

Development Transport Planning

**HALLMARK CARE HOMES
ROUNDSTONE LANE, ANGMERING**

Transport Statement

**Project No. 68011
April 2018**

**Kingswick House
Kingswick Drive
Ascot
Berkshire
SL5 7BH**

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DOCUMENT CONTROL SHEET

Issue	Date	Description	Author	Checked
1	02/03/2018	Draft Issue for Comment	RAA	AKJ
2	03/04/2018	Submission	RAA	AKJ
3	03/04/2018	Submission (Amended)	RAA	AKJ
4	04/04/2018	Submission (Amended)	RAA	AKJ

1.0 INTRODUCTION

1.1 Hallmark Care Homes proposes to develop the existing residential property known as Pound Place, Roundstone Lane, Angmering for a residential elderly care home providing 71 bedrooms.

1.2 An outline planning application was submitted for residential development in 2014, reference number A/154/14/OUT, and this was subsequently approved on 2nd April 2015, subject to conditions. The application proposed 18 houses with around 40 parking spaces and the permission remains valid.

1.3 West Sussex County Council (WSSCC) was consulted as the local highway authority and commented on the proposed development. They indicated that the proposed improved access was acceptable in principle and raised no objection or concerns regarding the development.

1.4 The application site is situated adjacent to two approved and mostly constructed residential development sites, one immediately north of the site and one immediately to the south, and which surround the application site with the exception of the site frontage onto Roundstone Lane.

1.5 This Transport Statement considers the transport implications of the proposals for a residential care home against the background of the previously approved outline application for residential use.

1.6 This report contains:

- A description of the site location.
- a review of the local highway network and public transport services;
- a description of the proposed development;
- an assessment of the expected transport impact of the development
- details of parking demand and provision
- a summary and conclusion

2.0 SITE LOCATION, DESCRIPTION AND EXISTING TRANSPORT NETWORKS

2.1 The application site, Pound Place, is located on the eastern side of Roundstone Lane in Angmering, and is currently occupied by a single detached house surrounded by mature gardens and bordered by trees. It has a gated access onto Roundstone Lane with a driveway leading to detached garages and external parking for several vehicles. The existing access is about 5m in width between the inner faces of the gate piers. There is good visibility in both directions with visibility splays of at least 2.4m x 43m in either direction.

2.2 The site is immediately north of Brougham Grove which is a recently completed residential development. To the north of the site is the Swanbourne Park development which is partially complete with Phase 3 now under construction and which extends around the eastern side of the site. The western side of the site abuts Roundstone Lane.

2.3 Roundstone Lane has an approximately straight alignment and runs north to south from the eastern end of Angmering High Street and connects to A259 Roundstone By-Pass about 800m south of the site. It is subject to a 30mph speed limit and has various traffic calming features with speed cushions at various locations and raised tables at the junctions with Alexander Avenue and Brougham Grove. There are no formal parking restrictions in the vicinity of the site.

2.4 There are a number of residential streets that join Roundstone Lane at priority junctions along its length and the character of the road is mainly residential. This northern section of Roundstone Lane joins Nursery Road at a priority junction about 50m south of the site. It then passes through a roundabout at Bramley Way, further south, before connecting with A259 at another roundabout junction. There are some employment and commercial uses towards its southern end.

2.5 Roundstone Lane is around 5.5m in width in the vicinity of the site and there is a continuous footway on the western side of the road. This footway is about 2.4m leading north from Nursery Road reducing to about 1.6m with a verge of up to 2.7m opposite the site.

2.6 On the east side there is a footway from the junction with Nursery Road leading north to a point adjacent the southern boundary of the site and where there is a dropped kerb crossing point with tactile paving. This footway continues from a point around 50m north of the site to just north of Alexander Avenue.

Walking & Cycling

2.7 The existing pedestrian infrastructure within the locality of the site frontage includes footway of around 1.8m in width on the west side of the carriageway only and street lighting at regular intervals. At the junction of Alexander Avenue there are new 2m wide footway spurs heading for a short distance in either direction, the footway to the north otherwise continues on the west side of the carriageway only.

2.8 At the junction with Brougham Grove there is a short spur of 2m wide footway heading north towards the application site. The footway is otherwise 2m wide on both sides of the carriageway from this point southwards, and which continues to a point approximately 30m south of the junction with Nursery Road, where it joins a footpath heading east across the northern boundary of Worthing Rugby Club. From this point onwards the footway continues on the western side of the carriageway only, until the junction with the A259 Roundstone By-Pass Road.

2.9 Along Nursery Road, in addition to a footway on the northern side of the carriageway, there is a dedicated cycle path adjacent to the footway on the southern side of the carriageway, both of which are separated from the carriageway by a grass verge. This cycle path continues along the extent of Nursery Road, which becomes Rowan Way as it turns the corner southwards, and terminates at the junction with Parsons Close.

2.10 The cycle path also continues north at the corner of Nursery Road/Rowan Way, past the Community Centre and linking to Pound Way. A short section of cycle path also links the northern end of Carina Drive with Mill Road.

2.11 To the south of the site, the Local Cycle Network Route known as the South Coast Cycle Route (SCCR) is joined on Worthing Road/Old Worthing Road. This section lies between Worthing and Littlehampton and connects with the sections of the SCCR to the east and west which form National Cycle Network Route 2.

2.12 There are several dropped-kerb pedestrian crossing points on Roundstone Lane in the locality of Alexander Avenue and Broughton Grove access junctions, and in the local area generally.

Local Facilities

2.13 Angmering Village Centre is about 800m walk from the site, northwards along Roundstone Lane and then High Street. The available facilities include a small Co-operative food store with Post Office, a newsagents, a deli with butchers, bakery and greengrocery, a café, several restaurants, a public house and several hair salons.

2.14 Angmering Medical Centre is around a 1.1km walk away on Station Road, and includes a pharmacy. The village Community Centre is a 350m walk away on Nursery Road/Rowan Way and the 'Spotted Cow' public house is 400m walk to the north.

Public Transport - Bus

2.15 Stagecoach South bus route 9 operates along Roundstone Lane and provides services between Shoreham-by-Sea and Arundel via Lancing, Worthing and Littlehampton. This route provides a regular hourly service Monday to Saturday with a reduced service on Sundays. The route passes through the Village Centre, which is an 8 minute journey, and calls at Angmering Rail Station, which is 12 minutes away. Details of the route and timetable are attached at Appendix A.

2.16 There are bus stops serving both directions of travel to the north and south of the site. The south bound stop to the north of the site is around 80m away and the south bound stop to the south is about 90m away. The northbound stops are about 60m to the north and about 140m to the south of the site.

Public Transport - Rail

2.17 Angmering Rail Station is around a 1.8km walk or a 12 minute bus journey, and provides trains to destinations such as Worthing, Brighton, Littlehampton, Portsmouth Harbour, Southampton Central and London Victoria.

Traffic Flows and Speeds

2.18 An automatic traffic survey was carried out for a week between 16th and 22nd March 2018. This survey recorded vehicle flows and speed in each direction over the seven day period and the results are attached at Appendix B.

2.19 This survey included two days when there was snow (Sunday 18th and Monday 19th). Although the snowfall was quite heavy, a rise in temperature on Monday into Tuesday meant that there was little snow left by that day.

2.20 The flows during the survey have been reviewed to see if there was any noticeable effect on traffic flows due to the weather. In the usual weekday morning peak hour beginning 8am, the northbound flows ranged between 189 vph and 216 vph with an average of 204 vph in the morning. The flows on the Monday were 197vph which are within range in the morning and 3% below average.

2.21 In the evening peak hour beginning 5pm the northbound flows were between 98vph and 119 vph with an average of 109 vph. The flows on Monday were 98vph which is the lowest observed weekday flow and about 10% below average.

