Land West of Bines Road, Partridge Green

Travel Plan

November 2025

Croudace Homes

paulbasham associates

Transport Planning Travel Planning Civil & Structural Engineering

RESIDENTIAL DEVELOPMENT
LAND WEST OF BINES ROAD
PARTRIDGE GREEN

Travel Plan

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RESIDENTIAL DEVELOPMENT
LAND WEST OF BINES ROAD
PARTRIDGE GREEN

Travel Plan

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1. INTRODUCTION

1.1 This Travel Plan (TP) has been prepared by Paul Basham Associates on behalf of Croudace Homes to support a full planning application for a 101-unit residential development at Land West of Bines Road, Partridge Green. The site location is demonstrated in **Figure 1**, with the site layout included in **Appendix A**.

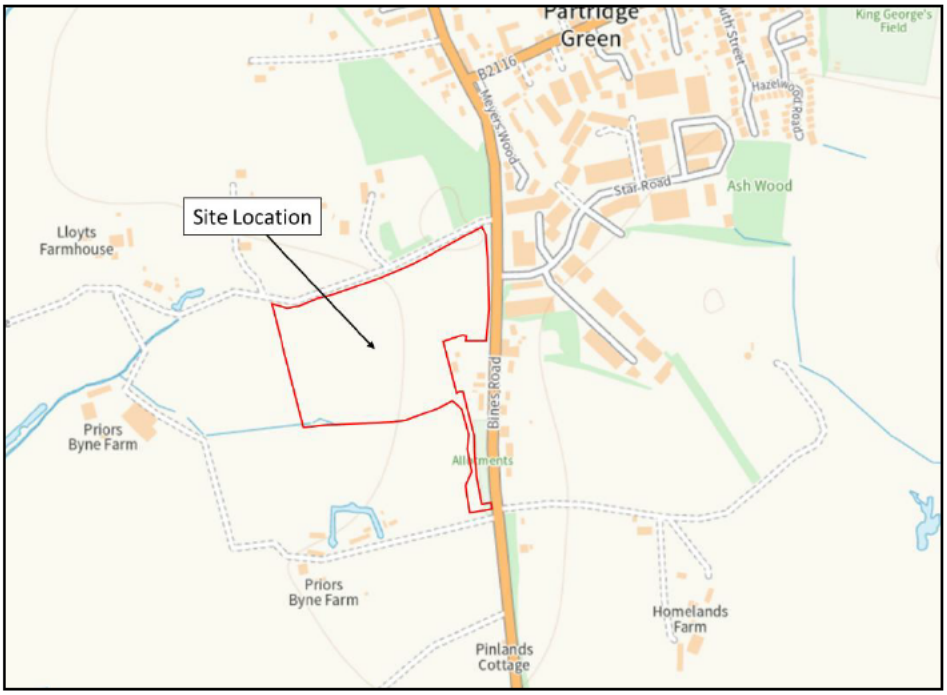

Figure 1: Site Location

1.2 In October 2024, a planning application was submitted for 101 residential units (ref: DC/24/1699). Whilst all the highway comments were addressed through post planning discussions with West Sussex County Council (WSCC), the scheme was refused on Water Neutrality grounds in August 2025 with no objection from highways. However, since the application was refused, the Environment Agency and Southern Waters (amongst others) have announced that new development will be permitted in the Sussex North Water Resource Zone (WRZ), and as such this application is being submitted.

1.3 The proposed development and internal layout of the site underwent multiple revisions in response to pre-application discussions, liaison with West Sussex County Council (WSCC) highways officers, post planning discussions and a Public Consultation (undertaken on the 18th April 2024) as part of the previous refused application. The highways responses to the refused application are attached in **Appendix B** with WSCC correspondence attached in **Appendix C**. Therefore, the scope of this HTP has been informed by these discussions/comments where appropriate.

1.4 The proposed access will take the form of a 6m wide bellmouth junction with 6m radii. 243 car parking spaces and 161 cycle parking spaces are proposed as part of the development.

1.5 As part of the refused application, WSCC provided highways comments on the proposed scheme which are attached as **Appendix B**. The points relevant to the original TP are summarised below:

- The Travel Plan (TP) should be updated to reflect current WSCC guidance.
- The Travel Plan should reflect the additional requirements for sustainable travel.
- Once updated, the FINAL Travel Plan and its associated monitoring fee [redacted] should be secured by S106 Agreement.

1.6 These points were addressed in the TP submitted as part of the original application (ref: DC/24/1699) and following this, as aforementioned, WSCC raised no objections to the application submitted in the context of highways matters, instead refusing the site on Water Neutrality grounds. This resubmission of the Travel Plan still considers the points previously raised and thereafter accepted by WSCC.

1.7 In addition to this Travel Plan a Highways Transport Assessment (HTA) has been prepared, outlining the anticipated impacts of the development in relation to transportation. Both these reports address the comments raised by WSCC highways as part of the live application. Therefore, this Travel Plan should be read in conjunction with that document.

Purpose of the Travel Plan

1.8 A TP is a strategy for managing travel demand to a development site by addressing the travel needs of its future users, reducing the impact of car travel by promoting and facilitating the use of sustainable modes of transport, encouraging a reduced need to travel and increasing sustainable travel practices where appropriate. This TP supports access to a full range of local facilities and activities for future site users, whilst encouraging good design principles and working with the local community.

1.9 A TP is an evolving process initiated by a front-loading exercise through site visits, the completion of a TP, and frequent meetings and conversations between its authors (Paul Basham Associates), the client (Croudace Homes) and the Local Authorities (West Sussex County Council). As such the TP will develop over time following feedback received from monitoring exercises, local developments in sustainable transport and other external factors.

Travel Plan Principles

1.10 A successful TP must follow a set of principles to be determined acceptable and create a sustainable development. A TP must be Transparent, Realistic, Achievable, Committed, Enforceable and Sustainable

(TRACES). This TP therefore aims to demonstrate that there are sustainable local travel options available, and measures proposed, along with an implementation and monitoring strategy.

Vision

1.11 The NPPF states:

'In line with paragraphs 115 and 118 of the National Planning Policy Framework (NPPF) a vision-led transport planning seeks to set out a preferred future in terms of how people will travel and cater for that vision, promoting active and sustainable travel. It seeks to move away from a Predict & Provide approach. Where future travel forecasts are predicated on historical travel data and the assumption that future travel habits will mirror those in the past. The vision-led approach also incorporates more rigorous monitoring, and potentially additional mitigation, should the monitoring show that forecasts do not materialise as envisaged at application stage. WSCC requires that Transport Assessment and Statements are taking a vision-led approach, as is now required by the NPPF'.

1.12 The vision for the site is to create an environmentally aware residential development, which integrates with the surrounding area, prioritising travel for pedestrians, cyclists and those using sustainable modes of travel including public transport, with the aim to reduce the reliance on private vehicles, and encourage walking, cycling and use of public transport, as the preferred method of travel. To ensure this, routes will be integrated into the development for pedestrians and cyclists, to connect onto Bines Road and the surrounding local area, including The Downs Link. Creating a sustainable and connected development, making these modes of transport convenient and appealing to current residents within the area, as well as the residents of this development will be key.

1.13 Moreover, the development will reduce the need for private car ownership not only by providing connections for pedestrians and cyclists throughout the site, but through providing ample cycle storage and electric vehicle charging stations. Along with this, as is discussed in detail later within this TP, the development will promote information on active travel, public transport and car-sharing through the site's Travel Plan Coordinator. Therefore, the site will integrate environmentally friendly practices and infrastructure, while also enhancing the overall quality of life for prospective residents and reducing carbon emissions.

1.14 Consequently, the development is deeply committed to operating as sustainably as possible, a vision that is thoroughly articulated, with sustainable credentials of the site comprehensively outlined in the submitted TA and summarised within the ATA.

1.15 In line with this vision the target for the development will be a 10% reduction in vehicle trips over a 12-hour weekday period, which will be discussed further within this TP.

Vision Based Travel Planning

1.16 Developing on from the vision for the development, at the heart of this sustainable approach is this Travel Plan. The Travel Plan's initiatives ensure that all residents are fully informed and aware of the various walking, cycling and public transport offerings available within the site's locale. With a commitment to reducing vehicle trips for residents and visitors at the centre of this plan, through active and sustainable modes of travel becoming the preferred way of travel.

Travel Plan Structure and Approach

1.17 This TP will follow the following structure:

- Chapter 2 – Travel Plan Policy
- Chapter 3 – Existing Conditions and Local Accessibility
- Chapter 4 – Proposed Development
- Chapter 5 – Indicative Baseline and Targets
- Chapter 6 – Travel Plan Strategy
- Chapter 7 – Implementation and Monitoring

2. TRAVEL PLAN POLICY

2.1 This TP has been produced in accordance with relevant national, regional and local policy. For reference this includes:

- National Planning Policy Framework (NPPF);
- West Sussex Transport Plan (LTP4) 2022-2036;
- West Sussex Walking and Cycling Strategy 2016-2026; and
- West Sussex County Council Travel Plan Guidance.
- Horsham District Planning Framework (excluding South Downs National Park) November 2015;
- Horsham District Local Plan 2023-2040 (Regulation 19) (Emerging);

National Planning Policy Framework (NPPF)

2.2 The NPPF (December 2024) acts as the central guidance for development planning. As defined in NPPF Annex 2: Glossary, a Travel Plan is '*a long-term management strategy for an organisation or site that details how agreed sustainable transport objectives are to be delivered, and which is monitored and regularly reviewed*' and is a requirement for developments which generate a significant amount of movement. The following NPPF paragraphs are relevant to the Travel Plan:

Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. This should involve: *a) making transport considerations an important part of early engagement with local communities;* *b) ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;* *c) understanding and addressing the potential impacts of development on transport networks;* *d) realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for example in relation to the scale, location or density of development that can be accommodated;* *e) identifying and pursuing opportunities to promote walking, cycling and public transport use; and* *f) identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains.* ***(NPPF Para.109)***
The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making. ***(NPPF Para.110)***
All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored. ***(NPPF Para. 118)***

2.3 It should be noted that the NPPF had a minor update in February 2025 to resolve a cross-referencing point. This did not constitute a change to the policy and therefore the NPPF continues to be dated December 2024.

West Sussex County Council Transport Plan (LTP4) 2022-2036

2.4 The West Sussex Transport Plan 2022 to 2036 was adopted in April 2022 and sets how the County Council intends to address key challenges by improving, maintain and managing the transport network in the period up to 2036. The plan contains various themes and strategies intended to deliver the plan's objectives covering the following four themes:

- Prosperous West Sussex;
- Healthy West Susses;
- Protected West Sussex; and
- Connected West Sussex.

2.5 West Sussex Transport Plan (LTP4) 2022-2036 sets out West Sussex's transport strategy and identifies a range of policy objectives, which are:

- Promoting economic growth;
- Tackling climate change;
- Providing access to services, employment and housing;
- Encouraging shared and public transport; and
- Improving safety, security and health.

2.6 The aim is for the transport network to be on the path to achieve net zero carbon emissions by 2050.

West Sussex Walking and Cycling Strategy 2016-2026

2.7 In 2016, WSCC introduced the West Sussex Walking and Cycling Strategy which '*is designed to complement the Government's emerging Cycling and Walking Investment Strategy and sets out the County Council's aims and objectives for walking and cycling together with [the] priorities for investment in infrastructure improvements*'.

2.8 The strategy is relevant to this TP as it identifies that walking and cycling are low-cost modes of travel that have the potential to replace a significant proportion of motorised journeys. The objectives identified within this strategy also strongly relate to those within the TP, in particular:

- 'To ensure that cycling and walking are recognised as important travel modes and therefore part of the transport mix'.

- 'To make cycling and walking the natural choice for shorter journeys (such as journeys to school), or as part of a longer journey'.
- 'To reduce congestion and pollution by encouraging and enabling people to travel without a car'.

West Sussex County Council Travel Plan Guidance

2.9 WSCC Travel Plan guidance document sets out what should be included within Travel Plans for sites within West Sussex. This guidance has been adhered to within this Travel Plan.

Horsham District Local Plan 2023-2040 (Regulation 19) (Emerging)

2.10 Horsham District Local Plan has been prepared as the main document for Horsham District for planning outside of the South Downs National Park and will replace the Horsham District Planning Framework (excluding South Downs National Park) November 2015 document. By 2040 non-car-based transport including walking, cycling and community transport services are prioritised to help reduce the reliance on private motorised vehicles and contribute to low carbon-based futures and healthy lifestyles. The key policy objectives are:

Strategic Policy 23: Infrastructure Provision

1. The release of land for development will be dependent on there being sufficient capacity in the existing local infrastructure to meet the additional requirements arising from new development, or suitable necessary mitigation arrangements for the improvement of the infrastructure, services and community facilities caused by the development being provided.
2. Where there is a need for extra capacity, this will need to be provided in time to serve the development or the relevant phase of the development, in order to ensure that the environment and amenities of existing or new local residents is not adversely affected.
3. To ensure required standards are met, arrangements for new or improved infrastructure provision will be secured by Planning Obligations/Community Infrastructure Levy, or in some cases conditions attached to a planning permission, so that the appropriate improvement can be completed prior to occupation of the development, or the relevant phase of the development.

Strategic Policy 24: Sustainable Transport

1. Development will be supported provided the following is demonstrated:
   a) For residential development, the need for travel is minimised through provision in all homes for home working, including bespoke-design space within the home and gigabit capable broadband connection;
   b) The layout, design and location of facilities and infrastructure prioritise the ability of residents and workers to safely and conveniently walk and cycle to meet their day-to-day work, shopping and leisure needs;
   c) Walking and cycling routes are designed to be safe, attractive, direct and legible, have priority over motorised traffic, and integrated with the existing and wider network;
   d) Where feasible, provision is made for bus travel and infrastructure within the development, to include as appropriate the provision or improvement of bus stops and weather-proof shelters, information on service schedules, and bus priority over other motorised traffic movement;
   e) All opportunities have been explored to maximise access to passenger rail services, primarily by walking, cycling and bus, but if appropriate by private car including the enhancement of rail station car parking where feasible;
   f) Innovative approaches to sustainable movement and communication are fully considered, including demand responsive rural transport services where scheduled services are not feasible, on-demand cycle, e-cycle and scooter hire, and electric bus.
2. Development will be supported where it demonstrates how the priorities and principles set out in the National Model Design Code, West Sussex Transport Plan 2022-36, LTN120, Cycle Infrastructure design, and Local Cycling & Walking Infrastructure Plans (LCWIPs), or any subsequent updates have been adhered to. The

design of these facilities must be in accordance with the National Design Guide and the National Model Design code or any subsequent updates.

3. Proposals for major development shall be accompanied by a transport assessment or statement. Where the potential impact of the development on the network is deemed to be significant, or as a result of needing to address an existing local traffic problem, a Travel Plan will need to be prepared. These should prioritise active travel, followed by public transport, and should be prepared in line with advice from the Local Highway Authority.

Policy 25: Parking

1. Development should seek to improve parking in town centres so it is convenient, safe and secure. Parking provision must ensure a balance between good urban design, highway safety, residential amenity and promoting town centre attractiveness and vitality.
2. Adequate parking facilities in accordance with adopted parking standards guidance must be carefully designed into developments to meet the needs of users whilst achieving people-focused streets. Consideration should be given to the needs of motorcycle parking, and vehicles for the mobility impaired including mobility scooters.
3. Adequate, safe and secure parking and overnight storage facilities for bicycles must be provided within developments. These must be conveniently located to encourage the use of sustainable modes of transport.
4. Adequate parking and plug-in charging facilities must be provided to cater for the anticipated increased use of electric, hybrid or other low emission vehicles including electric cycles and mobility scooters
5. Plug-in charging facilities for all new residential parking spaces must be provided or at a minimum the infrastructure to enable easy installation in future.
6. Where off street parking is not provided within a development proposal, the design and layout should incorporate infrastructure to enable the on-street charging of electric or other vehicles.
7. For residential development with communal off-street parking provision, at least 20% of spaces must have active charging facilities and the infrastructure to enable easy activation of all spaces as demand increases.
8. Development which involves the loss of existing parking spaces will only be allowed if suitable alternative provision has been secured elsewhere or the need for the development overrides the loss of parking and where necessary measures are in place to mitigate against the impact.
9. Proposals for additional or replacement airport related parking, including long- and short-term parking for passenger vehicles, will not be permitted.

Strategic Policy 27: Inclusive Communities, Health and Wellbeing

1. Development proposals must take positive measures to create socially inclusive and adaptable environments to meet the long-term needs of a range of occupiers and users and to ensure they support mixed, sustainable communities.
2. New development must be designed to achieve healthy, inclusive and safe places, which enable and support healthy lifestyles and address health and wellbeing needs. It should be designed with mental and physical wellbeing in mind and seek to minimise the negative health impacts arising from development. Proposals will be supported provided that they address requirements stemming from:
    a. The needs of an ageing population, particularly in terms of accommodation and health;
    b. The requirements of people with additional needs including sensory or mobility difficulties, including the physically disabled and/or those with learning disabilities, and support Horsham's status as a dementia-friendly District;
    c. The requirements of rural workers or essential workers in rural areas;
    d. The co-ordination of services to fulfil the needs of children and young people, taking account of any evidenced requirements, such as (but not restricted to) those for girls and boys, mental health and disability access;
    e. The specific needs of minority groups within the District, including Gypsies and Travellers;
    f. The specific needs of faith and other community groups; and
    g. The need to protect and enhance existing community facilities, services and open spaces, and/or to provide new facilities to meet the needs of existing and new communities.
3. Development proposals should demonstrate consideration of the following:
    a. How design and layout will promote active transport (such as walking and cycling) to local services and facilities, including public transport hubs;
    b. How the development will incorporate measures for climate change mitigation and adaptation to reduce health risks to future users;
    c. Access to green space, community facilities, services and healthy food; and
    d. Best practice and relevant, up to date national or local guidance on delivery of development which supports health and wellbeing

Horsham District Planning Framework (excluding South Downs National Park) November 2015

2.11 Horsham District Planning Framework provides the overview and objectives for the district with the key objective themes including Economic prosperity, high quality of life, opportunities for all, valued natural and historic environment and a green sustainable place. It is noted within this document that a Travel Plan Strategy should provide measures to encourage new residents to minimise trips via car. The key policies relevant to the TP are provided below:

Policy 39 Strategic Policy: Infrastructure Provision

1. The release of land for development will be dependent on there being sufficient capacity in the existing local infrastructure to meet the additional requirements arising from new development, or suitable necessary mitigation arrangements for the improvement of the infrastructure, services and community facilities caused by the development being provided.
2. Where there is a need for extra capacity, this will need to be provided in time to serve the development or the relevant phase of the development, in order to ensure that the environment and amenities of existing or new local residents is not adversely affected.

