



North Colwell Farm

Transport Assessment Scoping Note

Client: Miller Homes

i-Transport Ref: MG/BC/AT/TL19597-003A R

Date: 17 June 2024

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Quality Management

Report No.	Comments	Date	Author	Authorised
ITL19597-003	Draft	11/06/2024	AT/ BC	MG
ITL19597-003A	Final	17/06/2024	AT/ BC	MG

File Ref: L:\PROJECTS\19000 SERIES\19597 - North Colwell Farm\Admin\Report and Tech Notes\ITL19597-003A R
Transport Assessment Scoping Note.docx

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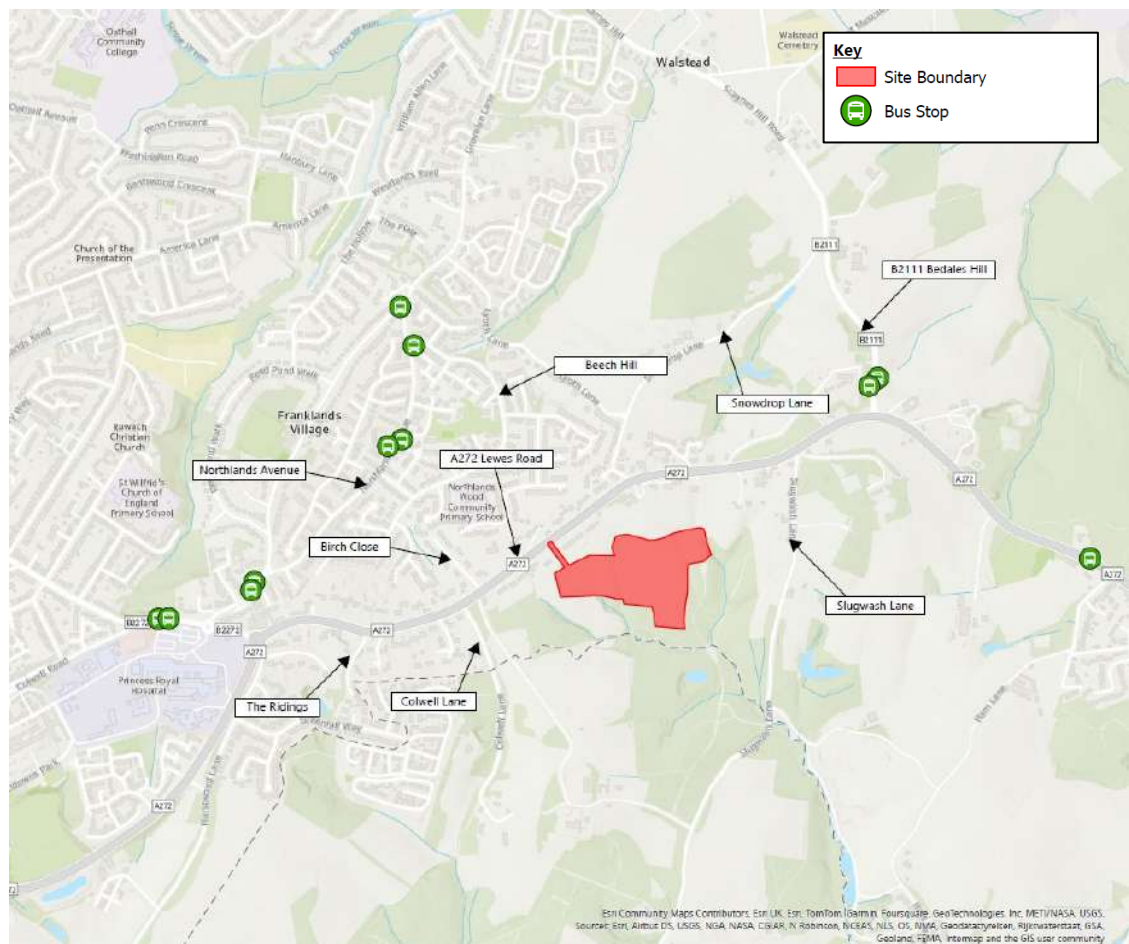
APPENDIX A.	Illustrative Site Layout
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SECTION 1 Introduction

1.1 Background

- 1.1.1 Miller Homes has appointed i-Transport LLP to provide highways and transport advice in relation to the residential development at North Colwell Farm, Lewes Road, Haywards Heath. The proposal comprises circa 100 residential homes.
- 1.1.2 The site is located to the south of the Lewes Road (A272), approximately 2.5km to the southeast of the centre of Haywards Heath. The site is bound to the north by existing residential dwellings, and agricultural land and woodland surrounds the rest of the site. The site location is illustrated on **Figure 1.1**.

Figure 1.1: Site Location



Source: Consultant drafting

- 1.1.3 The site is within the administrative boundaries of Mid Sussex District Council (MSDC) and West Sussex County Council (WSCC).

1.1.4 This note has been prepared to detail the scope of a Transport Assessment that would accompany an outline planning application.

1.2 **Report Structure**

1.2.1 This report has been produced to aid pre-application discussions with WSCC, and is structured as follows:

- Section 2 sets out the transport policy considerations.
- Section 3 sets out the development proposal.
- Section 4 details the proposed trip generation.
- Section 5 details the development proposal including access arrangements, parking and off-site improvements.
- Section 6 sets out the opportunities for sustainable transport.
- Section 7 presents the proposed methodology for traffic impact, distribution, assignment and scope of capacity assessments.
- Section 8 summarises the proposed scope of a Transport Assessment.

SECTION 2 Transport Policy Context

2.1.1 This section sets out the national and local transport policies that the proposal will be assessed against in the Transport Assessment.

National Policy

- National Planning Policy Framework (December 2023); and
- Planning Practice Guidance (PPG).

Regional and Local Policy

- Mid-Sussex District Plan 2014-2031 (March 2018);
- West Sussex Transport Plan (April 2021);
- West Sussex Walking and Cycling Strategy (2016 to 2026); and
- West Sussex County Council: Guidance on Parking at New Developments (September 2020).

2.1.2 To accord with the overarching national policy requirements, the development will need to comply with the following 'key transport tests' as set out in paragraph 114 of the National Planning Policy Framework:

- a Appropriate opportunities to promote sustainable transport modes can – or have been – taken up, given the type of development its location;
- b Safe and suitable access to the site can be achieved for all users;
- c The design of streets, parking areas and other transport elements of the content of associated standards reflects current national guidance; and
- d Any significant impact of from the development on the transport network in terms of capacity and congestion or highway safety can be cost effectively mitigated to an acceptable degree.

2.1.3 WSCC is asked to confirm that this list of Policies is acceptable and any additional policies that may need to be considered.

SECTION 3 Development Proposal

3.1.1 The development proposal comprises circa 100 residential dwellings (C3 Use Class) located south of Lewes Road. Site access is in detail with the residential layout in outline, an illustrative draft site layout is included in **Appendix A**, and an extract is included at **Image 3.1**. Please note that the layout is currently being modified to take account of comments from the design team.

Image 3.1: Draft Concept Masterplan



Source: Richards Urban Design

SECTION 4 Trip Generation

4.1 Proposed Development Trip Rates

4.1.1 The trip generation for the proposed development has been calculated using trip rates derived from the industry standard TRICS trip rate database (version 7.10.3). Survey sites have been identified and selected which share similar characteristics to the proposed development site, location, and accessibility.

4.1.2 The following site selection has been used to identify site with similar characteristics to the proposed development site in accordance with best practice:

- Multi-modal survey;
- Residential – Houses privately owned;
- Surveys undertaken within the last nine years;
- Survey sites in England only (excluding Greater London);
- Sites in Edge of Town and Suburban locations only;
- Sites between 50 to 250 units; and
- Weekday Tuesday to Thursday surveys only.

4.1.3 The review indicates 18 suitable sites, the TRICS output report is included in **Appendix B**. Sites have been removed due to being undertaken during the covid-19 pandemic or being incomparable to the site in terms of accessibility and parking provision. This ensures that robust trip rates are utilised for assessment.

4.1.4 Using the site selection criteria above, the resultant total people trip rates and calculated person generation resulting from 100 residential units is provided in **Table 4.1**.

Table 4.1: Total Person Trip Rates and Trip Generation

Time Period	All Mode Trip Rate (per 1 unit)			Person Trip Generation (100 units)		
	In	Out	Two-Way	In	Out	Two-Way
AM Peak Hour (08:00-09:00)	0.188	0.728	0.916	19	73	92
PM Peak Hour (17:00-18:00)	0.546	0.255	0.801	55	26	80

Source: TRICS (version 7.10.3) and i-Transport calculations. Errors due to rounding.

- 4.1.5 The vehicular trip rates and calculated vehicle generation have been extracted and calculated from the same TRICS dataset and are provided in **Table 4.2**.

Table 4.2: Vehicle Trip Rates and Trip Generation

Time Period	Vehicle Trip Rate (per 1 unit)			Vehicle Trip Generation (100 units)		
	In	Out	Two-Way	In	Out	Two-Way
AM Peak Hour (08:00-09:00)	0.128	0.390	0.518	13	39	52
PM Peak Hour (17:00-18:00)	0.352	0.156	0.508	35	16	51

Source: TRICS (version 7.10.3) and i-Transport calculations. Errors due to rounding.

- 4.1.6 The results in the above table demonstrate that the proposed development (based on 100 residential dwellings) is likely to generate some 52 two-way 'vehicle trips' in the morning peak hour and some 51 two-way 'vehicle trips' in the evening peak.

SECTION 5 Site Access Arrangements and Parking

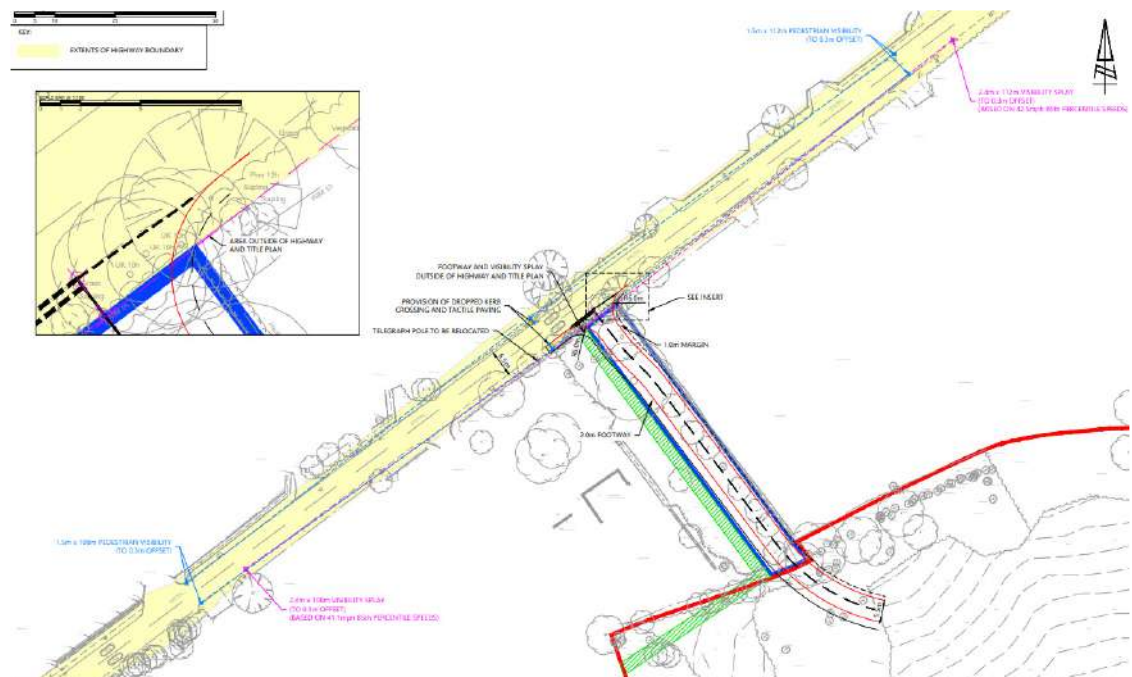
5.1.1 The development proposal comprises 100 residential dwellings (C3 Use Class) located south of Lewes Road. Site access is in detail with the residential layout in outline.

5.2 Access Arrangement

5.2.1 The access arrangement has been developed in accordance with the requirements of national and local policy. At a national policy level, the requirement to provide “safe and suitable” access for all users has guided the proposed arrangement.

5.2.2 The proposed principal residential access comprises a priority vehicular access junction with a footway on the western side to Lewes Road, illustrated in Drawing **ITL19597-GA-004A**, with extract provided at **Image 5.1**. This access design includes a 5.5m wide carriageway with a 2m wide footway and 6m junction radii with Lewes Road.

Image 5.1: Proposed Access Arrangement



5.2.3 An uncontrolled crossing is proposed to the immediate west of the site access across Lewes Road linking with the existing footway that runs along the northern side of Lewes Road.

Visibility Splays

- 5.2.4 Visibility splays for the site access are shown achievable for the recorded 85th percentile speeds along Lewes Road (via an ATC undertaken in December 2023). The visibility splays are shown with a 2.4m set back distance, 112m to the north (based on 42.5mph 85th percentile speeds) and 108m to the south (based on 41.1mph 85th percentile speeds) with a 0.3m offset. These visibility splays are shown on the site access drawing **ITL19597-GA-004A**.
- 5.2.5 The recorded 85th percentile speeds are broadly in accordance with the existing speed limit of Lewes Road 40mph. There are aspirations as part of this proposed development to extend the existing 30mph speed limit eastwards past the site access.
- 5.2.6 The visibility from the site access to the north includes a slither outside of the highway and land ownership, the client has an existing agreement to use the land to the north and cut back vegetation to ensure visibility can be maintained.

5.3 Car and Cycle Parking Considerations

- 5.3.1 Car and cycle parking will be provided in line with West Sussex County Council: Guidance on Parking at New Developments (September 2020). A summary of the cycle parking standards is provided at **Table 5.1** and a summary of the car parking standards is provided at **Table 5.2**.

Table 5.1: Minimum levels of cycle parking provision

Type	Dwelling Size	Cycle Provision (per unit)
Houses	Up to 4 rooms (1 & 2 bed)	1 space
Houses	5+ rooms (3+ bed)	2 spaces
Houses	Multiple Occupation	1 space
Flat	Up to 3 rooms (1 & 2 bed)	0.5 spaces (if communal storage otherwise same as 1 & 2 bed house)
Flat	4+ rooms (3+ bed)	1 space

Table 5.2: Residential Parking Demand (spaces per dwelling) – PBZ Zone 3

Number of Bedrooms	Number of Habitable Rooms	Number of Spaces (Zone 3)
1	1 to 3	0.9
2	4	1.3
3	5 to 6	1.8
4+	7 or more	2.5

If garages are provided they should be at least 6m x 3m internally. If garages meet this requirement, they will be regarded as an allocated parking space of 0.5 and calculations of parking demand will take this into account.

EV charging – 20% active and the rest passive.

Disabled parking – minimum of 5% of the total number of parking spaces

SECTION 6 Opportunities for Sustainable Transport

6.1 Core Local Amenities and Services

6.1.1 The site has been assessed with regard to access to core local amenities/facilities, including education, employment, retail and health facilities. The proposed development is for residential homes only, so other than public open space / local areas of play, all other amenities will be off-site.

