



Licensed Trade Charity

LVS Hassocks, Sayers Common

Transport Strategy

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I Introduction

I.1 Purpose of this Report

- 1.1.1 This Transport Strategy has been prepared by PJA on behalf of The Licensed Trade Charity (LTC), in relation to proposals for a development of circa 200-250 residential dwellings in Sayers Common, on the site currently occupied by LVS Hassocks School. The site location is shown in Figure 1-1.
- 1.1.2 There are two options under consideration for the school:
- Relocating it north from its existing position (within the site), retaining the same capacity as existing.
 - Relocating it to an alternative location (outside the site). This would subsequently increase the potential housing capacity of the site, although the transport impact of this would be offset by the removal of school traffic.
- 1.1.3 The site is located in Mid Sussex. Mid Sussex District Council (MSDC) are in the process of updating their District Plan. The site is included in the draft plan as allocation DPH22 for 200 dwellings. The plan sets out that this development should *“prioritise pedestrian and cycle access throughout the development and integrate with and upgrade the existing PROW which crosses the site”*.

Figure 1-1: Site Location





1.1.4 This Transport Strategy has been informed by a site visit undertaken on Wednesday 21st June 2023, as well as a desktop study. The conditions on the day of the site visit were hot and sunny. The site visit covered the end of the school pick up period at 16:00, and it was confirmed that this was a 'normal' school day.

Executive Summary

1.1.5 This transport and access strategy has been devised in relation to the promotion of land at LVS Hassocks in Sayers Common for a development of circa 200-250 dwellings.

1.1.6 This strategy document demonstrates that:

- The site offers a sustainable location for future residential development, with potential for journeys to be undertaken on foot, by cycle or by public transport. This was confirmed through the recent Appeal Decisions for the development to the south.
- The development offers an opportunity to fully embed sustainable travel patterns and reduced car ownership amongst new residents through the provision of a Travel Plan, encompassing both infrastructural and promotional measures.

- There is good potential for trips to local amenities within Sayers Common to be undertaken on foot, whilst there are bus services in the vicinity which could be used for journeys further afield. These modes can be enhanced through improved pedestrian crossing facilities on the B2118.
- Cycle trips can be made from the site to destinations including Hurstpierpoint, Burgess Hill and Hassocks. Burgess Hill and Hassocks both benefit from railway stations. The stations have cycle parking, and can also be accessed by bus.
- Vehicular access to the site can be achieved from the B2118, in the location of the existing access to LVS Hassocks. There is additionally potential for an emergency and active modes access to be provided along the existing PROW.
- A package of measures will be introduced to reduce car dependency at the development, which will help offset any residual highway impacts from the proposed scheme.

1.1.7 Based on the conclusions of this access strategy appraisal, adequate and safe access can be achieved to the site, which would represent a sustainable location for future residential development from a transport perspective.



2 Site Context

2.1 Existing Site

2.1.1 The site is currently occupied by LVS Hassocks, which is an independent autism specific school for children aged 11 to 19. To the south the site is bounded by the recent Linden Homes development at Goldcrest Drive, to the east by the B2118, to the north by a bridleway and fields, and to the west by fields.

LVS Hassocks

2.1.2 LVS Hassocks is an autism specific school. It has a capacity for 100 students, with 64 enrolled¹.

2.1.3 The school day starts at 09:30 and finishes at 16:00 (14:30 on a Friday), although some students attend on a reduced timetable. The average class size is eight students. The admissions policy is such that students are generally limited to approximately 60 minutes journey time each way. Given the specialist nature of the school, very few trips would be expected to remain internal to Sayers Common.

2.1.4 The staff list published on the school website² indicates that in September 2022 the following members of staff were employed:

- Senior Leadership Team: Five staff members
- Teaching: Seven staff members
- Learning Support Assistants: Ten staff members
- Therapy: Five staff members
- Administration: Four staff members
- Estates: Four staff members
- Housekeeping: Three staff members

2.1.5 A number of observations in relation to the transport operation of LVS Hassocks were made during the site visit, as follows:

- Approximately 27 cars and one motorcycle were recorded to be parked in the school car park at approximately 15:10.
- Within the site, there is a one-way working section on the access, with priority for those leaving the site.

¹ <https://www.get-information-schools.service.gov.uk/Establishments/Establishment/Details/135930>

² <https://www.lvs-hassocks.org.uk/wp-content/uploads/2023/01/Staff-List-Sep-2022.pdf>



- Pick up trips were made by taxis and private cars. No students were observed to leave the site on foot or by cycle.
- The first vehicle arrived to queue for pick-up at around 15:00, waiting immediately east of the one-way working section. At 15:45, the queue was seen to extend back to the B2118. At this time, the queue dissipated with vehicles continuing past the one-way section and into the main site.
- A maximum queue of five vehicles was observed waiting to leave the site at the B2118 junction. This dissipated quickly, and generally there was no / minimal queuing.
- The school access is also used by the two dwellings located to the north (alongside the Public Right of Way).

2.1.6 Overall, the transport impact of the school was observed to be limited. However, if the school is to be retained on site some internal amendments would need to be implemented for the operation to work alongside a housing development.

2.2 Surrounding Highway Network

2.2.1 The site takes access from the B2118. The access takes the form of a simple priority junction, with gates set back from the carriageway.

2.2.2 The B2118 is a two-way single carriageway road subject to a 30 mph speed limit. This speed limit commences immediately south of the Mill Lane roundabout, north of which it increases to national speed limit. The B2118 benefits from footways and regular street lighting. It is a pleasant environment, with grass verges and trees. Further, a village gateway feature is provided at the entrance to Sayers Common. Within the village centre, laybys for parking are provided, removing the need for on-street parking.

Figure 2-1: B2118 in Sayers Common village centre





2.2.3 To the north east of the site, the B2118 forms a roundabout junction with Mill Lane. From here, a northbound on-slip and southbound off-slip to / from the A23 can be accessed. The A23 is a dual carriageway which links south to Brighton and north to Crawley (expanding to three lanes north of Hickstead). Beyond the A23 junction, Mill Lane is a rural lane with grass verges and no road markings.

2.2.4 To the south, the B2118 routes through Albourne, where it forms a signalised junction with Albourne Road. Albourne Road provides a connection east to Hurstpierpoint, continuing to Hassocks.

Highway Safety

2.2.5 A review of Personal Injury Collisions (PICs) in the vicinity of the site has been undertaken, for the period 2017 to 2021 inclusive.

2.2.6 This has identified that a serious collision occurred on the B2118 on the 31st October 2019 at 18:55, in the hours of darkness with street lights lit. The weather was fine and the road surface dry. The collision involved a car which collided with a pedestrian, who was seriously injured. The pedestrian was crossing from the driver's nearside.

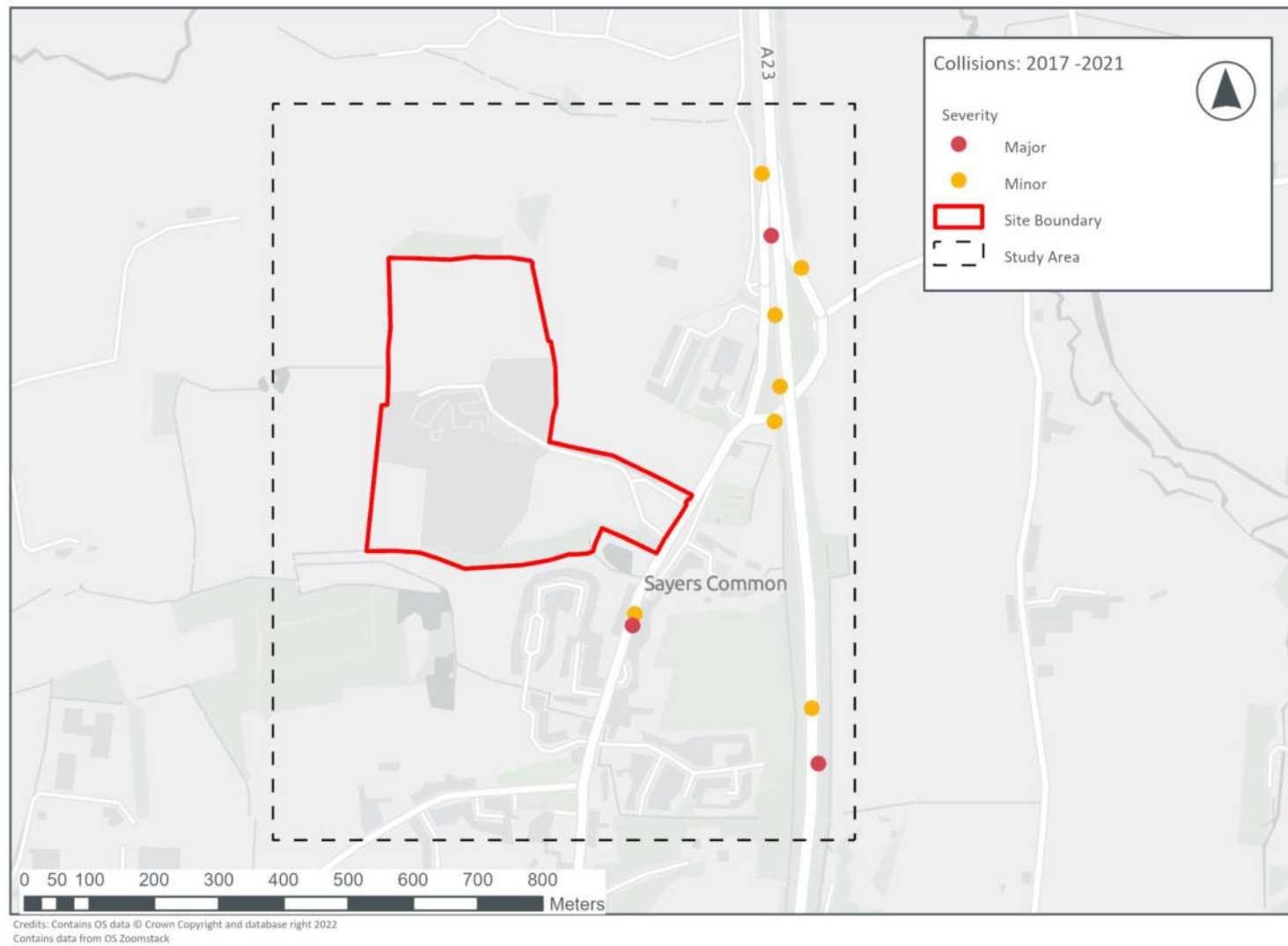
2.2.7 In a similar location, a collision which occurred on the 5th January 2017 at 18:18 resulted in slight injury. At the time of the collision, it was dark with the street lights lit. The weather was fine and the road surface dry. This collision involved two cars, both going ahead. Both cars were first impacted on the front, with the second vehicle leaving the carriageway on the nearside. The driver and a passenger of the second vehicle suffered slight injuries.