1.3. To ensure required standards are met, arrangements for new or improved infrastructure provision, will be secured by planning obligation / Community Infrastructure Levy, or in some cases conditions attached to a planning permission, so that the appropriate improvement can be completed prior to occupation of the development, or the relevant phase of the development

Policy 40 Sustainable Transport

There is commitment to developing an integrated community connected by a sustainable transport system. In order to manage the anticipated growth in demand for travel, development proposals which promote an improved and integrated transport network, with a re-balancing in favour of non-car modes as a means of access to jobs, homes, services and facilities, will be encouraged and supported. Development will be supported if it:

1. Is appropriate and in scale to the existing transport infrastructure, including public transport.
2. Maintains and improves the existing transport system (road, rail, cycle).
3. Is integrated with the wider network of routes, including public rights of way and cycle paths.
4. Includes opportunities for sustainable transport which reduce the need for major infrastructure and cut carbon emissions.
5. Is located in areas where there are, or will be a choice in the modes of transport available.
6. Minimises the distance people need to travel and minimises conflicts between traffic, cyclists and pedestrians.
7. Delivers better local bus and rail services in partnership with operators and increasing opportunities for interchange between the public transport network and all other modes of transport.
8. Develops innovative and adaptable approaches to public transport in the rural areas of the district.
9. Provides safe and suitable access for all vehicles, pedestrians, cyclists, horses riders, public transport and the delivery of goods.
10. Is accompanied by an agreed Green Travel Plan where it is necessary to minimise a potentially significant impact of the development on the wider area or as a result of needing to address an existing local traffic problem.

Policy 41 Parking

1. Development should seek to improve parking in town centres so it is convenient, safe and secure. Parking provision must ensure a balance between good urban design, highway safety, residential amenity and promoting town centre attractiveness and vitality.
2. Adequate parking and facilities must be provided within developments to meet the needs of anticipated users. Consideration should be given to the needs of cycle parking, motorcycle parking, charging plug-in or other low emission vehicles and the mobility impaired.
3. Development which involves the loss of existing parking spaces will only be allowed if suitable alternative provision has been secured elsewhere or the need for the development overrides the loss of parking and where necessary measures are in place to mitigate against the impact.
4. Planning permission will not be granted for off-airport parking facilities related to Gatwick Airport unless a need can be demonstrated and all realistic alternatives have been examined.

Policy 42 Strategic Policy: Inclusive Communities

Positive measures which help create a socially inclusive and adaptable environment for a range of occupiers and users to meet their long term needs will be encouraged and supported. Particular account will be taken of the need to address the requirements stemming from:

1. The needs of an ageing population, particularly in terms of housing and health;
2. People with additional needs, including the disabled or those with learning disabilities;
3. The requirements of rural workers or essential workers in rural areas;
4. The co-ordination of services to fulfil the needs of young people;
5. The specific needs of minority groups within the district, including Gypsies and Travellers; and
6. The specific needs of faith and other community groups.

Policy 43 Community Facilities, Leisure and Recreation

1. The provision of new or improved community facilities or services will be supported, particularly where they meet the identified needs of local communities as indicated in the current Sport, Open Space and Recreation Study and other relevant studies, or contribute to the provision of Green Infrastructure.
2. In addition to supporting facilities or services located in accordance with the Development Hierarchy and Strategic Development locations, sites located outside built-up areas will be supported where this is the only practicable option and where a suitable site well-related to an existing settlement exists.
3. Proposals that would result in the loss of sites and premises currently or last used for the provision of community facilities or services, leisure or cultural activities for the community will be resisted unless equally usable facilities can be conveniently provided nearby. It will be necessary to demonstrate that continued use of a community facility or service is no longer feasible, taking into account factors such as; appropriate marketing, the demand for the use of the site or premises, its quality and usability, and the identification of a potential future occupier. Where it cannot be demonstrated that such a loss is surplus to requirements, a loss may be considered acceptable provided that:
    a. an alternative facility of equivalent or better quality and scale to meet community needs is available, or will be provided at an equally accessible location within the vicinity; or
    b. a significant enhancement to the nature and quality of an existing facility will result from the redevelopment for alternative uses on an appropriate proportion of the site.

2.12 This TP has been written in accordance with the above policies to meet the sustainable requirements for new developments within WSCC and increase the modal share of alternative transport options for the benefit of the proposed development and wider community.

3. EXISTING SITE CONDITIONS AND LOCAL ACCESSIBILITY

Site Location

3.1 The site is located to the west of Bines Road, c.600m from the village centre and c.130m from the Star Road Industrial Estate. Lock Lane forms the northern boundary of the site and forms a priority junction with Bines Road in the north-eastern corner of the site. Lock Lane is a private road, part of the Lock Estate and is formed of a track road.

3.2 An existing vehicle access to the site is located on Lock Lane, at the western end of the site boundary. Another private road forms the southern border of the site, which provides access to four residential properties and agricultural land/buildings. This road also provides vehicle access to the development site.

3.3 The site and its surroundings can be seen in **Figure 2**.

Figure 2: Site Context (Source: Google Maps)

Local Facilities

3.4 The site is located within walking and cycling distance to a range of facilities and amenities, summarised in **Table 1**.

Amenity	Distance from Site Access	Walking Time (80m per minute)	Cycle Time (250m per minute)
Mary's Cafe	300m	4 minutes	1 minute
The Partridge (Pub)	400m	5 minutes	2 minutes
Bus Stop	400m	5 minutes	2 minutes
Partridge Green Village Hall	550m	7 minutes	2 minutes
Partridge Green Surgery	550m	7 minutes	2 minutes
Co-op Food	600m	8 minutes	2 minutes
Methodist Church	700m	9 minutes	3 minutes
St Michaels & All Angels Church	800m	10 minutes	3 minutes
King George V Playing Fields	1km	13 minutes	4 minutes
Jolesfield C Of E Primary School	1.1km	14 minutes	4 minutes

Table 1: Local Amenities and Facilities

3.5 **Table 1** demonstrates that numerous amenities and facilities are available within a short distance of the site access. The centre of Partridge Green provides a café, pub, Co-op, village hall and bus stop only a short walk away, making it easily accessible for sustainable transport.

3.6 The Chartered Institution of Highways and Transportation (CIHT) Planning for Walking defines a walkable neighbourhood is defined as an 800m or 10-minute walk and suggests that the average pedestrian journey length is 1.37km. Therefore, **Table 1**, demonstrates that there are a wide range of amenities within 800m of the site that create a walkable neighbourhood, and all facilities are accessible within the average pedestrian journey length making the site highly accessible on foot.

Pedestrian Network

3.7 A footway is provided directly outside the site, along the western side of the B2135. This provides opportunities for travelling by foot, north towards amenities in Patridge Green. The footway extends towards the local facilities and the High Street to the north-east of the site, where footways flank both sides of the road. The footways along Bines Road are shown in **Photograph 1** and **2**.

Photograph 1: Footways along Bines Road (along site frontage, close to proposed access)

Photograph 2: Footways along Bines Road (north of 30mph speed limit sign)

3.8 In addition, the site is surrounded by an extensive Public Rights of Way (PRoW) network, as shown in **Figure 3**, with a bridleway across the northern boundary of the site and footpath along the western boundary which forms part of the long-distance trail of the Downs Link.

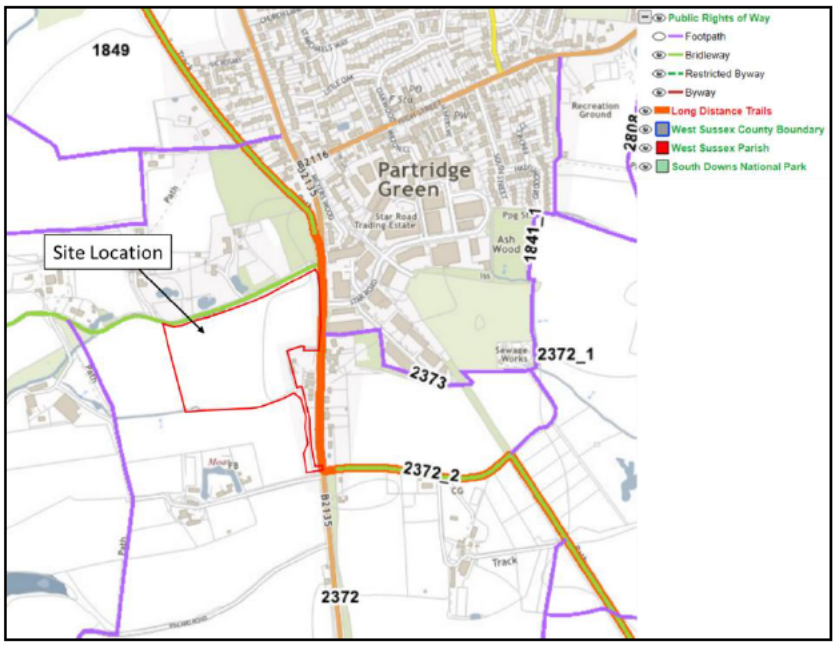

Figure 3: Public Rights of Way (PROW) in the vicinity of the site

3.9 The Downs Link Route is on-road along the site's frontage. The Downs Link Route is a 59km long shared-use route connecting Guildford and Shoreham. In the context of the proposed development, it provides connections to Southwater and Horsham to the north, and Henfield to the south. Whilst the route is on-road along the frontage of the site, it connects to the off-road segment of the route along Bridleway 3566 to the north of the site and connects to Bridleway 2372/2 to the southeast, which is shown in **Photograph 3**.

Photograph 3: Entrance/Exit to Bridleway 2372/2 onto Bines Road

3.10 It should be noted that a cycle path is proposed within the site to connect to the Downs Link at the site's southeastern extent opposite Bridleway 2372/2 to the Bridleway 1864 (Locks Lane) along the site's northern extent. In addition, a number of footpaths are proposed within the site to facilitate off road pedestrian and cycle travel through the site.

3.11 The public rights of way footpaths to the east of the site connect to further recreational routes and provide access towards facilities within Shermanbury to the west and Henfield to the south.

Cycle Network

3.12 There are already two recommended cycle routes set out by Horsham District Council, one for beginners and the other for intermediates. The beginners route shown in **Figure 4** is recommended for Partridge Green locals and goes past a river, farms and some heritage assets, as recommended by HDC.

3.13 To the East of the site National Cycling Route (NCR) 223, The Downs Link follows Bines Road. This route connects Chertsey to Shoreham-by-Sea, through a mixture of on-road and off-road routes. From Partridge Green this route can be a direct scenic cycling path South toward the village of Henfield. Another option is to take the route North, following the River Adur to Shoreham where it connects to route 2 that leads down to Brighton or Worthing. This provides accessibility for the site to be able for the area to take part in sustainable travel. The cycle route can be seen directly next to the site in **Figure 5**.

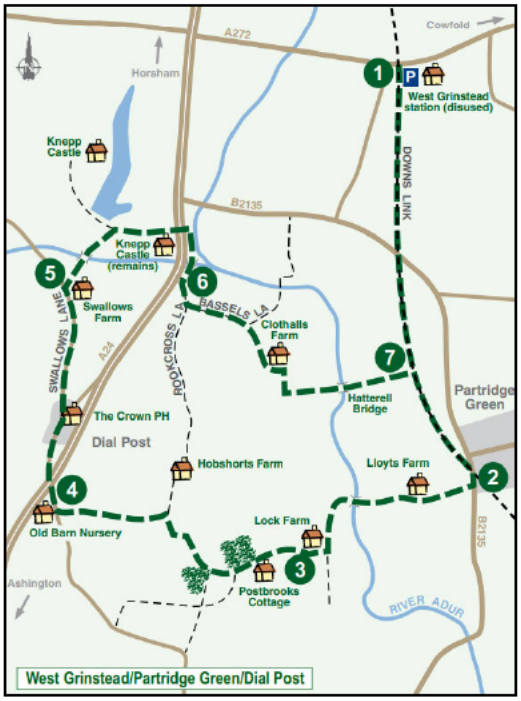

Figure 4: Council recommended cycle routes in the area

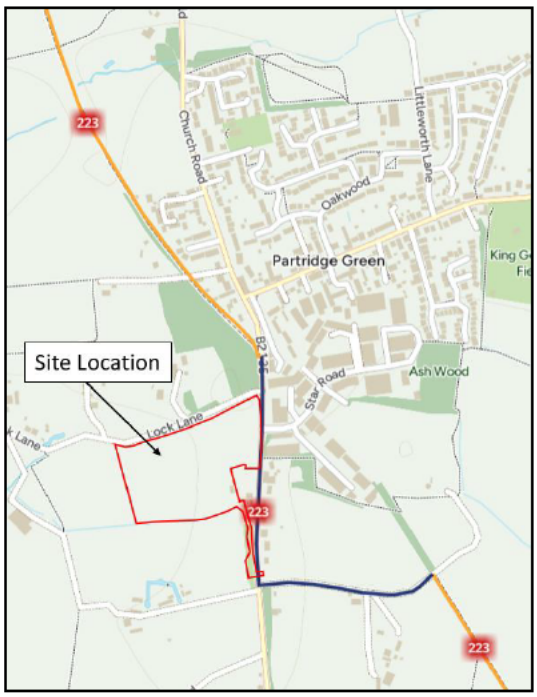

Figure 5: National cycle network in the area

3.14 CIHT's 'Planning for Cycling' (2015) document suggests that the majority of cycling trips are for short distances, with 80% being less than five miles (8km) and with 40% being less than two miles. A cycling isochrone map has been provided within **Figure 6** showing the area people are likely to cycle to from the development, based upon CIHT's guidance.

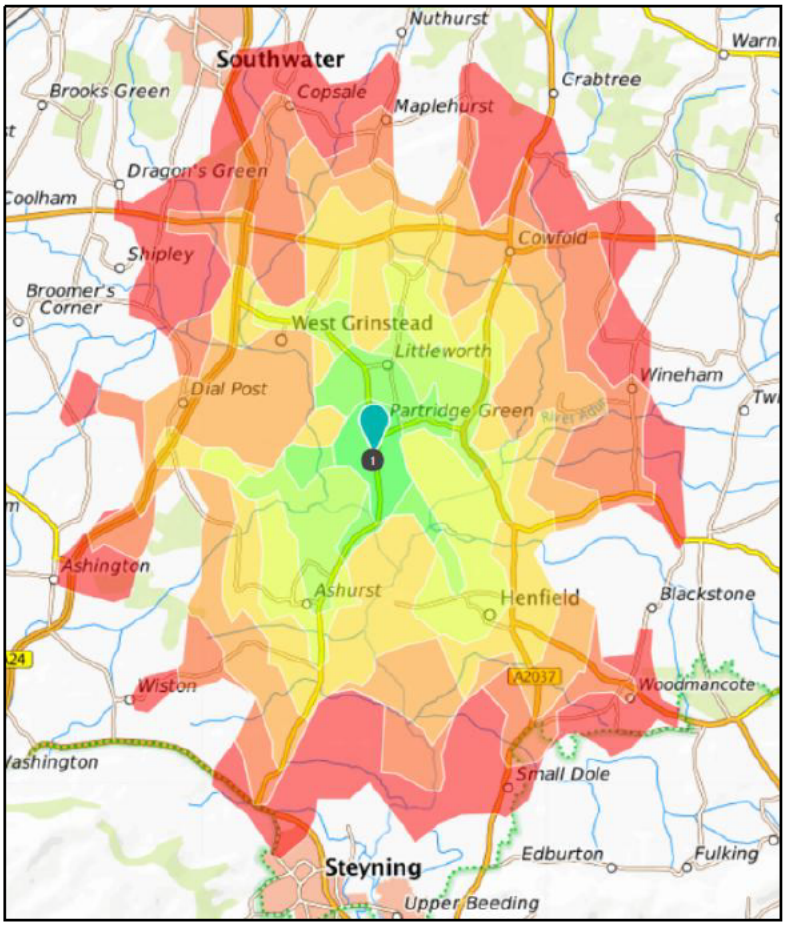

Figure 6: Cycling Isochrone Map (5 miles/8km)

3.15 **Figure 6** shows the cyclable area of up to 5 miles from the site, which reaches Southwater in the north and Henfield and Ashurst in the south. Therefore, based on the area accessible from the site (**Figure 6**) there is potential for trips to be undertaken by bike from the development to access local facilities and amenities and areas further afield including Southwater, West Grinstead, Henfield and Cowfold.

Public Transport Provision

Bus Network

3.16 Approximately a 5-minute walk from the site is the High Street bus stop which operates westbound services. The bus stop comprises of a sheltered seating area, a bus pole and bus timetables, shown in **Photographs 4** and **5**.

