS1.

Traffic Generation of the Proposed Development

- 7.9 The proposed development consists of 30 dwellings which have been assessed using the TRICS database. The units are a mix of private and affordable houses so a robust approach has been taken and the database has been interrogated to establish the likely traffic generation using the land use categories of 'Houses Privately Owned' only. This will ensure a robust assessment.
- 7.10 The TRICS search has been restricted to sites that reflect the location of the proposed site.

Table 5 – Likely Trip Rates for the Proposed Development

Development Parcel	Two-way trip rate			Dwelling units	Two-way trips		
	AM Peak	PM Peak	Daily		AM Peak	PM Peak	Daily
Houses Privately Owned	0.318	0.533	4.240	30	10	16	127

The TRICS data for the proposed traffic generation would be provided in **Appendix F**.

- 7.11 According to the analysis undertaken using the TRICS database, the likely traffic generation of the proposed development is as follows:
- ✧ Around 10 trips in the morning peak hour
 - ✧ Around 16 trips in the afternoon peak hour

8 Proposed Parking

Car Parking

- 8.1 The on-site car parking provision will be based upon the West Sussex County Council Parking Demand Calculator. This calculates the parking need based on the number of units, bedrooms per unit and unit type. It then determines the number of unallocated spaces needed for residents and visitors and the total parking demand. The parking demand calculator suggests the following requirement as shown in **Table 6** below.

Table 6 - West Sussex County Council Parking Guidance

Dwelling type	Spaces allocated per dwelling	Allocated resident spaces	Unallocated resident's spaces	Unallocated visitor spaces
4 No. x 1 bed apartments	1	4	1	1
8 No. x 2 bed apartments	1	8	1	2
4 No. x 3 bed apartments	1	4	1	1
14 No. x 3 & 4 bed houses	2	28	3	3
Total Spaces				56

- 8.2 As seen from above each apartment is provided with 1 space each and houses are provided with 2 spaces. Visitor parking has also been taken into consideration and there is a need for unallocated on street parking space for visitors. The total equates to a requirement for 56 spaces. The layout plan shows adequate parking that complies with the WSCC requirements.

Cycle Parking

- 8.3 The West Sussex County Council 'Guidance for Parking in New Residential Developments' sets out the following standards for cycle parking provisions for new houses, see **Table 7** below.

Table 7 - WSCC Cycle Parking Standard

Type of Dwelling	Size (No. of Bedrooms)	Cycle Provision per unit
House	1 and 2 bedrooms	1 space
House	3 bedrooms or more	2 spaces

- 8.4 Covered and secure cycle parking to meet the West Sussex County Council standards will be provided for each unit.

9 Travel Plan Framework

- 9.1 The proposed Travel Plan Framework has been prepared and is included below.

Travel Plan Context

- 9.2 The principles and practices of Travel Plans are widely accepted, and their need and function are incorporated into all levels of the planning process. Nationally, the National Planning Policy Framework (NPPF) supports the concept of Travel Plans in support of major applications to manage the current and future transport demands of new development in the most sustainable way.

The Site

- 9.3 The site location will be described together with the existing and proposed use of the site.
- 9.4 The Planning Context will also be clearly laid out including the NPPF, the West Sussex County Council Local Transport Plan and the Arun Local Plan together with other specific local transport strategies produced by Arun DC and West Sussex CC.

Travel Plan Objectives

- 9.5 The high-level vision and objectives of the Travel Plan will be described and laid out in this section.
- 9.6 Typical Travel Plan specific measures will include:
- ◆ Promotion and awareness raising packages;
 - ◆ Measures to support complementary travel plans on and off site – area based plans and forums;
 - ◆ Facilities that reduce the need to travel;
 - ◆ Public transport improvements;
 - ◆ Car Clubs and car share;
 - ◆ Cycling and walking measures;
 - ◆ Financial incentives – cycle purchase schemes, season ticket loans, site based internet/intranet, etc.

Site Assessments

- 9.7 Public Transport - The Travel Plan will describe the local bus and rail network, level of service and accessibility from the site to these services.

- 9.8 Walking & Cycling – The accessibility of the site to walking and cycling will also be clearly laid out to illustrate the sustainable nature of the site.
- 9.9 An assessment of the site in relation to mobility impaired users of the transport network will be assessed.
- 9.10 The local road network will be described and detailed within this section together with the on-site parking provision.

Trip Generations and Transport Impacts

- 9.11 The likely person trip generations as a result of the development have been based on trip rates derived from the TRICS database using similarly located sites to the proposed housing development, as described within section 7.6 of this report.
- 9.12 The impact of the proposed development on the public transport and road networks will be clearly laid out.
- 9.13 Travel Survey - Following occupation a detailed survey: should be undertaken as an initial base line survey.

Travel Plan Targets

- 9.14 The purpose of this Travel Plan is to manage the new transport impacts that could arise as a result of the proposed development.
- 9.15 The principal targets will be laid out within the report emphasising and maximising the use of sustainable modes, particularly public transport, walk and cycle, through measures and actions set out later in this plan.
- 9.16 Targets will be determined based on current modal split from the Transport Statement (TRICS/Census etc) together with the baseline survey details. Targets will be based on the SMART methodology so that they are measurable goals in order to assess modal shift as follows:
 - ❖ **Specific:** saying precisely what is to be achieved
 - ❖ **Measurable:** over the duration of the target. It must allow for regular evaluation of the effectiveness of the target. Thus, the target must use data which is easily collected and updated over the duration of the target.
 - ❖ **Appropriate:** and linked to overall objectives and aims
 - ❖ **Realistic:** in terms of their potential for being achieved over the duration of the target

- ♦ **Timed:** The target must define a date or series of dates by which it is expected to be achieved”.

9.17 In line with the recommendations of the May 2009 national guidance on Travel Plans (DCLG), an output based approach will be adopted, where progress towards the overall target of zero car use will have greater significance than individual sustainable modal shares (e.g. bus, rail etc).

Travel Plan Management

9.18 One of the key elements of a successful Travel Plan is the appointment of Travel Plan Co-ordinator role. This will be an integral part of implementing the Travel Plan.

9.19 Key responsibilities of the Travel Plan Co-ordinator will include:

- ♦ Being the main point of contact for residents for Travel Plan related matters, and for liaison with the local authority;
- ♦ Maintaining support for a sustainable transport approach from the whole client community;
- ♦ Securing appropriate resourcing for agreed surveys and monitoring, implementation measures, and marketing and promotion.

Travel Plan Measures

9.20 The Plan includes a number of specific measures and mechanisms, all to be delivered in accordance with the following Action Plan timetable

9.21 Mechanisms and measures potentially suited to this site and the objectives of the Travel Plan include:

Walking

There is great potential for promoting walking as a means of accessing local facilities. To encourage this, measures could include:

- ♦ Displaying information and advice concerning safe pedestrian routes to and from the site at a location accessible to residents and visitors;
- ♦ Displaying information on a new bespoke website;
- ♦ Distributing information to all new residents as part of the standard site travel packs.

Cycling

The following measures to promote cycling as a means of accessing local facilities could also be promoted by measures including:

- ✦ Displaying information and advice concerning safe cycle routes in a location accessible to residents and visitors;
- ✦ Displaying information on a new bespoke website;
- ✦ Distributing information to all new residents as part of the standard site travel packs.

Public Transport

Promotion of the use of public transport for accessing facilities further from the site could be encouraged through measures such as:

- ✦ Displaying up-to-date details of bus services, including bus stop locations, route information and service frequencies, in a location accessible to residents and visitors;
- ✦ Displaying route disruption notices and alternative routes, when essential maintenance is in place;
- ✦ Providing details of ticketing options to residents;
- ✦ Provision of up to date bus timetables and rail maps;
- ✦ Displaying information on a new bespoke website;
- ✦ Distributing information to all new residents as part of the standard site travel packs.

Car Sharing

Promotion of increased car sharing and a reduction in the proportion of single-occupancy car use will be promoted through an internet based car share scheme either site-bespoke or linking with wider area car sharing initiatives.

- 9.22 The Travel Packs will include a welcome pack showing local footways, cycle routes and bus stops and bus services, together with information on the site Travel Plan contact details for the Travel Plan Co-ordinator, and links to the bespoke website.

Action Plan

- 9.23 The applicant and the nominated Travel Plan Co-ordinator will be responsible for delivering the Travel Plan in accordance with the following:

- ✦ Prior to Implementation of the Approved Development
 - Applicant to submit Draft Travel Plan to Arun DC and West Sussex CC for written agreement and approval.
- ✦ Prior to Occupation of the Development
 - On-site cycle parking spaces to be provided in accordance with the approved plan;
 - Disabled parking spaces to be provided on-site in accordance with the approved plan;
 - Identification of Travel Plan Co-ordinator from amongst the development Management Company.

- ❖ On Occupation of the Development
 - Prepared travel information ('Travel Packs') to be distributed to all occupiers of the dwellings on their first occupation, the pack detailing sustainable transport modes for access to the site, and links to Arun DC/West Sussex CC and other websites;
 - Establishment of Travel Planning Group comprising Co-ordinator, and representatives of the development Management Company and occupiers of the residential units;
- ❖ During 1st Year following occupation of development
 - Initial travel surveys to be 1 year from first occupation, with report prepared by Travel Plan Co-ordinator for agreement by Travel Planning Group and submission to Arun DC/West Sussex CC within 3 months.
- ❖ Continuous
 - Travel Plan Co-ordinator to advertise and promote the sustainable transport credentials of the site through internal notice boards, newsletters, and meetings of the Travel Planning Group;
 - Travel Plan Co-ordinator to update sustainable transport information in the Travel Packs as necessary.
- ❖ Annually to 3rd anniversary of occupation
 - Travel Plan Co-ordinator to carry out update travel surveys;
 - Travel Plan Co-ordinator to prepare and submit to the Council an 'Update on Progress Report' for agreement by Travel Planning Group and submission to Arun DC/West Sussex CC within 3 months.

Monitoring and Review

- 9.24 A programme of monitoring and review will be agreed with the local authorities. Monitoring, review and update of the Travel Plan will be carried out to a timetable agreed with the local authorities. All monitoring surveys will be TRICS SAM compliant.
- 9.25 The Travel Plan Co-ordinator will be responsible for the preparation and dissemination of the Monitoring Report.

10 Conclusions

- 10.1 The site is located to the east of A29 Lidsey Road, Woodgate and lies within the Arun District of West Sussex.
- 10.2 The proposed development consists of 30 new residential units including access and associated parking. This comprises of a mix of private and affordable houses and apartments.
- 10.3 The proposed access will be gained via the existing access road to the caravan park located to the east of the proposed site. This is located off the A29. The existing access onto the A29 will be widened to a width of 6m. The caravan park access road will be realigned so that the main access goes straight into the site with the caravan park becoming the minor arm.
- 10.4 Based on the TRICS analysis, the proposed development is likely to generate around 10 additional trips in the AM peak hour (0800 - 0900) and an additional 16 in the PM peak hour (1700 – 1800).
- 10.5 The site is located within walking distance of local shops, schools and other facilities. There is an improvement proposed to upgrade existing public footpaths to link Woodgate to Eastergate and Barnham. This will provide a direct sustainable link to the railway station and St Philip Howard Catholic High School. The level crossing to the north of the site is calculated to cause a 204 second (or just over 3 minutes) delay per hour.
- 10.6 The proposed development will provide adequate car parking spaces and cycle parking spaces for the proposed development in line with West Sussex County Council Parking Demand Calculator and 'Guidance for New Residential Developments'.
- 10.7 Overall, the proposed scale of development will generate only a small number of vehicle movements which does not create any significant impact on the highway network that prevents development of this site.

Appendix A

Site Location Plan

Appendix B

Photographs of existing site access



Appendix C

Proposed Site Layout

DRAFT



Disclaimer:

This drawing is the copyright of Zsolt Szilagyi, Thomas Architects Ltd, 2017. It is a draft and may not be reproduced or used without written permission.

Figures dimensions to be used as a guide only. Check all site dimensions prior to fabrication. Refer any

ARUN DISTRICT COUNCIL: AL/17/28/OUT

Revisions:

- | | | |
|---|------------|------------------------------------|
| P | 12/09/2017 | Issued to client for comment |
| P | 13/09/2017 | Issued for integration and comment |
| A | 13/09/2017 | Issued to planning |

DRAFT OPTION 4

Checked:

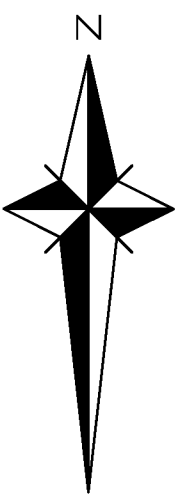
Dwg No. 1428-P-100 Rev A

Drawing Title	Proposed Site Plan
Address	Land at Windgate, West Sussex
Client	Mr Johnson
Scale	1:500
Stage	PLANNING
Drawn by	JS
Checked by	no

Zsolt
Zsolt Szilagyi Thomas Architects Ltd
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or studio@zstarchitects.co.uk 01323 954021
www.zstarchitects.co.uk

Appendix D

Proposed Access Plan



1. The location, size, depth and identification of existing services that may be shown or referred to on this drawing have been assessed from non intrusive observations, record drawings or the like. The contractor shall safely carry out intrusive investigations, trial holes or soundings prior to commencing work to satisfy himself that it is safe to proceed and that the assessments are accurate. any discrepancies shall be notified to gta prior to works commencing.

