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Transport Assessment

Proposed Retirement Village at

**Dappers Lane, Angmering
West Sussex**

On behalf of

Hobden Asset Management

November 2013

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1 Non Technical Summary

- 1.1 This Transport Statement has been prepared on behalf of Hobden Asset Management in support of a Planning Application for a Retirement Village comprising a residential care home and age restricted residential cottages on land on the east side of Dappers Lane, Angmering.
- 1.2 This Assessment is to be read in conjunction with all planning, architectural and other reports that accompany the Planning Application for the proposed development.
- 1.3 This Assessment addresses the following areas:
 - Sustainability of the site for residential development
 - Audit of existing transport infrastructure
 - Cycle and car parking provision and parking strategy
 - Proposed form of access and highway safety
 - Multi modal development trip generation
 - Vehicular trip impact
- 1.4 The location of the site provides adequate access to a range of local services and can be accessed without dependency on use of a private car. Rail services can be accessed by bus from the existing bus stops within 150m of the site.
- 1.5 The site access proposals are suitable to accommodate refuse and emergency vehicles and the provision of new crossings and pedestrian footway on the east side of Dappers Lane will provide for pedestrian access to the existing public footpaths and nearby bus stops.
- 1.6 The level of onsite car parking is in accordance with the current parking standards and appropriate for the anticipated parking demand at the site.
- 1.7 The level of traffic increase associated with the development would not have a material impact on the local highway network or cause any noticeable detriment to the pre-existing queuing and delays in and out of the village observable at peak times.

2 Transport Planning Policy

2.1 National Planning Policy Framework

2.1.1 The National Planning Policy Framework sets out Central Government's current planning policies for England and replaces all previous planning policy guidance and statements (PPGs and PPSs).

2.1.2 Section 4 of the National Planning Policy Framework which was published in March 2012 replacing PPG 13 aims to promote sustainable transport.

2.1.3 The Policy Framework requires all developments that generate significant amounts of movement to be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of:

- *'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*
- *Improvements can be undertaken within the transport network that can 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.'*

2.1.4 It also requires that developments are located and designed where practical to:

- *'Accommodate the efficient delivery of goods and supplies*
- *Give priority to pedestrian and cycle movements and have access to high quality public transport facilities*
- *Create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians avoiding street clutter and where appropriate establishing home zones*
- *Incorporate facilities for charging plug in and other ultra low emission vehicles*
- *Consider the needs of people with disabilities by all modes of transport.'*

2.2 Local Policy

2.2.1 The West Sussex Transport Plan 2011-2026 (LTP3)

2.2.1.1 The LTP3 sets out the aspirations of the Highway Authority. The priorities and main objectives are stated as follows:

'Our highest priorities will tackle the key issues we face and bring about radical improvements to quality of life for the people and businesses in the County. Our highest priorities are:

- 1. Improvements to the A27 trunk road and complementary public transport improvements to the current bottlenecks at Chichester, Arundel and Worthing (not currently programmed) to increase capacity, improve reliability and safety and increase the competitiveness of local businesses and attract investment.*
- 2. Programmed improvements to the A23 trunk road at the current bottleneck between Handcross and Warninglid to increase capacity and improve the safety record.*
- 3. Maintaining the highway network.*
- 4. Whilst major schemes are a high priority for us, they are likely to take many years to deliver. It remains important that alongside these priorities we continue to work with our community to improve the safety record on our local roads, increase usage of healthy and sustainable modes of transport, and provide access to services.'*

'Our main objective is to improve quality of life for the people of West Sussex by helping to provide:

- a high quality transport network that promotes a competitive and prosperous economy in all parts of the County*
- a resilient transport network that complements the built and natural environment whilst reducing carbon emissions over time*
- access to services, employment and housing*
- a transport network that feels, and is, safer and healthier to use'*

2.2.2 Arun District Council Emerging Local Plan 2011 – 2029

2.2.2.1 The current draft emerging local plan is the Local Plan (Summer 2013) dated June 2013 which was considered by Council Members at the end of May 2013 when it was resolved that the Local Plan is to be treated as a material consideration in the determination of planning applications having regard to the advice in the National Planning Policy Framework.

2.2.2.2 The Council also resolved to review the Local Plan following review of the Strategic Housing Market Assessment which is expected to take a further 6 to 12 months to undertake to inform the discussion on the locations for and the numbers of new homes.

2.2.2.3 At the time of writing there was no revised timetable for agreeing the draft Local Plan which would have to undergo further public examination before the Local Plan is submitted to the Planning Inspector.

2.2.2.4 The timetable for the Local Plan 2011-2029 is yet to be revised and the existing Local Development Scheme is therefore out of date.

2.2.2.5 Until the Local Plan is adopted by the District Council the statutory development currently consists of:

- The saved policies within the Arun District Local Plan (2003)
- The Arun District Proposals Map
- The saved policies within the West Sussex Minerals Local Plan (2003)

2.2.3 Arun District Council Local Plan Saved Policies

2.2.3.1 The Arun District Council Local Plan 2003 saved policies will remain effective until replaced by the new Arun Local Plan.

2.2.3.2 The site is not identified on the Local Plan Proposals Map for any specific development. The general policies relevant to transport are highlighted as follows:

2.2.3.3 **Policy GEN7** The Form of New Development confirms that *'development will be permitted provided it*

(iii) promotes sustainable development, including the effective use and conservation of energy and reducing the need to travel, particularly by private car;

(vii) allows for the safe movement of pedestrians and vehicles, giving priority to pedestrians.'

2.2.3.4 **Policy GEN12** Parking in New Development confirms that provision of parking in excess of the District Council's Parking Standards will not be allowed. The Parking Standards are included in the Local Plan.

2.2.3.5 **Policy GEN14** Public Transport confirms that *'Where appropriate, new development will be required to make provision for public transport facilities. Where new development can only take place with improvements to public transport services, or such improvements would be likely to influence desirable travel patterns, the Local Planning Authority will seek contributions towards the cost of improvements.'*

2.2.3.6 **Policy GEN15** Cycling and Walking confirms that *'where appropriate, new development will be required to provide safe and attractive facilities for cyclists and pedestrians, both within the site and in the form of links to the surrounding area.'*

2.3 Parking Standards

2.3.1 Arun District Council's Supplementary Planning Guidance October 2000 – Parking Standards is included as Appendix 2 of the Local Plan and the relevant sections are as follows:

Dwelling Type	Maximum Car Parking Standard	Minimum Cycle Parking Standard
Residential House (1, 2 and 3 bed)	1 space and 1.2 visitor spaces	1 space per 8 car parking spaces subject to a minimum of 2 cycle spaces
Care / Nursing / Elderly persons homes	1 space per 20 residents 1 space for visitors per 8 residents 1 space for staff per 5 residents	1 space per 8 car parking spaces subject to a minimum of 2 cycle spaces

Table 1: Arun District Council Parking Standard

2.3.2 The Guidance for Car Parking in New Residential Developments September 2010 and Parking Demand Calculator is used for residential development which together with the WSCC Supplementary Planning Guidance - Revised County Parking Standards and Transport Contributions Methodology 2003 forms the adopted county parking standards.

2.3.3 The relevant standards are as follows:

Dwelling Type	Maximum Car Parking	Minimum Cycle Parking Standard
Residential Dwellings	As parking demand calculation	1 space per dwelling
Care Homes	1 space per two units	No standard set

Table 2: West Sussex Council Parking Standard

2.3.4 The West Sussex County Council parking standards supersede the previous Arun District Council Standards and are used in the emerging Arun Local Plan.

3 The Site and the Surrounding Area

3.1 Site Location and Surroundings

- 3.1.1 The proposed housing development is located at ordnance survey grid reference TQ 073047 postcode BN16 4DA on the eastern side of Dappers Lane and north side of Water Lane, Angmering, West Sussex.
- 3.1.2 The site is located approximately 500m to the northeast of Angmering Village Centre and 2km to the north of Angmering Railway Station.
- 3.1.3 A site location plan is located in Appendix 1 at the rear of this report.

3.2 Key Local Services and Amenities

- 3.2.1 The site is situated on the edge of an established residential area.
- 3.2.2 The site is a short walk from Angmering High Street which has a small selection of amenities including a Grocery Store, Butchers, Post Office, GP Surgery and Dental Practice, Pharmacy and Library.
- 3.2.3 There are further shops adjacent to Angmering Railway Station on Station Road and a supermarket on New Road A259 approximately 2.2km from the site which are accessible by bus.
- 3.2.4 A plan showing the location of key local amenities is located in Appendix 2 at the rear of this report.

3.3 Site Description and Use

- 3.3.1 The site is approximately 1.3ha in area and comprises the existing residential property known as Broadlees, outbuildings, densely vegetated area and open paddock land.
- 3.3.2 The site is bounded on its west side by Dappers Lane, its southeast by Water Lane, its east by further arable land and to the north by disused greenhouses.
- 3.3.3 Vehicular and pedestrian access to the site is currently available from the existing vehicular access onto Dappers Lane.
- 3.3.4 An existing layout plan is located in Appendix 3 at the rear of this report.

3.4 Highway Safety

- 3.4.1 Accident records have been sourced from West Sussex County Council for the three year period leading up to August 2013 in the locality of the site.
- 3.4.2 During that time there was a single accident recorded as slight in severity at the junction of Dappers Lane with Water Lane.

- 3.4.3 In the wider area there was a single accident recorded as slight in severity at the junction of Water Lane with the A280 Angmering Bypass and another accident recorded as slight in severity on the northbound carriageway of the A280 Angmering approximately 75m north of Water Lane.
- 3.4.4 There was also an incident beneath the underpass at the north end of Dappers Lane which was also recorded as slight in severity.
- 3.4.5 The accident records do not suggest any specific highway safety issues related to highway geometry and the proposed development is not likely to exacerbate any pre-existing highways safety risk.
- 3.4.6 A copy of the Accident Records is located in Appendix 4 at the rear of this report.

4 Accessibility and Local Transport Infrastructure

4.1 Development Users

- 4.1.1 The development will be occupied by residents over the age of 55 together with staff at the care home and at the onsite manager's dwelling. Some of the residents at the care home would be older and would find walking significant distances difficult.

4.2 Pedestrian and Cycle

- 4.2.1 The main pedestrian and cyclist desire lines are likely to be southwest towards Angmering Village centre and southwest towards Angmering Railway Station.
- 4.2.2 There are currently no footways along Dappers Lane and access to the nearest footway on the north side of Water Lane would currently be via the Dappers Lane carriageway.
- 4.2.3 There is a public footway on the north side of Water Lane which provides access to the village centre and surrounding residential area. The village centre is within a 500 metre walking distance which is considered accessible for most residents at the development.
- 4.2.4 In addition to the public footways there are public footpaths and an off carriageway cycle route providing access southwards to Angmering Railway Station which would allow staff to access the site by rail but the walking distance to the railway station may be unattractive to some of the residents.
- 4.2.5 There is a traffic signal controlled pedestrian crossing on the A259 on the route towards Angmering Railway Station together with several other uncontrolled crossing points at the junctions with Roundstone Lane and the Angmering Bypass and a footbridge over the A259 Roundstone Bypass adjacent to Station Road.
- 4.2.6 The location of public footpaths and cycle routes is shown on the transport infrastructure plan attached in Appendix 5 at the rear of this report.

4.3 Public Transport

- 4.3.1 Stagecoach and Compass Bus operate bus services in the vicinity of the site.
- 4.3.2 The closest bus stops are located 150m to the north of the site on Merryfield Crescent in the form of a simple pole and stop sign on the south side of the carriageway which would be accessed from the footway on Merryfield Crescent via the carriageway of Dappers Lane.
- 4.3.3 Additionally there is a bus stop 160m walk to the southwest of the site on the north side of Water Lane in the form of a pole and stop sign.