2.22 In the southbound direction the morning peak flows ranged from 187 vph to 231 vph with an average of 206 vph. The Monday flows were 218 vph which is within range and about 5% above average. In the evening the recorded flows ranged between 225vph and 333vph with an average of 258. On Monday the flows were 225vph. This was the lowest recorded flow and was about 13% below average, although it should be noted that this average is inflated due to a very high hourly flow recorded on Thursday 22nd.

2.23 The daily weekday flows vary between 1500 and 1904 with an average of 1690 vehicles northbound and between 2033 and 2504 with an average of 2275 vehicles southbound. The daily flows on a Monday were 1500 vehicles northbound and 2033 vehicles southbound. These flows were the lowest recorded on the weekdays and for this reason data for this day has been excluded in derived average weekday traffic flows.

2.24 On this basis, the recorded weekday average peak hour, 12 hour and daily flows are summarised in Table 2.1.

Table 2.1	Northbound	Southbound	Total
08:00 – 09:00	206	204	410
17:00 – 18:00	117	266	383
07:00 – 19:00	1427	2021	3448
24 hours	1737	2335	4072

2.25 The average weekday evening peak, 12-hour and daily periods all show higher flows southbound than northbound. This is the case on each day and there is no reason why the weather would affect this nor is there any obvious explanation for this difference.

2.26 The traffic survey also recorded vehicle speeds and a similar check on these has been made to determine what, if any, effect the weather conditions may have had. The vehicle speed results are attached at Appendix B and the summary for the week is shown in Table 1. This shows average mean speeds of 24.1 mph northbound and 24.3 mph southbound. The average 85th percentile speeds were 29.3 mph northbound and 29.2 mph southbound.

2.27 The mean and 85th percentile speeds in each direction for each day have been calculated and are set out in Tables 2 and 3. For northbound traffic, the daily average mean speeds ranged from 23.3mph on Friday to 24.4mph on Sunday, Monday and Tuesday. The daily average 85th Percentile speeds ranged from 28.7mph on Friday to 29.6mph on Tuesday. These results show little variation in either the mean or 85th percentile speeds from day to day over the week.

2.28 The recorded speeds for the southbound direction were similar with an average mean speed of 24.3mph and an average 85th percentile speed of 29.2mph and again there was little variation between the days.

2.29 The 85th percentile vehicle speeds have been used to determine the appropriate vehicle stopping sight distances based on the advice in Manual for Streets and, applying no wet weather adjustment the stopping distances are calculated as 39m.

Personal Injury Accident Data

2.30 A review of the Crashmap website indicates that there have been no collisions resulting in personal injury on Roundstone Lane between the A259 roundabout and the village centre. Consequently no further review of the collision statistics has been made.

3.0 PROPOSED DEVELOPMENT

3.1 It is proposed to demolish the existing residential dwelling and garages, and redevelop the site to provide a residential care home for the elderly. The proposed care home will be operated by Hallmark Care Homes and will provide 71 en-suite bedrooms.

3.2 The facilities provided will include residents' lounges, café, cinema and dining room, with service areas including kitchens, laundry, offices and storage areas. Provision will be made for additional care and personal services with therapy rooms and hairdressing salon available for visiting professionals.

3.3 The external area around the building will comprise a landscaped garden and there will be 32 parking spaces, including 2 disabled bays, for staff and visitors. Space will be provided for an ambulance to stand adjacent to the main entrance. A turning area will be provided for servicing and delivery vehicles and this will be suitable for use by refuse lorries. A swept path assessment for a refuse lorry is attached at Appendix C.

3.4 Hallmark Care Homes anticipates a total of 70 staff providing 24 hour care using a 3 shift system with changeover times at 8am, 2pm and 8pm. The care staff on duty during the peak daytime hours will be 1 per 5 residents which equates to 16 care staff in total. Administrative and kitchen staff will work a single daytime shift and it is expected these would total 6 during the day.

3.5 The existing driveway access onto Roundstone Lane will be improved by the removal of the existing gate piers and provision of a kerbed access road 4.8m wide with 2m footways. Visibility splays of 2.4m x 43m will be provided in both directions. These sightlines are slightly greater than would be required based on the observed vehicle speeds. The site access layout and the visibility splays are shown in drawing number 68011-TS-001.

3.6 The proposed footway on the southern side of the access will connect to the existing footway on the north side of Brougham Grove. The footway on the northern side of the access will end a short distance beyond the tangent point of the access radius where a dropped kerb crossing to the western footway will be provided.

3.7 The two footways will continue into the site with the one on the southern side stopping about 40m into the site. The one on the northern side will continue to the proposed delivery vehicle turning head and beyond this the access road will be a shared surface.

Parking Standards and Provision

3.8 The Arun District Council parking standards are set out in Supplementary Planning Guidance adopted in 2000. The Arun Local Plan is currently in preparation and draft parking standards have been prepared as part of that process. The draft parking standards for care homes for the elderly are the same as the 2000 adopted standards and these are set out in Table 3.1. These standards are also set out in the West Sussex County Council guidance on parking provision.

Table 3.1	
Standard	Spaces
1 car space for every 20 residents (rounded up)	4
1 car space for visitors at 1 space per 8 residents (rounded up)	9
1 car space for staff at 1 space per 5 residents (rounded up)	15
Total	28

3.9 The standards refer to at least one space being provided as a garage and that this should be placed near to dwellings. The nature of the proposed care home is such that none of the residents would be independently mobile and would not themselves own a car. There would be no residential staff who might benefit from a garage and it is considered that this aspect of the standards is not relevant to the proposed development.

3.10 It is proposed to provide a total of 32 spaces including 2 for disabled users and this meets the adopted and draft parking standards.

3.11 Cycle parking is also to be provided at a ratio of 1 space per 8 car parking spaces, which equates to 4 spaces. Provision for motorcycles should be made at 1 space per 30 car parking space. These numbers of cycle and motorcycle spaces will be provided as part of the development.

4.0 EXPECTED TRAVEL IMPLICATIONS

Proposed Development Travel Characteristics

4.1 The proposed care home will attract travel associated with employees and visitors. The TRICS database category for Care Home (Elderly Residential) has been used to quantify the likely travel characteristics of the proposed use. Trip rates have been derived for care home sites with at least 50 residents.

4.2 Multi-modal data for sites in Great Britain, excluding Greater London and in appropriate locations for this site is only available for a single weekday. To increase the number of sites available, surveys without multi-modal data have been included and this increases the number of sites in suitable locations to four. The data obtained from TRICS is attached at Appendix D. The relevant trip rates per bedroom and the number of attracted trips are shown in Table 4.1.

Table 4.1		ARRIVALS		DEPARTURES		TOTALS	
		Rate	Trips	Rate	Trips	Rate	Trips
76 Bed Care Home	08:00-09:00	0.098	7	0.061	4	0.159	11
	17:00-18:00	0.041	3	0.081	6	0.122	9
	07:00-19:00	0.843	60	0.785	56	1.628	116

4.3 For comparison, the vehicle flows calculated to be generated by the permitted development proposal for 18 houses have been obtained from the Transport Statement submitted as part of the planning application in 2014. These are reproduced in Table 4.2.

Table 4.2		ARRIVALS	DEPARTURES	TOTALS
18 Houses	08:00-09:00	4	7	11
	17:00-18:00	8	5	13
	07:00-19:00	56	56	112

4.4 It is apparent from Tables 4.1 and 4.2 that the proposed 71 bedroom care home would attract similar levels of vehicle movement to the site access as the development of 18 houses that was permitted in April 2015.

4.5 In any event, the levels of traffic flow associated with the care home are very small and there would be no noticeable adverse effects on the operation of the local road network at the site access or local junctions.

4.6 Given these low level of flows, it is not considered that any further analysis of the impact of traffic flows generally, or assessment of junction capacities, is required.

4.7 The care home will also attract trips on foot, by cycle and by public transport by staff and visitors. For local journeys on foot, there is a comprehensive network of footways to the local residential areas and the village centre. The provision of the additional sections of footway described above will connect the site to the existing local footways.