6.1.2 The core local amenities and services are presented in **Figure 6.1** (along with walking catchment isochrones) - the core facilities are listed below:

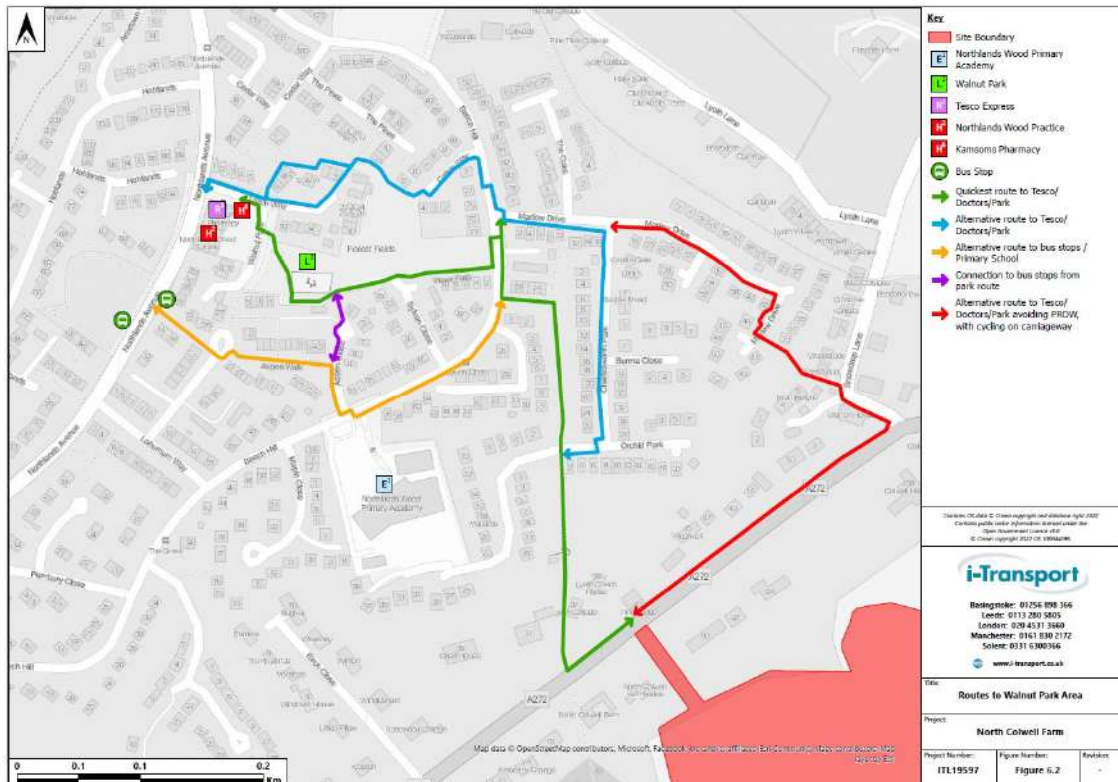
- Primary school – the main primary school is Northlands Wood Primary Academy to the north west. Other primary schools include, Saint Wilfrid's C of E Primary School, St Joseph's Catholic Primary School and Warden Park Primary Academy;
- Secondary school – the main secondary school one is Oathall Community College (11 – 16). There is also Haywards Heath College (16 plus);
- Supermarket or local grocery shop (selling fresh food) – Tesco Express at Walnut Park is the closest. The Shell petrol garage sells some food items, a Co-Op is located on B2272, with an Iceland and M&S in the town centre;
- Doctors surgery – Northlands Wood Practice, at Walnut Park, with a Pharmacy (Kamsons) adjacent;
- Employment – Princess Royal Hospital is to the west of the site and Haywards Heath Town Centre a bit further along the B2272; and
- Leisure / Recreation – Walnut Park and Forest Fields Play area is the closest to the site to the north west. Other nearby leisure includes the Snowdrop inn pub to the north east, St Francis swimming pool, Rangers football club and bowls club to the south west of the site.

[illegible]

6.2.1 Following the review of local amenities/facilities, routes to two key areas have been identified:

The various routes and sub routes to the area of Walnut Park are illustrated in **Figure 6.2**.

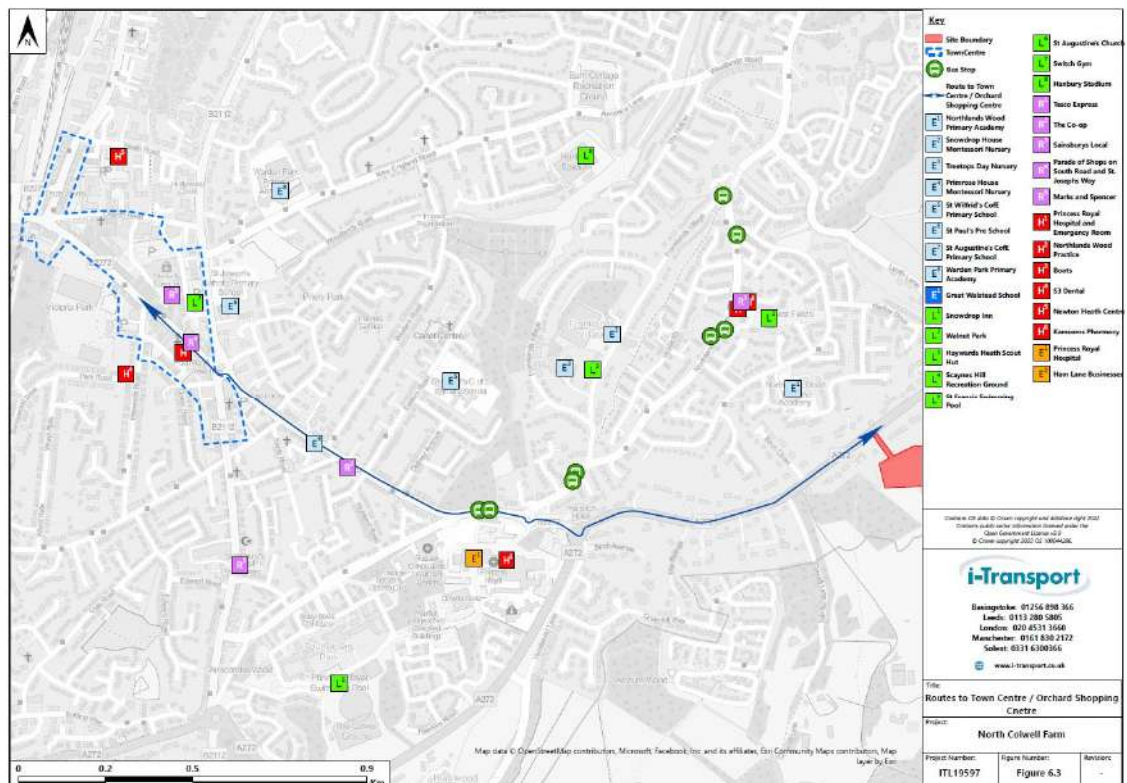
Figure 6.2: Routes to Walnut Park Area



Route 2 - To/from Haywards Heath town centre, where the Orchard's shopping centre is located passing the Princess Royal Hospital on route.

6.2.3 The route to Haywards Heath town centre is illustrated in **Figure 6.3**. This includes routing along the A272 to the Birch Hotel Roundabout, along the B2272 past the Princess Royal Hospital, and continuing north west along the B2272 to the town centre including the Orchards shopping centre.

Figure 6.3: Route to Haywards Heath Town Centre



6.3 Distances

Walking

- 6.3.1 Manual for Streets suggests that 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. This also sits comfortably with the 20 minute neighbourhood concept.
- 6.3.2 The National Travel Survey (NTS) suggest that the vast majority (80%) of trips are undertaken on foot for journeys up to one mile (1.6km), whilst walking accounts for some 31% of all trips between 1 and under 2 miles (circa 1.6km – 3.2km). The one-mile (1.6km) distance is reflected in the Chartered Institution of Highways and Transportation (CIHT) guidance 'Planning for Walking' (2015) which states:

"Across Britain, approximately 80% of journeys shorter than 1 mile are made wholly on foot – something that has changed little in 30 years. The main reason for the decline in walking is the fall in the total number of journeys shorter than 1 mile, which has halved in thirty years. It is not that people are less likely to make short journeys on foot but rather that fewer of the journeys they make can be accomplished on foot. If destinations are within walking distance, people are more likely to walk if walking is safe and comfortable and the environment is attractive."

- 6.3.3 The acceptable walking distances based on empirical data and contemporary guidance are:

- 800m – a comfortable walking distance in line with a ‘walkable neighbourhood’ distance;
- 1,600m – a reasonable walking distance where circa two-thirds of journeys will be made on foot. This also broadly aligns with (and is within) the 2km walking distance that offers the greatest potential for replacing car trips; and
- 3,200m – a maximum usual walking distance albeit where a significant proportion – around one-third – of journeys will be on foot.

6.3.4 These distances provide the correct basis for assessing the propensity for walking trips to and from the development.

6.3.5 The site has been assessed with regard to the proximity to local key amenities/facilities, including education, employment, retail and health facilities in terms of walking and cycling distance including from the likely first home in the site (circa 90m from Lewes Road), the centre of the site and the furthest home within the site (circa 460m from Lewes Road), these distances are summarised in **Table 6.1**.

Table 6.1: Key Destinations and Local Facilities

	Local Facility	First House	Centre of Site	Last House
Education	Northlands Wood Primary Academy	650	835	1020
	Treetops Day Nursery	1490	1675	1860
	Snowdrop House Montessori Nursery	1590	1775	1960
	Primrose House Montessori Nursery	1590	1775	1960
	St Wilfrid's CofE Primary School	1790	1975	2160
	St Paul's Pre School	2190	2375	2560
	St Joesph's Catholic Primary School	2190	2375	2560
	St Augustine's CofE Primary School	2490	2675	2860
	Warden Park Primary Academy	2490	2675	2860
	Oathall Community Collage	2990	3175	3360
	Great Walstead School	2690	2875	3060
	Haywards Heath College	3890	4075	4260
Leisure	Walnut Park and Forest Fields Play Area	640	825	1010
	Snowdrop Inn Pub	740	925	1110
	Haywards Heath Scout Hut	1490	1675	1860
	St Francis Social & Sports Club	1490	1675	1860
	St Francis Bowls Club	1690	1875	2060
	St Francis Swimming Pool	1790	1975	2160

	Local Facility	First House	Centre of Site	Last House
	St Francis Rangers Football Club	1890	2075	2260
	Switch Gym	2190	2375	2560
	St Augustine's Church	2290	2475	2660
	Hanbury Stadium	2290	2475	2660
Retail	Tesco Express	790	975	1160
	Shell Petrol Garage Shop	1040	1225	1410
	The Co-op	1590	1775	1960
	Sainsburys Local	1990	2175	2360
	Shops on South Road/Orchard centre and St. Josephs Way	2190	2375	2560
	Iceland	2290	2475	2660
	Marks and Spencer	2290	2475	2660
Health	Kamsons Pharmacy	790	975	1160
	Northlands Wood Practice	840	1025	1210
	Princess Royal Hospital and Emergency Room	1190	1375	1560
	Boots	2090	2275	2460
	S3 Dental	2290	2475	2660
	Newtons Health Centre	2690	2875	3060
Employment	Princess Royal Hospital	1190	1375	1560
	Ham Lane Businesses	2990	3175	3360

800m – comfortable walking distance

1,600m – reasonable walking distance

3,200m – maximum usual walking distance.

Over 3,200m within a comfortable cycling distance.

6.3.6 The above demonstrates that there are facilities within an 800m “walkable neighbourhood distance” of a limited number of the proposed homes.

6.3.7 However, it is clear that there are a good number of local facilities / amenities within a reasonable walk distance of the proposed homes – including food shops, a primary school, doctors / pharmacy and Princess Royal Hospital, and many of these facilities are just over the 800m distance i.e. closer to 800m than 1,600m. The town centre and Oathall Community College are within a maximum usual walking distance.

6.3.8 It is worth noting that with around a third of journeys on foot between 1.6km and 3.2km, future residents would be willing to walk to the other existing services, in which a large proportion are closer to the 1.6km distance than the 3.2km.

Cycling

6.3.9 Acceptable cycle distances, again based on empirical data and contemporary guidance are:

- 5km – a reasonable cycling distance based on an average cycle journey distance (the National Travel Survey identifies that the average distance travelled by bike is 4.4km, with average employment and leisure-related cycle journeys being circa 5.2km.); and
- 8km – a maximum cycle distance based on a typical commuter journey (Paragraph 2.2.2 of the DfT Document LTN 01/20 Cycle Infrastructure Design addresses typical cycle trip distances and states two out of every three personal trips are less than 5-miles (8km) in length which is an achievable distance for most people.)

6.3.10 The Walnut Park area / facilities, Princess Royal Hospital, Haywards Heath town centre, Oathall Community College and Haywards Heath Station are within a reasonable cycle distance of the site. Other areas including Burgess Hill are within the maximum cycle distance of the site.

6.4 **Walking - Route Analysis and Improvements**

Route 1 - To/from the Walnut Park area

6.4.1 Route 1 is to/from the area of Walnut Park where the park, Tesco, doctors' surgery, pharmacy, and nearest primary school are located, this is shown on **Figure 6.2** including all the sub-routes.

6.4.2 The routes are detailed in **Appendix C** along with the findings from a site visit. A summary of the route improvements is provided on the plan at **Figure 6.4**.

6.4.3 Overall, there are multiple routes available to the facilities at Walnut Park, the main recommendations to improve walking include:

- Narrow the carriageway of Lewes Road to 6.0m (wide enough for two HGVs to pass each other) for a section of circa 170m. This is to allow a circa 2m wide footway to be constructed in the highway verge on the south side of Lewes Road, between the site access and Footpath 29CU and extending further west to where the existing south side footway starts broadly opposite Birch Close.
- An uncontrolled crossing of Lewes Road to Footpath 29CU.
- relocate the existing 30mph / 40mph speed limit change on Lewes Road to the east of the proposed site access road – a sensible location would be just to the east of the Snowdrop Lane junction.

- Improve Footpath 29CU including install of sensitive lighting and hard surfacing. It is envisaged that the existing Footpath would be scraped and then tarmacked. Careful construction would be needed in and around trees.
- Installing pedestrian crossing (uncontrolled) where required, and install tactile paving where absent on existing crossings.
- Widening of footway along Lewes Road where possible including removal of layby with footway.

Route 2 - To/from Haywards Heath town centre.

- 6.4.4 Route 2 is to/from Haywards Heath town centre, where the Orchard's shopping centre is located passing the Princess Royal Hospital on route, this is shown on **Figure 6.3**.
- 6.4.5 The route is detailed in **Appendix D** along with the findings from a site visit. A summary of the route improvements is provided on three plans at **Figure 6.5a - c**.
- 6.4.6 The main recommendations for this route include:
- New footway on south side of Lewes Road west of the proposed access and an uncontrolled crossing of Lewes Road at Footpath 29CU (as per Route 1).
 - relocate the existing 30mph / 40mph speed limit change on Lewes Road to the east of the proposed site access road – a sensible location would be just to the east of the Snowdrop Lane junction (as per Route 1).
 - Minor footway widening works and dropped kerbs and / or tactile paving of side road crossings where missing.