2. Tender or billing drawings shall not be used for construction or the ordering of materials.

3. Do not scale. All dimensions and levels to be site confirmed.

4. This drawing shall be read in conjunction with all relevant architects, consultants drawings and specifications, together with H&S plan requirements

5. Copyright : This drawing must not be copied, amended nor reproduced without the prior written agreement of gta.

6. All drawings specifications and recommendations made by gta are subject to Local Authority and other relevant Statutory Authorities approval. Any works or services made abortive due to the client proceeding prior to these approvals is considered wholly at the Clients risk. gta hold no responsibility for resulting abortive works or costs.

gtaCivils
Consulting Engineers

Appendix E

RSA1 and Designer's Response

Land off A29 Woodgate
Woodgate
Chichester
PO20 3SU

Proposed Access Arrangements

STAGE 1 ROAD SAFETY AUDIT

Report No. EC/2017/08/GTA1

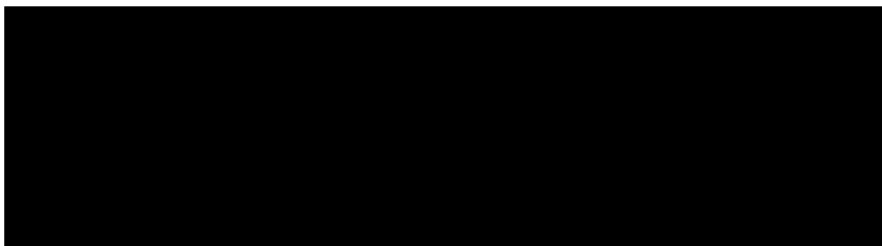
August 2017



Prepared by:

EC ROAD SAFETY LIMITED

1 Draven Close
Hayes, Bromley, Kent
BR2 7PN
United Kingdom



AUTHORISATION SHEET

Sponsor / Client: Shellbee Hadley-Smith / GTA Civils Ltd

Project: Proposed Access Arrangements

Address: Land off A29 Woodgate, Woodgate, Chichester.

PREPARED BY

Name: Paul Nevard

Position: Principal Engineer

Date: 24 August 2017

AGREED BY

Name: Vinny Rey

Position: Principal Engineer

Date: 24 August 2017

AUTHORISED FOR ISSUE

Name: Paul Nevard

Position: Principal Engineer

Date: 24 August 2017

DISTRIBUTION

Issue No.	Issued To	Date Issued
1.	Shellbee Hadley-Smith – GTA Civils	24/08/2017
2.	Vinny Rey – Team Member	24/08/2017
3.	Office Copy	24/08/2017

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1. INTRODUCTION

1.1 General

- 1.1.1 EC Road Safety Limited has been commissioned by GTA Civils Ltd to undertake a Stage 1 Road Safety Audit on the access arrangements forming part of the proposed development of land situated off A29 Woodgate.
- 1.1.2 The proposed scheme consists of an amended access which currently serves the existing caravan site to allow for access into the proposed development site. The existing access will be amended to provide a direct access into the development site with a give way junction leading into the caravan site spurred off the amended access road. The existing footway on the eastern side of Lidsey Road will be extended into the access road, where an informal crossing point is proposed to allow pedestrians to cross the access road and continue on foot into the development site. This report subsequently describes a Stage 1 Road Safety Audit of the proposed scheme.
- 1.1.3 The scope of the audit relates to the proposed access arrangements into the development site and associated highway improvements.
- 1.1.4 Lidsey Road forms part of the A29 linking Westergate in the north and Lidsey in the south. The road is a single carriageway road subject to a 30mph speed limit. Street lighting is present along the route and the route serves both residential and commercial units. The route is also a bus route and there are two bus stops located just north of the proposed development site. A level crossing is also located further along Lidsey Road to the north of the proposed development site.
- 1.1.5 The Road Safety Audit Team (approved by the Project Sponsor) consisted of:

Paul Nevard
MSc, BA (Hons) CMILT, MCIHT, MSoRSA
RSA, Cert. Comp

Director – EC Road Safety Ltd
Road Safety Audit Team Leader

Vinny Rey
BA (Hons) MCIHT, MSoRSA
RSA, Cert. Comp

Principal Traffic Engineer
Road Safety Audit Team Member

- 1.1.6 Before the site investigation, both the Audit Team Leader and Audit Team Member met at the EC Road Safety office on Tuesday 22nd August 2017 to assess the plans and raise any initial concerns and issues. The site was subsequently examined by Paul Nevard and Vinny Rey together in daylight hours between 11:00 and 11:30 hours on Wednesday 23rd August 2017. The weather during the daytime site visit was dry and bright. Traffic flows were moderate and vehicle speeds were observed as being low. Some local northbound congestion was present as a result of the queues forming from the level crossing.
- 1.1.7 The Road Safety Audit also comprised of an examination of the plans supplied to the Road Safety Audit Team, referenced in Appendix A of this report. The location of problems raised can be found within the report, photographed for reference or referenced in Appendix B of this report. If no problems are identified, only a location plan will be provided for reference in Appendix B.
- 1.1.8 The terms of reference of the Road Safety Audit are as described in the Design Manual for Roads and Bridges (DMRB) Standard HD19/15. The Road Safety Audit Team has

examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the designs to any other criteria. This Road Safety Audit has not considered structural safety or checked for compliance to standards. This safety audit does not perform any “Technical Check” function on these proposals. It is assumed that the Project Sponsor is satisfied that such a “Technical Check” has been successfully completed prior to requesting this safety audit.

- 1.1.9 This Road Safety Audit has been undertaken based on the Road Safety Audit Team's previous experience and knowledge in undertaking Accident Investigation, Road Safety Engineering and Road Safety Audits. No member of the Road Safety Audit Team has had any previous input to the design of the scheme. The audit has been carried out with the sole purpose of identifying any features of the design that could be removed or modified in order to improve the safety of the scheme. The problems identified have been noted in this report together with suggestions for safety improvements, which we recommend should be studied for implementation.

1.2 Purpose of Scheme

The purpose of the scheme is to provide a new access into the proposed development site.

2. PROBLEMS IDENTIFIED IN PREVIOUS ROAD SAFETY AUDITS

No previous audits have been supplied to the Audit Team and the Audit Team believe that none have been produced.

3. PROBLEMS IDENTIFIED AT THIS STAGE 1 ROAD SAFETY AUDIT

3.1 General

No Problems identified in this category at this Stage.

3.2 Local Alignment

No Problems identified in this category at this Stage.

3.3

Junctions

No Problems identified in this category at this Stage.

3.4 Non-Motorised User Provision

3.4.1 PROBLEM

Location: Proposed informal crossing point on access road.

Summary: Restricted sightlines cause result in pedestrians being struck by vehicles.

Detail: The proposed informal crossing is located such that the visibility for pedestrians crossing from north to south on the access road is restricted and could result in them being unable to see southbound traffic turning into the access road. As a result, there is the risk they could be struck by vehicles turning into the development site.



RECOMMENDATION

Relocate the informal pedestrian crossing point to ensure visibility splays for pedestrians using the informal crossing point.

3.5 Road Signs, Carriageway Markings & Street Lighting

No Problems identified in this category at this Stage.

End of list of Problems identified and Recommendations offered in this Stage 1 Audit

4. AUDIT TEAM STATEMENT

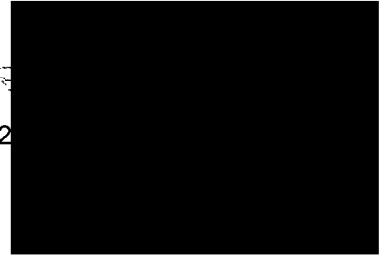
We certify that this audit has been carried out in accordance with HD 19/15.

AUDIT TEAM LEADER

Paul Nevard

Signed: 

Date: 24/08/20

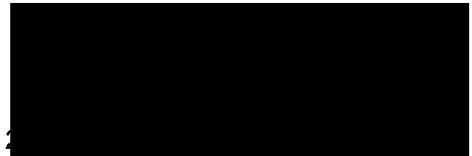


AUDIT TEAM MEMBER

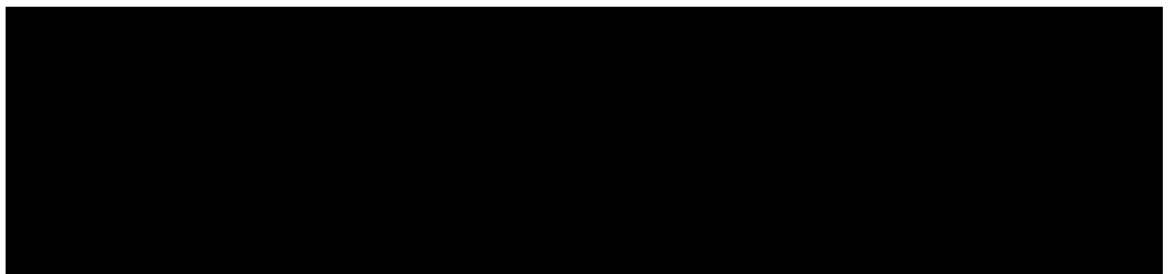
Vinny Rey

Signed: 

Date: 2



EC Road Safety Ltd
1 Draven Close
Hayes
Bromley
Kent
BR2 7PN
United Kingdom



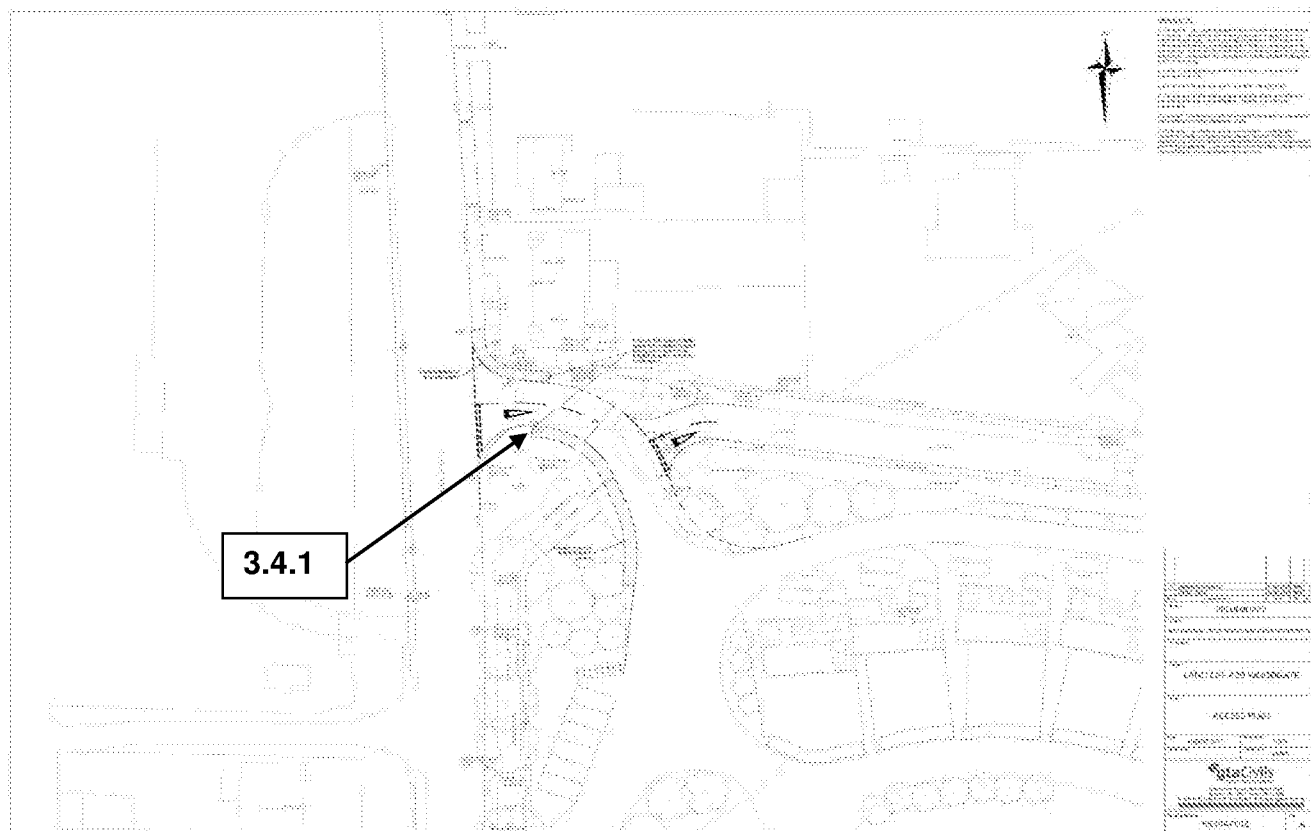
APPENDIX A

List of documents and plans considered during this Stage 1 Road Safety Audit:

- 6530A_102a_Access Plan_14.08.pdf
- 6530A_101a_Vehicle Tracking.pdf
- TRIP Generation Section - Land off A29 Woodgate 1st ISSUE updated 7th Aug.pdf
- Site Location Plan. pdf

APPENDIX B

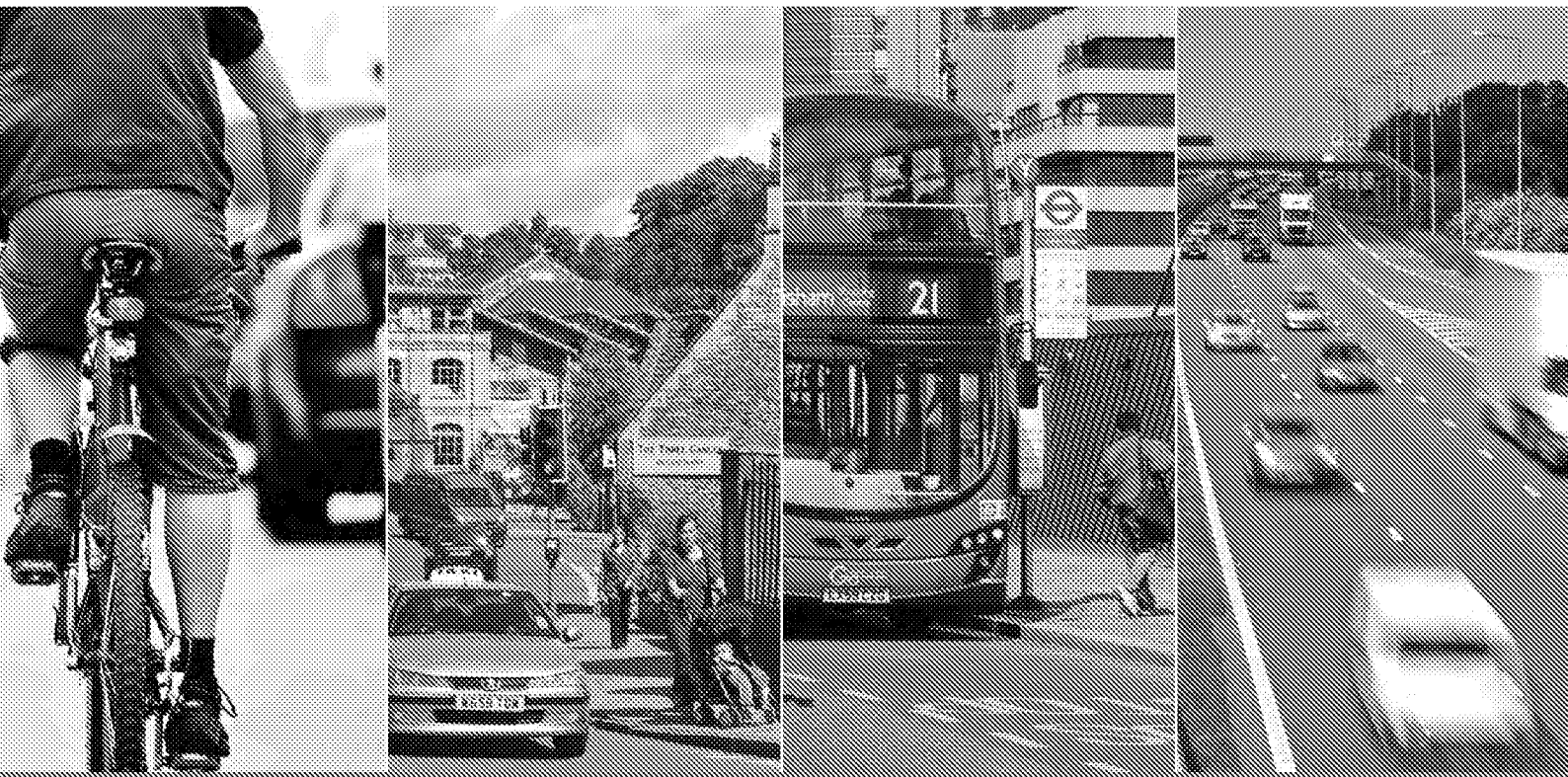
Problems identified from this Stage 1 Road Safety Audit:



Designers Response to RSA1

Proposed development at:

Land off A29, Woodgate



Client: Alex Bateman, Stiles Harold Williams Partnership LLP, One Jubilee Street,
Brighton, BN1 1GE

Ref: 6530/2.3
Date: August 2017

Index

Executive Summary

1	Introduction	2
2	Designer's Response to the RSA1	3
3	Conclusion	4

Issue	Issue date	Compiled	Checked
Preliminary Issue	August 2017	LNS	RIN

Report by: Lawrence Stringer CEng, MCIHT, MRTPI

Checked by: Roger New CEng, MICE, BSc, MSc

1 Introduction

- 1.1 EC Road Safety Limited has been commissioned by GTA Civils Ltd to undertake a Stage 1 Road Safety Audit on the access arrangements forming part of the proposed development of land situated off the A29, Woodgate.
- 1.2 The proposed scheme consists of an amended access which currently serves the existing caravan site to allow for access into the proposed development site. The existing access will be amended to provide a direct access into the development site with a give way junction leading into the caravan site spurred off the amended access road. The existing footway on the eastern side of Lidsey Road will be extended into the access road, where an informal crossing point is proposed to allow pedestrians to cross the access road and continue on foot into the development site. This report subsequently describes a Stage 1 Road Safety Audit of the proposed scheme.

2 Designer's Response to the RSA1

- 2.1 Only one point was raised through the RSA1 process. This is detailed in **Table 1** below, together with the recommendation and designer's response.

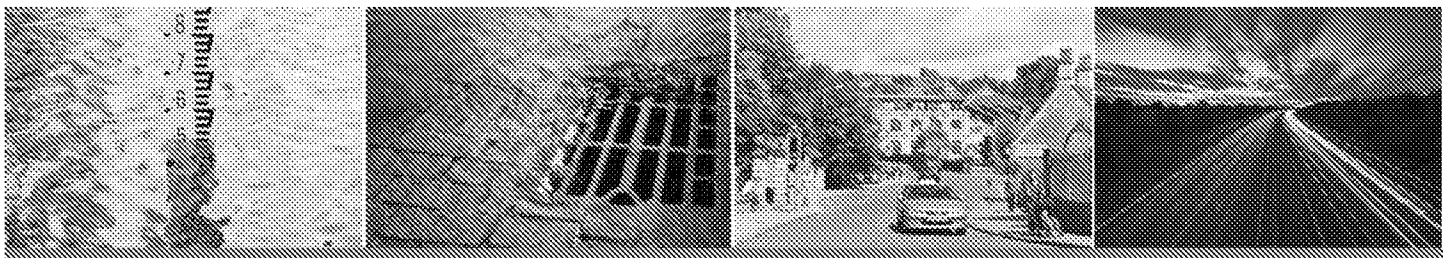
Table 1 -- RSA1 Problems, Recommendations & Designer's Response

Problem	Location	Description	Recommendation	Designer's Response	Comments
3.4.1	Proposed informal crossing point on access road	The proposed informal crossing is located such that the visibility for pedestrians crossing from north to south on the access road is restricted and could result in them being unable to see southbound traffic turning into the access road. As a result, there is the risk they could be struck by vehicles turning into the development site.	Relocate the informal pedestrian crossing point to ensure visibility splays for pedestrians using the informal crossing point.	Agreed. This will be picked up in the detailed design.	

3 Conclusion

- 3.1 There was only one problem raised through the RSA1 process which was of a minor nature and relatively straight forward to address. Therefore, the RSA1 has not raised any fundamental problems that cannot be resolved.

- End of Report -



Drainage - Flood Risk - Highways - Transport

GTA Civils, Gloucester House, 66a Church Walk, Burgess Hill, West Sussex, RH15 9AS



Appendix F

TRICS output data - Proposed

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

VEHICLESSelected regions and areas:**02 SOUTH EAST**

HC	HAMPSHIRE	1 days
HF	HERTFORDSHIRE	1 days
WS	WEST SUSSEX	1 days

03 SOUTH WEST

DC	DORSET	1 days
DV	DEVON	3 days

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

Filtering Stage 2 selection:

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

Parameter:	Number of dwellings
Actual Range:	36 to 195 (units:)
Range Selected by User:	13 to 4334 (units:)

Public Transport Provision:

Selection by:	Include all surveys
---------------	---------------------

Date Range: 01/01/08 to 12/11/15

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	3 days
Thursday	1 days
Friday	1 days
Sunday	1 days

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

Selected survey types:

Manual count	7 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)	7
------------------------------------	---

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	7
------------------	---

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

Filtering Stage 3 selection:

Use Class:

C3 7 days

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

Population within 1 mile:

5,001 to 10,000	1 days
10,001 to 15,000	2 days
20,001 to 25,000	1 days
25,001 to 50,000	3 days

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

Population within 5 miles:

5,001 to 25,000	2 days
25,001 to 50,000	1 days
125,001 to 250,000	3 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

1.1 to 1.5 7 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	1 days
No	6 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.

LIST OF SITES relevant to selection parameters

1	DC-03-A-01	DETACHED	DORSET
	ISAACS CLOSE		
	POOLE		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	51	
	Survey date: WEDNESDAY	16/07/08	Survey Type: MANUAL
2	DV-03-A-01	TERRACED HOUSES	DEVON
	BRONSHILL ROAD		
	TORQUAY		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	37	
	Survey date: WEDNESDAY	30/09/15	Survey Type: MANUAL
3	DV-03-A-02	HOUSES & BUNGALOWS	DEVON
	MILLHEAD ROAD		
	HONITON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	116	
	Survey date: FRIDAY	25/09/15	Survey Type: MANUAL
4	DV-03-A-03	TERRACED & SEMI DETACHED	DEVON
	LOWER BRAND LANE		
	HONITON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	70	
	Survey date: MONDAY	28/09/15	Survey Type: MANUAL
5	HC-03-A-17	HOUSES & FLATS	HAMPSHIRE
	CANADA WAY		
	LIPHOOK		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	36	
	Survey date: THURSDAY	12/11/15	Survey Type: MANUAL
6	HF-03-A-02	HOUSES	HERTFORDSHIRE
	BLACK FAN ROAD		
	PANSHANGER		
	WELWYN GARDEN CITY		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	195	
	Survey date: SUNDAY	20/07/08	Survey Type: MANUAL
7	WS-03-A-05	TERRACED & FLATS	WEST SUSSEX
	UPPER SHOREHAM ROAD		
	SHOREHAM BY SEA		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	48	
	Survey date: WEDNESDAY	18/04/12	Survey Type: MANUAL

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

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

VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	79	0.065	7	79	0.217	7	79	0.282
08:00 - 09:00	7	79	0.076	7	79	0.242	7	79	0.318
09:00 - 10:00	7	79	0.134	7	79	0.166	7	79	0.300
10:00 - 11:00	7	79	0.159	7	79	0.181	7	79	0.340
11:00 - 12:00	7	79	0.150	7	79	0.183	7	79	0.333
12:00 - 13:00	7	79	0.199	7	79	0.183	7	79	0.382
13:00 - 14:00	7	79	0.165	7	79	0.183	7	79	0.348
14:00 - 15:00	7	79	0.165	7	79	0.152	7	79	0.317
15:00 - 16:00	7	79	0.192	7	79	0.119	7	79	0.311
16:00 - 17:00	7	79	0.222	7	79	0.159	7	79	0.381
17:00 - 18:00	7	79	0.329	7	79	0.204	7	79	0.533
18:00 - 19:00	7	79	0.230	7	79	0.165	7	79	0.395
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.086			2.154			4.240

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.