2.2.8 It is worth noting that speeding is an issue within Sayers Common. The village already benefits from a vehicle activated sign flagging up the current speed of drivers. Furthermore, the village noticeboard provides information requesting for volunteers to join a village community speed watch, set up in partnership with Sussex Police. Further traffic calming to reduce vehicle speeds through the village could be considered as part of the proposals.

2.2.9 Overall, it is concluded that the proposals would have a negligible impact on highway safety in the vicinity, particularly given that there has been no recorded incidents at the existing site access.



Figure 2-2: Personal injury collisions: 2017 - 2021





2.3 Local Amenities

2.3.1 The National Planning Policy Framework (NPPF) states the following: *“To promote sustainable development in rural areas, housing should be located where it will enhance or maintain the vitality of rural communities. Planning policies should identify opportunities for villages to grow and thrive, especially where this will support local services. Where there are groups of smaller settlements, development in one village may support services in a village nearby.”*

2.3.2 The figure on the following page shows the nearby local amenities, as well as walk isochrones, demonstrating that the site is well located for access to day-to-day facilities. Within the draft Mid Sussex District Plan, Sayers Common is classified as a Category 3 Medium Village: *“Medium sized villages providing essential services for the needs of their own residents and immediate surrounding communities. Whilst more limited, these can include key services such as primary schools, shops, recreation and community facilities, often shared with neighbouring settlements.”*

2.3.3 Local amenities within Sayers Common include:

- Community Shop / Village Hall, circa 150m
- Oakhurst Play Area, circa 100m

- Duke of York public house, circa 450m
- Isabello’s Pre-School, circa 100m
- Christ Church, circa 100m
- Berrylands Playing Fields

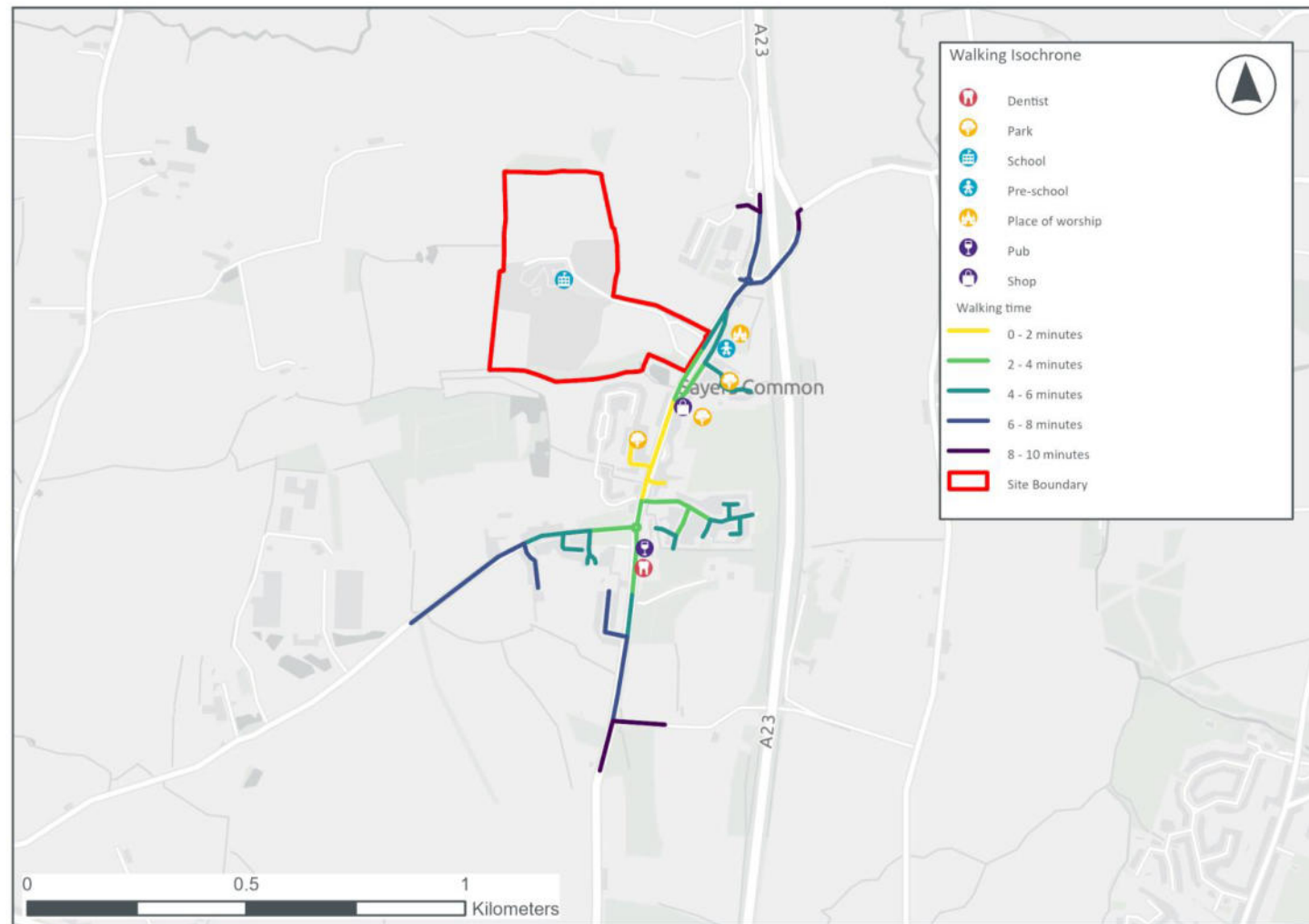
2.3.4 Further amenities are available in Hurstpierpoint to the southeast, circa 2km from the site via the Public Rights of Way (PRoW) network. Amenities here include Mid Sussex Health Care, a primary school, health and beauty services, and a Post Office.

Figure 2-3: Christ Church, Sayers Common





Figure 2-4: Local Amenities and Walk Isochrones



Credits: Contains OS data © Crown Copyright and database right 2022



2.4 Local Development

2.4.1 An outline planning application within Sayers Common was approved at appeal, for 120 dwellings (reference 12/01540/OUT). However, this was subsequently refused by the Secretary of State, before outline consent was eventually granted in December 2017 (appeal reference AP/13/0007).

2.4.2 Two of the original reasons for refusal related to transport matters:

“3. The proposal does not provide for satisfactory access by sustainable modes and does not propose any measures to mitigate the impact of the development placing reliance on the private car for access to and from the site, thereby conflicting with both local and national planning policy guidance. The proposal therefore conflicts with policy T4 of the SEP, policies G2 and T4 of the Local Plan and the objectives NPPF.

4. The proposal does not provide a suitable means of access to serve the development given it's proximity to adjacent road junctions and lack of suitable visibility splays (including the existing accesses to both Sayers and garages for Sayers either side of the proposed access road), thereby leading to conditions prejudicial to the safety and free flow of traffic.

The proposal therefore conflicts with policy T4 of the SEP, policy T4 of the Local Plan and the objectives of the NPPF.”

2.4.3 The highway safety reason for refusal was not pursued by the council. However, the sustainability of the site was deemed to be one of the main considerations in the application determination. The Secretary of State agreed with the Inspector that: *“the elements included in the planning obligation, together with existing public transport, walking and cycling provision, would be sufficient for there to be a reasonable prospect of providing access by sustainable modes to those services and facilities required by people on an everyday basis”*. It was concluded that the scheme would represent a sustainable form of development.

2.4.4 It is worth noting that in February 2021, a further application was approved to provide an additional 13 dwellings on the site (reference DM/20/2937).

2.5 Status of the Site

2.5.1 Mid Sussex District Council published their draft Regulation 18 District Plan to cover the period 2021-2039 in November 2022. The LVS Hassocks site is included as draft allocation DPH22, for 200 dwellings including 30% affordable housing.



2.5.2 The draft Local Plan specifies a requirement for financial contributions to be provided towards the provision of sustainable transport infrastructure, and also requires for the provision of highway works and sustainable transport measures.

2.5.3 Further Policy requirements are to:

- *“Prioritise pedestrian and cycle access throughout the development and integrate with and upgrade the existing PROW which crosses the site.*
- *Provide any necessary upgrades to the existing access onto B2118.*
- *Retain, protect and enhance mature trees and hedgerows across the site and ensure development provides a positive edge to these features and the wider countryside.”*

2.5.4 General requirements which apply across all sites are set out in DPH4, with a section on access and highways requiring that all allocations must:

- *“Provide a Transport Assessment and Sustainable Transport Strategy to identify appropriate mitigation and demonstrate how development will be accompanied by*

the necessary sustainable travel infrastructure to support it.