6.5 Cycling - Route Improvements

- 6.5.1 Cycling via Route 1 (footpath 29CU) would not be feasible in its existing form as the legal status of a Footpath does not permit cycling. So, to access the Walnut Park area on bike would currently require cycling east along Lewes Road and via Snowdrop Lane etc or west along Lewes Road and via Frankton Avenue.
- 6.5.2 Footpath 29CU width of between 2.4m and 4m and surface improvements as per route 1 for pedestrians may make it wide enough for a bridleway (where cyclists and equestrians would also be able to use it). If this were to be possible then it would provide a cycle route into the Walnut Park area and amenities as well as providing an alternative route towards the town centre avoiding Lewes Road. We seek WSCC highways views on this and whether it is possible to pay a contribution for WSCC to progress a bridleway dedication.

- 6.5.3 Cycling along Route 2 (Lewes Road) has been considered. The LCWIP does not cover Lewes Road so there are no current proposals to be reviewed.
- 6.5.4 Having regard to the guidance in LTN1/20, the traffic flows / speeds along Lewes Road (circa 12,000 two-way vehicles per day) would suggest a protected space for cycling as appropriate provision to ensure provision suitable for most people. However, there is insufficient highway width in the Lewes Road corridor to provide protected space for cycling whilst maintaining a sufficient width for a carriageway on an 'A' road. Experienced cyclists would still cycle on-carriageway along Lewes Road.
- 6.5.5 The proposals to extend the 30mph speed limit would assist in providing a more attractive environment for cyclists.
- 6.5.6 The following two improvement options are proposed to be discussed with WSCC highways:
- Cycle lanes (probably advisory) along Lewes Road; and
 - Based from DMRB CD143 - widths of unsegregated shared use routes shall be a minimum of 2.0 metres where there are less than 200 users per hour i.e. using the improved south side footway as a shared use route given low user flows.
- 6.5.7 The B2272 is a corridor in the LCWIP although it is very vague on actual improvements (it primarily relates to improvements at the one way gyratory at the town centre) - improvements at the Sussex Road/Franklynn Road/Caxton Way roundabout are mentioned but there is no detail.
- 6.5.8 There is insufficient highway corridor to achieve protected space for cyclists along the B2272 towards the town centre. There was no observed on-street parking, and the carriageway width is circa 7m wide. Either advisory cycle lanes or a shared footway/cycleway could be investigated along this stretch of road, which would give some protection to cyclists, and assist reduce traffic speeds where there is a constrained highway corridor i.e. through a narrower carriageway. Some form of improvement to cycling will help meet the aspirations set out in the LCWIP for the B2272, therefore we seek WSCC highways views on whether advisory cycle lanes or a shared footway/cycleway would be supported.

6.6 Public Transport

Bus

- 6.6.1 The nearest bus stops to the site are located on Northlands Avenue accessed via Route 1 (public Footpath 29CU) circa 1,080m walk distance from the centre of the site – see **Figure 6.2**.

- 6.6.2** The Northlands Avenue stops offer an hourly service from bus routes 31/31A. The southbound bus stop (towards Hayward Heath town centre and beyond) includes a shelter with seating, timetable information and real time information indicating arrival times of the next bus, this is a good existing provision. A signal pedestrian crossing exists adjacent to the bus stop to provide safe access to the northbound bus stop.
- 6.6.3** Further bus stops are located along Bedales Hill (B2111), the B2272 and on Franklynn Road, circa 1.3km to the east and 1.4km to the west) respectively. In total there are over ten bus services available most of which are available from the B2272 bus stops outside the Princess Royal Hospital, the westbound bus stop (towards Haywards Heath town centre) includes two shelters with seating, timetable information and real time information indicating arrival times of the next bus, this again is good existing provision.
- 6.6.4** A summary of local bus services is presented in **Table 6.2** below, with bus stop locations shown on **Figure 6.3**.

Table 6.2: Summary of Local Bus Services

Route		Typical Frequency (shown for one direction)		
		Mon-Fri	Sat	Sun
3	Slaugham - Haywards Heath	1 return service per day (Fridays only)	-	-
30	Haywards Heath (Ridgeway) - Lindfield (Circle)	06:27 then up to every hour from 08:10-17:41	08:26 then up to every hour from 09:08-17:10	-
31	Uckfield – Haywards Heath	Around every hour from 06:14-18:26	07:41 then hourly from 08:16 to 18:16	-
31A	Uckfield - Cuckfield	Every 2 hours from 09:16-15:16	Every 2 hours from 09:16-17:16	-
33	Hurstpierpoint - Haywards Heath	07:23 then hourly from 08:34-17:34	Hourly from 08:34-16:34	-
33A	Hurstpierpoint - Warden Park School	One return service per day	-	-
39	Haywards Heath (Ridgeway) - Princess Royal via Bolnore	06:14, 07:14, 08:00 then every hour from 08:30-14:30, and 16:00-18:00	08:10 then every hour from 08:30-14:30, and 16:00-18:00	-

Route		Typical Frequency (shown for one direction)		
		Mon-Fri	Sat	Sun
62	Haywards Heath – Cuckfield – Balcombe – Pound Hill – Crawley	Tuesdays & Thursdays, every couple of hours	-	-
89	Princess Royal Hospital / Franklands to Horsham	09:45, 12:00, 14:15, 15:20, 17:30	-	-
149	Scaynes Hill – Haywards Heath – Wivelsfield Green	15:20	-	-
166	Lewes - Haywards Heath	08:09, 10:06, 12:53, 15:03, 17:45	10:06, 12:53, 15:03, 17:41	-
270	Brighton Churchill Square - East Grinstead Station	Around every hour from 06:14-18:26	Around every hour from 08:00-20:19	09:44, 12:29, 14:29, 17:22
271	Royal Sussex County Hospital - Crawley Bus Station	Services every 1-2 hours between 06:48 and 23:11	Around every 2 hours between 08:45 and 16:39	09:33, 11:33, 14:03, 16:03
272	Royal Sussex County Hospital - Crawley Bus Station	Services every 1-2 hours between 06:31 and 21:30	06:13 then every hour from 09:40-15:40	-
STP1/STP2	Haywards Heath / Cowfold - St Pauls Catholic College	One return service (each) per day	-	-

Source: bustimes.org accessed December 2023.

- 6.6.5** The above table demonstrates that there is a regular bus service available providing access to the key destinations with approximately six buses per hour on weekdays and Saturdays then one bus per hour on Sundays.
- 6.6.6** Existing bus stops are already positioned as close as reasonably possible to the site without introducing bus stops along the A272. Therefore, ways to improve existing bus stops and accessible to them has been explored.
- 6.6.7** Due to the nearest existing bus stops that residents would use to access towards the town centre having shelters, seating and real time information, limited upgrades are currently required. The provision of cycle parking or a hub/dock for electric cycles could be considered as part of the overall transport strategy.

Rail

- 6.6.8 Haywards Heath rail station is located circa 3.5km north-west of the site. It is within a reasonable cycle distance and five minutes by car.
- 6.6.9 Frequent rail services to London and the south coast run from the station.
- 6.6.10 The station provides two types of cycle parking, a secured/locked area (the Cycle Hub) by the main car park, this has two tier racks and lockers (this is a paid for service), and further sheltered secure two-tier racks located off Market Place. In total there are circa 300 cycle parking spaces available at the station and during the site visit, there was plenty spare capacity.

6.7 Other Potential Sustainable Transport and Travel Plan Measures

Parking

- 6.7.1 Electric vehicles and related charging points are key to increasing sustainable transport. The NPPF confirms sustainable transport modes as:

“Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, ultra low and zero emission vehicles, car sharing and public transport.”¹

- 6.7.2 Therefore, it is recommended that electric vehicle charging points are provided for each home in line with Building Regulations and WSCC guidance. WSCC indicate that in 2024, at least 45% of spaces should have an active electric vehicle charging facility.

Mobility Plan

- 6.7.3 Encouraging travel by sustainable modes has a key role to play in facilitating future growth against a backdrop of differing pressures and constraints, including:
- Climate emergency;
 - Reduced reliance of fossil fuels;
 - Reduced congestion; and
 - Delivering sustainable development

- 6.7.4 Aspects of a Mobility Plan are summarised in **Table 6.3** below.

¹ National Planning Policy Framework 20 December 2023 Annex 2 Glossary.

Table 6.3: Summary of Mobility Plan Measures

Reduce	Contain	Modal Shift
Dwelling Design	On-Site Play and Open Space	Mobility Hub
Broadband / Home Working	Walkable Neighbourhoods	Pedestrian and Cycle Infrastructure
Electric Vehicle Parking	Internal Infrastructure	Links to Bus / Rail – including cycle parking
Cycle Parking including for e-bikes		Travel Plan

Residential Travel Plan

6.7.5 A Travel Plan could cover a number of measures including:

- New residents travel pack - Information provision to residents on walking, cycling and public transport etc;
- Bikeability training;
- Car sharing - [Join a car sharing scheme - West Sussex County Council](#);
- Car club – Initial engagement with various operators has been carried out (Co Wheels and Enterprise) to initiate conversation on the potential of a car club vehicle. Both consider there to be an opportunity to deliver a car club vehicle at the site location; and
- Sustainable travel voucher – available for cycling / e-bikes bus season tickets etc.

SECTION 7 Traffic Impact

7.1 Traffic Distribution and Assignment

- 7.1.1** The proposed development traffic distribution during the peak hours of the local highway network is likely to be dominated by those commuting to and from work. Therefore, Census 'Travel to Work' data has been used to determine the distribution of development trips as shown in Section 4, Table 4.2.
- 7.1.2** The proposed distribution of vehicle trips associated with the proposed development has been based on 2011 Census 'Travel to Work' data for the local Middle Super Output Area (MSOA) of Mid Sussex 008, in which the site is located. The data for the existing residents of Mid Sussex 008 includes those residing towards the north of Haywards Heath including areas of Walstead and Lindfield.
- 7.1.3** The data from this MSOA has been used to derive the likely workplace destinations for future residents of the site using the 'WU03EW – Location of usual residence and place of work by method of travel to work (MSOA) level' dataset from the 2011 Census outputs. The further afield destinations (beyond Mid Sussex) in which vehicle drivers will take strategic routes to and from the site, have been split below.
- 7.1.4** **Table 7.1** summarises the work destinations (excluding those that work at home) for residents within the Mid Sussex 008 MSOA for car drivers only.

Table 7.1: Journey to Work Destinations – Mid Sussex 008 MSOA Residents

Destination	Proportion (%)
Crawley	13.8%
Haywards Heath Town Centre (Mid Sussex 009)	13.7%
Site location / Walstead / Lindfield (Mid Sussex 008)	6.8%
South Haywards Heath / Ansty (Mid Sussex 011)	6.8%
Brighton and Hove	6.0%
Lewes	4.7%
West Hoathley / Horsted Keynes / Scaynes Hill (Mid Sussex 006)	4.4%
London	4.4%
Horsham	4.0%
Wealden	3.8%
Central Burgess Hill (Mid Sussex 014)	3.1%
Reigate and Banstead	3.1%
West Central Haywards Heath (Mid Sussex 010)	2.6%
South of Burgess Hill Station (Mid Sussex 015)	2.6%
Staplefield / Warninglid / Balcombe / Handcross (Mid Sussex 007)	2.2%
Hickstead / Sayers Common / Hurstpierpoint / Poynings (Mid Sussex 016)	2.2%
Central East Grinstead (Mid Sussex 001)	1.9%
West Burgess Hill (Mid Sussex 012)	1.2%
Tandridge	1.0%
Worthing	0.8%
Copthorne (Mid Sussex 002)	0.7%
West, East Grinstead and East Sunnyside (Mid Sussex 004)	0.7%
Hassocks (Mid Sussex 017)	0.7%
Tunbridge Wells	0.7%
Guildford	0.6%
Adur	0.6%
Mole Valley	0.5%
Other North	2.8%
Other East	1.3%
Other South	0.5%
Other West	1.8%
Total	100%

Source: Census 2011

- 7.1.5** The analysis above demonstrates the most common work destination that residents of Mid Sussex 008 drive to is Crawley (14%), followed by more local areas such as Haywards Heath Town Centre (14%), and residing in the same output area including Walstead / Lindfield (7%) and then the South Haywards Heath / Ansty (7%) areas. These in total make up circa 42% of the total destinations, the remaining destinations that make up 58% are quite spread out which generally have a proportion of 5% or fewer.
- 7.1.6** The quickest (most desirable) routes between the proposed residential development site access and other MSOA and local authority area destinations has been determined using route-planning software and recorded in journey stages through key junctions on the local highway network.
- 7.1.7** The resultant traffic assignment to and from the development site on the local highway network is detailed in **Table 7.2**.

Table 7.2: Proposed Development Traffic Assignment

Route	Assignment (%)
A272 Lewes Road (W)	82%
B2272	61%
A272 Rocky Lane (S)	22%
Rocky Lane (W)	13%
B2112	8%
Wivelsfield Road	1%
A272 Lewes Road (E)	18%
Lewes Road (E)	9%
Bedales Hill	8%

Source: Census 2011 and Consultant's Estimates.

- 7.1.8** Based on the Census traffic assignment in the table above, the expected traffic on the local highway network from the development is detailed in **Table 7.3**.

Table 7.3: Proposed Development Traffic Arrivals/Departures Assignment

Peak Hour	Route	Arrivals	Departures
AM	A272 Lewes Road (W)	11	32
	B2272	8	24
	A272 Rocky Lane (S)	3	9
	Rocky Lane (W)	2	5
	B2112	1	3
	Wivelsfield Road	0	0
			11
	A272 Lewes Road (E)	2	7
	Lewes Road (E)	1	4
	Bedales Hill	1	3
PM	A272 Lewes Road (W)	29	13
	B2272	21	10
	A272 Rocky Lane (S)	8	4
	Rocky Lane (W)	5	2
	B2112	3	1
	Wivelsfield Road	0	0
	A272 Lewes Road (E)	6	3
	Lewes Road (E)	3	1
	Bedales Hill	3	1

Source: Census 2011 and Consultant's Estimates

7.1.9 Following on from the above estimated vehicle assignment, it is considered necessary to assess the following proposed and existing highway junctions as part of a TA:

- Proposed site access onto A272 Lewes Road; and
- Birch Hotel Roundabout.

7.1.10 A classified vehicle turning count survey was undertaken at The A272 Lewes Road/Rocky Lane/B2272 Birch Hotel Roundabout on a neutral weekday, Thursday 7 December 2023. The junction was surveyed between the hours of 07:00-10:00 and 16:00-19:00.

7.1.11 An Automatic Traffic Counter (ATC) survey for a seven-day period, during December 2023 was undertaken along the A272 Lewes Road close to the proposed site access.

7.2 Road Safety

7.2.1 The TA will include a concise section on road safety, road accident data has been acquired from Sussex Police which covers the most recent 5-years of their records (01/10/18 - 30/09/23). The study area comprises of a section of Lewes Road, from The Ridings to Oldfield Drive.

7.2.2 A total of three accidents have occurred in the last 5-years, two of which are of slight severity and one which was of serious severity.