Photograph 4: Bus Stop along High Street

Photograph 5: Sheltered Bus Seating Area

3.17 The High Street bus stop is served by the number 17 service which runs hourly to Brighton (Monday-Saturday), making it suitable for both commuter and leisure travel. However, the through service to Horsham no longer operates via Partridge Green except for a few peak journeys making Horsham less accessible to residents utilising public transport. From the site you can sustainably travel by bus to popular destinations or for potential commutes.

Town / City	Approx Time to Location
Henfield	15 minutes
Patcham	30 minutes
Brighton, Town Centre	59 minutes

Table 2: Bus Service Destinations

3.18 Therefore, there is potential for local bus services to be utilised for both commuter and leisure travellers to/from the development site, especially those travelling south towards Brighton.

Rail Network

3.19 Hassocks Train Station is located 14.6km east of the site and can be accessed on bus 17 via a 1-hour journey which connects to services such as the 270 or 271 that head up North to Hassocks. Alternatively, the station is approximately a 16-minute drive from the site.

3.20 In terms of disabled access, it is a category A station which provides step-free access to all platforms and an assistance meeting point by the ticket office. There is also a ramp for train access, ticket waiting rooms, accessible toilets, and available wheelchairs.

3.21 The station provides 152 parking spaces as well as 154 bike spaces. The bike storage area consists of stands and racks, along with CCTV. This station provides a regular 11-minute service to Brighton as well as a regular 55-minute service up to London Victoria, connecting the site to surrounding cities. This leaves opportunity for sustainable commuting or travel. There are also trains toward the towns of Littlehampton and Bedford where shops and amenities can be found.

3.22 Horsham Railway Station is approximately 15.7km north (18-minute drive) from the development site. The station has provision for 220 car parking spaces and 253 cycle parking spaces. Horsham offers regular services towards London Victoria, London Gatwick, Peterborough, Portsmouth and Bognor Regis.

3.23 Billingshurst Railway Station is approximately 16.6km north-west (16-minute drive) from the development site. The station has 84 car parking spaces and 18 cycle parking spaces. Billingshurst offers regular services towards Horsham, London Victoria and Bognor Regis.

3.24 Shoreham-by-Sea Railway Station is approximately 17.3km south (20-minute drive) from the development site. The station has 131 car parking spaces and 42 cycle parking spaces. Shoreham-by-Sea offers regular services towards London Victoria, Brighton, Littlehampton, Portsmouth, Bristol Parkway and Southampton Central.

3.25 With the provision of four stations within a 20-minute drive of the site all offering regular services to key destinations, rail travel from the site is accessible for both commuter and leisure travel as part of a multi-modal journey.

Key Travel Resources

3.26 Sustainable travel opportunities are supported locally. **Table 3** provides a summary of key travel resources.

Resource	Description	Details
Sustrans	The national sustainable transport charity	www.sustrans.org.uk
Traveline	Online travel journey planner	www.traveline.info
Cycle Street	Online cycle journey planner	www.cyclestreets.co.uk
Living Streets	National organisation for supporting pedestrians	www.livingstreets.org.uk
WSCC Bikeability Training	Cycle training programme run by WSCC	http://www.westsussex.gov.uk/leisure/getting_around_west_sussex/roads_and_pathways/road_safety/cyclists.aspx
West Sussex Car Share (Liftshare)	Car sharing platform	www.westsussexcarshare.com

Table 3: Key Travel Resources

Summary

3.27 The site is a short walk or cycle from local amenities within Partridge Green, including pubs, cafes and bus stops. The site is located in proximity to a number of walking and cycling routes, and in addition a bus stop is located within a 5-minute walk providing services every hour to half hour between Henfield, Horsham and Brighton, making the site accessible by sustainable travel. Moreover, there are 4 railway stations within a 20-minute drive of the site making the site accessible to a range of destinations further afield by sustainable travel.

4. PROPOSED DEVELOPMENT

4.1 This TP supports a full application for the development of 101 residential units with associated access. The accommodation schedule for that can be seen in **Table 4**.

Dwelling	Affordable	Open Market
1 -Bedroom Flats	6	2
1 Bedroom Coach House	1	0
2 – Bedroom Houses	17	11
3 – Bedroom Houses	18	25
4 – Bedroom Houses	4	15
5 – Bedroom Houses	0	2

Table 4: Accommodation Schedule

Car Parking

4.2 The proposed development includes 186 allocated spaces for houses, 7 unallocated spaces for flats, 12 garages (which count for 0.3 spaces) and 46 visitor spaces for a total of 245 spaces which is 19 spaces short of the requirement identified in the West Sussex Parking Calculator however within the 10% margin identified in WSCC guidance. Further details and justification of the arrangements are available in the accompanying TA and within **Appendix D** and **E**.

Cycle Parking

4.3 The proposed development will provide 161 cycle parking spaces in line with WSCC standards.

Access Arrangements

4.4 A new access is proposed onto Bines Road, c.70m south of the existing access to the industrial park opposite. The access will take the form of a 6m wide bellmouth junction with 6m radii on both sides.

4.5 Visibility splays have been drawn in accordance with recorded 85th percentile speeds of 46mph northbound and 40mph southbound and have been drawn to DMRB standards. This has led to visibility splays of 4m x 127m northbound and 4mx 103m southbound and are shown to be achievable.

4.6 A 2m wide footway will flank both sides of the site access and will connect with the footways currently present along Bines Road. A dropped kerb and tactile paving crossing point will be provided across the site access to ensure there is a safe pedestrian crossing point between the footways.

4.7 A footway measuring 2m in width will be provided along the southern side of the main spine road through the site and a 3m shared footway/cycleway will be provided on the northern side of the carriageway. The four side roads which connect to the spine road on the northern side will have pedestrian and cycle priority at the junctions. Full details of this are provided within the ATA.

4.8 In addition, a cycle path measuring 3m in width will be provided through the site connecting to the bridleway along Lock Lane which borders the site to the north and running south through the site before connecting to Bines Road opposite the Downs Link PRoW. This allows an off-road pedestrian connection between the two PRoW's in proximity to the site, enhancing pedestrian and cycle accessibility. It is not proposed that this would form a Public Right of Way however it would provide an off road route through the site connecting the two PRoW.

Off-site Highways Works

4.9 In addition the existing footways along the western side of Bines Road between the site access and High Street will be widened to 2m in width (with some pinch points of 1.5m) to enhance the pedestrian route between the site and local facilities.

4.10 A crossing point in the form of dropped kerbs and tactile paving will be provided south of the Star Road junction to provide access to the Industrial Estate and a further crossing point in the form of dropped kerbs and tactile paving will be provided south of the High Street junction to facilitate access towards local facilities.

Refuse and Servicing

4.11 A refuse vehicle and fire tender are able to manoeuvre around the site with refuse vehicles able to get within 25m of most dwellings and bin collection points (BCP). The BCP's have been located so that residents do not have to carry their bins over 30m and so that refuse collectors do not have to drag the bins further than 25m to the refuse vehicle in line with Manual for Streets.

5. INDICATIVE BASELINE AND TARGETS

Travel Plan Aim

5.1 The overall aim of the TP is:

to support a sustainable development by reducing the need for private vehicle trips through highlighting and promoting the use of more sustainable travel methods.

Travel Plan Objectives

5.2 Specific to this TP, the objectives are:

- Reduce single occupancy vehicle trips and their subsequent impact on the local road network;
- Maximise the opportunities for travel by alternative means;
- Promote pedestrian and cycle routes both on and off-site;
- Promote local public transport; and
- Ensure safe and easy access for all site users.

5.3 Meeting these objectives will help achieve a development that has a high standard of sustainable travel practices and a decreased reliance on the private car, thus reducing the impact of car travel on the local road network.

Baseline Travel Patterns

5.4 Within the Transport Assessment submitted for the proposed development, the number of vehicle trips anticipated was determined by applying method of travel to work Census data (2021) to multi-modal trip generation using trip rates extracted from the TRICS database.

5.5 The TRICS data is attached as **Appendix F** which demonstrated a 12-hour weekday trip rate of 3.936 which equates to 400 vehicle trips. Further analysis of the data can be found in the accompanying TA.

5.6 The Census data used, excluding work from home, demonstrated that the highest proportion of people are expected to commute by private car / taxi (66%), followed by 13% by public transport, 9% by foot and 2% by bike. When considering work from home, 23% of residents would be expected to work from home.

5.7 The WSCC Travel Plan policy requires a review of the 12-hour weekday vehicle trip rates to be completed, and a target set to reduce this weekday vehicle trip rate. Therefore, a 10% reduction has been applied to the 12-hour vehicle trips set out in **Table 5**.

5.8 It is proposed that to determine the 'actual' travel patterns surveys would be completed within 3 months of 50% occupation (50 homes). This would enable a sufficient sample size whilst also providing the opportunity to embed the residential TP before too many units are occupied.

5.9 Once the 'actual' baseline modal splits have been established, the Travel Plan Coordinator (TPC) and WSCC Travel Plan Officer (TPO) should discuss the acceptability of the indicative modal share targets presented in **Table 5**.

Hierarchy of Users and Sustainable Travel

5.10 As noted, within the vision the site will focus on active and sustainable modes of travel, ensuring these are integrated within the development, and promote these as a preferred way of travel over vehicle trips.

5.11 In line with the vision for the site, the locality of the site lends itself to ensuring that direct routes for pedestrians, cyclists and public transport, are provided and can be encouraged. In particular for the short distance trips through promoting these routes as convenient and accessible for daily errands. This is in line with paragraph 15 of the NPPF and aligns with the vision for the site to encourage active and sustainable modes of travel, as the preferred ways of travel.

5.12 Developing upon this, to ensure that active and sustainable modes of travel are at the forefront of residents desired travel modes, as part of the Travel Plan residents will be able to provide feedback, as discussed in following sections of this report. Within this feedback residents can note any particular information or routes they would like information on, as well as providing reasoning for their modes of travel. This will provide valuable information to ensure the TP encourages pedestrians, cyclists and public transport as preferred methods of travel for the perspective residents.

Travel Plan Targets

5.13 To enable the progression and assessment of the success of the travel plan, it is key that SMART targets (Specific, Measurable, Achievable, Realistic and Time-bound) are implemented.

5.14 This Travel Plan proposes two targets which should be met over the lifetime of the TP, which we would expect to be implemented for both the residential and commercial elements of the site. These aims are set out in **Table 5** and represent the overarching goals of this TP.

Mode of Travel	Indicative Baseline	Year 3 Target (-5%)	Year 5 Target (-10%)
Vehicle Trips	3.936	3.739	3.542

Table 5: Indicative Travel Plan Targets

5.15 The suitability of the TP targets and the lifetime of the TP have been assessed further in the subsequent sections of this report.

6. TRAVEL PLAN STRATEGY

6.1 A Travel Plan is a useful tool produced to encourage residents to use alternative modes of transport to vehicle journeys. The following provides a summary of the measures available to target users of the development site.

Physical Measures

6.2 The following physical infrastructure is proposed to improve accessibility for pedestrian and cyclists and influence travel patterns at the proposed development.

- High quality footways throughout the site to provide a permeable development.
- Shared footway/cycleway across the site.
- High quality cycle parking throughout the development with external access where possible.
- Widening of the existing footway along the western side of Bines Road.
- Two new crossing points on Bines Road.

Measures Package

6.3 In addition to cycle parking and good pedestrian permeability, the following section proposes a package of soft measures to be implemented and refined by the TPC over the lifetime of the TP. The measures proposed are strongly influenced by the site location, the TP aim, objectives and targets and the local and national policy.

6.4 The measures set out in this section will be determined based on the final levels of occupancy and the potential for achieving a 10% vehicle trip rate reduction, which will help reduce greenhouse gas emissions. These measures have been identified through the master planning process, the Transport Assessment and Travel Plan submitted as part of the outline application and by drawing upon community transport solutions.

Key Stages: Preliminary

6.5 In order to meet the objectives of the TP it is essential that a number of tasks are completed prior to the first occupation, as outlined within the site's Action Plan (**Table 6**). These include:

- Appoint a Travel Plan Coordinator (developer) – Details of the TPC will then be passed on to WSCC
- Produce Resident Welcome Pack (TPC) including:
  - Walking and cycling routes;
  - Bus stop locations, prices and times;
  - Rail Station information;
  - Electric charging information;
  - Car sharing information and benefits; and
  - Details of the TPC.
- Production of a Travel Webpage by the developer/Travel Plan Coordinator

Key Stages: Five Years Following 50% Occupation of the Development

6.6 It is proposed that the TP period would become fully active upon occupation of the 50% of the development and would remain active for 5 years following that date. After the 5 years of official monitoring has ended and WSCC have signed off the TP, ownership would pass to the local community.

6.7 During these five years, the Action Plan set at the preliminary stage would evolve to reflect the needs of the residents. Such measures would be determined by the TPC in dialogue with occupants of the site, WSCC and other key players as necessary. These measures are discussed in further detail in the remainder of this section and are included in the Action Plan which is included in **Table 6**.

	Action	Responsibility	Timescale
Preliminary	Travel Plan Coordinator (TPC) to be instructed and confirmed with WSCC	Developer/TPC	Prior to occupation
	Hard Infrastructure to be implemented	Developer	
	Relevant TP logo and identity established	TPC	
	Contact WSCC's TPO for information on local travel events and confirm Action Plan		
	Confirm communication strategy, newsletters and webpage		
	Prepare TP database for logging and recording household details, local key players and survey responses		
	Prepare TP welcome packs and baseline surveys		
	Liaise with sale representatives to introduce TP		
Walking/Cycling	Provide residents with information on local walking and cycling routes, adding further information and photographs	TPC	Ongoing

	Promote local cycle stores		
	Promote WSCC Bikeability training (and promote the sustainable travel voucher which can be utilised towards WSCC Bikeability training)		
	Publicise local and national events and campaigns such as Walk to Work Week, Bike Week, Sustrans Big Cycle and Walk Challenge		
Public Transport	Provide information on the local bus networks by publicising maps and timetables. Adding further information and photograph contributions from residents	TPC	Ongoing
	Prepare a cost comparison table for public transport verses single car travel		
Car Sharing	Promote the benefits of car sharing.	TPC	Ongoing
	Promote car sharing websites such as Lift Share		
	Provide information on fuel efficient and sustainable driving practices		
Visitors and Other Site Users	Promotion of local facilities through the development of community leaflets/posters providing information, maps and photographs	TPC	Ongoing
	Encourage the promotion of sustainable travel options available to visitors		
Communication and Marketing	Update TP webpage at frequent intervals	TPC	Ongoing
	Prepare 6 monthly newsletter updating residents on local travel news and any discounts/promotions		
	Provide social media updates at regular intervals		

Table 6: Indicative Action Plan

6.8 A wider network of electric charging points is being explored across the County, encouraging the greater uptake of electric and hybrid vehicles. Altering the perceptions on hybrid vehicles, and in particular electric vehicles, is fundamental for creating a more sustainable development.

6.9 Electric vehicles now have significant ranges, with some vehicles achieving at least 300 miles before needing to be recharged. In addition, manufacturers are confident in the batteries that they are now offering 8 year warranties on some models.

6.10 Hybrid vehicles combine both electric motors with a standard combustion engine providing a normal driving scenario with the addition of an electric provision. Promotion of both electric and hybrid vehicles is becoming a key aspect of sustainable travel, and with Government grants available, this would be promoted as part of the TPC.

Modal Measures: Home/ Remote Working and Other Modes

6.11 Following the COVID-19 pandemic working from home and utilising technology to enable remote working in public locations such as cafes, and teleconferencing, have become a feature for many people's routines.

6.12 The TPC would continue to remind residents of the benefits of this type of work, particularly now that many individuals are spending at least one day a week at home, rather than in the office.

6.13 Should monitoring exercises and communication with residents identify a strong interest in other travel modes (such as motorcycle/taxi), measures (and associated targets) will be explored by the TPC through dialogue with the relevant groups/individuals such as operators and the WSCC Travel Plan Officer.

Personalised Travel Planning

6.14 Upon moving into their new home, households will be offered free personalised Travel Planning advice as part of their Welcome Pack. This will be provided by the TPC and will inform residents on how they can travel to destinations more sustainably in support of achieving the longer-term targets for the site. The literature provided will contain up to date information regarding public transport facilities, walking and cycling routes within the local area.

Marketing and Communication - Travel Plan Website/Newsletters/Posters

6.15 To ensure the ongoing promotion of the Travel Plan to residents, over its life a number of marketing and communication elements would be implemented.

6.16 Firstly, a dedicated Travel Plan website (e.g. https://tpc-paulbashamassociates.com) will be established prior to occupation, which provides residents with up-to-date information and latest changes to travel services, news and events. This would be reviewed biannually and updated as required, to ensure the latest travel information is suitably reflected.

6.17 The TPC would also produce biannual newsletters for the five years of the Travel Plan, providing residents with updated sustainable travel information, details of any national events and offer personalised travel planning information, to their door.

Local Area and Other Site Users

6.18 The TP will promote the local area's facilities whilst actively engaging with local resident and community groups, as well as local events and businesses. Engagement with any other local active residential Travel Plans would provide an opportunity for a 'joined up working' approach to maximise resources and share best practice.

Visitors and Deliveries

6.19 As well as co-ordinating the promotion and practice of sustainable travel with the wider local community, the TP should be encouraging and extending sustainable travel opportunities to any visitors travelling to and from the site. Residents' positive sustainable travel experiences should have a knock-on effect to visitors.

Financial Incentives: Travel Voucher

6.20 The developer would look to offer a [redacted] travel voucher, available for each residence (one gift per household (upon first occupation of the property)). Full details of the voucher would be agreed by the TPC prior to occupation but would be expected to include:

- Stagecoach Bus ticket/voucher [redacted]; or
- Contribution towards a rail ticket ([redacted] or
- Halfords Cycle voucher worth ([redacted]); or
- WSCC Bikeability Training [redacted]

6.21 The voucher would be valid for a set period of time which would be clearly defined on the voucher. Terms and conditions would also be clearly displayed.