- *Highway infrastructure mitigation is only considered once all relevant sustainable travel interventions (for the relevant local network) have been fully explored and have been taken into account in terms of their level of mitigation.*
- *Identify how the development will provide safe and convenient routes for walking and cycling through the development and linking with existing networks beyond.*
- *Create a permeable road network within the site with clearly defined route hierarchies.*
- *Safeguard Public Rights of Way (PROW) and protect their amenity.”*



3 Travel Demand Model

3.1 Trip Generation

3.1.1 To estimate the potential travel demand to and from the site TRICS (version 7.10.1) was interrogated to establish the likely person trip generation for the proposed development. Comparable sites were selected based on the following criteria:

- 1 Privately owned houses
- 2 Located in England, excluding Greater London
- 3 Located in an 'Neighbourhood Centre', 'Edge of Town' or 'Free Standing' area
- 4 Between 50 and 500 dwellings
- 5 Population <5 miles: under 100,000
- 6 Surveyed on a weekday

3.1.2 The resulting person trip generation is summarised in Table 3-1, whilst the full TRICS output is provided as **Appendix A**. This is based on a total of 250 dwellings.

Table 3-1: Person Trip Generation

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
Trip rate	0.173	0.588	0.761	0.471	0.244	0.715
Trips	43	147	190	118	61	179

3.1.3 The table shows that the site is forecast to generate 190 two-way person trips in the AM peak and 179 two-way vehicle trips in the PM peak.

3.2 Modal Split

3.2.1 Method of travel to work data from the 2011 Census (Table WU03EW) has been analysed to assess the modal split for the site.

3.2.2 Middle Super Output Areas (MSOA) Mid Sussex 016 (E02006619) was selected as the place of usual residence. This MSA covers the entirety of the site area as well as several neighbouring settlements.



Table 3-2: Journey to Work Trips by Mode Type (2011 Census, note that any discrepancies are due to rounding)

Mode	%	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
		Arrivals	Departs	Two-Way	Arrivals	Departs	Two-Way
Light rail / underground	0.1%	0	0	0	0	0	0
Train	10.7%	5	16	20	13	7	19
Bus	1.9%	1	3	4	2	1	3
Taxi	0.2%	0	0	0	0	0	0
Motorcycle	0.8%	0	1	2	1	0	1
Driving a car or van	72.5%	31	107	138	85	44	130
Passenger in a car or van	5.1%	2	7	10	6	3	9
Bicycle	2.1%	1	3	4	2	1	4
On foot	6.2%	3	9	12	7	4	11
Other	0.2%	0	0	0	0	0	0

3.2.3 For comparison, journey to work modal split data was also obtained from the 2021 Census. The 2021 Census survey was undertaken in England during a time when travel behaviours were significantly impacted by Covid-19 restrictions.

3.2.4 At the time of the 2021 Census, 44% of those in employment reported working mainly at or from home (Table RM075), compared to 13% in the 2011 Census (Table QS701EW).

³ <https://www.gov.uk/government/statistics/transport-use-during-the-coronavirus-covid-19-pandemic/domestic-transport-usage-by-mode>

Whilst this figure is expected to have reduced slightly since 2021, it can still be expected that the volume of trips to work has reduced from pre-Covid levels, and that the TRICS trip rates above are therefore over-estimates.

3.2.5 It is also worth noting that the 2021 Census showed a significant reduction in rail trips compared to the 2011 Census (3% of trips to work, compared to 11% previously). This is likely a result of a reluctance to use public transport to avoid close contact with others, and the nature of jobs often accessed by train being such that many of these individuals would have been able to work from home. It is very likely that the rail modal split has subsequently increased, and across the country, between Tuesday 2nd May 2023 and Sunday 4th June 2023 weekly average usage figures have been between 83% and 109% of those recorded the equivalent week in 2019³.

3.3 Trip Distribution

The trip distribution was undertaken based on Census 2011 journey to work data, with the location of usual residence set as MSOA Mid Sussex 016 and all other MSOAs included



as the place of work. The key destinations identified are summarised in Table 4-3.

Table 3-3: Trip Distribution

Place of Work	Percentage of Trips
Mid Sussex 016	10.7%
Mid Sussex Other MSOAs	28.7%
West Sussex MSOAs	24.1%
East Sussex MSOAs	7.4%
Surrey MSOAs	4.4%
Greater London Authority MSOAs	3.7%

3.3.1 As is seen, 10.7% of the journey to work car trips from the site are forecast to remain within the Mid Sussex 016 MSOA. Nearly one third (28.7%) of those who drive to work are expected to remain within the wider Mid Sussex area.

3.3.2 Only a small proportion of work car trips, less than 29%, are identified as commuting outside of the counties of West Sussex or East Sussex. There is therefore excellent potential for investments in sustainable travel to achieve a modal shift in local journeys, both for the site and the wider area.

3.4 Route Assignment

3.4.1 Route assignment was undertaken using ArcGIS. Access to the proposed development will be taken from the B2118, as

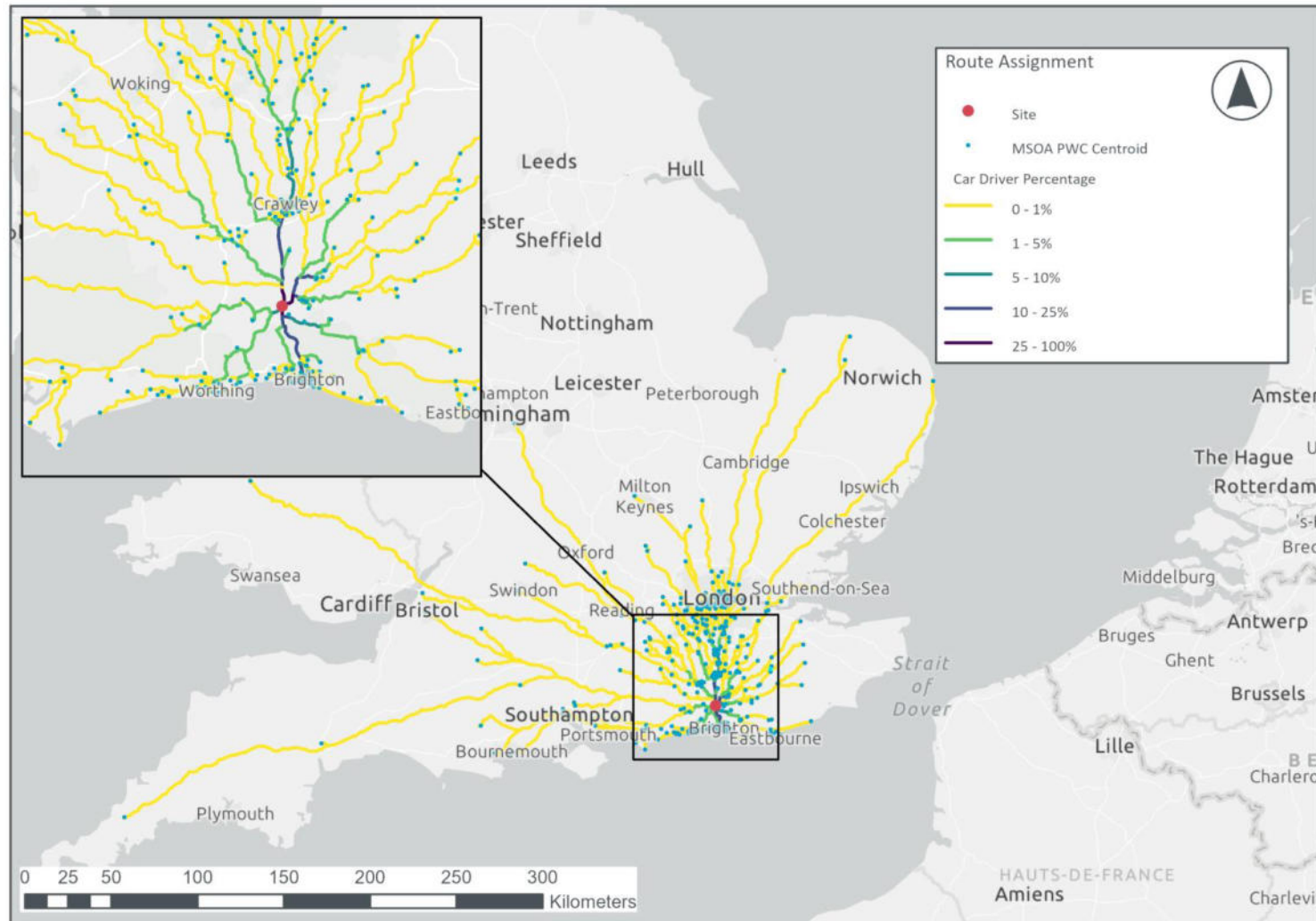
detailed later in this report. The route assignment is shown in Figure 3-1 on the following page.

3.4.2 From the route assignment, it is forecast that approximately 52.1% of trips from the site will route northbound, and 47.9% will route southbound. One in four trips (25.8%) are forecast to continue further north utilising the A23.

3.4.3 It is noted that GIS routes the northbound A23 traffic through central Crawley as it is based on the shortest route. However, given the likely delays in the town centre, it is much more likely that this traffic would instead continue along the M23.



Figure 3-1: Route Assignment



Credits: Esri UK, Esri, HERE, Garmin, FAO, NOAA, USGS



4 Vehicular Access

4.1 Existing Access Arrangement

- 4.1.1 The site currently benefits from two points of access onto the B2118. The southwestern access is a private driveway serving LVS Hassocks, with asphalt surfacing. This access is gated. Visibility from the access is good, and significantly in excess of the requirement for 2.4m by 43m for a 30mph road, as specified in Manual for Streets.

Figure 4-1: LVS Hassocks – existing access



- 4.1.2 The northeastern access is a public bridleway. The grass verge behind the footway continues across this access, with a gate to the rear. The two points of access connect within the site. Beyond this point, a considerable length section of the bridleway / access to LVS Hassocks operates as one-way working, with priority for those leaving the site. There are speed humps to slow traffic, as well as signs warning of children.