7.3 Assessment Periods and Scenarios

7.3.1 The traffic impacts of the development proposal will consider the following peak hours:

- Weekday morning (08:00-09:00).
- Weekday evening (17:00-18:00).

7.3.2 The three assessment scenarios to be tested are summarised below:

- 2023 base traffic flows – to be taken directly from the traffic surveys and used to validate the models.
- 2029 future year baseline traffic flows – calculated as the 2023 observed traffic flows multiplied by a network traffic growth factor to 2029 (likely opening year); and
- 2029 with development traffic flows – the 2029 future year baseline traffic flows plus the vehicle trips related to the development traffic assignment.

7.4 Committed Development and Traffic Growth

7.4.1 We are not aware of any nearby forthcoming developments that need to be included as committed development within the capacity analysis, but we will be guided by WSCC highways.

7.4.2 Factors to allow for traffic growth from 2023 (the year base traffic surveys have been undertaken) to a proposed year of 2029 will be derived from the latest TEMPro database (version 8.1). The growth rates will be calculated on the basis of the following parameters:

- Area: Mid Sussex 008, where the site is located;
- Transport Mode: Car driver;
- Trip End Type: Origin/Destination;
- Time Periods: Weekday AM and PM peak periods (0700 – 0959) and (1600 – 1859); and
- Using the NTM Dataset NRTP Core scenario for 'A' road type.

SECTION 8 Summary and Conclusions

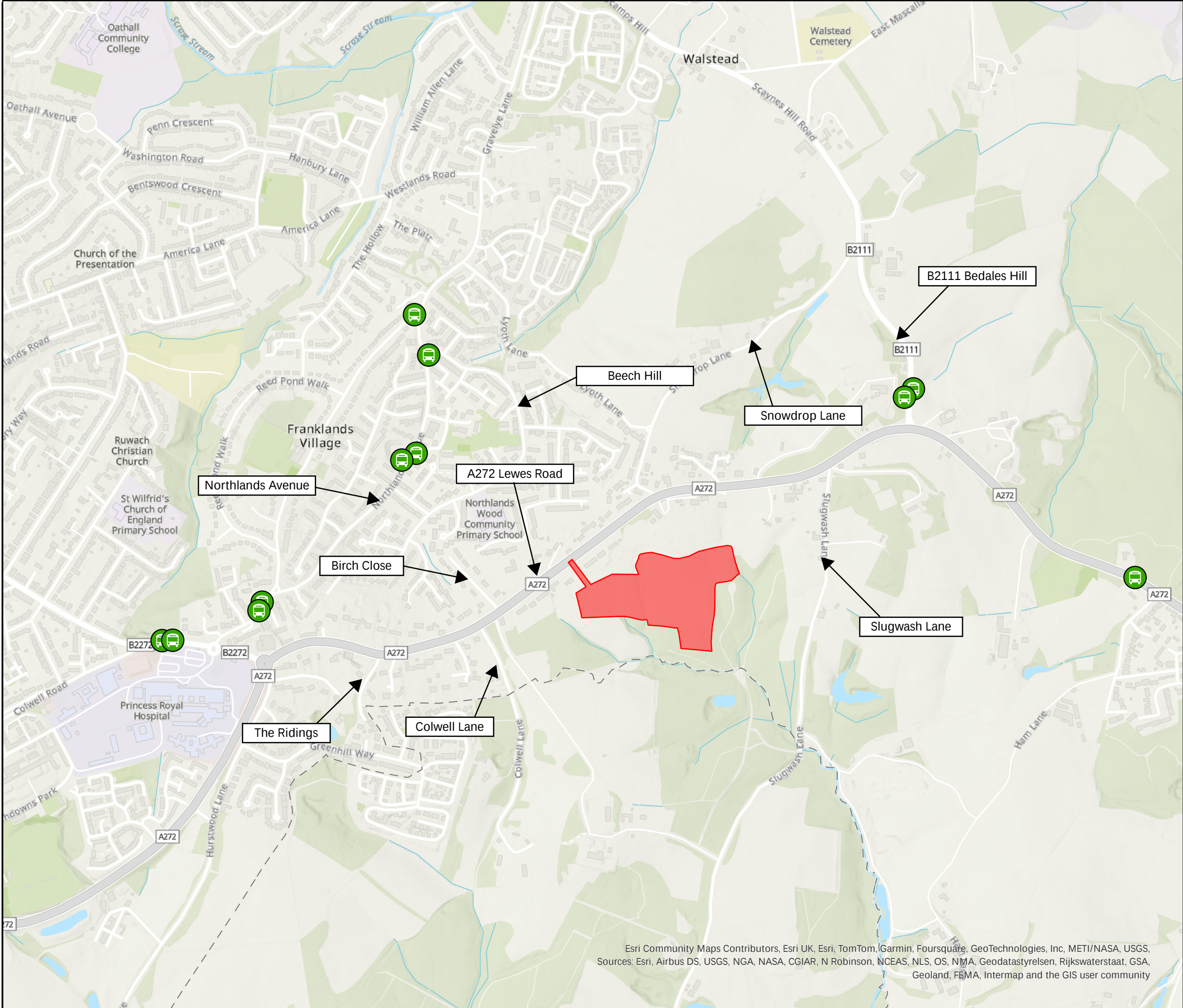
8.1.1 The following scope of work and report format for the TA is proposed as follows:

- Policy Review and Analysis.
- Baseline Conditions.
- Proposed Development.
- Trip Generation.
- Trip Assignment and Distribution; and
- Highway Capacity Assessments.

8.1.2 Agreement is sought from WSCC on the following matters:

- The policy documents to be reviewed.
- An in-principle support of the proposed site access arrangements from the A272.
- The proposed trip rates and resultant trip generation of the development.
- The proposed active travel off-site improvements.
- The proposed trip distribution/assignment.
- Whether any committed development should be considered.
- The scope of the capacity assessments.

FIGURES



Key

Site Boundary

Bus Stop

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Manchester: 0161 830 2172
Solent: 0331 6300366
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Title:

Site Location Plan

Project:

North Colwell Farm

Project Number:

Figure Number:

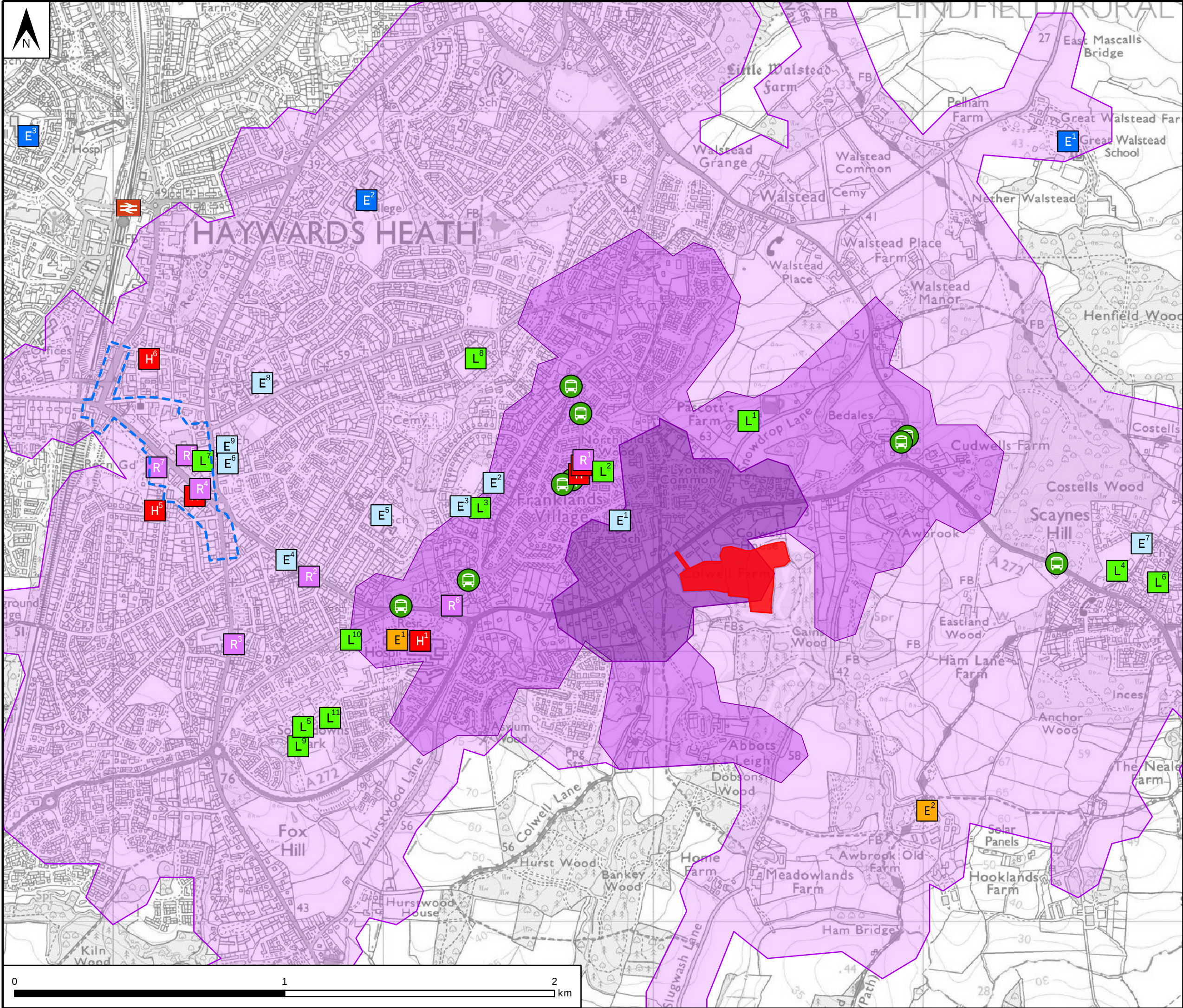
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Figure 1.1

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Key

Site Boundary

Bus Stop

Town Centre

Haywards Heath Train Station

E¹ Northlands Wood Primary Academy

E² Snowdrop House Montessori Nursery

E³ Treetops Day Nursery

E⁴ Primrose House Montessori Nursery

E⁵ St Wilfrid's CoFe Primary School

E⁶ St Paul's Pre School

E⁷ St Augustine's CoFe Primary School

E⁸ Warden Park Primary Academy

E⁹ St Joseph's Catholic Primary School

R¹ Tesco Express

R² The Co-op

R³ Sainsburys Local

R⁴ Parade of Shops on South Road and St. Josephs Way

H¹ Princess Royal Hospital and Emergency Room

H² Northlands Wood Practice

H³ Kamsons Pharmacy

H⁴ Boots

H⁵ S3 Dental

H⁶ Newton Heath Centre

L¹ Snowdrop Inn Pub

L² Walnut Park and Forest Fields Play area

L³ Haywards Heath Scout Hut

L⁴ Scaynes Hill Recreation Ground

L⁵ St Francis Swimming Pool

L⁶ St Augustine's Church

L⁷ Switch Gym

L⁸ Hanbury Stadium

L⁹ St Francis Rangers Football Club

L¹⁰ St Francis Social and Sports Club

L¹¹ St Francis Bowls Club

Education

Retail

Health

Leisure

Employment

Walking Isochrones

0.8 km

1.6 km

3.2 km

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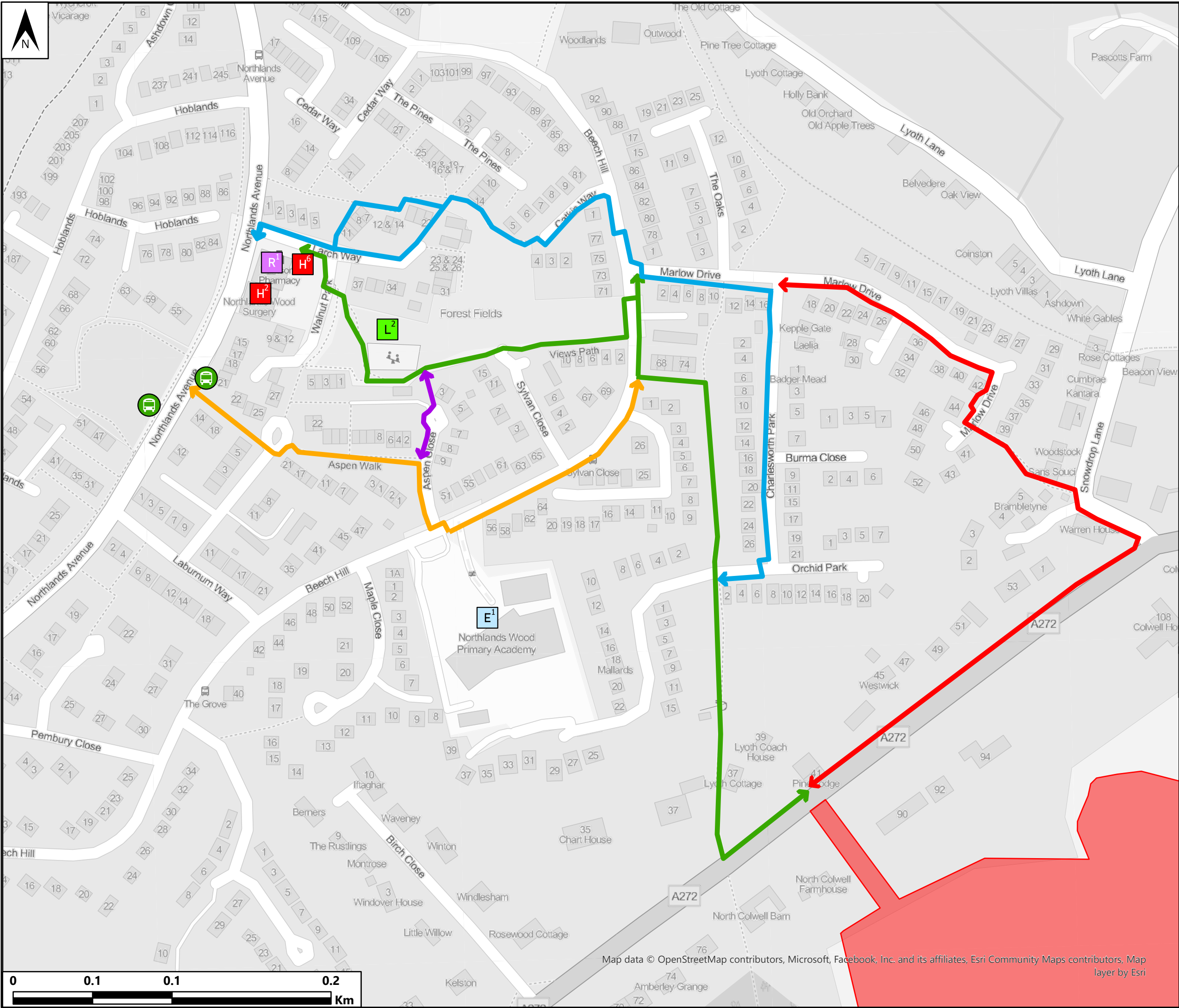
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Project: North Colwell Farm