7. IMPLEMENTATION AND MONITORING

Implementation

7.1 Once approved, the Travel Plan would be secured through a Section 106 agreement, which would confirm the proposed measures as well as any monitoring costs, required by WSCC. At present it is understood the monitoring fee for the development would be [redacted] and this will be secured through the S106 agreement.

Travel Plan Coordinator

7.2 This section covers the implementation and monitoring of the development. The TPC position would be part-time over the life of the TP which at this stage is anticipated to be the Preliminary period followed by five years of full implementation, beginning within 3 months of occupation of 50% of dwellings.

7.3 The TPC role and contact details will be finalised with WSCC prior to occupation and following their appointment by the developer. The TPC would be responsible for the day-to-day implementation and monitoring of the TP to ensure targets are met. The early stages of the TP are relatively time intensive, and the budget should be 'front-loaded' to consider the work that is required to establish the TP.

7.4 More specifically, the role of the TPC requires:

- Overseeing the development and implementation of the TP and maintaining support:
- Liaising with public transport operators, local interest groups, WSCC.
- Designing and implementing an effective marketing strategy and raising awareness.
- Attending relevant networking events.
- Organising travel-based events.
- Acting as the point of call for all TP enquiries.
- Co-ordinating the monitoring and evaluation programme for the TP including organisation of surveys.

Surveys and Feedback

7.5 It is important that a consistent approach to data collection and feedback is implemented in order to ensure that the following outcomes are delivered:

- Collect a representative and informative data account in accordance with the development timescales.
- Develop an accurate understanding of local travel modal shares, perceptions and influencing factors.
- Adoption of the TP by local residents beyond the TP's active period.

- The successful delivery of the TP in co-ordination with other local developments and communities.

Monitoring

7.6 This TP's approach to monitoring acknowledges the above requirements and the strategy set out within the FTP and is based on our experience of being TPC's on a number of sites within West Sussex.

7.7 The resultant monitoring structure for the TP is therefore set out within **Table 7** and summarised in the subsequent paragraphs.

Preliminary Period	End of Year 1	End of Year 2	End of Year 3	End of Year 4	End of Year 5
Resident Questionnaire (occupation of 50% of dwellings)	TRICS SAM	Resident Questionnaire	TRICS SAM	Resident Questionnaire	TRICS SAM

Table 7: Monitoring Strategy

7.8 A resident questionnaire is proposed to be undertaken within 3 months of the occupation of the 50th dwelling, and at the end of Years 2 and 4. It is proposed that the survey will be completed electronically, although postal surveys may also be used.

7.9 In line with WSCC guidance and highways comments, a TRICS SAM survey will be undertaken to monitor the development and would be completed at the end of Years 1, 3 and 5. By the end of Year 1, a large proportion of the development is anticipated to be occupied and by Year 5 it is anticipated the site will be fully occupied. The developer/Travel Plan Coordinator will commission these directly with the TRICS organisation.

7.10 The results of the survey will be available for residents to view on the development's dedicated Travel Plan website and also included within newsletters, when appropriate.

7.11 An annual monitoring/progress report will be produced and submitted to WSCC within 3 months of surveys taking place. This report will outline how the TP has been implemented for the year, along with a presentation of any survey results, analysis of the responses and information of measures implemented. The report will then conclude with an outline of the future monitoring strategy and a confirmation of targets and revisions where necessary/applicable.

Overcoming Barriers to Success

7.12 Mismanagement can become a potential barrier to the successful implementation of TP's. Whilst the TPC is responsible for the overarching management of the TP, ongoing co-ordination with WSCC TPO will ensure that mismanagement does not occur.

7.13 Whilst specific remedial measures have not been identified within the Travel Plan, such remedial measures would be identified through discussions with WSCC Travel Plan Officers. The 5-year budget for implementing the Travel Plan would be sufficient to ensure that remedial measures could be implemented. Such as if one measure is not working in year 1, there would be budget in year 2 to rectify this and change to new measures if needed.

7.14 If the five-year target is not achieved, the requirement for remedial measures would be explored with WSCC and would reflect the level of work already undertaken on the site.

Community Embedding and Handover

7.15 Following the successful completion of the TP's 5-year strategy, the site should be operating more sustainably than if a TP were not implemented. Through liaison with residents over the course of the TP it is hoped that champions would stand out and be able to continue promoting the ideals of the TP/ maintain the website etc.

7.16 Local engagement and a gradual handover is embedded within the proposed TP strategy and should form a key subject in annual liaison with WSCC TPO as the TP draws to an end.

Appendix A

CDM 2015 Health & Safety Information

This information relates only to 'Significant Hazards' identified on this drawing and is to be read in conjunction with the Designer's Hazard Register.

1. New site access to be constructed prior to any commencement on site to allow safe transit of construction vehicles
2. Cycle link access on to Bines road (south) and Lock Lane (North) to be constructed by suitable qualified highways contractor
3. Site to be adequately hoarded from all sides due to openess to boundaries
4. The Gas Main crossing the site to be located by hand digging and suitably flagged where nearby construction works are necessary
5. Other buried services and above ground services should be flagged before construction works and capped off and removed / diverted as soon as possible
6. Measure to be taken to avoid contamination of existing ditch along southern boundary from construction waste and spillages
7. Trees should be suitably protected from construction works

Accommodation Schedule

Affordable Dwellings (46no.)

Affordable Rented

6no.	1-Bedroom Flats	(13% 1bed)
1no.	F2005M - 2 Bedroom Coach House	
15no.	A2708M - 2-Bedroom Houses	(35% 2bed)
15no.	A3710M - 3-Bedroom Houses	
5no.	A3711M - 3-Bedroom Houses	(43% 3bed)
4no.	A4714M - 4-Bedroom Houses	(9% 4bed)

Open Market Dwellings (55no.)

2no.	A1702M - 1-Bedroom Flats	(4% 1bed)
11no.	B2009M - 2-Bedroom Houses	(20% 2bed)
2no.	B3015M - 3-Bedroom Houses	
8no.	B3016M - 3-Bedroom Houses	
14no.	B3017M - 3-Bedroom Houses	(44% 3bed)
2no.	Bespoke - 4-Bedroom Chalet	
3no.	S4025M - 4-Bedroom Houses	
4no.	S4029M - 4-Bedroom Houses	
7no.	G4032M - 4-Bedroom Houses	
2no.	G5037M - 5-Bedroom Houses	(33% 4-5bed)

Total; 101 Dwellings

6.38 Ha approx. to Overall Red Line - 16 Dw/Ha

Car Parking Generally;

1.5 space per 1 & 2-Bedroom Flats
2 spaces per 2/3-Bedroom House
2 spaces per 4-Bedroom Affordable House
2 spaces plus Garage per 4/5-Bedroom House
47 Visitor spaces (0.5 spaces/dwelling) *

Rev	Date	Revision Details	Dr	Ch
P4	13.03.25	Adjusted to landscape consultant information	LP	KE
P3	17.02.25	Layout Amendments	KB	KE
P2	30.09.24	Drainage Amendments	LP	KE
P1	27.09.24	Planning Application	LP	KE
H	11.09.24	Adjusted to highways comments	LP	KE
G	10.09.24	Adjusted to avoid veteran tree buffers	KE	AK
F	05.09.24	Garage to Plot 1 adjusted	KE	AK
E	05.09.24	Plots 2-8, 52-57 & 75-76 updated	KE	AK
D	03.09.24	Drainage updated, red line adjusted SE corner	KE	AK
C	16.08.24	Layout redesigned following meetings and pre-app	KE	AK
B	07.02.24	Plots 13&14 amended	KE	AK
A	01.02.24	Flats relocated, draiange and footpaths added	KE	AK

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Client's Name
Croudace Homes

Job Title
Land at Partridge Green

Drawing Title
Proposed Site Layout

Scale
1:1000 @ A1 / 1:2000 @ A3
metres 20 40 60 80 100

Drawn	Checked	Date
KE	AK	25.11.22

Job No	Drawing No	Rev
7034	PL-02	P4

Status
APPROVAL

CAD Plot date: 13/03/2025 - 10:24:25 7034-site dwg

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Appendix B

WEST SUSSEX COUNTY COUNCIL
PRE APPLICATION CONSULTATION

TO:	Organisation:Paul Basham Associates FAO:Caitlin Turley
FROM:	WSCC - Highways Authority
DATE:	8 February 2022
LOCATION:	Land west of Bines Road, Partridge Green, Horsham RH13 8EQ
SUBJECT:	Internal Reference: PRE-002-22 Outline application for up to 250 homes on land west of Bines Road, Partridge Green.
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	Advice
S106 CONTRIBUTION TOTAL:	n/a

Comments are made in respects of,

Pre-App Scoping Note, reference 093.0004/PSN/1, dated December 2021

Where possible comments are made against the specific numbered points within the Scoping Note.

2.3 – Although no walking/cycling distance thresholds are referenced, in this instance it's noted that all day to day services within Partridge Green are within reasonable walking distance (considered as 1.6km). Missing from the list is the Star Trading Estate and the various employment uses within this.

2.4 – The existing continuous footway network is acknowledged. As part of any development, improvements should be delivered to those footways along the B2135 to increase the usable width (within the constraints of the available highway) and improve the surfacing. Such works are proposed within 5.2.

2.11 – The cycling iso-chromes and villages within 15 and 30 minutes distance are recognised. From this information, it's unclear if cycling is being considered as a realistic alternative to using the private car to access the villages identified. WSCC considered that the nature of Downs Link could allow for some trips to nearby

villages (i.e. Henfield) but cycling is more likely to for leisure purposes. The private car will still likely dominant as the main means of travel.

2.20 – The extent of accident records should be determined by the potential trip increases through junctions as well. For example, a number of trips are indicated to travel northwards to the A24/B2135 junction. I would ask that the accident record for this junction is also included in the assessment. It may also be prudent to include the B2116/A281 junction as well. I recognise that both junctions are distance from the site.

3.2 - comments are made in respects of the access arrangements separately below.

3.4 – the WSCC Design Guide is noted. This is out of date however and the guidance within MfS2 should take precedent. This aside, the correct guidance (as taken from the DMRB) has been applied for the stopping sight distances/visibility splays.

3.7 – Internal road widths are acceptable in principle but would be subject to review taking into account potential parking demands.

3.11 – WSCC don't operate any refuse collection services; such matters are a District function. The exact refuse design vehicle would need to be agreed with Horsham DC although from memory their vehicle is in the region of 11 metres long.

4.2 – the trip rates derived from TRICS are noted. The use of this trip rate isn't necessarily disagreed with. It would though be beneficial to compare the TRICS trip rate against that derived from using a TRICS person trip rate with mode choice based on Census outputs. The person trip rate/Census outputs would then better reflect local travel constraints.

4.6 – Whilst trip destinations are noted, it's unclear how trips have been assigned to routes. Are these based on distance or time (i.e. shortest distance or quickest route?). For some destinations, multiple route choices are identified. Whilst this may be the case, for the purposes of the assessment, it may be better to assign all trips to a single route option and thereby have a worst case.

4.7 – It's quite a high percentage of vehicle trips that remain in Partridge Green. This isn't unreasonable for existing residents but as the proposed residential development isn't generating more employment opportunities, it's then questionable if a similar percentage of trips would remain in Partridge Green for the

proposed dwellings. It would be anticipated for there to be more out-commuting amongst residents at the development than may be the case for existing residents.

5.4 – the means of traffic distribution are noted and agreed. Could traffic distribution diagrams for development only trips be provided. Once provided, the extent of junction modelling can then be agreed.

5.5 – the situation with DC/21/2237 is acknowledged. The application that preceded DC/21/2237 (DC/20/1697) is now subject to an appeal, so this may become a committed developments. There is also DC/21/2704. This application also presently remains undetermined, although all previous applications on this site have been refused.

5.6 – given that this site is not allocation, an end of Local Plan scenario should also be included. I'd suggest that this is more pertinent for the A24/B2135 junction rather than those in the immediate vicinity.

6.3 – whilst the travel plan will of course be developed in greater detail, I would stress at this stage that the measures included should be appropriate for what is a primarily rural situation. The travel plan should not rely solely on the distribution of information to residents.

Access Arrangements – Appendix D and E

There's nothing of significant concern on the access drawings. The only point would be to seek more generous kerb radii at the proposed junctions. I appreciate that a 30mph speed limit is in place and ordinarily 6 metre kerb radii would be appropriate. However, the 85th percentile speeds are considerably higher. To assist vehicles existing and entering onto the B2135, I'd ask that the kerb radii are increased to 7.5 metres from the 6 metres.

I trust you appreciate that any advice given by council officers for pre-application enquiries does not constitute a formal response or decision of the council with regard to the granting of planning permission in the future. Any views or opinions expressed are given in good faith, and to the best of ability, without prejudice to the formal consideration of any application, which will be the subject of public consultation and ultimately decided by the Local Planning Authority.

Ian Gledhill
Planning Services

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Horsham District Council FAO: Giles Holbrook
FROM:	WSCC – Highway Authority
DATE:	04 December 2024
LOCATION:	Land at 518724 118628 Bines Road Partridge Green West Sussex RH13 8EQ
SUBJECT:	DC/24/1699 Development of 101 dwellings (including 45% affordable), creation of new access, public open space, creation of a cycle path, allotments and associated landscaping. Updated response with public transport correction.
DATE OF SITE VISIT:	21 November 2024
RECOMMENDATION:	More Information Required

This is the WSCC Highways response to the above planning application seeking development of 101 dwellings (including 45% affordable), creation of new access, public open space, creation of a cycle path, allotments and associated landscaping.

Site location and access.
The site is located to the west of Bines Road, approximately 600m south of the village centre and approximately 130m from the Star Road Industrial Estate. Lock Lane forms the northern boundary of the site and forms a priority junction with Bines Road in the north-eastern corner of the site. Lock Lane is a private road and takes the form of a track.

An existing vehicle access to the site is located on Lock Lane, at the western end of the site boundary. Another private road forms the southern border of the site, which provides access to four residential properties and agricultural land/buildings. This road also provides vehicular access to the development site.

The site is accessed from Bines Road (B2135), which generally runs N-S from the A24 to the A283. In proximity of the site, it has a speed limit of 30mph along the site frontage which continues north of the site towards the centre of Partridge Green. It changes to 60mph approximately 160m south of the site. A 1m wide footway is present on part of the western side of Bines Road and continues north into Partridge Green. Bines Road also serves a number of dwellings south of the site with vehicle crossovers providing access to them. In addition, Bines Road serves Star Road approximately 70m north of the site access which serves the Star Lane Trading Estate.

The proposed access, which was discussed with WSCC through a highways pre-application submission, is shown taking access from Bines Road and is located approximately 65m south of the existing access to the industrial park opposite. The

access is shown as a 6m wide junction with 7.5m bellmouth radii as requested by WSCC during the pre-app discussions. The drawing is found in Appendix G in the Transport Assessment (TA). The applicant's transport consultants have undertaken swept path analysis of an 11.2m long refuse vehicle, a 7.5t panel van and a car utilising the access and this is shown in Appendix H, also found in the TA.

With regard to visibility splays, a speed survey was undertaken and provided that shows results demonstrating that whilst the section of road along the site frontage is subject to a 30mph speed restriction, the speeds recorded where significantly above this and the threshold of 37mph set by WSCC for using Manual for Street (MfS) criteria. Therefore, visibility requirements have been informed by the Design Manual for Roads and Bridges (DMRB).

Based on the recorded speeds of 46mph (northbound) and 40mph (southbound), the TA states that visibility splays have been drawn to DMRB standards. DMRB CD123 states that for simple priority junctions a setback ('x' distance) of 9m (or as close as possible without being below 2.4m) should be used when calculating visibility. This has led to visibility splays of 4m x 127m northbound and 4m x 103m southbound being demonstrated. These visibility splays are shown to be achievable as seen in Appendix I found in the TA.

The applicant should provide an explanation about how the visibility splays have been calculated (including the mathematical equations used).

Access by sustainable modes of transport (pedestrians, cyclists and public transport).
The site is located within walking and cycling distance to a range of facilities and amenities, summarised in Table 2, taken from the TA, below:

Amenity	Distance from Site Access	Walking Time (80m per minute)	Cycle Time (250m per minute)
Mary's Cafe	300m	4 minutes	1 minute
The Partridge (Pub)	400m	5 minutes	2 minutes
Bus Stop	400m	5 minutes	2 minutes
Partridge Green Village Hall	550m	7 minutes	2 minutes
Partridge Green Surgery	550m	7 minutes	2 minutes
Co-op Food	600m	8 minutes	2 minutes
Methodist Church	700m	9 minutes	3 minutes
St Michaels & All Angels Church	800m	10 minutes	3 minutes
King George V Playing Fields	1km	13 minutes	4 minutes
Iolesfield C Of E Primary School	1.1km	14 minutes	4 minutes

Table 2: Local Amenities and Facilities

Table 2 demonstrates that numerous amenities and facilities are available within a short distance of the site access. The centre of Partridge Green has a café, public house, Co-op supermarket, village hall and bus stop a short walk away, making it easily accessible for sustainable transport.

Pedestrian Network - The site location provides opportunities for travelling by foot as directly outside the site a footway runs along part of the western side of Bines Road (B2135), north of the 30mph speed limit signs. The footway extends towards the local

facilities and the High Street to the north-east of the site, where footways flank both sides of the road.

A 2m wide footway is proposed to be constructed on both sides of the site access and will connect with the footway currently present along Bines Road. Within the site, the northern footway will increase to 3m wide to cater for walking and cycling with the southern footway remaining at 2m. A dropped kerb and tactile paving crossing point will be provided across the site access to assist with pedestrians crossing between the footways.