- 4.3.4 These stops provide access to the Stagecoach number 9 bus which offers an hourly service between the Holmbush Centre in Shoreham and Littlehampton as well as Angmering Railway Station and Worthing.
- 4.3.5 The X4 Compass Bus service which can be caught from Angmering Village centre also provides access to the Holmbush Centre with a single service each way on a Wednesday only.
- 4.3.6 The Stagecoach 700 Coastliner Service stops on the B2140 Worthing Road and Old Worthing Road 1.9km to the south of the site and provides 6 services per hour in each direction between Brighton and Southsea including Ferring, Goring, Worthing, Lancing, Shoreham, Portslade and Hove to the east and continuing to Rustington, Littlehampton, Arundel, Yapton, Bognor Regis, Chichester, Bosham, Southbourne, Emsworth, Havant, Hilsea and Portsmouth to the west.
- 4.3.7 The walking distance to access the 700 service is beyond recognised reasonable distances from residential development but the service is also available from Angmering Railway Station via the number 9 bus which is within walking distance of the site.
- 4.3.8 Average bus journey times to likely destinations including walking times to and from the nearest bus stops are as follows:

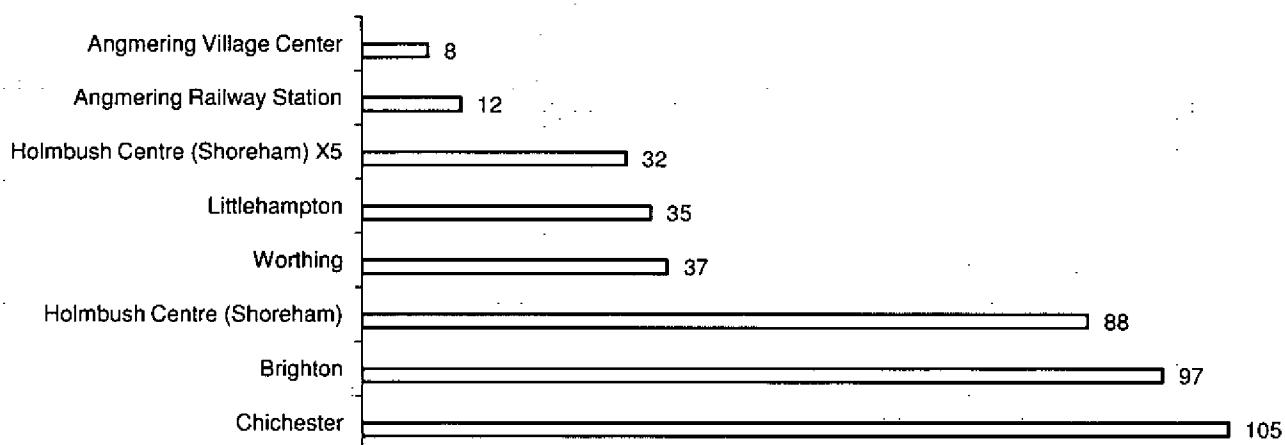


Figure 1: Bus Journey Times in Minutes

- 4.3.9 Angmering Railway Station is located approximately 2km from the site and is part of the South Coast mainline between Portsmouth and Brighton which also provides direct services to London and Southampton.
- 4.3.10 The number 9 bus stops at Angmering Railway Station on an hourly frequency. For able bodied residents the distance represents a 25 minute walk or 12 minute cycle.

- 4.3.11 There is a well established pedestrian route to Angmering Railway Station via a traffic signal controlled pedestrian crossing on the A259.
- 4.3.12 Trains from Angmering Station travel west to Littlehampton, Chichester, Portsmouth and Southampton and east to Worthing, Hove and Brighton.
- 4.3.13 During weekday peak hours there are typically two direct services per hour to London Victoria, three per hour to Brighton and two per hour to Portsmouth.
- 4.3.14 Average train journey times between Angmering Station and key destinations are as follows:

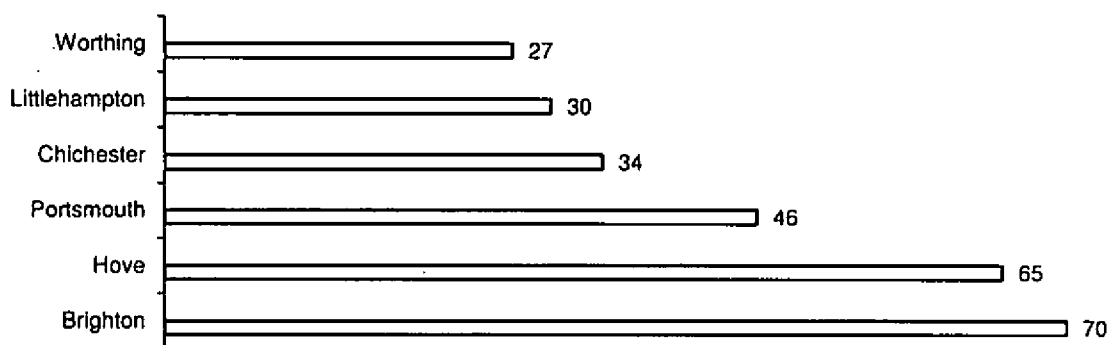


Figure 2: Train Journey Times in Minutes

- 4.3.15 Angmering Railway Station has the following facilities:
- A staffed ticket office which is open Monday to Friday between 06:25 and 19:35, Saturday between 06:40 and 20:05 and on Sunday between 08:10 and 15:45.
 - The station is accessible by bicycle and wheelchair. There is a step free route between platforms and accessible self service ticket machines.
 - Car parking with 75 spaces including 2 disabled spaces.
 - There are two bus stops located directly outside the station which are serviced by the number 9 bus in both directions.
 - A taxi rank and office is located outside the station.
- 4.3.16 The location of the local bus stops and Angmering Railway Station are shown on the transport infrastructure plan attached in Appendix 5 at the rear of this report.

4.4 Local Highway Network

- 4.4.1 Dappers Lane connects to Water Lane at its southern end and to Arundel Road at its northern end providing access to the A27 trunk road to the north of the site. Access into Dappers Lane at its northern end is no entry for southbound vehicles except buses beneath the A27 bridge and therefore can be used to access the A27 only from leaving the site and not arriving to it.

- 4.4.2 Water Lane also connects the A27 via the A280 Angmering Bypass to the east and continues southwest to Angmering Village Centre and to the A259 Roundstone Bypass via Station Road.
- 4.4.3 The A259 Roundstone Bypass is accessed via the roundabouts at the southern end of either Station Road or Roundstone Lane via Weavers Hill to the south of the site.
- 4.4.4 The A27 can also be accessed at a left turn only T junction via Arundel Road to the northeast of the site.
- 4.4.5 Traffic calming in the form of highway buildouts is present on Station Road, Water Lane and Roundstone Lane with a 20mph zone in the village centre creating a restriction to through traffic using local village roads.

5 Proposed Development

5.1 Description of the Proposed Development

- 5.1.1 The development proposals are for the construction of a Retirement Village comprising a 60 bed care home and 28 age restricted residential cottages together with on site highways, parking, gardens and other communal space and landscaping.
- 5.1.2 The age restriction is a minimum age of 55 years old. Residents at the care home would be older than residents at the cottages. One of the 28 cottages would be occupied by the Manager for the retirement village.
- 5.1.3 A copy of the proposed site layout plan is located in Appendix 6 at the rear of this report.

5.2 Site Access

- 5.2.1 It is proposed that the existing access onto Dappers Lane will be improved with the addition of a public footway on its western side which will extend to the southern end of Dappers Lane.
- 5.2.2 The existing access location will be widened southward to provide standard visibility splays of 2.4m x 43m in accordance with Table 7.1 of Manual for Streets.
- 5.2.3 Vehicle tracking confirms the proposed on site layout is adequate to cater for swept paths and the turning manoeuvres of large refuse vehicles which also confirms adequate space for emergency service vehicles.
- 5.2.4 A new highway footway is proposed to extend from the site access along the east side of Dappers Lane to meet the existing footway on Water Lane where an uncontrolled pedestrian crossing with tactile paving and dropped kerbs is proposed to be incorporated into the existing footways.

5.3 Parking Provision

- 5.3.1 The WSCC parking standards applied to the development are as follows:

Dwelling Type	Number of Units Proposed	Car Parking	Total Maximum Provision
Residential Dwelling (from parking calculator)	28	Total of 45 car parking spaces based on one space per dwelling within private curtilages plus 17 visitor spaces	35
Care Home	60	One space per two units plus staff space	30

Table 3: Parking Requirement

- 5.3.2 The WSCC residential parking demand calculation is attached in Appendix 6 at the rear of this report.
- 5.3.3 The care home has 19 proposed car parking spaces. The Manager's accommodation has two spaces and the remaining 27 cottages have a total of 31 car parking spaces including 13 within private cartilage, the remainder being communally located.
- 5.3.4 The proposed development will have a total of 52 car parking spaces, approximately 80% of the total maximum standard provision. This is considered appropriate for the sustainable location and based on the experience of the operator is sufficient to serve the needs of the development. No overspill or displaced parking is therefore anticipated.
- 5.3.5 Four cycle parking spaces will be provided for the care home staff in the form of covered Sheffield type stands. The residential cottages will also be provided with cycle parking within each curtilage.

5.4 Highway Access Road Safety Audit

- 5.4.1 A Stage 1 Road Safety Audit was undertaken in August 2013 by RSA Solutions.
- 5.4.2 There is a single item identified in the audit as being at risk of substandard visibility from the junction. The Audit Team notes that there is a bank on the east side of Dappers Lane to the north of the proposed access which may need to be regraded and several semimature trees removed in order to achieve adequate sightlines. The recommendation is to ensure adequate sightlines are provided.
- 5.4.3 The junction location has been altered slightly to the south and a preliminary design including banking based on topographical survey information and tree survey demonstrates sightlines are achievable in both directions. This is shown on the proposed site layout plan in Appendix 6 of this report.
- 5.4.4 There are no other safety issues raised.
- 5.4.5 A copy of the current Stage 1 Safety Audit and Designer Response is located in Appendix 7 at the rear of this report.

6 Development Travel Demand

6.1 TRICS Datasets

- 6.1.1 Multi modal TRICS data has been reviewed for comparable developments.
- 6.1.2 The most compatible multi modal datasets provided by the TRICS Bureau Service comprised four suburban / edge of town sites surveyed during weekdays and two edge of town / neighbourhood centre retirement home sites surveyed during weekdays.
- 6.1.3 These datasets excluded London sites, those in Scotland and Ireland and all those more than six years old.

6.2 Trip Generation

- 6.2.1 Weekday peak hour trips are estimated as follows:

	AM Peak 08:00-09:00		PM Peak 17:00-18:00		Total
	Inbound	Outbound	Inbound	Outbound	Weekday
Pedestrians	4	3	2	2	39
Cyclists	0	1	1	1	3
Public Transport	1	1	0	0	15
Vehicles	6	5	6	9	92
Vehicle Passengers	2	1	2	5	18
Ordinary Goods Vehicles	0	0	0	0	5

Table 5: Development Trip Generation

- 6.2.2 With a two way flow of approximately 10 - 15 vehicles during the peak hours, roughly one every four minutes on average, the proposed development will have no noticeable effect on the workings of the current highway network.
- 6.2.3 No offsite road capacity improvements are required or proposed to accommodate the development.
- 6.2.4 TRICS survey data and Trip Generation Calculations are located in Appendix 8 at the rear of this report.

6.3 Travel Planning

- 6.3.1 There is no need for an outcomes based travel plan given the very low levels of predicted pre travel plan private car use. Information provision and personal travel planning for the staff and residents would be the thrust of travel planning at the site.
- 6.3.2 Up to date travel information and schemes to assist the residents getting around would be provided at the retirement village as a matter of course and assistance with transport arrangements are a part of the service provided by the operator.

- 6.3.3 The Retirement Village / Care Home Manager will be onsite and know the residents and therefore best placed to act as Travel Plan Coordinator.
- 6.3.4 An interim Travel Plan is proposed for the staff and residents of the care home, a copy of which is located in Appendix 9 at the rear of this report.
- 6.3.5 The exact details will need to be clarified by the operator subsequent to the granting of Planning Consent and can be controlled by Planning Condition.

7 Summary and Conclusions

7.1 Accessibility

- 7.1.1 The site is located on the edge of a well established residential area which has a range of amenities for new residents.
- 7.1.2 With the new footpath on the western side of Dappers Lane there will be adequate footways and footpaths including highway crossing points providing access to those amenities by foot.
- 7.1.3 Local bus services stop in close proximity to the site providing access to Angmering Village Centre and Angmering Railway Station together with stops to Shoreham and Littlehampton.