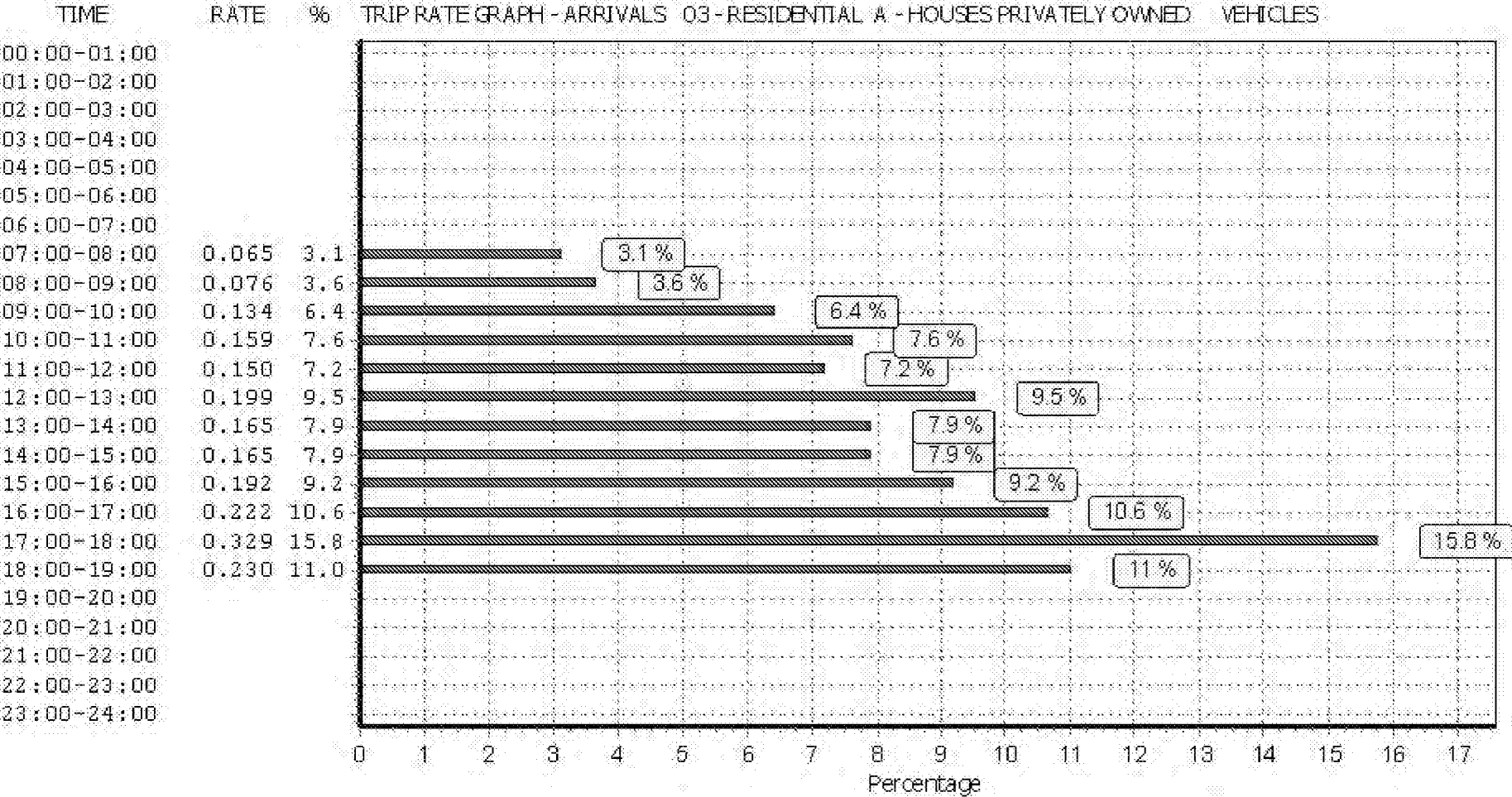
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

Parameter summary

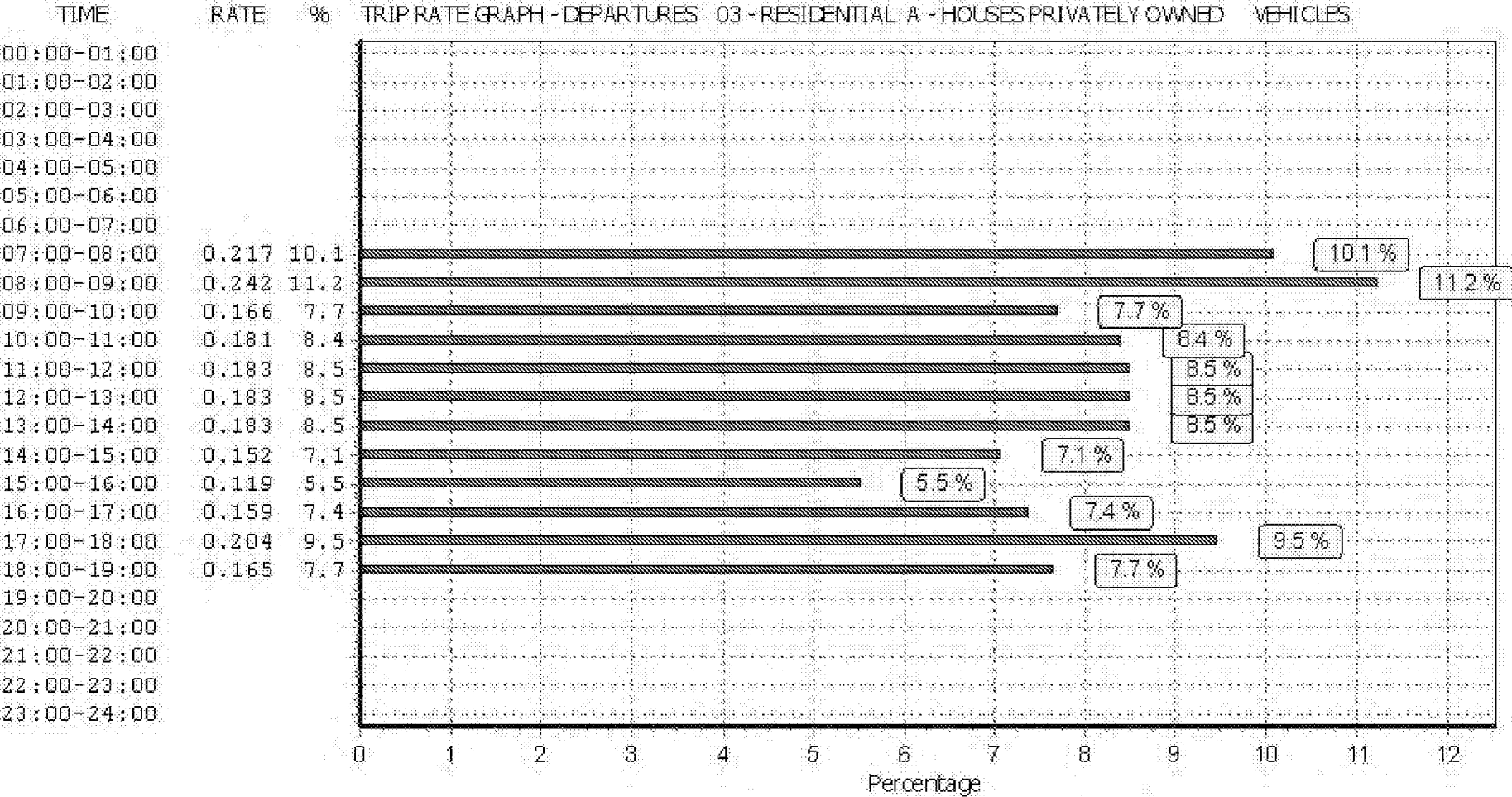
Trip rate parameter range selected: 36 - 195 (units:)
 Survey date range: 01/01/08 - 12/11/15
 Number of weekdays (Monday-Friday): 6
 Number of Saturdays: 0
 Number of Sundays: 1
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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

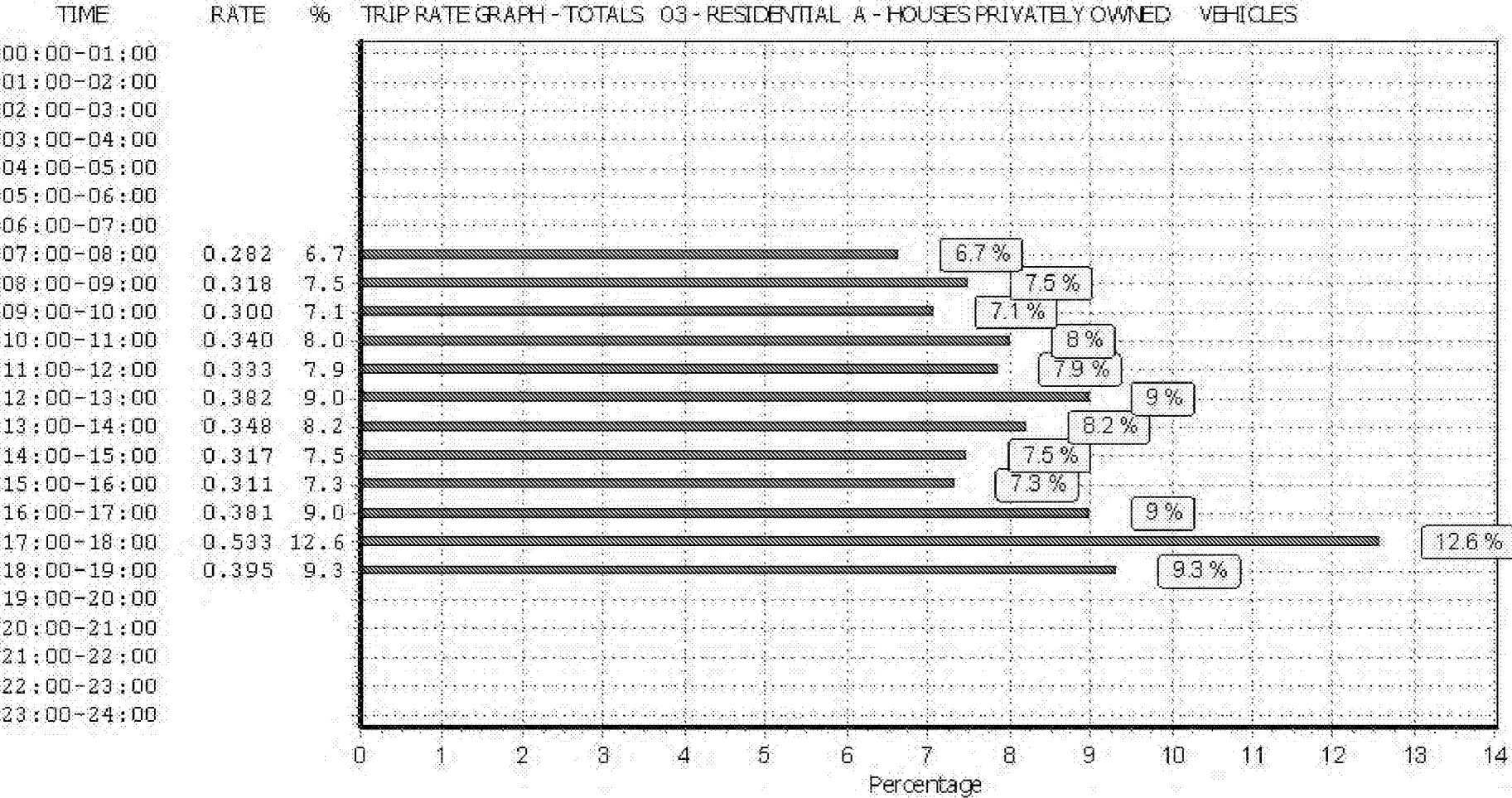
Licence No: 349901



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

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

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	7	79	0.000	7	79	0.000	7	79	0.000
08:00 - 09:00	7	79	0.004	7	79	0.004	7	79	0.008
09:00 - 10:00	7	79	0.005	7	79	0.007	7	79	0.012
10:00 - 11:00	7	79	0.002	7	79	0.002	7	79	0.004
11:00 - 12:00	7	79	0.000	7	79	0.000	7	79	0.000
12:00 - 13:00	7	79	0.000	7	79	0.000	7	79	0.000
13:00 - 14:00	7	79	0.000	7	79	0.000	7	79	0.000
14:00 - 15:00	7	79	0.000	7	79	0.000	7	79	0.000
15:00 - 16:00	7	79	0.000	7	79	0.000	7	79	0.000
16:00 - 17:00	7	79	0.002	7	79	0.002	7	79	0.004
17:00 - 18:00	7	79	0.000	7	79	0.000	7	79	0.000
18:00 - 19:00	7	79	0.004	7	79	0.004	7	79	0.008
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.017			0.019			0.036