Figure 4-2: Bridleway access

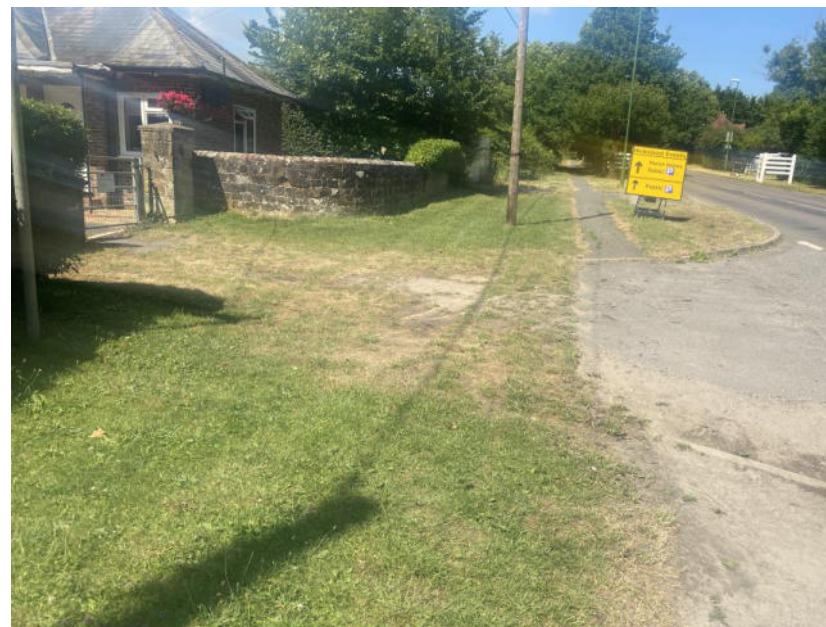




Figure 4-3: One-Way Working Section



- 4.1.3 Highway boundary data was obtained for the site frontage, and is included as **Appendix B**. This indicates that the B2118, Oakhurst and the land between are all public highway.

4.2 Design Guidance

West Sussex County Council: Local Design Guide Supplementary Guidance for Residential Development Proposals

- 4.2.1 The WSCC Design Guide sets out that “*proposals should demonstrate whether the design of street widths is adequate for the type and flow of traffic they would be expected to accommodate*”. Vehicle tracking is required.

West Sussex County Council Developers Guidance Note: Developer-Funded Traffic Engineering and Traffic Calming Schemes Version 2 (2017)

- 4.2.2 This WSCC Guidance Note guides developers in the delivery of traffic calming through the S106 and Section 278 / 38 processes.
- 4.2.3 Key considerations in determining the preferred type of traffic calming are set out, which must consider the characteristics of the location and its surrounding area, as well as:
- Concentrating on reducing the likelihood of collisions and speeding



- Ensuring that proposals will not adversely affect emergency services, buses or heavy goods vehicles
- Enhancing the environment, or as a minimum not adversely impacting the environment
- Allow for easy replacement and maintenance by WSCC

4.2.4 Road Safety Audits need to be undertaken during the design and construction stages. Additionally, informal and formal consultation is required to help shape the design.

Mid Sussex Design Guide Supplementary Planning Document (2020)

- 4.2.5 The Mid Sussex Supplementary Planning Document (SPD) was adopted in 2020, providing design principles with the aim of delivering high quality new development across the area. Chapter four covers Site Layout, Streets and Spaces.
- 4.2.6 Principle DG17 sets out the need to *“provide attractive streets and spaces defined by buildings rather than the highway, that encourage low speeds and that are safe to use by everyone”*. Residential streets should be designed for maximum speeds of 20mph, with traffic calming measures which are integral to the street design.

4.2.7 Parking should be integrated to support attractive streets and spaces in line with Principle DG18. Principle DG21 requires servicing, refuse collection and deliveries to be considered.

Hurstpierpoint and Sayers Common Parish 2031 Neighbourhood Plan

4.2.8 The Hurstpierpoint and Sayers Common Neighbourhood Plan sets out the development principles and allocations for the period from 2014 to 2031.

4.2.9 Of note, Countryside Aim 1 sets out that *“the Highway Authority shall be encouraged to identify and implement ‘Quiet Lanes’ to reduce vehicular speeds and encourage shared space between vehicles, pedestrians, cyclists and equestrians.”*

4.2.10 Transport Aim 1 explains that *“safety of road and footway users in our rural Parish is of paramount importance and this factor will be core to the detailed policies contained in the Plan”*, whilst Aim 6 notes that *“schemes will be introduced to improve safety on those roads that are co-used by vehicles, pedestrians, cyclists and horse-riders”*.



4.3 Proposed Access

4.3.1 The existing access benefits from good levels of visibility in both directions, in excess of the requirement for a 30mph speed limit.

4.3.2 The access would need to be upgraded, including:

- Provision of formalised give way markings at the access
- Introduction of tactile paving for the pedestrian footway. Further, it may be appropriate to provide a continuous footway across the access, which could be demarcated through the use of contrasting surfacing. This would emphasise the pedestrian priority in this location.
- Provision of a footway alongside the access into the site. The construction of this would require some tree removal, the suitability of which would need to be confirmed by an arboriculturist.

4.3.3 Within the site, the layout will need to be such that vehicles do not queue within the residential areas to access LVS Hassocks for drop-off and pick-up trips, if the school remains within the site.

4.3.4 The exiting bridleway will form an emergency access to the site. It is anticipated that the grass verge section will need to

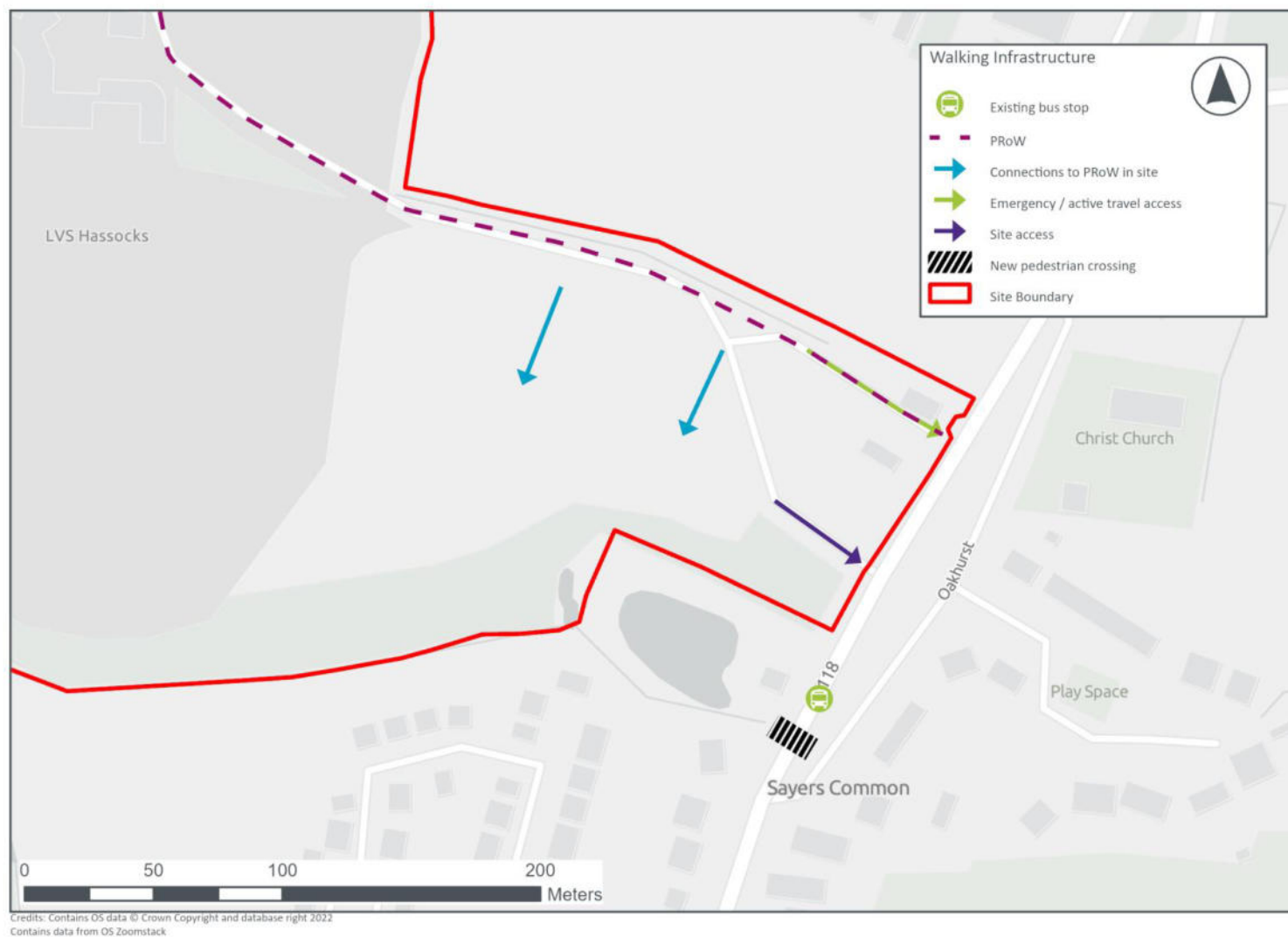
be upgraded to facilitate this, with the preferred approach being reinforced grass.

4.3.5 Alongside this, there is potential for traffic calming measures to be introduced both at the site access, and within the centre of Sayers Common. This would help to alleviate the existing speeding concerns, whilst improving the environment for pedestrians and cyclists.

4.3.6 Based on the location context, it is recommended that build outs would be the most appropriate form of traffic calming, which could incorporate informal pedestrian crossings (with dropped kerbs and tactile paving) and / or planters.