7.2 Parking Provision

- 7.2.1 Onsite car parking levels are within the levels set by the Parking Standards for the size of development and will be sufficient to serve the needs of the development without creating displaced parking on the surrounding streets.
- 7.2.2 Cycle parking will be provided.

7.3 Highway Safety

- 7.3.1 Accident records for the three year period leading up to August 2013 confirm that there are no specific safety concerns in the locality relating to highway geometry.
- 7.3.2 The Stage One Road Safety Audit identifies no safety concerns relating to the proposed onsite highway layout. The location of the site access is confirmed with a preliminary design to topographic survey and will provide adequate junction visibility onto Dappers Lane.

7.4 Impact on Local Transport Network

- 7.4.1 Two way traffic flows are anticipated to amount to a maximum of approximately one vehicle every four minutes and the proposed development will have no noticeable or detrimental effect on the existing highway network.
- 7.4.2 A Travel Plan for the residents and staff at the site will seek to minimise vehicular traffic and encourage other forms of transport primarily through provision of information.

8 List of Appendices, Tables and Figures

Appendix 1	Site Location Plan
Appendix 2	Local Amenities Plan
Appendix 3	Existing Site Layout Plan
Appendix 4	Accident Record Data
Appendix 5	Transport Infrastructure Plan
Appendix 6	Proposed Site Layout Plan and Parking Demand Calculation
Appendix 7	Stage 1 Safety Audit
Appendix 8	TRICS Survey Data and Trip Generation Calculations
Appendix 9	Interim Travel Plan

Table 1	Arun District Council Parking Standard
Table 2	West Sussex County Council Parking Standard
Table 3	Parking Requirement
Table 4	Development Trip Generation

Figure 1	Bus Journey Times in Minutes
Figure 2	Train Journey Times in Minutes

Appendix 1

Site Location Plan

Appendix 2

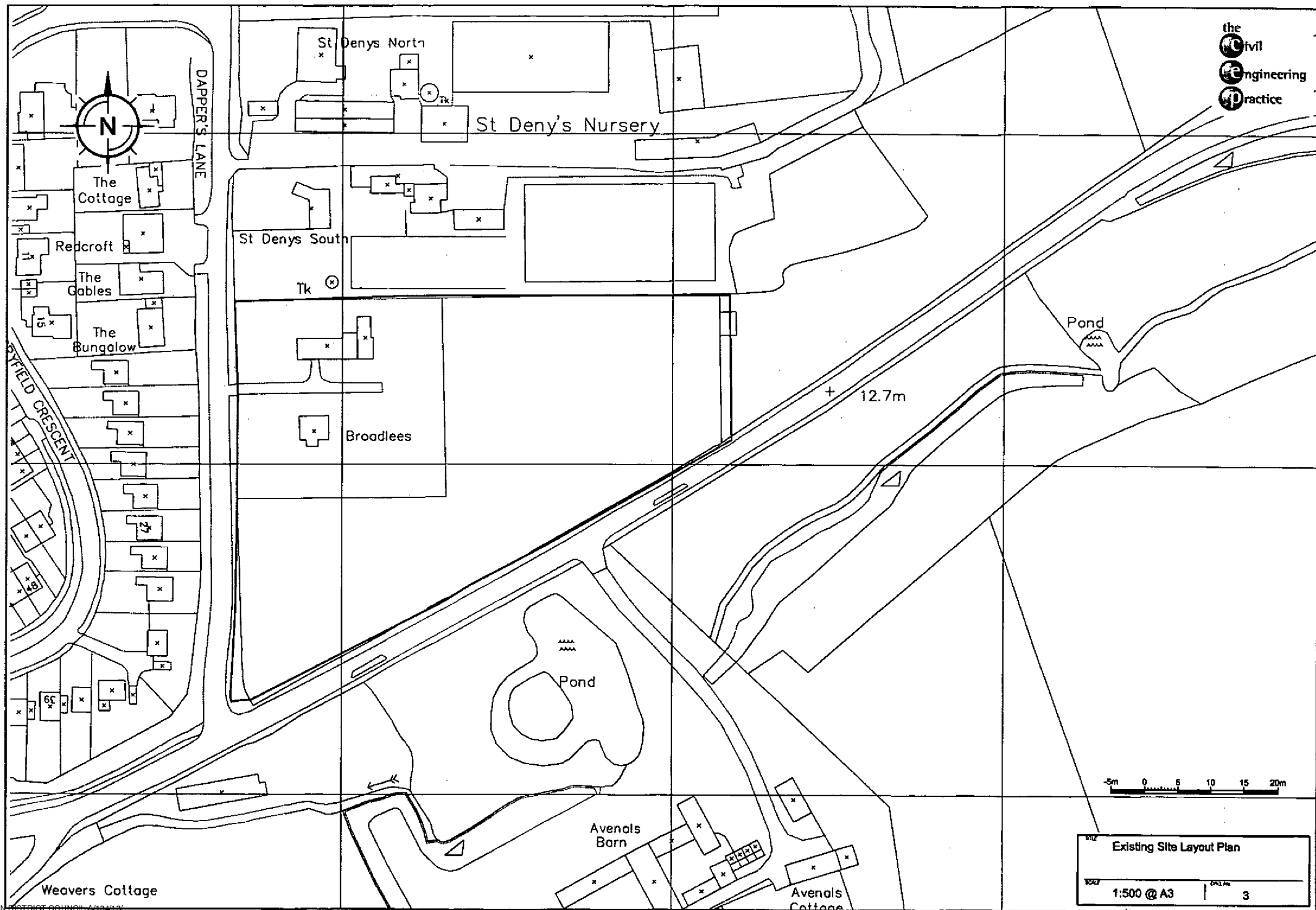
Local Amenities Plan



- | Key | | | |
|---|---|--|--|
|  | GP SURGERIES | | |
| | 1. Angmering Medical Centre, Station Road, Angmering | | |
| | 2. Willow Green Surgery, Station Road, Little Preston | | |
|  | DENTAL PRACTICES | | |
| | 1. Pearl Dental, The Square, Angmering | | |
| | 2. Imagine Dental, Station Parade, Station Road, Little Preston | | |
|  | PHARMACIES | | |
| | 1. Lloyds Pharmacy, Station Road, Angmering | | |
| | 2. Wareness Ltd, Station Road, Little Preston | | |
|  | FOOD STORES | | |
| | 1. Sainsbury's, New Road, Rustington | | |
| | 2. Lloyds, Station Parade, East Preston | | |
| | 3. Meat In the Square, Butchers, Church Lane, Angmering | | |
|  | POST OFFICES | | |
| | 1. Angmering Post Office, The Square, Angmering | | |
| | 2. Station Parade Post Office, Station Parade, East Preston | | |
|  | BANKS | | |
| | 1. Halifax Bank, Ash Lane, Rustington | | |
| | 2. HSBC Bank, The Street, Rustington | | |
| | 3. Lloyds Bank, The Street, Rustington | | |
| | 4. Barclays Bank, The Street, Rustington | | |
|  | OTHER | | |
| | 1. Library, Arundel Road, Angmering | | |
| | 2. Fizzion Horse Veterinary Group, Church Lane, Angmering | | |
| | 3. The Wardrobe, Clothes Shop, Church Lane Angmering | | |