4.8 In particular the connection to the footway which abuts the southern boundary of the site will provide a continuous footway route to the southbound bus stop south of the site. This is a walk of only about 90m. The northbound bus stop, north of the site can be reached using the footway on the western side of Roundstone Lane.

4.9 Bus Route 9 travels via Angmering railway station and enables access to rail services at that station. It continues through Littlehampton to Arundel and in the opposite direction travels through Worthing to Shoreham.

4.10 Rail services operate from Angmering railway station along the south coast with two services per hour between Southampton and Brighton and two services per hour between London Victoria and Littlehampton.

5.0 POLICY CONSIDERATIONS

National Policy

5.1 The National Planning Policy Framework was published in April 2012 and sets out the national planning policies for England. This document replaces previous planning policy published in Planning Policy Guidelines and Statements. It sets out the presumption in favour of sustainable development that accords with the development plan and confirms the development plan as the starting point for decision making.

5.2 It promotes sustainable transport and encourages local planning authorities to support a pattern of development which facilitates the use of sustainable modes of transport. The NPPF seeks to make the most of opportunities to use sustainable transport modes; to encourage safe and suitable access for all people and confirms that development should only be refused where the residual transport impacts are severe.

5.3 The proposed development is within a residential area and is served by a regular bus service. It is close to the local village centre, is accessible by a choice of modes of travel and is a sustainable development in the context of transport. It will attract very modest levels of vehicular travel and the transport impacts will be similarly modest. The presumption in favour of consent should apply.

Local Policy – Arun District Council

5.4 The relevant planning policy documents for Arun District Council include the saved policies from the Arun District Local Plan 2003 (ADLP) and the Angmering Neighbourhood Plan. There is also an emerging Arun Local Plan which has been submitted for examination and the Council has recently consulted on modifications following the publication of the Inspector's Interim Views.

ADLP Saved Policies

5.5 *Policy GEN4 – Location and Travel Demand*

This policy defines a presumption in favour of development provided that:

- i) Is it located as to minimise the demand for travel;
- ii) It does not materially add to existing road congestion and air pollution; and
- iii) Appropriate provision is made for safe and convenient access by public transport, cyclists and pedestrians.

5.6 The proposed care home is located in within the village of Angmering where there is access to a range of services and facilities and where it can readily serve the needs of the local population. The site is served by public transport and there is a comprehensive footway network. The local roads are suitable for cycling and have a very good road safety record. It is compliant with ADLP Policy GEN4.

5.7 Policy GEN12 – Parking in New Development

This policy refers to the Council's parking standards and its intention to resist development where parking provision exceeds these. The development meets the standards and complies with Policy GEN12

Angmering Neighbourhood Plan (ANP)

5.8 The Traffic and Movement section of the ANP refers to the high percentage of main wage earners that have employment outside of the village and the district. The proposed care home will offer a new source of employment for Angmering and help to reduce the extent of outward travel to work.

5.9 In the forward to the Policy section the ANP sets out the presumption in favour of development that accords with the Plan policies.

5.10 Policy HD8 Parking for New Developments

This states that the ANP supports the WSCC parking standards and encourages all new development to follow them. The WSCC standards are those adopted by Arun DC and, whilst Policy HD8 is primarily a housing related policy, the proposed development accords with these.

5.11 Policy ER2 – Local Employment

The aim of this Policy is to resist the loss of existing employment in the village. However the text accompanying the Policy encourages new businesses where these do not adversely affect the community. The proposed care home will provide employment without adversely affecting the community and so will contribute to the aims of the ANP.

5.12 Policy TM1: Local Highways

This requires new development to demonstrate that adequate mitigation has been made of traffic associated with the development. The development would attract very small volumes of traffic which are similar to those of the housing development already permitted for the site. It also makes improved provision for pedestrian movement to and from the site and accords with this Policy.

5.13 Policy TM2 – Cycling, Walking & Equestrian

The policy supports proposals which increase or improve the local pedestrian network and the development includes the provision of new sections of footway on Roundstone Lane. It will therefore contribute to the aim of this policy.

Arun Local Plan 2011 – 2031 (ALP)

5.14 The ALP sets out the vision for the future of the District and when adopted will form the Development Plan alongside the Neighbourhood Development Plans. Policies within the ALP are largely strategic although it also includes more detailed policies for development management. Relevant development management policies have been considered below.

Policy T DM1 – Sustainable Travel and Public Rights of Way

5.15 This policy requires development to prioritise access for pedestrians and cyclists to the green infrastructure network and public transport services where a need has been identified. It sets out four criteria of which only the first applies to the proposed development. This criterion requires development to be located within easy access of, inter alia, established public transport networks. The site is located on a bus route and accords with this policy.

5.16 The review of the relevant adopted and draft local policies shows that the proposed development accords with those policies and no conflicts have been identified.

6.0 SUMMARY & CONCLUSIONS

6.1 Hallmark Care Homes proposes to redevelop land at Roundstone Lane, Angmering to provide a residential care home for the elderly, with 71 bedrooms, providing full-time care for residents tailored to meet individual needs.

6.2 The site is located on the eastern side of Roundstone Lane which is a part of Angmering which has been and continues to be an area of new residential development. The site is within a short walk of Angmering village centre and a number of other local community facilities, including bus route number 9 which operates along Roundstone Lane.

6.3 Parking for cars, including for disabled users, cycle and powered two wheelers is proposed in line with local standards and appropriate to the development type and scale.

6.4 It is proposed to improve the existing vehicular access by widening it and providing pedestrian footways on each side. Footways will be provided within the site for pedestrians to access the main entrance.

6.5 The site access road will be 4.8m wide with 2m footways on each side. There will be a total of 32 parking spaces, including 2 disabled spaces adjacent to the main entrance. There will also be space for an ambulance to stand with appropriate turning facilities for refuse and delivery vehicles.

6.6 The proposed care home will attract similar numbers of vehicle movements to the permitted use for 18 houses. These flows are very low and there would be no adverse impact on the local road network.

6.7 The proposed care home is consistent with relevant current and emerging planning policy and would have no material transport impacts. The presumption in favour of planning permission expressed in NPPF therefore applies.

APPENDICES

APPENDIX A

Route map for Stagecoach South service 9 (outbound)





The information on this timetable is expected to be valid until at least 28th March 2018. Where we know of variations, before or after this date, then we show these at the top of each affected column in the table.

Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops

Mondays to Fridays

Shoreham-by-Sea, o/s Holmbush Centre	—	0633	0728	0838	38	1338	1438	1538	1638	1738	1838
Shoreham-by-Sea, adj Southlands Hospital	—	0638	0733	0843	43	1343	1443	1543	1643	1743	1843
Shoreham-by-Sea, adj Shoreham-by-Sea Railway Station	—	0643	0738	0848	48	1348	1448	1548	1648	1748	1848
Lancing, opp Shadwells Close	—	0657	0756	0903	03	1403	1503	1603	1703	1803	1901
Lancing, adj Lancing Station	—	0702	0801	0908	08	1408	1508	1608	1708	1808	1906
Lancing, adj Carnforth Road	—	0706	0805	0912	12	1412	1512	1612	1712	1812	1910
Worthing, opp Hospital	—	0718	0817	0922	22	1422	1522	1622	1722	1822	1918
Worthing, Marine Parade (Stop D)	arr	—	0724	0823	0928	28	1428	1528	1628	1728	1828
Worthing, Marine Parade (Stop D)	dep	0635	0728	0827	0932	then	32	1432	1532	1632	1732
West Worthing, adj Wallace Avenue	—	0643	0738	0838	0943	at	43	1443	1543	1643	1743
Durrington, adj Golden Lion	—	0647	0742	0843	0948	these	48	1448	1548	1648	1748
Durrington, adj Maybridge Square	—	0651	0746	0847	0952	mins	52	1452	1552	1652	1752
Angmering, in Roundstone Garden Centre	—	—	—	0855	1000	past	00	1500	1600	1700	—
Angmering, adj Meadowside	—	0703	0758	0903	1008	each	08	1508	1609	1709	1808
Angmering, Village Green (SW-bound)	—	0708	0803	0908	1013	hour	13	1513	1614	1714	1813
Angmering, adj Railway Station	—	0712	0808	0913	1018	—	18	1518	1620	1720	1818
Rustington, opp Shops	—	0719	0816	0921	1026	—	26	1526	1630	1730	1826
Littlehampton, Beaumont Park (W-bound)	—	0725	0823	0928	1033	—	33	1533	1637	1737	1833
Littlehampton, Anchor Springs (Stop C)	arr	0734	0834	0939	1044	—	44	1544	1649	1749	1844
Littlehampton, Anchor Springs (Stop C)	dep	0737	0837	0942	1047	—	47	1547	1652	1752	1847
Wick, adj Courtwick Road	—	0742	0842	0947	1052	—	52	1552	1657	1757	1852
Arundel, Riverbank (W-bound)	—	0755	0855	1001	1104	—	04	1604	1710	1810	1904
Arundel, Jarvis Road (S-bound)	—	0759	0859	1005	1108	—	08	1608	1714	1814	1908
Arundel, Ford Road Roundabout (NE-bound)	—	—	—	—	—	—	—	—	—	1910	—

Saturdays

Shoreham-by-Sea, o/s Holmbush Centre	—	—	0738	38	1538	1638	1738	1838
Shoreham-by-Sea, adj Southlands Hospital	—	—	0743	43	1543	1643	1743	1843
Shoreham-by-Sea, adj Shoreham-by-Sea Railway Station	—	—	0748	48	1548	1648	1748	1848
Lancing, opp Shadwells Close	—	—	0803	03	1603	1703	1803	1901
Lancing, adj Lancing Station	—	—	0808	08	1608	1708	1808	1906
Lancing, adj Carnforth Road	—	—	0812	12	1612	1712	1812	1910
Worthing, opp Hospital	—	—	0822	22	1622	1722	1822	1918
Worthing, Marine Parade (Stop D)	arr	—	0828	28	1628	1728	1828	1923
Worthing, Marine Parade (Stop D)	dep	0738	0832	then	32	1632	1732	1832
West Worthing, adj Wallace Avenue	—	0748	0843	at	43	1643	1743	1843
Durrington, adj Golden Lion	—	0752	0848	these	48	1648	1748	1848
Durrington, adj Maybridge Square	—	0756	0852	mins	52	1652	1752	1852
Angmering, in Roundstone Garden Centre	—	—	0900	past	00	1700	—	—
Angmering, adj Meadowside	—	0808	0908	each	08	1708	1808	1904
Angmering, Village Green (SW-bound)	—	0813	0913	hour	13	1713	1813	1908
Angmering, adj Railway Station	—	0818	0918	—	18	1718	1818	—
Rustington, opp Shops	—	0826	0926	—	26	1726	1826	—
Littlehampton, Beaumont Park (W-bound)	—	0833	0933	—	33	1733	1833	—
Littlehampton, Anchor Springs (Stop C)	arr	0844	0944	—	44	1744	1844	—
Littlehampton, Anchor Springs (Stop C)	dep	0747	0847	0947	47	1747	1847	—
Wick, adj Courtwick Road	—	0752	0852	0952	52	1752	1852	—
Arundel, Riverbank (W-bound)	—	0804	0904	1004	04	1804	1904	—
Arundel, Jarvis Road (S-bound)	—	0808	0908	1008	08	1808	1908	—
Arundel, Ford Road Roundabout (NE-bound)	—	—	—	—	—	1910	—	—

Sundays

Littlehampton, Anchor Springs (Stop C)	dep	0847	0947	1047	1147	1347	1447	1547	1647
Wick, adj Courtwick Road	—	0852	0952	1052	1152	1352	1452	1552	1652
Arundel, Riverbank (W-bound)	—	0904	1004	1104	1204	1404	1504	1604	1704
Arundel, Jarvis Road (S-bound)	—	0908	1008	1108	1208	1408	1508	1608	1708



The information on this timetable is expected to be valid until at least 28th March 2018. Where we know of variations, before or after this date, then we show these at the top of each affected column in the table.

Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops

Mondays to Fridays

Arundel, Jarvis Road (S-bound)	—	—	—	0654	0759	0859	1005	1108	08	1608	1714	1814
Arundel, o/s Norfolk Arms	—	—	—	0702	0807	0907	1014	1116	16	1616	1722	1822
Wick, opp Courtwick Road	—	—	—	0717	0822	0922	1028	1128	28	1628	1735	1835
Littlehampton, Anchor Springs (Stop A)	arr	—	—	0724	0829	0929	1034	1134	34	1634	1742	1842
Littlehampton, Anchor Springs (Stop A)	dep	—	—	0727	0832	0932	1037	1137	37	1637	1745	1845
Littlehampton, Beaumont Park (NE-bound)	—	—	—	0737	0842	0942	1047	1147	47	1647	1755	1855
Rustington, adj Shops	—	—	—	0746	0851	0951	1055	1155	55	1655	1803	1903
Angmering, opp Railway Station	—	—	—	0754	0859	0959	1102	1202	02	1702	1810	1910
Angmering, Village Green (N-bound)	—	—	—	0759	0904	1004	1106	1206	then 06	1706	1814	1914
Angmering, opp Meadowside	—	—	—	0804	0909	1009	1110	1210	at 10	1710	1818	1918
Angmering, in Roundstone Garden Centre	—	—	—	—	0917	1017	1117	1217	these 17	1717	—	—
Durrington, adj Collingwood Road	—	—	0720	0820	0925	1025	1125	1225	mins 25	until 1725	1830	1930
Durrington, opp Golden Lion	—	—	0723	0824	0929	1029	1129	1229	past 29	1729	1833	1933
West Worthing, opp Wallace Avenue	—	—	0727	0829	0934	1034	1134	1234	each 34	1734	1837	1937
Worthing, Marine Parade (Stop F)	arr	—	0737	0840	0945	1045	1145	1245	hour 45	1745	1845	1945
Worthing, Marine Parade (Stop F)	dep	0550	0634	0739	0844	0949	1049	1149	49	1749	—	—
Worthing, o/s Hospital	—	0554	0639	0744	0849	0954	1054	1154	54	1754	—	—
Lancing, opp Carnforth Road	—	0602	0647	0752	0857	1002	1102	1202	02	1802	—	—
Lancing, opp North Road Post Office	—	0605	0652	0757	0902	1007	1107	1207	07	1807	—	—
Lancing, adj Shadwells Close	—	0608	0656	0801	0906	1011	1111	1211	11	1811	—	—
Shoreham-by-Sea, opp Shoreham-by-Sea Railway Station	—	0621	0711	0821	0921	1026	1126	1226	26	1826	—	—
Shoreham-by-Sea, opp Southlands Hospital	—	0626	0716	0826	0926	1031	1131	1231	31	1831	—	—
Shoreham-by-Sea, o/s Holmbush Centre	—	0631	0721	0831	0931	1036	1136	1236	36	1836	—	—