To further improve connectivity and suitability of walking routes for users of the development, the Highway Authority recommends that the existing footway running alongside part of Bines Road on its western side, be widened to 2.0m, taken from the site access onto Bines Road and continued northwards towards High Street. This was raised at the Highways pre-application stage but does not appear to have been carried forward to the actual planning application. Applicant to amend. And, a Stage 1 Road Safety Audit (and associated Road Safety Audit Decision Log) must be provided for the works at this planning stage.

Also, the Highway Authority considers that street lighting should be extended to take-in the site access (including its approach from the south) and then continued northbound to meet with the existing street lighting north of the old railway bridge. This would also encourage walking and would also assist with highlighting the access (and existing access points) along Bines Road within the 30mph section.

In addition, the site is surrounded by a number if Public Rights of Way (PRoW), as shown in Figure 3 taken from the TA. Part of this network includes a bridleway across the northern boundary of the site and footpath along the western boundary which form part of the long-distance Downs Link which follows the route of the long-dismantled railway line.

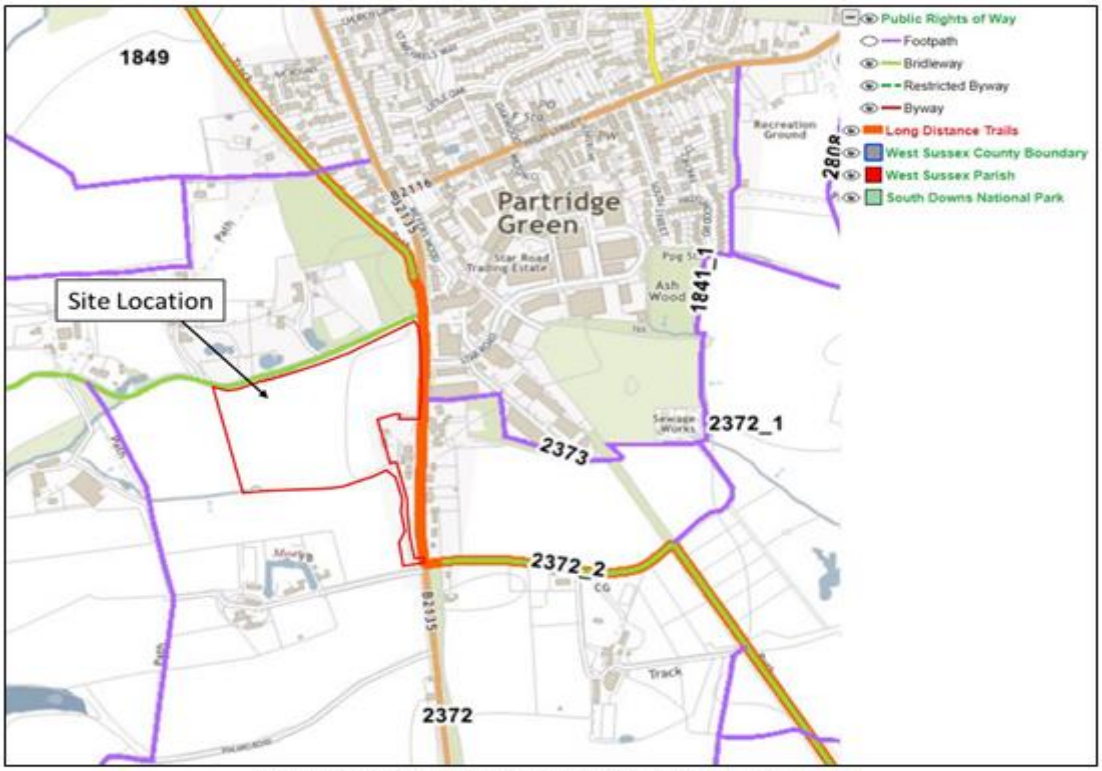


Figure 3: Public Rights of Way (PROW) in the vicinity of the site

Additionally, a cycle path is proposed within the site to connect to the Downs Link at the sites south-eastern extent opposite Bridleway 2372_2 to Bridleway 1864 (Locks Lane) along the sites northern extent. In addition, a number of footpaths are proposed within the site to provide off-road pedestrian and cycle travel through the site.

To increase accessibility in the area, the applicant proposes an uncontrolled crossing point across Bines Road (with tactile paving and dropped kerbs) directly to the south of the junction with High Street. Furthermore, as discussed in the Road Safety Audit section, it is proposed that a crossing would be provided over Bines Road near Star Road, providing access to the industrial estate on foot. Applicant to confirm that these have been considered in the Stage 1 Road Safety Audit. And if not, that they be Safety Audited.

The Public Rights of Way footpaths to the east of the site connect to further recreational routes and provide access towards facilities within Shermanbury to the west and Henfield to the south.

Cycle Network - There are already two recommended cycle routes set out by Horsham District Council - one for beginners and the other for intermediates. This route is recommended for Partridge Green locals and goes past a river, farms and some heritage assets. This is shown in Figure 4 found in the TA.

In addition, a cycle path measuring 3m in width is proposed to be constructed through the site connecting to the bridleway along Lock Lane which borders the site to the north and running south through the site before connecting to Bines Road opposite the Downs Link PRoW. This would provide for an off-road pedestrian connection between the two PRoW's in proximity to the site. The applicant does not propose that this would form a formal PRoW although it would provide an off-road route through the site connecting the two PRoW. In the event the route is not offered for formal adoption or creation into a PRoW, then the applicant should demonstrate how any route would remain open (and suitably maintained) in perpetuity. Applicant should also confirm if this connection, where it is shown emerging to Bines Road, has been Safety Audited. If not, it should be Safety Audited.

From on-site observation, an informal path appears to have been created from Locks Lane directly to the Downs Link. The Highway Authority would like to know whether the applicant can formalise this connection for pedestrians and cyclists as it would then mean users would not need to re-join Bines Road for an ongoing journey using the existing footway. If so, applicant to get it Safety Audited.

Bus Network - Approximately 5 minutes-walk from the site is a bus stop found on the High Street. This serves westbound services. The bus stop comprises a sheltered seating area, a bus pole and bus timetables, shown in Photographs 4 and 5 found in the TA. Applicant to investigate whether real-time passenger information could be added to the location.

The High Street bus stop is served by the number 17 coach, which the TA says provides a service from Horsham to Brighton. It continues by saying that this service is available every 30 minutes toward Brighton and is every hour going towards Horsham.

The Highway Authority has been advised that the service was changed in September 2024, meaning that part of the information in the TA is incorrect. As such, the applicant should re-visit the timetabling and provide a corrected version in the TA or addendum Technical Note. Furthermore, as the service (predominantly Partridge Green to Horsham) has been reduced, the applicant should consider ways of how they might address this. The contact at Stagecoach Buses, who run the service, is Rob Vince and he

can be contacted directly to discuss this using the following email: rob.Vince@stagecoachbus.com

Real-time passenger information should be provided for local bus stop sites.

Table 4 below (taken from the TA) shows travel times by bus to various locations outside of Partridge Green:

Town / City	Approx Time to Location (Minutes)
Henfield	12 minutes
Mannings Heath	20 minutes
Horsham	23 minutes
Brighton	30 minutes
Brighton, Town Centre	45 minutes

Table 4: Bus Service Destinations

Please note that the Partridge Green to Horsham service now runs via Henfield and as such, lengthens the journey both in distance and time.

Travel Plan.
As submitted, the Travel Plan (TP) should be updated to reflect current WSCC guidance. This can be made available on request. It should also reflect the additional requirements for sustainable travel as set out elsewhere in this response. Once updated, the FINAL Travel Plan and its associated monitoring fee (£3,815 at the time of writing) should be secured by S106 Agreement.

Internal layout.
The internal site layout includes a spine road measuring 5.5m wide with a 3m wide footway (presumed to be for shared foot and cycle use) on the northern side of the spine road and a 2m wide footway along the southern side. In addition, 4.8m shared surface roads provide access to the dwellings both north and south of the main spine road. Swept-path analysis of an 11.2m refuse vehicle and a fire tender manoeuvring around the site is attached in Appendix K found in the TA along with swept-path analysis of cars parking at various points throughout the site.

The TA states that Manual for Streets (MfS) guidance has been used to inform an internal design speed of 25mph plus internal junction visibility splays commensurate with that. In addition, the TA states that forward visibility has been assessed using a design speed of 15mph at the bends in the shared surface loops at the north of the site. The internal junction visibility and forward visibility is attached in Appendix L found in the TA.

Refuse and Servicing - A refuse vehicle and fire tender are shown to be able to manoeuvre around the site with refuse vehicles able to get within 25m of most dwellings and bin collection points (BCP). The TA states that the BCP's have been located so that residents do not have to carry their bins over 30m and so that refuse collectors do not have to drag the bins further than 25m to the refuse vehicle, which they consider is in accordance with the advice in MfS. Swept-path analysis of the refuse and fire arrangements can be found in Appendix K of the TA.

The Highway Authority recommends that street lighting be included within the layout.

With regard to some of the shared surface roads where they meet/interface with the spine road, some do not appear to follow the standard arrangements as shown elsewhere within the layout. The extract below, taken from the TA and showing the internal layout, highlights where the interfaces are not shown correctly (see the red

circles) with examples of correct ones shown in blue (showing the footways on the spine road taken into the side roads and terminating just past the rumble strip feature). The layout should be amended to show the correct arrangements (see overleaf):

For the paths running around the boundary of the site, the applicant is requested to consider widening some of these to provide for further shared foot and cycle routes which would improve accessibility throughout the site for non-car modes of transport.

For the central feature where the N-S cycle route is shown to cross the spine road, the applicant should look to provide this with priority to foot and cycle users. Likewise, where the E-W shared foot and cycle route is shown crossing side roads (on the northern side of the spine road), consideration should be given to giving priority to pedestrians and cyclists across the side roads. Both the N-S and E-W routes where these changes are suggested should be presented to the Road Safety Audit Team for comment, and any comments provided, captured in a revised Road Safety Audit Log to be sent to the Highway Authority to reply to (alongside the issues already raised in the Safety Audit).

Finally for the internal layout, please show where access to the allotments is to be from.

Parking.
Car parking - To establish car parking requirements for the site, the West Sussex Parking Calculator has been reviewed by the transport consultants (attached as Appendix E in the TA). It identifies that 191 allocated and 73 visitor parking spaces, totalling 264 parking spaces should be provided for the development based on the proposed accommodation schedule and the site's location in Parking Behaviour Zone 1.

The development proposes 184 allocated spaces for houses, 14 unallocated spaces for flats, 17 garages (which count for 0.3 spaces) and 47 visitor spaces. This amounts to a total of 245 spaces, 19 spaces short of the requirement identified in the West Sussex Parking Calculator. However, the consultant states that the WSCC guidance allows for a 10% reduction from the parking provision with justification provided. Therefore, the consultants consider that the development would be providing sufficient parking to support it.

WSCC parking guidance states:

- *'To accommodate potential variations in parking demand within a single ward, consideration may be given to varying the expected parking demand by 10% above or below, which is based on the average variation in demand between PBZs. In order to*

determine whether or not this is acceptable, the applicant will need to provide justification through, for example, the provision of parking beat surveys.'

- *'To meet with current and emerging guidance on the promotion of sustainable travel modes and choices, consideration could also be given to reducing the expected level of parking demand by 10%. This is based on the Department for Transport's 'Smarter Choices' research that shows reductions in traffic movements can be achieved by up to 10 to 30% where a range of travel choices are available through provision of travel plans, public transport contributions, and other sustainable travel initiatives.'*

With regard to justification for a lower car parking provision, the transport consultants have undertaken analysis of both 2021 and 2011 census car ownership data (attached in Appendix F, fund in the TA) to understand the level of car ownership for local residents. Using the percentage of household car ownership with the number of dwellings at the proposed development (101 units), the number of anticipated car parking spaces at the development has been calculated. Using the 2021 dataset, this demonstrates that 5% of households do not own a car, 32% own 1 car, 40% own 2 cars, and 23% own 3 or more cars. The 2011 dataset demonstrated that 5% of households do not own a car, 32% own 1 car, 42% own 2 cars, and 20% own 3 or more cars. The data demonstrates that the proposed development is expected to result in a demand of 183 and 186 car parking spaces respectively based on the census datasets.

Although the development parking provision is a shortfall of 19 spaces from the WSCC parking guidance, the reduction in parking provision is less than the 10% reduction deemed acceptable within the WSCC guidance. Therefore, the applicants consider that the number of parking spaces at the proposed development is sufficient for the scale and location of the development.

Electric Vehicle (EV) parking should also be provided in accordance with Building Regulations.

Cycle parking – The cycle parking requirements for the area are presented in Table 5 below taken from the TA, demonstrating that there will need to be 161 spaces in total for the development. The applicant states that communal storage will be provided for the flats and for the houses, that it will be located within the area of the dwelling such as a garage or a shed.

Dwelling	Cycle Provision (Per Unit)	Number of Dwellings	Spaces Required
1 -Bedroom Flats	0.5	8	4
1-2 Bedroom House	1	29	29
3+ Bedroom House	2	64	128
Total	N/A	N/A	161

Table 5: WSCC Cycle Parking Standards

Traffic impact.

Vehicular trip generation - To assess the impact the proposed development will have on the local highway network, the applicant's transport consultant has obtained trip generation data from the TRICS v7.10.4 database for the proposed development with full outputs included in Appendix M, found in the TA. The resulting trip rates with parameters of the search are as follows:

- Sites in England (excluding Greater London)
- Trip parameter range: 32 – 159 (units)
- Survey date range: 01/01/15 – 27/03/24
- Number of weekdays: 18
- No weekend dates selected
- 2 surveys removed from selection due to being undertaken during Covid-19

As part of highways pre-application discussions, WSCC requested that census data be used for the trip generation assessment to give a better understanding about the potential multi-modal trip generation for the site. A trip generation assessment was undertaken and issued to WSCC for comment, and it was confirmed that 2021 census data would be utilised (as this had a higher percentage of car drivers than 2011 and TRICS) to represent the proposed vehicular trip generation for the site.

The proposed trip generation for the site is outlined within Table 6, taken from the TA and found below:

	AM Peak (0800 – 0900)		PM Peak (1700 – 1800)		Total (12 hours)
	Arrivals	Departures	Arrivals	Departures	
All Person Trip Rate	0.214	0.611	0.390	0.260	6.763
Trip Generation (101 units) – 84% Vehicle Trips (census 2021)	18	52	33	22	574

Table 6: Proposed Development Vehicle Trip Generation

As seen in Table 6, the proposed development is predicted to generate 70 two-way vehicle trips in the AM peak and 55 two-way vehicle trips in the PM peak with 574 vehicle trips generated over a 12-hour period. This would amount to approximately 1-2 vehicle movements per minute. On this basis, the applicant considers that the proposed development would not have a severe impact on the local highway network in line with paragraph 115 of the National Planning Policy Framework (NPPF).

Multi-Modal Trip Generation - Pedestrian, cycle and public transport trips have also been assessed using the same parameters as the vehicular trip generation.

Pedestrian trips are illustrated in Table 7 taken directly from the TA:

	AM Peak (0800 – 0900)		PM Peak (1700 – 1800)		Total (12 hours)
	Arrivals	Departures	Arrivals	Departures	
Trip Rate	0.044	0.135	0.046	0.038	1.142
Trip Generation (101 units)	4	14	5	4	115

Table 7: Proposed Development Pedestrian Trip Generation

As seen in Table 7, the proposed development is predicted to generate 18 pedestrian trips in the AM peak and 9 pedestrian trips in the PM peak with 115 pedestrian trips over a 12-hour period.

Cycle trips are shown in Table 8, also taken from the TA:

	AM Peak (0800 – 0900)		PM Peak (1700 – 1800)		Total (12 hours)
	Arrivals	Departures	Arrivals	Departures	
Trip Rate	0.005	0.016	0.006	0.010	0.114
Trip Generation (101 units)	1	2	1	1	12

Table 8: Proposed Development Cycle Trip Generation

As seen in Table 8, the proposed development is predicted to generate 3 cycle trips in the AM peak, 2 cycle trips in the PM peak and 12 cycle trips over a 12 hour period.

Public Transport trips are shown in Table 9, again taken directly form the TA (please see below):

	AM Peak (0800 – 0900)		PM Peak (1700 – 1800)		Total (12 hours)
	Arrivals	Departures	Arrivals	Departures	
Trip Rate	0.001	0.012	0.008	0.005	0.151
Trip Generation (101 units)	0	1	1	1	15

Table 9: Proposed Development Public Transport Trip Generation

Trip Distribution and Route Assignment – The TA states that **2011 Census data** has been collected from the 'Location of usual residence and place of work' dataset with the Horsham 0011 middle super output area (seen in Figure 8) used as the location of usual residence. The data indicates destinations that people currently travel to work within the ward selected. This TA says that this data has been used to determine the trip distribution at the access and routes, for destinations with more than 5 trips. The location and most direct route to this location was then used to confirm the direction of travel from the access on Bines Road as well as the route assignment of each destination.

Table 10, found in the TA, sets out the destinations that residents of the proposed development would likely travel to as well as the proportion of residents undertaking this journey. Table 10 also depicts the most likely route from the site these journeys would take. The full Census Data is contained in Appendix N, also in the TA.

The total trip distribution of residents on the local highway network is demonstrated in Table 11 and set out within the distribution diagrams attached as Appendix O (both found in the TA).

Table 11 demonstrates that the majority of vehicles (86%) will travel north along Bines Road from the site with the majority turning east onto High Street. From here, the highest proportion of vehicles are expected to turn north onto the A281.

