

APPENDIX 2.4
CONFIRMATION WITH ADC ON CUMULATIVE SCHEMES IN
APRIL 2019

From:
To:
Subject:
Date:
Attachments:

Test

Hi Dominic,

Comments on the pupil trips and trying to be consistent with the Systra study are if you can get evidence to assist the use of NTS data it would be beneficial.

The revised approach to staff trips and the removal of the link between parking provided and car trips seems acceptable but I will wait to see what specific data you use to inform the assessment.

Regards

Thanks Steven, I appreciate the feedback on the Note.

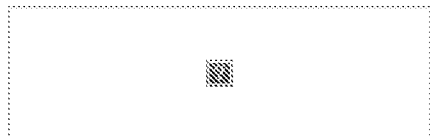
In respect of the pupil trips, we were trying to keep it relatively consistent with the Systra study which informed the site selection and which also used an NTS approach, although our trip generation is slightly higher than the Systra assessment as a result of the refined pupil distribution assessment (e.g. 1/3 of the pupil aren't generated by Ford but from further afield). It's been tricky to establish comparable data at this early stage since we don't really know how the school will operate in terms of catchment, level of parking, provision of infrastructure and so on. That said, my BW colleagues are meeting with Education officers today so we'll see if they have anything that might assist.

Noted on the level of staff trips – I've pulled some data from the School Workforce Census for secondary school provision in Arun (2017 being the most recent available dataset). The data indicates an overall ratio of 9.4 adults per child, equating to circa 160 staff. We can apply the 006 MSOA travel to work mode share to this (76% car driver – equating to 121 movements) and distribute accordingly. Again, we'll check with Education to see if they have any local data regarding mode share, but I'd anticipate that the MSOA data overestimates the car mode share as rail travel accounts for only 3% of journeys and pedestrians 6%.

David – before we get on with the assessment, can I just check that you're also satisfied with the proposed approach?

Kind regards,

Dominic





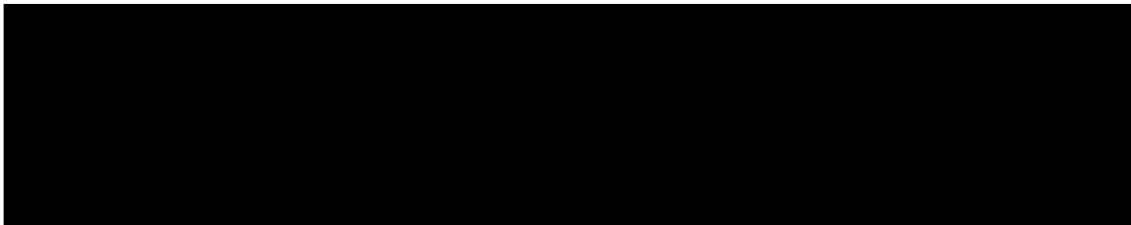
Hi Dominic/Ellen,

Sorry for not getting back to you sooner on the attached note in relation to assessment of the secondary school.

I accept the principle of the approach being adopted but have the following comments to make:

- **Paragraph 2.5** – Minor point but just for clarity I think it's just a typo but the National Planning Practice Guidance defines a committed development as one being allocated and there is reasonable degree of certainty it will come forward within the next three years and not few years.
- **Paragraph 2.7** – Agree with the point being made here in that the school is an attractor of trips not a generator. The addition of the school could result in double counting of vehicle movements that are already on the network. This is however when it is viewed from a macro level. Depending on the assignment of trips through the network there could be a different impact at a micro level.
- **Paragraph 2.8** – Approach being adopted in relation to a sensitivity test is noted and principle is accepted whilst noting the references to National Planning Practice Guidance on committed developments.
- **Paragraph 3.2.5** – As previously stated more localised data should ideally be used rather than relying on National Travel Survey data. An adopted approach could be to use more localised data from an existing travel survey or comparable secondary school. If the NTS data on car driver splits is to be used its use should be justified and data presented to demonstrate that the splits being used are robust.
- **Paragraph 3.2.7** – As previously stated on other technical notes the adopted approach could under represent staff car trips. The concern being that parking and the number of spaces provided is not the generator of vehicle trips it is the land use that generates the demand. Even if a maximum of 75 spaces are provided that does not mean the number of staff car trips will be limited to 75 vehicles; as staff may park nearby rather than on-site. Therefore consideration should be given as to whether this approach is robust. An alternative approach would be to get localised modal split data to inform staff travel to the site.
- **Paragraph 3.2.10** – The principle that the majority of school trips do not occur in the traditional peak hour is accepted. The full TRICS dataset should be provided and analysis of the information set out within the submission to support the assumptions made in relation to the percentage of trips that occur in the peak hours.

Regards



RH

[REDACTED]

Good afternoon Steven,

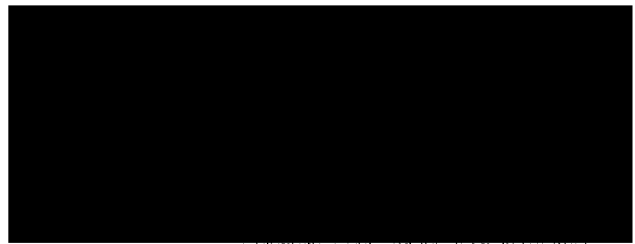
I hope you're well. We spoke a week or so ago about Arun requesting the impact of a secondary school be tested within the ES now that they've settled on an identified site.

We've given some thought how best to consider the impact and establish the traffic impact. It's been quite tricky, given its still in the early stages of planning, but we've produced a methodology based on the future population sizes of the neighbouring settlements to establish an anticipated proportional yield from each area.

I've attached a short note setting out the background and the assessment parameters to be used for your consideration – I'm happy to discuss or answer any queries you may have.

Kind regards,

Dom



[REDACTED]

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