Figure 4-4: Proposed Access Strategy



5 Pedestrian and Cycle Connectivity

- 5.1.1 To maximise the sustainability of the site, there will need to be a high degree of permeability between the proposed development and the existing pedestrian and cycle network links.

5.2 Existing Public Rights of Way

- 5.2.1 A plan of the Public Rights of Way in the vicinity of the site is provided as Figure 5-4.
- 5.2.2 A bridleway runs along the northern edge of the site, path number 9Hu. This path continues west to Twineham Lane. The draft allocation stipulates a requirement for the development to integrate with and upgrade this public right of way.
- 5.2.3 Currently, this path is reached via a gate from the B2118. Between the edge of the footway and the gate is a grass verge. Beyond the gate, the bridleway benefits from asphalt surfacing, which extends to the school. To the west of the school the surfacing changes to an unbound material, before the path becomes unsurfaced as it routes through the fields.

Figure 5-1: Public Right of Way 9Hu





5.2.4 The Mid Sussex District Council draft Regulation 18 District Plan requires a development on this site to: *“Prioritise pedestrian and cycle access throughout the development and integrate with and upgrade the existing PROW which crosses the site.”*

5.2.5 Further, Public Rights of Way 86Hu (bridleway, crossing the A23 via a bridge close to Coombe Farm) and 36Hu (footpath) provide a connection to Hurstpierpoint.

5.3 Existing Footways and Crossing Provision

5.3.1 In the vicinity of the site, there is footway provision along the western side of the B2118 only. A footway along the eastern side of the carriageway commences to the south of the bus stop opposite the school access.

5.3.2 There is a lack of pedestrian crossing provision on the B2118. This is restricted to dropped kerbs with tactile paving at the Mill Lane and Reeds Lane roundabouts. These crossings are in a poor condition, and are not located in the centre of the village where the greatest crossing demand can be expected. Additionally, within the village centre the parking laybys and bus stop layby restrict crossing opportunities / result in very long crossing distances. Furthermore, there is limited pedestrian connectivity to Oakhurst, particularly from the northern extent of this road.

Figure 5-2: Footway provision in Sayers Common village

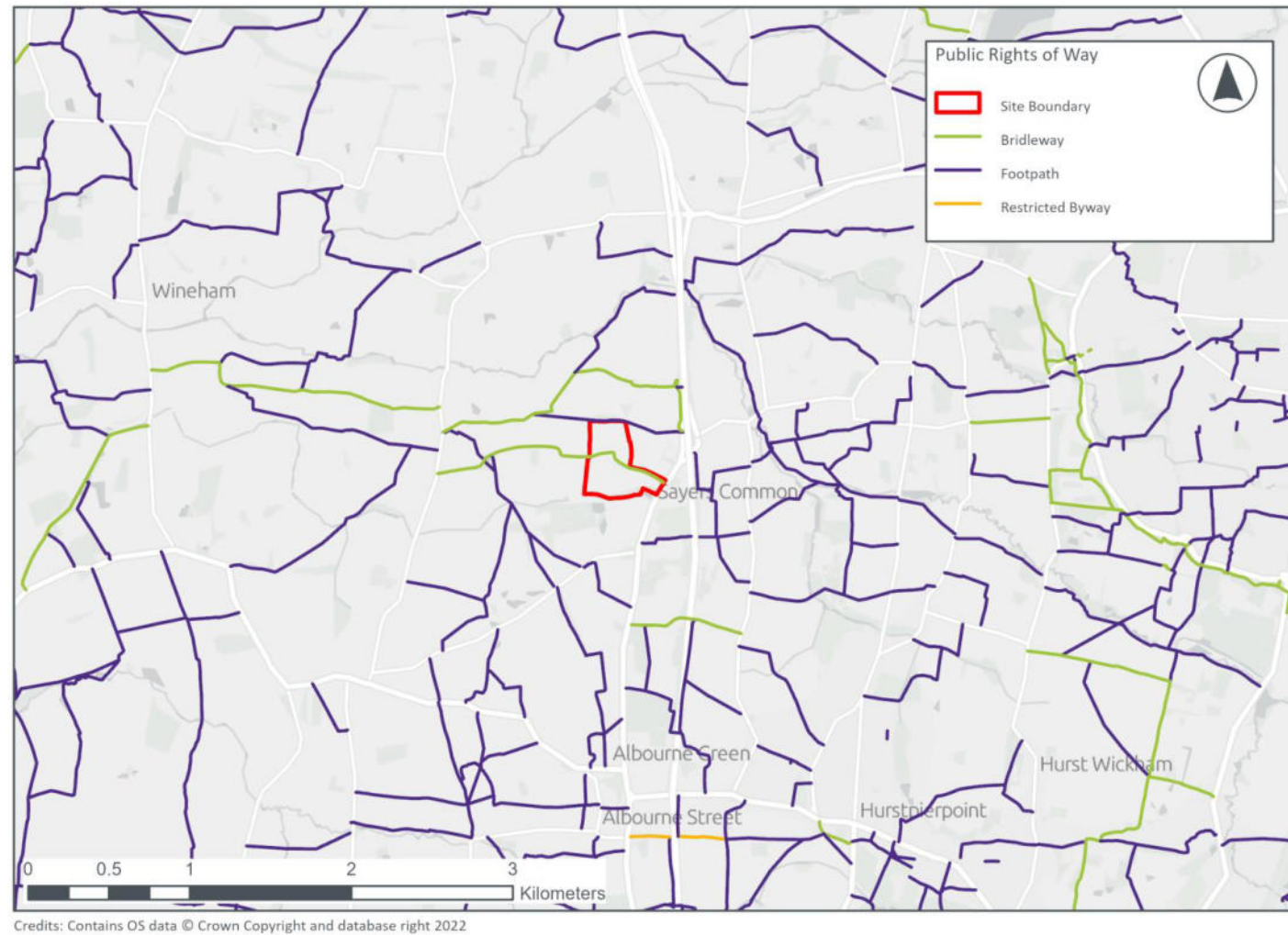


Figure 5-3: Poor condition pedestrian crossing





Figure 5-4: Public Rights of Way



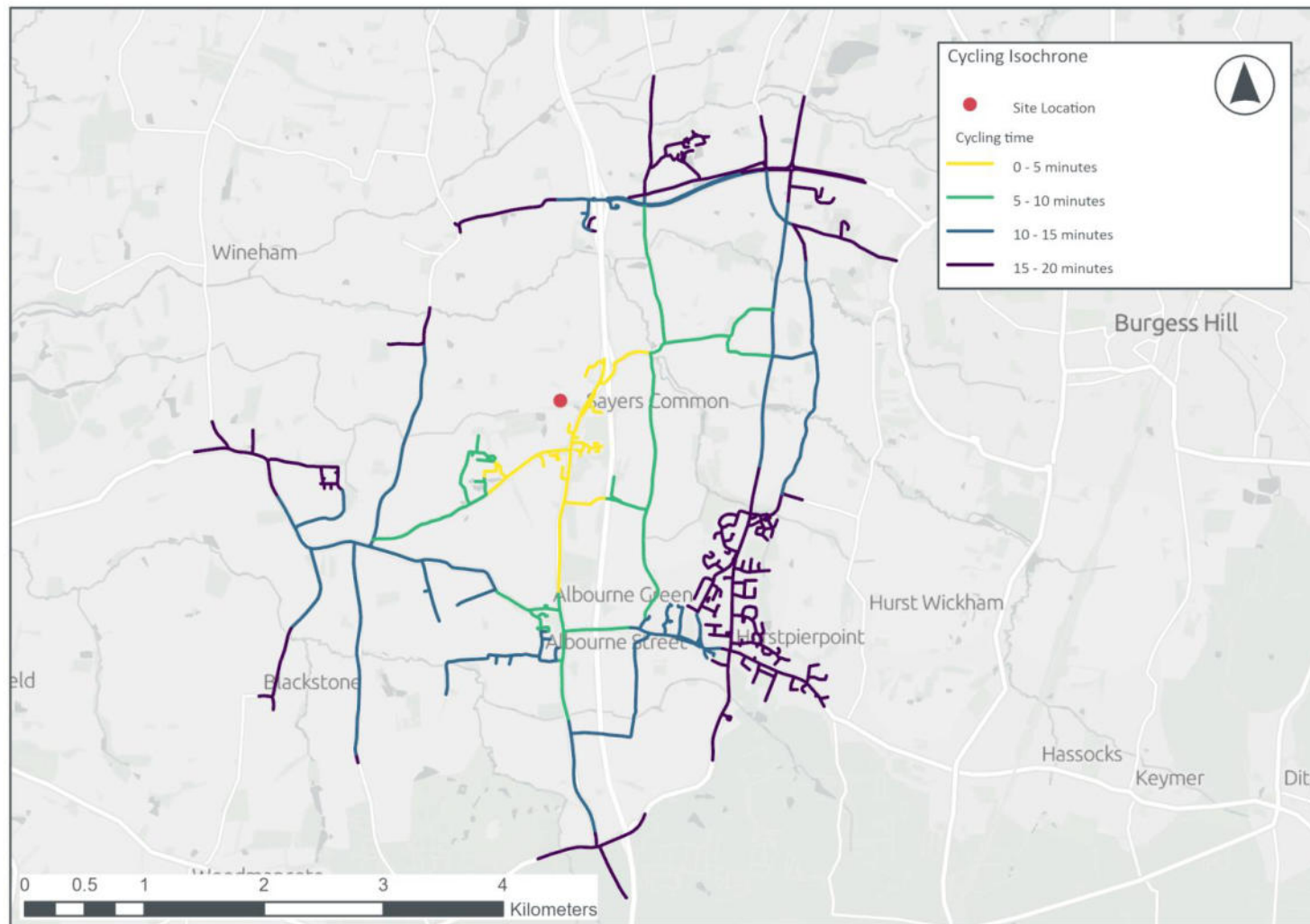


5.4 Existing Cycling Infrastructure

- 5.4.1 The plan overleaf (Figure 5-5) illustrates cycle isochrone catchments from the site. This shows that destinations including Hurstpierpoint, Blackstone, Albourne and Hickstead can all be reached in 20 minutes or less.
- 5.4.2 In 2021, West Sussex County Council undertook consultation for a cycle path linking Sayers Common to Hassocks, including a section through Hurst Meadows. This has not been constructed.
- 5.4.3 Sayers Common is also located on the Hassocks Area Circular Cycle Route 2. This is a 12 mile (19.5km) route through Hassocks, Goddards Green, Twineham, Sayers Common and Hurstpierpoint.
- 5.4.4 Cycle shops and repair centres can be found in Burgess Hill and Hassocks, with Hassocks also benefiting from a cycle hire centre.



