



CAMPSFIELD, SOUTHWATER

TRANSPORT ASSESSMENT

December 2024

Miller Homes

RESIDENTIAL DEVELOPMENT  
CAMPSFIELD  
SOUTHWATER

TRANSPORT ASSESSMENT

CONTROLLED DOCUMENT

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## 1. INTRODUCTION

- 1.1 This Transport Assessment (TA) has been prepared by Paul Basham Associates on behalf of Miller Homes, to support an Outline planning application with all matters reserved (except access) for a residential development, comprising of up to 82 units at Campsfield, Southwater. The site location is shown in **Figure 1**, and a site plan is shown in **Appendix A**.



**Figure 1:** Site Location

- 1.2 The site is located to the west of the A24, with the Mulberry Fields residential development (planning ref: DC/14/2582) located directly north of the site. To the south of the site is the Public Footpath 2804, which travels east-west along the southern site boundary. It is proposed that the site will be accessed through the existing Mulberry Fields development.
- 1.3 To support this application a site visit was conducted in March 2023. Alongside this TA a Framework Travel Plan (FTP) has been prepared by Paul Basham Associates. This TA should be read in conjunction with the FTP.
- 1.4 This TA will consider the existing site conditions and local accessibility, a review of highway safety, the development proposals including access and parking, along with the potential trip generation, highways impact and junction modelling. The modelling will be undertaken of the Centenary Road/Mill Straight/Roman Lane/Mill Straight roundabout (to be referred to as the Mill Straight Roundabout in the remainder of this report). Reference will also be made to the Mulberry Fields application (planning ref: DC/14/2582), as the proposed development will be access through this development.



### **Pre-Application Discussions**

- 1.5 A pre-application was undertaken with Horsham District Council (HDC) in September 2024, with additional comments provided in October 2024. As part of this comments regarding highways, traffic and access were provided within the response from HDC.
- 1.6 The pre-application response referenced Policy 33(8) of the Horsham District Planning Framework which emphasises the importance of integrating parking, without overpowering the surrounding area and the development.
- 1.7 Regarding site accessibility the response emphasised prioritising cycle and pedestrian routes through the site, noting that Public Footpath 2804 runs along the site boundary to the south. Any changes to this footpath would need to be agreed upon.
- 1.8 The points relevant to highways have been take into consideration as part of this report. Given the nature of this application as Outline, parking provision is not being considered in detail at this stage however the comment from HDC on this would be taken into consideration as part of a future Reserved Matters application.

## 2. NATIONAL, REGIONAL AND LOCAL PLANNING POLICY

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

- National Planning Policy Framework (NPPF);
- Horsham District Planning Framework (excluding South Downs National Park) November 2015
- Horsham District Local Plan 2023-2040 (Regulation 19) (Emerging)
- West Sussex Transport Plan (LTP4) 2022-2036:
  - West Sussex Walking and Cycling Strategy 2016-2026; and
  - Department for Transport (DfT) Circular 01/2022.

### 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 Transport assessment: 'A comprehensive and systematic process that sets out transport issues relating to a proposed development. It identifies measures required to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport, and measures that will be needed to deal with the anticipated transport impacts of the development'. The following NPPF paragraphs are relevant to the Transport Assessment:

*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)**

*In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:*

- a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;*
- b) safe and suitable access to the site can be achieved for all users;*
- c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code48; and*

*d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.*

*(NPPF Para.115)*

*Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.*

*(NPPF Para.116)*

*Within this context, applications for development should:*

- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.*

*(NPPF Para.117)*

*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)*

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

- 2.3 Horsham District Planning Framework is the current overarching planning document for Horsham District outside of the South Downs National Park. It provides a strategy up to 2031. The key policies which are relevant to the site are:

### **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.

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

- 2.4 Horsham District Local Plan has been prepared as the main document for Horsham District for planning outside of the South Downs National Park. It is currently progressing through the approval process however has been reviewed to understand the expected focus of the District in future years. 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; 90
  - 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

**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

- 2.5 At present the emerging plan is undergoing examination by an Inspector appointed by the Secretary of State. With a number of unresolved objections to the plan at present, the emerging policies of the plan can only be given limited weight.

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

- 2.6 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.

2.7 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**

2.8 West Sussex Walking and Cycling Strategy (2016-2026) contains a prioritised list of over 300 potential walking and cycling improvement suggestions.

2.9 The key objectives of the strategy are:

- 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 the number of cyclists and pedestrians that are killed or seriously injured on our roads.
- To support economic development by facilitating travel to work and services without a car.
- To reduce congestion and pollution by encouraging and enabling people to travel without a car.
- To increase levels of physical activity to help to improve physical health.
- To help to maintain good mental health and staying independent later in life.
- To increase the vitality of communities by improving access by bicycle and on foot.
- To help people to access rural areas and enjoy walking and cycling.

### **Department for Transport Circular 01/2022**

- 2.10 The Department for Transport released a new document entitled ‘Strategic Road network and the delivery of Sustainable Development (December 2022)’, known as DfT Circular 01/2022. This document outlines the iterative process and evidence-based requirement to assess trip generation, in relation to the sites which are located in the vicinity of the Strategic Road Network. Along with National Highways engagement with the planning system and its responsibility to be a delivery partner for sustainable economic growth, whilst maintain managing and operating a safe and efficient strategic road network. Key policies relevant to this TA are:

*New development should be facilitating a reduction in the need to travel by private car and focused on locations that are or can be made sustainable. In this regard, recent research on the location of development found that walking times between new homes and a range of key amenities regularly exceeded 30 minutes, reinforcing car dependency. Developments in the right places and served by the right sustainable infrastructure delivered alongside or ahead of occupancy must be a key consideration when planning for growth in all local authority areas.*

**(Paragraph 12)**

*Successful development depends upon a movement network that makes connections to destinations, places and communities, both within the site and beyond its boundaries. The company will support development promoters and local authorities in applying the principles of Manual for Streets, the National Design Guide on Movement, inclusive mobility and local transport note 1/20 to ensure priority is given to pedestrian and cycle movements, and that well-considered parking, servicing and utilities infrastructure for all users is incorporated into development proposals.*

**(Paragraph 17)**

*Capacity enhancements such as modifications to existing junctions or road widening to facilitate development should be determined on a case-by-case basis. The general principle should be accepted where proposals would include measures to improve community connectivity and public transport accessibility, and this will be weighed against any negative safety, traffic flow, environmental and deliverability considerations, impacts on the permeability and attractiveness of local walking, wheeling and cycling routes, and alternative options to manage down the traffic impact of planned development or improve the local road network as a first preference.*

**(Paragraph 23)**

- 2.11 This TA has been developed with the above in mind.



### 3. EXISTING SITE CONDITIONS AND SITE ACCESSIBILITY

- 3.1 The application site is currently a tree plantation site and is located approximately 2km southeast of Southwater Village Centre. To the north, the site is bordered by the existing Mulberry Fields residential development, to the east by the A24, and to the south/west by greenfield. The existing conditions for the site are shown in **Photograph 1-2**.



**Photograph 1:** Proposed Site Access location onto Centenary Road (Taken from Mulberry Fields)



**Photograph 2:** Existing Tree Plantation Site Along Southern Site Frontage (Taken from Mulberry Fields)

#### Local Road Network

- 3.2 The site is located on land to the west of Mill Straight; an arterial route connecting Southwater to the A24. The A24 is a two-lane dual carriageway, subject to national speed limit (70mph). It provides a north-south route between Clapham and Worthing, with lighting provided along the route.
- 3.3 Mill Straight provides a route between the A24 and Worthing Road in an east to west alignment. The road is subject to a 40mph speed limit, which reduces from national speed limit, after exiting the A24 roundabout to 40mph. The carriageway accommodates for two-way single lane traffic, which forms two lanes near the A24 roundabout. Footways are provided on both sides of the carriageway and terminate to the east, heading towards the A24. To the west footways measure c.2m in width and provide a direct route to local bus stops and pedestrian crossings.



- 3.4 The Mill Straight Roundabout provides a route to Mill Straight North/ Roman Lane/ Mill Straight South and Mulberry Fields. Mulberry Fields is accessed via Centenary Road off the western arm of the roundabout, and is subject to a 30mph speed limit, indicated by the street lighting along the carriageway. A footway is provided on both sides of the access measuring c.2m in width, with a 3m shared footway/cycleway provided through Mulberry Fields to the north of the roundabout access. The footway/cycleway provides connection to the toucan crossing on Mill Straight to the north of the Mulberry Fields access.

### Local Facilities

- 3.5 The site is situated in an accessible location, with Southwater offering a range of facilities and amenities, as summarised in **Table 1**. The walking times have been based on 80 metres per minute, while the cycle times account for 250 metres per minute.

Amenity	Distance from Site Access	Walking Time (80m per minute)	Cycle Time (250m per minute)
Bus Stops (Cripplegate Corner)	650m	8 minutes	3 minutes
Southwater Country Park	1km	12.5 minutes	4 minutes
Dinosaur Island Playground	1.5km	19 minutes	6 minutes
The Village Surgery	2km	25 minutes	8 minutes
Boots Pharmacy	2km	25 minutes	8 minutes
Southwater Library	2km	25 minutes	8 minutes
Local shops and restaurants (inc. Dominoes, The Little Tea House, The Lintot)	2km	25 minutes	8 minutes
Southwater Village Hall	2km	25 minutes	8 minutes
Co-op	2km	25 minutes	8 minutes
The Topsy Fox	2km	25 minutes	8 minutes
Dog Walking field	2.5km	32 minutes	10 minutes
Holy Innocents Parish Church	2.5km	32 minutes	10 minutes
Southwater Sports Club	2.5km	32 minutes	10 minutes
Southwater Infant Academy	2.5km	32 minutes	10 minutes
Texaco (Petrol Station)	2.5km	32 minutes	10 minutes
Southwater Junior Academy	2.5km	32 minutes	10 minutes
Castlewood Primary School	3km	37.5 minutes	12 minutes
Christ Hospital Train Station	6km	-	24 minutes
Horsham	7km	-	28 minutes
Horsham Train Station	8km	-	32 minutes

**Table 1:** Local Amenities and Facilities

- 3.6 **Table 1** shows the site is located in an accessible area, with Horsham being under a 30-minute cycle, where further amenities and facilities are provided.
- 3.7 The Chartered Institution of Highways and Transportation's (CIHT) 'Planning for Walking' (April 2015) document identifies that the average length of a pedestrian journey is 1.37km (c.17 minutes) (page 7). **Table 1** shows that a range of local amenities and facilities come within this threshold. Therefore, the development provides a good opportunity to promote journeys by walking and other sustainable modes of travel.

### **Pedestrian Network**

- 3.8 Footways are provided on both sides of Mill Straight near the site frontage of Mulberry Fields which terminate to the east on approach to the A24. To the west the footway continues on both sides of the carriageway and provides a direct connection to the nearest bus stops known as Cripplegate Corner. The footways measure c.2m in width and are accompanied by dropped kerbs and tactile paving at crossing locations. An example of this is shown in **Photograph 3**.



**Photograph 3:** Pedestrian Crossing on Mill Straight

- 3.9 A signalised toucan crossing is also provided to the west of the site on Mill Straight, allowing the safe crossing of pedestrians and cyclists on Mill Straight, whilst also providing a route onto further footways and the Public Rights of Way network. This is shown in **Photograph 4**.

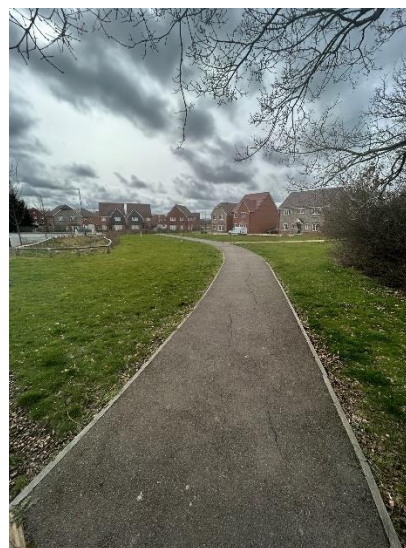


**Photograph 4:** Signalised Crossing on Mill Straight

- 3.10 Within the Mulberry Fields development footways of 2m wide are also provided throughout the development. A 3m footway/cycleway is also provided within Mulberry Fields as aforementioned to the north of the Mill Straight Roundabout. This includes a link to PRoW 1688, which travels east-west along the northern boundary of the site. These would provide residents of the proposed development with direct pedestrian links to the wider area and were considered acceptable as part of the Mulberry Fields development application. Examples of the shared footway/cycleway is shown in **Photograph 5-6**, with footway conditions on Mill Straight shown in **Photograph 7**.