The data shows that 39% of the overall vehicles generated by the site are expected to utilise the High Street to access the A281, with 8% leaving the High Street onto Littleworth Lane. 35% of vehicle trips are expected to travel northbound on the A281 upon leaving High Street and the remaining 5% travel south bound.

38% of vehicle trips are expected to travel via the A24, with 35% travelling northbound and 4% travelling southbound.

All of the new vehicle trips that travel right out of the site to the south are expected to travel eastbound on the A283.

Given that the trip generation assessment was undertaken using 2021 Census data, the Highway Authority asks why 2011 Census data was used for trip distribution and route assignment, and not data from the 2021 census?

Junction capacity assessment - To identify the highway impact of the development proposals, junction capacity analysis has been undertaken at a number of key local junctions.

Assessment Scenarios - Within the pre-application discussions with WSCC, it was agreed that the following junctions would be modelled:

- Site Access/Bines Road
- Partridge Green Road/A281
- B2138/High Street

In terms of scenarios, the following were agreed as part of scoping discussions with WSCC:

- Baseline 2024
- Baseline 2028
- Baseline 2028 + Committed Development
- Baseline 2028 + committed Development + Proposed Development

TEMPRO Traffic Growth - An initial TEMPRO growth rate has been calculated for the years from 2022 – 2024 and 2024 – 2028 for the Horsham 0011 area. These growth rates have been summarised in Table 12, found in the TA. However, it is not clear whether an end of Local Plan scenario, as requested in Highways pre-application discussions, has been undertaken for the B2135 J/W A24. Applicant to confirm. If not, a further assessment will be required.

Committed Developments - A review has been completed to confirm committed developments within the area surrounding site that should be taken into consideration within any traffic impact assessment work. Following discussions at the pre-application stage, 'Committed Developments' that would require consideration as part of an application were identified as:

- Land North of The Rosary, Partridge Green (ref: DC/20/1697)
- Land North of Shermanbury Road, Partridge Green (ref: DC/21/2704)

Since pre-application discussions, both of the identified applications were refused by the local planning authority and have therefore not been included in any traffic impact assessment. However, an additional application was submitted at Land North of Shermanbury Road Partridge Green (ref: DC/24/0428) in March 2024 which has been identified as a 'Committed Development' and therefore has been considered in the traffic impact assessment work.

Additionally, a planning application (DC/21/2233) for up to 265 dwellings on land north of Glebe Farm and Kings Barn Lane, Steyning, has been approved. The TA that accompanied that application showed additional traffic impact at the junction of the A283 with the B2135, resulting in highway improvements at that junction.

Given that some traffic from this development (DC/24/1699) will be travelling southbounds to that junction, the applicant should undertake some additional transport work to demonstrate what the added impact of this development would be on that junction (with and without mitigation secured from DC/21/2233). Like that for the B2135/A24 junction to the north, an end of Local Plan scenario should be modelled for this junction, too.

Baseline Traffic Surveys - In order to establish the baseline traffic flows along Bines Road, the applicant has provided ATC surveys were undertaken between 1st February 2024 and 7th February 2024. The results of these surveys are summarised in Table 1 found below.

In addition, the TA states that junction Counts were undertaken on 13th September 2022 to identify the average vehicle volumes at following junctions:

- High Street/Littleworth Lane
- Partridge Green Road/A281
- B2135/High Street

The results of these surveys are summarised in Table 13 with the full survey results attached as Appendix P, both found in the TA.

Road safety considerations.
Road Safety Audit (RSA) **–** Although the RSA is summarised in the TA, the actual RSA does not appear in Appendix J, nor does the Road Safety Audit Decision Log appear either. Applicant to provide both in Microsoft Word format so the Highway Authority can add its comments to the Log.

Personal Injury Accidents (PIAs) – Details are shown in Figure 7 found in the TA. 12 PIAs occurred during the period studied. However, at the Highways pre-application stage, it was requested that data be provided at the junction of the B2135 with A24 to the north given that a percentage of the development traffic will be heading that way. In addition, data should also be provided for the junction of the B2135 with A283, given that a percentage of development traffic will be travelling that way too.

Speed surveys - To understand the existing vehicle speeds and flows of along Bines Road, Automated Traffic Count (ATC) surveys were provided on Bines Road from 1st February 2024 to 7th February 2024. The results of the surveys are shown in Table 1 below, taken directly from the Transport Assessment (TA) that accompanies the planning application. The full outputs can be found at Appendix D, also in the TA.

Direction	AM Peak Flows	PM Peak Flows	Daily Flows	85th Percentile Speeds
Northbound	156	94	1360	45.5mph
Southbound	284	144	2071	40.2mph

Table 1: ATC Survey results

As seen in Table 1, the speed survey shows that the 85th percentile speeds of road was 45.5mph northbound and 40.2mph southbound, suggesting vehicles increase their speed towards the 60mph speed limit and decrease their speed towards the 30mph speed limit.

As a result of this, the applicants state that they have shown visibility splays commensurate with these higher speeds, instead of using the 30mph posted speed limit. However, the applicant should provide further explanation about how the splays were arrived at, including mathematical calculations.

In terms of vehicle flows, over a 12-hour period, there is an average of 130 vehicles per hour northbound and 173 vehicles per hour southbound, equating to circa five vehicles per-minute.

Conclusion.
Additional information is required to enable the Highway Authority to consider the application further. Full details can be found in the main text of this response, with a summary found below:

1. Demonstration that visibility splays at access point where it meets Bines Road can be achieved using highway land, land in the applicant's control or combination of both plus technical explanation how the splays have been arrived at (mathematical equation/s to be provided).

2. Provision of widened footway alongside western side of Bines Road plus Stage 1 Road Safety Audit and Road Safety Audit Decision Log provided.
3. Confirmation that uncontrolled crossing points (to High Street and Star Lane Industrial Estate across Bines Road) have been Safety Audited (and if not, that they be Safety Audited).
4. Foot/cycle connection to Bines Road found south of the site (opposite Downs Link PRoW) – Applicant to confirm how this route would remain open (and suitably maintained) in perpetuity. Applicant should also confirm if this connection, where it is shown emerging to Bines Road, has been Safety Audited. If not, it should be Safety Audited.
5. Applicant to investigate whether an informal connection to Downs Link off Locks Lane can be formalised. If so, it too should be Safety Audited.
6. Applicants to update bus service details to reflect recent service changes and to consider ways to address the reduced Partridge Green to Horsham service.
7. Updated Travel Plan to be provided.
8. Internal layout changes – e.g. foot and cycle path alterations, widening of path around the internal boundaries of the site, priority arrangement across spine road and side roads to be considered (plus Road Safety Audit updates) and interfaces with spine road.
9. Clarification about where access to allotments is to be provided from.
10. Reply required to why 2011 Census data was used for trip distribution and route assignment, and not data from the 2021 census?
11. Further junction modelling assessments for B2135/A24 and B2135 J/W A283 to be provided (to include end of Local Plan scenarios for both junctions and additional traffic from DC/21/2233 – the latter for the B2135/A283 junction only).
12. Provision of original Stage 1 Road Safety Audit and associated Road Safety Audit Decision Log.
13. Updated PIA data for B2135/A24 and B2135/A283 junctions.

Please re-consult when the above information is available, at which time the Highway Authority will consider the application further.

Tim Townsend
West Sussex County Council – Planning Services

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Horsham District Council FAO: Giles Holbrook
FROM:	WSCC – Highway Authority
DATE:	01 May 2025
LOCATION:	Land at 518724 118628 Bines Road Partridge Green West Sussex RH13 8EQ
SUBJECT:	DC/24/1699 Development of 101 dwellings (including 45% affordable), creation of new access, public open space, creation of a cycle path, allotments and associated landscaping. Additional information received.
DATE OF SITE VISIT:	21 November 2024
RECOMMENDATION:	More Information Required

This is the second WSCC Highways response to the above planning application seeking development of 101 dwellings (including 45% affordable), creation of new access, public open space, creation of a cycle path, allotments and associated landscaping.

Comments below respond to additional information from the applicant's transport consultants provided by Jason Hawkes (Horsham District Council) in his email to the Highway Authority dated 7 April 2025.

Previous Highway Authority Response.
In its previous response to the LPA dated 3 December 2024, the Highway Authority requested that additional information be provided to enable it to consider the application further. Full details can be found in the main text of that response, with a summary found below:

1. Demonstration that visibility splays at access point where it meets Bines Road can be achieved using highway land, land in the applicant's control or combination of both plus technical explanation how the splays have been arrived at (mathematical equation/s to be provided).
2. Provision of widened footway alongside western side of Bines Road plus Stage 1 Road Safety Audit and Road Safety Audit Decision Log provided.
3. Confirmation that uncontrolled crossing points (to High Street and Star Lane Industrial Estate across Bines Road) have been Safety Audited (and if not, that they be Safety Audited).
4. Foot/cycle connection to Bines Road found south of the site (opposite Downs Link PRoW) – Applicant to confirm how this route would remain open (and suitably maintained) in perpetuity. Applicant should also confirm if this connection, where it is shown emerging to Bines Road, has been Safety Audited. If not, it should be Safety Audited.

5. Applicant to investigate whether an informal connection to Downs Link off Locks Lane can be formalised. If so, it too should be Safety Audited.
6. Updated Travel Plan to be provided.
7. Internal layout changes – e.g. foot and cycle path alterations, widening of path around the internal boundaries of the site, priority arrangement across spine road and side roads to be considered (plus Road Safety Audit updates) and interfaces with spine road.
8. Clarification about where access to allotments is to be provided from.
9. Reply required to why 2011 Census data was used for trip distribution and route assignment, and not data from the 2021 census?
10. Further junction modelling assessments for B2135/A24 and B2135 J/W A283 to be provided (to include end of Local Plan scenarios for both junctions and additional traffic from DC/21/2233 – the latter for the B2135/A283 junction only).
11. Provision of original Stage 1 Road Safety Audit and associated Road Safety Audit Decision Log.
12. Updated PIA data for B2135/A24 and B2135/A283 junctions.

Latest Response.
Comments below reiterate the original comments made by the Highway Authority (the black text). Comments in response to this from the applicant made in *red italic* text beneath with latest WSCC Highway Authority comment in blue beneath that.

1. Demonstration that visibility splays at access point where it meets Bines Road can be achieved using highway land, land in the applicant's control or combination of both plus technical explanation how the splays have been arrived at (mathematical equation/s to be provided).

   The applicant's transport consultant has used the following formula (taken from DMRB CD 109) to calculate the stopping site distance (SSD), as follows:

   SSD = vt + v2/2d v = speed (m/s)
   t = driver perception-reaction time (seconds)
   d = deceleration (m/s2)

   To establish the existing vehicle speeds and flows along Bines Road, the applicant's transport consultant instructed a company to install Automated Traffic Count (ATC) equipment to record survey data on Bines Road from 1st February 2024 to 7th February 2024. The ATC surveys demonstrated that the 85th percentile speeds were 45.5mph northbound and 40.0mph southbound.

   Visibility splays at the site access have been shown in accordance with Design Manual for Roads and Bridges (DMRB) guidance based on the recorded 85th percentile speeds stated above.

   In line with DMRB guidance, the applicant's consultant has used a driver perception-reaction time of 2 seconds with deceleration set at 0.25g. DMRB CD123 paragraph 3.8 states that for simple priority junctions a setback ('x' distance) of 9m (or as close as possible without being below 2.4m) should be used when calculating visibility. Therefore, a setback of 4m has been used for the visibility splays at the site access as this is the maximum achievable x-distance in line with DMRB guidance. This has led to visibility splays of 4m x 127.4m northbound and 4m x 103.4m southbound. The full calculations using an SSD calculator are attached in Appendix B, along with the ATC results and visibility splay drawing.

   Comments noted.

2. Provision of widened footway alongside western side of Bines Road plus Stage 1 Road Safety Audit and Road Safety Audit Decision Log provided.

The proposed access includes a 2m wide footway on both the northern and southern side which will tie into the existing footway on Bines Road.

Improvements are proposed between the site access and High Street which will widen the existing footway to c2m. There are sections of the route where a 2m footway is not possible due to the land available within the highway boundary meaning a c1.5m footway is present along sections of the route, however, discussions with highway officers at WSCC confirmed that this is acceptable as the proposed widening is still a betterment to the route.

In addition, it should be noted that the proposed widening along the route does not change the existing alignment or width of Lock Lane. The footways either side of the junction have been widened to c2m, however, due to the road being private, no changes to how pedestrians cross this road are proposed.

The proposed footway widening is attached as Appendix D and has been subject to a Stage 1 Road Safety Audit (detailed later within this HRN).

Comments noted.

A Stage 1 Road Safety Audit (RSA) has been undertaken for the proposed access at the site and is attached along with an RSA Decision log and Designer's Response in Appendix C, found in the latest Technical Note. The RSA recommends that appropriate signage is provided at the site access and that vegetation is maintained to ensure visibility is achievable in addition to additional pedestrian crossing points which have also been raised by WSCC and are addressed later in the Technical Note.

Comment noted. The RSA log wit WSCC Highways (the Overseeing Organisation) comments will be sent directly to the applicant's transport consultants (the Design Organisation) under separate cover. When compete, a copy of the FINAL version will be sent to the planning case officer.

3. Confirmation that uncontrolled crossing points (to High Street and Star Lane Industrial Estate across Bines Road) have been Safety Audited (and if not, that they be Safety Audited).

The crossing point by Star industrial estate has been designed in the form of dropped kerbs with tactile paving (Appendix E). To accommodate a suitable crossing south of the Star Road junction, the existing footway on the southern side of the junction which terminates into grass verge, has been extended by c3m to allow room for the proposed crossing point.

An additional crossing point to the north of Star Road will also be provided (as requested within the Road Safety Audit – Appendix H). To accommodate a suitable crossing south of the Star Road junction, the existing footway on the northern side of the junction which terminates into grass verge, has been extended by c3m to allow room for the proposed crossing point.

To ensure the crossing points north and south of Star Road is in a suitable location, it has been ensured that pedestrian visibility splays to the recorded 85th percentile speeds of 45.5mph northbound and 40.0mph southbound (Appendix B) are achievable. A visibility splay drawing is attached within Appendix E which shows visibility splays are achievable to the required distance of 1.5m x 127.4m south and 1.5m x 103.4m north. Visibility splays have been calculated in the same manner as the vehicular visibility splays for the main site access.

The crossing point south of High Street is located c8m south of the junction. To accommodate a suitable crossing south of the High Street junction, the existing footway on the southern side of the junction which terminates into grass verge, has been extended by c5m to allow room for the proposed crossing point.

To ensure the crossing point is in a suitable location, it has been ensured visibility splays of 1.5m x 43m are achievable in both directions in line with Manual for Streets guidance for 30mph speed limit roads. A visibility splay drawing is attached within Appendix E which shows visibility splays are achievable to the required distance of 1.5m x 43m to both the north and south. It should be noted that Manual for Streets guidance has been utilised to inform these pedestrian visibility splays as no speed data has been obtained in the vicinity of High Street, however, this can be done at the detailed design stage.

A proposed design of two off-site uncontrolled crossing points located at the requested locations is attached in Appendix E. Both crossings are designed as dropped kerbs with tactile paving and it has been ensured the required visibility splays are achievable from both crossing points. An RSA of these crossing points has been completed and is included in Appendix H and detailed further within this HRN.

Comments noted. **A query remains about one of the problems identified. This will be discussed directly with the developer's transport consultant.** The RSA log wit WSCC Highways (the Overseeing Organisation) comments will be sent directly to the applicant's transport consultants (the Design Organisation) under separate cover. When compete, a copy of the FINAL version will be sent to the planning case officer.

4. Foot/cycle connection to Bines Road found south of the site (opposite Downs Link PRoW) – Applicant to confirm how this route would remain open (and suitably maintained) in perpetuity. Applicant should also confirm if this connection, where it is shown emerging to Bines Road, has been Safety Audited. If not, it should be Safety Audited.

The 3m wide cycleway which runs through the site will not be a Public Right of Way due to the additional complications which would arise from making this a PRoW route (ensuring certain design specifications and providing a bridleway crossing across Bines Road) and will instead offer an alternative off-road route for pedestrians and cyclists who do not wish to cycle on the main carriageway of Bines Road between the Downs Link.

The route will connect onto the carriageway at Bines Road opposite the eastern link onto the Downs Link (as shown within the updated site layout attached as Appendix F) via a dropped kerb, which will either allow cyclist to join the

carriageway to head north or to cross and head onto the Downs Link, or south on the main carriageway.

As requested within the RSA a visibility splay assessment has been undertaken which shows that visibility of 1.5m x 127.4m south and 1.5m x 103.4m north are achievable. Visibility splays have been calculated in the same manner as the vehicular visibility splays for the main site access. The visibility splay assessment is attached within Appendix I.

An RSA has been undertaken for the connection of the cycleway to the existing PRoW and is attached in Appendix H.

Comments noted. Further PRoW-specific comments will be made by the WSCC PRoW officer separately to this response.

5. Applicant to investigate whether an informal connection to Downs Link off Locks Lane can be formalised. If so, it too should be Safety Audited.

This point is noted, however this land is under third party control and so the applicant is unable to offer this land for a formalised route to the Downs Link and therefore no action will be taken. It should be noted that even without this connection, it is considered that the pedestrian and cycle infrastructure proposed as part of the development significantly improve walking and cycling opportunities from the Downs Link.

Comments noted. However, has the applicant spoken to the third party to establish if the connection could be formalised? Applicant to reply to this, please.

6. Updated Travel Plan to be provided.

The Full Travel Plan has been updated to reflect current WSCC guidance and additional requirements set out in WSCC's response and has been submitted under a separate cover. The applicant agrees in principle that the Full Travel Plan and associated monitoring fee can be secured as part of a Section 106 agreement.

