



Land South of Barnham Station

Framework Travel Plan

Client: Gleeson Strategic Land

i-Transport Ref: DS/AI ITB14160-004

Date: 10 February 2021

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Quality Management

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GA-005 Rev D	SITE ACCESS ARRANGEMENT
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SECTION 1 Introduction

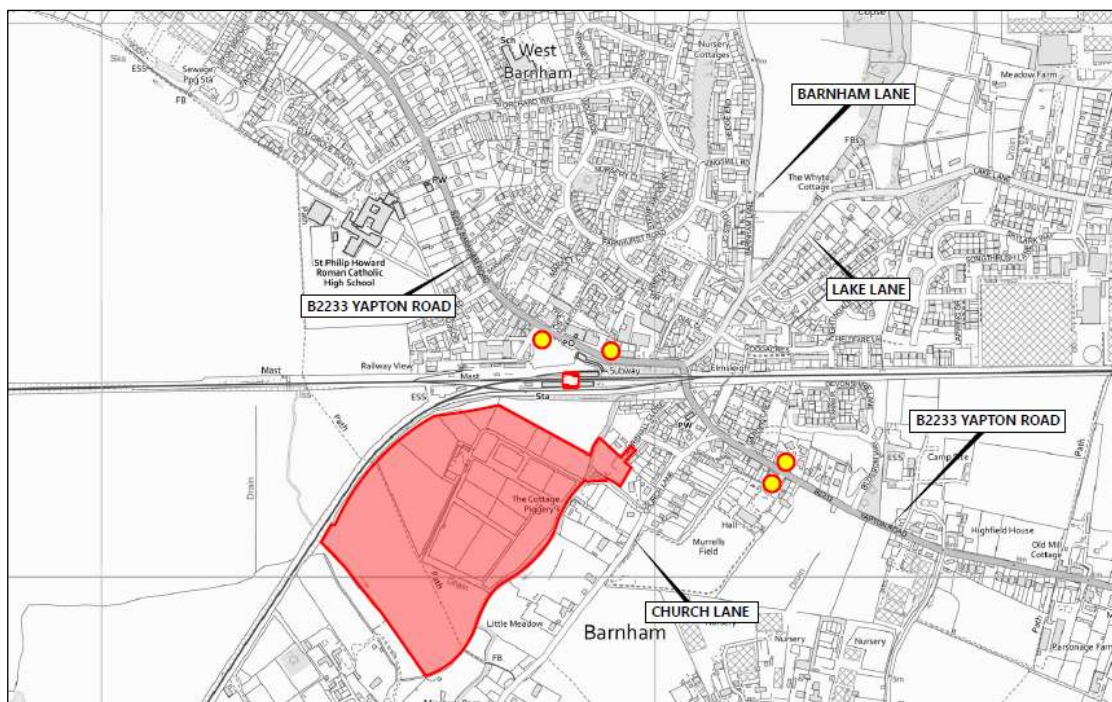
1.1 Introduction

- 1.1.1 Gleeson Strategic Land has appointed i-Transport LLP to provide transport and highways advice in relation to an outline planning application for a residential development comprising some 200 dwellings on land to the south of Barnham Station.
- 1.1.2 This Framework Travel Plan (FTP) has been prepared to support the Transport Assessment (TA) (Reference: *ITB41460-003A R*) accompanying the development proposal which considers the wider transport implications of the development. This is in line with the National Planning Policy Framework (NPPF) and Planning Practice Guidance (PPG), both of which require a Travel Plan (TP) to be submitted alongside proposals for developments that are likely to result in a significant travel demand.
- 1.1.3 Prior to first occupation of the proposed development, the FTP will be converted to a full TP which takes into account the most recent and up-to-date information on sustainable travel at the time.

1.2 Location

- 1.2.1 The site is located to the south of Barnham Station and the West Coastway Line, and to the north west of Church Lane. A site location plan is provided at **Figure 1.1**, extracted as **Image 1.1**.

Image 1.1: Site Location Plan Extract



Source: Consultant's Plan

1.3 Scope of Framework Travel Plan

- 1.3.1 This FTP has been developed having regard to the 'West Sussex County Council Development Travel Plan Policy' draft guidance document and presents a comprehensive strategy to encourage sustainable travel at the development.
- 1.3.2 The planning application is submitted in outline form with all matters reserved except access. This FTP is therefore informed by the analysis presented in the TA and includes objectives, a monitoring and evaluation strategy and a programme for developing the full plan in line with this framework document.

1.4 Structure of Framework Travel Plan

- 1.4.1 The FTP is presented in the following structure:
- Section 2 provides background information on the development proposal;
 - Section 3 considers the existing accessibility of the site by walking, cycling and public transport, and describes the existing travel characteristics of the local area;

- Section 4 sets out the policy background and identifies the aims, objectives and targets for the FTP;
- Section 5 describes the infrastructure measures that will be provided to encourage non-car travel to the site, and to manage travel demand;
- Section 6 sets out the 'soft' measures that will be provided to encourage and incentivise residents to travel to the site by sustainable modes;
- Section 7 describes how the FTP will be managed and implemented;
- Section 8 outlines how the success of the FTP will be monitored; and
- Section 9 provides a summary of the FTP.

SECTION 2 Background

2.1 Development Proposal

- 2.1.1 Gleeson Strategic Land controls land south of Barnham Station and an outline planning application (with all matters reserved except access) for a development of up to 200 dwellings has been submitted to Arun District Council.
- 2.1.2 Access to the site is to be achieved via an extension to Marshall Close and an illustrative Masterplan is provided at **Appendix A** and extracted below as **Image 2.1**.

Image 2.1: Illustrative Site Layout



Source: Illustrative Site Layout – Richards Urban Design

2.2 Site Access Arrangements

- 2.2.1 Access to the site is proposed via an extension to Marshall Close, as shown in drawing **ITB14160-GA-005**. The access has been designed in accordance with Manual for Streets principles and

Image 2.2: Proposed Site Access Arrangement



2.2.2 The existing footway situated on the eastern side of Marshall Close is to be extended into the site to provide a 2m wide pedestrian route into the site. A second 2m footway is to be provided within the site on the northern side of the access road, with a dropped kerb and tactile paving crossing to facilitate transition to the footway on the southern side of the carriageway. The extension of the footway will provide continuous pedestrian infrastructure between the site and Barnham via Marshall Close on the key pedestrian desire line.

SECTION 3 Site Accessibility and Travel Opportunities

3.1 Introduction

- 3.1.1 The section of the FTP describes the existing accessibility of the site by walking, cycling and public transport and considers the existing travel characteristics of the local area.

3.2 Local Facilities and Services

- 3.2.1 Paragraph 4.4.1 of the Manual for Streets states:

“Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes’ (up to about 800 m) walking distance of residential areas which residents may access comfortably on foot. However, this is not an upper limit and PPG13 states that walking offers the greatest potential to replace short car trips, particularly those under 2km. MfS encourages a reduction in the need to travel by car through the creation of mixed-use neighbourhoods with interconnected street patterns, where daily needs are within walking distance of most residents.”

- 3.2.2 The National Travel Survey 2019 (Table NTS0308) confirms that some 80% of all trips under 1 mile (circa 1.6km) are walking journeys, whilst walking accounts for some 31% of all trips between 1 and under 2 miles (circa 1.6km – 3.2km). Walking trips fall away beyond 2 miles, with journeys of between 2 and 4 miles equating to approximately 4% of all trips.

- 3.2.3 The Department for Transport’s Cycling and Walking Investment Strategy (2017) states at paragraph 1.16 that:

“... there is significant potential for change in travel behaviour. Two out of every three personal trips are within five miles - an achievable distance to cycle for most people, with many shorter journeys also suitable for walking. For school children, the opportunities are even greater. Three quarters of children live within a 15 minute cycle ride of a secondary school, while more than 90% live within a 15 minute walk or bus journey from a primary school.”

- 3.2.4 The DfT’s Gear Change A bold vision for cycling and walking states (page 11) that:

In particular, there are many shorter journeys that could be shifted from cars, to walking, or cycling. We want to see a future where half of all journeys in towns and cities are cycled or walked. 58% of car journeys in 2018 were under 5 miles. And in urban areas, more than 40% of journeys were under 2 miles in 2017–2018. For many people, these journeys are perfectly suited to cycling and walking.

3.2.5 There is a wealth of guidance on walking and cycling distances. What is clear is that 1.6km (circa 1 mile) is a walk distance that many people will walk and as such is a reasonable walk distance, whilst 8km (circa 5 miles) is a reasonable cycle distance for many people.

3.2.6 On that basis, the primary destinations within the local area available to future residents of the proposed development are listed in **Table 3.1** and shown in **Figure 3.1**.