Saturdays

Arundel, Jarvis Road (S-bound)	—	—	0713	0808	08	1608	1708	1808	
Arundel, o/s Norfolk Arms	—	—	0721	0816	16	1616	1716	1816	
Wick, opp Courtwick Road	—	—	0733	0828	28	1628	1728	1828	
Littlehampton, Anchor Springs (Stop A)	arr	—	0739	0834	34	1634	1734	1834	
Littlehampton, Anchor Springs (Stop A)	dep	—	0742	0837	37	1637	1737	1837	
Littlehampton, Beaumont Park (NE-bound)	—	—	0753	0847	47	1647	1747	1847	
Rustington, adj Shops	—	—	0800	0855	55	1655	1755	1855	
Angmering, opp Railway Station	—	—	0807	0902	02	1702	1802	1902	
Angmering, Village Green (N-bound)	—	—	0811	0906	then 06	1706	1806	1906	
Angmering, opp Meadowside	—	—	0815	0910	at 10	1710	1810	1910	
Angmering, in Roundstone Garden Centre	—	—	—	0917	these 17	1717	—	—	
Durrington, adj Collingwood Road	—	0725	0825	0925	mins 25	until 1725	1822	1922	
Durrington, opp Golden Lion	—	0729	0829	0929	past 29	1729	1826	1926	
West Worthing, opp Wallace Avenue	—	0734	0834	0934	each 34	1734	1830	1930	
Worthing, Marine Parade (Stop F)	arr	—	0745	0845	0945	hour 45	1745	1840	1940
Worthing, Marine Parade (Stop F)	dep	0649	0749	0849	0949	49	1749	—	—
Worthing, o/s Hospital	—	0654	0754	0854	0954	54	1754	—	—
Lancing, opp Carnforth Road	—	0702	0802	0902	1002	02	1802	—	—
Lancing, opp North Road Post Office	—	0707	0807	0907	1007	07	1807	—	—
Lancing, adj Shadwells Close	—	0711	0811	0911	1011	11	1811	—	—
Shoreham-by-Sea, opp Shoreham-by-Sea Railway Station	—	0726	0826	0926	1026	26	1826	—	—
Shoreham-by-Sea, opp Southlands Hospital	—	0731	0831	0931	1031	31	1831	—	—
Shoreham-by-Sea, o/s Holmbush Centre	—	0736	0836	0936	1036	36	1836	—	—

Sundays

Arundel, Jarvis Road (S-bound)	0908	1008	1108	1208	1408	1508	1608	1708
Arundel, o/s Norfolk Arms	0916	1016	1116	1216	1416	1516	1616	1716
Wick, opp Courtwick Road	0928	1028	1128	1228	1428	1528	1628	1728
Littlehampton, Anchor Springs (Stop A)	arr 0934	1034	1134	1234	1434	1534	1634	1734

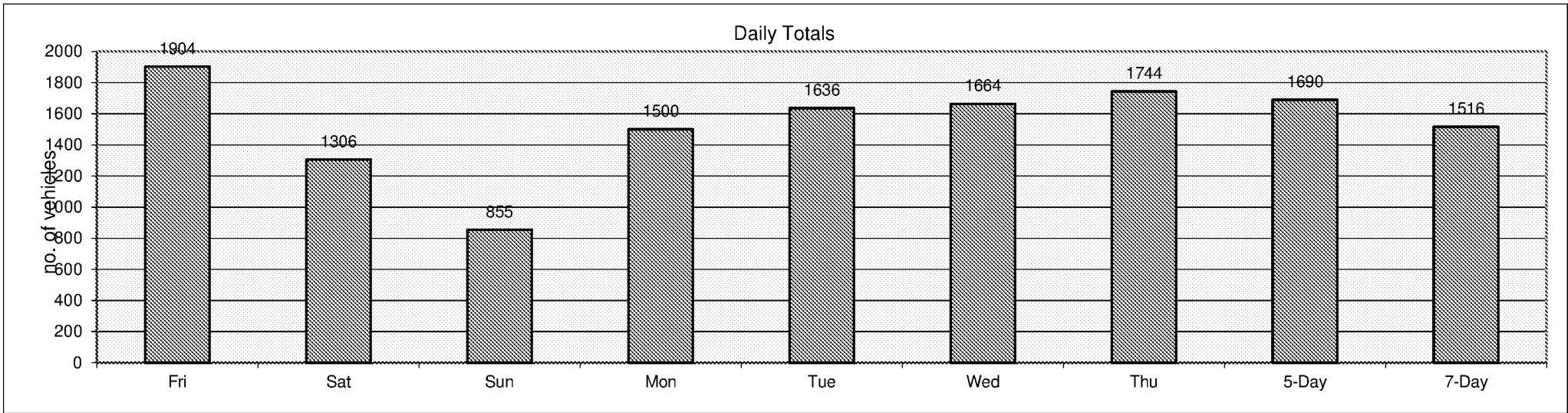
APPENDIX B

22711 ANGMERING									
MARCH 2018									
Site	Location	Direction	Start Date	End Date	Posted Speed Limit (PSL)	Total Vehicles	5 Day Ave.	7 Day Ave.	Average 85%ile Speed
Site No: 22711001	Roundstone Lane, Angmering (LC 31) TQ 07419 04012	Channel: Northbound	Fri 16-Mar-18	Thu 22-Mar-18	30	10609	1690	1516	29.3
		Channel: Southbound	Fri 16-Mar-18	Thu 22-Mar-18		14090	2275	2013	29.2

22711 ANGMERING						
MARCH 2018						
Site	Location	Direction	Start Date	End Date	Posted Speed Limit (PSL)	Average Mean Speed
Site No: 22711001	Roundstone Lane, Angmering (LC 31) TQ 07419 04012	Channel: Northbound	Fri 16-Mar-18	Thu 22-Mar-18	30	24.1
		Channel: Southbound	Fri 16-Mar-18	Thu 22-Mar-18		24.3

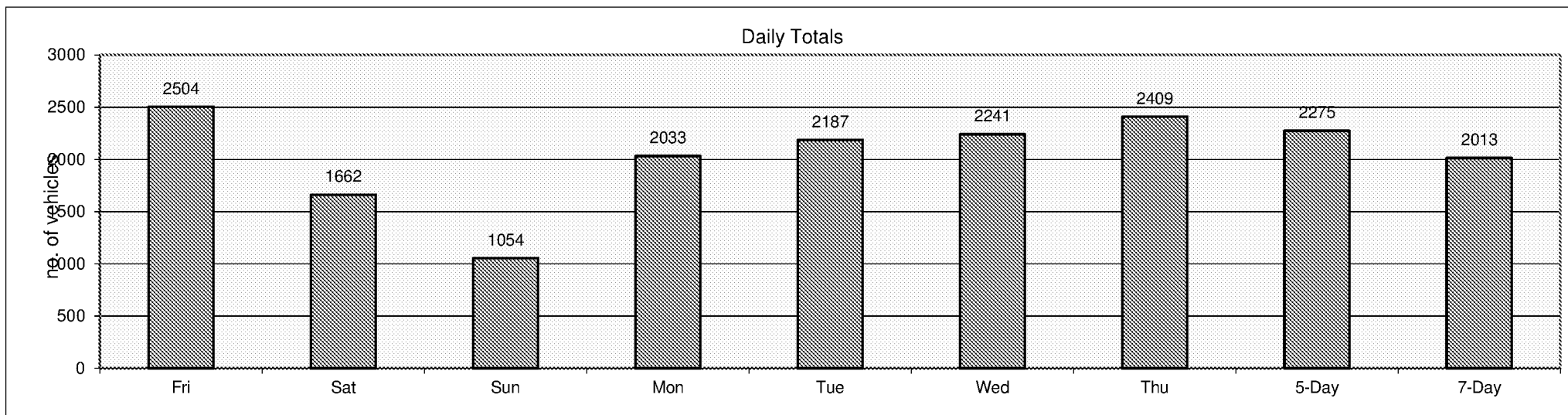
22711	ANGMERING			Site No: 22711001	Location		Roundstone Lane, Angmering (LC 31)		
Channel: Northbound									
	Fri	Sat	Sun	Mon	Tue	Wed	Thu	5-Day	7-Day
TIME PERIOD	16/03/18	17/03/18	18/03/18	19/03/18	20/03/18	21/03/18	22/03/18	Av	Av
Week Begin: 16-Mar-18									
00:00	1	6	11	1	2	4	0	2	4
01:00	1	2	12	4	1	1	1	2	3
02:00	1	2	0	1	1	0	1	1	1
03:00	2	0	3	0	1	1	1	1	1
04:00	2	1	4	2	2	3	5	3	3
05:00	13	6	2	18	21	16	14	16	13
06:00	60	8	4	44	67	58	71	60	45
07:00	123	38	14	102	109	99	113	109	85
08:00	216	59	25	197	207	213	189	204	158
09:00	125	95	36	80	105	85	96	98	89
10:00	108	120	69	89	89	109	103	100	98
11:00	120	96	89	95	99	108	98	104	101
12:00	122	110	94	94	88	100	100	101	101
13:00	123	94	74	88	83	85	88	93	91
14:00	151	96	73	108	120	112	131	124	113
15:00	135	95	62	128	128	127	112	126	112
16:00	139	106	75	97	123	112	100	114	107
17:00	116	100	59	87	90	93	168	111	102
18:00	113	92	60	98	102	115	119	109	100
19:00	99	72	39	84	75	83	83	85	76
20:00	46	48	22	36	50	65	54	50	46
21:00	30	26	14	28	46	34	51	38	33
22:00	35	18	11	14	22	31	32	27	23
23:00	23	16	3	5	5	10	14	11	11
12H,7-19	1591	1101	730	1263	1343	1358	1417	1394	1258
16H,6-22	1826	1255	809	1455	1581	1598	1676	1627	1457
18H,6-24	1884	1289	823	1474	1608	1639	1722	1665	1491
24H,0-24	1904	1306	855	1500	1636	1664	1744	1690	1516
Am	08:00	10:00	11:00	08:00	08:00	08:00	08:00	-	-
Peak	216	120	89	197	207	213	189	204	176
Pm	14:00	12:00	12:00	15:00	15:00	15:00	17:00	-	-
Peak	151	110	94	128	128	127	168	140	129