**Photograph 5** Shared Footway/Cycleway connection leading onto Mill Straight



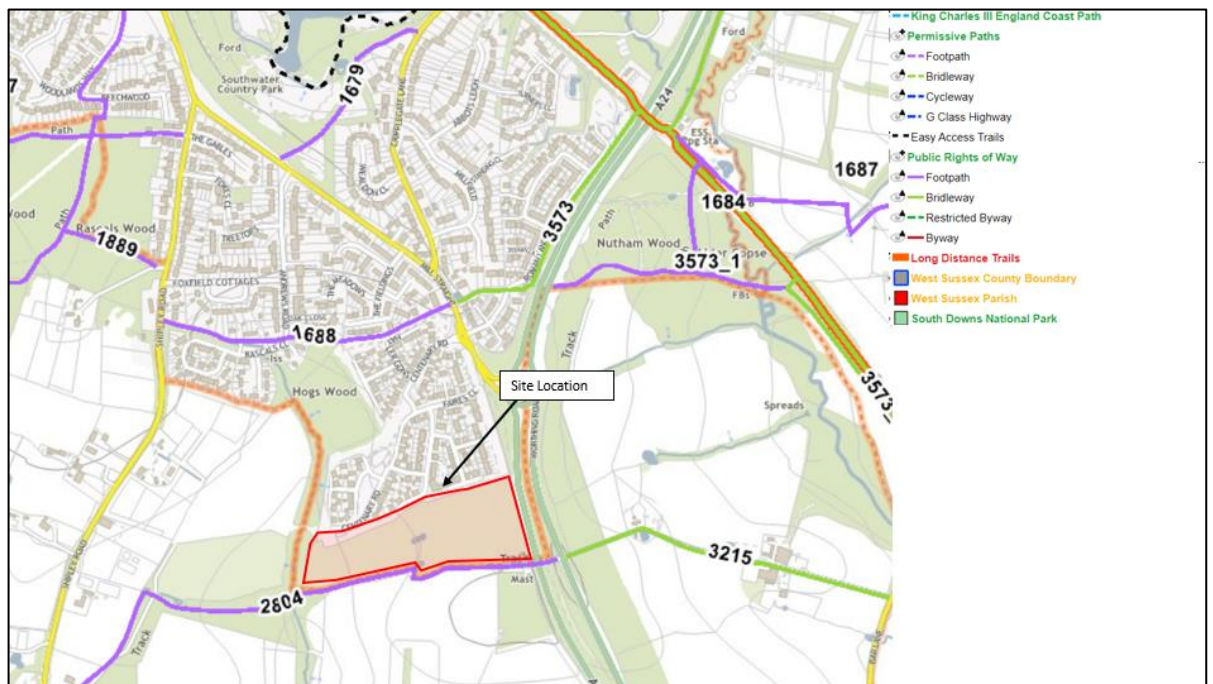
**Photograph 6:** Conditions of the Shared Footway/Cycleway within Mulberry Fields



**Photograph 7:** Footway in Mulberry Fields Development

#### *Public Rights of Way (PROW)*

- 3.11 As aforementioned, a number of PROW routes are located within the vicinity of the site. PROW 1688 runs parallel to the northern boundary of the Mulberry Fields development, and PROW 2804 runs parallel to southern edge of the proposed Campsfield development. Southwater Country Park provides a route for PROW 1679, along with an access trail within the park. Bridleway 3573 can be access from the toucan crossing on Mill Straight and connects to the long-distance trail/bridleway known as the Downs Link (and is also National Cycle Route 223). These routes are shown in **Figure 2**.

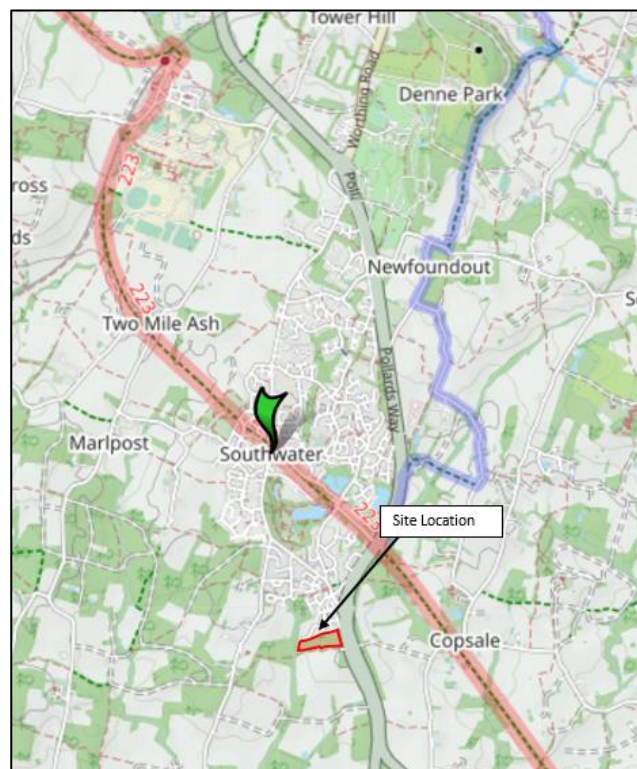


**Figure 2:** Public Rights of Way (PROW) in the vicinity of the site



### Cycle Network

- 3.12 There are number of local cycle routes surrounding the site. From the entrance on Centenary Road the site is located within a 4-minute cycle from Southwater Country Park. From here there are a number of cycle routes available. Whilst from the toucan crossing residents can use Bridleway 3573 to connect to the Downs Link (and is also National Cycle Route 223). Furthermore, the local roads are considered suitable for cyclists due to their low speeds and gentle topography.
- 3.13 As aforementioned, the site is situated in close proximity to National Cycle Route (NCR) 223/The Downs Link. This is shown in **Figure 3**.



**Figure 3:** Cycle facilities located within the vicinity of the site

- 3.14 As shown in **Figure 3**, NCR 223 can be accessed to the north of the site, providing a route between Chertsey and Shoreham by Sea. The route is part of the Downs Link between Guildford and Shoreham by Sea. In addition, the route also provides a connection to key locations within the area including Christ's Hospital, Slinfold and West Grinstead.

### Public Transport Provision

#### Bus Network

- 3.15 The Cripplegate Corner bus stops are the closest stop to the site (650m/ 8-minute walk north from the site on Mill Straight). The bus stop operates in both a northbound and southbound direction, with

services provided by Metrobus and Sussex Coaches. The services include the 23, 98, 398, 626 and 621 services. The 98 has a 15-minute frequency and operates a looped service to Littlehaven, with route 23 providing an hourly service between Crawley and Worthing. A summary of local bus services is provided in **Table 2**.

Service	Route	Operator	Frequency		
			Monday-Friday	Saturday	Sunday & Bank Holidays
98	Southwater – Horsham – Roffey	Metrobus	Every 15 minutes	Every 15 minutes	Every 30 minutes
23	Crawley – Horsham – Worthing	Metrobus	Every 30 minutes	Every 30 minutes	Every 2 hours
398 (SDO)	Southwater – Horsham – Crawley	Metrobus	07:35/16:36	-	-
621/626 (SDO)	Southwater – Tanbridge House School	Sussex Coaches	08:05/16:00	-	-
668 (SDO)	Southwater- Broadbridge Heath-Forest School	Sussex Coaches	07:32/15:40	-	-
			07:43/15:40		
690 (SDO)	Southwater – Horsham Schools	Metrobus			

**Table 2:** Bus Services (Summary of Local Bus Services (SDO)= School Day's Only)

3.16 **Table 2** shows regular services from the nearby bus stop and provides a good opportunity to encourage sustainable travel by bus. Services to Horsham Railway Station take around 25 minutes, with services available every 15-20 minutes on either the 23 or 98 service. It is therefore considered that this would be an attractive service for residents travelling into Horsham.

#### *Rail Network*

3.17 Christ's Hospital Railway Station is located 3.7km from the site and is on the London Victoria to Bognor Regis line. In addition, Horsham Railway Station is located 7.6km from the site which receives more frequent services. As shown in **Table 1**, the stations exceed walking distances but are within an attractive cycling distance. There are also bus services, as aforementioned, which provide connections to Horsham.

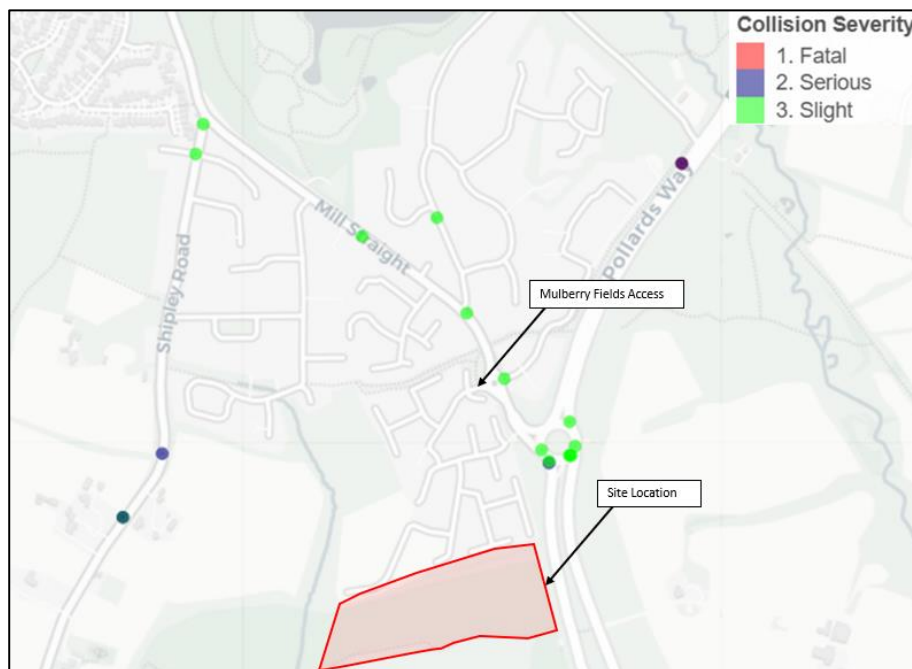
3.18 A cycle journey to Horsham Railway Station takes approximately 30 minutes. While bus journeys to Horsham Railway Station take approximately 25 minutes, with a frequency of every 15-20 minutes, on either the 23 or 98 service from Cripplegate Corner bus stop.

## Summary

- 3.19 It is evident the site is in an accessible location, offering connections to frequent public transport services, as well as good quality cycle and pedestrian routes. Therefore, the site is in an excellent location for promoting sustainable travel. It should also be noted that the accessibility of the site was accessed and considered to be acceptable as part of the Mulberry Fields application (planning ref: DC/14/2582).

## Personal Injury Accident Data

- 3.20 To establish whether there are any existing safety concerns on the surrounding highways network, a review has been undertaken of Personal Injury Accident (PIA) data. The review has assessed incidents reported in the vicinity of the site, for the most recent five-year period (2019-2024), obtained from the Safer Sussex Roads Partnership. The results are shown in **Figure 4**.



**Figure 4:** Personal Injury Accident Data

- 3.21 **Figure 4** shows that only one incident has occurred in proximity to the Mulberry Fields access on the Mill Straight Roundabout. The incident occurred on the 15<sup>th</sup> March 2024 and was classified as slight. There are no other incidents that occurred on Mill Straight Roundabout, therefore this can be considered a standalone incident. The Department of Transport database (MAVERIC) was utilised to see if further information was provided about what types of vehicles/pedestrians was involved in the incident, however this is not currently available on the database.
- 3.22 Heading north from Mill Straight Roundabout there are five incidents which occur on Cripplegate Lane, Mill Straight and at the junction of Shipley Road. These were all considered slight and occurred between 2019-2023. There are further incidents shown on Shipley Road, though these are not located within close proximity to the Mulberry Fields access.
- 3.23 In relation to incidents involving pedestrians and cyclists no pedestrian casualties were reported whilst the Department of Transport database (MAVERIC) noted two of the incidents included pedal cyclists, both of which occurred at the junction of Shipley Road.
- 3.24 Heading south from the Mill Straight Roundabout it is noted that a number of incidents occurred on the A24. Five were classified as slight with one noted to be serious. Despite this, it is not considered that there is an existing accident trend at this junction given the strategic nature of the A24 which means that it is subject to a high volume of vehicles.
- 3.25 To summarise, there are not any existing safety concerns with the surrounding highways network which would be exacerbated by the proposed development and is in accordance with Paragraph 116 of the NPPF.