Table 3.1: Key Local Destinations

Purpose	Destination	Total Distance (m)	Walking Journey Time (mins)	Cycle Journey Time (mins)
Leisure	Murrells Field	430	5	2
	The Murrell Arms	520	6	2
	Barnham Community Hall	700	8	3
	Barnham Play Park	700	8	3
Retail	Earley Butchers	510	6	2
	Barnham Trading Post	750	9	3
	Tesco Express	800	10	3
	Barnham Village Centre	850	10	3
	Windmill Shopping Village	1,300	15	5
Employment	Fordingbridge Industrial Estate	1,900	23	7
	Orchard Business Park	3,000	36	11
Education	St Philip Howard Catholic School	1,400	17	5
	Barnham Primary School	1,500	18	6
	Yapton CE Primary School	2,800	33	11
Healthcare	Five Villages Pharmacy	950	11	4
	Chantry House Dental Practice	1,700	20	6
	The Croft Surgery	2,500	30	9

✓✓✓ = Reasonable' walking distance (1,600m)

✓✓ = Reasonable cycling distance (8,000m)

3.2.7 **Table 3.1** demonstrates that there are a wide range of everyday facilities within a reasonable walking distance of residents including education, convenience retail, healthcare, a range of leisure facilities and employment opportunities, and of the services and facilities outlined are within a reasonable cycling distance.

3.3 Key Destinations

3.3.1 An assessment of the 2011 Census Journey to Work data for the Arun 003 Super Output Area, which comprises Eastergate, Westergate and Barnham has been reviewed to identify the likely destinations that development traffic is likely to travel to. **Table 3.2** demonstrates that majority of trips are local trips within Barnham itself and towards Chichester, Littlehampton and Bognor Regis.

Table 3.2: Journey to Work Destinations

Destination	% Journey to Work
Barnham	44.8%
Chichester	14.9%
Littlehampton	8.3%
Bognor Regis	8.0%
Yapton	7.0%
Worthing	2.2%
Other North	2.2%
Arundel	2.0%
Other West	1.4%
Portsmouth	1.1%
Havant	1.0%
Other	7.0%
Total	100.0%

Source: 2011 Census for the 'Arun 003' MSOA

3.4 Walking and Cycling Facilities

Walking

3.4.1 A footway is located on the eastern side of the Marshall Close carriageway, separated from the road by a wide verge. Continuous pedestrian infrastructure is provided from the termination of Marshall Close cul-de-sac to the south, along Marshall Close and joining the B2233 at the

northern end of Marshall Close via a bound surface footway adjacent to properties 20 and 20a. The route forms part of the adopted public highway, and will be widened to a consistent width of 1.5m as part of the development proposals.

- 3.4.2 Footways are also provided on both the northern and southern sides of the east-west section of Marshall Close, connecting to Church Lane. The footways are again separated from the road by wide verges and the route terminates at the Church Lane carriageway.
- 3.4.3 There are no footways along Church Lane between the proposed site access location and the B2233 Yapton Road; however, traffic levels on Church Lane are expected to be low given the lack of through road to additional towns or villages. Church Lane has a set speed limit of 30mph. Given these characteristics, Church Lane provides conditions conducive to provide a shared surface for pedestrians.
- 3.4.4 Church Lane meets B2233 Yapton Road approximately 190m northwest of the side access. Footways are present on the western side of the B2233 Yapton Road and are street lit. Northbound, the footway provided access to Barnham village centre and railway station. Southbound, the footway provides access to facilities including the Murrell Arms, Barnham Community Hall and Barnham Village Hall bus stop.

Cycling

- 3.4.5 The road network surrounding the site and within the village of Barnham is suitable for on street cycling, being made up of street lit, single carriageway roads with 30mph speed limits. All of Barnham lies within a reasonable cycling distance of the site.
- 3.4.6 The Barnham Cycle Link is located to the southern end of Church Lane, providing connections for pedestrians and cyclists through to Felpham and Bognor, where it joins a shared pedestrian/cycle link adjacent to the A259 carriageway for onward connection.
- 3.4.7 Pedestrians and cyclists can also access the Walberton Cycle Link at Lake Lane, which uses a network of quiet lanes to provide access to Walberton, Fontwell and the South Downs National Park.

3.5 Public Rights of Way

- 3.5.1 Public Right of Way FP 323 crosses the site on a northwest-southeast alignment towards the west of Barnham and connects with Church Lane. The Right of Way continues on the eastern

side of Church Lane along FP157. The alignment of the local public footpaths is shown in **Image 3.1** below.

Image 3.1: Local Public Rights of Way



Source: West Sussex iMap

3.6 Public Transport

Rail

- 3.6.1** The nearest railway station is Barnham Railway Station is located approximately 500m north of the site access. Barnham is on the West Coastway line between Brighton and Southampton. A summary of the services available is provided in **Table 3.3**.

Table 3.3: Summary of Local Railway Services

Destination	Frequency of Services		Journey Time (minutes)
	Peak	Off-Peak	
Chichester	5	5	7
Brighton	2	2	50
Littlehampton	3	2	10
Bognor Regis	4	4	7
London Victoria	4	4	87
Southampton Central	2	2	64
Portsmouth Harbour	1	1	36

Source: National Rail

- 3.6.2 Table 3.3** identifies that there will be frequent train services available to residents of the development and provide excellent opportunities to undertake journeys by rail to both local towns and larger destinations further afield. The station is located within a 5-minute walk of the site enabling access on foot or by bicycle.

Bus

- 3.6.3** Bus services are accessible from bus stops located approximately 350m north east of the site on Yapton Road and Lake Lane. Additional bus services are available 450m north on Barnham Road, adjacent to Barnham Rail Station.
- 3.6.4 Table 3.4** summarises the bus services available from these stops.

Table 3.4: Summary of Local Bus Services and Frequencies

Bus Stop	Bus Service	Destinations	Frequency		
			Monday-Friday	Saturday	Sunday
Village Hall	66A	Bognor Regis - Yapton - Bognor Regis	Four services a day (07:26, 10:38, 15:05 and 18:01)	Three services a day (10:38, 15:05 and 18:01)	-
	66C	Bognor Regis - Yapton - Bognor Regis	Three services a day (08:57, 13:16 and 17:13)	Three services a day (08:57, 13:16 and 17:13)	-
Lake Lane	66A	Bognor Regis - Yapton - Bognor Regis	Three services a day (07:48, 10:58 and 15:25)	Two services a day (10:58 and 15:25)	-
	85A	Arundel - Barnham - Chichester	Two services a day (10:11 and 14:11)	-	-
	665 (School Service)	Littlehampton - Westergate	One service a day (07:41)	-	-
Barnham Road	66A	Bognor Regis - Yapton - Bognor Regis	Four services a day (07:26, 10:38, 15:05 and 18:01)	Three services a day (10:38, 15:05 and 18:01)	-
	66C	Bognor Regis - Yapton - Bognor Regis	Three services a day (08:38, 12:57 and 16:56)	Three services a day (08:38, 12:57 and 16:56)	-
	85A	Arundel - Barnham - Chichester	Two services a day (10:12 and 14:12)	-	-
	665 (School Service)	Littlehampton - Westergate	One service a day (07:42)	-	-

Source: Traveline

- 3.6.5 The information presented in **Table 3.4** establishes that residents will have access to regular bus services withing a comfortable walking distance from the application site, with services provided to high order destinations such as Chichester and Bognor Regis.

SECTION 4 Policy, Aims, Objectives and Targets

4.1 National Policy

- 4.1.1 The National Planning Policy Framework (NPPF) (February 2019) sets the policy basis for the development of Travel Plans.
- 4.1.2 Paragraphs 108 and 110 of the NPPF state that plans should protect and exploit opportunities for the use of sustainable transport modes, and a key tool to facilitate this is a Travel Plan. All developments which generate significant amounts of movement are required to provide a Travel Plan. Sustainable travel objectives include the need to reduce the use of the private car (particularly for single occupancy journeys) and measures to promote walking, cycling and public transport use as alternatives to private car journeys.
- 4.1.3 Therefore, this FTP has been produced to outline measures to encourage travel by modes of transport other than single occupancy car use for residents of the proposed development, by promoting walking, cycling and public transport use as alternative methods.

Local Policy

- 4.1.4 This Travel Plan has been prepared having regard to the 'West Sussex County Council Development Travel Plan Policy' draft document. This document identifies that Residential Travel Plans should provide a **"commitment to delivering a range of measures to promote sustainable modes of transport"**. The draft document also sets out the thresholds for when a Travel Plan will be required in line with the former DfT 'Guidance on Transport Assessments' (GTA).
- 4.1.5 Policy T SP1 of the Adoption Arun Local Plan (2018) reiterates national policy, stating that **"...the Council will support transport and development which is supported by an effective and deliverable Travel Plan..."**.

4.2 Aims and Objectives

- 4.2.1 In line with the current national and local guidance, this FTP seeks to promote sustainable lifestyles amongst new residents. The primary aims of the FTP are as follows:

- To reduce the number of single occupancy car journeys to the site so to reduce the traffic impact of development and the effect on the environment, in line with the objectives of NPPF; and
- To promote and improve the accessibility of the site by non-car modes of transport and thereby encourage the use of other travel modes.

4.2.2 The FTP also contains the following additional sub-objectives:

- To support a range of sustainable transport alternatives to provide future residents of the site with viable travel options;
- To develop an awareness of the options for sustainable travel to and from the site amongst residents;
- To promote car sharing, walking, cycling and public transport as safe, efficient, affordable alternatives to private cars and highlight the health and environmental benefits of using sustainable travel modes; and
- To reduce the impacts of car-based travel to the site on the local and strategic highway network and environment.