22711	ANGMERING			Site No: 22711001	Location	Roundstone Lane, Angmering (LC 31)			
					Channel: Northbound				
	Fri	Sat	Sun	Mon	Tue	Wed	Thu	5-Day	7-Day
TIME PERIOD	16/03/18	17/03/18	18/03/18	19/03/18	20/03/18	21/03/18	22/03/18	Av	Av



22711	ANGMERING			Site No: 22711001		Location		Roundstone Lane, Angmering (LC 31)		
Channel: Southbound										
	Fri	Sat	Sun	Mon	Tue	Wed	Thu	5-Day	7-Day	
TIME PERIOD	16/03/18	17/03/18	18/03/18	19/03/18	20/03/18	21/03/18	22/03/18	Av	Av	
Week Begin: 16-Mar-18										
00:00	1	9	9	1	4	1	3	2	4	
01:00	0	6	8	0	2	1	0	1	2	
02:00	0	3	4	3	0	0	2	1	2	
03:00	4	1	2	1	1	2	3	2	2	
04:00	4	4	3	2	4	5	2	3	3	
05:00	19	3	2	10	12	9	7	11	9	
06:00	30	16	4	24	27	26	29	27	22	
07:00	125	27	8	91	87	100	101	101	77	
08:00	231	60	19	218	196	200	187	206	159	
09:00	199	116	60	128	139	137	122	145	129	
10:00	155	155	87	100	118	97	114	117	118	
11:00	132	143	101	114	122	127	124	124	123	
12:00	134	171	116	126	115	122	102	120	127	
13:00	145	170	107	97	110	142	115	122	127	
14:00	155	128	89	120	127	136	146	137	129	
15:00	273	108	86	233	241	208	272	245	203	
16:00	212	116	96	173	205	193	244	205	177	
17:00	229	112	66	225	246	255	333	258	209	
18:00	191	94	65	160	193	206	221	194	161	
19:00	103	56	42	93	120	137	129	116	97	
20:00	64	54	34	60	52	56	71	61	56	
21:00	38	36	23	21	30	47	41	35	34	
22:00	39	35	19	21	26	29	31	29	29	
23:00	21	39	4	12	10	5	10	12	14	
12H,7-19	2181	1400	900	1785	1899	1923	2081	1974	1738	
16H,6-22	2416	1562	1003	1983	2128	2189	2351	2213	1947	
18H,6-24	2476	1636	1026	2016	2164	2223	2392	2254	1990	
24H,0-24	2504	1662	1054	2033	2187	2241	2409	2275	2013	
Am	08:00	10:00	11:00	08:00	08:00	08:00	08:00	-	-	
Peak	231	155	101	218	196	200	187	206	184	
Pm	15:00	12:00	12:00	15:00	17:00	17:00	17:00	-	-	
Peak	273	171	116	233	246	255	333	268	232	

22711	ANGMERING			Site No: 22711001		Location	Roundstone Lane, Angmering (LC 31)		
				Channel: Southbound					
	Fri	Sat	Sun	Mon	Tue	Wed	Thu	5-Day	7-Day
TIME PERIOD	16/03/18	17/03/18	18/03/18	19/03/18	20/03/18	21/03/18	22/03/18	Av	Av



APPENDIX C

CTB FILE NAME : acad.ctb
PLOTTED DATE : 26-Mar-2018
CAD FILE NAME : R:\PROJECTS\68011 ROUNDSTONE LANE, ANGMERING\TECH\ACAD\DRAWINGS\68011-001 REV A.DWG
NOTE THE PROPERTY OF THIS DRAWING AND DESIGN IS VESTED IN DEVELOPMENT TRANSPORT PLANNING AND MUST NOT BE COPIED OR REPRODUCED IN ANY WAY WITHOUT THEIR WRITTEN CONSENT