#### 4. PROPOSED DEVELOPMENT

- 4.1 The development proposals subject to this Outline application are for up to 82 units, of which it is expected that at least 50% will be 2-3 bed units. A proportion of this will be affordable housing with further details provided within a future Reserved Matters application.
- 4.2 An indicative site layout (**Appendix A**) has been developed to show the likely internal access arrangements, along with the potential car parking provision. These details would again be confirmed at the Reserved Matters stage alongside assessment of the site's internal layout.

##### Vehicle Access Arrangements

- 4.3 The proposed development would be accessed via the neighbouring Mulberry Fields development, with vehicles utilising Centenary Road to reach the wider highway network the western arm of the Mill Straight Roundabout.
- 4.4 Within Mulberry Fields access is proposed from the southern extent of Centenary Road. This will see the existing turning head, extended south into the site to serve the development, while the access will be designed as a bellmouth arrangement. The existing access (turning head) at present measures c.5m which will widen to c.5.5m in width upon approach into the proposed site.
- 4.5 The bellmouth arrangement will then be supported by 6m radii and 2m footways on either sides of the carriageway that connect into the provision afforded within Mulberry Fields.
- 4.6 Visibility splays at the access have been produced in line with Manual for Streets guidance for a 30mph speed limit in line with the internal speed limit of Centenary Road. Visibility splays from the access appear to be achievable to 2.4m x 43m in the primary direction and to 2.4m x 22m in the secondary direction, reflecting the end of the carriageway. The visibility splays are shown in **Appendix B**.
- 4.7 Tracking of the access has also been undertaken for a car, refuse vehicle and fire tender. Vehicle swept paths for these are provided within **Appendix B**.

##### Pedestrian and Cycle Access Arrangements

- 4.8 A 2m footway is currently provided on both sides of the site access location, currently accompanied by tactile paving and dropped kerbs. It is proposed that the existing footways would be extended into the site on both sides of the access road. This supports connection to the Mulberry Fields development and in turn the wider pedestrian network.

- 4.9 As aforementioned the Mulberry Fields development provides a 3m shared footway/cycleway, which could be utilised by residents of the proposed site. It is attractive for cyclists to cycle on the carriageway of Centenary Road to connect to the exiting footway/cycleway due to the residential nature of the road.

#### **Car Parking Provision**

- 4.10 Whilst this is an Outline application West Sussex County Council Guidance on Parking at New Developments (September 2020) has been referred to for the car and cycle parking requirements and has been used to inform the site's masterplan.
- 4.11 The site is located within PBZ2, and parking will be provided with consideration to the parking standards for this zone. Electric charging points will also be provided in line with Building Regulations Part S. The details of parking would be determined at the Reserved Matters stage.

#### **Cycle Parking Provision**

- 4.12 West Sussex County Council Guidance on Parking at New Developments (September 2020) states that the development should provide 1 cycle space for 1 & 2 bedrooms, and 2 cycle spaces for 3+ bedrooms. Cycle parking will be provided in line with these standards, with further details provided at the Reserved Matters stage.

#### **Servicing and Refuse Arrangements**

- 4.13 Servicing would be fully accommodated within the development and tracking would be undertaken confirming the arrangements at the Reserved Matters stage.

## 5. TRIP GENERATION & HIGHWAY IMPACT

- 5.1 This section of the report assesses the likely vehicular movements that will be generated by the proposed development.

### Existing Site

- 5.2 The existing site is currently a tree plantation site and is understood to not generate any regular daily vehicle movements. Therefore, this assessment has not included for any existing vehicle trips, and for robustness all trips associated with the proposed development have been treated as new to the network.

### Proposed Site

- 5.3 To understand to potential trip generation for the site results of a TRICS SAM survey of the Mulberry Fields development has been utilised. The survey was undertaken in March 2022 as part of the neighbouring developments Travel Plan Coordination works. At the time of the survey the development was at 100% occupation. This is considered to provide accurate data on the likely trip generation associated with the proposed site. The resulting vehicular trip rate is summarised **Table 3**.

	AM Peak (0800-0900)		PM Peak (1700-1800)		Daily (0700-1900)
	Arrivals	Departures	Arrivals	Departures	
Vehicle Trip Rate	0.104	0.435	0.238	0.109	4.36

**Table 3:** TRICS vehicular trip rate – Mulberry Fields.

- 5.4 Based on the information obtained from the Mulberry Fields development **Table 4** outlines the anticipated vehicle trip rate associated with the proposed scheme of up to 82-units. The full outputs are attached as **Appendix C**.

	AM Peak (0800-0900)		PM Peak (1700-1800)		Daily (0700-1900)
	Arrivals	Departures	Arrivals	Departures	
Vehicle Trip Rate (Mulberry Fields 2022)	0.104	0.435	0.238	0.109	4.36
Traffic Generation (82 units)	9	36	20	9	358

**Table 4:** Proposed Development Traffic Generation

- 5.5 **Table 4** shows that 45 vehicle trips are expected to occur in the AM peak, 29 vehicle trips in the PM peak and 358 vehicle trips over a 12-hour period.
- 5.6 During the peaks this would equate to 1 trip every 2 minutes in the AM peak and 1 trip every 7 minutes in the PM peak. Whilst this is not considered to represent a severe highway impact in the context of the NPPF (Paragraph 116) the following chapter reviews the operation of the Mill Straight Roundabout junction to confirm this.

## 6. JUNCTION CAPACITY ASSESSMENT

- 6.1 To identify the highway impact of the development proposals a junction capacity assessment has been undertaken at the Centenary Road/Mill Straight/Roman Lane/Mill Straight roundabout (Mill Straight Roundabout) which serves as the vehicular access serving both the site and the existing Mulberry Fields development.

### Data Collection

- 6.2 To inform this exercise traffic surveys of the roundabout were undertaken on Thursday 22<sup>nd</sup> June 2023 to understand the current distribution of vehicles using the junction. This included a review of all turning counts and queue lengths between 7-10am and 4-7pm to reflect both the morning and afternoon peak periods on the local highway network. A summary of the data is provided within **Table 5**, with the full data included in **Appendix D**.

	AM Peak All Vehicles Movements	PM Peak All Vehicles Movements
Centenary Road (Site Access)	103	55
Mill Straight North	406	261
Roman Lane	63	45
Mill Straight South	236	416

**Table 5:** Vehicle Movement in the AM and PM peak periods

- 6.3 In addition to the information in **Table 5**, the outputs at **Appendix D** confirm that no queuing was reported during the survey on any arm of the Mill Straight Roundabout, with the exception of 1 vehicle in the morning observed on Centenary Road and 1 vehicle in the afternoon observed on Roman Lane.

- 6.4 The peak hour outputs have then been used to represent the baseline 2023 modelling assessment and understand the likely trip distribution of the site.

### Trip Distributions

- 6.5 To understand the trip distributions of residents of the proposed development the survey data collected for Centenary Road (which provides access into the Mulberry Fields development) has been utilised. This is considered to provide more accurate data on the distribution of vehicles than that of 2011 Census data in this case.
- 6.6 The outputs from the survey confirmed that during the morning peak hour 43% of departing traffic travelled south to the A24 and 56% travelled north into Southwater. The remaining 1% travelled east into Southwater. The majority of arrivals to the Mulberry Fields development (68%) were from Southwater with the rest travelling from the A24.
- 6.7 During the afternoon peak hour departures from Mulberry Fields generated 40% of trips north, 45% of trips south and 15% east. Arrivals to Mulberry Fields were almost evenly split between Southwater and the A24.
- 6.8 These are presented below in **Figure 5**, an extract from the trip distributions shown in **Appendix E**.

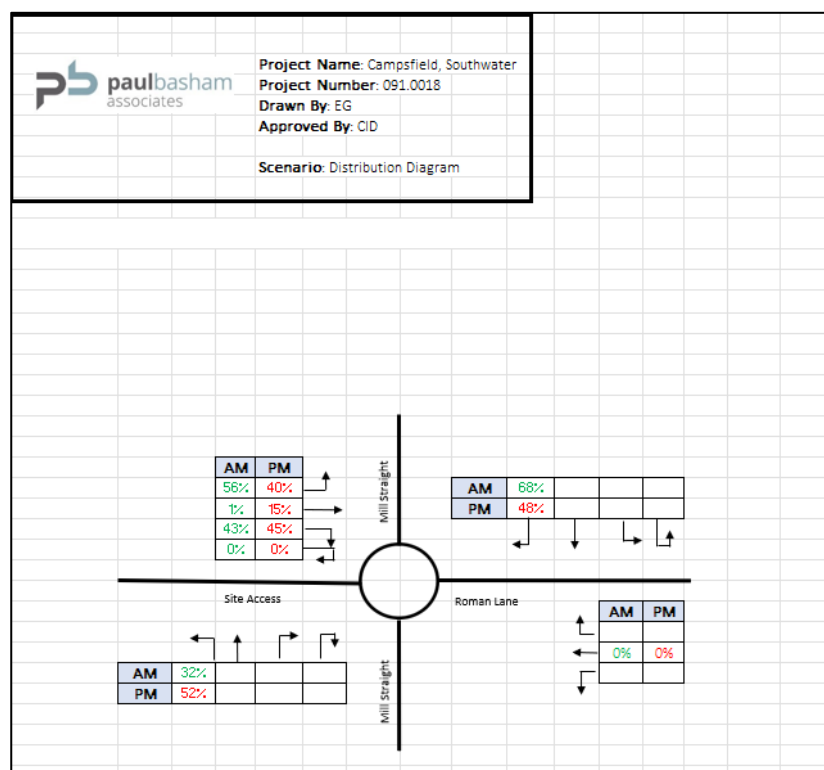


Figure 5: Distribution Diagrams

- 6.9 The trip distributions above have therefore been applied against the anticipated vehicle traffic generation, which are shown diagrammatically in **Appendix E**.

#### TEMPRo Growth Rates

- 6.10 The turning counts provide data for the existing network to be assessed, however a 5-year future year has also been considered and supported with junction modelling. A 5-year period has been utilised as it is assumed that this would be the opening year for the site.
- 6.11 TEMPRO (v.7.2) has been utilised to determine the future year traffic flows. The growth rates are based on the output for Horsham area (E02006597), which encompasses the Mill Straight Roundabout. The growth rates obtained are shown in **Table 6**.

TEMPRO	Growth Factor	
2023-2024	AM	1.0152
	PM	1.0155
2024-2029	AM	1.0421
	PM	1.0433

**Table 6:** TEMPRO Growth Rates

#### Committed Developments

- 6.12 A review of the planning portal has been undertaken to confirm whether there are any committed developments within the local area which need to be considered. An application known as Land off Shipley Road, Southwater (Rascalls Farm), was noted to utilise Mill Straight Roundabout. The Outline application for this site was allowed at Appeal in 2021 with a subsequent Reserved Matters application submitted in February 2024 for 96 units on the site (application references: DC/20/0695 and DC/24/0249).
- 6.13 Based on the above the site has been considered within the modelling assessment of the Mill Straight Roundabout. The trip rates presented in Transport Assessment under application were utilised DC/20/0695 to inform the assessment. Given that the Reserved Matters application is still live and awaiting decision.

### Junction Modelling Software

- 6.14 The capacity at the Mill Straight Roundabout has been assessed using Junctions 9 modelling software. Junctions 9 is the industry standard software package for assessing roundabouts and provides a Ratio of Flow to Capacity (RFC) value, which identifies what proportion of each arm's total capacity is currently being utilised. RFC values exceeding 0.85 signify the point at which the capacity of the arm is being approached, and the potential to improve capacity could be explored, whilst RFC values of 1.0 or greater represent a junction operating above capacity. Junctions 9 software also provides values for junction delay (in seconds) and queue length in vehicles.
- 6.15 All modelling has been completed using 'vehicle' values rather than PCUs and as such the appended traffic flow diagrams (**Appendix E**) are also all in vehicles.
- 6.16 In order to provide a robust assessment, a 10% HGV rate has been applied throughout.
- 6.17 The geometries associated with the roundabout have been obtained from the Section 278 construction drawing (drawing reference: 091-5001-111).

### Junction Modelling Scenarios

- 6.18 To support the proposed scheme junction capacity modelling has been undertaken for the following scenarios:
- Baseline 2023 (for validation purposes)
  - Baseline 2024
  - Baseline 2029
  - Baseline 2029 + Committed Development
  - Baseline 2029 + Proposed Development + Committed Development
- 6.19 The results of the junction modelling for the scenarios are summarised in **Table 7**, with the full modelling outputs in **Appendix F**.