Project Number:	Figure Number:	Revision:
ITL19597	Figure 6.1	-



Key

- Site Boundary
- Northlands Wood Primary Academy
- Walnut Park
- Tesco Express
- Northlands Wood Practice
- Kamsoms Pharmacy
- Bus Stop
- Quickest route to Tesco/Doctors/Park
- Alternative route to Tesco/Doctors/Park
- Alternative route to bus stops / Primary School
- Connection to bus stops from park route
- Alternative route to Tesco/Doctors/Park avoiding PROW, with cycling on carriageway

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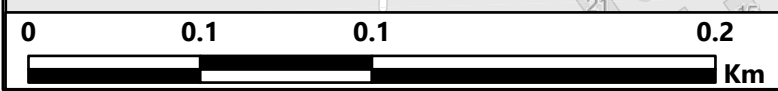
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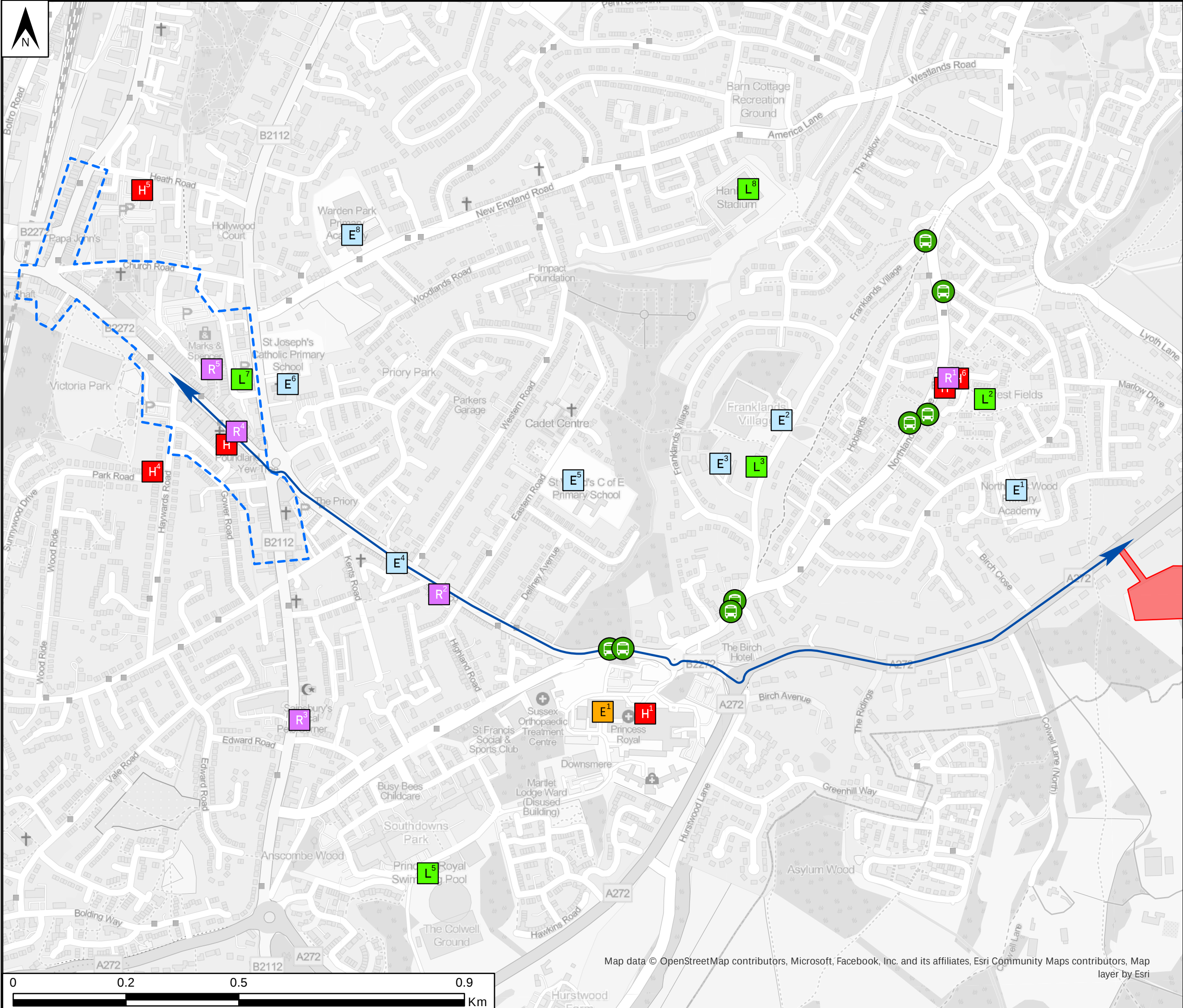
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North Colwell Farm

Project Number:	Figure Number:	Revision:
ITL19597	Figure 6.2	-



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Key

Site Boundary

TownCentre

Bus Stop

Route to Town Centre / Orchard Shopping Centre

E¹Northlands Wood Primary Academy

E²Snowdrop House Montessori Nursery

E³Treetops Day Nursery

E⁴Primrose House Montessori Nursery

E⁵St Wilfrid's CoFE Primary School

E⁶St Paul's Pre School

E⁷St Augustine's CoFE Primary School

E⁸Warden Park Primary Academy

E¹Great Walstead School

L¹Snowdrop Inn

L²Walnut Park

L³Haywards Heath Scout Hut

L⁴Scaynes Hill Recreation Ground

L⁵St Francis Swimming Pool

L⁶St Augustine's Church

L⁷Switch Gym

L⁸Hanbury Stadium

R¹Tesco Express

R²The Co-op

R³Sainsburys Local

R⁴Parade of Shops on South Road and St. Josephs Way

R⁵Marks and Spencer

H¹Princess Royal Hospital and Emergency Room

H²Northlands Wood Practice

H³Boots

H⁴S3 Dental

H⁵Newton Heath Centre

H⁶Kamsoms Pharmacy

E¹Princess Royal Hospital

E²Ham Lane Businesses

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Routes to Town Centre / Orchard Shopping Cnetre

Project:

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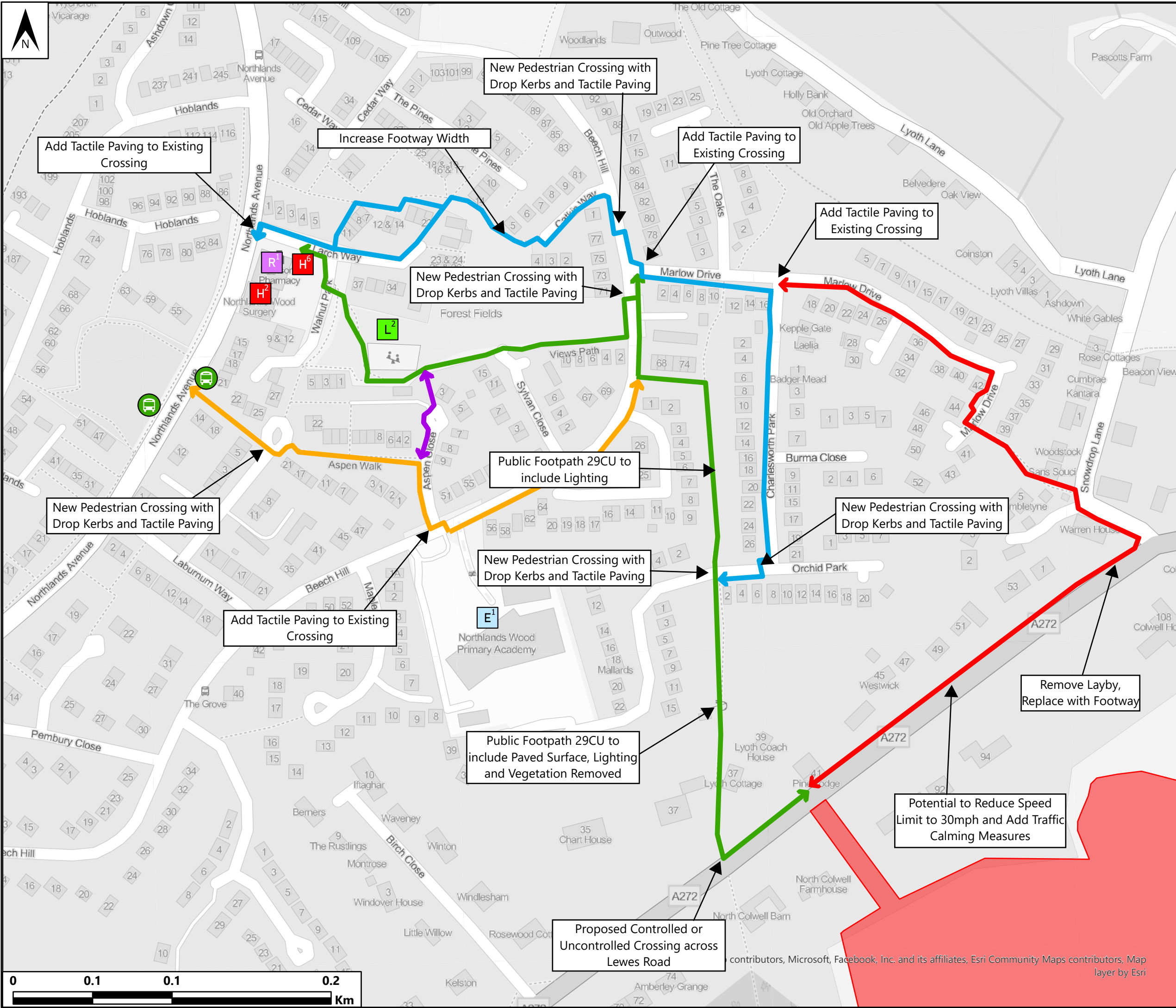
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Figure 6.3

Revision:

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- Key**
- Site Boundary
 - Northlands Wood Primary Academy
 - Walnut Park
 - Tesco Express
 - Northlands Wood Practice
 - Kamsoms Pharmacy
 - Bus Stop
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 - Connection to bus stops from park route
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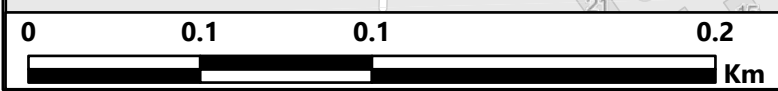
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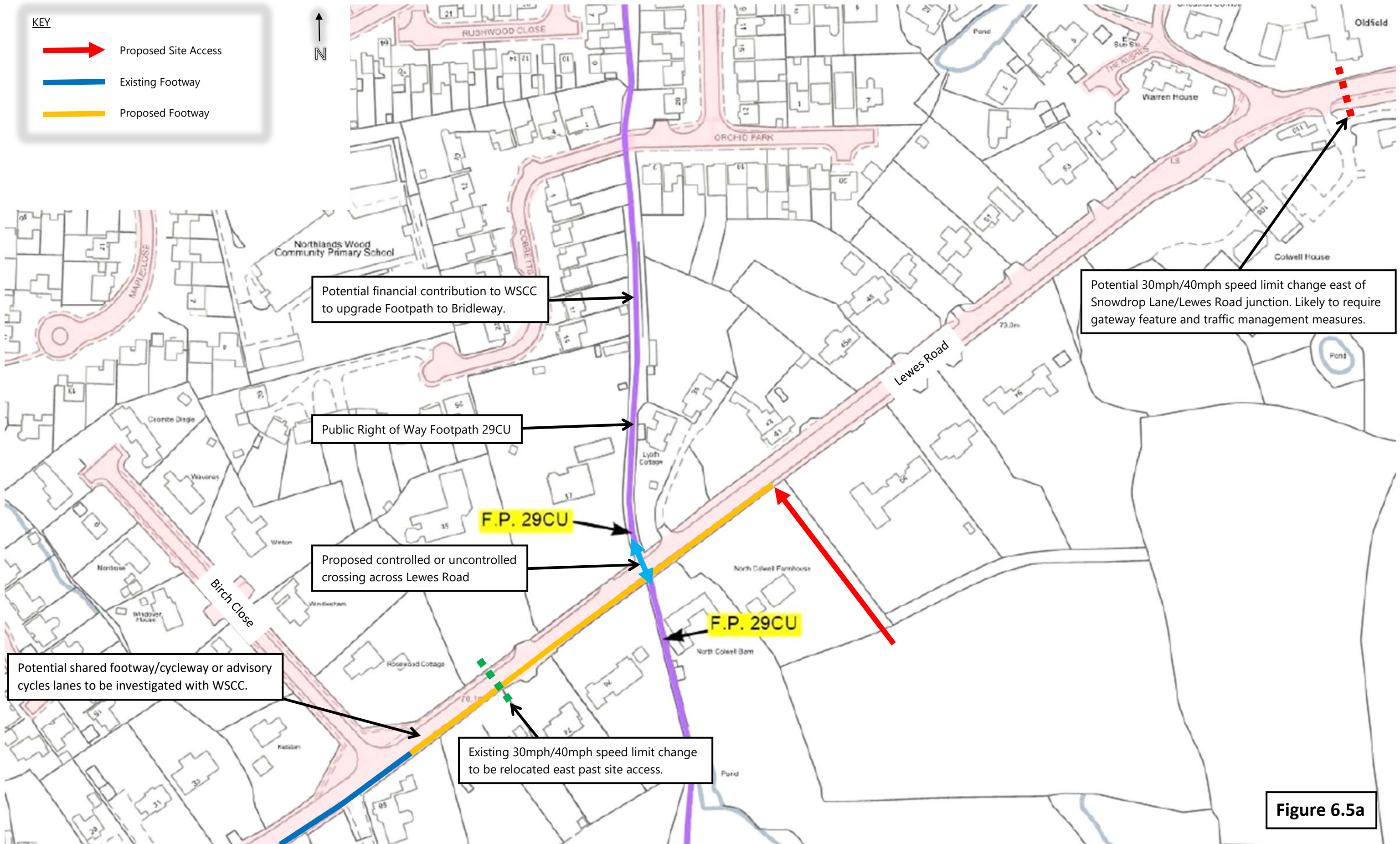
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Project: North Colwell Farm		
Project Number: ITL19597	Figure Number: Figure 6.4	Revision: -