Figure 5-5: Cycling Isochrones



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5.5 Pedestrian and Cycle Access Strategy

Pedestrian Crossing Provision

- 5.5.1 The assessment undertaken has established that the main constraint on active travel trips in the area is the lack of crossing provision on the B2118.
- 5.5.2 To address this, it is recommended that a new pedestrian crossing is introduced immediately south of the southbound bus stop on the B2118. This could take the form of dropped kerbs with tactile paving. A crossing in this location would benefit those walking from the site to the bus stop, as well as to the village hall and community shop.
- 5.5.3 A crossing in this location would provide sufficient visibility for pedestrians based on the requirements of Manual for Streets for a 30mph speed limit. However, this would be obstructed by buses stopped in the bus layby. Given that there are circa 20 buses per day serving this stop, the probability of a bus impacting pedestrian sight lines would be low.
- 5.5.4 Furthermore, there is also scope to provide new pedestrian crossings comprising dropped kerbs with tactile paving further south on the B2118, as part of traffic calming build

outs. This would both reduce pedestrian crossing distances and vehicle speeds.

Public Right of Way

- 5.5.5 The draft Local Plan also stipulates that a development on this site should integrate with and upgrade the existing Public Right of Way which crosses it.
- 5.5.6 Generally, the Public Right of Way is considered to be in a good condition, particularly to the east of the school buildings. There is scope for the existing unbound section along the northern edge of the school to be upgraded to asphalt surfacing. No improvements further west would be appropriate given that this route subsequently runs through fields. There is also a good level of existing signage along this route.

Pedestrian Connectivity

- 5.5.7 To maximise pedestrian connectivity, a new pedestrian route could be provided to connect south into the new Linden Homes development at Goldcrest Drive.
- 5.5.8 Furthermore, a number of connections north to the existing Public Right of Way will be incorporated into the layout.



Cycle Connectivity

- 5.5.9 As detailed previously, WSCC have previously consulted on proposals to improve cycle connectivity between Sayers Common and Hassocks, which would then facilitate longer distance sustainable travel through a combination of cycling and train.
- 5.5.10 As part of any future development on the site, it is anticipated that a financial contribution will be made to improving sustainable travel provision which could be put towards the delivery of this wider improvement or suitable alternative works resulting in a wider benefit for both new and existing residents of Sayers Common.



6 Public Transport Connectivity

6.1 Public Transport Catchment

6.1.1 Destinations which can be reached by public transport from the site with a maximum travel time of one hour are shown in Figure 7-1 overleaf.

6.1.2 Key locations which can be accessed include:

- Burgess Hill, 20 minutes
- Hassocks, 20 minutes
- Haywards Heath, 40 minutes – by bus, changing in Burgess Hill or Hassocks
- Brighton, 50 minutes – accessed via bus number 273
- Gatwick Airport, 60 minutes – by bus to Burgess Hill, Crawley or Hassocks, followed by train (Southern or Thameslink)

6.2 Existing Rail Access

6.2.1 Residents of Sayers Common can use either Burgess Hill railway station or Hassocks railway station.

6.2.2 Burgess Hill station is approximately a 12 minute drive, 20 minutes by bus (number 100) or 38 minutes by cycle. This station has 141 car parking spaces (five accessible), as well

as 64 cycle parking spaces. Hassocks station is approximately a 12 minute drive, 22 minutes by bus (number 273) or 29 minutes by cycle. Hassocks station has 152 car parking spaces (two accessible), in addition to 154 cycle parking spaces.

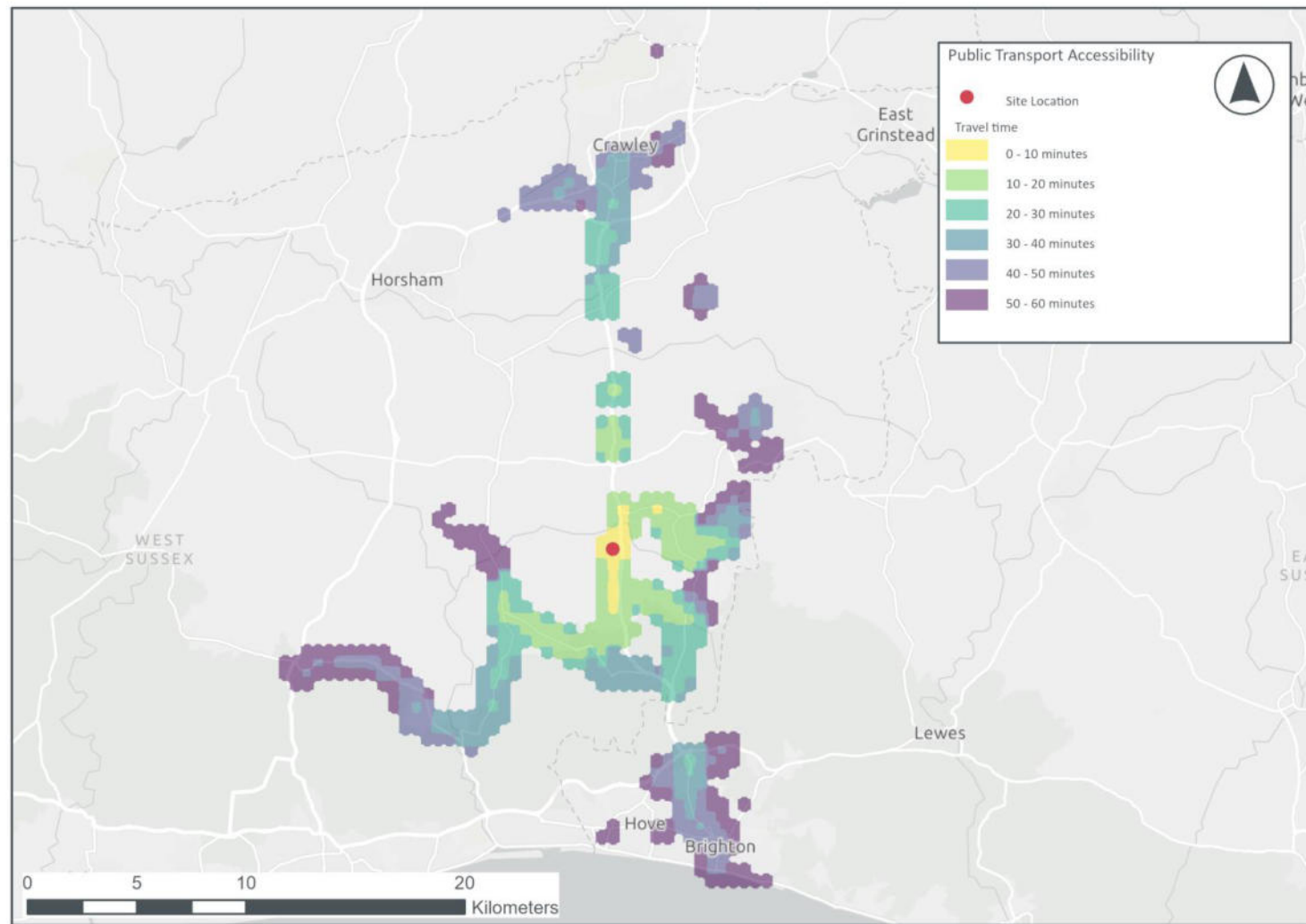
6.2.3 These stations provide access to rail services as follows. The peak hour frequencies shown are from Burgess Hill station, which has slightly more frequent services than Hassocks:

- 1-2 trains per hour to Littlehampton (via Hove and Worthing), journey time circa 52 minutes
- 4 trains per hour to Brighton, journey time circa 12-15 minutes
- 4 trains per hour to London Victoria (via Gatwick Airport), journey time circa 50 minutes
- 2 trains per hour to Bedford (via London Bridge), journey time circa 2 hours 10 minutes
- 2 trains per hour to Cambridge, journey time circa 2 hours 16 minutes

6.2.4 Thus, there is a good opportunity for trips further afield from the site to be undertaken by rail, with a range of destinations directly accessible and further destinations reachable with a change.



Figure 6-1: Public Transport Accessibility, 60 minutes



Credits: Esri UK, Esri, HERE, Garmin, Foursquare, FAO, METI/NASA, USGS



6.3 Existing Bus Access

- 6.3.1 Bus stops are located on the B2118, known as ‘School’ stops. The southbound stop is circa 40m from the site access, with the northbound stop circa 160m from the site access. The locations of the stops can be seen in Figure 6-4, with the routes set out in Table 6-1. There is currently no crossing provision on the B2118.
- 6.3.2 Both the northbound and southbound stops benefit from shelters with seating and bus flags with timetable information. Additionally, the stops both have laybys with bus cage markings.