Arm	AM Peak Period			PM Peak Period		
	Queue	Delay (s)	RFC	Queue	Delay (s)	RFC
<b>Baseline 2023 (Validation)</b>						
Roman Lane	0.1	4.79	0.08	0.1	4.20	0.05
Mill Straight South	0.2	3.33	0.18	0.5	3.97	0.31
Site Access (Centenary Road)	0.1	4.56	0.12	0.1	4.77	0.07
Mill Straight North	0.5	3.75	0.30	0.3	3.28	0.19
<b>Baseline 2024</b>						
Roman Lane	0.1	4.82	0.08	0.1	4.21	0.05
Mill Straight South	0.2	3.34	0.18	0.5	4.00	0.32
Site Access (Centenary Road)	0.1	4.59	0.12	0.1	4.78	0.07
Mill Straight North	0.5	3.77	0.30	0.3	3.29	0.20
<b>Baseline 2029</b>						
Roman Lane	0.1	4.91	0.08	0.1	4.26	0.05
Mill Straight South	0.3	3.37	0.19	0.6	4.10	0.33
Site Access (Centenary Road)	0.2	4.64	0.12	0.1	4.87	0.07
Mill Straight North	0.5	3.85	0.31	0.3	3.33	0.20
<b>Baseline 2029 + Committed Development</b>						
Roman Lane	0.1	5.06	0.09	0.1	4.30	0.05
Mill Straight South	0.3	3.42	0.20	0.6	4.24	0.36
Site Access (Centenary Road)	0.2	4.69	0.12	0.1	4.98	0.07
Mill Straight North	0.6	4.02	0.34	0.3	3.39	0.22
<b>Baseline 2029 + Proposed Development + Committed Development</b>						
Roman Lane	0.1	5.14	0.09	0.1	4.33	0.05
Mill Straight South	0.3	3.44	0.20	0.6	4.32	0.37
Site Access (Centenary Road)	0.2	4.91	0.16	0.1	5.05	0.09
Mill Straight North	0.6	4.09	0.35	0.3	3.42	0.22

**Table 7: Modelling Outputs**

- 6.20 As shown in **Table 7** in the Baseline 2023 scenario RFC values are below 0.85 with the highest RFC being 0.30 on the Mill Straight North arm in the AM peak and in the PM peak the highest RFC is 0.31 on the Mill Straight South arm. Developing upon this, the longest delay is below 5 seconds at 4.79, with queue lengths no longer than 1 vehicle (matching that of the queue length surveys).
- 6.21 When compared to the Baseline 2023 scenario, the Baseline 2029 scenario shows that there is only likely to be a slight increase in delay and RFC. The longest delay in this scenario is 4.91 seconds (an increase of 0.12 seconds on the Roman Lane arm. While the highest RFC value was 0.33 on the Mill Straight South arm. The roundabout continues to have minimal queuing in this scenario.
- 6.22 In the Baseline 2029 + Committed development scenario the Mill Straight roundabout continues to operate within capacity with the highest RFC being 0.36 on the Mill Straight South arm, with maximum delay of 5.06 seconds on the Roman Lane arm. A maximum of 1 vehicle is anticipated to be queued at the junction on the Mill Straight North arm.
- 6.23 When the proposed development is added, the modelling shows that the RFC values remain well below capacity, with the highest RFC being 0.37 on the Mill Straight North arm of the roundabout. The highest delay is 5.14 seconds on Roman Lane, with a queue of 1 vehicle. The site access arm (Centenary Road, which serves the development and Mulberry Fields) would operate well within capacity, with RFC values of 0.16 in the AM peak and 0.09 in the PM peak. Therefore, the proposed development would not have a significant impact on the local road network, with the Mill Straight roundabout continuing to operate well within capacity with minimal queuing and delay. Accordingly, the site is considered to not have a severe residual cumulative impact on the local highway network in accordance with NPPF Paragraph 116.

## 7. SUMMARY AND CONCLUSIONS

- 7.1 This Transport Assessment (TA) has been prepared by Paul Basham Associates on behalf of Miller Homes to support an Outline planning application for a residential development comprising of up to 82 units at Campsfield, Southwater.
- 7.2 The site is located to the west of the A24, with Mulberry Fields development (planning ref: DC/14/2582) directly north of the site. To the south of the site is the Public Footpath 2804, which travels east-west along the southern site boundary. The site will be accessed through the Mulberry Fields development utilising Centenary Road.
- 7.3 A Framework Travel Plan (FTP) has been prepared by Paul Basham Associates which should be read in conjunction with this TA.
- 7.4 The site is located in an accessible area, offering connections to public transport services, as well as cycle and pedestrian routes. Furthermore, the wider site location was considered acceptable as part of the Mulberry Fields planning application.
- 7.5 A review of Personal Injury Accident (PIA) data for the most recent five-year period (2019-2024) does not indicate that there are any existing highway safety concerns which would be exacerbated by the development in line with Paragraph 116 of the NPPF.
- 7.6 The existing site is currently a tree plantation site and is understood to not generate any regular daily vehicle movements. To understand to potential vehicle trip generation for the proposed site a TRICS SAM survey for the Mulberry Fields development has been utilised. Based on this the proposed development is anticipated to generate 45 vehicle trips in the AM peak, 29 vehicle trips in the PM peak and 358 vehicle trips over a 12-hour period.
- 7.7 As the proposals would result in the intensification of the existing Centenary Road/Mill Straight/Roman Lane/Mill Straight roundabout which would serve as the main access into the site from the highway network a junction capacity assessment has been undertaken using Junctions 9 modelling software.
- 7.8 Traffic surveys of the roundabout were undertaken on Thursday 22<sup>nd</sup> June 2023 to inform this assessment and confirm the distribution of vehicles from the Mulberry Fields development.

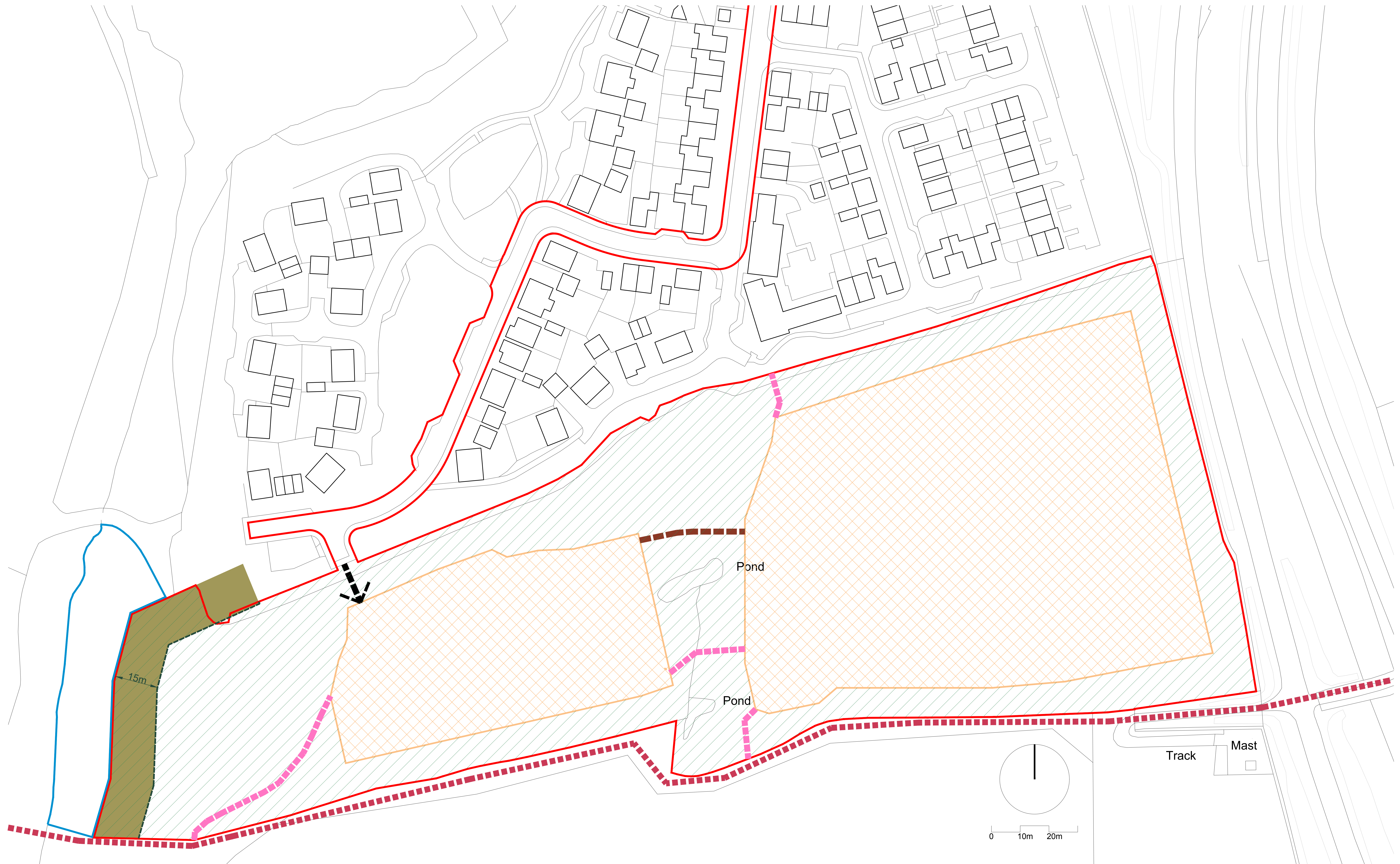
- 7.9 TEMPro (v.7.2) has been utilised to determine the future year traffic flows based on the traffic counts. The growth rates are based on the output for Horsham area (E02006597), which encompasses the roundabout near to the site.
- 7.10 The consented scheme on Land off Shipley Road, Southwater (Rascalls Farm) has been included as committed development.
- 7.11 The modelling shows that the RFC values remain well below capacity in all scenarios, with the highest RFC in the 2029 + Committed Development + Proposed Development scenario being 0.37 on the Mill Stright North arm of the roundabout and the longest delay being 5.14 seconds on Roman Lane. The site access arm (Centenary Road, which serves the development and Mulberry Fields) would operate well within capacity with the proposed development with RFC values of 0.16 in the AM peak and 0.09 in the PM peak. Therefore, the proposed development would not have a severe residual cumulative impact on the local highway network in accordance with NPPF Paragraph 116.
- 7.12 In view of the information above we ask that West Sussex County Council look favourably upon the proposed site in regard to highways.



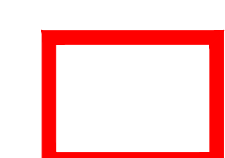
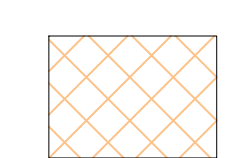


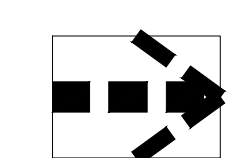
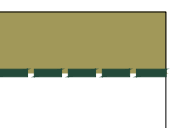
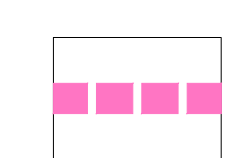
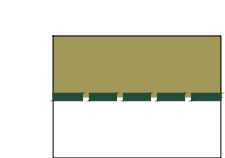








KEY

- |   |  |   |   |   |                                  |
|---|--|---|---|---|----------------------------------|
|  | Site boundary  |  | Supporting infrastructure including public open space, Local Area of Play, strategic landscaping and sustainable drainage |  | Proposed pedestrian links        |
|  | Residential development area including residential use, vehicular routes, pedestrian/cycle routes, car parking, private amenity space and associated landscaping |  | Proposed vehicular access   |  | 15m Buffer from Ancient Woodland |
|  | Existing Public Right of Way   |  | Proposed link road  |   |                                  |



CLIENT:  
PROJECT TITLE:  
PROJECT NO:  
  
DRAWING TITLE:  
DRAWING NO:  
SCALE:

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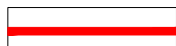
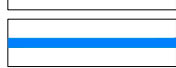






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Key:

-  Site Boundary
-  Other Land in Landowners Control



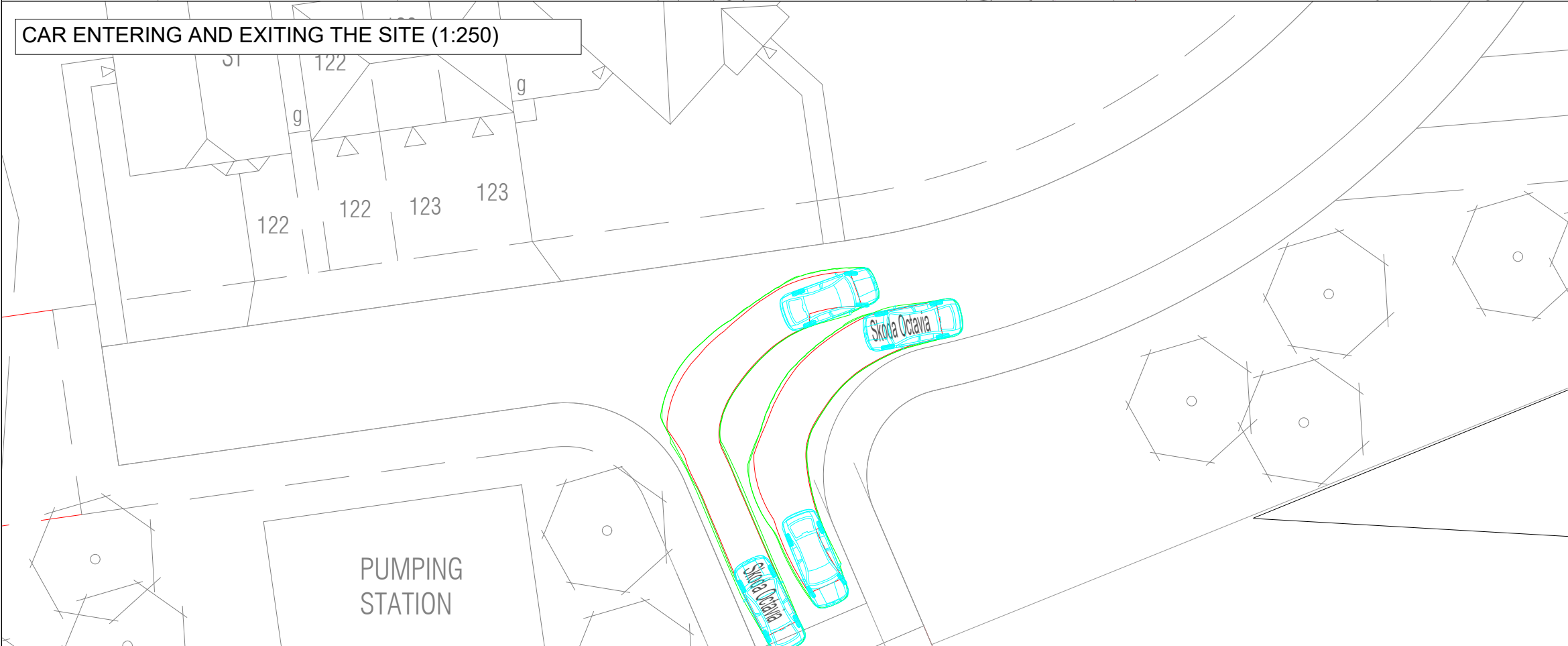
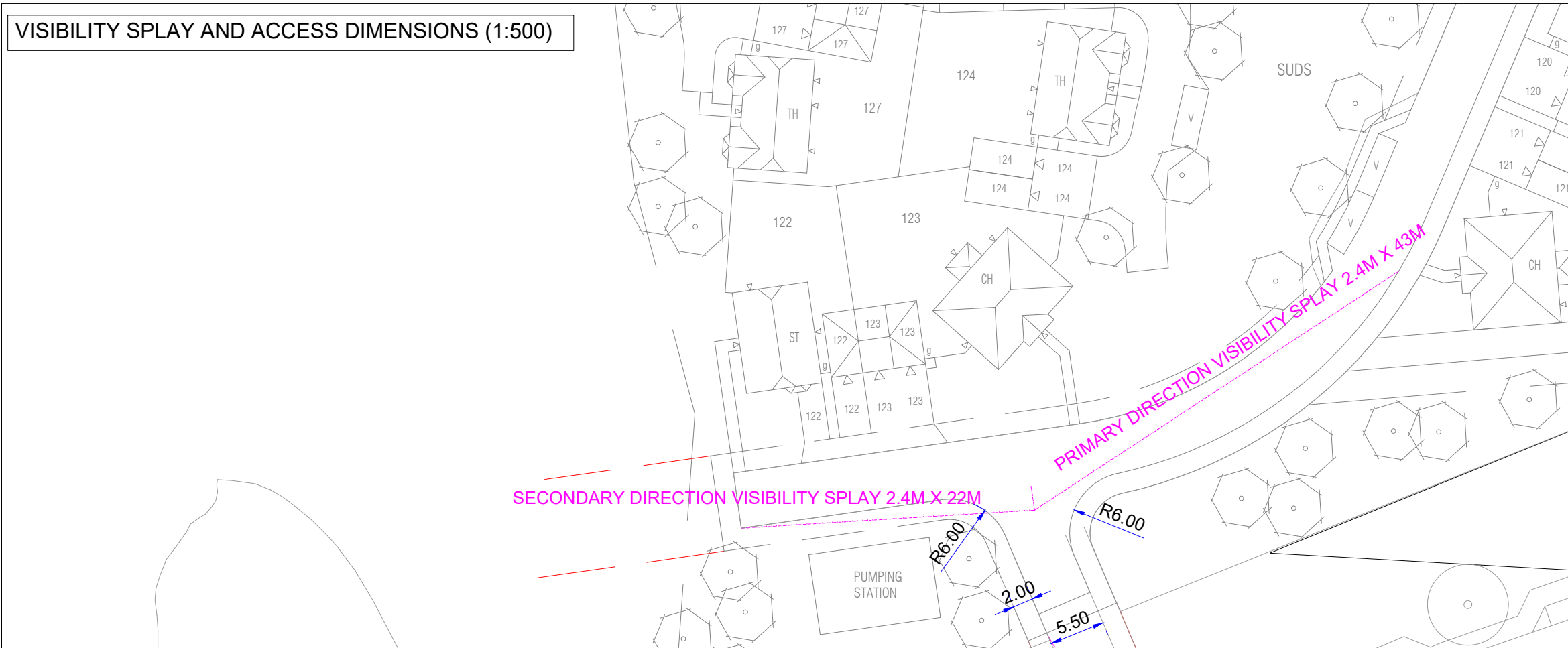
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SCALE:

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02.18.A  
  
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1:1250 @ A2









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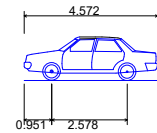
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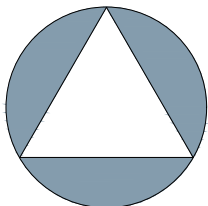
KEY

VISIBILITY SPLAY

VEHICLE PROFILE



Skoda Octavia  
Overall Length 4.572m  
Overall Width 1.769m  
Overall Body Height 1.488m  
Min Body Ground Clearance 0.249m  
Max Track Width 1.713m  
Lock to lock time 4.00s  
Kerb to Kerb Turning Radius 5.100m



PRELIMINARY

DRAWING/DESIGN IS STILL 'IN DEVELOPMENT'  
YOU ARE ADVISED TO MAKE DUE ALLOWANCE

P02	CLIENT'S COMMENTS	02.12.24	ERG	CID
P01	FIRST ISSUE	22.11.24	ERG	CID
Rev	Description	Date	By	App'd
	Date Created	Drawn By	Approved By	Suitability Code
	21.11.24	ERG	CID	-
PBA Project Number		Scale		
091.0018		AS INDICATED (AT A3)		
PBA Drawing No:				Revision
091.0018-0002				P02

<div>Project Name</div> <div>CAMPSFIELD, SOUTHWATER</div>	<div>Title</div> <div>VISIBILITY SPLAY AND CAR TRACKING AT ACCESS</div>	<div><div><div><div></div><div></div></div><div><div>paulbasham</div><div>associates</div></div></div><div><div>Paul Basham Associates Ltd</div><div>The Bothy, Cams Hall Estate, Fareham, PO16 8UT</div><div>01329 711 000</div><div>info@paulbashamassociates.com www.paulbashamassociates.com</div></div></div>	<div>Client</div> <div><div><div></div><div>millermillerhomes</div></div></div>	<div><div><div>Date Created</div><div>21.11.24</div></div><div><div>Drawn By</div><div>ERG</div></div><div><div>Approved By</div><div>CID</div></div><div><div>Suitability Code</div><div>-</div></div></div> <div><div><div>PBA Project Number</div><div>091.0018</div></div><div><div>Scale</div><div>AS INDICATED (AT A3)</div></div></div> <div><div><div>PBA Drawing No:</div><div>091.0018-0002</div></div><div><div>Revision</div><div>P02</div></div></div>
<div><div>Project Phase</div><div>PRELIMINARY</div></div>				

**FIRE TENDER ENTERING THE SITE**

DB32 Fire Appliance

A diagram showing a fire tender, labeled "DB22 Fire Apparatus", exiting a site. The tender is positioned on a road, with a red line indicating its path. A green line outlines the area of interest. The diagram includes labels for "123" and "123" on the left side, and "PUMPING STATION" on the right side. The tender is shown moving away from the site, with a red line indicating its path.

Diagram illustrating the proposed route for a Large Refuse Vehicle (3 axle) entering the site. The route is marked by a red line, starting from the top right and curving towards the bottom left. A green line shows an alternative route. The diagram includes building footprints and a road network.

A site plan diagram illustrating the proposed exit route for a refuse vehicle. The plan shows a road network with a main road curving to the right. A green line indicates the proposed exit route, starting from a 'Large Refuse Vehicle Gate' (labeled vertically) and curving around a building labeled '123' to exit onto the main road. A red line shows an alternative route. A blue rectangular area contains several small blue rectangles, likely representing refuse vehicles. A 'DUMPING STATION' is labeled on the left side of the plan. The plan also shows various other buildings and roads, including one labeled '123' at the top left.

GENERAL NOTES

1.

THIS DRAWING IS INTENDED TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS, ENGINEERS, SERVICES AND SPECIALIST DRAWINGS, DETAILS AND SPECIFICATIONS.

2.

ANY VARIATIONS OR DISCREPANCIES BETWEEN THESE DRAWINGS IN TERMS OF DIMENSIONS OR DETAILS SHOULD BE DRAWN TO THE ATTENTION OF THE ARCHITECT AND/OR THE ENGINEER FOR CLARIFICATION.

3.

ALL FIGURED DIMENSIONS TO BE TAKEN IN PREFERENCE TO SCALED DIMENSIONS. DO NOT SCALE THIS DRAWING.

4.

PAUL BASHAM ASSOCIATES ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY OF BACKGROUND INFORMATION PRODUCED BY THIRD PARTIES – THIS MUST BE TREATED AS INDICATIVE ONLY.

5.

THIS DRAWING SHOULD ONLY BE USED FOR CONSTRUCTION IF THE PROJECT PHASE IN THE TITLE FRAME BELOW IS SHOWN AS “CONSTRUCTION”. PAUL BASHAM ASSOCIATES TAKE NO RESPONSIBILITY FOR CONSTRUCTION WORKS UNDERTAKEN TO DRAWINGS WHICH ARE NOT MARKED UNDER THIS PHASE.

VEHICLE PROFILE

Large Refuse Vehicle (3 axle)

Overall Length  
Overall Width  
Overall Body Height  
Min Body Ground Clearance  
Track Width  
Lock to lock time  
Kerb to Kerb Turning Radius

9.86m  
2.45m  
3.81m  
0.36m  
2.45m  
4.00s  
9.50m

DB32 Fire Appliance

Overall Length  
Overall Width  
Overall Body Height  
Min Body Ground Clearance  
Max Track Width  
Lock to lock time  
Kerb to Kerb Turning Radius

8.68m  
2.18m  
3.45m  
0.33m  
2.12m  
6.00s  
7.91m

NORTH

PRELIMINARY

DRAWING/DESIGN IS STILL 'IN DEVELOPMENT'  
YOU ARE ADVISED TO MAKE DUE ALLOWANCE

P02	CLIENT'S COMMENTS	02.12.24	ERG	CID
P01	FIRST ISSUE	22.11.24	ERG	CID
Rev	Description	Date	By	App'd
Date Created		Drawn By		Approved By
21.11.24		ERG		CID
PBA Project Number		Scale		
091.0018		1:250 (AT A3)		
PBA Drawing No:				Revision
091.0018-0003				P02

P02	CLIENT'S COMMENTS	02.12.24	ERG	CID
P01	FIRST ISSUE	22.11.24	ERG	CID
Rev	Description	Date	By	App'd
Date Created	Drawn By	Approved By	Suitability Code	
21.11.24	ERG	CID	-	
PBA Project Number		Scale		
091.0018		1:250 (AT A3)		
PBA Drawing No:			Revision	
091.0018-0003			P02	

MS2011/v8/210723/JM

## Appendix C

Site Reference: WS-03-M-26 Multi-Modal Site  
 Created: Version: 7.9.2 08/05/22  
 Latitude/Longitude: 51.01422, -0.34761  
 Land Use Type: 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING  
 Region/Area: SOUTH EAST/WEST SUSSEX

Description: MIXED HOUSES & FLATS  
 Street: MILL STRAIGHT  
 District:  
 Town: SOUTHWATER  
 Post Code: RH13 9FZ  
 Planning Authority: HORSHAM DISTRICT C.