4.3 Targets

4.3.1 The inclusion of targets within the FTP will enable monitoring of progress against the objectives to be carried out and will ensure that the FTP seeks to actively meet its objectives.

4.3.2 The key target of the FTP has been set as follows:

Over the period of the plan, achieve a 12-hour vehicle trip rate that is 10% lower than was forecast in the Transport Assessment for the site.

4.3.3 This target follows the SMART principle (specific, measurable, adjustable, realistic, time-based) and focuses on reducing the traffic generation of the site as a whole.

4.4 Baseline Position and Interim Targets

4.4.1 The forecast 12-hour vehicle trip rate has been obtained from the TRICS data contained within Appendix F of the TA accompanying the application, a copy of which is provided at **Appendix B**, and **Table 4.1** summarises the 12-hour trip rate and resultant vehicle trips:

Table 4.1: 12-Hour Vehicle Trips

Trip Rate (per dwelling) 07:00 – 19:00	Vehicle Trips (200 dwellings)
4.667	933

Source: TRICS

4.4.2 On this basis, the baseline target is to:

Reduce the number of daily car trips generated by the site by 93 movements by the end of the Travel Plan period.

4.4.3 The overarching target of the plan will be to achieve a year on year reduction car trips from the development site to achieve the 10% reduction by the end of the TP period. Given the scale of the development, a standard 5-year TP period is appropriate.

4.4.4 In addition to car reduction targets, it is important to identify a number of action targets to ensure that the commitments made by the developer through this FTP are delivered. The action targets are as follows:

- Nominate a Travel Plan Co-ordinator (TPC) prior to sales and marketing phase of development, and retain the TPC for the duration of the TP;
- Undertake first phase of monitoring during the first year of occupation;
- Following the first phase of monitoring, review measures and targets to ensure that they remain appropriate. This will be repeated following SAM monitoring; and
- Once agreed with WSCC, update TP with any necessary revisions to measures.

SECTION 5 Site Layout and Infrastructure Measures

5.1 Introduction

- 5.1.1** This section of the FTP describes the on-site and off-site infrastructure measures which will encourage residents to travel using sustainable modes.
- 5.1.2** The development seeks to pro-actively encourage the use of sustainable transport to influence travel behaviour from the outset. To support this, the development seeks to 'front-load' the provision of sustainable infrastructure, as opposed to introducing penalties for not achieving targets by the end of the plan period. Such an approach enables positive travel behaviours to be developed from occupation, whereas influencing established and long-standing travel behaviours is less likely to achieve the desired car trip reductions.

5.2 On Site Infrastructure Measures

- 5.2.1** The layout of the site is a matter for determination part of a future Reserved Matters Application. However, to promote sustainable movement, the layout of the site will provide for a comprehensive network of footways and routes within the site to provide pedestrian and cycle permeability.
- 5.2.2** To promote walking and cycling the following principles will be used in the design of the site layout.
- Creation of a permeable site layout which provides convenient opportunities from the site to link into local facilities, particularly the foot and cycleway network surrounding the site;
 - Delivery of a network of roads within the site that are designed as low speed streets, suitable for movement by all modes of travel, particularly walking and cycling; and
 - To encourage cycling, the Development will provide good quality cycle parking in line with WSCC's parking standards. The precise quantum, location and specification of these facilities will be determined at the reserved matters stage.

5.3 Off Site Infrastructure Measures

- 5.3.1 To encourage walking and cycling trips, the proposed development will connect to established pedestrian infrastructure at Marshall Close. The connection will take the form of a 2m wide footway that will extend into the development site, providing residents with a continuous and direct pedestrian link into Barnham Village Centre.
- 5.3.2 In addition, a scheme of improvements to Marshall Close are proposed. The proposed improvements comprise the provision of off-carriageway parking bays to remove vehicles parked on the Marshall Close carriageway. This will improve conditions for all users, including cyclists, who will benefit from being able to use the Marshall Close carriageway without having to negotiate parked vehicles.

SECTION 6 **Soft Measures**

6.1 **Introduction**

6.1.1 This section of the FTP describes the non-infrastructure or 'soft' measures that will be developed and promoted for the residents of the new development; it covers:

- Measures to encourage residents to walk and cycle;
- Measures to encourage residents to use public transport;
- Measures to encourage residents to car share, and;
- Information provision.

6.2 **Promotion and Communications**

6.2.1 New residents will be provided with travel information during the purchase of their property. The initial sales pack will include a leaflet about the sustainability credentials of the Development, and staff will be trained in personal journey planning so that this service can be offered to new residents shortly after completion of their purchase. This will offer an in-depth, personalised approach to identifying the sustainable travel choices available to residents and will be advertised through the welcome pack. The staff will be fully briefed on the content and purposes of the TP and will be able to highlight the incentives to prospective purchasers.

6.2.2 Within seven days of occupying their home residents will be provided with a letter/leaflet informing them about the TP.

6.2.3 To ensure access to up to date information for residents, a community notice boards will be located within the site. These boards will contain up to date bus and rail timetable information, and information on car sharing. The board will also provide walking and cycling facilities maps. The location of the boards will be identified as part of future Reserved Matters Applications in relation to site layout, and it is envisaged that a total of 3 boards will be provided.

6.2.4 The TPC will also set up a Community Travel website. This could take the form of a social media site / group which would enable the dissemination of the information above. It will also provide an interactive travel planning resource; for example, residents will be able to discuss TP matters in an open forum (and this might, for example, be helpful in enabling experienced cyclists to guide less experienced ones). It could also be used to enable residents to post their own helpful

information, advice and tips and it is envisaged that this would continue as a functioning page indefinitely.

6.3 Residential Travel Information Packs

6.3.1 The first occupier of each household will be provided with a residents' travel information pack within seven days of occupying their new home. The pack will contain information about the objectives of the TP, non-car mode travel options and provide a range of incentives to encourage the use of non-car modes of transport. It is proposed that the following items will be included in the resident's travel information pack:

- An information leaflet about the TP, its aims and objectives, how to get involved and how travel will be monitored and reported back to residents;
- A plan of the new development, highlighting local facilities, the walking and cycling routes to these with indicative travel times, locations of local cycle parking, and the location of bus stops;
- A £150 sustainable travel voucher for the first owner of each dwelling that can be used for one of the following measures:
 - A bus travel voucher to encourage travel by bus;
 - A cycle purchase voucher to assist with the purchase of a bicycles; and
 - A voucher towards a rail season ticket to encourage travel by rail.
- Information about the community travel website and the locations of community notice board providing local travel information;
- Information about opportunities to travel to local schools in the vicinity of the site by sustainable modes, including details of any local School Travel Plans;
- Bus and rail maps and timetable information;
- Information about journey planning services, e.g. www.nationalrail.co.uk and www.travelinesoutheast.co.uk;
- Information about car sharing through WSCC's lift share scheme (<https://westsussexcarshare.com/>);
- Copies of WSCC's cycle plans;

- Information about cycling training courses for school children (<https://www.westsussex.gov.uk/roads-and-travel/road-safety/cycle-safety-courses-for-school-children/>);
- Promotion of West Sussex 'Plan Your Journey' and 'Cycle Journey Planner' pages:
 - <https://www.westsussex.gov.ukroads-and-travel/travel-and-public-transport/rail-air-and-ferry-travel/plan-your-train-journey/>
 - <https://www.westsussex.gov.uk/leisure-recreation-and-community/walking-horse-riding-and-cycling/cycle-journey-planner/> ;and
- Information about home delivery services offered by local supermarkets.

6.4 Car Sharing

6.4.1 The use of car sharing will be promoted amongst residents of the development, with particular emphasis on journeys to work. Car sharing not only cuts the costs of travelling to work for the individual, but also reduces the number of residents making similar journeys at the same time, thereby reducing the impact of the development at peak hours on routes between the site and local employment areas. This, in turn, contributes to reducing vehicular emissions and therefore meeting local air quality targets.

6.4.2 Measures will be taken to promote car sharing to new residents by providing information found on the Liftshare website about their lift sharing scheme (www.liftshare.com). This provides an accessible and safe way for potential car sharers to identify people undertaking similar journeys.

6.5 Walking and Cycling

6.5.1 All new residents will be issued with a Residents Travel Pack which will include details of journey planning websites, walking and cycle maps, local cycle shops and bus timetable information. Residents will also receive such information via other ongoing communication. This will include promotion of the WSCC Cycle Journey Planner (<https://www.westsussex.gov.uk/leisure-recreation-and-community/walking-horse-riding-and-cycling/cycle-journey-planner/>)

6.5.2 Other measures that will be implemented to promote walking and cycling include:

- All dwellings will be provided with cycle parking in line with current local parking standards;

- The TPC will assist with the dissemination of information regarding the user group and will help residents get in contact with one another. Where possible, the TPC will attempt to negotiate discounts or promotions for residents at local cycle stores; and
- The TPC will also promote 'Bikeability' cycle training courses to residents and will attempt to organise group training sessions if enough residents are interested.