Comments noted. **Please note that the latest Travel Plan monitoring fee is now £3,950 + VAT. With regard to the content, the FINAL Travel Plan should be clearer about the travel voucher offer to residents. It should state that a travel voucher (redeemable against bus tickets/passes and/or assisted purchase of a bicycle) to the value of £150 per-household will be made available to each household.**

7. Internal layout changes – e.g. foot and cycle path alterations, widening of path around the internal boundaries of the site, priority arrangement across spine road and side roads to be considered (plus Road Safety Audit updates) and interfaces with spine road.

This has been amended in the latest site layout to ensure all shared surface connections follow the standard arrangements and the updated layout is attached in Appendix F.

Due to the several proposed alternative paths available to pedestrians, in addition to the presence of veteran trees restricting the paths route and width, it is proposed that the hoggin paths located around the boundary of the site remain at their current width. It should be noted that these hoggin paths are additional routes around the site mainly for leisure purposes with a shared footway/cycleway being provided to facilitate pedestrian and cycle travel around the development.

A route around the site does still look possible and would assist with access to play areas and various parts of the development without using the internal access roads. Applicant to re-consider this point, please.

A priority crossing for the 3m wide shared footway/cycleway has been designed in accordance with LTN 1/20 including tactile paving, dropped kerbs, a raised table and give way signage and road markings. The full design for this is attached in Appendix G.

The applicant does not appear to have considered this where the internal cycle route running parallel to the main spine road crosses side roads. Applicant to reconsider this, please.

The RSA requested that the tactile paving on the footway either side of the cycle route was in accordance with Department for Transport guidelines and therefore drawings have been updated to show this (Appendix G). It was also requested that 'Cycle route' signage to diagram 950 accompanied with 'Cycles crossing' plate to diagram 950 will be installed in advance of the proposed crossing point and this has been indicated on the drawing. The full RSA (Appendix H) is discussed later within this report.

Comments noted. Details to be checked again at detailed design/S38/278 stage.

8. Clarification about where access to allotments is to be provided from.

This has been included in the latest site layout attached in Appendix F. The allotments are located at the southern extent of the development and are accessed from the shared footway/cycleway route.

Comments noted. However, is the intention to just permit access to the allotments on foot and cycle or is car access intended too (as it does not show the latter).

9. Reply required to why 2011 Census data was used for trip distribution and route assignment, and not data from the 2021 census?

As discussed during pre-application discussions with WSCC, 2011 census data was used to inform the trip generation assessment due to COVID restrictions still being in effect and peoples travel patterns changing during the 2021 census. Therefore, the 2021 census data is considered unrepresentative to the travel behaviour of individuals toady and into the future and so 2011 census data has been used to form a more robust assessment as it is considered to be more representative. However, 2021 census data was agreed to be utilised to inform the proposed trip generation as this indicated a higher percentage of those travelling by car, making a more robust assessment. Appendix J shows the email correspondence with WSCC officers where this approach was agreed.

Comments noted.

10. Further junction modelling assessments for B2135/A24 and B2135 J/W A283 to be provided (to include end of Local Plan scenarios for both junctions and additional traffic from DC/21/2233 – the latter for the B2135/A283 junction only).

It was confirmed during pre-application discussions that due to the proposed development generating less than 30 trips to/from this junction that it would not be included in the junction modelling scope therefore this junction has not been assessed. The end of Local Plan scenario has not been assessed as this was the only junction which warranted the scenario to be considered. The email correspondence with WSCC highway officers confirming this is attached as Appendix J.

Applicant to show impacts at both junctions as a result of trips arising from this development including trips (for A283/B2135 junction) from the nearby development at Glebe Farm.

11. Provision of original Stage 1 Road Safety Audit and associated Road Safety Audit Decision Log.

A Road Safety Audit has been undertaken for the offsite highways works and is summarised below, with the full RSA and Designer's Response and RSA log attached within Appendix H.

Please see comments alongside points 2 and 3 above.

12. Updated PIA data for B2135/A24 and B2135/A283 junctions.

Using the Sussex Safer Roads Partnership, PIA data has been obtained for the A24/B2135 junction and B2135/A283 junction for the latest available 5-year period (2019-2024) which is illustrated in Figure 1 and 2 respectively.

As seen in Figure 1, there have been 10 road traffic incidents recorded at the A24/B2135 junction in the latest available 5-year period. Of those incidents, 8 were recorded as slight and 2 were recorded as serious. 5 of the incidents (4 slight and 1 serious) occurred at the right turn lane. A further 2 slight incidents occurred c.280m south of the junction in the vicinity of the Castle Way junction and a sole serious incident occurred c.140m north of the junction.

As seen in Figure 2, 6 incidents have been recorded at the B2135/A283 junction of which 3 were classified as slight, 2 were classified as serious and 1 was classified as fatal. The fatal incident occurred c.450m west of the junction on the A283 in September 2023 with a slight incident occurring c.200m west of the junction. One serious incident occurred at the B2135/A283 junction itself in January 2020 with another serious and a slight incident occurring at the Horsham Road junction c.120m east of the B2135. The final slight incident occurred on the B2135 c.350m north of the junction.

It should be noted that the outline application 'for up to 265 dwellings, (ref: DC/21/2233) was approved in November 2024. Within this application, improvements to the B2135/A283 junction are proposed in the form of a widened right turn lane and kerbed central island.

Comments noted.

Additional comments.

Street lighting for Bines Road *- WSCC have requested that street lighting be extended along Bines Road to the site access and continue northbound to meet existing street lighting.*

This point is agreed and will be included as part of the detailed design and lighting strategy.

Comments noted.

Street lighting internal to the site – *Street lighting will be provided within the internal layout and has been detailed within the lighting strategy which was submitted as part of the application and is therefore addressed.*

Comments noted. Will be checked again at detailed design/S38/278 stage.

Public transport - *Discussions with Rob Vince of Stagecoach have revealed that the 17 service now runs hourly to Brighton and that the through service to Horsham no longer operates via Partridge Green except for a few peak journeys.*

Discussions with Rob Vince of Stagecoach have confirmed that the reasons for the change in services was largely punctuality and low usage that influenced the decision. Rob Vince also stated "Stagecoach enhanced the service overall last year but to keep Partridge Green included in all direct services would have required and additional £200k per annum for less than 100 passengers a day. The trips are still possible but need a change, although there are key journeys each day that can still be completed without a change."

To understand the increase in public transport trips anticipated from the proposed development, a multi-modal trip generation assessment was undertaken within the Transport Assessment to support this application. The results of the multi-modal assessment for public transport trips are set out within Table 1.

	AM Peak (0800 – 0900)		PM Peak (1700 – 1800)		Total (12 hours)
	Arrivals	Departures	Arrivals	Departures	
Trip Rate	0.001	0.012	0.008	0.005	0.151
Trip Generation (101 units)	0	1	1	1	15

Based on the multi-modal trip generation assessment for the site, it can be anticipated that the proposed development could generate an additional 15 public transport trips over a 12-hour period.

Therefore, the addition of 15 public transport passengers a day is less than the total passenger numbers to over 100 and therefore in accordance with discussions with Stagecoach, this would not warrant additional services across the whole day through Partridge Green and would not be proportionate to expect this development to contribute £200,000 for 15 passengers a day. The Transport Assessment, which should be read in conjunction to this HRN, sets out the site's accessibility credentials for other sustainable transport options.

Comments noted.

Real-time passenger information at bus stops - *The applicant has agreed in principle, to provide a financial contribution to the nearby High Street bus stops for real-time passenger information improvements. We would welcome a discussion over the contribution figure with WSCC. Having regard to this, this comment is addressed.*

Comments noted. Final details can be tied-up in a S106 Agreement.

Vision-led summary and TA – **As the NPPF has recently been updated, requiring developments to demonstrate a vision-led approach to access strategy, the applicant should update their TA to show that this scheme has been considered in this way. A monitoring methodology and list of measures should also form part of this consideration, including targets and what strategy would be employed should targets not be achieved (and separate to those measures in the Travel Plan).**

Conclusion.
Additional information is still required (please see **bold blue** comments above). Please re-consult when available, at which time the Highway Authority will consultant the proposal further.

Thank you.

Tim Townsend
West Sussex County Council – Planning Services

Appendix C

Oliver Samuel-Camps

From: Oliver Samuel-Camps
Sent: 04 October 2024 13:37
To: Oliver Samuel-Camps
Subject: FW: Land west of Bines Road, Partridge Green

From: Ian Gledhill <ian.gledhill@westsussex.gov.uk>
Sent: 06 March 2024 16:03
To: Caroline Duff <c.duff@paulbashamassociates.com>
Cc: Caitlin Turley <c.turley@paulbashamassociates.com>
Subject: RE: Land west of Bines Road, Partridge Green

Caroline, sorry for the slight delay in responding. Based on the revised distribution, the generally applied threshold of an increase of 30 or more movements would not be met at this junction. As such, there would be no requirement for formal capacity modelling.

Kind regards

Ian Gledhill

Ian Gledhill BSc MCIHT| Principal Planner – County Highways (Development Management) - Planning Services, West Sussex County Council | Location: Ground Floor Northleigh, County Hall, Chichester, PO19 1RH
Internal: 25717 | External: 0330 222 5717
E-mail: ian.gledhill@westsussex.gov.uk

Appendix D

WEST SUSSEX COUNTY COUNCIL RESIDENTIAL CAR PARKING PROVISION TOOL

This parking demand tool has been compiled by West Sussex County Council. If you have queries relating to the information provided or require additional information please contact planninghighways@westsussex.gov.uk.

GUIDANCE ON USE

This parking demand calculator has been designed to comply with the West Sussex County Council Revised Guidance for Parking Provision (2018). This calculator supersedes the West Sussex Car Ownership Parking Demand Tool.

This tool has been designed for use by developers as an initial assessment of car parking provision required in residential developments. This tool provides an indication as to the potential overall parking demand that could be associated with specific development quantums. In addition to the information presented within this calculator it is for the developer to justify the appropriateness of the parking levels proposed with other appropriate data and in discussion with the Local Planning Authority and West Sussex County Council as Highway Authority.

The following is a step by step process for the calculation of development parking demand, all GREY cells require no user input:

1. Select the Ward in which the development is located;
   a. If known select from the drop down in the **BLUE** box marked "Ward"
   b. If unknown use the Ward finder tool by entering the development post code (including the standard space separation e.g. RH6 0AQ, BN11 1DR), then complete a. above.

2. Enter the number of units of each size in the **GREEN** boxes marked "Number of Units of this Type", with respect to the number of bedrooms or number of habitable rooms in the dwelling type.

3. Your total "Parking Demand if 100% Unallocated" (all parking on site is shared) is shown in the adjacent cells.

4. If known, enter the total number of spaces allocated to each dwelling type across the development in the **PINK** boxes marked "Enter Total Number of Allocated Spaces".

5. Your development parking demand using your existing allocation design is then displayed in the **ORANGE** boxes marked "Total Parking Required if Design Allocated Used"

6. The Unallocated Parking Demand is the additional number of unallocated spaces over the design allocated required to meet the total parking demand, and includes visitors parking demand.

7. If your Total Number of Allocated Spaces is greater than the "Parking Demand if 100% Unallocated" then the existing parking design should be reviewed in line with the West Sussex County Council Revised Guidance for Parking Provision (2018).

Ward	District	Parking Behaviour Zone
Cowfold, Shermanbury & West Grinstead	Horsham	1

Ward Finder			
Postcode	**RH13 8RY**	**Ward**	***Cowfold, Shermanbury & West Grinstead***

Number of Bedrooms	Number of Habitable Rooms	Number Of Units Of this Type	Parking Demand if 100% Unallocated
1	1 to 3	8	12
2	4	29	50
3	5 to 6	42	93
4+	7 or more	22	60
Total		101	215

PARKING DEMAND INCLUDING ALLOCATED PARKING				
Number of Bedrooms	**Number of Habitable Rooms**	**Enter Total Number of Allocated Spaces**	**Unallocated Parking Demand**	**Total Parking Required if Design Allocated Used**
1	1 to 3	5	7	12
2	4	58	10	68
3	5 to 6	84	28	112
4+	7 or more	44	28	72
Total		191	73	264

Appendix E

QS416EW - Car or van availability

ONS Crown Copyright Reserved [from Nomis on 4 September 2024]

population	All households; All cars or vans
units	Households
area type	2011 super output areas - middle layer
area name	E02006598 : Horsham 011
rural urban	Total

Cars	**2011**		
All categories: Car or van availa	2,184		
No cars or vans in household	113	5%	5.2
1 car or van in household	701	32%	32
2 cars or vans in household	928	42%	86
3 cars or vans in household	302	14%	42
4 or more cars or vans in house	140	6%	26
			186

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.

TS045 - Car or van availability

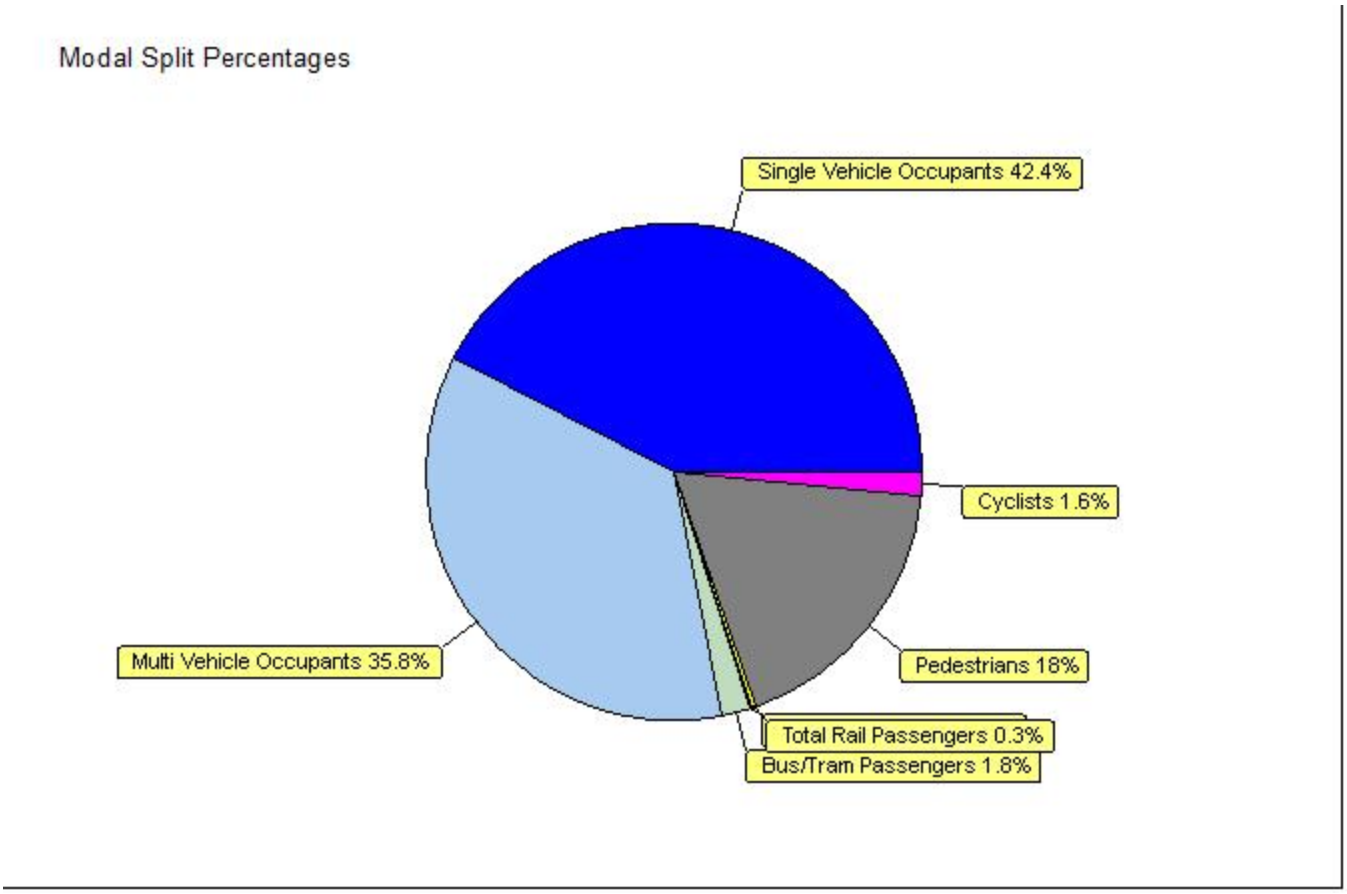
ONS Crown Copyright Reserved [from Nomis on 4 September 2024]

population	All households
units	Households
area type	2021 super output areas - middle layer
area name	E02006598 : Horsham 011

Number of cars or vans	**2021**		
Total: All households	2,259		
No cars or vans in household	117	5%	
1 car or van in household	718	32%	32
2 cars or vans in household	898	40%	80
3 or more cars or vans in house	526	23%	71
			183

In order to protect against disclosure of personal information, records have been swapped between different geographic areas and counts perturbed by small amounts. Small counts at the lowest geographies will be most affected.