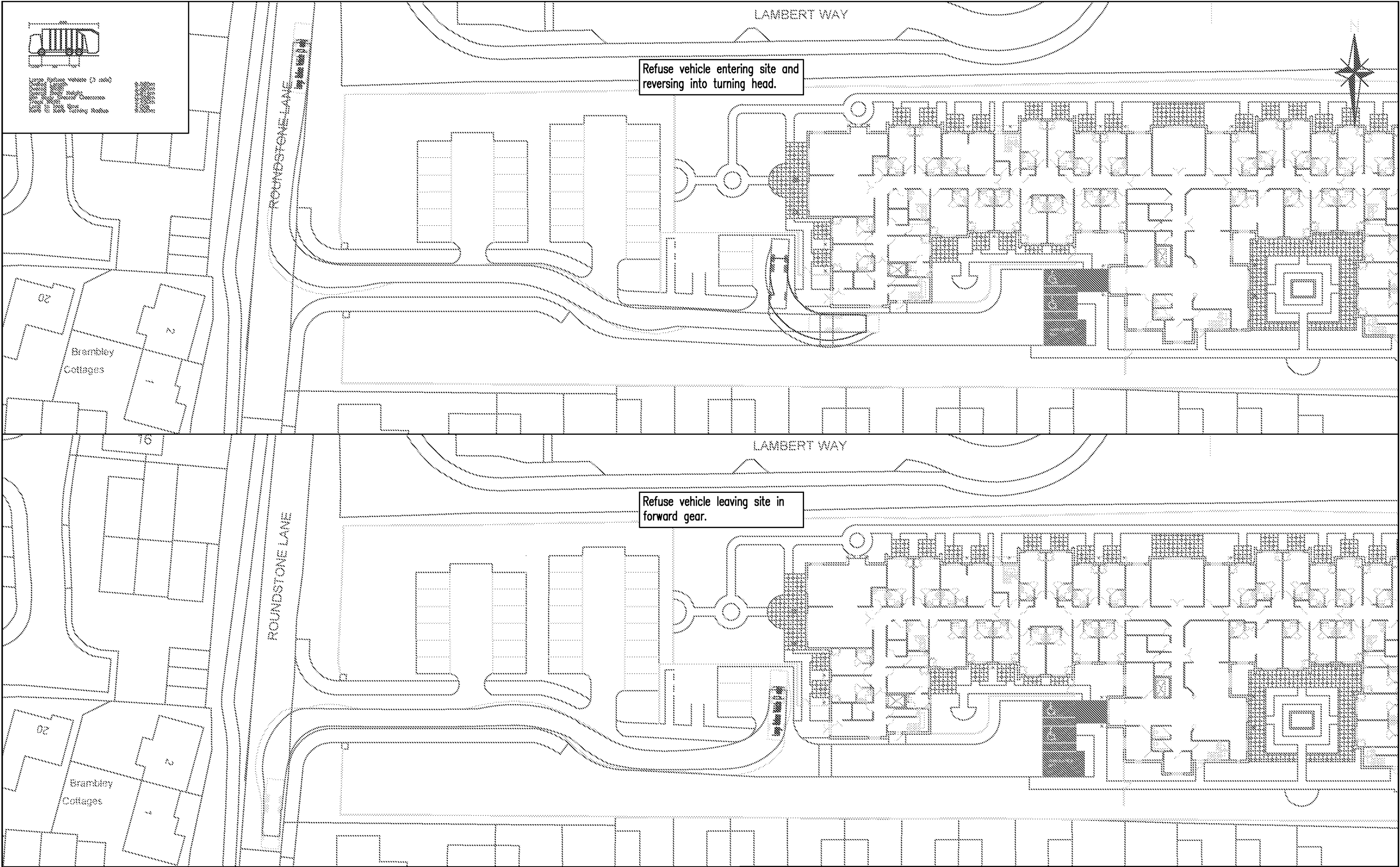


FIGURE TITLE		Large Refuse Vehicle Swept Path		
JOB TITLE		Roundstone Lane, Angmering	SCALES @ A3 SIZE	FIGURE NUMBER
			1:500	68011-TRK-001
				REV.
				A

**Development
Transport Planning**
Kingswick House, Kingswick Drive, Sunninghill, Berkshire, SL5 7BH
Tel: 01344 292366 Email: admin@developmenttp.co.uk

APPENDIX D

DTPL Kingswick Drive Sunninghill

Licence No: 743701

Calculation Reference: AUDIT-743701-180308-0347

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH
 Category : F - CARE HOME (ELDERLY RESIDENTIAL)

VEHICLESSelected regions and areas:

02	SOUTH EAST	
	WG WOKINGHAM	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	1 days
11	SCOTLAND	
	SR STIRLING	1 days

Secondary Filtering selection:

Parameter: Number of residents
 Actual Range: 58 to 70 (units:)
 Range Selected by User: 50 to 180 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/09 to 13/07/16

Selected survey days:

Tuesday	3 days
Wednesday	1 days

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

Selected Locations:

Suburban Area (PPS6 Out of Centre)	4
------------------------------------	---

Selected Location Sub Categories:

Residential Zone	4
------------------	---

Secondary Filtering selection:Use Class:

C2	4 days
----	--------

Population within 1 mile:

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

Population within 5 miles:

25,001 to 50,000	1 days
125,001 to 250,000	1 days
250,001 to 500,000	1 days
500,001 or More	1 days

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	2 days
1.6 to 2.0	1 days

Travel Plan:

No	4 days
----	--------

PTAL Rating:

No PTAL Present	4 days
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DTPL Kingswick Drive Sunninghill

Licence No: 743701

LIST OF SITES relevant to selection parameters

1	DS-05-F-01	NURSING HOME	DERBYSHIRE
	29 VILLAGE STREET		
	DERBY		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of residents:	70	
	Survey date: TUESDAY	21/10/14	Survey Type: MANUAL
2	SR-05-F-01	NURSING HOME	STIRLING
	PERTH ROAD		
	DUNBLANE		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of residents:	60	
	Survey date: WEDNESDAY	18/06/14	Survey Type: MANUAL
3	WG-05-F-01	NURSING HOME	WOKINGHAM
	BARKHAM ROAD		
	WOKINGHAM		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of residents:	58	
	Survey date: TUESDAY	20/11/12	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

DTPL Kingswick Drive Sunninghill

Licence No: 743701

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

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	62	0.118	4	62	0.045	4	62	0.163
08:00 - 09:00	4	62	0.098	4	62	0.061	4	62	0.159
09:00 - 10:00	4	62	0.081	4	62	0.041	4	62	0.122
10:00 - 11:00	4	62	0.061	4	62	0.020	4	62	0.081
11:00 - 12:00	4	62	0.045	4	62	0.049	4	62	0.094
12:00 - 13:00	4	62	0.061	4	62	0.028	4	62	0.089
13:00 - 14:00	4	62	0.089	4	62	0.102	4	62	0.191
14:00 - 15:00	4	62	0.098	4	62	0.118	4	62	0.216
15:00 - 16:00	4	62	0.061	4	62	0.114	4	62	0.175
16:00 - 17:00	4	62	0.049	4	62	0.081	4	62	0.130
17:00 - 18:00	4	62	0.041	4	62	0.081	4	62	0.122
18:00 - 19:00	4	62	0.041	4	62	0.045	4	62	0.086
19:00 - 20:00	4	62	0.061	4	62	0.037	4	62	0.098
20:00 - 21:00	4	62	0.020	4	62	0.057	4	62	0.077
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.924			0.879			1.803

Parameter summary

Trip rate parameter range selected:	58 - 70 (units:)
Survey date date range:	01/01/09 - 13/07/16
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

DTPL Kingswick Drive Sunninghill

Licence No: 743701

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

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	62	0.000	4	62	0.000	4	62	0.000
08:00 - 09:00	4	62	0.004	4	62	0.004	4	62	0.008
09:00 - 10:00	4	62	0.004	4	62	0.004	4	62	0.008
10:00 - 11:00	4	62	0.000	4	62	0.000	4	62	0.000
11:00 - 12:00	4	62	0.000	4	62	0.000	4	62	0.000
12:00 - 13:00	4	62	0.008	4	62	0.004	4	62	0.012
13:00 - 14:00	4	62	0.004	4	62	0.008	4	62	0.012
14:00 - 15:00	4	62	0.004	4	62	0.004	4	62	0.008
15:00 - 16:00	4	62	0.000	4	62	0.000	4	62	0.000
16:00 - 17:00	4	62	0.000	4	62	0.000	4	62	0.000
17:00 - 18:00	4	62	0.004	4	62	0.004	4	62	0.008
18:00 - 19:00	4	62	0.004	4	62	0.004	4	62	0.008
19:00 - 20:00	4	62	0.004	4	62	0.004	4	62	0.008
20:00 - 21:00	4	62	0.000	4	62	0.000	4	62	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.036			0.036			0.072

Parameter summary

Trip rate parameter range selected:	58 - 70 (units:)
Survey date date range:	01/01/09 - 13/07/16
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

DTPL Kingswick Drive Sunninghill

Licence No: 743701

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

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	62	0.012	4	62	0.012	4	62	0.024
08:00 - 09:00	4	62	0.000	4	62	0.000	4	62	0.000
09:00 - 10:00	4	62	0.000	4	62	0.000	4	62	0.000
10:00 - 11:00	4	62	0.004	4	62	0.000	4	62	0.004
11:00 - 12:00	4	62	0.004	4	62	0.004	4	62	0.008
12:00 - 13:00	4	62	0.000	4	62	0.004	4	62	0.004
13:00 - 14:00	4	62	0.000	4	62	0.000	4	62	0.000
14:00 - 15:00	4	62	0.000	4	62	0.000	4	62	0.000
15:00 - 16:00	4	62	0.000	4	62	0.000	4	62	0.000
16:00 - 17:00	4	62	0.000	4	62	0.000	4	62	0.000
17:00 - 18:00	4	62	0.000	4	62	0.000	4	62	0.000
18:00 - 19:00	4	62	0.000	4	62	0.000	4	62	0.000
19:00 - 20:00	4	62	0.000	4	62	0.000	4	62	0.000
20:00 - 21:00	4	62	0.000	4	62	0.000	4	62	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.020			0.020			0.040