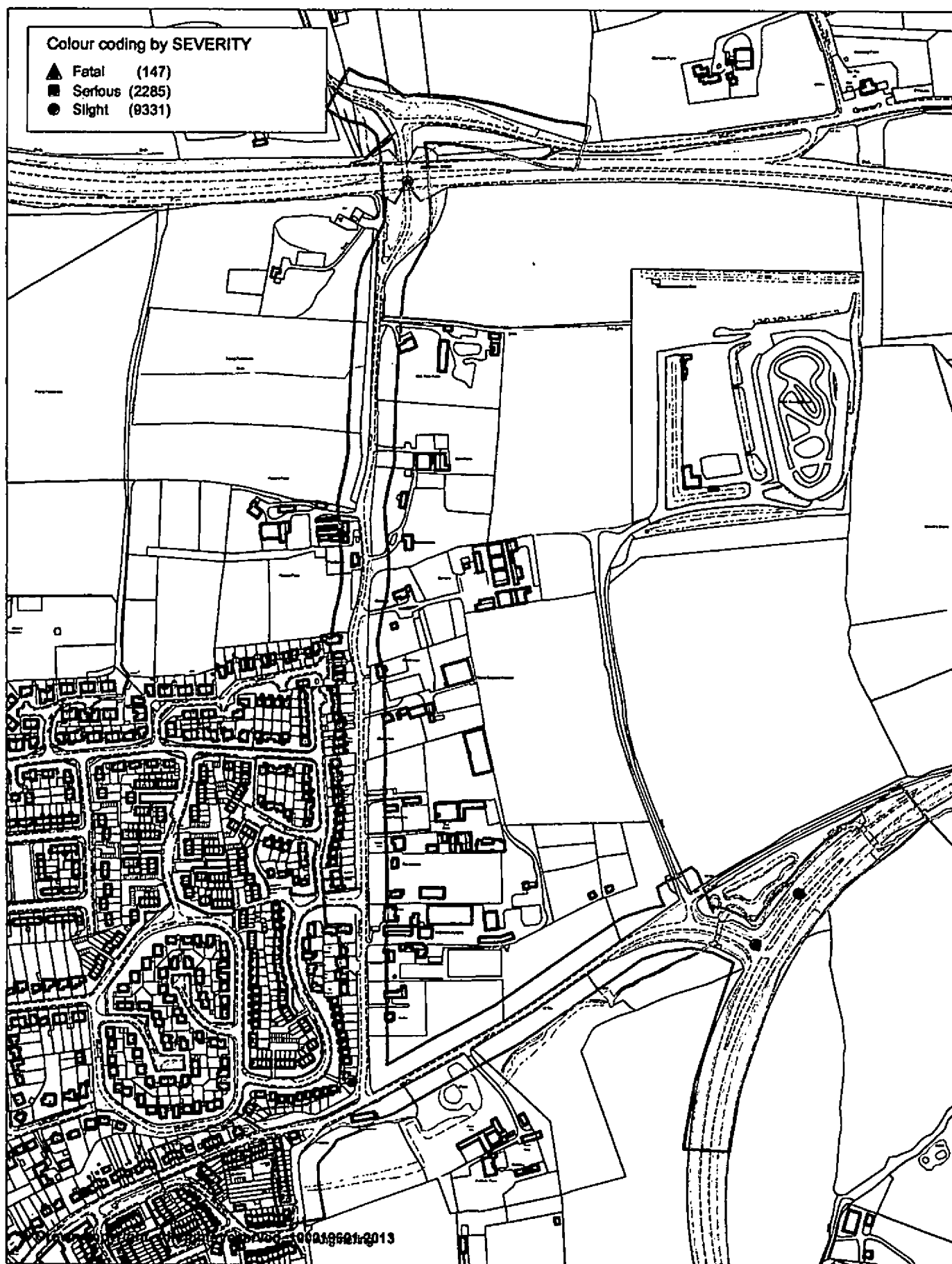
Appendix 3

Existing Site Layout Plan



Appendix 4

Accident Record Data



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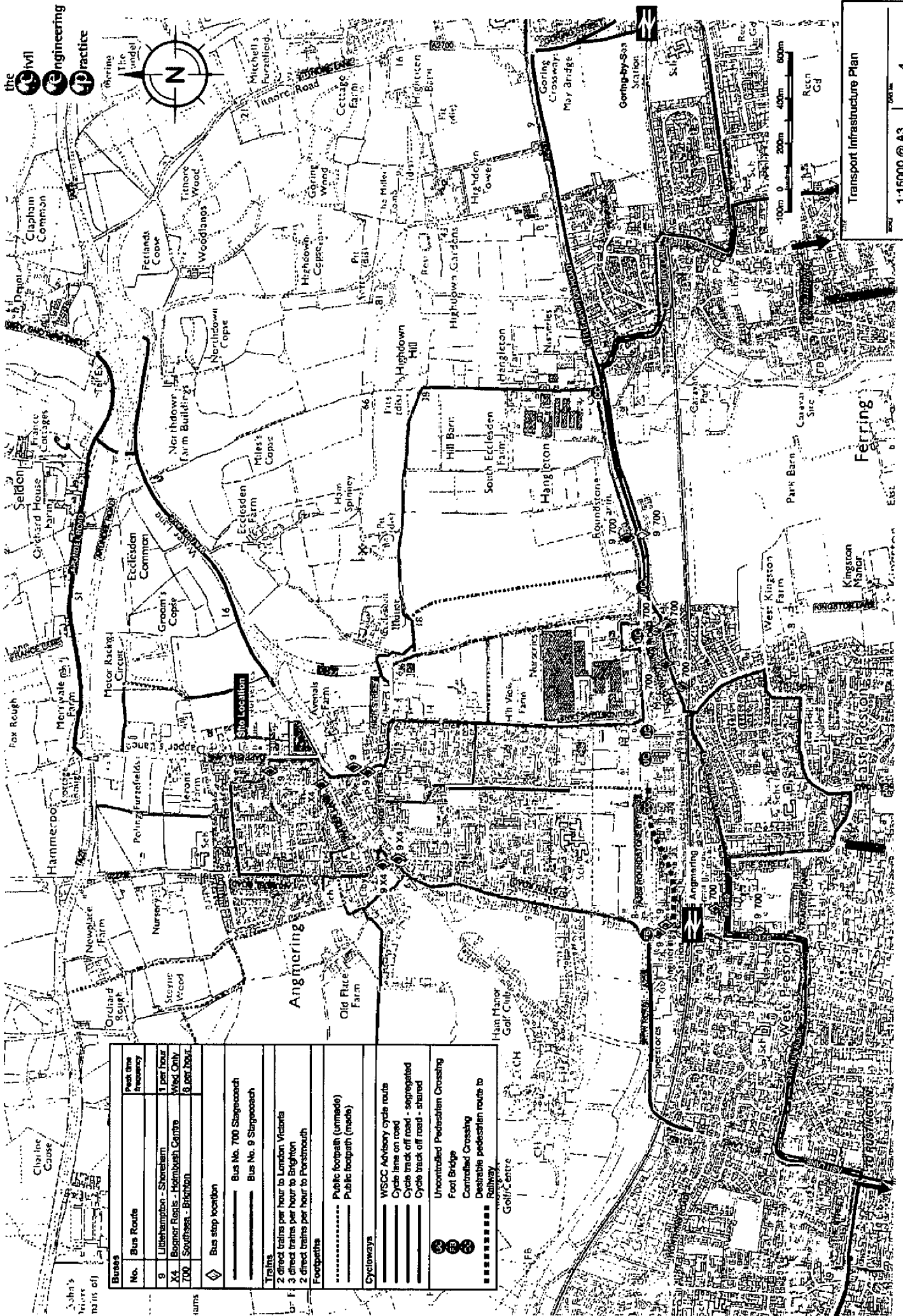
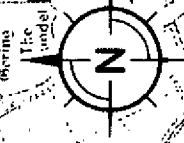
Sussex Safer Roads
PARTNERSHIP

Collision data
Dappers Lane - Angmering - Civil
01/08/2010 - 31/07/2013

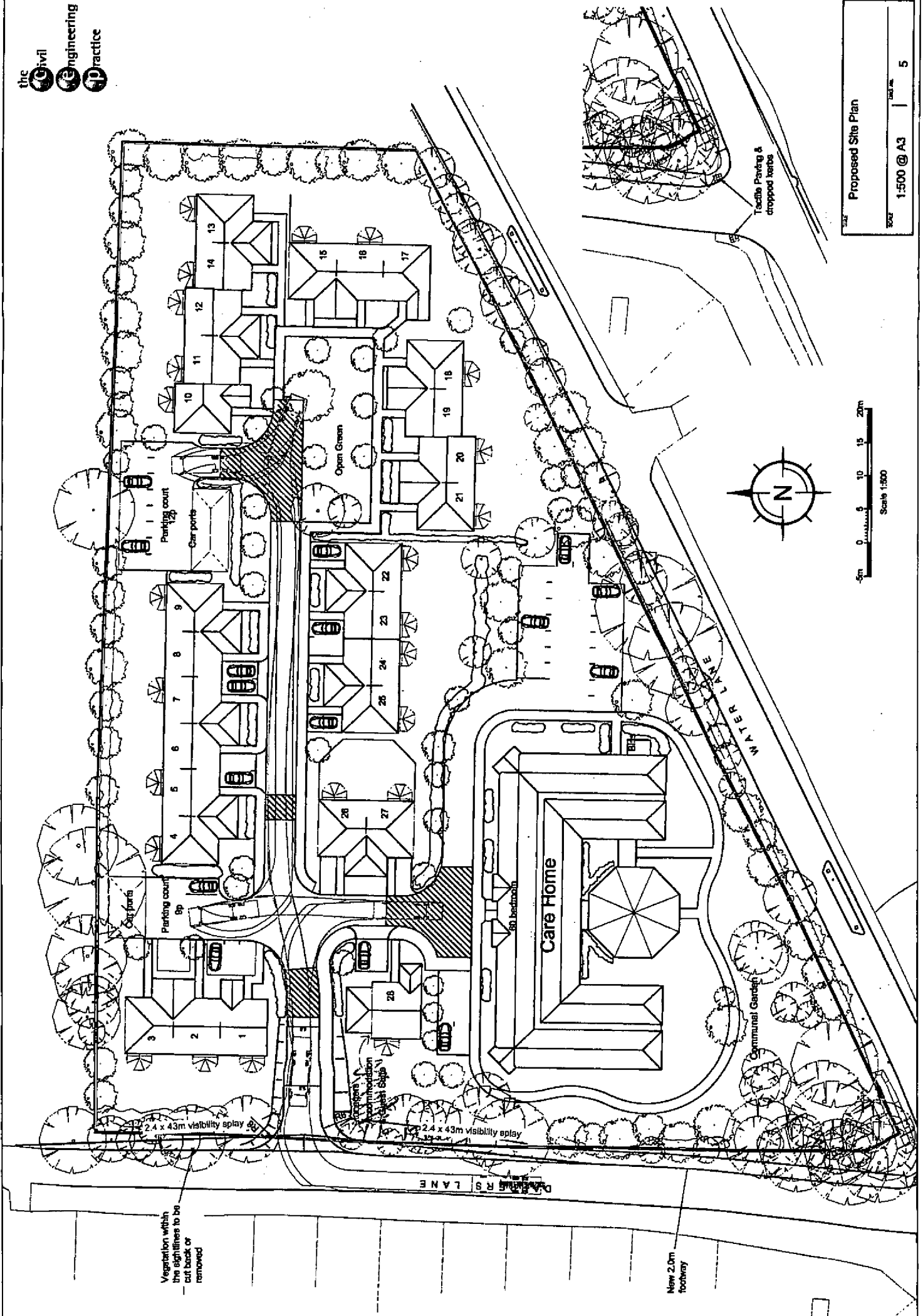
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Appendix 5

Transport Infrastructure Plan



Appendix 6
Proposed Site Layout Plan
Parking Demand Calculation



Proposed Site Plan

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5

Appendix 7
Stage 1 Road Safety Audit Report
Designer Response

Stage 1 Road Safety Audit

Document: CEP/RSA1/005 Version: 1

Proposed Development

Dappers Lane Angmering

The Civil Engineering Practice

29 August 2013

Stage 1 Road Safety Audit

Proposed Development

Dappers Lane Angmering

The Civil Engineering Practice

29 August 2013

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RSA Road Safety Consultants Ltd has prepared this report in accordance with the instructions of The Civil Engineering Practice for the client's sole and specific use. Any other persons who use any information contained herein do so at their own risk.

Document history

Stage 1 Road Safety Audit

Proposed Development

Dappers Lane Angmering

The Civil Engineering Practice

This document has been issued and amended as follows:

Version	Date	Description	Created by	Verified by	Approved by
1.0	29/08/13	Draft	M Chamberlain	I Medd	M Chamberlain
1.0	29/08/13	Final	M Chamberlain	I Medd	M Chamberlain

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3	Audit Team Statement	3

Appendices

1 Introduction

This report results from a Stage 1 Road Safety Audit carried out on the access and footway works associated with a proposed residential/care home development on Dappers Lane in Angmering, West Sussex. The scheme consists of a new access arrangement and proposed footway on the east side of Dappers Lane to link up with the existing footway on Water Lane via an uncontrolled crossing point.

This Audit has been carried out on the instruction of The Civil Engineering Practice.

The Audit Team membership was as follows: -

Matt Chamberlain BSc (Hons) MICE MCIHT MSoRSA

Ian Medd – MCIHT FSoRSA

This report is presented based upon the checklist contained in Annex A of HD19/03. The team has examined and reported only on the road safety implications of the design and has not examined or verified the compliance of the layout to any other criteria, in accordance with HD 19/03.

A visit to the site was made on Tuesday 27th August 2013 between 11.00 and 11.45 hours when the weather was fine and the road surface was dry.

No traffic or accident data have been supplied to the Audit Team.

No Departures from Standard have been presented to the Audit Team.

A list of the information supplied to the audit team in advance of the audit is contained within Appendix A.

Each of the problems identified by the Audit Team has been allocated a unique reference number and is as shown on the plan extracts contained within Appendix C.

2 Junctions

2.1 Visibility

2.1.1 Location: Proposed access to residential development

Summary: Visibility for drivers exiting the site may be compromised by the bank to the north of the proposed access and this could lead to failure to give way type collisions

Although the drawing provided indicates vegetation clearance is planned in order to achieve the sight lines from the access, there is a substantial bank on the north side of the access which would need to be re-graded and several semi-mature trees removed in order to achieve adequate sightlines. Failure to provide sufficient visibility could increase the risk of failure to give way type collisions.



Recommendation

Ensure adequate sightlines are provided from the new access.

3 Audit Team Statement

I certify that this audit has been carried out in accordance with HD 19/03.

Audit Team Leader

Name: Matt Chamberlain

Signed:



Position: Audit Team Leader

Dated: 29/08/2013

Audit Team Member

Name: Ian Medd

Position: Audit Team Member

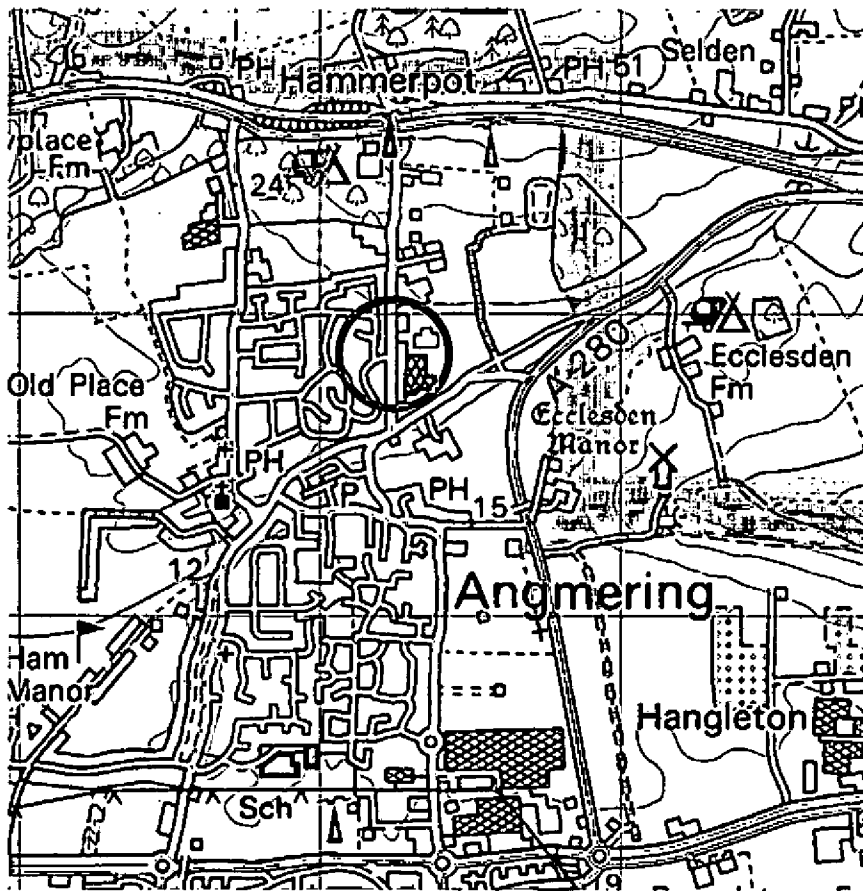
Appendix A

List of Drawings and Documents Supplied

<u>Document</u>	<u>Rev.</u>	<u>Description</u>
5	-	Proposed Site Plan

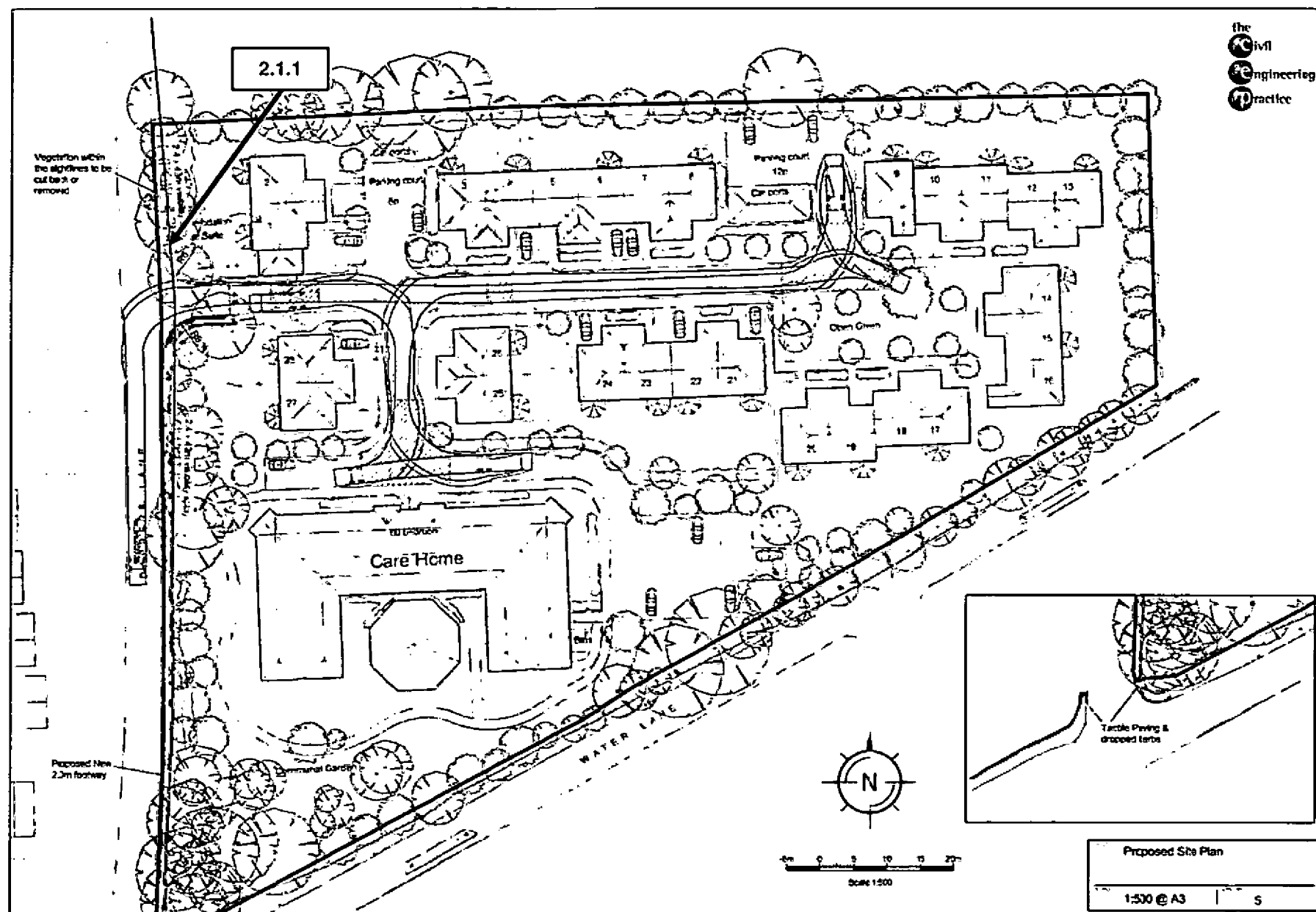
Appendix B

Location Plan



Appendix C

Key Plan



Retirement Village, Dappers Lane, Angmering

Designer's Response to Stage 1 Road Safety Audit



Safety Audit Comment	Recommendation	Designer's Response
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2 Junctions

2.1 Visibility

Location: Proposed access to residential development

Summary: Visibility for drivers exiting the site may be compromised by the bank to the north of the proposed access and this could lead to failure to give way type collisions.

Although the drawing provided indicates vegetation clearance is planned in order to achieve the sight lines from the access, there is a substantial bank on the north side of the access which would need to be re-graded and several semi-mature trees removed in order to achieve adequate sightlines. Failure to provide sufficient visibility could increase the risk of failure to give way type collisions.

Ensure adequate sightlines are provided from the new access.

A topographic survey has now been obtained and used to create a preliminary design for the entrance and footway taking levels and banking into account.

The proposed design demonstrates standard junction sightlines are achievable in both directions from the proposed new entrance.

Signed


Andy French

Dated: 8 November 2013

Appendix 8
TRICS Survey Data
Trip Generation Calculations

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : N - RETIREMENT FLATS

MULTI-MODAL VEHICLES

Selected regions and areas:

04 EAST ANGLIA
CA CAMBRIDGESHIRE 1 days
09 NORTH
TW TYNE & WEAR 1 days

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

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 50 (units:)
Range Selected by User: 33 to 52 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/07 to 17/10/12

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:

Wednesday 1 days
Thursday 1 days

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

Selected survey types:

Manual count 2 days
Directional ATC Count 0 days

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

Selected Locations:

Edge of Town 1
Neighbourhood Centre (PPS6 Local Centre) 1

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 1
No Sub Category 1

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	2 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
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:

125,001 to 250,000	1 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

1.1 to 1.5	2 days
------------	--------

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

Travel Plan:

No	2 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.

1 CA-03-N-01 RETIREMENT FLATS

1 CA-03-N-01

RETIREMENT FLATS

CAMBRIDGESHIRE

HEDDA DRIVE

HAMPTON HARGATE

PETERBOROUGH

Neighbourhood Centre (PPS6 Local Centre)

Residential Zone

Total Number of dwellings:

50

Survey date: WEDNESDAY

14/05/08

Survey Type: MANUAL

2 TW-03-N-02

RETIREMENT FLATS

TYNE & WEAR

BRABOURNE GARDENS

NORTH SHIELDS

Edge of Town

No Sub Category

Total Number of dwellings:

36

Survey date: THURSDAY

17/12/09

Survey Type: MANUAL

ARUN DISTRICT COUNCIL A/134/13

TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS

MULTI-MODAL 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	2	43	0.012	2	43	0.012	2	43	0.024
08:00 - 09:00	2	43	0.035	2	43	0.023	2	43	0.058
09:00 - 10:00	2	43	0.081	2	43	0.093	2	43	0.174
10:00 - 11:00	2	43	0.035	2	43	0.058	2	43	0.093
11:00 - 12:00	2	43	0.105	2	43	0.140	2	43	0.245
12:00 - 13:00	2	43	0.116	2	43	0.128	2	43	0.244
13:00 - 14:00	2	43	0.128	2	43	0.116	2	43	0.244
14:00 - 15:00	2	43	0.035	2	43	0.058	2	43	0.093
15:00 - 16:00	2	43	0.023	2	43	0.070	2	43	0.093
16:00 - 17:00	2	43	0.174	2	43	0.058	2	43	0.232
17:00 - 18:00	2	43	0.058	2	43	0.058	2	43	0.116
18:00 - 19:00	2	43	0.058	2	43	0.023	2	43	0.081
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.860			0.837			1.697

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected: 36 - 50 (units:)
Survey date range: 01/01/07 - 17/10/12
Number of weekdays (Monday-Friday): 2
Number of Saturdays: 0
Number of Sundays: 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.

TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS

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	2	43	0.000	2	43	0.000	2	43	0.000
08:00 - 09:00	2	43	0.000	2	43	0.000	2	43	0.000
09:00 - 10:00	2	43	0.012	2	43	0.012	2	43	0.024
10:00 - 11:00	2	43	0.000	2	43	0.000	2	43	0.000
11:00 - 12:00	2	43	0.012	2	43	0.012	2	43	0.024
12:00 - 13:00	2	43	0.000	2	43	0.000	2	43	0.000
13:00 - 14:00	2	43	0.012	2	43	0.012	2	43	0.024
14:00 - 15:00	2	43	0.000	2	43	0.000	2	43	0.000
15:00 - 16:00	2	43	0.000	2	43	0.000	2	43	0.000
16:00 - 17:00	2	43	0.000	2	43	0.000	2	43	0.000
17:00 - 18:00	2	43	0.000	2	43	0.000	2	43	0.000
18:00 - 19:00	2	43	0.000	2	43	0.000	2	43	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.036			0.036			0.072

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected: 36 - 50 (units:)
 Survey date range: 01/01/07 - 17/10/12
 Number of weekdays (Monday-Friday): 2
 Number of Saturdays: 0
 Number of Sundays: 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.

TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS

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	2	43	0.000	2	43	0.000	2	43	0.000
08:00 - 09:00	2	43	0.000	2	43	0.000	2	43	0.000
09:00 - 10:00	2	43	0.023	2	43	0.023	2	43	0.046
10:00 - 11:00	2	43	0.000	2	43	0.000	2	43	0.000
11:00 - 12:00	2	43	0.023	2	43	0.023	2	43	0.046
12:00 - 13:00	2	43	0.000	2	43	0.000	2	43	0.000
13:00 - 14:00	2	43	0.000	2	43	0.000	2	43	0.000
14:00 - 15:00	2	43	0.012	2	43	0.000	2	43	0.012
15:00 - 16:00	2	43	0.000	2	43	0.000	2	43	0.000
16:00 - 17:00	2	43	0.000	2	43	0.000	2	43	0.000
17:00 - 18:00	2	43	0.000	2	43	0.000	2	43	0.000
18:00 - 19:00	2	43	0.000	2	43	0.000	2	43	0.000
19:00 - 20:00	1	50	0.000	1	50	0.000	1	50	0.000
20:00 - 21:00	1	50	0.000	1	50	0.000	1	50	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.058			0.046			0.104

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected: 36 - 50 (units:)
 Survey date range: 01/01/07 - 17/10/12
 Number of weekdays (Monday-Friday): 2
 Number of Saturdays: 0
 Number of Sundays: 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.

TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS

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	2	43	0.000	2	43	0.000	2	43	0.000
08:00 - 09:00	2	43	0.000	2	43	0.000	2	43	0.000
09:00 - 10:00	2	43	0.000	2	43	0.000	2	43	0.000
10:00 - 11:00	2	43	0.000	2	43	0.000	2	43	0.000
11:00 - 12:00	2	43	0.000	2	43	0.000	2	43	0.000
12:00 - 13:00	2	43	0.000	2	43	0.000	2	43	0.000
13:00 - 14:00	2	43	0.000	2	43	0.000	2	43	0.000
14:00 - 15:00	2	43	0.000	2	43	0.000	2	43	0.000
15:00 - 16:00	2	43	0.000	2	43	0.000	2	43	0.000
16:00 - 17:00	2	43	0.000	2	43	0.000	2	43	0.000
17:00 - 18:00	2	43	0.000	2	43	0.000	2	43	0.000
18:00 - 19:00	2	43	0.000	2	43	0.000	2	43	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: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected: 36 - 50 (units:)
 Survey date range: 01/01/07 - 17/10/12
 Number of weekdays (Monday-Friday): 2
 Number of Saturdays: 0
 Number of Sundays: 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.

TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS

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	2	43	0.012	2	43	0.012	2	43	0.024
08:00 - 09:00	2	43	0.047	2	43	0.035	2	43	0.082
09:00 - 10:00	2	43	0.140	2	43	0.128	2	43	0.268
10:00 - 11:00	2	43	0.035	2	43	0.093	2	43	0.128
11:00 - 12:00	2	43	0.105	2	43	0.221	2	43	0.326
12:00 - 13:00	2	43	0.163	2	43	0.198	2	43	0.361
13:00 - 14:00	2	43	0.244	2	43	0.174	2	43	0.418
14:00 - 15:00	2	43	0.058	2	43	0.081	2	43	0.139
15:00 - 16:00	2	43	0.047	2	43	0.081	2	43	0.128
16:00 - 17:00	2	43	0.186	2	43	0.047	2	43	0.233
17:00 - 18:00	2	43	0.093	2	43	0.140	2	43	0.233
18:00 - 19:00	2	43	0.093	2	43	0.023	2	43	0.116
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.223			1.233			2.456

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected: 36 - 50 (units:)
 Survey date range: 01/01/07 - 17/10/12
 Number of weekdays (Monday-Friday): 2
 Number of Saturdays: 0
 Number of Sundays: 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.

TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS

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	2	43	0.000	2	43	0.000	2	43	0.000
08:00 - 09:00	2	43	0.023	2	43	0.023	2	43	0.046
09:00 - 10:00	2	43	0.058	2	43	0.070	2	43	0.128
10:00 - 11:00	2	43	0.035	2	43	0.070	2	43	0.105
11:00 - 12:00	2	43	0.070	2	43	0.012	2	43	0.082
12:00 - 13:00	2	43	0.023	2	43	0.105	2	43	0.128
13:00 - 14:00	2	43	0.128	2	43	0.047	2	43	0.175
14:00 - 15:00	2	43	0.023	2	43	0.023	2	43	0.046
15:00 - 16:00	2	43	0.058	2	43	0.047	2	43	0.105
16:00 - 17:00	2	43	0.023	2	43	0.000	2	43	0.023
17:00 - 18:00	2	43	0.047	2	43	0.047	2	43	0.094
18:00 - 19:00	2	43	0.012	2	43	0.012	2	43	0.024
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.500			0.456			0.956

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected: 36 - 50 (units:)
Survey date range: 01/01/07 - 17/10/12
Number of weekdays (Monday-Friday): 2
Number of Saturdays: 0
Number of Sundays: 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.

TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS

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	2	43	0.000	2	43	0.000	2	43	0.000
08:00 - 09:00	2	43	0.000	2	43	0.000	2	43	0.000
09:00 - 10:00	2	43	0.023	2	43	0.023	2	43	0.046
10:00 - 11:00	2	43	0.000	2	43	0.012	2	43	0.012
11:00 - 12:00	2	43	0.000	2	43	0.058	2	43	0.058
12:00 - 13:00	2	43	0.070	2	43	0.081	2	43	0.151
13:00 - 14:00	2	43	0.012	2	43	0.000	2	43	0.012
14:00 - 15:00	2	43	0.000	2	43	0.012	2	43	0.012
15:00 - 16:00	2	43	0.035	2	43	0.012	2	43	0.047
16:00 - 17:00	2	43	0.140	2	43	0.140	2	43	0.280
17:00 - 18:00	2	43	0.000	2	43	0.000	2	43	0.000
18:00 - 19:00	2	43	0.000	2	43	0.000	2	43	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.280			0.338			0.618

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected: 36 - 50 (units:)
 Survey date range: 01/01/07 - 17/10/12
 Number of weekdays (Monday-Friday): 2
 Number of Saturdays: 0
 Number of Sundays: 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.

TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS

MULTI-MODAL TOTAL PEOPLE

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	2	43	0.012	2	43	0.012	2	43	0.024
08:00 - 09:00	2	43	0.070	2	43	0.058	2	43	0.128
09:00 - 10:00	2	43	0.221	2	43	0.221	2	43	0.442
10:00 - 11:00	2	43	0.070	2	43	0.174	2	43	0.244
11:00 - 12:00	2	43	0.174	2	43	0.291	2	43	0.465
12:00 - 13:00	2	43	0.256	2	43	0.384	2	43	0.640
13:00 - 14:00	2	43	0.384	2	43	0.221	2	43	0.605
14:00 - 15:00	2	43	0.081	2	43	0.116	2	43	0.197
15:00 - 16:00	2	43	0.140	2	43	0.140	2	43	0.280
16:00 - 17:00	2	43	0.349	2	43	0.186	2	43	0.535
17:00 - 18:00	2	43	0.140	2	43	0.186	2	43	0.326
18:00 - 19:00	2	43	0.105	2	43	0.035	2	43	0.140
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.002			2.024			4.026

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected: 36 - 50 (units:)
 Survey date range: 01/01/07 - 17/10/12
 Number of weekdays (Monday-Friday): 2
 Number of Saturdays: 0
 Number of Sundays: 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.

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH
Category : F - NURSING HOMES
MULTI-MODAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	DC DORSET	1 days
05	EAST MIDLANDS	
	NR NORTHAMPTONSHIRE	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	1 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 residents
Actual Range: 32 to 58 (units:)
Range Selected by User: 32 to 180 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/07 to 08/12/12

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:

Tuesday	1 days
Wednesday	1 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	4 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	3

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

Selected Location Sub Categories:

Residential Zone	4
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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:

C2

4 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	1 days
20,001 to 25,000	1 days
25,001 to 50,000	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	1 days
75,001 to 100,000	1 days
250,001 to 500,000	1 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	2 days

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

Travel Plan:

No

4 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-05-F-02	NURSING HOME	DORSET
	WHARNCLIFFE ROAD		
	BOSCOMBE		
	BOURNEMOUTH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of residents:	43	
	Survey date: WEDNESDAY	16/07/08	Survey Type: MANUAL
2	NR-05-F-01	NURSING HOME	NORTHAMPTONSHIRE
	ROCKINGHAM ROAD		
	CORBY		
	Edge of Town Centre		
	Residential Zone		
	Total Number of residents:	55	
	Survey date: FRIDAY	21/11/08	Survey Type: MANUAL
3	WK-05-F-01	NURSING HOME	WARWICKSHIRE
	CLARENDON SQUARE		
	LEAMINGTON SPA		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of residents:	32	
	Survey date: THURSDAY	25/10/12	Survey Type: MANUAL
4	WY-05-F-01	NURSING HOME	WEST YORKSHIRE
	CLIFF ROAD		
	HYDE PARK		
	LEEDS		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of residents:	58	
	Survey date: TUESDAY	15/06/10	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 05 - HEALTH/F - NURSING HOMES

MULTI-MODAL VEHICLES

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	4	47	0.074	4	47	0.059	4	47	0.133
08:00 - 09:00	4	47	0.074	4	47	0.074	4	47	0.148
09:00 - 10:00	4	47	0.080	4	47	0.032	4	47	0.112
10:00 - 11:00	4	47	0.074	4	47	0.085	4	47	0.159
11:00 - 12:00	4	47	0.096	4	47	0.101	4	47	0.197
12:00 - 13:00	4	47	0.080	4	47	0.064	4	47	0.144
13:00 - 14:00	4	47	0.117	4	47	0.080	4	47	0.197
14:00 - 15:00	4	47	0.085	4	47	0.122	4	47	0.207
15:00 - 16:00	4	47	0.048	4	47	0.074	4	47	0.122
16:00 - 17:00	4	47	0.096	4	47	0.080	4	47	0.176
17:00 - 18:00	4	47	0.080	4	47	0.128	4	47	0.208
18:00 - 19:00	4	47	0.080	4	47	0.080	4	47	0.160
19:00 - 20:00	3	44	0.053	3	44	0.068	3	44	0.121
20:00 - 21:00	2	45	0.011	2	45	0.044	2	45	0.055
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.048			1.091			2.139

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected: 32 - 58 (units:)
 Survey date range: 01/01/07 - 08/12/12
 Number of weekdays (Monday-Friday): 4
 Number of Saturdays: 0
 Number of Sundays: 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.

TRIP RATE for Land Use 05 - HEALTH/F - NURSING HOMES

MULTI-MODAL TAXIS

Calculation factor: **1 RESIDE**

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	4	47	0.000	4	47	0.000	4	47	0.000
08:00 - 09:00	4	47	0.005	4	47	0.005	4	47	0.010
09:00 - 10:00	4	47	0.000	4	47	0.000	4	47	0.000
10:00 - 11:00	4	47	0.000	4	47	0.000	4	47	0.000
11:00 - 12:00	4	47	0.005	4	47	0.005	4	47	0.010
12:00 - 13:00	4	47	0.005	4	47	0.005	4	47	0.010
13:00 - 14:00	4	47	0.011	4	47	0.011	4	47	0.022
14:00 - 15:00	4	47	0.016	4	47	0.016	4	47	0.032
15:00 - 16:00	4	47	0.005	4	47	0.005	4	47	0.010
16:00 - 17:00	4	47	0.011	4	47	0.011	4	47	0.022
17:00 - 18:00	4	47	0.000	4	47	0.000	4	47	0.000
18:00 - 19:00	4	47	0.005	4	47	0.005	4	47	0.010
19:00 - 20:00	3	44	0.008	3	44	0.008	3	44	0.016
20:00 - 21:00	2	45	0.000	2	45	0.000	2	45	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.071			0.071			0.142

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected: 32 - 58 (units:)
Survey date range: 01/01/07 - 08/12/12
Number of weekdays (Monday-Friday): 4
Number of Saturdays: 0
Number of Sundays: 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.

TRIP RATE for Land Use 05 - HEALTH/F - NURSING HOMES

MULTI-MODAL OGVS

Calculation factor: **1 RESIDE**

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	4	47	0.011	4	47	0.011	4	47	0.022
08:00 - 09:00	4	47	0.000	4	47	0.000	4	47	0.000
09:00 - 10:00	4	47	0.005	4	47	0.005	4	47	0.010
10:00 - 11:00	4	47	0.021	4	47	0.011	4	47	0.032
11:00 - 12:00	4	47	0.011	4	47	0.016	4	47	0.027
12:00 - 13:00	4	47	0.000	4	47	0.005	4	47	0.005
13:00 - 14:00	4	47	0.000	4	47	0.000	4	47	0.000
14:00 - 15:00	4	47	0.000	4	47	0.000	4	47	0.000
15:00 - 16:00	4	47	0.000	4	47	0.000	4	47	0.000
16:00 - 17:00	4	47	0.000	4	47	0.000	4	47	0.000
17:00 - 18:00	4	47	0.000	4	47	0.000	4	47	0.000
18:00 - 19:00	4	47	0.000	4	47	0.000	4	47	0.000
19:00 - 20:00	3	44	0.000	3	44	0.000	3	44	0.000
20:00 - 21:00	2	45	0.000	2	45	0.000	2	45	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.048			0.048			0.096

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected: 32 - 58 (units:)
 Survey date range: 01/01/07 - 08/12/12
 Number of weekdays (Monday-Friday): 4
 Number of Saturdays: 0
 Number of Sundays: 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.

TRIP RATE for Land Use 05 - HEALTH/F - NURSING HOMES

MULTI-MODAL CYCLISTS

Calculation factor: **1 RESIDE**

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	4	47	0.000	4	47	0.000	4	47	0.000
08:00 - 09:00	4	47	0.005	4	47	0.011	4	47	0.016
09:00 - 10:00	4	47	0.005	4	47	0.005	4	47	0.010
10:00 - 11:00	4	47	0.000	4	47	0.000	4	47	0.000
11:00 - 12:00	4	47	0.000	4	47	0.000	4	47	0.000
12:00 - 13:00	4	47	0.000	4	47	0.000	4	47	0.000
13:00 - 14:00	4	47	0.000	4	47	0.000	4	47	0.000
14:00 - 15:00	4	47	0.000	4	47	0.000	4	47	0.000
15:00 - 16:00	4	47	0.016	4	47	0.016	4	47	0.032
16:00 - 17:00	4	47	0.000	4	47	0.000	4	47	0.000
17:00 - 18:00	4	47	0.021	4	47	0.016	4	47	0.037
18:00 - 19:00	4	47	0.000	4	47	0.000	4	47	0.000
19:00 - 20:00	3	44	0.000	3	44	0.000	3	44	0.000
20:00 - 21:00	2	45	0.000	2	45	0.000	2	45	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.047			0.048			0.095

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: 32 - 58 (units:)
Survey date range: 01/01/07 - 08/12/12
Number of weekdays (Monday-Friday): 4
Number of Saturdays: 0
Number of Sundays: 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.