6.6 Public Transport

- 6.6.1 Information on the public transport routes and infrastructure serving the new development will be made available to new residents through the Residents' Travel Information Pack.
- 6.6.2 Residents will be kept up to date through notice boards within the development and via a Travel Plan website of changes to public transport timetables, events/issues/works potentially affecting public transport journeys, and the cost of season tickets.
- 6.6.3 In addition, the TPC will collaborate with local public transport operators to discuss whether there is the opportunity to provide an improved, more frequent service, improved bus waiting areas, ticket discounts and trial initiatives. This will include exploring the potential for Stagecoach to supply free 'taster' tickets for each resident and discount Megarider tickets.

6.7 Summary

- 6.7.1 Measures are proposed to promote the use of walking, cycling and public transport amongst new residents for local journeys and to reduce single occupancy car journeys through promoting car sharing. The proposed measures aim to achieve the objectives set out in Section 4 of this report. A range of information and marketing initiatives are also proposed to encourage awareness and participation in the Travel Plan by local residents from the outset. **Table 6.1** presents a summary of the measures.

Table 6.1: Sustainable Transport Strategy

Objective	Measure	Timescale
Overall cross-objective	Appoint a Travel Plan Coordinator	Prior to Occupation
	Develop website / twitter feed	Prior to Occupation
	Distribute Travel Welcome Packs	Prior to Occupation
Reduce the Need to Travel	Deliver connections to broadband network	Prior to Occupation
Promotion of Walking and cycling	Walking and cycling maps and health information	Prior to Occupation
	Infrastructure improvements as set out in Section 5 + cycle storage	Phased with Development
	Delivery of MfS layout – interconnecting streets, shared streets and home zones	Phased with Development
	Offer of a £150 sustainable travel voucher to each dwelling	On occupation (within Travel Information Packs)
Promotion of Public Transport	Promotion of digital travel applications (including the Stagecoach App)	Prior to Occupation
	Provision of bus stop infrastructure in the site	Phased with Development
	Offer of £150 Bus Taster ticket	On occupation (within Travel Information Packs)
Managing Car Demand	Promotion of car sharing schemes through WSCC/Liftshare	Ongoing
	Installation of electric vehicle charging facilities	Phased with Development

SECTION 7 Management and Implementation

7.1 Travel Plan Management

- 7.1.1** The Developer will nominate an individual or company to act as the Travel Plan Co-ordinator (TPC) for the site. Contact details will be supplied to WSCC prior to first occupation of the Development.
- 7.1.2** The TPC will be supported by a steering group, potentially comprising representative of any housing association(s), the highway authority (WSCC), the local authority sustainable travel co-ordinator, other local authority officers as needed (e.g. cycling, public transport), and voluntary residents' representatives.
- 7.1.3** The steering group will meet every 6 months during the first two-years and then again during SAM monitoring years. This extensive management period will enable the TP to be well established by the time the developer leaves the site. A framework for the long-term continuation of the TP is set out at Section 7.7.

7.2 Role of Travel Plan Co-ordinator

- 7.2.1** The role of the TPC will be as follows:
- To prepare the full TP prior to first occupation of the new homes;
 - To manage the day to day delivery of the TP measures;
 - To set up and act as Chairperson to the Steering Group, through which the progress of the TP will be monitored, and key decisions taken as necessary;
 - To market the TP to encourage interest and involvement of residents;
 - To maintain a good level of knowledge of sustainable travel opportunities in the vicinity of the site, so as to provide a basic personal journey planning service for residents, i.e. how to access schools, workplaces and local facilities by non-car modes;
 - To liaise with local public transport operators and local authorities on appropriate measures, such as negotiating possible discounted bus tickets or obtaining information on any local travel plan measures and networks;
 - To negotiate discounts with local cycle shops for residents;

- To organise monitoring of the TP in line with the strategy outlined in Section 8; and
- To provide monitoring and feedback to residents and to liaise with the local authority as necessary.

7.3 Involvement of Residents

7.3.1 Involvement of residents will be key to the success of the sustainable transport measures. The first owner of each dwelling will be provided with TP information by the Sales Office and provided with a Residents' Travel Information Pack on completion of their purchase. The information pack will be kept up to date for the duration of the travel plan.

7.3.2 The TPC will liaise regularly with residents to understand their particular needs and concerns and to examine ways of addressing them. The TPC will also aim to maintain interest amongst residents through the following means:

- Occasional leaflet drops providing information about the TP, advertising the website and reporting the results of the monitoring;
- Involvement of resident volunteers in the monitoring process (to be recruited by the TPC); and
- The steering group will involve resident participation and will review and develop other methods of ensuring ongoing involvement from residents.

7.4 Framework for Implementation

7.4.1 The TPC will be nominated three months before the first occupation of the new development, in order to commence preparation of the initial TP measures in time for the first occupations.

Table 7.1 sets out an action plan:

Table 7.1: Action Plan

Measure		Timescale	Responsibility
Infrastructure Measures as per Section 5		To be phased in line with the development.	Developer
Travel Plan Co-ordinator		Nominated three months prior to 1 st occupation.	Developer
Full Travel Plan		Prior to 1 st occupation	TPC
Steering Group		1 st meeting six months after appointment of TPC. Subsequent 6 monthly meetings for first two years after first occupation.	TPC
Information Development and Provision	Training of sales team about the Travel Plan	Training as part of induction process.	Developer
	Production of Travel Plan information for sales packs	To be developed before 1 st occupation.	TPC
	Production of Residents' Travel Information Packs	To be developed before 1 st occupation.	TPC
Develop community travel website		To be developed before 1 st occupation.	TPC
Sustainable Travel Voucher		A £150 voucher to be included in resident's travel packs at 1 st occupation for each dwelling.	Developer
Community travel noticeboard		To be phased in line with development.	TPC
Promote car share schemes		With Residents' Travel Information Pack and on website/community notice boards.	TPC
Walking / cycling / local facilities / rail maps and journey planning services		With Residents' Travel Information Pack and on website/community notice boards.	TPC

Source: i-Transport

7.5 Funding

7.5.1 The Developer will fund the following items:

- i The transport infrastructure outlined in Section 5 of the FTP;
- ii The TPC role for the duration of the plan period;
- iii The initial implementation of the measures outlined in Sections 5 and 6 and Table 7.1; and

- iv The monitoring surveys outlined in Section 8.

7.5.2 Going forward, the most likely source of funding for the TP will be through management charges. The aim will be to take steps to enable the TP to become self-funding by the time that the development is complete.

7.6 Enforcement

7.6.1 The implementation of the Travel Plan will be secured as either a condition or obligation to the planning consent. The condition will secure the following matters;

- Preparation and agreement of a full TP prior to first occupation of the development (or a specific phase thereof);
- Implementation of the TP, including the measures outlined in the Action Plan (Table 7.1) and the ongoing monitoring of the plan; and
- Appointment of a Travel Plan coordinator to be responsible for implementing the plans, who will be retained for the duration of the travel plan period.

7.6.2 In the event that the TP is unsuccessful in achieving the 5-year trip rate reduction, a second £150 travel voucher will be offered to all households.

7.7 Framework for Handover at End of the Developer Involvement

7.7.1 At the end of the monitoring period the developer will no longer be responsible for the management of the TP. However, the TPC will offer residents the opportunity to set up a Travel Plan Working Group. The TPC will seek to hand-over the coordination role to this group.

SECTION 8 Monitoring

8.1 Monitoring

8.1.1 The total monitoring programme of the TP will run for the duration of the plan period, with a final survey being undertaken after the site is complete and occupied. Monitoring will be primarily undertaken in two ways:

- TRICS SAM Surveys; and
- A travel questionnaire.

SAM Surveys

8.1.2 In accordance with WSCC's guidance, formal monitoring will be undertaken in line with the TRICS Standard Assessment Methodology (SAM). The TPC will supply WSCC with observed statistical data showing how the residents travel to the development and details of the measures employed to encourage sustainable travel.

8.1.3 The first TRICS SAM survey will be carried out during the first year of occupation on the site. This will ensure that the survey captures information about an established critical mass of residents. Subsequent TRICS SAM surveys will be undertaken every other year until the end of the 5-year TP period – e.g. years 3, 5, and a further survey post full occupation if the objectives of the TP have not been met at the end of the TP period.

Travel Questionnaires

8.1.4 Questionnaire surveys will also be used to determine the effectiveness of the TP measures and enable residents to remain involved in the process. The first questionnaire survey will be undertaken during the first year of occupation on the site and then year during non-SAM monitoring years (e.g. years 2 and 4) following first occupation.

8.1.5 The surveys will determine a number of important statistics such as work destination, number of cars and bicycles per household, modal split of work, educational and leisure journeys and preferences towards the availability and use of more sustainable modes of transport. These surveys will be used to determine travel patterns to and from the site, to assist with setting objectives for the Travel Plan and to monitor travel patterns at the site over set periods of time to quantify modal shift.

8.1.6 In order to maximise response rates to the survey there will be incentives, such as a prize draw entry, encouraging residents to take part. In the event that the survey does not get a desired response of 20% or more, it will be re-distributed to residents after 6 months, with further promotion and greater incentives for taking part.

8.1.7 The results of the surveys and the analysis will be included in an updated TP, or the first monitoring reports, with the TP targets updated accordingly.

Use of Surveys

8.1.8 The results of these surveys and statistical analysis will form the basis of discussions with the local planning and highway authorities to examine how the Travel Plan is continuing to influence travel behaviour and to discuss alternative measures that could be incorporated within the plan to achieve further success.