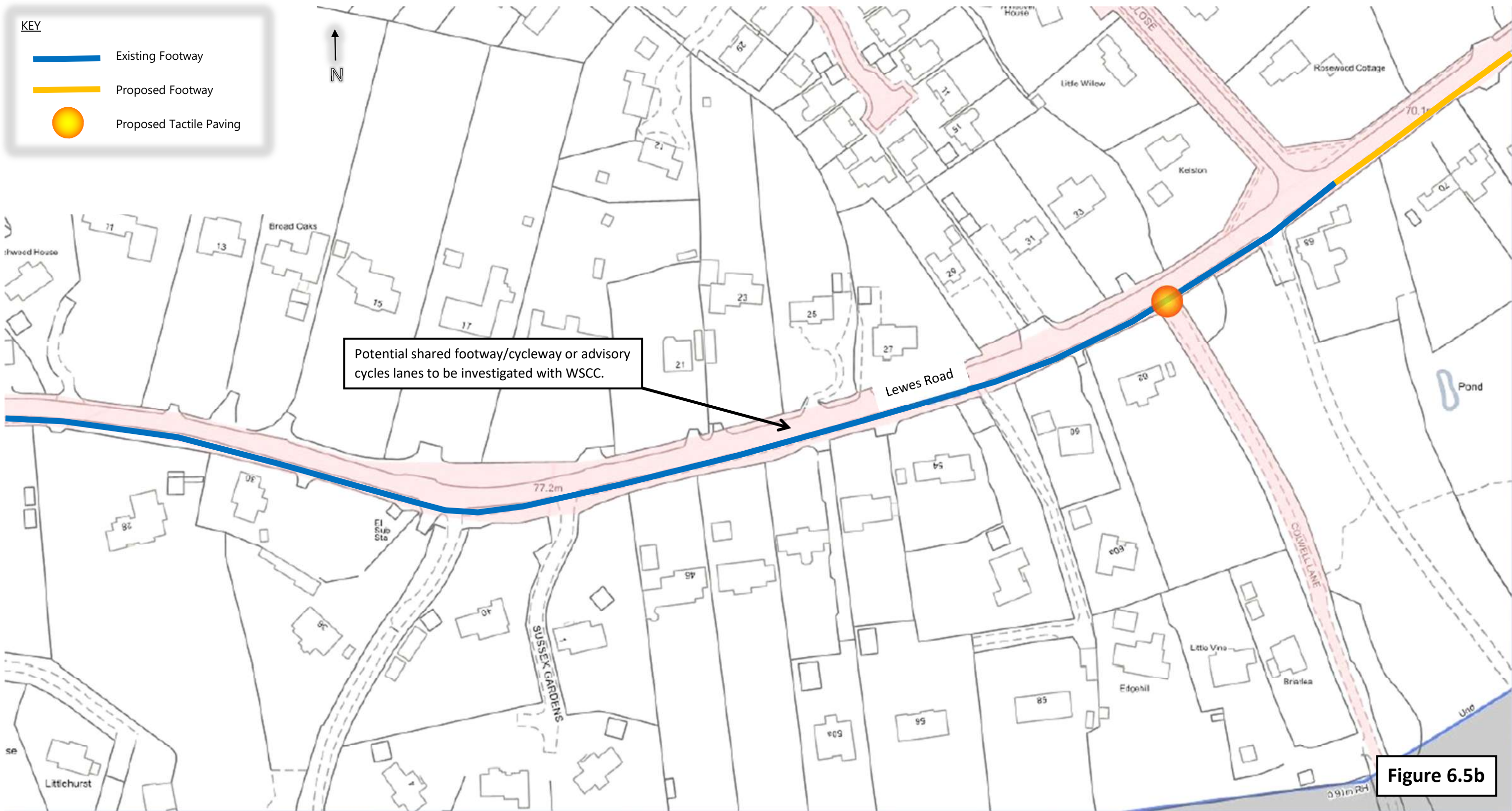


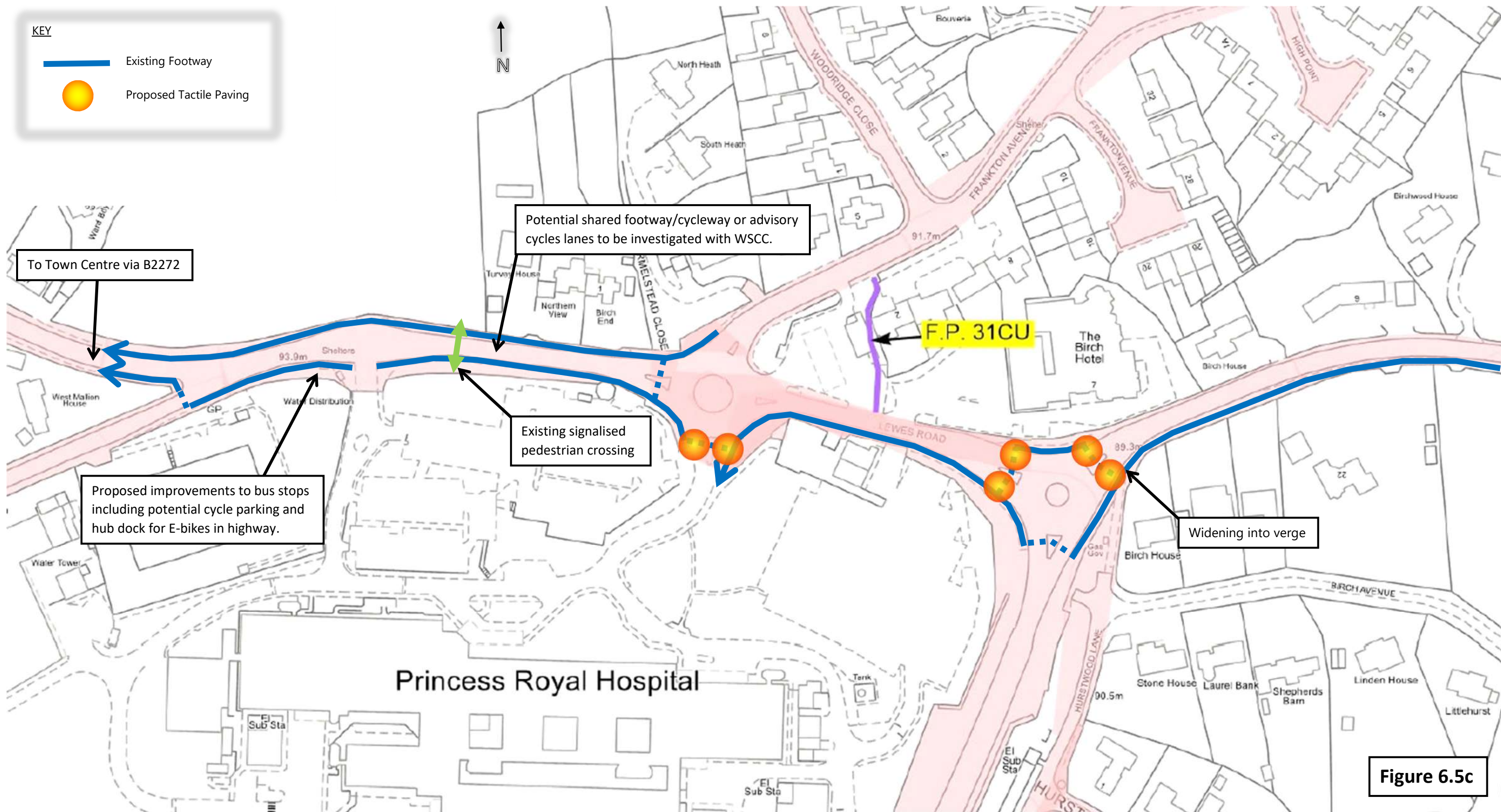
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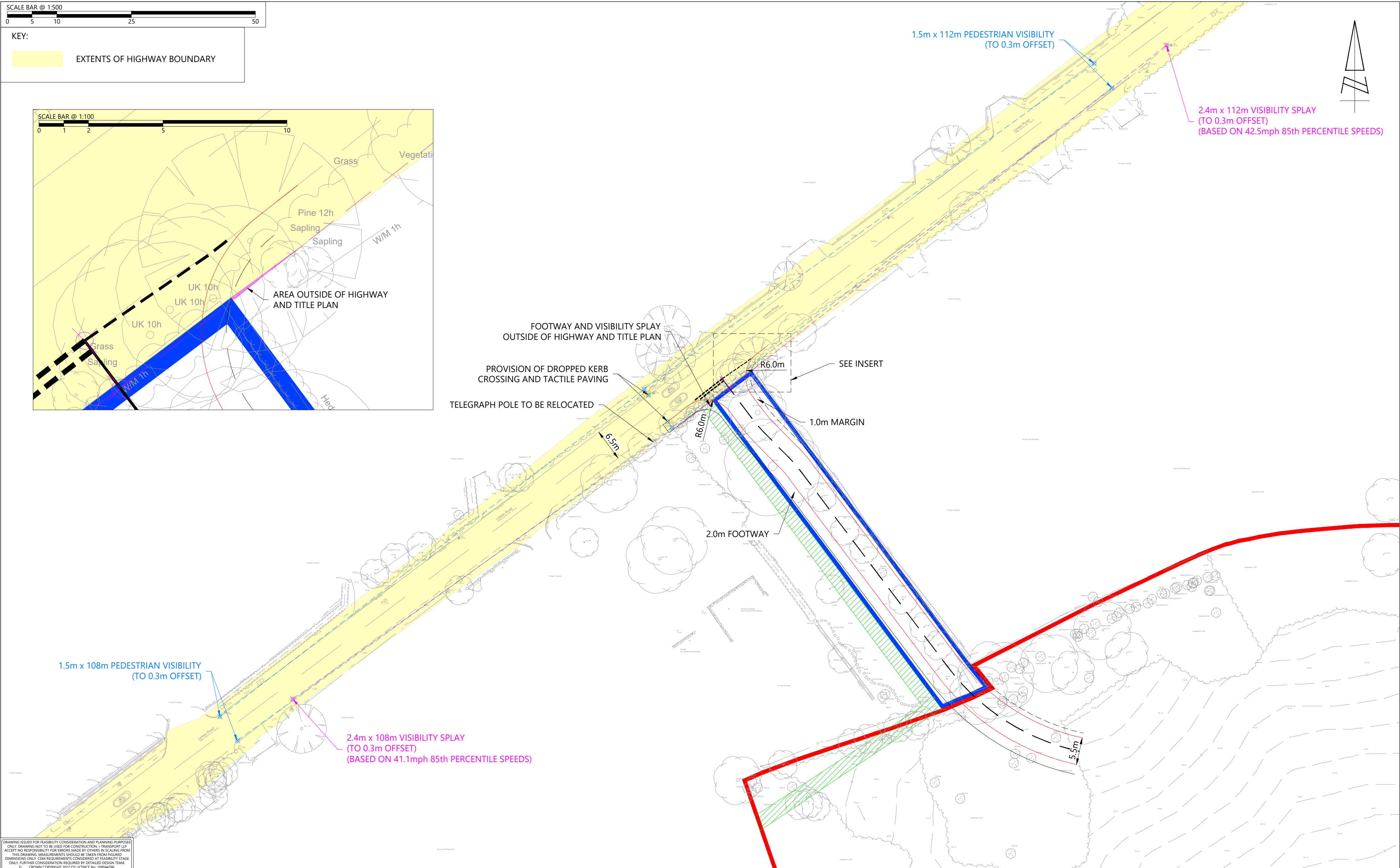
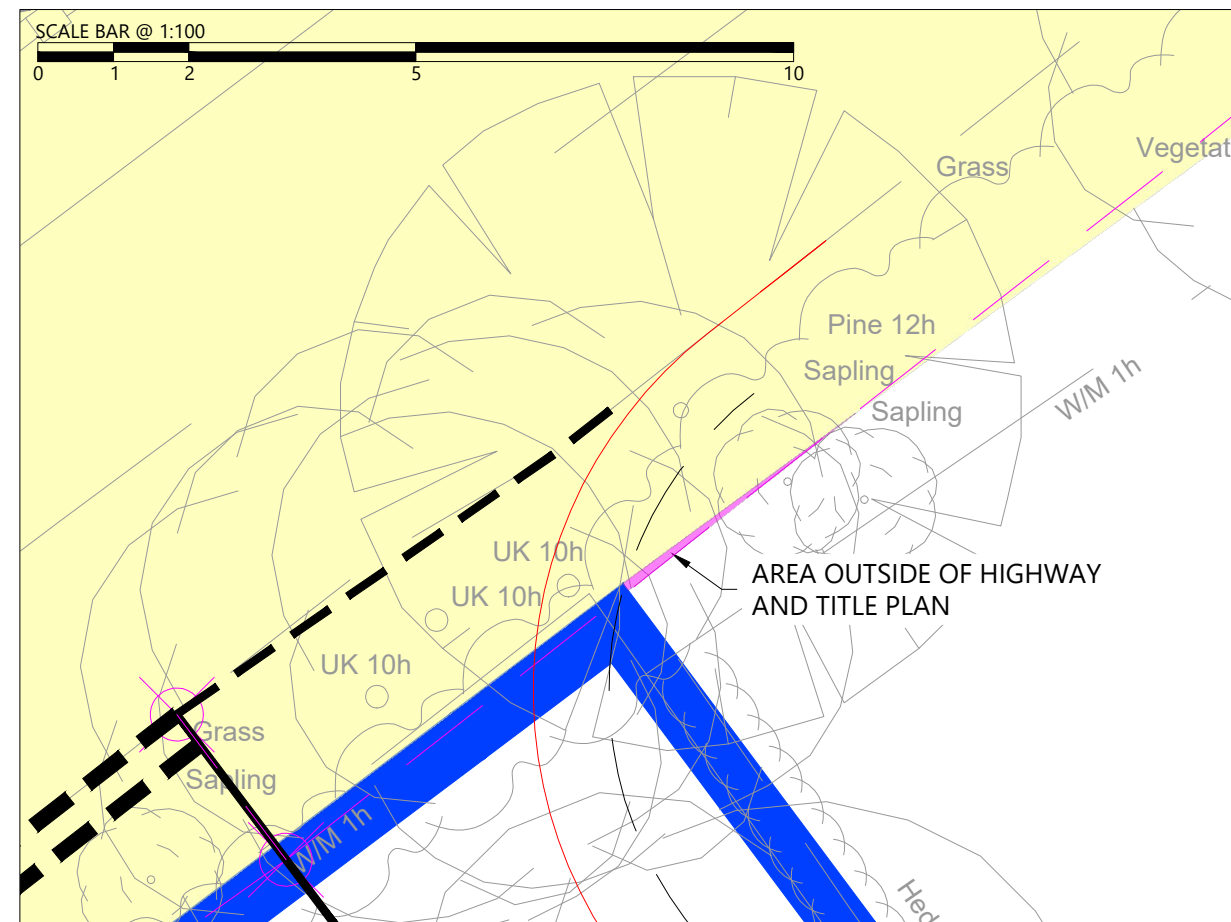
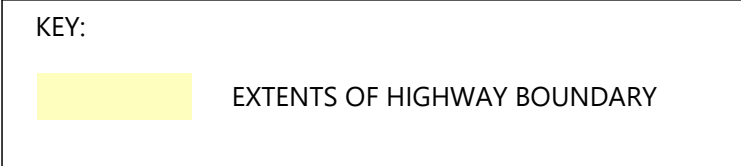
- Proposed Site Access
- Existing Footway
- Proposed Footway







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Tel: 01256 898366
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APPENDIX A. Draft Illustrative Site Layout



Site
**LAND AT NORTH COLWELL
FARM, HAYWARDS HEATH**

Drawing
Concept masterplan

Scale
NTS

Date
11.11.19

drawing ref 1293.03

KEY

 Site boundary

MASTERPLAN COMPONENTS

- 1** Proposed new vehicular access from Lewes Road with hedgerow replaced if required, to allow for visibility splays.
- 2** Additional planting to protect amenity of existing housing and the setting of the Conservation Area
- 3** Landscape buffer to protect the setting of the Conservation Area and North Colwell House (Grade II)
- 4** Additional planting to contain extent of built up area and parish boundary
- 5** 20m minimum buffer to ancient woodland to the south of the site
- 6** Open sustainable drainage feature
- 7** Existing field boundaries retained to provide ecological links
- 8** Low density housing adjacent to the Conservation Area and in the more elevated parts of the site
- 9** Medium density housing in the lower parts of the site
- 10** Additional landscape planting within the site to enhance the landscape character
- 11** Area of low density development to maintain the setting of the Conservation Area with additional planting to maintain views from Lewes Road.
- 12** Potential location for Childrens Play Area , if required.