Location: Neighbourhood Centre (PPS6 Local Centre)  
 Location Sub Category: Village  
 Use Class: C3

Population within 500m: 874  
 Population within 1 Mile: 5,001 to 10,000  
 Population within 5 Miles: 25,001 to 50,000  
 Car ownership within 5 Miles: 1.1 to 1.5

#### Public Transport Provision Summary

Day	Period	Total buses/trams within 400m	Total Trains within 1000m	Total Services
Monday-Friday	0700-1900	96		96
Monday-Friday	0700-1000	24		24
Monday-Friday	1600-1900	24		24
Saturday	0700-1900	96		96
Sunday	0700-1900	44		44

Is site associated with a travel plan: Yes  
 If not, are there any plans to implement  
 a Travel Plan in the future?  
 Is survey data available before the  
 implementation of the Travel Plan? No  
 Is the location of the site hilly or flat: Flat  
 Urban Regeneration: No

Covid-19 Restrictions: No

Site area: 7.90 hect  
 No of Dwellings: 193  
 Housing Density: 32.71

No. of developments for this Site: 1  
 No. of survey Days for this Site: 1

#### Comments

This site is located at the southern edge of the village of Southwater, which is just to the south of Horsham. The A24 is accessed a short distance to the east of the site, and is the main route heading south towards Worthing and north towards Horsham and on towards Surrey. Other local roads head towards various parts of the local area. The site has a single vehicle access for all modes, plus 4 separate pedestrian accesses. Other residential development borders the site to the north, north-east and north-west, with some woodlands directly to the west and open land to the south and east.

#### Bus (or tram) site accessibility

- Is there at least 1 bus (or tram) stop within the site frontage or within 400m of the site frontage? : Yes
- If yes to question 3, where it is necessary to cross a road between the development and the stop, is there a conveniently placed crossing facility? : Yes
- If yes to question 3, are there at least 2 buses (or trams) per hour (per direction between 0700 and 1900) with routes serving significant areas of population within a 5 kilometre radius? (Mon-Sat): Yes
- If yes to question 5, what are the service characteristics? (please complete the outline information below)

Destination (town/area)	Number per hour	Approx. journey time
Roffey	3	32

11. Please enter general comments/views about the relevance, quality and importance of public transport services relating to this development.

In addition to the individual bus service shown, there is an hourly service available to Crawley, the journey time taking 56 minutes.

Design features encouraging non-car modes

12. Pedestrians

There are traffic-free routes on and off the estate, and there are further footpaths leading to Southwater and further afield. A new toucan crossing has been provided across Mill Straight, and was implemented and operational at the time of this survey.

13. Pedal cycles

The site is located adjacent to a National Cycle Network route, connecting Chertsey to Shoreham-by-Sea and further locations.

14. Public transport

Services from sheltered bus stops depart regularly and also provide the option of connecting rail travel.

Design features encouraging non-car modes

Road Network Distance to Local Developments	
Year of Analysis	2022
Nearest Primary School	1.9 kilometres
Nearest Secondary School	5.9 kilometres
Nearest Local Shop/Corner Shop	1.2 kilometres
Nearest Main Supermarket	6.0 kilometres
Nearest Doctors Surgery	1.6 kilometres
Nearest Hospital with Minor Injuries/A & E	21.8 kilometres
Nearest Sports/Leisure Centre	1.9 kilometres

Census Data	
Year of Census	2011
Census Output Area/Data Zone	E00161227
Number of people employed within Census Output Area	127
Number of households within Census Output Area	111
Number of people living within Census Output Area	255
Area of Census Output Area (hectares)	588.54
Population density within Census Output Area (per hectare)	0.40

Site reference: WS-03-M-26 Multi-Modal survey site  
 Trade name: MULBERRY FIELDS

Site area (h/a): 7.90  
 Site Area Excluding Publicly Accessible Features (hectares): 5.90

Open since 2019

Occupied dwellings 193  
 Unoccupied dwellings 0  
 Total dwellings 193

Housing Density 32.71  
 Privately owned units 115  
 Non-Privately owned units 78  
 Name of nearest site BROADACRES  
 Distance to nearest similar site 1.7 Km

Average Bedrooms Per Unit 2.9740932642487  
 No of units with 1 bedroom 20  
 No of units with 2 bedrooms 47  
 No of units with 3 bedrooms 62  
 No of units with 4+ bedrooms 64  
 Total bedrooms 574  
 Unit Density 24.4303797468354

Residential unit types

	Private	Non-Private	Total
Detached houses	18	0	18
Semi-detached houses	97	39	136
Terraced houses	0	4	4
Bungalows	0	0	0
Flats (in houses)	0	0	0
Flats (in blocks)	0	35	35
Town Houses	0	0	0
Other (specify below)			

Other:

Comments

At the time of this survey this site was fully constructed and occupied.



Multi-Modal survey site

On-Site parking

Total no. of parking spaces	491
Parking Spaces Per Hectare	62.152
Parking Spaces Per Dwelling	2.544
Arrivals Per Parking Space	0.83

Number of spaces

On-Street	44
Driveway	182
Garages	108
Communal parking spaces	72
Allocated spaces	85
Is this site associated with a Car Club?	No

General Comments on Parking

The 372 off-site off-street parking spaces shown are located at Worthing Road, Benns Field, Station Road and Lintot Square, with the fee of £1 per hour shown representing all areas except Lintot Square (where there is no charge).

Types of servicing vehicle parking taking place

on-site (internal, within specified bays or otherwise)	Yes
off-site (on-street, in designated loading/servicing bays)	No
off-site (in restricted areas e.g. double yellow lines)	No

Off-Site parking details

Is there off-site parking available	Yes
Off-Site parking included in the counts	No
Free On-Street parking available nearby	Yes
If yes, considered easy to find a space	Yes
If prepared to pay, easy to find somewhere to park off-site all day	Yes

Parking restrictions

Area subject to parking restrictions (controlled parking zone - CPZ)	No
--	----

Off-Street parking

Off-Street parking available	Yes, Public Off-Street Parking is Available
Approx. available spaces	372
Parking located within a control parking zone (CPZ)	No
Charges for this Off-Street parking	Yes, All Day
Charge amount	100
Charge period	Hour

Park & Ride

Park & Ride Type Facility providing relevant means of accessing the site	No
--	----

### Additional Travel Plan Features

Although the travel plan was initially signed off in 2017 and work started on the preliminary phase of the development then, the 5 years of monitoring of the travel plan commenced in April 2019.

A new toucan crossing has been provided across Mill Straight, and was implemented and operational at the time of this survey. Internal access roads, external roadways and cycleways serving the development have also been implemented.

### Travel Plan Type

Type Compulsory

### Travel Plan History

Date of Travel Plan implementation April 2019

Has the Travel Plan been accredited, or received an award in recognition of its quality, from either a national body such as ACT or a local authority? No

### Travel Plan Target Group

#### *Main target market(s) for the Travel Plan*

Staff	Not present
Visitors	Target group
Customers	Not present
Students	Not present
Patients	Not present
All site users	Target group
Other	Target group
	Residents

### Travel Plan Co-Ordinator

Is there a Travel Plan co-ordinator - a member of staff whose job it is to manage the implementation of the Travel Plan?

Yes

If YES to the above, do they work on the Travel Plan full time or part time?

Part time

### Pre-Travel Plan Mode Split

Was modal split data obtained before the introduction of the Travel Plan?

Yes

If YES, when?

July 2019

Vehicle Occupants

79% 

Cyclists

7% 

Public Transport Users

0% 

Pedestrians

14% 

### Travel Plan Modal Split Targets

Did the Travel Plan identify mode split targets?

Yes

If YES, when?

January 2021

Vehicle Occupants

71% 

Cyclists

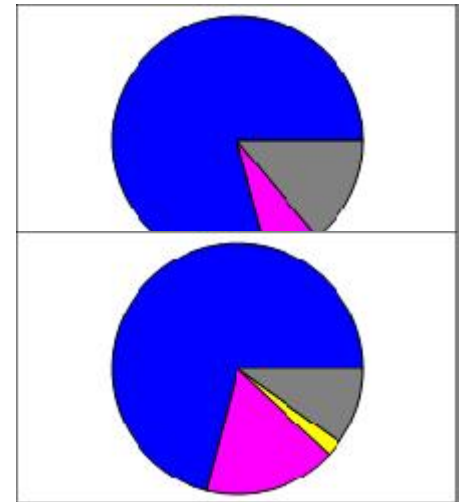
17% 

Public Transport Users

2% 

Pedestrians

10% 



### Travel Plan Targets

The initial travel plan mode splits (shown as pre-travel plan mode splits) were obtained after the implementation of the travel plan, following a baseline survey being undertaken. The travel plan mode split targets were then set in 2021 following resident surveys taking place.

### Changes in site environment and circumstances

*Since the travel plan was implemented, have any of the following changes occurred?*

Has there been large scale changes in numbers of staff on site?

No

Has there been a change in site function from, for example, call centre to head office; or from administrative to sales, etc? No

Have parking controls been implemented around a site where previously many staff parked at no charge? No

Has there been large scale changes in local public transport services? No

Has the site been relocated to somewhere with different accessibility characteristics (e.g. from city centre to edge of town)? No

Factors that may have affected trip rates

#### Additional Travel Plan comments

#### Cycling Measures

Covered cycle racks close to building entrances No  
Date implemented  
Capital cost  
Annual operating cost

Good lighting in cycle parking areas No  
Date implemented  
Capital cost  
Annual operating cost

Lockers/Facilities for staff who cycle to store their clothing No  
Date implemented  
Capital cost  
Annual operating cost

Secure well-lit/covered cycle parking compound Yes  
Date implemented 2018  
Capital cost  
Annual operating cost

CCTV coverage of cycle parking areas No  
Date implemented  
Capital cost  
Annual operating cost

Shower and changing facilities for staff who cycle and walk No  
Date implemented  
Capital cost  
Annual operating cost

Good network of cycle routes linking the site to main residential areas locally No  
Date implemented  
Capital cost  
Annual operating cost

#### Additional comments

There is communal cycle storage for the flats (implemented between 2018 and 2021 - month of first implementation and costs not known), and the houses all have internal cycle storage, with a total cycle parking provision for 302 bikes.

#### Car Sharing Measures

Car-share matching system where employer takes active role in setting up car-share teams

(i.e. more than just a voluntary noticeboard)

No

Date implemented

Capital cost

Annual operating cost

Guaranteed free ride home available to all staff if they car-share and need to get

home in an emergency

No

Date implemented

Capital cost

Annual operating cost

Priority parking spaces for car-sharers close to building entrances

No

Date implemented

Capital cost

Annual operating cost

Car Club available locally that could be used by occupants of the site

No

Does the site operate its own Car Club, or subscribe to an independent Car Club organisation?

No

#### Additional comments

#### Car Parking Management

Limited availability of on-site parking spaces (on-site parking supply is set at less than demand for target group of Travel Plan)

No

Parking permit eligibility restrictions (e.g. only staff without viable public transport alternative are issued with a permit)

No

Date implemented

Capital cost

Annual operating cost

Charging for parking for Travel Plan target group (e.g. staff, patients, visitors, etc.)