Table 6-1: Bus Services

No.	Route	Peak Frequency	Hours of Operation	Days of Operation
100	Horsham – Slinfold – Billingshurst – Pulborough – Storrington – Steyning – Henfield – Sayers Common – Burgess Hill	Approx. hourly	06:32-19:05	Monday – Saturday
273	Brighton – Hassocks – Hurstpierpoint – Sayers Common – Crawley Bus Station	Approx. every two hours	04:53-20:05	Monday – Saturday
331	Sayers Common – Hurstpierpoint – Hassocks – Downlands Community School	One service, AM only	08:00	School days only

Figure 6-2: Southbound Bus Stop

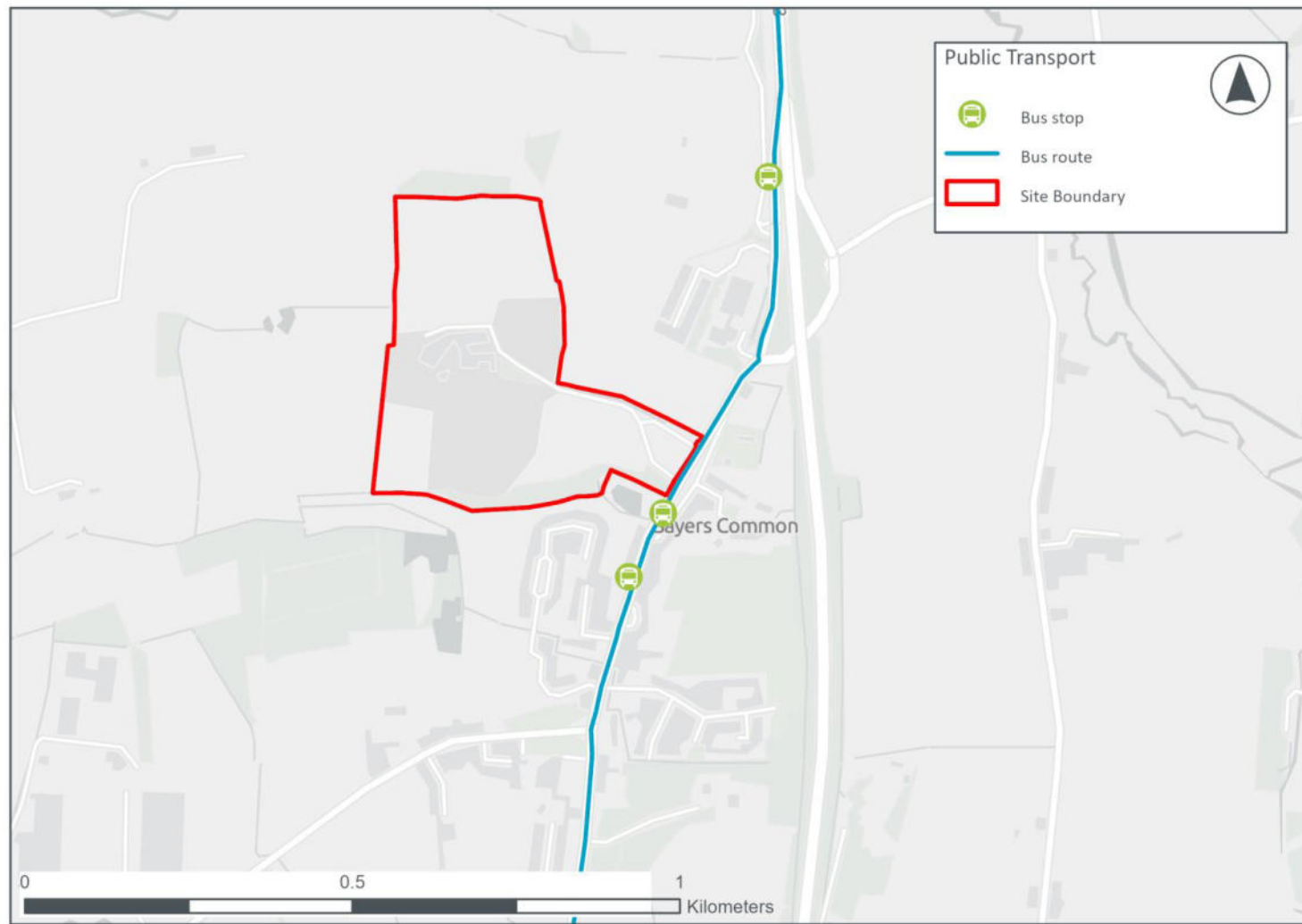


Figure 6-3: Northbound Bus Stop





Figure 6-4: Bus Stops and Routes



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6.4 Public Transport Access Strategy

- 6.4.1 There is currently a relatively good level of bus provision available within Sayers Common for a village location, as well as good infrastructure provision at the bus stops.
- 6.4.2 Nonetheless, public transport users would benefit from enhanced pedestrian crossing provision, as detailed earlier in this Transport Strategy. In particular, this would facilitate access for residents of the development to the southbound stop on the opposite side of the B2118. Also, contributions will likely be made to delivering wider cycle connections, including a potential link to Hassocks from rail services can be accessed.
- 6.4.3 The local bus services would be promoted to new residents within a Welcome Pack, to be provided as part of a Travel Plan for the site.



7 Reducing Car Dependency

7.1.1 The Transport Strategy is aimed towards minimising the need to travel and ensuring sustainable and active travel modes are the default choice for journeys from the site as far as reasonably possible. To reinforce this a series of measures will be considered to further reinforce this aim and facilitate a reduction in private car use. These would include:

- Possible provision of car club vehicles at the development to provide an alternative to private car ownership and particularly target a reduction in second car ownership.
- Incorporating parking solutions that remove the default convenience of private car use and reduce the dominance of parking in the street scene, possibly including off-plot residential parking for second cars, shared unallocated provision and prioritising cycle parking to be in the most convenient location.
- Provision of adaptable parking solutions that can reflect changing patterns of car ownership including car ports that can be converted to living accommodation where residents opt for a low car lifestyle.
- Ensuring that high speed, reliable internet connections are provided and that the design of houses allows for

suitable space to enable occupants to work from home comfortably, potentially reducing the need to travel.



8 Summary and Conclusions

8.1 Summary

- 8.1.1 This Transport Strategy has been prepared by PJA on behalf of The Licensed Trade Charity in relation to a proposed development at LVS Hassocks. The site has the potential to accommodate circa 200-250 residential dwellings.
- 8.1.2 In order to determine an appropriate access strategy, analysis of the potential trip generation and distribution has been undertaken. The local highway, public transport, and pedestrian and cycle infrastructure have been reviewed to establish the suitability of the existing provision and the potential for improvements.

8.2 Conclusions

- 8.2.1 There is good potential for development trips remaining within Sayers Common to be undertaken by active modes of travel. To complement this, there is a good level of public transport provision for trips further afield, alongside the opportunity for such trips to be made by cycle.
- 8.2.2 This strategy document demonstrates that:
- The site offers a sustainable location for future residential development, with potential for journeys to be

undertaken on foot, by cycle or by public transport. This was confirmed through the recent Appeal Decisions for the development to the south.

- The development offers an opportunity to fully embed sustainable travel patterns and reduced car ownership amongst new residents through the provision of a Travel Plan, encompassing both infrastructural and promotional measures.
- There is good potential for trips to local amenities within Sayers Common to be undertaken on foot, whilst there are bus services in the vicinity which could be used for journeys further afield. These modes can be enhanced through improved pedestrian crossing facilities on the B2118.
- Cycle trips can be made from the site to destinations including Hurstpierpoint, Burgess Hill and Hassocks. Burgess Hill and Hassocks both benefit from railway stations. The stations have cycle parking, and can also be accessed by bus.
- Vehicular access to the site can be achieved from the B2118, in the location of the existing access to LVS Hassocks. There is additionally potential for an emergency and active modes access to be provided along the existing PROW.



- A package of measures will be introduced to reduce car dependency at the development, which will help offset any residual highway impacts from the proposed scheme.

8.2.3 Based on the conclusions of this transport strategy, adequate and safe access can be achieved to the site, which would represent a suitable location for future residential led development from a transport perspective.



Appendix A TRICS Output

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

MULTI-MODAL TOTAL VEHICLESSelected regions and areas:

02 SOUTH EAST	
IW ISLE OF WIGHT	1 days
KC KENT	1 days
SC SURREY	1 days
WS WEST SUSSEX	3 days
03 SOUTH WEST	
DC DORSET	1 days
04 EAST ANGLIA	
CA CAMBRIDGESHIRE	1 days
NF NORFOLK	3 days
05 EAST MIDLANDS	
LE LEICESTERSHIRE	1 days
07 YORKSHIRE & NORTH LINCOLNSHIRE	
NE NORTH EAST LINCOLNSHIRE	1 days
NY NORTH YORKSHIRE	1 days
08 NORTH WEST	
AC CHESHIRE WEST & CHESTER	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 432 (units:)
 Range Selected by User: 50 to 500 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 09/11/22

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

Selected survey days:

Monday	1 days
Tuesday	6 days
Wednesday	1 days
Thursday	5 days
Friday	2 days

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

Selected survey types:

Manual count	15 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town	5
Neighbourhood Centre (PPS6 Local Centre)	9
Free Standing (PPS6 Out of Town)	1

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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:

Village	9
Out of Town	2
No Sub Category	4

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	3 days - Selected
Servicing vehicles Excluded	17 days - Selected

Secondary Filtering selection:

Use Class:

C3	15 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

Population within 1 mile:

1,001 to 5,000	5 days
5,001 to 10,000	7 days
10,001 to 15,000	3 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	2 days
25,001 to 50,000	7 days
50,001 to 75,000	4 days
75,001 to 100,000	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	1 days
1.1 to 1.5	11 days
1.6 to 2.0	3 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	8 days
No	7 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	15 days
-----------------	---------

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

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LIST OF SITES relevant to selection parameters