TRIP RATE for Land Use 05 - HEALTH/F - NURSING HOMES

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: **1 RESIDE**

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	4	47	0.090	4	47	0.059	4	47	0.149
08:00 - 09:00	4	47	0.112	4	47	0.090	4	47	0.202
09:00 - 10:00	4	47	0.080	4	47	0.037	4	47	0.117
10:00 - 11:00	4	47	0.101	4	47	0.128	4	47	0.229
11:00 - 12:00	4	47	0.122	4	47	0.128	4	47	0.250
12:00 - 13:00	4	47	0.074	4	47	0.053	4	47	0.127
13:00 - 14:00	4	47	0.149	4	47	0.085	4	47	0.234
14:00 - 15:00	4	47	0.096	4	47	0.144	4	47	0.240
15:00 - 16:00	4	47	0.064	4	47	0.096	4	47	0.160
16:00 - 17:00	4	47	0.101	4	47	0.112	4	47	0.213
17:00 - 18:00	4	47	0.096	4	47	0.165	4	47	0.261
18:00 - 19:00	4	47	0.106	4	47	0.106	4	47	0.212
19:00 - 20:00	3	44	0.060	3	44	0.083	3	44	0.143
20:00 - 21:00	2	45	0.022	2	45	0.056	2	45	0.078
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.273			1.342			2.615

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected: 32 - 58 (units:)
Survey date range: 01/01/07 - 08/12/12
Number of weekdays (Monday-Friday): 4
Number of Saturdays: 0
Number of Sundays: 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.

TRIP RATE for Land Use 05 - HEALTH/F - NURSING HOMES

MULTI-MODAL PEDESTRIANS

Calculation factor: **1 RESIDE**

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	4	47	0.069	4	47	0.027	4	47	0.096
08:00 - 09:00	4	47	0.048	4	47	0.037	4	47	0.085
09:00 - 10:00	4	47	0.032	4	47	0.011	4	47	0.043
10:00 - 11:00	4	47	0.064	4	47	0.048	4	47	0.112
11:00 - 12:00	4	47	0.021	4	47	0.037	4	47	0.058
12:00 - 13:00	4	47	0.037	4	47	0.059	4	47	0.096
13:00 - 14:00	4	47	0.037	4	47	0.053	4	47	0.090
14:00 - 15:00	4	47	0.037	4	47	0.027	4	47	0.064
15:00 - 16:00	4	47	0.021	4	47	0.043	4	47	0.064
16:00 - 17:00	4	47	0.011	4	47	0.032	4	47	0.043
17:00 - 18:00	4	47	0.005	4	47	0.011	4	47	0.016
18:00 - 19:00	4	47	0.016	4	47	0.005	4	47	0.021
19:00 - 20:00	3	44	0.023	3	44	0.045	3	44	0.068
20:00 - 21:00	2	45	0.000	2	45	0.022	2	45	0.022
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.421			0.457			0.878

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected: 32 - 58 (units:)
 Survey date range: 01/01/07 - 08/12/12
 Number of weekdays (Monday-Friday): 4
 Number of Saturdays: 0
 Number of Sundays: 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.

TRIP RATE for Land Use 05 - HEALTH/F - NURSING HOMES

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	4	47	0.027	4	47	0.000	4	47	0.027
08:00 - 09:00	4	47	0.011	4	47	0.021	4	47	0.032
09:00 - 10:00	4	47	0.000	4	47	0.000	4	47	0.000
10:00 - 11:00	4	47	0.005	4	47	0.000	4	47	0.005
11:00 - 12:00	4	47	0.011	4	47	0.000	4	47	0.011
12:00 - 13:00	4	47	0.000	4	47	0.016	4	47	0.016
13:00 - 14:00	4	47	0.005	4	47	0.000	4	47	0.005
14:00 - 15:00	4	47	0.011	4	47	0.021	4	47	0.032
15:00 - 16:00	4	47	0.000	4	47	0.005	4	47	0.005
16:00 - 17:00	4	47	0.000	4	47	0.005	4	47	0.005
17:00 - 18:00	4	47	0.005	4	47	0.000	4	47	0.005
18:00 - 19:00	4	47	0.000	4	47	0.000	4	47	0.000
19:00 - 20:00	3	44	0.030	3	44	0.000	3	44	0.030
20:00 - 21:00	2	45	0.011	2	45	0.022	2	45	0.033
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.116			0.090			0.206

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: 32 - 58 (units:)
 Survey date range: 01/01/07 - 08/12/12
 Number of weekdays (Monday-Friday): 4
 Number of Saturdays: 0
 Number of Sundays: 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.

TRIP RATE for Land Use 05 - HEALTH/F - NURSING HOMES

MULTI-MODAL TOTAL PEOPLE

Calculation factor: **1 RESIDE**

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	4	47	0.186	4	47	0.085	4	47	0.271
08:00 - 09:00	4	47	0.176	4	47	0.160	4	47	0.336
09:00 - 10:00	4	47	0.117	4	47	0.053	4	47	0.170
10:00 - 11:00	4	47	0.170	4	47	0.176	4	47	0.346
11:00 - 12:00	4	47	0.154	4	47	0.165	4	47	0.319
12:00 - 13:00	4	47	0.112	4	47	0.128	4	47	0.240
13:00 - 14:00	4	47	0.191	4	47	0.138	4	47	0.329
14:00 - 15:00	4	47	0.144	4	47	0.191	4	47	0.335
15:00 - 16:00	4	47	0.101	4	47	0.160	4	47	0.261
16:00 - 17:00	4	47	0.112	4	47	0.149	4	47	0.261
17:00 - 18:00	4	47	0.128	4	47	0.191	4	47	0.319
18:00 - 19:00	4	47	0.122	4	47	0.112	4	47	0.234
19:00 - 20:00	3	44	0.113	3	44	0.128	3	44	0.241
20:00 - 21:00	2	45	0.033	2	45	0.100	2	45	0.133
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		1.859			1.936			3.795	

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

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Survey date range: 01/01/07 - 08/12/12
Number of weekdays (Monday-Friday): 4
Number of Saturdays: 0
Number of Sundays: 0
Surveys manually removed from selection: 0

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Proposed Use Trip Generation Calculation and Summary

TRICS Data

Retirement Homes Weekday Trip Rates Per House

All Trips	Inbound	Outbound	
08:00-09:00	0.070	0.058	
17:00-18:00	0.140	0.186	
Total Daily Trips	2.002	2.024	
Pedestrians			
08:00-09:00	0.023	0.023	Mode
17:00-18:00	0.047	0.047	Share
Total Daily Trips	0.500	0.456	23.7%
Cyclists			
08:00-09:00	0.000	0.000	Mode
17:00-18:00	0.000	0.000	Share
Total Daily Trips	0.000	0.000	0.0%
Public Transport			
08:00-09:00	0.000	0.000	Mode
17:00-18:00	0.000	0.000	Share
Total Daily Trips	0.280	0.338	15.3%
Vehicles			
08:00-09:00	0.035	0.023	Mode
17:00-18:00	0.058	0.058	Share
Total Daily Trips	0.896	0.873	43.9%
Vehicle Passengers			
08:00-09:00	0.012	0.012	Mode
17:00-18:00	0.035	0.082	Share
Total Daily Trips	0.327	0.360	17.0%
Ordinary Goods Vehicles			
08:00-09:00	0.000	0.000	
17:00-18:00	0.000	0.000	
Total Daily Trips	0.058	0.046	

TRICS Data

Care Home Weekday Trip Rates Per bed

All Trips	Inbound	Outbound	
08:00-09:00	0.176	0.160	
17:00-18:00	0.128	0.194	
Total Daily Trips	1.859	1.936	
Pedestrians			
08:00-09:00	0.048	0.037	Mode
17:00-18:00	0.005	0.011	Share
Total Daily Trips	0.421	0.457	23.1%
Cyclists			
08:00-09:00	0.005	0.011	Mode
17:00-18:00	0.021	0.016	Share
Total Daily Trips	0.047	0.048	2.5%
Public Transport			
08:00-09:00	0.011	0.021	Mode
17:00-18:00	0.005	0.000	Share
Total Daily Trips	0.116	0.090	5.4%
Vehicles			
08:00-09:00	0.079	0.079	Mode
17:00-18:00	0.080	0.128	Share
Total Daily Trips	1.119	1.162	60.1%
Vehicle Passengers			
08:00-09:00	0.033	0.011	Mode
17:00-18:00	0.016	0.037	Share
Total Daily Trips	0.154	0.180	8.8%
Ordinary Goods Vehicles			
08:00-09:00	0.000	0.000	
17:00-18:00	0.000	0.000	
Total Daily Trips	0.048	0.048	

Predicted Trip Rates

28 Retirement Homes 60 Bed Care Home	AM Peak 08:00-09:00		PM Peak 17:00-18:00		Total Weekday Trips	
	Inbound	Outbound	Inbound	Outbound	Inbound	Outbound
Pedestrians	4	3	2	2	39	40
Cyclists	0	1	1	1	3	3
Public Transport	1	1	0	0	15	15
Vehicle Driver	6	5	6	9	92	94
Vehicle Passenger	2	1	2	5	18	21
Goods Vehicles	0	0	0	0	5	4

Appendix 9

Interim Travel Plan



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Planning Stage

Interim Travel Plan

Proposed Retirement Village at

**Dappers Lane, Angmering
West Sussex**

On behalf of

Hobden Asset Management

November 2013

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Planning Stage

1 Non Technical Summary

- 1.1 This Interim Travel Plan has been prepared on behalf of Hobden Asset Management for a Retirement Village comprising a 60 bed Care Home together with 28 Cottages on land on the east side of Dappers Lane, Angmering.
- 1.2 The Travel Plan has been designed in accordance with government guidance to reduce the reliance on the private car.
- 1.3 Where appropriate, the measures and requirements included in this Travel Plan will be implemented prior to the occupation of residents.
- 1.4 The Travel Plan Coordinator will be the Retirement Village / Care Home Manager.
- 1.5 The provision of travel information to new residents and travel monitoring will take place following first occupation by each resident.
- 1.6 This document provides the best means of giving the residents the necessary information to encourage them to adopt greener modes of travel.
- 1.7 The draft of this document will be submitted to West Sussex County Council for consideration, comment and approval, prior to it being issued.
- 1.8 At Planning Stage this Travel Plan cannot provide detail of exact measures and how they will be achieved but forms a framework for a more detailed Travel Plan to be prepared and agreed subsequent to the granting of Planning Consent.

Planning Stage

2 Principles of Travel Plans

2.1 The Aim of Travel Plans

- 2.1.1 A Travel Plan is a general term for a package of measures tailored to the needs of an individual site and occupier aimed at promoting more environmentally friendly travel choices and reducing overall reliance on the private car particularly for single occupancy journeys.
- 2.1.2 A Travel Plan is a process that develops over a period of time in accordance with the operation of the site and the surrounding environment. Once implemented regular monitoring and updating will need to take place.
- 2.1.3 The Travel Plan has been designed to encourage staff and visitors to use a more environmentally friendly mode of transport. It contains a mix of incentives in implementing the government's aspirations for sustainable development including the use of public transport, car sharing and walking and cycling, together with discouraging the use of the private car.
- 2.1.4 The Travel Plan can bring a number of benefits which can include:
- Reduce congestion and journey times
 - Improve public transport services
 - Reduce demand for car parking
 - Improve health and reduce stress
 - Reduce the impact of national and global environmental problems such as global warming.

Planning Studies

3 The Site and the Surrounding Area

3.1 General Description of the Care Home

- 3.1.1 The new care home has 60 beds and parking for 19 vehicles.
- 3.1.2 The managing company will employ a number of staff members. These are expected to be made up of a manager, an administrator / receptionist, 6 care workers, 5 kitchen / waiting staff, giving a total of some 12-15 employees although not all onsite at one time.
- 3.1.3 In addition to likely regular visitors to residents there will be occasional visits by a hairdresser, cleaners, a maintenance worker and a gardener.
- 3.1.4 In addition, there would be visits by GPs, nurses, therapists etc. Visits by larger vehicles would be likely to be confined to the refuse collection and vehicles delivering supplies for the chef / cook.