8.1.9 The TPC will monitor and review the progress and success of the TP and make all users aware of the progress made and the effectiveness of the sustainable travel solutions. The review will involve the local planning authority as well as the Steering Group. The use of newsletters will assist in informing users of any new measures and give them an understanding of how the Travel Plan is operating.

8.2 Reporting

8.2.1 During SAM monitoring years, a monitoring report will be prepared and submitted to WSCC. The report will set out the results of the travel survey against the targets and objectives identified within the TP. Residents will also be informed of the survey results via newsletters, the community travel website and notice boards. The following information is likely to be provided:

- Recap of the site travel plan's objective and agreed targets;
- Monitoring methodology;
- Summary of monitoring results, presented in relation to agreed targets;
- Progress against agreed measures;
- Corrective measures to get the plan back on track if targets are not met; and
- Proposals to further develop the Travel Plan for the future.

- 8.2.2 The TPC will make all users aware of the progress made and the effectiveness of the sustainable travel solutions. The use of newsletters distributed to all users will assist in informing users of any new measures and provide an understanding of how the Travel Plan is operating.

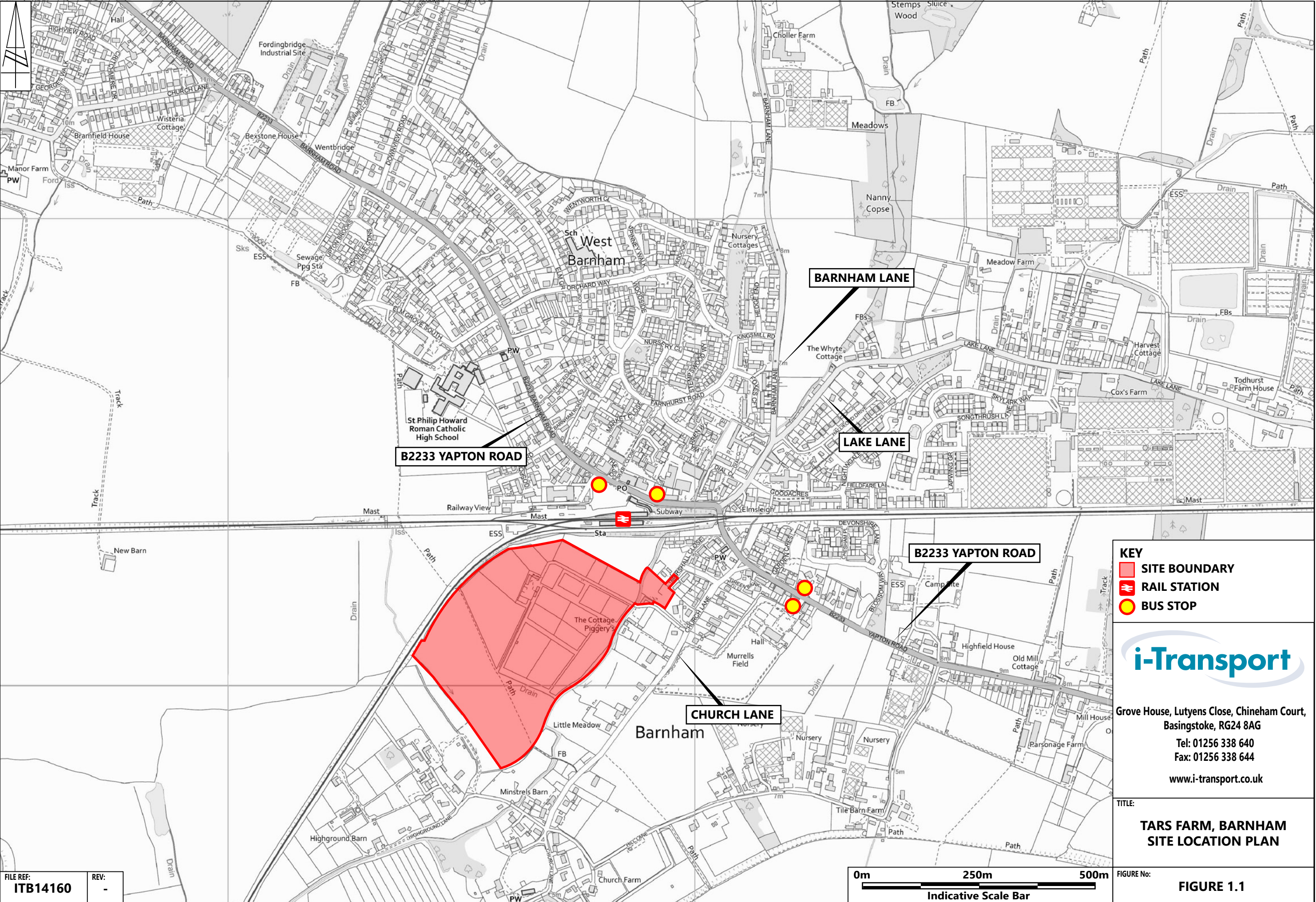
SECTION 9 Summary

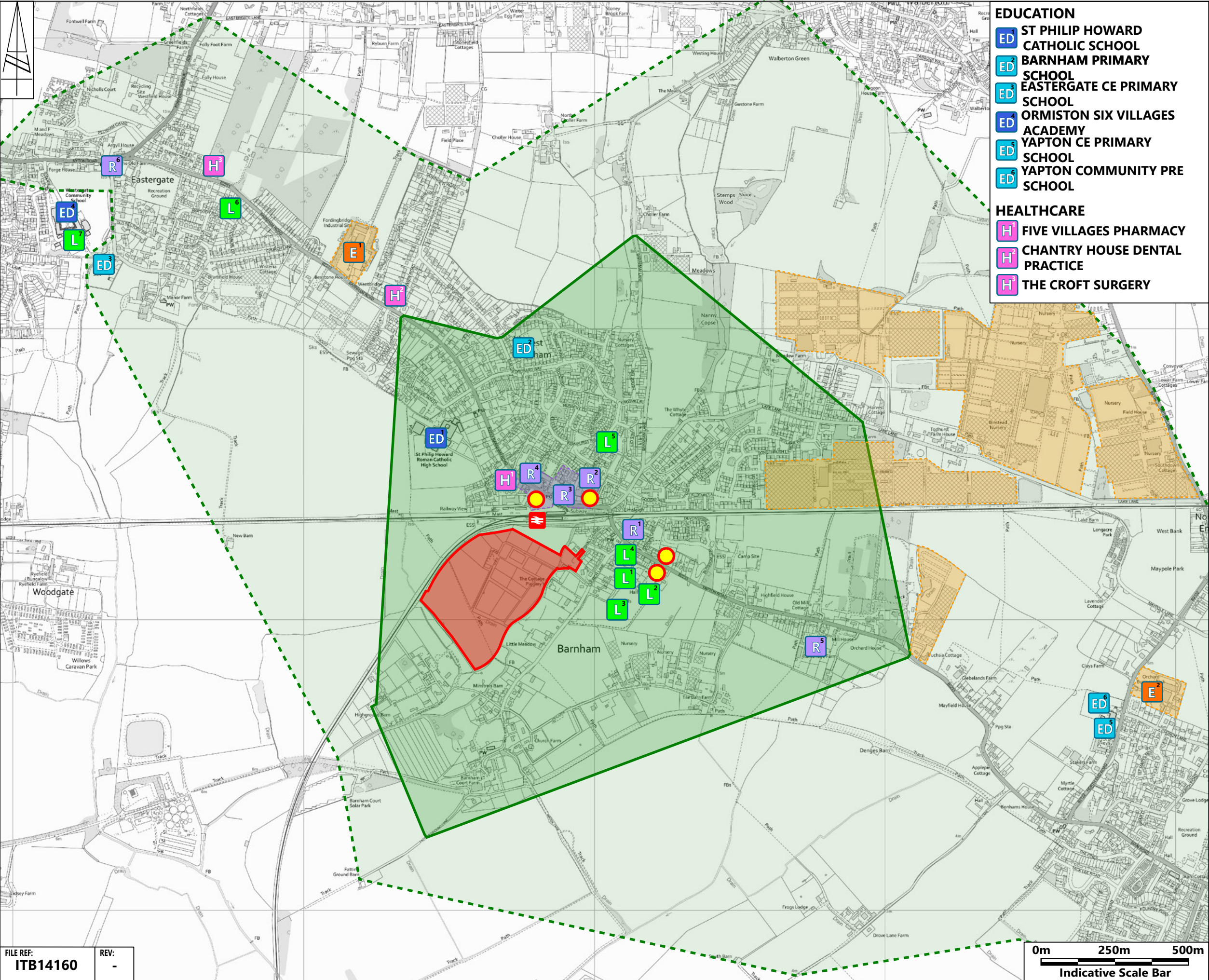
- 9.1.1 Gleeson Strategic Land has appointed i-Transport LLP to provide transport and highways advice in relation to an outline planning application for a residential development comprising some 200 dwellings on land to the south of Barnham Station.
- 9.1.2 This Framework Travel Plan (FTP) has been prepared to support the Transport Assessment (TA) (Reference: *ITB41460-003A R*) accompanying the development proposal which considers the wider transport implications of the development. This is in line with the National Planning Policy Framework (NPPF) and Planning Practice Guidance (PPG), both of which require a Travel Plan (TP) to be submitted alongside proposals for developments that are likely to result in a significant travel demand.
- 9.1.3 Prior to first occupation of the proposed development, the FTP will be converted to a full TP which takes into account the most recent and up-to-date information on sustainable travel at the time.
- 9.1.4 Access to the site is proposed via an extension to Marshall Close. The access has been designed in accordance with Manual for Streets principles and comprises an extension of the existing carriageway to provide a 5.5m access road that turns westwards into the site.
- 9.1.5 The existing footway situated on the eastern side of Marshall Close is to be extended into the site to provide a 2m wide pedestrian route into the site. A second 2m footway is to be provided within the site on the northern side of the access road, with a dropped kerb and tactile paving crossing to facilitate transition to the footway on the southern side of the carriageway. The extension of the footway will provide continuous pedestrian infrastructure between the site and Barnham via Marshall Close on the key pedestrian desire line.
- 9.1.6 There are a good range of everyday services and facilities accessible to residents of the proposed development within a reasonable walking or cycling distance. In addition, the site offers the opportunity for residents to access frequent and direct rail services from Barnham Station, some 5-minute walking journey from the site, or by bus from bus stops located 350m to the north of the site.
- 9.1.7 To achieve the aims and objectives of the TP, a package of 'soft measures' designed to encourage residents to consider sustainable travel opportunities has been developed. The FTP identifies the following measures:

- Provision of a residents 'Residents Travel Information Pack', to provide information of travel opportunities and to promote travel;
- Offer of a sustainable travel voucher to be used either on public transport or on cycle equipment;
- Creation of a community travel website, to provide travel information to residents;
- Creation of a steering group consisting of local residents to guide and oversee the delivery of the TP;
- Community noticeboards to identify travel opportunities and incentives; and
- Promotion of local car-share and bicycle user groups.

9.1.8 The progress against the plan targets will be monitored through the life of the TP and until such a time construction of the site is completed and dwelling occupied. The plan will be monitored using Residents Travel Survey and the TRICS SAM. These surveys will be used to identify resident travel patterns and used to set objectives of the TP.

FIGURES





- ED** ST PHILIP HOWARD CATHOLIC SCHOOL
ED BARNHAM PRIMARY SCHOOL
ED EASTERGATE CE PRIMARY SCHOOL
ED ORMISTON SIX VILLAGES ACADEMY
ED YAPTON CE PRIMARY SCHOOL
ED YAPTON COMMUNITY PRE SCHOOL
- H** FIVE VILLAGES PHARMACY
H CHANTRY HOUSE DENTAL PRACTICE
H THE CROFT SURGERY

- KEY**
- SITE BOUNDARY**
 - RAIL STATION**
 - TOWN CENTRE**
 - EMPLOYMENT AREA**
 - BUS STOP**
 - 1600M CATCHMENT**
 - 3200M CATCHMENT**
- LEISURE**
- L** BARNHAM PLAY PARK
 - L** BARNHAM COMMUNITY HALL
 - L** MURRELLS FIELD
 - L** THE MURRELL ARMS
 - L** FARNHURST ROAD PLAY PARK
 - L** EASTERGATE PARISH HALL
 - L** SIX VILLAGES SPORTS CENTRE

- EMPLOYMENT**
- E** FORDINGBRIDGE INDUSTRIAL ESTATE
 - E** ORCHARD BUSINESS PARK
- RETAIL**
- R** EARLEY BUTCHERS
 - R** BARNHAM TRADING POST
 - R** TESCO EXPRESS
 - R** BARNHAM VILLAGE CENTRE
 - R** WINDMILL SHOPPING VILLAGE
 - R** EASTERGATE POST OFFICE



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TITLE:

**TARS FARM, BARNHAM
LOCAL FACILITIES PLAN**

FIGURE No:

FIGURE 3.1

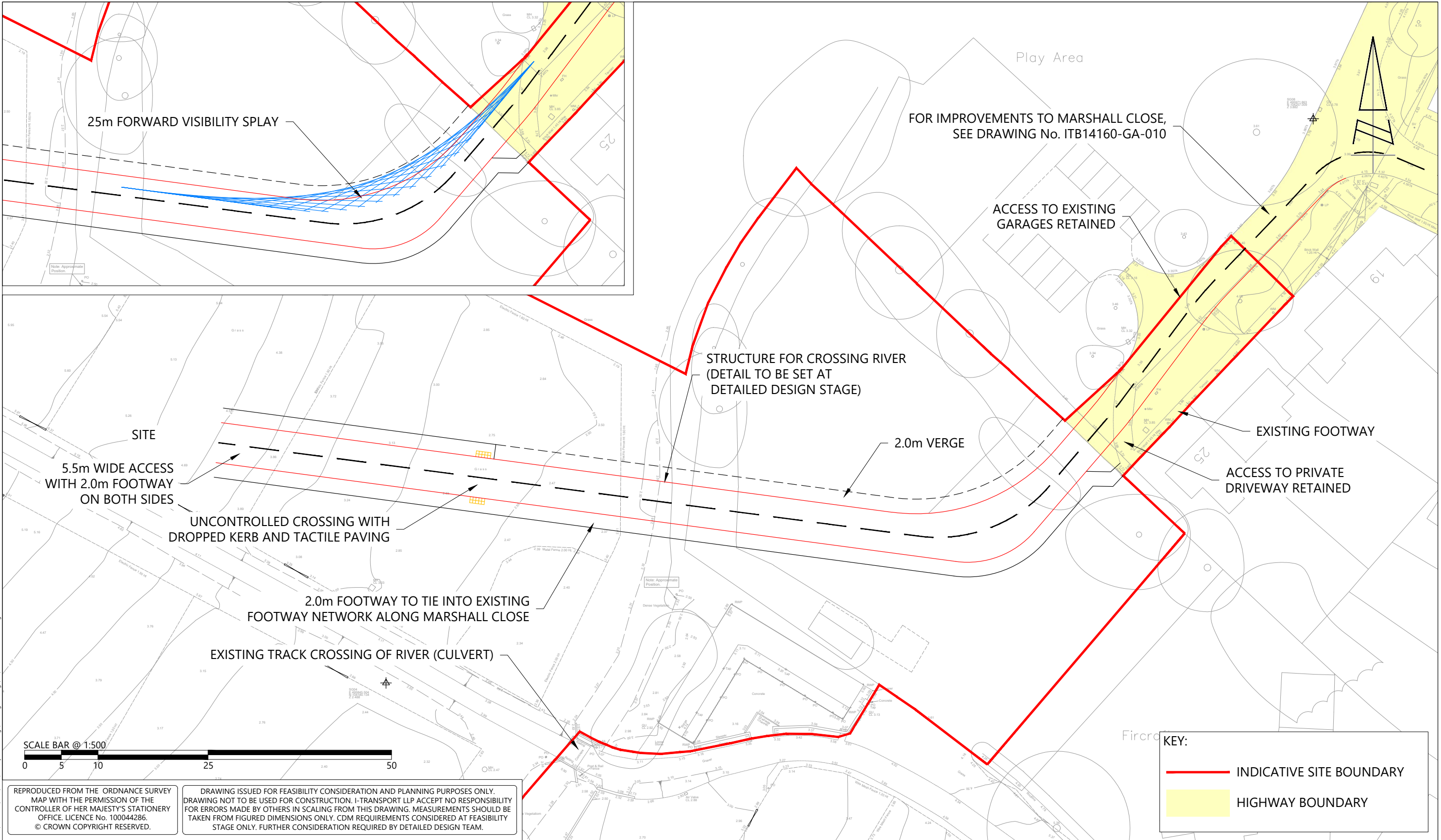
FILE REF:
ITB14160

REV:
-

0m 250m 500m
Indicative Scale Bar

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DRAWINGS



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REV	DATE	BY	DESCRIPTION	CHK	APD
D	15.02.21	MC	SITE ACCESS AMENDED	DS	MG
C	28.10.20	JD	SITE ACCESS AMENDED	MG	MG
B	21.09.20	JD	SITE BOUNDARY ADDED	MG	MG
A	08.09.20	JD	TOPO / TREE SURVEY ADDED	DS	DS
STATUS:			FOR INFORMATION		

TITLE:		ILLUSTATIVE SITE ACCESS ARRANGEMENTS WITHIN THE SITE	
PROJECT:		LAND TO THE SOUTH OF BARNHAM STATION	GLEESON STRATEGIC LAND
CLIENT:			

DRAWN:	CHECKED:	APPROVED:
MC	MG	MG
PROJECT No:	SCALE @ A3:	DATE:
ITB14160	1:500	29.07.20
DRAWING No:	REV:	
ITB14160-GA-005	D	

APPENDIX A. ILLUSTRATIVE MASTERPLAN



Site

LAND SOUTH OF BARNHAM STATION

Drawing

Illustrative site layout plan

Scale

1:2000@A3

Date

18.11.20

Drawing ref

1311.03

0 20 40 60 80 100m

1:2000@A3

KEY

Site boundary

APPENDIX B. TRICS OUTPUTS

Calculation Reference: AUDIT-236601-200807-0809

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	3 days
	EX ESSEX	1 days
	HC HAMPSHIRE	3 days
	HF HERTFORDSHIRE	1 days
	KC KENT	4 days
	SC SURREY	2 days
	WS WEST SUSSEX	5 days
03	SOUTH WEST	
	DC DORSET	1 days
	DV DEVON	3 days
	SM SOMERSET	1 days
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	9 days
	SF SUFFOLK	3 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	2 days
	ST STAFFORDSHIRE	2 days
	WK WARWICKSHIRE	3 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NE NORTH EAST LINCOLNSHIRE	1 days
	NY NORTH YORKSHIRE	5 days
	SY SOUTH YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	4 days
	LC LANCASHIRE	1 days
	MS MERSEYSIDE	1 days
09	NORTH	
	DH DURHAM	2 days
	TW TYNE & WEAR	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 7 to 432 (units:)
Range Selected by User: 6 to 500 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 19/11/19

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

Selected survey days:

Monday	14 days
Tuesday	11 days
Wednesday	17 days
Thursday	13 days
Friday	8 days

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

Selected survey types:

Manual count	60 days
Directional ATC Count	3 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	24
Edge of Town	39

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	60
Out of Town	1
No Sub Category	2

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.