1	AC-03-A-06	DETACHED HOUSES	CHESHIRE WEST & CHESTER
	COMMON LANE		
	NEAR CHESTER		
	WAVERTON		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	99	
	Survey date: FRIDAY	29/04/22	Survey Type: MANUAL
2	CA-03-A-08	DETACHED & SEMI-DETACHED	CAMBRIDGESHIRE
	GIDDING ROAD		
	SAWTRY		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	83	
	Survey date: THURSDAY	13/10/22	Survey Type: MANUAL
3	DC-03-A-09	MIXED HOUSES	DORSET
	A350		
	SHAFTESBURY		
	Edge of Town		
	No Sub Category		
	Total No of Dwellings:	50	
	Survey date: FRIDAY	19/11/21	Survey Type: MANUAL
4	IW-03-A-01	DETACHED HOUSES	ISLE OF WIGHT
	MEDHAM FARM LANE		
	NEAR COWES		
	MEDHAM		
	Free Standing (PPS6 Out of Town)		
	Out of Town		
	Total No of Dwellings:	72	
	Survey date: TUESDAY	25/06/19	Survey Type: MANUAL
5	KC-03-A-08	MIXED HOUSES	KENT
	MAIDSTONE ROAD		
	CHARING		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	159	
	Survey date: TUESDAY	22/05/18	Survey Type: MANUAL
6	LE-03-A-02	DETACHED & OTHERS	LEICESTERSHIRE
	MELBOURNE ROAD		
	IBSTOCK		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	85	
	Survey date: THURSDAY	28/06/18	Survey Type: MANUAL
7	NE-03-A-02	SEMI DETACHED & DETACHED	NORTH EAST LINCOLNSHIRE
	HANOVER WALK		
	SCUNTHORPE		
	Edge of Town		
	No Sub Category		
	Total No of Dwellings:	432	
	Survey date: MONDAY	12/05/14	Survey Type: MANUAL

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LIST OF SITES relevant to selection parameters (Cont.)

8	NF-03-A-27	MIXED HOUSES & FLATS	NORFOLK
	YARMOUTH ROAD		
	NEAR NORWICH		
	BLOFIELD		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	93	
	Survey date: THURSDAY	16/09/21	Survey Type: MANUAL
9	NF-03-A-34	MIXED HOUSES	NORFOLK
	NORWICH ROAD		
	SWAFFHAM		
	Edge of Town		
	Out of Town		
	Total No of Dwellings:	80	
	Survey date: TUESDAY	27/09/22	Survey Type: MANUAL
10	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
11	NY-03-A-10	HOUSES AND FLATS	NORTH YORKSHIRE
	BOROUGHBRIDGE ROAD		
	RIPON		
	Edge of Town		
	No Sub Category		
	Total No of Dwellings:	71	
	Survey date: TUESDAY	17/09/13	Survey Type: MANUAL
12	SC-03-A-09	MIXED HOUSES & FLATS	SURREY
	AMLETS LANE		
	CRANLEIGH		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	136	
	Survey date: TUESDAY	24/05/22	Survey Type: MANUAL
13	WS-03-A-07	BUNGALOWS	WEST SUSSEX
	EMMS LANE		
	NEAR HORSHAM		
	BROOKS GREEN		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	57	
	Survey date: THURSDAY	19/10/17	Survey Type: MANUAL
14	WS-03-A-15	MIXED HOUSES	WEST SUSSEX
	HILLAND ROAD		
	BILLINGSHURST		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	380	
	Survey date: TUESDAY	23/11/21	Survey Type: MANUAL
15	WS-03-A-16	DETACHED & SEMI-DETACHED	WEST SUSSEX
	BRACKLESHAM LANE		
	BRACKLESHAM BAY		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	58	
	Survey date: WEDNESDAY	09/11/22	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.

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MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
WS-03-A-12	Surveyed during COVID pandemic restrictions

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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): 1.62

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	15	129	0.073	15	129	0.244	15	129	0.317
08:00 - 09:00	15	129	0.128	15	129	0.313	15	129	0.441
09:00 - 10:00	15	129	0.129	15	129	0.140	15	129	0.269
10:00 - 11:00	15	129	0.121	15	129	0.145	15	129	0.266
11:00 - 12:00	15	129	0.110	15	129	0.138	15	129	0.248
12:00 - 13:00	15	129	0.167	15	129	0.155	15	129	0.322
13:00 - 14:00	15	129	0.137	15	129	0.147	15	129	0.284
14:00 - 15:00	15	129	0.145	15	129	0.163	15	129	0.308
15:00 - 16:00	15	129	0.234	15	129	0.169	15	129	0.403
16:00 - 17:00	15	129	0.262	15	129	0.184	15	129	0.446
17:00 - 18:00	15	129	0.288	15	129	0.153	15	129	0.441
18:00 - 19:00	15	129	0.235	15	129	0.142	15	129	0.377
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.029			2.093			4.122

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 - 432 (units:)
Survey date date range:	01/01/12 - 09/11/22
Number of weekdays (Monday-Friday):	15
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	1

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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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): 1.62

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	15	129	0.102	15	129	0.383	15	129	0.485
08:00 - 09:00	15	129	0.173	15	129	0.588	15	129	0.761
09:00 - 10:00	15	129	0.193	15	129	0.235	15	129	0.428
10:00 - 11:00	15	129	0.190	15	129	0.224	15	129	0.414
11:00 - 12:00	15	129	0.166	15	129	0.212	15	129	0.378
12:00 - 13:00	15	129	0.246	15	129	0.220	15	129	0.466
13:00 - 14:00	15	129	0.217	15	129	0.233	15	129	0.450
14:00 - 15:00	15	129	0.235	15	129	0.273	15	129	0.508
15:00 - 16:00	15	129	0.474	15	129	0.268	15	129	0.742
16:00 - 17:00	15	129	0.461	15	129	0.283	15	129	0.744
17:00 - 18:00	15	129	0.471	15	129	0.244	15	129	0.715
18:00 - 19:00	15	129	0.366	15	129	0.230	15	129	0.596
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.294			3.393			6.687

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.

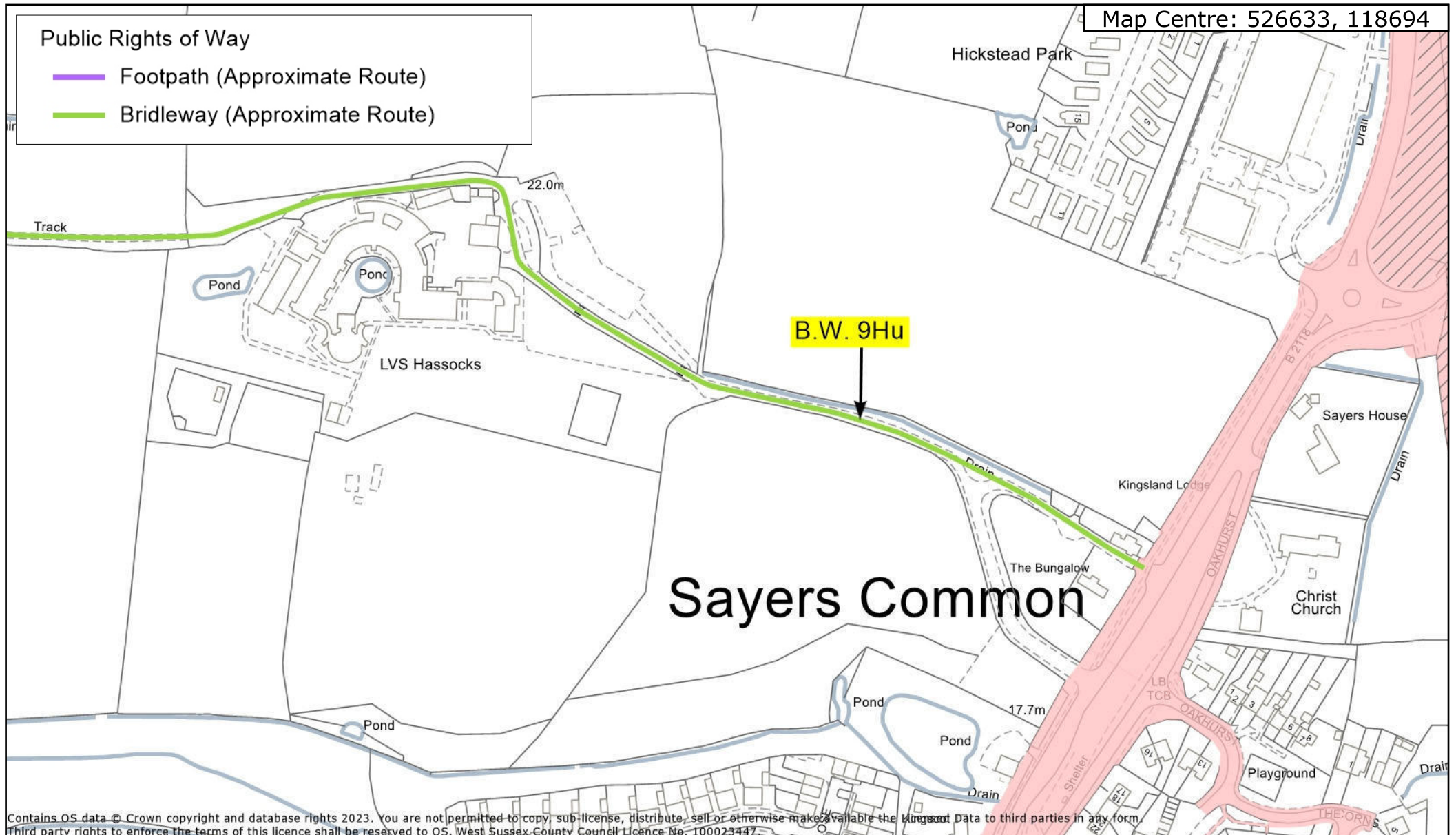


Appendix B Highway Boundary

Map Centre: 526633, 118694

Public Rights of Way

- Footpath (Approximate Route)
- Bridleway (Approximate Route)



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13 June 2023
Carol Rigler

Planning Services

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