No

Date implemented

Capital cost

Annual operating cost

Charge

Period of Charge

Parking enforcement (e.g. barrier control, parking attendants, clamping, ticketing) on-site

No

Date implemented

Capital cost

Annual operating cost

#### Additional comments

### Financial Incentives

Daily payment of £2 or more to staff not to use the car (also known as cash-out)

No

Date implemented

Capital cost

Annual operating cost

Daily payment value

Annual payment to give up entitlement to a parking permit

No

Date implemented

Capital cost

Annual operating cost

Annual payment value

Site provides employees with season ticket/cycle loans

No

Date implemented

Capital cost

Annual operating cost

Annual loans value

### Additional comments

### Public Transport Measures

Bus waiting facilities (clean, graffiti-free bus shelter and seats close to (e.g. within 400 metres) the site's main entrance)

No

Date implemented

Capital cost

Annual operating cost

New/improved bus services close to the site

No

Date implemented

Capital cost

Annual operating cost

Secure well-lit pedestrian routes to bus/tram stops within 400 metres

No

Date implemented

Capital cost

Annual operating cost

Secure well-lit pedestrian routes to railway stations within 1000 metres

No

Date implemented

Capital cost

Annual operating cost

Public transport information provided on site on paper and/or computer

Yes

Date implemented

May 2018

Capital cost

Annual operating cost

Publicity and awareness raising material about local public transport

Yes

Date implemented

May 2018

Capital cost

Annual operating cost

Personalised journey planning/travel assistance (e.g. helpline, etc).

Yes

Date implemented

May 2018

Capital cost

Annual operating cost

Additional comments

Welcome packs have been issued to residents upon occupation (from May 2018 before the current version of the travel plan). There are also biannual newsletters issued throughout the life of the travel plan.  
Costs of travel plan elements are not known.

Shuttle Bus

Shuttle bus(es) to main staff/customer residential areas	No
Date implemented	
Capital cost	
Annual operating cost	

Shuttle bus(es) to railway and/or bus station(s)	No
Date implemented	
Capital cost	
Annual operating cost	

Additional comments

OFF-LINE VERSION TRICS CONSORTIUM MOON LANE BARNET

Licence No: 195501

Site reference: WS-03-M-26 Survey date: 16/03/22 Day of week: Wednesday  
 Multi-Modal survey site  
 Vehicles surveyed: Total vehicles  
 Survey type: Manual Count  
 AM weather: Mild and Cloudy  
 PM weather: Mild and Light Rain

Initial car park occupancy: Final car park occupancy:  
 Total People to Total Vehicles ratio (all time periods and directions): 1.88

BRACKETED ACCUMULATION FIGURES ARE NOT ABSOLUTE

Parking Capacity

Data proportions in %

Motor cars	86	Motor cycles	0	Public service	0
Light goods	11	OGV (1)	1	OGV (2)	0
				Taxis	2

Servicing Vehicles count recorded No

Time	Arr 409	Dep 432	Totals 841	Parking Accum
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	11	47	58	(-36)
08:00-09:00	20	84	104	(-100)
09:00-10:00	37	20	57	(-83)
10:00-11:00	22	21	43	(-82)
11:00-12:00	25	36	61	(-93)
12:00-13:00	28	29	57	(-94)
13:00-14:00	29	25	54	(-90)
14:00-15:00	33	58	91	(-115)
15:00-16:00	71	46	117	(-90)
16:00-17:00	50	26	76	(-66)
17:00-18:00	46	21	67	(-41)
18:00-19:00	37	19	56	(-23)
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Comments

No PSV's or scooters visited the site during this survey.



Site reference: WS-03-M-26

Survey date: 16/03/22

Day of week: Wednesday

Multi-Modal survey site

Vehicles surveyed: OGV

Data proportions in %	OGV (1)	100	OGV (2)	0
-----------------------	---------	-----	---------	---

1 occupant per OGV is assumed, and included in the vehicle occupants count

[illegible]

Site reference: WS-03-M-26      Survey date: 16/03/22      Day of week: Wednesday  
 Multi-Modal survey site  
 Vehicles surveyed: Taxis

Time	Arr 8	Dep 8	Totals 16	Accumulation
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	1	1	2	(0)
08:00-09:00	3	3	6	(0)
09:00-10:00	0	0	0	(0)
10:00-11:00	0	0	0	(0)
11:00-12:00	0	0	0	(0)
12:00-13:00	1	1	2	(0)
13:00-14:00	0	0	0	(0)
14:00-15:00	0	0	0	(0)
15:00-16:00	3	3	6	(0)
16:00-17:00	0	0	0	(0)
17:00-18:00	0	0	0	(0)
18:00-19:00	0	0	0	(0)
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Site reference: WS-03-M-26

Survey date: 16/03/22

Day of week: Wednesday

Multi-Modal survey site

Vehicles surveyed: Cars

Time	Arr 351	Dep 373	Totals 724	Accumulation
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	9	40	49	(-31)
08:00-09:00	17	75	92	(-89)
09:00-10:00	35	18	53	(-72)
10:00-11:00	18	16	34	(-70)
11:00-12:00	20	32	52	(-82)
12:00-13:00	21	27	48	(-88)
13:00-14:00	23	18	41	(-83)
14:00-15:00	31	48	79	(-100)
15:00-16:00	58	36	94	(-78)
16:00-17:00	45	25	70	(-58)
17:00-18:00	40	20	60	(-38)
18:00-19:00	34	18	52	(-22)
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Site reference: WS-03-M-26      Survey date: 16/03/22      Day of week: Wednesday  
 Multi-Modal survey site  
 Vehicles surveyed: LGV

Time	Arr 46	Dep 47	Totals 93	Accumulation
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	0	5	5	(-5)
08:00-09:00	0	5	5	(-10)
09:00-10:00	1	1	2	(-10)
10:00-11:00	4	5	9	(-11)
11:00-12:00	4	3	7	(-10)
12:00-13:00	6	1	7	(-5)
13:00-14:00	6	7	13	(-6)
14:00-15:00	2	10	12	(-14)
15:00-16:00	9	7	16	(-12)
16:00-17:00	5	1	6	(-8)
17:00-18:00	6	1	7	(-3)
18:00-19:00	3	1	4	(-1)
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Site reference: WS-03-M-26      Survey date: 16/03/22      Day of week: Wednesday  
 Multi-Modal survey site  
 Vehicles surveyed: Motor Cycles

Time	Arr 1	Dep 1	Totals 2	Accumulation
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	0	1	1	(-1)
08:00-09:00	0	0	0	(-1)
09:00-10:00	0	0	0	(-1)
10:00-11:00	0	0	0	(-1)
11:00-12:00	0	0	0	(-1)
12:00-13:00	0	0	0	(-1)
13:00-14:00	0	0	0	(-1)
14:00-15:00	0	0	0	(-1)
15:00-16:00	1	0	1	(0)
16:00-17:00	0	0	0	(0)
17:00-18:00	0	0	0	(0)
18:00-19:00	0	0	0	(0)
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Site reference: WS-03-M-26      Survey date: 16/03/22      Day of week: Wednesday  
 Multi-Modal survey site  
 Vehicles surveyed: Cycles

Time	Arr 18	Dep 18	Totals 36	Accumulation
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	0	5	5	(-5)
08:00-09:00	0	9	9	(-14)
09:00-10:00	0	1	1	(-15)
10:00-11:00	0	1	1	(-16)
11:00-12:00	2	0	2	(-14)
12:00-13:00	0	1	1	(-15)
13:00-14:00	0	0	0	(-15)
14:00-15:00	2	1	3	(-14)
15:00-16:00	6	0	6	(-8)
16:00-17:00	4	0	4	(-4)
17:00-18:00	4	0	4	(0)
18:00-19:00	0	0	0	(0)
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Site reference: WS-03-M-26 Survey date: 16/03/22 Day of week: Wednesday  
Multi-Modal survey site  
People Surveyed: Car/LGV/Motorcycle occupants/OGV occupants

This count consists of car occupants, light goods vehicle occupants, motorcycle riders and OGV occupants  
Taxi drivers and drivers of private vehicles picking up/dropping off passengers at the site are excluded from the count

[illegible]



Site reference: WS-03-M-26 Survey date: 16/03/22 Day of week: Wednesday  
 Multi-Modal survey site  
 People Surveyed: Pedestrians

Time	Arr 67	Dep 74	Totals 141	Accumulation
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	2	9	11	(-7)
08:00-09:00	6	23	29	(-24)
09:00-10:00	11	1	12	(-14)
10:00-11:00	2	8	10	(-20)
11:00-12:00	6	1	7	(-15)
12:00-13:00	1	1	2	(-15)
13:00-14:00	2	5	7	(-18)
14:00-15:00	1	10	11	(-27)
15:00-16:00	15	3	18	(-15)
16:00-17:00	14	5	19	(-6)
17:00-18:00	4	6	10	(-8)
18:00-19:00	3	2	5	(-7)
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Site reference: WS-03-M-26 Survey date: 16/03/22 Day of week: Wednesday  
 Multi-Modal survey site  
 People Surveyed: Public transport Users

Time	Arr 32	Dep 32	Totals 64	Accumulation
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	0	21	21	(-21)
08:00-09:00	0	5	5	(-26)
09:00-10:00	1	0	1	(-25)
10:00-11:00	0	0	0	(-25)
11:00-12:00	0	1	1	(-26)
12:00-13:00	1	1	2	(-26)
13:00-14:00	2	2	4	(-26)
14:00-15:00	2	2	4	(-26)
15:00-16:00	12	0	12	(-14)
16:00-17:00	10	0	10	(-4)
17:00-18:00	2	0	2	(-2)
18:00-19:00	2	0	2	(0)
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Site reference: WS-03-M-26 Survey date: 16/03/22 Day of week: Wednesday  
 Multi-Modal survey site  
 People Surveyed: Bus/Tram Passengers

Time	Arr 32	Dep 32	Totals 64	Accumulation
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	0	21	21	(-21)
08:00-09:00	0	5	5	(-26)
09:00-10:00	1	0	1	(-25)
10:00-11:00	0	0	0	(-25)
11:00-12:00	0	1	1	(-26)
12:00-13:00	1	1	2	(-26)
13:00-14:00	2	2	4	(-26)
14:00-15:00	2	2	4	(-26)
15:00-16:00	12	0	12	(-14)
16:00-17:00	10	0	10	(-4)
17:00-18:00	2	0	2	(-2)
18:00-19:00	2	0	2	(0)
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Site reference: WS-03-M-26 Survey date: 16/03/22 Day of week: Wednesday  
 Multi-Modal survey site  
 People Surveyed: Total people

Time	Arr 779	Dep 806	Totals 1585	Accumulation
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	109	125	(-93)
08:00-09:00	37	214	251	(-270)
09:00-10:00	60	34	94	(-244)
10:00-11:00	34	37	71	(-247)
11:00-12:00	44	51	95	(-254)
12:00-13:00	41	45	86	(-258)
13:00-14:00	42	37	79	(-253)
14:00-15:00	45	82	127	(-290)
15:00-16:00	201	75	276	(-164)
16:00-17:00	128	40	168	(-76)
17:00-18:00	80	44	124	(-40)
18:00-19:00	51	38	89	(-27)
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