APPENDIX B. TRICS Output

i-Transport LLP 85 Gresham Street London

Licence No: 236603

Filtering Summary

Land Use	03/A	RESIDENTIAL/HOUSES PRIVATELY OWNED
Selected Trip Rate Calculation Parameter Range	50-250 DWELLS	
Actual Trip Rate Calculation Parameter Range	50-250 DWELLS	
Date Range	Minimum: 01/01/15	Maximum: 29/06/23
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	
Days of the week selected	Tuesday	7
	Wednesday	5
	Thursday	6
Main Location Types selected	Suburban Area (PPS6 Out of Centre)	2
	Edge of Town	16
Inclusion of Servicing Vehicles Counts	Servicing vehicles Included	9 - Selected
	Servicing vehicles Excluded	21 - Selected
Population within 500m	All Surveys Included	
Population <1 Mile ranges selected	1,001 to 5,000	3
	5,001 to 10,000	5
	10,001 to 15,000	4
	15,001 to 20,000	4
	20,001 to 25,000	2
Population <5 Mile ranges selected	5,001 to 25,000	3
	25,001 to 50,000	2
	50,001 to 75,000	3
	75,001 to 100,000	4
	100,001 to 125,000	1
	125,001 to 250,000	3
	250,001 to 500,000	2
Car Ownership <5 Mile ranges selected	0.6 to 1.0	3
	1.1 to 1.5	14
	1.6 to 2.0	1
PTAL Rating	No PTAL Present	18

Calculation Reference: AUDIT-236603-231214-1251

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	3 days
	HC HAMPSHIRE	3 days
	KC KENT	2 days
	SP SOUTHAMPTON	1 days
	WS WEST SUSSEX	3 days
04	EAST ANGLIA	
	NF NORFOLK	5 days
09	NORTH	
	DH DURHAM	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: 50 to 250 (units:)
Range Selected by User: 50 to 250 (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: 01/01/15 to 29/06/23

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

Selected survey days:

Tuesday 7 days
Wednesday 5 days
Thursday 6 days

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

Selected survey types:

Manual count 18 days
Directional ATC Count 0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre) 2
Edge of Town 16

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 15
Out of Town 2
No Sub Category 1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 9 days - Selected
Servicing vehicles Excluded 21 days - Selected

Secondary Filtering selection:

Use Class:

C3 18 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	3 days
5,001 to 10,000	5 days
10,001 to 15,000	4 days
15,001 to 20,000	4 days
20,001 to 25,000	2 days

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

Population within 5 miles:

5,001 to 25,000	3 days
25,001 to 50,000	2 days
50,001 to 75,000	3 days
75,001 to 100,000	4 days
100,001 to 125,000	1 days
125,001 to 250,000	3 days
250,001 to 500,000	2 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	3 days
1.1 to 1.5	14 days
1.6 to 2.0	1 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	14 days
No	4 days

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

PTAL Rating:

No PTAL Present	18 days
-----------------	---------

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

LIST OF SITES relevant to selection parameters

1	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		Survey Type: MANUAL
2	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
3	ES-03-A-07 NEW ROAD HAILSHAM HELLINGLY	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 91 Survey date: THURSDAY 07/11/19		Survey Type: MANUAL
4	ES-03-A-08 WRESTWOOD ROAD BEXHILL	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 110 Survey date: WEDNESDAY 12/10/22		Survey Type: MANUAL
5	HC-03-A-24 STONEHAM LANE EASTLEIGH	MIXED HOUSES & FLATS	HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 243 Survey date: WEDNESDAY 10/11/21		Survey Type: MANUAL
6	HC-03-A-27 DAIRY ROAD ANDOVER	MIXED HOUSES	HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 73 Survey date: TUESDAY 16/11/21		Survey Type: MANUAL
7	HC-03-A-29 CROW LANE RINGWOOD CROW	MIXED HOUSES & FLATS	HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 195 Survey date: THURSDAY 30/06/22		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	KC-03-A-03	MIXED HOUSES & FLATS	KENT
	HYTHE ROAD ASHFORD WILLESBOROUGH Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 51 Survey date: THURSDAY 14/07/16 Survey Type: MANUAL		
9	KC-03-A-10	MIXED HOUSES	KENT
	HEADCORN ROAD STAPLEHURST Edge of Town Residential Zone Total No of Dwellings: 106 Survey date: TUESDAY 09/05/23 Survey Type: MANUAL		
10	NF-03-A-25	MIXED HOUSES & FLATS	NORFOLK
	WOODFARM LANE GORLESTON-ON-SEA Edge of Town Residential Zone Total No of Dwellings: 55 Survey date: TUESDAY 21/09/21 Survey Type: MANUAL		
11	NF-03-A-33	MIXED HOUSES	NORFOLK
	LONDON ROAD ATTLEBOROUGH Edge of Town Residential Zone Total No of Dwellings: 143 Survey date: THURSDAY 29/09/22 Survey Type: MANUAL		
12	NF-03-A-34	MIXED HOUSES	NORFOLK
	SWAFFHAM Edge of Town Out of Town Total No of Dwellings: 80 Survey date: TUESDAY 27/09/22 Survey Type: MANUAL		
13	NF-03-A-36	MIXED HOUSES	NORFOLK
	LONDON ROAD WYMONDHAM Edge of Town No Sub Category Total No of Dwellings: 75 Survey date: THURSDAY 29/09/22 Survey Type: MANUAL		
14	NF-03-A-39	MIXED HOUSES	NORFOLK
	HEATH DRIVE HOLT Edge of Town Residential Zone Total No of Dwellings: 212 Survey date: TUESDAY 27/09/22 Survey Type: MANUAL		

LIST OF SITES relevant to selection parameters (Cont.)

15	SP-03-A-02	MIXED HOUSES & FLATS	SOUTHAMPTON
	BARNFIELD WAY		
	NEAR SOUTHAMPTON		
	HEDGE END		
	Edge of Town		
	Out of Town		
	Total No of Dwellings:	250	
	Survey date: TUESDAY	12/10/21	Survey Type: MANUAL
16	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
17	WS-03-A-14	MIXED HOUSES	WEST SUSSEX
	TODDINGTON LANE		
	LITTLEHAMPTON		
	WICK		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	117	
	Survey date: WEDNESDAY	20/10/21	Survey Type: MANUAL
18	WS-03-A-17	MIXED HOUSES & FLATS	WEST SUSSEX
	SHOPWHYKE ROAD		
	CHICHESTER		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	86	
	Survey date: WEDNESDAY	01/03/23	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.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
HC-03-A-23	Next to rail station
NF-03-A-35	Parking per dwelling too high
SF-03-A-09	covid-19
SF-03-A-10	covid-19
ST-03-A-07	parking per dwelling too high
WS-03-A-12	covid-19
WS-03-A-13	covid-19

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 1.61

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	18	123	0.081	18	123	0.304	18	123	0.385
08:00 - 09:00	18	123	0.128	18	123	0.390	18	123	0.518
09:00 - 10:00	18	123	0.147	18	123	0.174	18	123	0.321
10:00 - 11:00	18	123	0.135	18	123	0.169	18	123	0.304
11:00 - 12:00	18	123	0.143	18	123	0.154	18	123	0.297
12:00 - 13:00	18	123	0.160	18	123	0.149	18	123	0.309
13:00 - 14:00	18	123	0.179	18	123	0.173	18	123	0.352
14:00 - 15:00	18	123	0.176	18	123	0.201	18	123	0.377
15:00 - 16:00	18	123	0.267	18	123	0.163	18	123	0.430
16:00 - 17:00	18	123	0.261	18	123	0.163	18	123	0.424
17:00 - 18:00	18	123	0.352	18	123	0.156	18	123	0.508
18:00 - 19:00	18	123	0.267	18	123	0.144	18	123	0.411
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.296			2.340			4.636

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:

50 - 250 (units:)

Survey date date range:

01/01/15 - 29/06/23

Number of weekdays (Monday-Friday):

18

Number of Saturdays:

0

Number of Sundays:

0

Surveys automatically removed from selection:

5

Surveys manually removed from selection:

7

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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	18	123	0.001	18	123	0.002	18	123	0.003
08:00 - 09:00	18	123	0.003	18	123	0.003	18	123	0.006
09:00 - 10:00	18	123	0.004	18	123	0.003	18	123	0.007
10:00 - 11:00	18	123	0.002	18	123	0.003	18	123	0.005
11:00 - 12:00	18	123	0.003	18	123	0.002	18	123	0.005
12:00 - 13:00	18	123	0.002	18	123	0.003	18	123	0.005
13:00 - 14:00	18	123	0.003	18	123	0.002	18	123	0.005
14:00 - 15:00	18	123	0.002	18	123	0.002	18	123	0.004
15:00 - 16:00	18	123	0.005	18	123	0.005	18	123	0.010
16:00 - 17:00	18	123	0.003	18	123	0.003	18	123	0.006
17:00 - 18:00	18	123	0.003	18	123	0.003	18	123	0.006
18:00 - 19:00	18	123	0.002	18	123	0.001	18	123	0.003
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.033			0.032			0.065

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.

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	18	123	0.001	18	123	0.001	18	123	0.002
08:00 - 09:00	18	123	0.003	18	123	0.003	18	123	0.006
09:00 - 10:00	18	123	0.002	18	123	0.002	18	123	0.004
10:00 - 11:00	18	123	0.003	18	123	0.002	18	123	0.005
11:00 - 12:00	18	123	0.002	18	123	0.003	18	123	0.005
12:00 - 13:00	18	123	0.000	18	123	0.000	18	123	0.000
13:00 - 14:00	18	123	0.002	18	123	0.001	18	123	0.003
14:00 - 15:00	18	123	0.001	18	123	0.002	18	123	0.003
15:00 - 16:00	18	123	0.001	18	123	0.002	18	123	0.003
16:00 - 17:00	18	123	0.000	18	123	0.000	18	123	0.000
17:00 - 18:00	18	123	0.000	18	123	0.000	18	123	0.000
18:00 - 19:00	18	123	0.000	18	123	0.000	18	123	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.015			0.016			0.031

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.*

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	18	123	0.000	18	123	0.000	18	123	0.000
08:00 - 09:00	18	123	0.000	18	123	0.000	18	123	0.000
09:00 - 10:00	18	123	0.000	18	123	0.000	18	123	0.000
10:00 - 11:00	18	123	0.000	18	123	0.000	18	123	0.000
11:00 - 12:00	18	123	0.000	18	123	0.000	18	123	0.000
12:00 - 13:00	18	123	0.000	18	123	0.000	18	123	0.000
13:00 - 14:00	18	123	0.000	18	123	0.000	18	123	0.000
14:00 - 15:00	18	123	0.000	18	123	0.000	18	123	0.000
15:00 - 16:00	18	123	0.000	18	123	0.000	18	123	0.000
16:00 - 17:00	18	123	0.001	18	123	0.001	18	123	0.002
17:00 - 18:00	18	123	0.000	18	123	0.000	18	123	0.000
18:00 - 19:00	18	123	0.000	18	123	0.000	18	123	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.001			0.001			0.002

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.

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	18	123	0.004	18	123	0.011	18	123	0.015
08:00 - 09:00	18	123	0.000	18	123	0.011	18	123	0.011
09:00 - 10:00	18	123	0.002	18	123	0.003	18	123	0.005
10:00 - 11:00	18	123	0.005	18	123	0.004	18	123	0.009
11:00 - 12:00	18	123	0.001	18	123	0.001	18	123	0.002
12:00 - 13:00	18	123	0.002	18	123	0.002	18	123	0.004
13:00 - 14:00	18	123	0.003	18	123	0.003	18	123	0.006
14:00 - 15:00	18	123	0.004	18	123	0.002	18	123	0.006
15:00 - 16:00	18	123	0.015	18	123	0.007	18	123	0.022
16:00 - 17:00	18	123	0.009	18	123	0.006	18	123	0.015
17:00 - 18:00	18	123	0.007	18	123	0.009	18	123	0.016
18:00 - 19:00	18	123	0.009	18	123	0.004	18	123	0.013
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.061			0.063			0.124

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.

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	18	123	0.095	18	123	0.400	18	123	0.495
08:00 - 09:00	18	123	0.152	18	123	0.615	18	123	0.767
09:00 - 10:00	18	123	0.171	18	123	0.234	18	123	0.405
10:00 - 11:00	18	123	0.165	18	123	0.222	18	123	0.387
11:00 - 12:00	18	123	0.181	18	123	0.206	18	123	0.387
12:00 - 13:00	18	123	0.203	18	123	0.191	18	123	0.394
13:00 - 14:00	18	123	0.231	18	123	0.227	18	123	0.458
14:00 - 15:00	18	123	0.226	18	123	0.253	18	123	0.479
15:00 - 16:00	18	123	0.451	18	123	0.214	18	123	0.665
16:00 - 17:00	18	123	0.403	18	123	0.222	18	123	0.625
17:00 - 18:00	18	123	0.478	18	123	0.210	18	123	0.688
18:00 - 19:00	18	123	0.365	18	123	0.189	18	123	0.554
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:	3.121			3.183			6.304		

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.