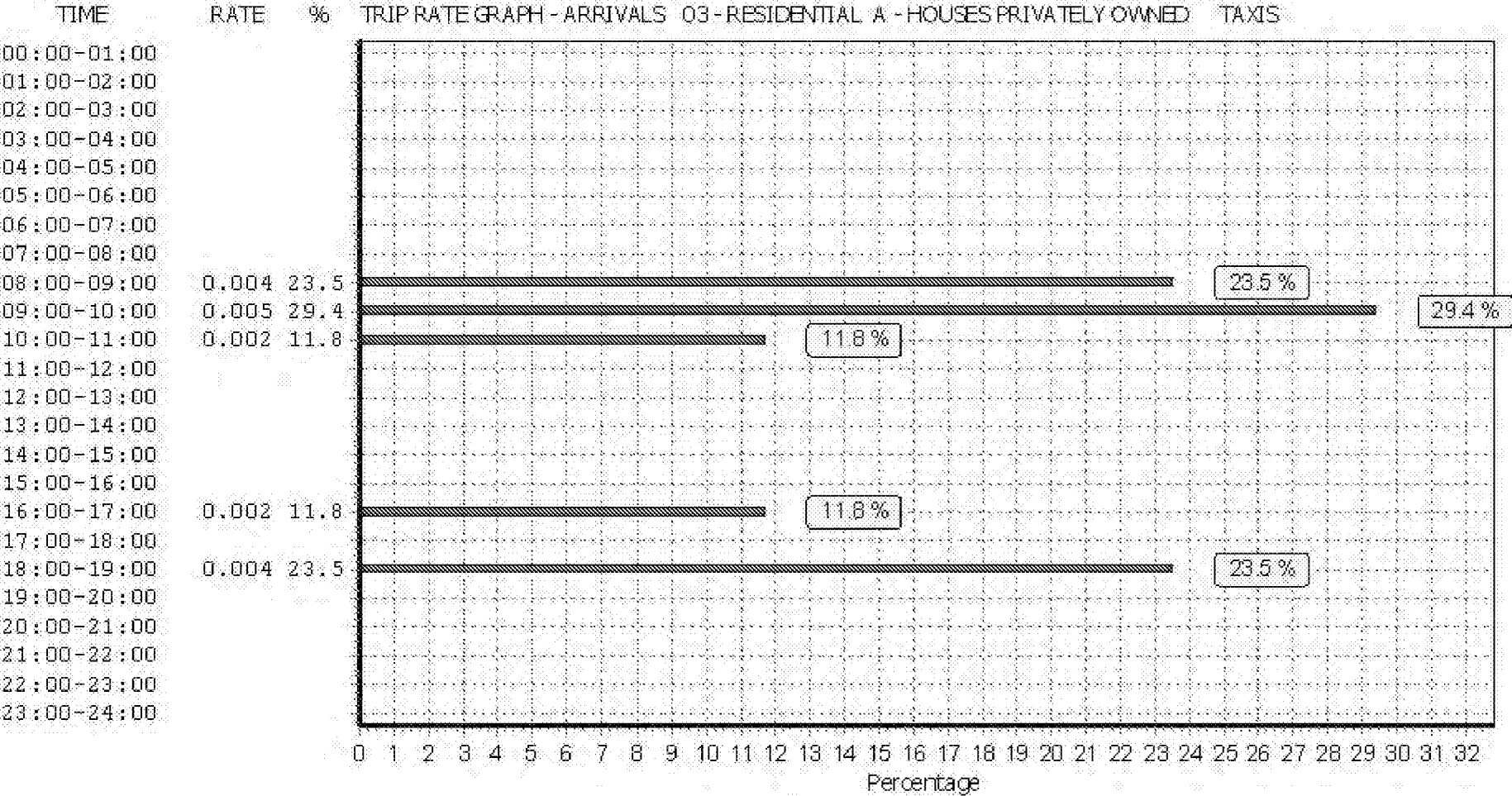
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

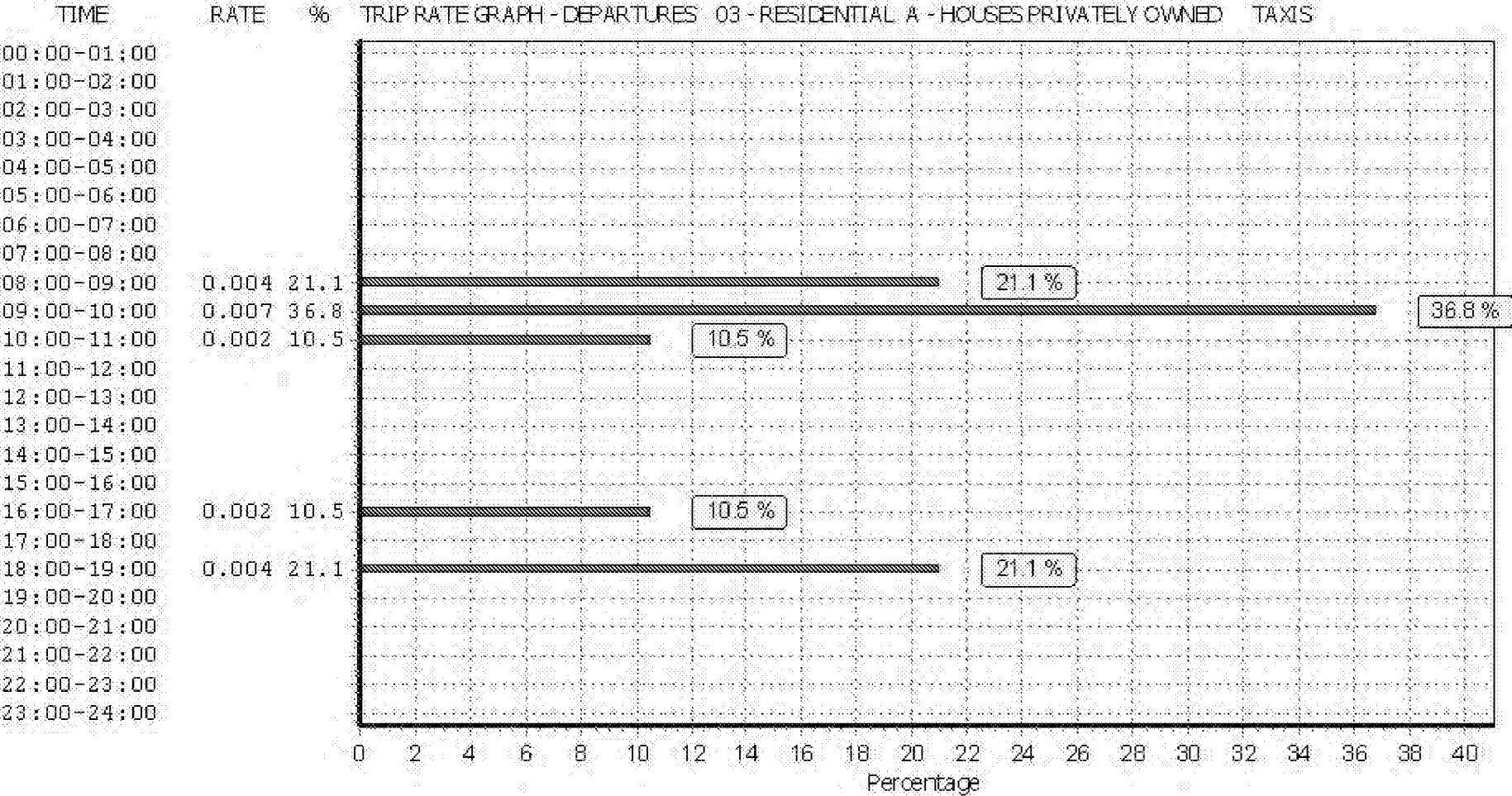
Parameter summary

Trip rate parameter range selected: 36 - 195 (units:)
 Survey date range: 01/01/08 - 12/11/15
 Number of weekdays (Monday-Friday): 6
 Number of Saturdays: 0
 Number of Sundays: 1
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

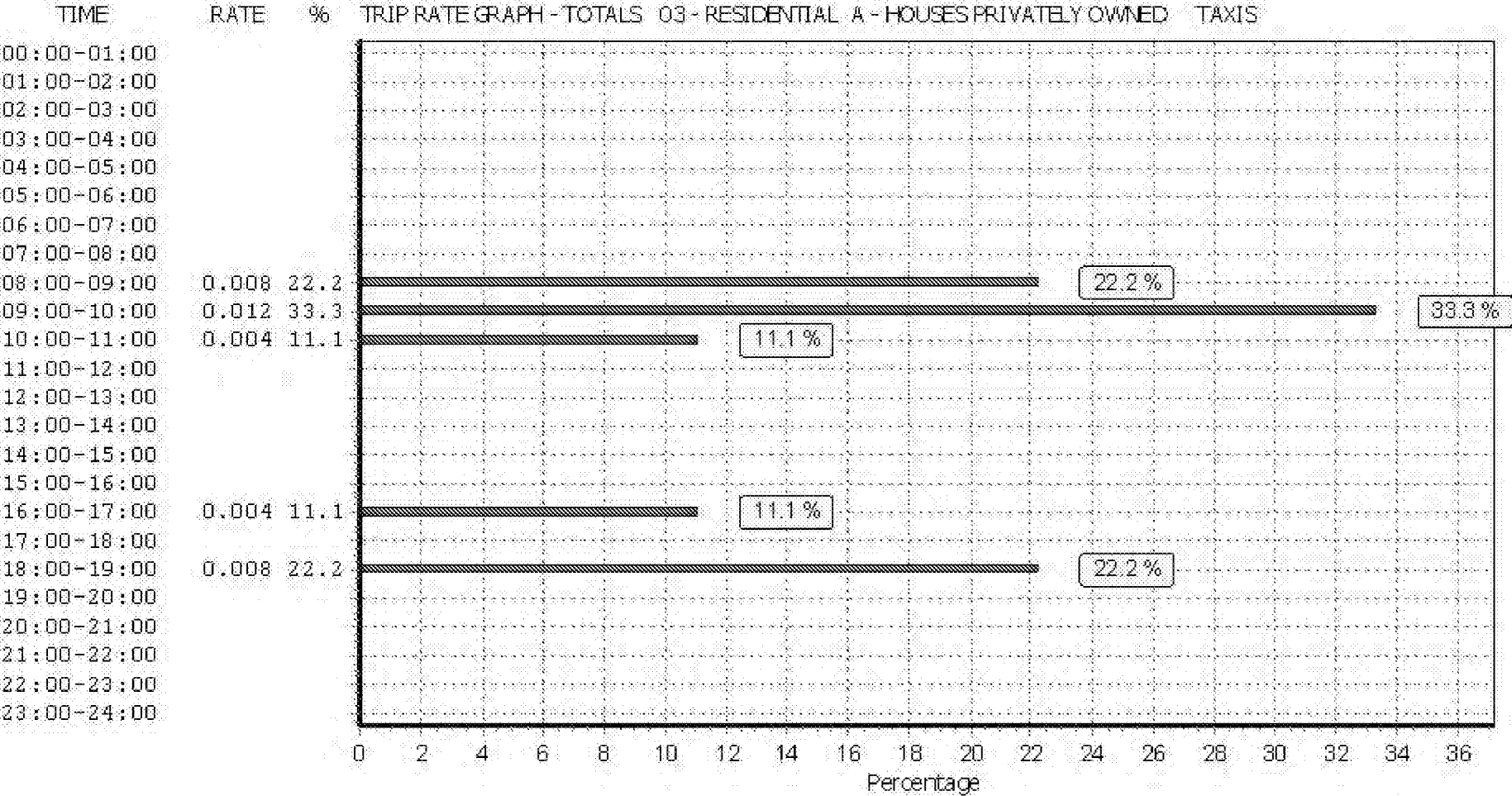
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



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

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	7	79	0.000	7	79	0.000	7	79	0.000
08:00 - 09:00	7	79	0.004	7	79	0.002	7	79	0.006
09:00 - 10:00	7	79	0.002	7	79	0.004	7	79	0.006
10:00 - 11:00	7	79	0.000	7	79	0.000	7	79	0.000
11:00 - 12:00	7	79	0.004	7	79	0.002	7	79	0.006
12:00 - 13:00	7	79	0.000	7	79	0.002	7	79	0.002
13:00 - 14:00	7	79	0.000	7	79	0.000	7	79	0.000
14:00 - 15:00	7	79	0.000	7	79	0.000	7	79	0.000
15:00 - 16:00	7	79	0.002	7	79	0.002	7	79	0.004
16:00 - 17:00	7	79	0.000	7	79	0.000	7	79	0.000
17:00 - 18:00	7	79	0.000	7	79	0.000	7	79	0.000
18:00 - 19:00	7	79	0.000	7	79	0.000	7	79	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.012			0.012			0.024