Parameter summary

Trip rate parameter range selected:	58 - 70 (units:)
Survey date date range:	01/01/09 - 13/07/16
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

DTPL Kingswick Drive Sunninghill

Licence No: 743701

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

PSVS**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	62	0.004	4	62	0.004	4	62	0.008
08:00 - 09:00	4	62	0.000	4	62	0.000	4	62	0.000
09:00 - 10:00	4	62	0.000	4	62	0.000	4	62	0.000
10:00 - 11:00	4	62	0.004	4	62	0.004	4	62	0.008
11:00 - 12:00	4	62	0.000	4	62	0.000	4	62	0.000
12:00 - 13:00	4	62	0.000	4	62	0.000	4	62	0.000
13:00 - 14:00	4	62	0.000	4	62	0.000	4	62	0.000
14:00 - 15:00	4	62	0.000	4	62	0.000	4	62	0.000
15:00 - 16:00	4	62	0.008	4	62	0.008	4	62	0.016
16:00 - 17:00	4	62	0.004	4	62	0.004	4	62	0.008
17:00 - 18:00	4	62	0.000	4	62	0.000	4	62	0.000
18:00 - 19:00	4	62	0.000	4	62	0.000	4	62	0.000
19:00 - 20:00	4	62	0.000	4	62	0.000	4	62	0.000
20:00 - 21:00	4	62	0.000	4	62	0.000	4	62	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.020			0.020			0.040

Parameter summary

Trip rate parameter range selected:	58 - 70 (units:)
Survey date date range:	01/01/09 - 13/07/16
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

DTPL Kingswick Drive Sunninghill

Licence No: 743701

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

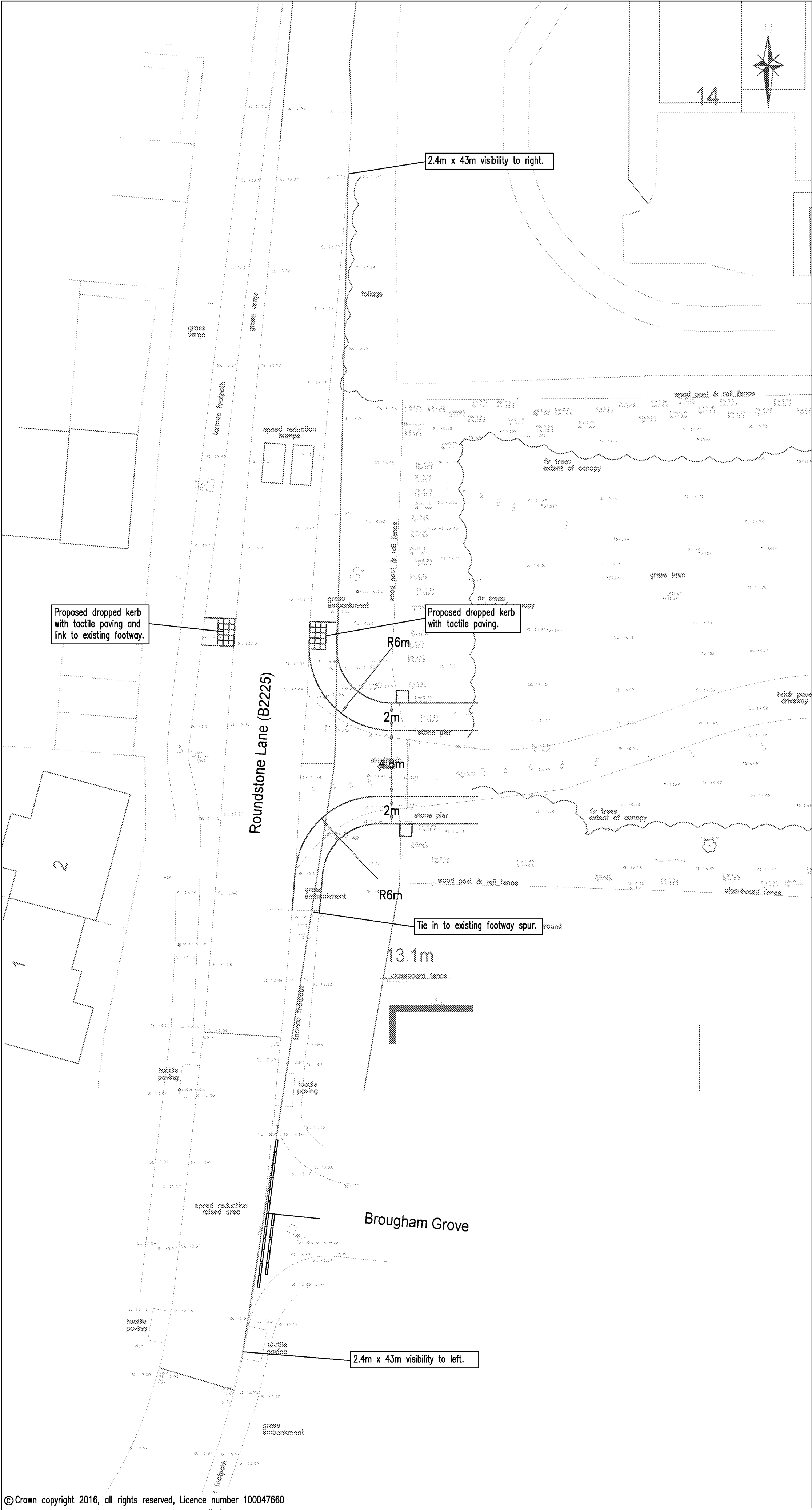
CYCLISTS**Calculation factor: 1 RESIDE****BOLD print indicates peak (busiest) period**

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	62	0.008	4	62	0.008	4	62	0.016
08:00 - 09:00	4	62	0.008	4	62	0.000	4	62	0.008
09:00 - 10:00	4	62	0.004	4	62	0.000	4	62	0.004
10:00 - 11:00	4	62	0.000	4	62	0.000	4	62	0.000
11:00 - 12:00	4	62	0.000	4	62	0.000	4	62	0.000
12:00 - 13:00	4	62	0.000	4	62	0.000	4	62	0.000
13:00 - 14:00	4	62	0.000	4	62	0.000	4	62	0.000
14:00 - 15:00	4	62	0.004	4	62	0.008	4	62	0.012
15:00 - 16:00	4	62	0.000	4	62	0.000	4	62	0.000
16:00 - 17:00	4	62	0.000	4	62	0.008	4	62	0.008
17:00 - 18:00	4	62	0.000	4	62	0.004	4	62	0.004
18:00 - 19:00	4	62	0.000	4	62	0.000	4	62	0.000
19:00 - 20:00	4	62	0.000	4	62	0.000	4	62	0.000
20:00 - 21:00	4	62	0.000	4	62	0.000	4	62	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.024			0.028			0.052

Parameter summary

Trip rate parameter range selected:	58 - 70 (units:)
Survey date date range:	01/01/09 - 13/07/16
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

DRAWINGS



NOTES

REV		DE	DR	CH	PA	DATE	
DESIGNED BY	RAA	DRAWN BY	RAA	CHECKED BY	AKJ	PASSED BY	AKJ
DATE	26/03/18	DATE	26/03/18	DATE	26/03/18	DATE	26/03/18
SCALES @ A2 SIZE				ISSUE STATUS			
1:200				PRELIMINARY			

JOB TITLE

Roundstone Lane, Angmering

DRAWING TITLE

Proposed Access Arrangement

CLIENT

Hallmark Care Homes

Development
Transport Planning

Kingswick House, Kingswick Drive, Sunninghill, Berkshire, SL5 7BH
Tel: 01344 292366 Email: admin@developmenttp.co.uk

DRAWING NUMBER

68011-TS-001

REV.

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