Secondary Filtering selection:

Use Class:

C3	63 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:

1,000 or Less	1 days
1,001 to 5,000	6 days
5,001 to 10,000	17 days
10,001 to 15,000	18 days
15,001 to 20,000	9 days
20,001 to 25,000	7 days
25,001 to 50,000	5 days

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

Secondary Filtering selection (Cont.):

Population within 5 miles:

5,001 to 25,000	6 days
25,001 to 50,000	7 days
50,001 to 75,000	9 days
75,001 to 100,000	13 days
100,001 to 125,000	2 days
125,001 to 250,000	18 days
250,001 to 500,000	8 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	18 days
1.1 to 1.5	43 days
1.6 to 2.0	2 days

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

Travel Plan:

Yes	18 days
No	45 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	62 days
2 Poor	1 days

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

LIST OF SITES relevant to selection parameters

1	CA-03-A-05 EASTFIELD ROAD PETERBOROUGH	DETACHED HOUSES	CAMBRIDGESHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 28 Survey date: MONDAY 17/10/16		
2	CH-03-A-08 WHITCHURCH ROAD CHESTER	DETACHED	CHESHIRE
	BOUGHTON HEATH Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 11 Survey date: TUESDAY 22/05/12		
3	CH-03-A-09 GREYSTOKE ROAD MACCLESFIELD HURDSFIELD	TERRACED HOUSES	CHESHIRE
	Edge of Town Residential Zone Total No of Dwellings: 24 Survey date: MONDAY 24/11/14		
4	CH-03-A-10 MEADOW DRIVE NORTHWICH BARNTON	SEMI-DETACHED & TERRACED	CHESHIRE
	Edge of Town Residential Zone Total No of Dwellings: 40 Survey date: TUESDAY 04/06/19		
5	CH-03-A-11 LONDON ROAD NORTHWICH LEFTWICH	TOWN HOUSES	CHESHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 24 Survey date: THURSDAY 06/06/19		
6	DC-03-A-08 HURSTDENE ROAD BOURNEMOUTH CASTLE LANE WEST	BUNGALOWS	DORSET
	Edge of Town Residential Zone Total No of Dwellings: 28 Survey date: MONDAY 24/03/14		
7	DH-03-A-01 GREENFIELDS ROAD BISHOP AUCKLAND	SEMI DETACHED	DURHAM
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 50 Survey date: TUESDAY 28/03/17		
8	DH-03-A-03 PILGRIMS WAY DURHAM	SEMI-DETACHED & TERRACED	DURHAM
	Edge of Town Residential Zone Total No of Dwellings: 57 Survey date: FRIDAY 19/10/18		

LIST OF SITES relevant to selection parameters (Cont.)

9	DS-03-A-02 RADBOURNE LANE DERBY	MIXED HOUSES	DERBYSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	371	
	Survey date: TUESDAY	10/07/18	Survey Type: MANUAL
10	DV-03-A-01 BRONSHILL ROAD TORQUAY	TERRACED HOUSES	DEVON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	37	
	Survey date: WEDNESDAY	30/09/15	Survey Type: MANUAL
11	DV-03-A-02 MILLHEAD ROAD HONITON	HOUSES & BUNGALOWS	DEVON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	116	
	Survey date: FRIDAY	25/09/15	Survey Type: MANUAL
12	DV-03-A-03 LOWER BRAND LANE HONITON	TERRACED & SEMI DETACHED	DEVON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	70	
	Survey date: MONDAY	28/09/15	Survey Type: MANUAL
13	ES-03-A-03 SHEPHAM LANE POLEGATE	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:	212	
	Survey date: MONDAY	11/07/16	Survey Type: MANUAL
14	ES-03-A-04 NEW LYDD ROAD CAMBER	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:	134	
	Survey date: FRIDAY	15/07/16	Survey Type: MANUAL
15	ES-03-A-05 RATTLE ROAD NEAR EASTBOURNE STONE CROSS	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:	99	
	Survey date: WEDNESDAY	05/06/19	Survey Type: MANUAL
16	EX-03-A-02 MANOR ROAD CHIGWELL GRANGE HILL	DETACHED & SEMI-DETACHED	ESSEX
	Edge of Town Residential Zone Total No of Dwellings:	97	
	Survey date: MONDAY	27/11/17	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

17	HC-03-A-21 PRIESTLEY ROAD BASINGSTOKE HOUNDMILLS Edge of Town Residential Zone Total No of Dwellings: Survey date: TUESDAY	TERRACED & SEMI-DETACHED 39 13/11/18	HAMPSHIRE Survey Type: MANUAL
18	HC-03-A-22 BOW LAKE GARDENS NEAR EASTLEIGH BISHOPSTOKE Edge of Town Residential Zone Total No of Dwellings: Survey date: WEDNESDAY	MIXED HOUSES 40 31/10/18	HAMPSHIRE Survey Type: MANUAL
19	HC-03-A-23 CANADA WAY LIPHOOK Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: Survey date: TUESDAY	HOUSES & FLATS 62 19/11/19	HAMPSHIRE Survey Type: MANUAL
20	HF-03-A-03 HARE STREET ROAD BUNTINGFORD Edge of Town Residential Zone Total No of Dwellings: Survey date: MONDAY	MIXED HOUSES 160 08/07/19	HERTFORDSHIRE Survey Type: MANUAL
21	KC-03-A-03 HYTHE ROAD ASHFORD WILLESBOROUGH Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: Survey date: THURSDAY	MIXED HOUSES & FLATS 51 14/07/16	KENT Survey Type: MANUAL
22	KC-03-A-04 KILN BARN ROAD AYLESFORD DITTON Edge of Town Residential Zone Total No of Dwellings: Survey date: FRIDAY	SEMI-DETACHED & TERRACED 110 22/09/17	KENT Survey Type: MANUAL
23	KC-03-A-06 MARGATE ROAD HERNE BAY Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: Survey date: WEDNESDAY	MIXED HOUSES & FLATS 363 27/09/17	KENT Survey Type: MANUAL
24	KC-03-A-07 RECVLVER ROAD HERNE BAY Edge of Town Residential Zone Total No of Dwellings: Survey date: WEDNESDAY	MIXED HOUSES 288 27/09/17	KENT Survey Type: MANUAL
25	LC-03-A-31 GREENSIDE PRESTON COTTAM Edge of Town Residential Zone Total No of Dwellings: Survey date: FRIDAY	DETACHED HOUSES 32 17/11/17	LANCASHIRE Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

26	LN-03-A-03	SEMI DETACHED	LINCOLNSHIRE
	ROOKERY LANE		
	LINCOLN		
	BOULTHAM		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	22	
	Survey date: TUESDAY	18/09/12	Survey Type: MANUAL
27	MS-03-A-03	DETACHED	MERSEYSIDE
	BEMPTON ROAD		
	LIVERPOOL		
	OTTERSPOOL		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	15	
	Survey date: FRIDAY	21/06/13	Survey Type: MANUAL
28	NE-03-A-02	SEMI DETACHED & DETACHED	NORTH EAST LINCOLNSHIRE
	HANOVER WALK		
	SCUNTHORPE		
	Edge of Town		
	No Sub Category		
	Total No of Dwellings:	432	
	Survey date: MONDAY	12/05/14	Survey Type: MANUAL
29	NF-03-A-01	SEMI DET. & BUNGALOWS	NORFOLK
	YARMOUTH ROAD		
	CAISTER-ON-SEA		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	27	
	Survey date: TUESDAY	16/10/12	Survey Type: MANUAL
30	NF-03-A-02	HOUSES & FLATS	NORFOLK
	DEREHAM ROAD		
	NORWICH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	98	
	Survey date: MONDAY	22/10/12	Survey Type: MANUAL
31	NF-03-A-03	DETACHED HOUSES	NORFOLK
	HALING WAY		
	THETFORD		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	10	
	Survey date: WEDNESDAY	16/09/15	Survey Type: MANUAL
32	NF-03-A-04	MIXED HOUSES	NORFOLK
	NORTH WALSHAM ROAD		
	NORTH WALSHAM		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	70	
	Survey date: WEDNESDAY	18/09/19	Survey Type: MANUAL
33	NF-03-A-05	MIXED HOUSES	NORFOLK
	HEATH DRIVE		
	HOLT		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	40	
	Survey date: THURSDAY	19/09/19	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