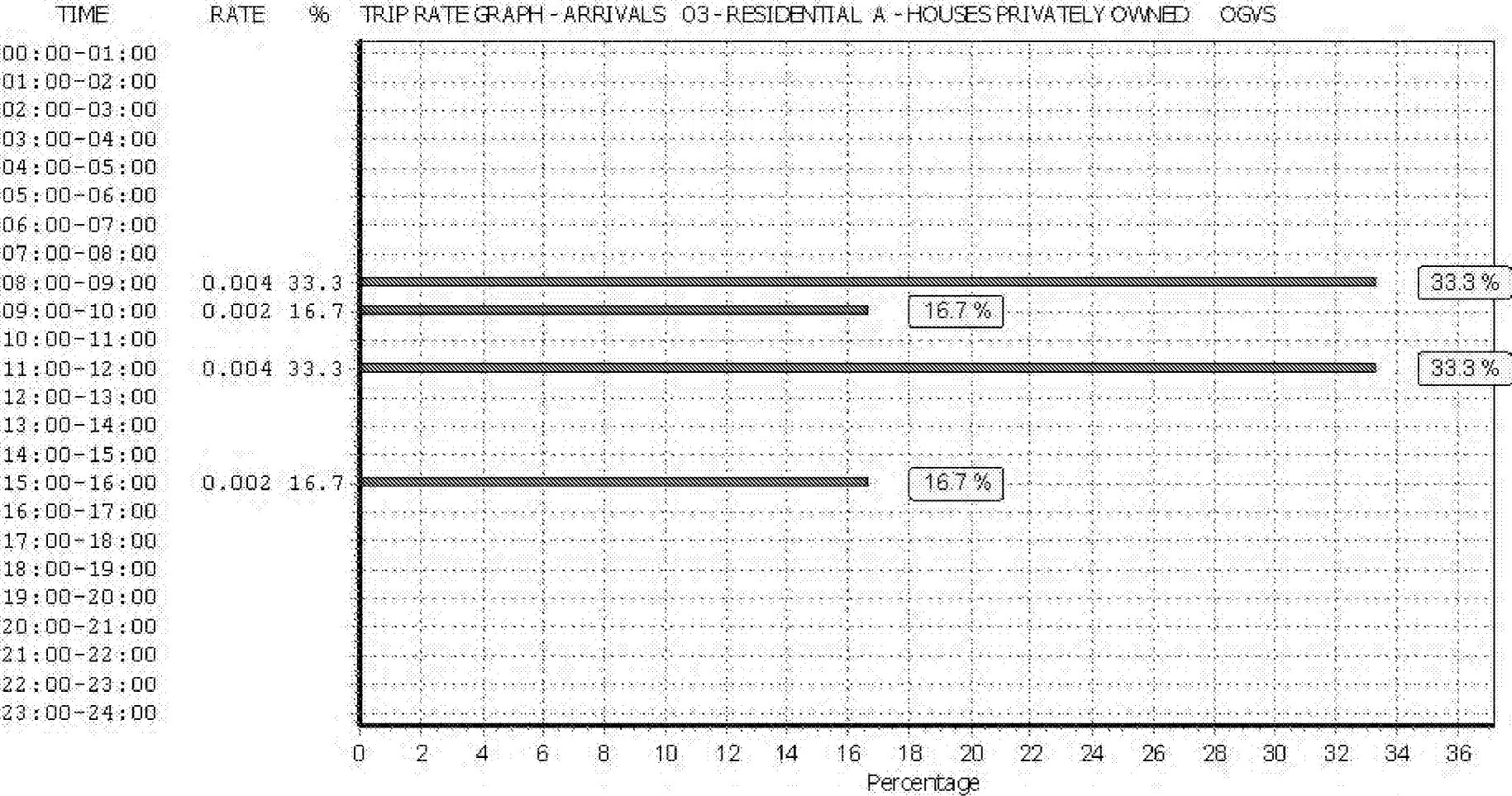
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

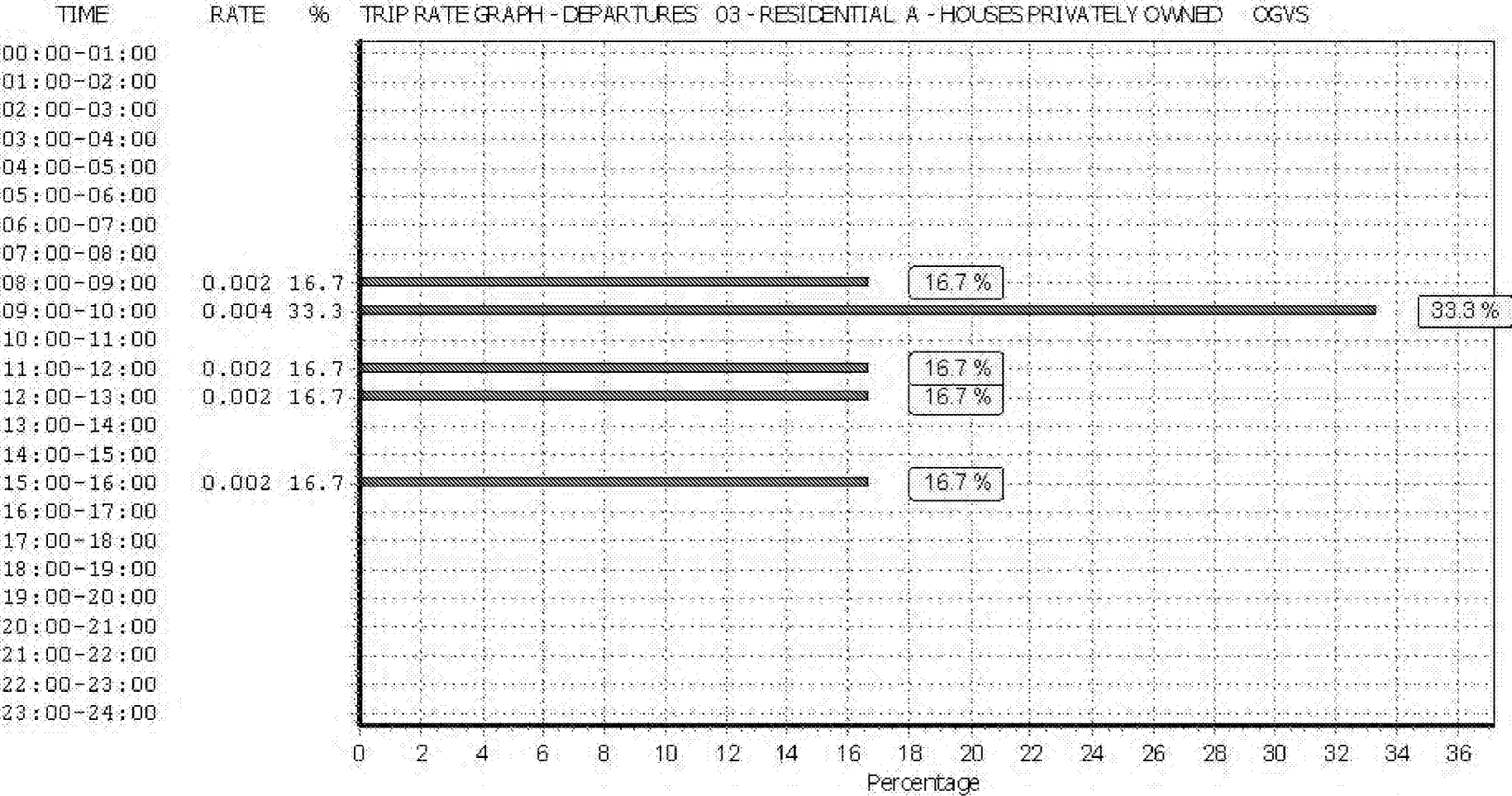
Parameter summary

Trip rate parameter range selected: 36 - 195 (units:)
 Survey date date range: 01/01/08 - 12/11/15
 Number of weekdays (Monday-Friday): 6
 Number of Saturdays: 0
 Number of Sundays: 1
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

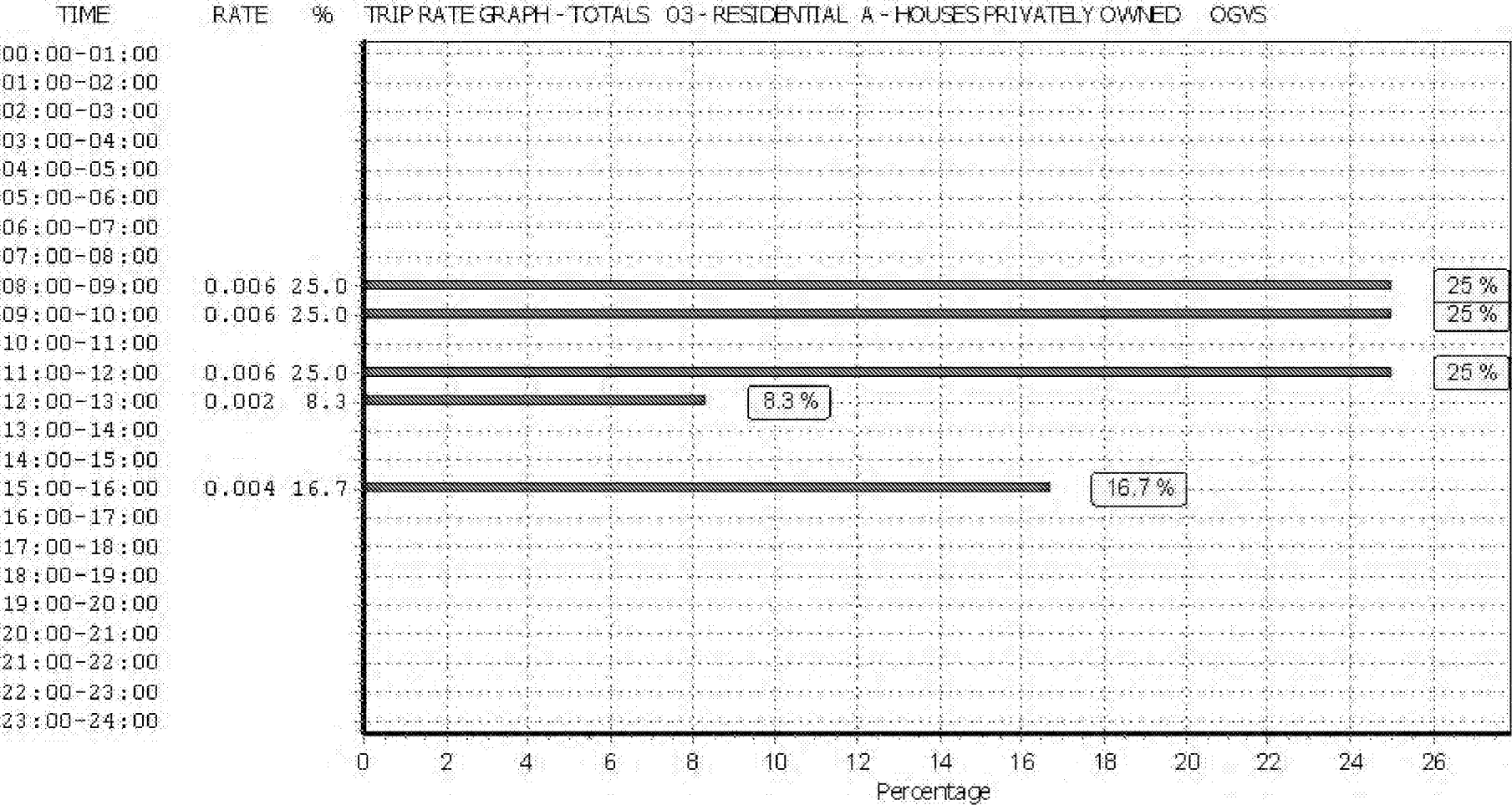
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



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

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	7	79	0.000	7	79	0.000	7	79	0.000
08:00 - 09:00	7	79	0.000	7	79	0.000	7	79	0.000
09:00 - 10:00	7	79	0.000	7	79	0.000	7	79	0.000
10:00 - 11:00	7	79	0.000	7	79	0.000	7	79	0.000
11:00 - 12:00	7	79	0.000	7	79	0.000	7	79	0.000
12:00 - 13:00	7	79	0.000	7	79	0.000	7	79	0.000
13:00 - 14:00	7	79	0.000	7	79	0.000	7	79	0.000
14:00 - 15:00	7	79	0.000	7	79	0.000	7	79	0.000
15:00 - 16:00	7	79	0.000	7	79	0.000	7	79	0.000
16:00 - 17:00	7	79	0.000	7	79	0.000	7	79	0.000
17:00 - 18:00	7	79	0.000	7	79	0.000	7	79	0.000
18:00 - 19:00	7	79	0.000	7	79	0.000	7	79	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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.