3.2 General Description of the Age Restricted Cottages

- 3.2.1 There are 27 age restricted Retirement Cottages which are age restricted to 55 years and older together with a Manager's Cottage.
- 3.2.2 Parking is provided for some Cottages within the curtilage and some within communal areas therefore residents who do not drive can select a Cottage without private parking and residents who do drive can select a Cottage with private parking thereby maximising the available spaces for visitors.

3.3 Site Location and Surroundings

- 3.3.1 The proposed housing development is located at ordnance survey grid reference TQ 073047 postcode BN16 4DA on the eastern side of Dappers Lane and north side of Water Lane, Angmering, West Sussex.
- 3.3.2 Angmering Railway Station is located approximately 2km to the south.

3.4 Key Local Services and Amenities

- 3.4.1 The site is situated on the edge of an established residential area.
- 3.4.2 The site is a short walk from Angmering High Street which has a small selection of amenities including a Grocery Store, Butchers, Post Office, GP Surgery and Dental Practice, Pharmacy and Library.
- 3.4.3 There are more shops adjacent to Angmering Railway Station on Station Road and a supermarket on New Road A259 approximately 2.2km from the site which is accessible by bus.

4 Accessibility and Local Transport Infrastructure

4.1 Pedestrian and Cycle

- 4.1.1 Walking can play a significant role in reducing unnecessary car trips. Journeys on foot improve health and cost nothing.
- 4.1.2 The main pedestrian and cyclist desire lines are likely to be southwest towards Angmering Village Centre and southwest towards Angmering Railway Station.
- 4.1.3 The footway along Dappers Lane and the surrounding roads provides access to the village centre and surrounding residential area.
- 4.1.4 There is a traffic signal controlled pedestrian crossing on the A259 on the route towards Angmering Railway Station together with several other uncontrolled crossing points at the junctions with Roundstone Lane and the Angmering Bypass and a footbridge over the A259 Roundstone Bypass adjacent to Station Road.
- 4.1.5 In addition to the public footways there are public footpaths and an off carriageway cycle route providing access southwards to Angmering Railway Station.
- 4.1.6 Although cycling is a highly sustainable mode of travel, it is unrealistic to expect it to be adopted by many, if any, of the residents at the Care Home of this development due to their age or potential frailty. Experience in developments catering for more able members of the elderly community shows that very few, if any, residents would be likely to use this mode.
- 4.1.7 However, provision is available for cycle parking largely for staff and visitors and the residents at the Cottages. This will cater for all those persons wishing to use this mode of travel to and from the site.

4.2 Public Transport

- 4.2.1 Public transport provides a practical alternative to the private car, however people can be discouraged from using buses where there is:
 - A lack of knowledge of local services
 - A high fare regime
 - A problem of slow, infrequent and unreliable services
 - A fear for safety when travelling out of daylight hours
- 4.2.2 Where these problems exist in this location, this Travel Plan can help to reduce them by informing residents, staff and visitors of the services available to them.
- 4.2.3 High fares will not affect the over 60 year old residents who would have access to free bus travel.

- 4.2.4 Stagecoach and Compass Bus operate bus services in the vicinity of the site.
- 4.2.5 The closest bus stops are located to the north of the site on Merryfield Crescent and on the south side of the carriageway and to the south on the north side of Water Lane both in the form of a simple pole and stop sign
- 4.2.6 These stops provide access to the Stagecoach number 9 bus which offers an hourly service between the Holmbush Centre in Shoreham and Littlehampton as well as Angmering Railway Station and Worthing.
- 4.2.7 The X4 Compass Bus service which can be caught from Angmering Village centre also provides access to the Holmbush Centre with a single service each way on a Wednesday only.
- 4.2.8 The Stagecoach 700 Coastliner Service stops on the B2140 Worthing Road and Old Worthing Road 1.9km to the south of the site and provides 6 services per hour in each direction between Brighton and Southsea including Ferring, Goring, Worthing, Lancing, Shoreham, Portslade and Hove to the east and continuing to Rustington, Littlehampton, Arundel, Yapton, Bognor Regis, Chichester, Bosham, Southbourne, Emsworth, Havant, Hilsea and Portsmouth to the west.
- 4.2.9 Access to the 700 service is also available from Angmering Railway Station via the number 9 bus.
- 4.2.10 Angmering Railway Station is located approximately 2km from the site and is part of the South Coast mainline between Portsmouth and Brighton which also provides direct services to London and Southampton.
- 4.2.11 The number 9 bus stops at Angmering Railway Station on an hourly frequency. For able bodied residents the distance represents a 25 minute walk or 12 minute cycle.
- 4.2.12 There is a well established pedestrian route to Angmering Railway Station via a traffic signal controlled pedestrian crossing on the A259.
- 4.2.13 Trains from Angmering Station travel west to Littlehampton, Chichester, Portsmouth and Southampton and east to Worthing, Hove and Brighton.
- 4.2.14 During weekday peak hours there are typically two direct services per hour to London Victoria, three per hour to Brighton and two per hour to Portsmouth.

4.3 Local Highway Network

- 4.3.1 Dappers Lane connects to Water Lane at its southern end and to Arundel Road at its northern end providing access to the A27 trunk road to the north of the site. Access into Dappers Lane at its northern end is no entry for southbound vehicles except buses beneath the A27 bridge and therefore can be used to access the A27 only from leaving the site and not arriving to it.
- 4.3.2 Water Lane also connects the A27 via the A280 Angmering Bypass to the east and continues southwest to Angmering Village Centre and to the A259 Roundstone Bypass via Station Road.
- 4.3.3 The A259 Roundstone Bypass is accessed via the roundabouts at the southern end of either Station Road or Roundstone Lane via Weavers Hill to the south of the site.
- 4.3.4 The A27 can also be accessed at a left turn only T junction via Arundel Road to the northeast of the site.
- 4.3.5 Traffic calming in the form of highway buildouts is present on Station Road, Water Lane and Roundstone Lane with a 20mph zone in the village centre creating a restriction to through traffic using local village roads.

4.4 Encouraging Car Sharing

- 4.4.1 Where other modes of transport are not convenient, car sharing can be a useful means of reducing the number of private vehicles travelling to and from a site.
- 4.4.2 Car sharing not only potentially saves money but also helps ease congestion enabling better use of road space and reducing the impact of road traffic on the environment. People can be discouraged from car sharing by:
 - The possible inconvenience of relying on other people
 - The possible inconvenience of people being dependant on the driver
 - The possible inconvenience of having to detour to pick up other people
- 4.4.3 The Travel Plan can help to overcome these issues by making residents and visitors aware of alternatives. Car sharing amongst residents does not involve any detours to pick up others.

5 Development Travel Demand

5.1 Trip Generation

- 5.1.1 Until the site is fully operational monitoring of travel habits cannot be undertaken.
- 5.1.2 For the purpose of this Travel Plan the trips associated with the care home and residential cottages have been established from the TRICS data used in the Transport Assessment which accompanied the Planning Application.
- 5.1.3 Weekday peak hour trips are estimated as follows:

	AM Peak 08:00-09:00		PM Peak 17:00-18:00		Total Weekday
	Inbound	Outbound	Inbound	Outbound	
Pedestrians	4	3	2	2	39
Cyclists	0	1	1	1	3
Public Transport	1	1	0	0	15
Vehicles	6	5	6	9	92
Vehicle Passengers	2	1	2	5	18
Ordinary Goods Vehicles	0	0	0	0	5

Table 1: Development Trip Generation

Planning

6 Specific Travel Plan Measures

6.1 Generally

- 6.1.1 The key aim of this Interim Travel Plan is to ensure that residents are given the best available information on non-car modes of travel and facilities in the area in order to allow them to make informed decisions on travel requirements.
- 6.1.2 The aim is to minimise the use of the private car and also to minimise the journey lengths by all modes.
- 6.1.3 The nature of the proposed development will ensure that vehicle movements by residents are kept to a minimum.
- 6.1.4 Residents at the Care Home will be able to have three meals per day thereby removing the need for the regular food shopping trips. Services such as cleaning will minimise the need for shopping for cleaning supplies etc.
- 6.1.5 An information pack of travel and related matters will be prepared by the Travel Plan Coordinator and will be submitted to West Sussex County Council and amended as appropriate before being issued to new residents.
- 6.1.6 Copies will also be available to prospective purchasers and visitors.
- 6.1.7 Copies of the information included within the information pack will be displayed on a notice board located prominently for all residents, staff and visitors.

6.2 Travel Information Pack Contents

- 6.2.1 The information pack will include the following in order to encourage residents, staff and visitors to use the most sustainable forms of travel available:
 - A short summary of this Travel Plan
 - Details on the cycle parking facilities available and also guidance on the buggy parking / charging facilities along with information as to where these vehicles can be purchased
 - The location of public transport stops / stations and a timetable of services
 - Information on how to secure free travel by bus for eligible residents age 60 years or older or those with disabilities
 - Advice on how to obtain a senior railcard which can save 1 / 3 on most rail fares across Britain
 - Detailed information on the service provided by the Care Home's minibus and how the residents can book a trip or indeed instigate new trips
 - A plan showing the pedestrian and cycle routes in the area, linking the site to the facilities likely to be used by residents
 - Information on retailers offering online shopping with home deliveries
 - Information on local taxi operators

- Information on the location of GP surgeries, pharmacies, newsagents, grocers and supermarkets and other local shops.

6.3 Travel Plan Coordinator

- 6.3.1 The Care Home / Retirement Village Manager will act as a Travel Plan Coordinator to help residents and visitors become aware of the green travel alternatives.
- 6.3.2 The Travel Plan Coordinator will advise West Sussex County Council of his / her appointment. Any change of coordinator will also be reported to West Sussex County Council and Planning Authority.
- 6.3.3 The residents will be kept informed of all of the changes to services available. The data on the notice board will be changed as appropriate. The Travel Plan Coordinator will be prepared to give specific advice to residents who may require specific services, although the minibus or the local bus or rail services will cater for the majority.
- 6.3.4 The Travel Plan Coordinator will consider the possibility of setting up a register of car owners who would be willing to offer lifts to other residents in order to facilitate car sharing.
- 6.3.5 The Travel Plan Coordinator will keep under review the Travel Plan and when any modification is necessary will notify West Sussex County Council as appropriate.
- 6.3.6 The Travel Plan Coordinator will monitor the travel modes used by residents, staff and visitors. This monitoring will commence when the development is at least 50%-occupied and will occur at 12 monthly intervals thereafter.
- 6.3.7 Once the staffing arrangements have been finalised, consideration will be given to the use of a minibus to pick up and drop off staff who live too far from the development to walk or cycle to and from work which can also provide a service for residents.

7 Aim of the Travel Plan

7.1 Targets

- 7.1.1 In line with the aims of the local plan it is an important principle that new development provides sustainable travel choices.
- 7.1.2 It should be noted that residents and visitors cannot be compelled to adopt particular travel patterns. Information will be provided to encourage a voluntary adoption of green travel modes.
- 7.1.3 With reference to staff movements, the initial aim will be to ensure that less than 50% of trips to and from the development will be by single occupancy car.

7.2 Overall Timescale

- 7.2.1 The information that is to be provided for all residents will be put together shortly before the first occupancy of the development and submitted to West Sussex County Council at that time.
- 7.2.2 It is intended that the information will be available within the sales office, so that prospective residents can make a decision to occupy with a full knowledge of the available non-car modes of travel.
- 7.2.3 When the Care Home Manager for the development is appointed by the Management Company, he or she will be advised of their responsibilities in respect of this plan and will report their appointment to West Sussex County Council.
- 7.2.4 The Travel Plan Coordinator will undertake a survey of travel modes when the level of occupancy is at a significant level (at least 50%) to establish the initial pattern of travel amongst residents, staff and visitors.
- 7.2.5 He or she will then monitor the effectiveness of the measures contained in this Travel Plan and will consider what, if any, further measures are required or how existing measures could best be modified. Monitoring will then proceed on an annual basis and the results will be reported to West Sussex County Council.
- 7.2.6 Full occupancy of a development of this nature can normally take between 12 months and 3 years to achieve.
- 7.2.7 The initial aim is to achieve the modal split target figures within 18 months following the full occupancy of the development.
- 7.2.8 If these targets are not met, further guidance and encouragement to adopt greener travel patterns will be issued to residents and / or visitors and / or staff. The Travel Plan Coordinator will agree these steps with West Sussex County Council.