34	NF-03-A-06	MIXED HOUSES	NORFOLK
	BEAUFORT WAY		
	GREAT YARMOUTH		
	BRADWELL		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	275	
	Survey date: MONDAY	23/09/19	Survey Type: MANUAL
35	NF-03-A-07	MIXED HOUSES & FLATS	NORFOLK
	SILFIELD ROAD		
	WYMONDHAM		
	Edge of Town		
	Out of Town		
	Total No of Dwellings:	297	
	Survey date: FRIDAY	20/09/19	Survey Type: DIRECTIONAL ATC COUNT
36	NF-03-A-10	MIXED HOUSES & FLATS	NORFOLK
	HUNSTANTON ROAD		
	HUNSTANTON		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	17	
	Survey date: WEDNESDAY	12/09/18	Survey Type: DIRECTIONAL ATC COUNT
37	NF-03-A-16	MIXED HOUSES & FLATS	NORFOLK
	NORWICH COMMON		
	WYMONDHAM		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	138	
	Survey date: TUESDAY	20/10/15	Survey Type: DIRECTIONAL ATC COUNT
38	NY-03-A-08	TERRACED HOUSES	NORTH YORKSHIRE
	NICHOLAS STREET		
	YORK		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	21	
	Survey date: MONDAY	16/09/13	Survey Type: MANUAL
39	NY-03-A-09	MIXED HOUSING	NORTH YORKSHIRE
	GRAMMAR SCHOOL LANE		
	NORTHALLERTON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	52	
	Survey date: MONDAY	16/09/13	Survey Type: MANUAL
40	NY-03-A-10	HOUSES AND FLATS	NORTH YORKSHIRE
	BOROUGHBRIDGE ROAD		
	RIPON		
	Edge of Town		
	No Sub Category		
	Total No of Dwellings:	71	
	Survey date: TUESDAY	17/09/13	Survey Type: MANUAL
41	NY-03-A-11	PRIVATE HOUSING	NORTH YORKSHIRE
	HORSEFAIR		
	BOROUGHBRIDGE		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	23	
	Survey date: WEDNESDAY	18/09/13	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

42	NY-03-A-13	TERRACED HOUSES	NORTH YORKSHIRE
	CATTERICK ROAD		
	CATTERICK GARRISON		
	OLD HOSPITAL COMPOUND		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	10	
	Survey date: WEDNESDAY	10/05/17	Survey Type: MANUAL
43	SC-03-A-04	DETACHED & TERRACED	SURREY
	HIGH ROAD		
	BYFLEET		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	71	
	Survey date: THURSDAY	23/01/14	Survey Type: MANUAL
44	SC-03-A-05	MIXED HOUSES	SURREY
	REIGATE ROAD		
	HORLEY		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	207	
	Survey date: MONDAY	01/04/19	Survey Type: MANUAL
45	SF-03-A-04	DETACHED & BUNGALOWS	SUFFOLK
	NORMANSTON DRIVE		
	LOWESTOFT		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	7	
	Survey date: TUESDAY	23/10/12	Survey Type: MANUAL
46	SF-03-A-05	DETACHED HOUSES	SUFFOLK
	VALE LANE		
	BURY ST EDMUNDS		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	18	
	Survey date: WEDNESDAY	09/09/15	Survey Type: MANUAL
47	SF-03-A-07	MIXED HOUSES	SUFFOLK
	FOXHALL ROAD		
	IPSWICH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	73	
	Survey date: THURSDAY	09/05/19	Survey Type: MANUAL
48	SH-03-A-05	SEMI-DETACHED / TERRACED	SHROPSHIRE
	SANDCROFT		
	TELFORD		
	SUTTON HILL		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	54	
	Survey date: THURSDAY	24/10/13	Survey Type: MANUAL
49	SH-03-A-06	BUNGALOWS	SHROPSHIRE
	ELLESMERE ROAD		
	SHREWSBURY		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	16	
	Survey date: THURSDAY	22/05/14	Survey Type: MANUAL
50	SM-03-A-01	DETACHED & SEMI	SOMERSET
	WEMBDON ROAD		
	BRIDGWATER		
	NORTHFIELD		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	33	
	Survey date: THURSDAY	24/09/15	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

51	ST-03-A-07 BEACONSIDE STAFFORD MARSTON GATE Edge of Town Residential Zone Total No of Dwellings: 248 Survey date: WEDNESDAY 22/11/17	DETACHED & SEMI-DETACHED	STAFFORDSHIRE	Survey Type: MANUAL
52	ST-03-A-08 SILKMORE CRESCENT STAFFORD MEADOWCROFT PARK Edge of Town Residential Zone Total No of Dwellings: 26 Survey date: WEDNESDAY 22/11/17	DETACHED HOUSES	STAFFORDSHIRE	Survey Type: MANUAL
53	SY-03-A-01 A19 BENTLEY ROAD DONCASTER BENTLEY RISE Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 54 Survey date: WEDNESDAY 18/09/13	SEMI DETACHED HOUSES	SOUTH YORKSHIRE	Survey Type: MANUAL
54	TW-03-A-02 WEST PARK ROAD GATESHEAD Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 16 Survey date: MONDAY 07/10/13	SEMI-DETACHED	TYNE & WEAR	Survey Type: MANUAL
55	WK-03-A-02 NARBERTH WAY COVENTRY POTTERS GREEN Edge of Town Residential Zone Total No of Dwellings: 17 Survey date: THURSDAY 17/10/13	BUNGALOWS	WARWICKSHIRE	Survey Type: MANUAL
56	WK-03-A-03 BRESE AVENUE WARWICK GUYS CLIFFE Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 23 Survey date: WEDNESDAY 25/09/19	DETACHED HOUSES	WARWICKSHIRE	Survey Type: MANUAL
57	WK-03-A-04 DALEHOUSE LANE KENILWORTH Edge of Town Residential Zone Total No of Dwellings: 49 Survey date: FRIDAY 27/09/19	DETACHED HOUSES	WARWICKSHIRE	Survey Type: MANUAL
58	WL-03-A-02 HEADLANDS GROVE SWINDON Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 27 Survey date: THURSDAY 22/09/16	SEMI DETACHED	WILTSHIRE	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

59	WS-03-A-04	MIXED HOUSES		WEST SUSSEX
	HILLS FARM LANE			
	HORSHAM			
	BROADBRIDGE HEATH			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	151		
	Survey date: THURSDAY	11/12/14	Survey Type: MANUAL	
60	WS-03-A-05	TERRACED & FLATS		WEST SUSSEX
	UPPER SHOREHAM ROAD			
	SHOREHAM BY SEA			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	48		
	Survey date: WEDNESDAY	18/04/12	Survey Type: MANUAL	
61	WS-03-A-08	MIXED HOUSES		WEST SUSSEX
	ROUNDSTONE LANE			
	ANGMERING			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	180		
	Survey date: THURSDAY	19/04/18	Survey Type: MANUAL	
62	WS-03-A-09	MIXED HOUSES & FLATS		WEST SUSSEX
	LITTLEHAMPTON ROAD			
	WORTHING			
	WEST DURRINGTON			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	197		
	Survey date: THURSDAY	05/07/18	Survey Type: MANUAL	
63	WS-03-A-10	MIXED HOUSES		WEST SUSSEX
	TODDINGTON LANE			
	LITTLEHAMPTON			
	WICK			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	79		
	Survey date: WEDNESDAY	07/11/18	Survey Type: MANUAL	

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	63	91	0.084	63	91	0.315	63	91	0.399
08:00 - 09:00	63	91	0.130	63	91	0.379	63	91	0.509
09:00 - 10:00	63	91	0.145	63	91	0.174	63	91	0.319
10:00 - 11:00	63	91	0.129	63	91	0.158	63	91	0.287
11:00 - 12:00	63	91	0.135	63	91	0.147	63	91	0.282
12:00 - 13:00	63	91	0.160	63	91	0.153	63	91	0.313
13:00 - 14:00	63	91	0.162	63	91	0.155	63	91	0.317
14:00 - 15:00	63	91	0.165	63	91	0.193	63	91	0.358
15:00 - 16:00	63	91	0.270	63	91	0.181	63	91	0.451
16:00 - 17:00	63	91	0.289	63	91	0.172	63	91	0.461
17:00 - 18:00	63	91	0.345	63	91	0.160	63	91	0.505
18:00 - 19:00	63	91	0.293	63	91	0.173	63	91	0.466
19:00 - 20:00	1	97	0.062	1	97	0.052	1	97	0.114
20:00 - 21:00	1	97	0.031	1	97	0.021	1	97	0.052
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:	2.400			2.433			4.833		

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

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

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Parameter summary

Trip rate parameter range selected:	7 - 432 (units:)
Survey date range:	01/01/12 - 19/11/19
Number of weekdays (Monday-Friday):	67
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	7
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.