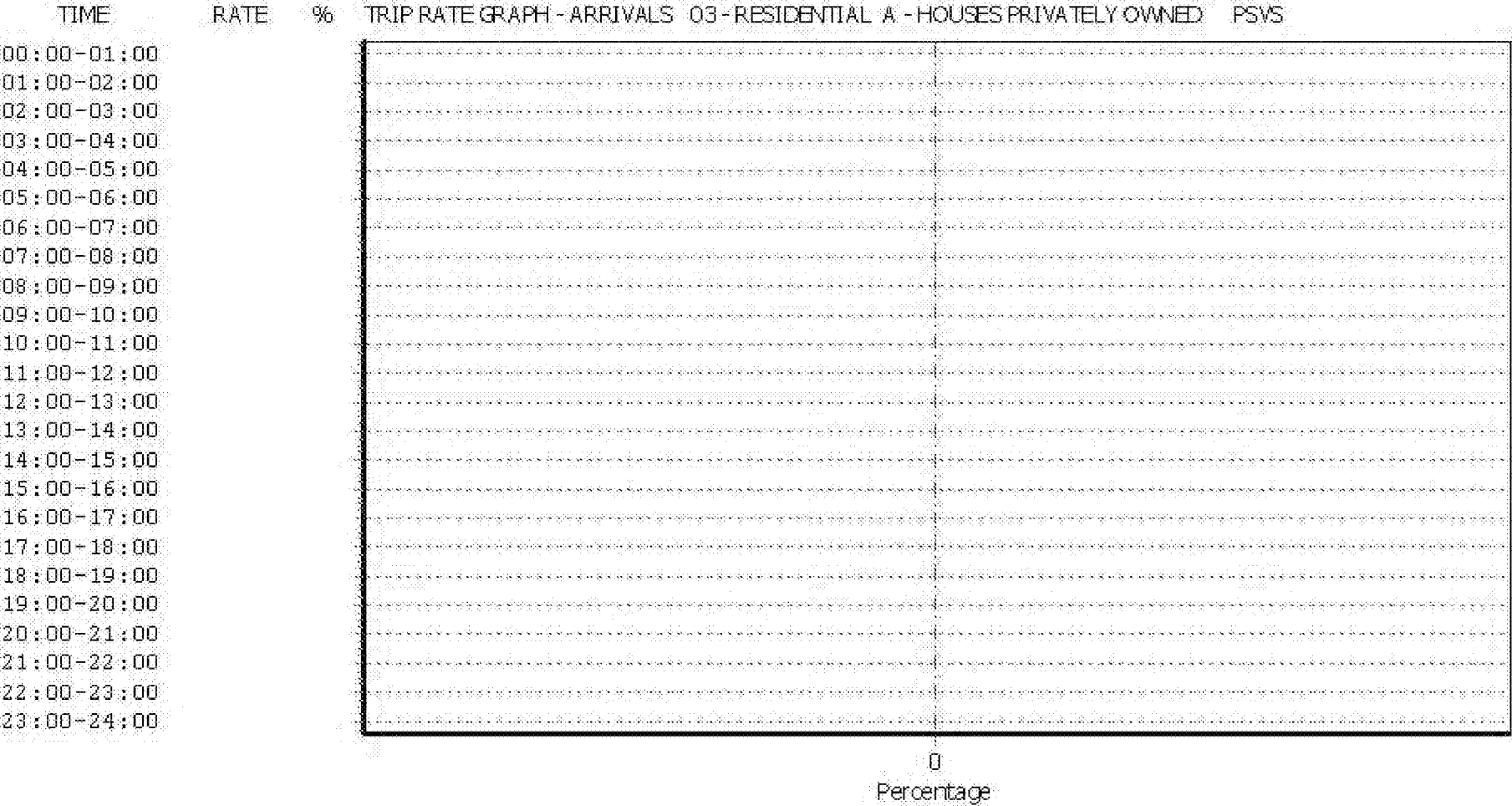
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected: 36 - 195 (units:)
 Survey date date range: 01/01/08 - 12/11/15
 Number of weekdays (Monday-Friday): 6
 Number of Saturdays: 0
 Number of Sundays: 1
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

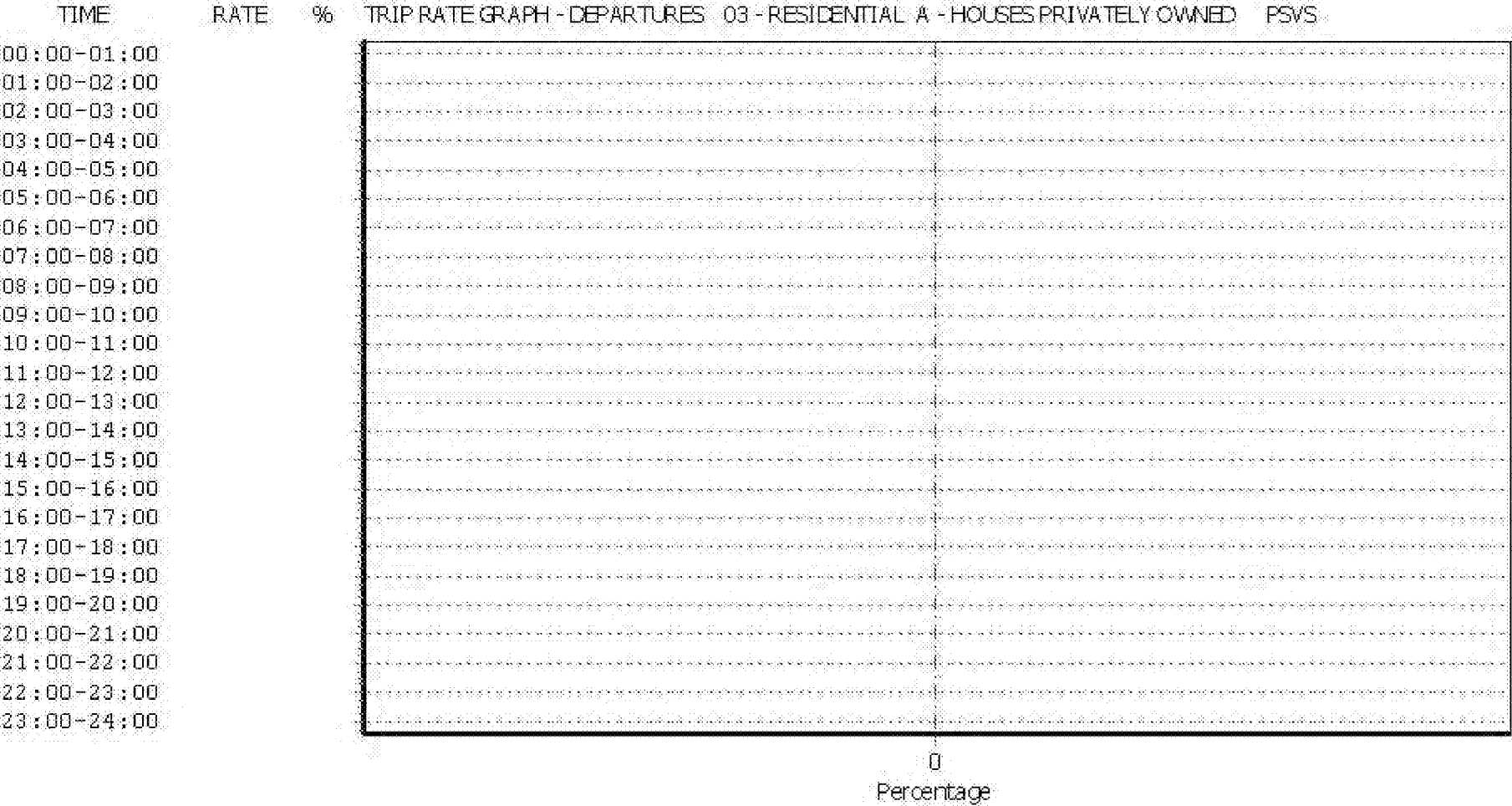
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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

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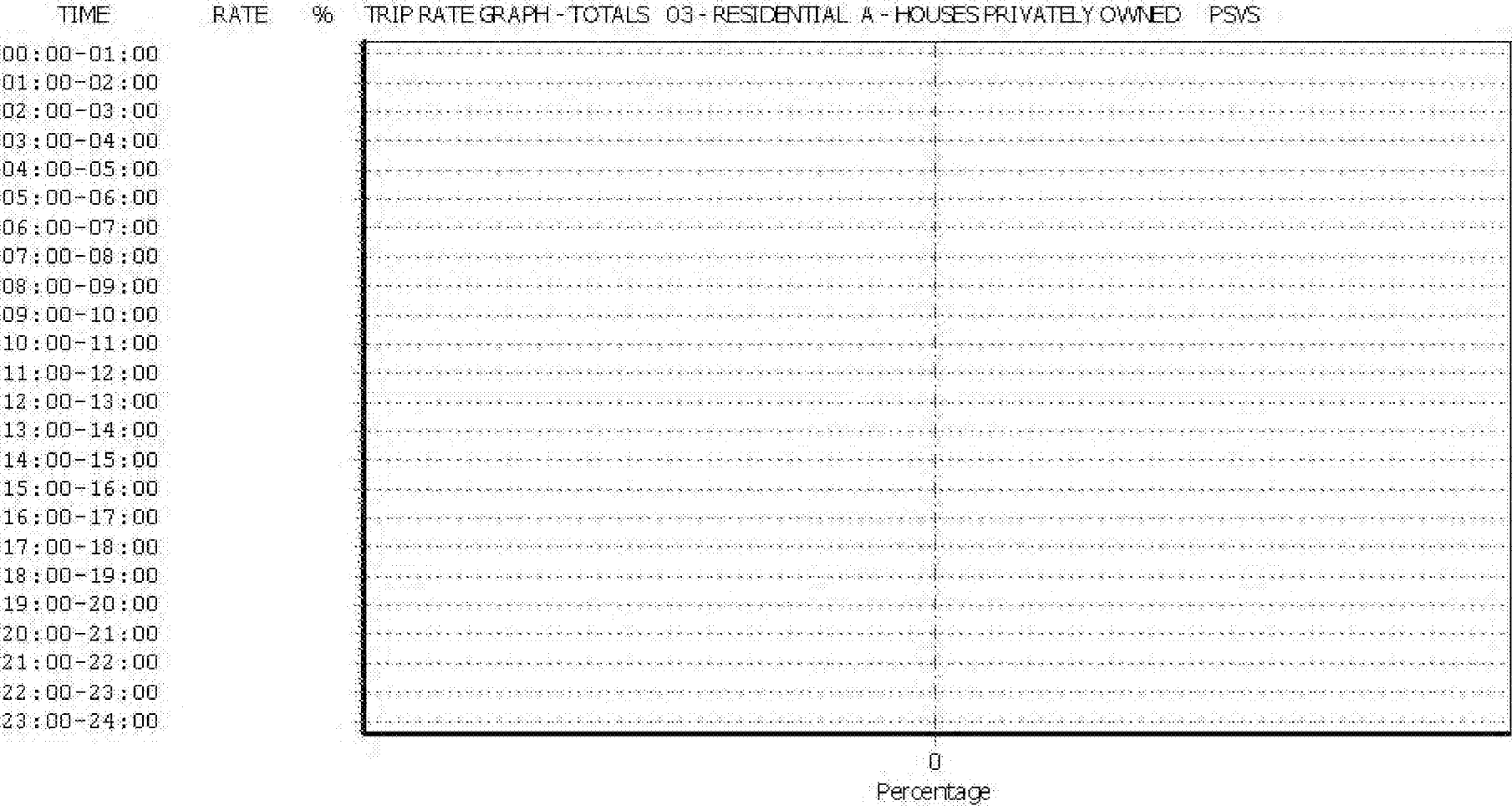
This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

Licence No: 349901



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Licence No: 349901



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

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	7	79	0.002	7	79	0.004	7	79	0.006
08:00 - 09:00	7	79	0.002	7	79	0.002	7	79	0.004
09:00 - 10:00	7	79	0.004	7	79	0.002	7	79	0.006
10:00 - 11:00	7	79	0.002	7	79	0.005	7	79	0.007
11:00 - 12:00	7	79	0.004	7	79	0.000	7	79	0.004
12:00 - 13:00	7	79	0.009	7	79	0.009	7	79	0.018
13:00 - 14:00	7	79	0.011	7	79	0.004	7	79	0.015
14:00 - 15:00	7	79	0.000	7	79	0.007	7	79	0.007
15:00 - 16:00	7	79	0.009	7	79	0.002	7	79	0.011
16:00 - 17:00	7	79	0.004	7	79	0.002	7	79	0.006
17:00 - 18:00	7	79	0.013	7	79	0.007	7	79	0.020
18:00 - 19:00	7	79	0.005	7	79	0.011	7	79	0.016
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.065			0.055			0.120

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.