Appendix F



Time Range/Peak Period Selection
Direction: Totals / Use All Times

Calculation Reference: AUDIT-247601-240902-0934

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	2 days
	KC	KENT	1 days
	SC	SURREY	2 days
	WS	WEST SUSSEX	3 days
03	SOUTH WEST		
	SM	SOMERSET	2 days
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 days
	NF	NORFOLK	2 days
	SF	SUFFOLK	1 days
05	EAST MIDLANDS		
	LE	LEICESTERSHIRE	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: 32 to 159 (units:)
Range Selected by User: 25 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 27/03/24

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	5 days
Wednesday	3 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	16 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:

Neighbourhood Centre (PPS6 Local Centre)	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:

Village	16

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	6 days - Selected
Servicing vehicles Excluded	14 days - Selected

Secondary Filtering selection:

Use Class:

C3	16 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:

1,000 or Less	1 days
1,001 to 5,000	9 days
5,001 to 10,000	5 days
10,001 to 15,000	1 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	1 days
25,001 to 50,000	7 days
50,001 to 75,000	2 days
75,001 to 100,000	4 days
100,001 to 125,000	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	4 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	9 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	16 days

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

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 ES-03-A-11 MIXED HOUSES EAST SUSSEX
BISHOPS LANE
RINGMER

Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 105
Survey date: THURSDAY *28/09/23* *Survey Type: MANUAL*

4 ES-03-A-12 MIXED HOUSES & FLATS EAST SUSSEX
HOREBEECH LANE
HORAM

Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 123
Survey date: TUESDAY *03/10/23* *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 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*

8 NF-03-A-43 MIXED HOUSES NORFOLK
MILL LANE
NEAR NORWICH
HORSFORD
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 125
Survey date: WEDNESDAY *15/09/21* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

9 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*

10 SC-03-A-10 MIXED HOUSES SURREY
GUILDFORD ROAD
ASH

Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 32
Survey date: WEDNESDAY *14/09/22* *Survey Type: MANUAL*

11 SF-03-A-06 DETACHED & SEMI-DETACHED SUFFOLK
BURY ROAD
KENTFORD

Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 38
Survey date: FRIDAY *22/09/17* *Survey Type: MANUAL*

12 SM-03-A-02 MIXED HOUSES SOMERSET
HYDE LANE
NEAR TAUNTON
CREECH SAINT MICHAEL
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 42
Survey date: TUESDAY *25/09/18* *Survey Type: MANUAL*

13 SM-03-A-03 MIXED HOUSES SOMERSET
HYDE LANE
NEAR TAUNTON
CREECH ST MICHAEL
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 41
Survey date: TUESDAY *25/09/18* *Survey Type: MANUAL*

14 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*

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*

LIST OF SITES relevant to selection parameters (Cont.)

16 WS-03-A-18 MIXED HOUSES & FLATS WEST SUSSEX
LONDON ROAD
HASSOCKS

Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 156
Survey date: MONDAY *15/05/23* *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 SURVEYS

Site Ref	Survey Date	Reason for Deselection
AC-03-A-05	30/04/21	Covid-19
CA-03-A-07	27/05/21	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): 1.70

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	16	90	0.065	16	90	0.252	16	90	0.317
08:00 - 09:00	16	90	0.143	16	90	0.295	16	90	0.438
09:00 - 10:00	16	90	0.128	16	90	0.162	16	90	0.290
10:00 - 11:00	16	90	0.126	16	90	0.154	16	90	0.280
11:00 - 12:00	16	90	0.108	16	90	0.136	16	90	0.244
12:00 - 13:00	16	90	0.138	16	90	0.145	16	90	0.283
13:00 - 14:00	16	90	0.148	16	90	0.139	16	90	0.287
14:00 - 15:00	16	90	0.129	16	90	0.157	16	90	0.286
15:00 - 16:00	16	90	0.219	16	90	0.140	16	90	0.359
16:00 - 17:00	16	90	0.224	16	90	0.157	16	90	0.381
17:00 - 18:00	16	90	0.274	16	90	0.135	16	90	0.409
18:00 - 19:00	16	90	0.244	16	90	0.139	16	90	0.383
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.946			2.011			3.957

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:	32 - 159 (units:)
Survey date date range:	01/01/15 - 27/03/24
Number of weekdays (Monday-Friday):	18
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	4
Surveys manually removed from selection:	0

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	16	90	0.002	16	90	0.003	16	90	0.005
08:00 - 09:00	16	90	0.003	16	90	0.004	16	90	0.007
09:00 - 10:00	16	90	0.002	16	90	0.002	16	90	0.004
10:00 - 11:00	16	90	0.001	16	90	0.001	16	90	0.002
11:00 - 12:00	16	90	0.001	16	90	0.002	16	90	0.003
12:00 - 13:00	16	90	0.001	16	90	0.001	16	90	0.002
13:00 - 14:00	16	90	0.001	16	90	0.001	16	90	0.002
14:00 - 15:00	16	90	0.002	16	90	0.002	16	90	0.004
15:00 - 16:00	16	90	0.004	16	90	0.004	16	90	0.008
16:00 - 17:00	16	90	0.003	16	90	0.003	16	90	0.006
17:00 - 18:00	16	90	0.003	16	90	0.001	16	90	0.004
18:00 - 19:00	16	90	0.001	16	90	0.001	16	90	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.024			0.025			0.049

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	16	90	0.001	16	90	0.000	16	90	0.001
08:00 - 09:00	16	90	0.001	16	90	0.001	16	90	0.002
09:00 - 10:00	16	90	0.003	16	90	0.003	16	90	0.006
10:00 - 11:00	16	90	0.003	16	90	0.003	16	90	0.006
11:00 - 12:00	16	90	0.003	16	90	0.003	16	90	0.006
12:00 - 13:00	16	90	0.004	16	90	0.004	16	90	0.008
13:00 - 14:00	16	90	0.001	16	90	0.003	16	90	0.004
14:00 - 15:00	16	90	0.001	16	90	0.000	16	90	0.001
15:00 - 16:00	16	90	0.000	16	90	0.001	16	90	0.001
16:00 - 17:00	16	90	0.000	16	90	0.000	16	90	0.000
17:00 - 18:00	16	90	0.000	16	90	0.000	16	90	0.000
18:00 - 19:00	16	90	0.000	16	90	0.000	16	90	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.017			0.018			0.035

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	16	90	0.001	16	90	0.001	16	90	0.002
08:00 - 09:00	16	90	0.000	16	90	0.000	16	90	0.000
09:00 - 10:00	16	90	0.000	16	90	0.000	16	90	0.000
10:00 - 11:00	16	90	0.000	16	90	0.000	16	90	0.000
11:00 - 12:00	16	90	0.000	16	90	0.000	16	90	0.000
12:00 - 13:00	16	90	0.000	16	90	0.000	16	90	0.000
13:00 - 14:00	16	90	0.000	16	90	0.000	16	90	0.000
14:00 - 15:00	16	90	0.000	16	90	0.000	16	90	0.000
15:00 - 16:00	16	90	0.001	16	90	0.001	16	90	0.002
16:00 - 17:00	16	90	0.000	16	90	0.000	16	90	0.000
17:00 - 18:00	16	90	0.001	16	90	0.001	16	90	0.002
18:00 - 19:00	16	90	0.000	16	90	0.000	16	90	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.003			0.003			0.006

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	16	90	0.001	16	90	0.004	16	90	0.005
08:00 - 09:00	16	90	0.004	16	90	0.013	16	90	0.017
09:00 - 10:00	16	90	0.001	16	90	0.005	16	90	0.006
10:00 - 11:00	16	90	0.004	16	90	0.001	16	90	0.005
11:00 - 12:00	16	90	0.000	16	90	0.003	16	90	0.003
12:00 - 13:00	16	90	0.003	16	90	0.000	16	90	0.003
13:00 - 14:00	16	90	0.001	16	90	0.002	16	90	0.003
14:00 - 15:00	16	90	0.004	16	90	0.003	16	90	0.007
15:00 - 16:00	16	90	0.012	16	90	0.003	16	90	0.015
16:00 - 17:00	16	90	0.010	16	90	0.010	16	90	0.020
17:00 - 18:00	16	90	0.005	16	90	0.008	16	90	0.013
18:00 - 19:00	16	90	0.006	16	90	0.002	16	90	0.008
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.051			0.054			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 VEHICLE OCCUPANTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	16	90	0.071	16	90	0.330	16	90	0.401
08:00 - 09:00	16	90	0.164	16	90	0.457	16	90	0.621
09:00 - 10:00	16	90	0.144	16	90	0.204	16	90	0.348
10:00 - 11:00	16	90	0.152	16	90	0.198	16	90	0.350
11:00 - 12:00	16	90	0.133	16	90	0.170	16	90	0.303
12:00 - 13:00	16	90	0.170	16	90	0.189	16	90	0.359
13:00 - 14:00	16	90	0.189	16	90	0.169	16	90	0.358
14:00 - 15:00	16	90	0.162	16	90	0.203	16	90	0.365
15:00 - 16:00	16	90	0.340	16	90	0.175	16	90	0.515
16:00 - 17:00	16	90	0.322	16	90	0.208	16	90	0.530
17:00 - 18:00	16	90	0.404	16	90	0.178	16	90	0.582
18:00 - 19:00	16	90	0.346	16	90	0.186	16	90	0.532
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.597			2.667			5.264

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	16	90	0.020	16	90	0.043	16	90	0.063
08:00 - 09:00	16	90	0.041	16	90	0.136	16	90	0.177
09:00 - 10:00	16	90	0.056	16	90	0.051	16	90	0.107
10:00 - 11:00	16	90	0.035	16	90	0.037	16	90	0.072
11:00 - 12:00	16	90	0.037	16	90	0.036	16	90	0.073
12:00 - 13:00	16	90	0.037	16	90	0.041	16	90	0.078
13:00 - 14:00	16	90	0.037	16	90	0.037	16	90	0.074
14:00 - 15:00	16	90	0.042	16	90	0.047	16	90	0.089
15:00 - 16:00	16	90	0.139	16	90	0.078	16	90	0.217
16:00 - 17:00	16	90	0.050	16	90	0.039	16	90	0.089
17:00 - 18:00	16	90	0.052	16	90	0.042	16	90	0.094
18:00 - 19:00	16	90	0.049	16	90	0.034	16	90	0.083
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.595			0.621			1.216

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	16	90	0.000	16	90	0.026	16	90	0.026
08:00 - 09:00	16	90	0.000	16	90	0.010	16	90	0.010
09:00 - 10:00	16	90	0.001	16	90	0.007	16	90	0.008
10:00 - 11:00	16	90	0.005	16	90	0.002	16	90	0.007
11:00 - 12:00	16	90	0.002	16	90	0.003	16	90	0.005
12:00 - 13:00	16	90	0.002	16	90	0.003	16	90	0.005
13:00 - 14:00	16	90	0.002	16	90	0.000	16	90	0.002
14:00 - 15:00	16	90	0.004	16	90	0.002	16	90	0.006
15:00 - 16:00	16	90	0.025	16	90	0.001	16	90	0.026
16:00 - 17:00	16	90	0.010	16	90	0.001	16	90	0.011
17:00 - 18:00	16	90	0.006	16	90	0.001	16	90	0.007
18:00 - 19:00	16	90	0.006	16	90	0.001	16	90	0.007
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.063			0.057			0.120

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	16	90	0.000	16	90	0.001	16	90	0.001
08:00 - 09:00	16	90	0.001	16	90	0.003	16	90	0.004
09:00 - 10:00	16	90	0.000	16	90	0.004	16	90	0.004
10:00 - 11:00	16	90	0.000	16	90	0.001	16	90	0.001
11:00 - 12:00	16	90	0.001	16	90	0.001	16	90	0.002
12:00 - 13:00	16	90	0.000	16	90	0.001	16	90	0.001
13:00 - 14:00	16	90	0.000	16	90	0.000	16	90	0.000
14:00 - 15:00	16	90	0.001	16	90	0.000	16	90	0.001
15:00 - 16:00	16	90	0.000	16	90	0.000	16	90	0.000
16:00 - 17:00	16	90	0.003	16	90	0.001	16	90	0.004
17:00 - 18:00	16	90	0.001	16	90	0.000	16	90	0.001
18:00 - 19:00	16	90	0.003	16	90	0.000	16	90	0.003
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.010			0.012			0.022

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	16	90	0.000	16	90	0.001	16	90	0.001
08:00 - 09:00	16	90	0.000	16	90	0.000	16	90	0.000
09:00 - 10:00	16	90	0.000	16	90	0.000	16	90	0.000
10:00 - 11:00	16	90	0.000	16	90	0.000	16	90	0.000
11:00 - 12:00	16	90	0.000	16	90	0.000	16	90	0.000
12:00 - 13:00	16	90	0.000	16	90	0.000	16	90	0.000
13:00 - 14:00	16	90	0.000	16	90	0.000	16	90	0.000
14:00 - 15:00	16	90	0.000	16	90	0.000	16	90	0.000
15:00 - 16:00	16	90	0.003	16	90	0.003	16	90	0.006
16:00 - 17:00	16	90	0.000	16	90	0.000	16	90	0.000
17:00 - 18:00	16	90	0.003	16	90	0.003	16	90	0.006
18:00 - 19:00	16	90	0.000	16	90	0.000	16	90	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.006			0.007			0.013

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	16	90	0.000	16	90	0.028	16	90	0.028
08:00 - 09:00	16	90	0.001	16	90	0.013	16	90	0.014
09:00 - 10:00	16	90	0.001	16	90	0.011	16	90	0.012
10:00 - 11:00	16	90	0.005	16	90	0.003	16	90	0.008
11:00 - 12:00	16	90	0.003	16	90	0.003	16	90	0.006
12:00 - 13:00	16	90	0.002	16	90	0.003	16	90	0.005
13:00 - 14:00	16	90	0.002	16	90	0.000	16	90	0.002
14:00 - 15:00	16	90	0.005	16	90	0.002	16	90	0.007
15:00 - 16:00	16	90	0.028	16	90	0.003	16	90	0.031
16:00 - 17:00	16	90	0.013	16	90	0.001	16	90	0.014
17:00 - 18:00	16	90	0.009	16	90	0.004	16	90	0.013
18:00 - 19:00	16	90	0.009	16	90	0.001	16	90	0.010
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.078			0.072			0.150

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): 1.70

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	16	90	0.091	16	90	0.404	16	90	0.495
08:00 - 09:00	16	90	0.209	16	90	0.619	16	90	0.828
09:00 - 10:00	16	90	0.201	16	90	0.271	16	90	0.472
10:00 - 11:00	16	90	0.196	16	90	0.239	16	90	0.435
11:00 - 12:00	16	90	0.173	16	90	0.214	16	90	0.387
12:00 - 13:00	16	90	0.212	16	90	0.233	16	90	0.445
13:00 - 14:00	16	90	0.229	16	90	0.208	16	90	0.437
14:00 - 15:00	16	90	0.213	16	90	0.256	16	90	0.469
15:00 - 16:00	16	90	0.519	16	90	0.258	16	90	0.777
16:00 - 17:00	16	90	0.395	16	90	0.259	16	90	0.654
17:00 - 18:00	16	90	0.469	16	90	0.233	16	90	0.702
18:00 - 19:00	16	90	0.410	16	90	0.222	16	90	0.632
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.317			3.416			6.733

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	16	90	0.050	16	90	0.219	16	90	0.269
08:00 - 09:00	16	90	0.112	16	90	0.264	16	90	0.376
09:00 - 10:00	16	90	0.104	16	90	0.141	16	90	0.245
10:00 - 11:00	16	90	0.100	16	90	0.127	16	90	0.227
11:00 - 12:00	16	90	0.081	16	90	0.104	16	90	0.185
12:00 - 13:00	16	90	0.109	16	90	0.114	16	90	0.223
13:00 - 14:00	16	90	0.123	16	90	0.112	16	90	0.235
14:00 - 15:00	16	90	0.102	16	90	0.131	16	90	0.233
15:00 - 16:00	16	90	0.193	16	90	0.120	16	90	0.313
16:00 - 17:00	16	90	0.188	16	90	0.130	16	90	0.318
17:00 - 18:00	16	90	0.244	16	90	0.117	16	90	0.361
18:00 - 19:00	16	90	0.224	16	90	0.121	16	90	0.345
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.630			1.700			3.330

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	16	90	0.010	16	90	0.027	16	90	0.037
08:00 - 09:00	16	90	0.026	16	90	0.026	16	90	0.052
09:00 - 10:00	16	90	0.018	16	90	0.015	16	90	0.033
10:00 - 11:00	16	90	0.022	16	90	0.022	16	90	0.044
11:00 - 12:00	16	90	0.023	16	90	0.027	16	90	0.050
12:00 - 13:00	16	90	0.024	16	90	0.025	16	90	0.049
13:00 - 14:00	16	90	0.022	16	90	0.021	16	90	0.043
14:00 - 15:00	16	90	0.022	16	90	0.023	16	90	0.045
15:00 - 16:00	16	90	0.022	16	90	0.014	16	90	0.036
16:00 - 17:00	16	90	0.031	16	90	0.024	16	90	0.055
17:00 - 18:00	16	90	0.027	16	90	0.017	16	90	0.044
18:00 - 19:00	16	90	0.017	16	90	0.017	16	90	0.034
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.264			0.258			0.522

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	16	90	0.000	16	90	0.002	16	90	0.002
08:00 - 09:00	16	90	0.001	16	90	0.001	16	90	0.002
09:00 - 10:00	16	90	0.001	16	90	0.001	16	90	0.002
10:00 - 11:00	16	90	0.000	16	90	0.001	16	90	0.001
11:00 - 12:00	16	90	0.000	16	90	0.001	16	90	0.001
12:00 - 13:00	16	90	0.000	16	90	0.001	16	90	0.001
13:00 - 14:00	16	90	0.000	16	90	0.001	16	90	0.001
14:00 - 15:00	16	90	0.002	16	90	0.001	16	90	0.003
15:00 - 16:00	16	90	0.000	16	90	0.000	16	90	0.000
16:00 - 17:00	16	90	0.002	16	90	0.000	16	90	0.002
17:00 - 18:00	16	90	0.000	16	90	0.000	16	90	0.000
18:00 - 19:00	16	90	0.001	16	90	0.000	16	90	0.001
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.007			0.009			0.016

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.*