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	18	123	0.018	18	123	0.042	18	123	0.060
08:00 - 09:00	18	123	0.035	18	123	0.087	18	123	0.122
09:00 - 10:00	18	123	0.028	18	123	0.034	18	123	0.062
10:00 - 11:00	18	123	0.020	18	123	0.029	18	123	0.049
11:00 - 12:00	18	123	0.038	18	123	0.035	18	123	0.073
12:00 - 13:00	18	123	0.033	18	123	0.032	18	123	0.065
13:00 - 14:00	18	123	0.028	18	123	0.030	18	123	0.058
14:00 - 15:00	18	123	0.031	18	123	0.030	18	123	0.061
15:00 - 16:00	18	123	0.071	18	123	0.042	18	123	0.113
16:00 - 17:00	18	123	0.061	18	123	0.035	18	123	0.096
17:00 - 18:00	18	123	0.046	18	123	0.035	18	123	0.081
18:00 - 19:00	18	123	0.037	18	123	0.027	18	123	0.064
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.446			0.458			0.904

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 MULTI-MODAL BUS/TRAM PASSENGERS
 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	18	123	0.000	18	123	0.017	18	123	0.017
08:00 - 09:00	18	123	0.000	18	123	0.012	18	123	0.012
09:00 - 10:00	18	123	0.000	18	123	0.007	18	123	0.007
10:00 - 11:00	18	123	0.001	18	123	0.005	18	123	0.006
11:00 - 12:00	18	123	0.004	18	123	0.002	18	123	0.006
12:00 - 13:00	18	123	0.005	18	123	0.004	18	123	0.009
13:00 - 14:00	18	123	0.001	18	123	0.001	18	123	0.002
14:00 - 15:00	18	123	0.005	18	123	0.001	18	123	0.006
15:00 - 16:00	18	123	0.014	18	123	0.003	18	123	0.017
16:00 - 17:00	18	123	0.008	18	123	0.001	18	123	0.009
17:00 - 18:00	18	123	0.010	18	123	0.000	18	123	0.010
18:00 - 19:00	18	123	0.004	18	123	0.000	18	123	0.004
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.052			0.053			0.105

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 MULTI-MODAL TOTAL RAIL PASSENGERS
 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	18	123	0.001	18	123	0.011	18	123	0.012
08:00 - 09:00	18	123	0.000	18	123	0.003	18	123	0.003
09:00 - 10:00	18	123	0.000	18	123	0.001	18	123	0.001
10:00 - 11:00	18	123	0.000	18	123	0.000	18	123	0.000
11:00 - 12:00	18	123	0.000	18	123	0.000	18	123	0.000
12:00 - 13:00	18	123	0.001	18	123	0.002	18	123	0.003
13:00 - 14:00	18	123	0.001	18	123	0.001	18	123	0.002
14:00 - 15:00	18	123	0.000	18	123	0.000	18	123	0.000
15:00 - 16:00	18	123	0.001	18	123	0.000	18	123	0.001
16:00 - 17:00	18	123	0.003	18	123	0.000	18	123	0.003
17:00 - 18:00	18	123	0.004	18	123	0.000	18	123	0.004
18:00 - 19:00	18	123	0.002	18	123	0.000	18	123	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.013			0.018			0.031

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 MULTI-MODAL COACH PASSENGERS
 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	18	123	0.000	18	123	0.000	18	123	0.000
08:00 - 09:00	18	123	0.000	18	123	0.001	18	123	0.001
09:00 - 10:00	18	123	0.000	18	123	0.000	18	123	0.000
10:00 - 11:00	18	123	0.000	18	123	0.000	18	123	0.000
11:00 - 12:00	18	123	0.000	18	123	0.000	18	123	0.000
12:00 - 13:00	18	123	0.000	18	123	0.000	18	123	0.000
13:00 - 14:00	18	123	0.000	18	123	0.000	18	123	0.000
14:00 - 15:00	18	123	0.000	18	123	0.000	18	123	0.000
15:00 - 16:00	18	123	0.000	18	123	0.000	18	123	0.000
16:00 - 17:00	18	123	0.002	18	123	0.000	18	123	0.002
17:00 - 18:00	18	123	0.000	18	123	0.000	18	123	0.000
18:00 - 19:00	18	123	0.000	18	123	0.000	18	123	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.002			0.001			0.003

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.

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	18	123	0.001	18	123	0.028	18	123	0.029
08:00 - 09:00	18	123	0.000	18	123	0.016	18	123	0.016
09:00 - 10:00	18	123	0.000	18	123	0.008	18	123	0.008
10:00 - 11:00	18	123	0.001	18	123	0.005	18	123	0.006
11:00 - 12:00	18	123	0.004	18	123	0.002	18	123	0.006
12:00 - 13:00	18	123	0.006	18	123	0.006	18	123	0.012
13:00 - 14:00	18	123	0.003	18	123	0.002	18	123	0.005
14:00 - 15:00	18	123	0.005	18	123	0.002	18	123	0.007
15:00 - 16:00	18	123	0.015	18	123	0.003	18	123	0.018
16:00 - 17:00	18	123	0.013	18	123	0.001	18	123	0.014
17:00 - 18:00	18	123	0.014	18	123	0.000	18	123	0.014
18:00 - 19:00	18	123	0.005	18	123	0.000	18	123	0.005
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.067			0.073			0.140

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 MULTI-MODAL TOTAL PEOPLE
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 1.61

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	18	123	0.118	18	123	0.481	18	123	0.599
08:00 - 09:00	18	123	0.188	18	123	0.728	18	123	0.916
09:00 - 10:00	18	123	0.201	18	123	0.279	18	123	0.480
10:00 - 11:00	18	123	0.190	18	123	0.261	18	123	0.451
11:00 - 12:00	18	123	0.224	18	123	0.244	18	123	0.468
12:00 - 13:00	18	123	0.244	18	123	0.232	18	123	0.476
13:00 - 14:00	18	123	0.264	18	123	0.262	18	123	0.526
14:00 - 15:00	18	123	0.267	18	123	0.287	18	123	0.554
15:00 - 16:00	18	123	0.552	18	123	0.265	18	123	0.817
16:00 - 17:00	18	123	0.486	18	123	0.264	18	123	0.750
17:00 - 18:00	18	123	0.546	18	123	0.255	18	123	0.801
18:00 - 19:00	18	123	0.417	18	123	0.221	18	123	0.638
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.697			3.779			7.476

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL CARS
 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	18	123	0.066	18	123	0.269	18	123	0.335
08:00 - 09:00	18	123	0.109	18	123	0.355	18	123	0.464
09:00 - 10:00	18	123	0.117	18	123	0.149	18	123	0.266
10:00 - 11:00	18	123	0.102	18	123	0.134	18	123	0.236
11:00 - 12:00	18	123	0.116	18	123	0.128	18	123	0.244
12:00 - 13:00	18	123	0.134	18	123	0.125	18	123	0.259
13:00 - 14:00	18	123	0.150	18	123	0.140	18	123	0.290
14:00 - 15:00	18	123	0.155	18	123	0.174	18	123	0.329
15:00 - 16:00	18	123	0.240	18	123	0.142	18	123	0.382
16:00 - 17:00	18	123	0.231	18	123	0.143	18	123	0.374
17:00 - 18:00	18	123	0.310	18	123	0.137	18	123	0.447
18:00 - 19:00	18	123	0.247	18	123	0.135	18	123	0.382
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.977			2.031			4.008

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL LGVS
 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	18	123	0.012	18	123	0.030	18	123	0.042
08:00 - 09:00	18	123	0.012	18	123	0.025	18	123	0.037
09:00 - 10:00	18	123	0.023	18	123	0.019	18	123	0.042
10:00 - 11:00	18	123	0.027	18	123	0.027	18	123	0.054
11:00 - 12:00	18	123	0.022	18	123	0.022	18	123	0.044
12:00 - 13:00	18	123	0.021	18	123	0.019	18	123	0.040
13:00 - 14:00	18	123	0.023	18	123	0.028	18	123	0.051
14:00 - 15:00	18	123	0.016	18	123	0.022	18	123	0.038
15:00 - 16:00	18	123	0.019	18	123	0.014	18	123	0.033
16:00 - 17:00	18	123	0.024	18	123	0.016	18	123	0.040
17:00 - 18:00	18	123	0.035	18	123	0.014	18	123	0.049
18:00 - 19:00	18	123	0.016	18	123	0.007	18	123	0.023
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.250			0.243			0.493

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 MULTI-MODAL MOTOR CYCLES
 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	18	123	0.000	18	123	0.002	18	123	0.002
08:00 - 09:00	18	123	0.001	18	123	0.004	18	123	0.005
09:00 - 10:00	18	123	0.001	18	123	0.001	18	123	0.002
10:00 - 11:00	18	123	0.000	18	123	0.002	18	123	0.002
11:00 - 12:00	18	123	0.001	18	123	0.000	18	123	0.001
12:00 - 13:00	18	123	0.002	18	123	0.002	18	123	0.004
13:00 - 14:00	18	123	0.000	18	123	0.001	18	123	0.001
14:00 - 15:00	18	123	0.002	18	123	0.001	18	123	0.003
15:00 - 16:00	18	123	0.001	18	123	0.001	18	123	0.002
16:00 - 17:00	18	123	0.001	18	123	0.000	18	123	0.001
17:00 - 18:00	18	123	0.004	18	123	0.002	18	123	0.006
18:00 - 19:00	18	123	0.002	18	123	0.001	18	123	0.003
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.015			0.017			0.032

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.

APPENDIX C. Walking Route 1 Analysis, To/From the Walnut Park Area

Quickest Route

The quickest route to the Walnut Park area is via the existing PROW Footpath 29CU.

The following are key aspects of the route:

Site Access Road – South Side of A272 Lewes Road

A new purpose built 2.0m footway will be built along the western side of the access road.

A272 Lewes Road and Crossing Lewes Road to the PROW Footpath 29CU

Although there is an existing northside footway on Lewes Road in the vicinity of the site, there is no footway immediately to the west of the access.

It is proposed to narrow the carriageway of Lewes Road to 6.0m (wide enough for two HGVs to pass each other – good forward visibility on a straight section of Lewes Road and deemed acceptable for localised carriageway narrowing for a section of circa 170m). This is to allow a circa 2m wide footway to be constructed in the highway verge on the south side of Lewes Road, between the site access and Footpath 29CU and extending further west to where the existing south side footway starts broadly opposite Birch Close. In addition, an uncontrolled crossing across Lewes Road is proposed at Footpath 29CU. We seek WSCC views on the narrowing of the Lewes Road carriageway and proposed footway along the southern side.

It would be also desirable to relocate the existing 30mph / 40mph speed limit change on Lewes Road to the east of the proposed site access road – a sensible location would be just to the east of the Snowdrop Lane junction. We seek WSCC views on the proposal to extend the existing 30mph speed limit to the east of the Snowdrop Lane junction, appreciating that any speed limit change would require a separate approved Traffic Regulation Order.

Footpath 29CU – north of Lewes Road to Cobbetts Mead

The section of Footpath 29CU – north of Lewes Road to Cobbetts Mead has a length of circa 180m.

The definitive PROW map and statement for Footpath 29CU has been obtained from WSCC. It discusses the section of path at the rear of properties 1 to 9 Cobbetts Mead running southwards for approximately 564.5m has an approximate width of 4.1m with a width to not less than 2.8m at the narrowest point.

Footpath 29CU is illustrated in **Image C.1** from site photographs.

Image C.1: Public Right of Way Footpath 29CU



The footpath between Lewes Road and Cobbetts Mead / Orchid Park is currently an unmade / mud track, with overground vegetation, it has overall widths between 2.4m and 4m with pinch points due to existing trees at circa 1.3m-2.3m. It is unlit.

We are keen to identify an improvement scheme to public footpath 29CU to enable all weather / year-round use by pedestrians.

Firstly, we seek to establish from WSCC/PRoW team whether footpath 29CU is a Public Right of Way that is maintainable under public expense. On the basis it is publicly maintained, then we consider it likely that the provisions of the Highways Act would enable the highway authority to undertake improvements to footpath 29CU in terms of surface improvements in the highway boundary, drainage and potentially even lighting. As such these works are likely to be able to be undertaken by a developer under S278 or S106 contribution as part of any planning approval.

It is envisaged that the existing Footpath would be scraped and then tarmacked. Careful construction would be needed in and around trees. This would provide an all-weather surface.

Within the Walnut Park Area

The continuation of Footpath 29CU from Orchid Park northwards has a paved surface around 1.3m-1.5m in width, this section is also not lit apart from one lighting column at the end of the Beech Hill cul-de-sac (property number 76). Both additional lighting and crossing points with dropped kerbs/tactile paving are recommended along the Footpath including across Orchid Park and Lewes Road. The route then leads towards the park across Beech Hill where there is no crossing provision available and is recommended.

The walk through the park and adjacent to the play area is pleasant with no upgrades suggested. It leads down towards Larch Way where there are six steps. This is the quickest route but may not be suitable for all due to steps, hence a sub alternative route is detailed in the subsequent paragraphs.

Alternative Route via Charlesworth Park and Catkin Way

Footways are provided along Orchid Park, Charlesworth Park, and Marlow Drive. An uncontrolled pedestrian crossing point across Orchid Park onto Charlesworth Park is recommended along with the addition of tactile paving at the existing crossing at the junction with Marlow Drive/Beech Hill.

An uncontrolled pedestrian crossing with dropped kerbs and tactile paving across Beech Hill (outside property 77) is recommended. The route uses existing footways along Beech Hill onto and along Catkin Way where a footway routes north along Walnut Park.

The route then split between two options, either via existing garages with a 1.1m width restriction (no scope to widen) or via existing footways towards Larch Way. To cross towards Tesco/the doctor's surgery an existing crossing exists at the junction with Northlands Avenue, albeit no tactile paving is present and is recommended. Tesco and the pharmacy include two sets of steps from Larch Way, but there is a separate ramped access along Northlands Avenue.

Route to Northlands Wood Primary School and Northlands Avenue Bus Stops via Beech Hill

The proposed route includes the southern footway of Beech Hill from Footpath 29CU, this leads direct towards Northlands Wood Primary School, no upgrades are identified on this stretch.

Outside the school is an uncontrolled crossing with dropped kerbs, tactile paving, and bollards/guard railing, this leads towards Aspen Close, tactile paving is recommended at the junction of Aspen Close/Beech Hill.

Aspen Walk is a residential footpath towards Rowan Close and a pedestrian path continues westwards to Northlands Avenue. Both paths are lit, a pedestrian crossing is recommended across Rowan Close, although this will displace some on-street parking observed on-site.

Alternative Route from Site towards Beech Hill (avoiding PROW)

An alternative route to using Footpath 29CU is via Lewes Road to Snowdrop Lane and then Marlow Drive towards Beech Hill. This alternate route could be used by cyclists.

To the east of the site along Lewes Road there is only a footway on the northern side of the carriageway, this is circa 1.2m wide with a circa 0.5m verge up to private property boundaries, therefore overall, 1.7m available width beyond the existing carriageway. The speed limit along this section of Lewes Road is currently 40mph. Any widening of the existing footway is recommended. There is a layby adjacent to a post box on Lewes Road where the footway stops, this is recommended to be changed to footway.

The route continues onto Snowdrop Lane for circa 60m prior to a link connecting to Marlow Drive. Snowdrop Lane does not include any footways and the extent of adopted highway along with carriageway width suggests the overall width is insufficient to provide any, albeit Snowdrop Lane appears to be a lightly trafficked lane suitable as a shared space.

The link between Snowdrop Lane and Marlow Drive is of good standard, it is surfaced, lit and generally 3m wide (a 2.4m pinch point). There are barriers at the end of the link at Snowdrop Lane, but no signage to indicate it is not to be used by cyclists.

On exiting the link onto Marlow Drive, there is no dedicated crossing provision, however, this is quiet residential cul-de-sac with limited traffic movements and slow speeds, where driveway crossover drop kerbs to assist pedestrians crossing.

Marlow Drive has continuous footways, existing crossing points are recommended to include tactile paving.

APPENDIX D.Walking Route 2 Analysis, To/From Haywards Heath town centre

To the east of Birch Close there is a continuous footway along the south side of Lewes Road as far as the Birch Hotel roundabout. There are footways then along the B2272 / Franklyn Road going past the hospital and into the town centre and beyond.

The proposals described in the preceding Appendix to narrow the carriageway of Lewes Road to 6.0m (wide enough for two HGVs to pass each other for a section of circa 170m). This is to allow a circa 2m footway be constructed in the highway verge on the south side of Lewes Road between the access and Footpath 29CU and extending further west to where the existing south side footway starts broadly opposite Birch Close are therefore sensible for Route 2.

Other minor improvements are also proposed such as minor footway widening works and dropped kerbs and / or tactile paving of side road crossings where missing.

The main recommendations for this route include:

- New footway on south side of Lewes Road west of the proposed access and a controlled or uncontrolled crossing of Lewes Road at Footpath 29CU (as per Route 1);
- Investigate extending the existing 30mph speed limit eastwards to cover the proposed site access as a minimum, or ideally to the junction with Snowdrop Lane (as per Route 1); and
- Minor footway widening works and dropped kerbs and / or tactile paving of side road crossings where missing.