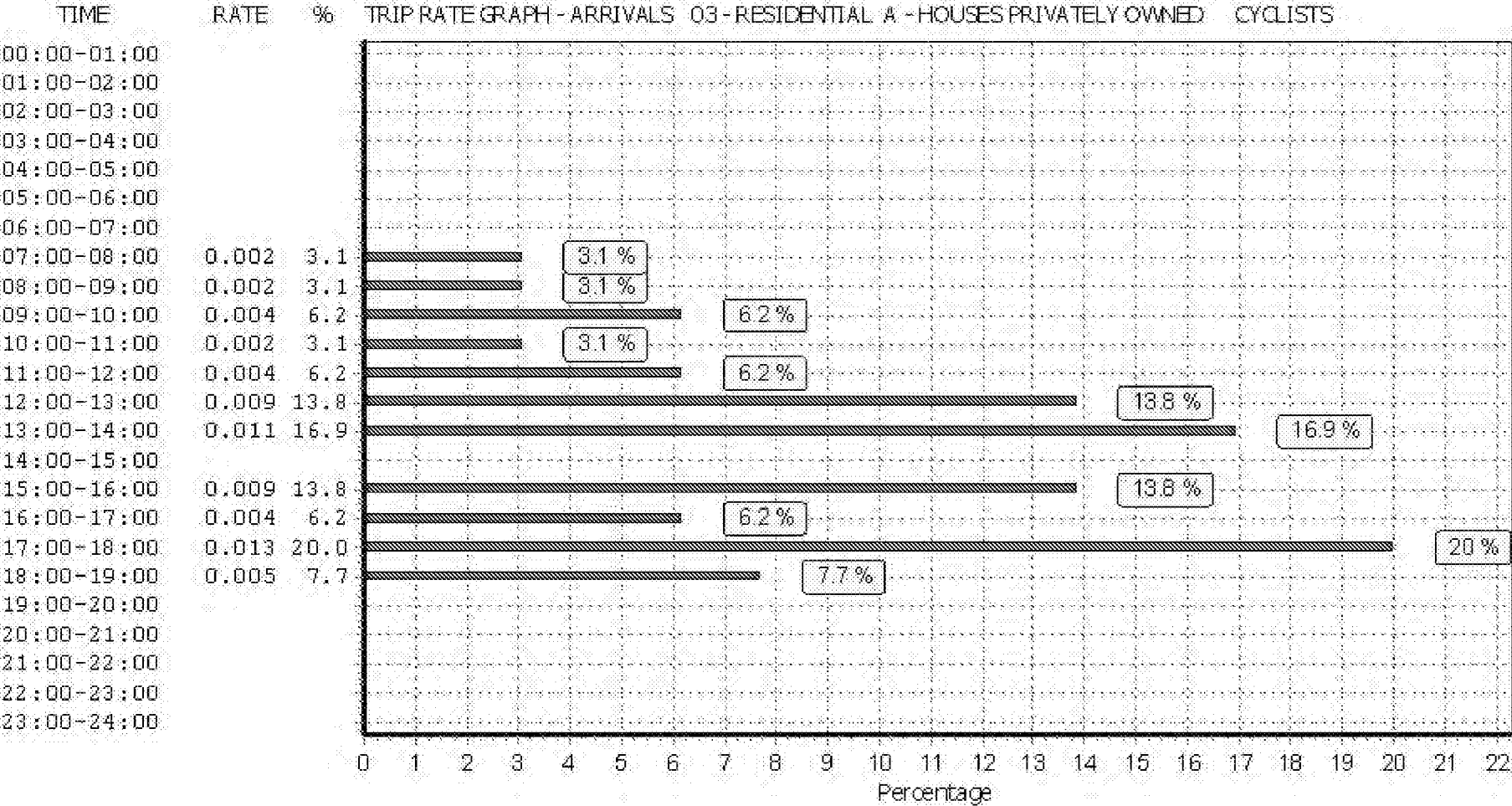
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Parameter summary

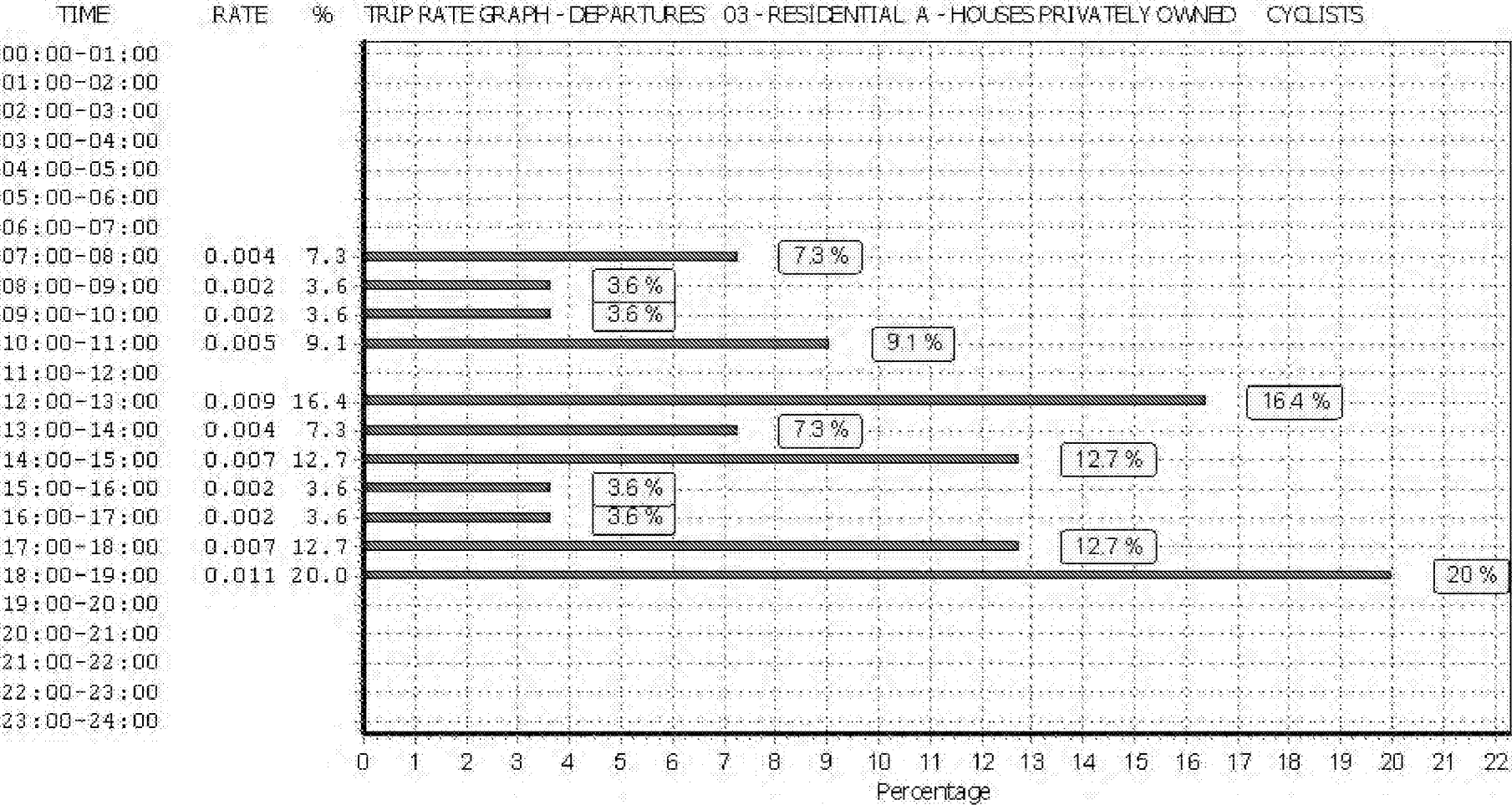
Trip rate parameter range selected: 36 - 195 (units:)
 Survey date date range: 01/01/08 - 12/11/15
 Number of weekdays (Monday-Friday): 6
 Number of Saturdays: 0
 Number of Sundays: 1
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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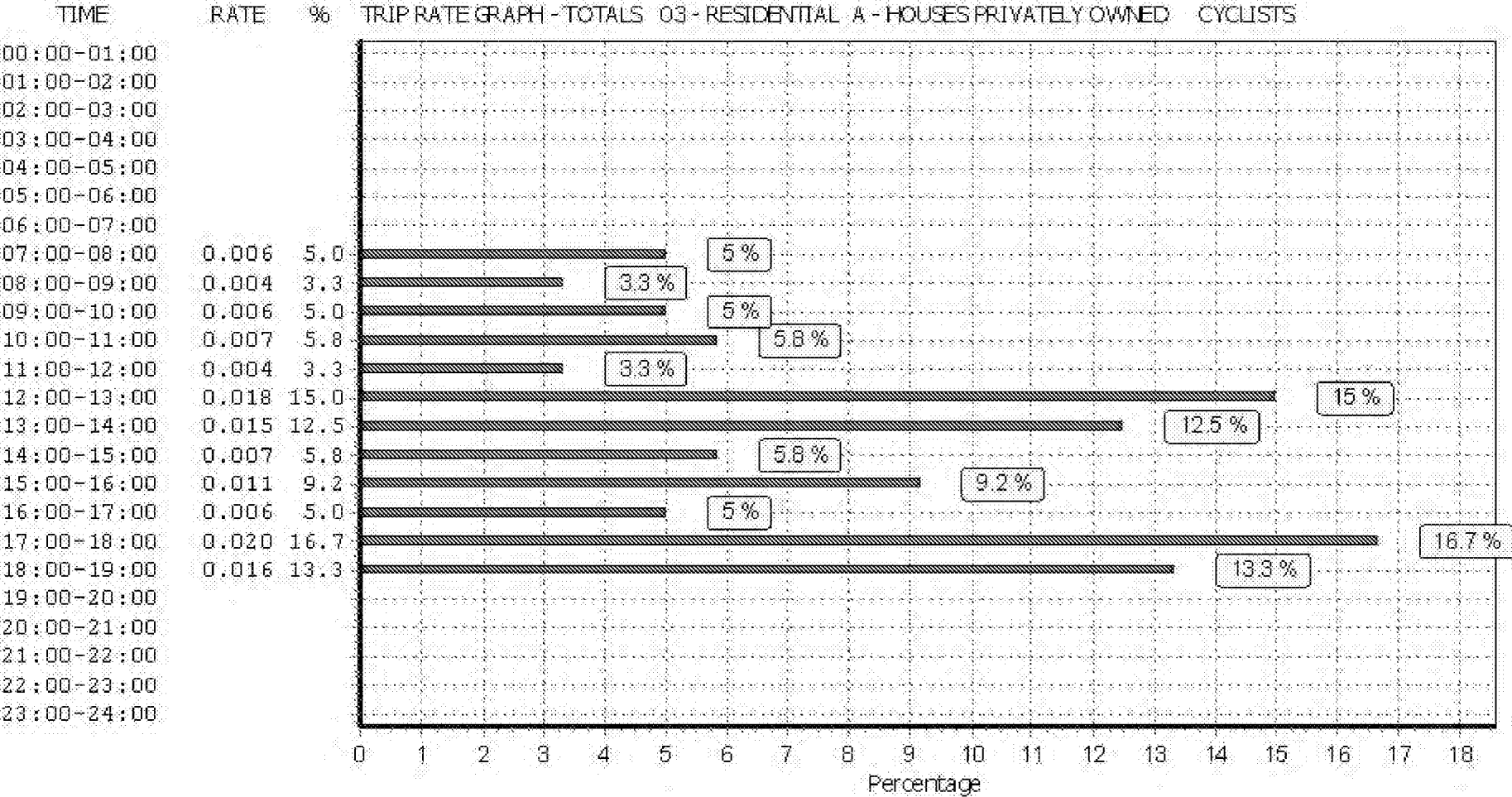
Licence No: 349901



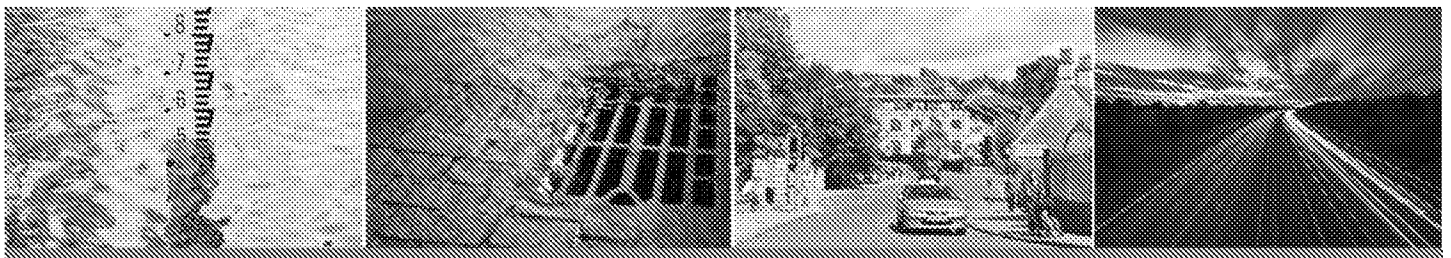
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Drainage - Flood Risk - Highways - Transport

GTA CIVILS, Gloucester House, 65a Church Walk, Burgess Hill, West Sussex, RH15 9AS