## Appendix D

## Southwater, Thursday 22nd June 2023

Junction: 1  
Approach: Mill Straight North



TIME	To Roman Lane					To Mill Straight (South)					To Centenary Road					U-Turn				
	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	0	0	0.0	50	1	0	51	52.3	1	0	0	1	1.0	0	0	0	0	0.0
07:15 - 07:30	0	0	0	0	0.0	62	2	1	65	68.6	1	0	0	1	1.0	0	0	0	0	0.0
07:30 - 07:45	1	0	0	1	1.0	82	2	0	84	86.6	2	0	0	2	2.0	0	0	0	0	0.0
07:45 - 08:00	4	0	0	4	4.0	84	4	1	89	95.2	0	0	0	0	0.0	0	0	0	0	0.0
Hourly Total	5	0	0	5	5.0	278	9	2	289	302.7	4	0	0	4	4.0	0	0	0	0	0.0
08:00 - 08:15	2	0	0	2	2.0	87	5	0	92	98.5	3	0	0	3	3.0	0	0	0	0	0.0
08:15 - 08:30	4	0	0	4	4.0	85	2	3	90	95.6	4	0	0	4	4.0	0	0	0	0	0.0
08:30 - 08:45	4	0	0	4	4.0	75	2	0	77	79.6	3	0	0	3	3.0	0	0	0	0	0.0
08:45 - 09:00	12	0	0	12	12.0	87	5	0	92	98.5	22	0	0	22	22.0	1	0	0	1	1.0
Hourly Total	22	0	0	22	22.0	334	14	3	351	372.2	32	0	0	32	32.0	1	0	0	1	1.0
09:00 - 09:15	3	1	0	4	5.3	46	3	0	49	52.9	8	0	0	8	8.0	0	0	0	0	0.0
09:15 - 09:30	1	0	0	1	1.0	49	3	1	53	57.9	4	0	0	4	4.0	0	0	0	0	0.0
09:30 - 09:45	1	0	0	1	1.0	44	3	0	47	50.9	4	0	0	4	4.0	0	0	0	0	0.0
09:45 - 10:00	4	0	0	4	4.0	65	2	0	67	69.6	2	0	0	2	2.0	0	1	0	1	2.3
Hourly Total	9	1	0	10	11.3	204	11	1	216	231.3	18	0	0	18	18.0	0	1	0	1	2.3
TOTAL	36	1	0	37	38.3	816	34	6	856	906.2	54	0	0	54	54.0	1	1	0	2	3.3
16:00 - 16:15	4	0	0	4	4.0	51	0	2	53	55.0	7	0	0	7	7.0	1	0	0	1	1.0
16:15 - 16:30	4	0	0	4	4.0	61	0	0	61	61.0	5	0	0	5	5.0	0	0	0	0	0.0
16:30 - 16:45	8	0	0	8	8.0	62	1	1	64	66.3	8	0	0	8	8.0	0	0	0	0	0.0
16:45 - 17:00	3	0	0	3	3.0	53	0	0	53	53.0	6	0	0	6	6.0	0	0	0	0	0.0
Hourly Total	19	0	0	19	19.0	227	1	3	231	235.3	26	0	0	26	26.0	1	0	0	1	1.0
17:00 - 17:15	10	0	0	10	10.0	58	1	0	59	60.3	8	0	0	8	8.0	0	0	0	0	0.0
17:15 - 17:30	7	0	0	7	7.0	63	0	1	64	65.0	12	0	0	12	12.0	0	0	0	0	0.0
17:30 - 17:45	3	0	0	3	3.0	61	0	0	61	61.0	6	0	0	6	6.0	0	0	0	0	0.0
17:45 - 18:00	2	0	0	2	2.0	36	0	0	36	36.0	8	0	0	8	8.0	0	0	0	0	0.0
Hourly Total	22	0	0	22	22.0	218	1	1	220	222.3	34	0	0	34	34.0	0	0	0	0	0.0
18:00 - 18:15	5	0	0	5	5.0	50	0	0	50	50.0	7	0	0	7	7.0	0	0	0	0	0.0
18:15 - 18:30	12	0	0	12	12.0	55	1	1	57	59.3	4	0	0	4	4.0	0	0	0	0	0.0
18:30 - 18:45	3	0	0	3	3.0	57	0	0	57	57.0	9	0	0	9	9.0	0	0	0	0	0.0
18:45 - 19:00	5	0	0	5	5.0	35	0	0	35	35.0	4	0	0	4	4.0	0	0	0	0	0.0
Hourly Total	25	0	0	25	25.0	197	1	1	199	201.3	24	0	0	24	24.0	0	0	0	0	0.0
TOTAL	66	0	0	66	66.0	642	3	5	650	658.9	84	0	0	84	84.0	1	0	0	1	1.0

PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

## Southwater, Thursday 22nd June 2023

Junction: 1  
Approach: Roman Lane



TIME	To Mill Straight (South)					To Centenary Road					To Mill Straight (North)					U-Turn				
	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
07:00 - 07:15	4	0	0	4	4.0	0	0	0	0	0.0	0	0	0	0	0.0	0	0	0	0	0.0
07:15 - 07:30	5	0	0	5	5.0	0	0	0	0	0.0	3	0	0	3	3.0	1	0	0	1	1.0
07:30 - 07:45	7	0	0	7	7.0	0	0	0	0	0.0	3	0	0	3	3.0	0	0	0	0	0.0
07:45 - 08:00	9	0	0	9	9.0	0	0	0	0	0.0	6	0	0	6	6.0	0	0	0	0	0.0
Hourly Total	25	0	0	25	25.0	0	0	0	0	0.0	12	0	0	12	12.0	1	0	0	1	1.0
08:00 - 08:15	4	0	0	4	4.0	0	0	0	0	0.0	5	0	0	5	5.0	0	0	0	0	0.0
08:15 - 08:30	9	0	0	9	9.0	0	0	0	0	0.0	12	0	0	12	12.0	0	0	0	0	0.0
08:30 - 08:45	11	0	0	11	11.0	0	0	0	0	0.0	16	0	0	16	16.0	0	0	0	0	0.0
08:45 - 09:00	5	0	0	5	5.0	0	0	0	0	0.0	1	0	0	1	1.0	0	0	0	0	0.0
Hourly Total	29	0	0	29	29.0	0	0	0	0	0.0	34	0	0	34	34.0	0	0	0	0	0.0
09:00 - 09:15	7	0	0	7	7.0	1	1	0	2	3.3	1	0	0	1	1.0	0	0	0	0	0.0
09:15 - 09:30	3	0	0	3	3.0	0	0	0	0	0.0	3	0	0	3	3.0	0	0	0	0	0.0
09:30 - 09:45	3	0	0	3	3.0	0	0	0	0	0.0	4	0	0	4	4.0	0	0	0	0	0.0
09:45 - 10:00	4	0	0	4	4.0	0	0	0	0	0.0	4	0	0	4	4.0	0	0	0	0	0.0
Hourly Total	17	0	0	17	17.0	1	1	0	2	3.3	12	0	0	12	12.0	0	0	0	0	0.0
TOTAL	71	0	0	71	71.0	1	1	0	2	3.3	58	0	0	58	58.0	1	0	0	1	1.0
16:00 - 16:15	3	0	0	3	3.0	0	0	0	0	0.0	4	0	0	4	4.0	0	0	0	0	0.0
16:15 - 16:30	3	0	0	3	3.0	0	0	0	0	0.0	6	0	0	6	6.0	0	0	0	0	0.0
16:30 - 16:45	6	0	0	6	6.0	0	0	0	0	0.0	4	0	0	4	4.0	0	0	0	0	0.0
16:45 - 17:00	3	0	0	3	3.0	0	0	0	0	0.0	3	0	0	3	3.0	0	0	0	0	0.0
Hourly Total	15	0	0	15	15.0	0	0	0	0	0.0	17	0	0	17	17.0	0	0	0	0	0.0
17:00 - 17:15	3	0	0	3	3.0	0	0	0	0	0.0	1	0	0	1	1.0	0	0	0	0	0.0
17:15 - 17:30	4	0	0	4	4.0	0	0	0	0	0.0	6	0	0	6	6.0	0	0	0	0	0.0
17:30 - 17:45	5	0	0	5	5.0	0	0	0	0	0.0	5	0	0	5	5.0	0	0	0	0	0.0
17:45 - 18:00	4	0	0	4	4.0	0	0	0	0	0.0	6	0	0	6	6.0	0	0	0	0	0.0
Hourly Total	16	0	0	16	16.0	0	0	0	0	0.0	18	0	0	18	18.0	0	0	0	0	0.0
18:00 - 18:15	5	0	0	5	5.0	0	0	0	0	0.0	10	0	0	10	10.0	0	0	0	0	0.0
18:15 - 18:30	3	0	0	3	3.0	0	0	0	0	0.0	4	0	0	4	4.0	0	0	0	0	0.0
18:30 - 18:45	2	0	0	2	2.0	0	0	0	0	0.0	4	0	0	4	4.0	0	0	0	0	0.0
18:45 - 19:00	4	0	0	4	4.0	0	0	0	0	0.0	3	0	0	3	3.0	0	0	0	0	0.0
Hourly Total	14	0	0	14	14.0	0	0	0	0	0.0	21	0	0	21	21.0	0	0	0	0	0.0
TOTAL	45	0	0	45	45.0	0	0	0	0	0.0	56	0	0	56	56.0	0	0	0	0	0.0

PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

# Southwater, Thursday 22nd June 2023



Junction: 1  
Approach: Mill Straight South

TIME	To Centenary Road					To Mill Straight (North)					To Roman Lane					U-Turn				
	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
07:00 - 07:15	3	0	0	3	3.0	23	0	0	23	23.0	1	0	0	1	1.0	0	0	0	0	0.0
07:15 - 07:30	0	1	0	1	2.3	19	2	1	22	25.6	2	0	0	2	2.0	0	0	0	0	0.0
07:30 - 07:45	4	1	0	5	6.3	32	1	1	34	36.3	1	0	0	1	1.0	0	0	0	0	0.0
07:45 - 08:00	0	0	0	0	0.0	57	1	0	58	59.3	2	0	0	2	2.0	0	0	0	0	0.0
Hourly Total	7	2	0	9	11.6	131	4	2	137	144.2	6	0	0	6	6.0	0	0	0	0	0.0
08:00 - 08:15	5	0	0	5	5.0	38	1	1	40	42.3	2	0	0	2	2.0	0	0	0	0	0.0
08:15 - 08:30	4	0	0	4	4.0	37	5	0	42	48.5	0	0	0	0	0.0	0	0	0	0	0.0
08:30 - 08:45	2	0	0	2	2.0	59	2	0	61	63.6	1	0	0	1	1.0	1	0	0	1	1.0
08:45 - 09:00	4	0	0	4	4.0	68	2	0	70	72.6	4	0	0	4	4.0	0	0	0	0	0.0
Hourly Total	15	0	0	15	15.0	202	10	1	213	227.0	7	0	0	7	7.0	1	0	0	1	1.0
09:00 - 09:15	5	0	0	5	5.0	49	1	0	50	51.3	4	0	0	4	4.0	1	0	0	1	1.0
09:15 - 09:30	3	0	0	3	3.0	31	2	1	34	37.6	2	0	0	2	2.0	0	0	0	0	0.0
09:30 - 09:45	3	0	0	3	3.0	40	4	0	44	49.2	2	0	0	2	2.0	0	0	0	0	0.0
09:45 - 10:00	2	0	0	2	2.0	31	4	0	35	40.2	1	0	0	1	1.0	0	0	0	0	0.0
Hourly Total	13	0	0	13	13.0	151	11	1	163	178.3	9	0	0	9	9.0	1	0	0	1	1.0
TOTAL	35	2	0	37	39.6	484	25	4	513	549.5	22	0	0	22	22.0	2	0	0	2	2.0
16:00 - 16:15	8	1	0	9	10.3	58	0	0	58	58.0	4	0	0	4	4.0	0	0	0	0	0.0
16:15 - 16:30	8	1	0	9	10.3	68	0	1	69	70.0	7	0	0	7	7.0	0	0	0	0	0.0
16:30 - 16:45	5	0	0	5	5.0	78	1	0	79	80.3	9	0	0	9	9.0	0	0	0	0	0.0
16:45 - 17:00	9	0	0	9	9.0	82	3	0	85	88.9	6	0	0	6	6.0	1	0	0	1	1.0
Hourly Total	30	2	0	32	34.6	286	4	1	291	297.2	26	0	0	26	26.0	1	0	0	1	1.0
17:00 - 17:15	8	0	0	8	8.0	82	0	1	83	84.0	2	0	0	2	2.0	0	0	0	0	0.0
17:15 - 17:30	10	0	0	10	10.0	82	0	0	82	82.0	8	0	0	8	8.0	0	0	0	0	0.0
17:30 - 17:45	8	0	0	8	8.0	78	1	0	79	80.3	8	0	0	8	8.0	0	0	0	0	0.0
17:45 - 18:00	7	0	0	7	7.0	83	1	1	85	87.3	9	0	0	9	9.0	0	0	0	0	0.0
Hourly Total	33	0	0	33	33.0	325	2	2	329	333.6	27	0	0	27	27.0	0	0	0	0	0.0
18:00 - 18:15	11	0	0	11	11.0	104	0	0	104	104.0	5	0	0	5	5.0	0	0	0	0	0.0
18:15 - 18:30	14	0	0	14	14.0	89	1	2	92	95.3	9	0	0	9	9.0	1	0	0	1	1.0
18:30 - 18:45	9	0	0	9	9.0	58	1	0	59	60.3	5	0	0	5	5.0	1	0	0	1	1.0
18:45 - 19:00	10	0	0	10	10.0	42	0	0	42	42.0	3	0	0	3	3.0	0	0	0	0	0.0
Hourly Total	44	0	0	44	44.0	293	2	2	297	301.6	22	0	0	22	22.0	2	0	0	2	2.0
TOTAL	107	2	0	109	111.6	904	8	5	917	932.4	75	0	0	75	75.0	3	0	0	3	3.0

PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0



## Southwater, Thursday 22nd June 2023

Junction: 1  
Approach: Centenary Road



TIME	To Mill Straight (North)					To Roman Lane					To Mill Straight (South)				
	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
07:00 - 07:15	4	0	0	4	4.0	1	0	0	1	1.0	6	1	0	7	8.3
07:15 - 07:30	2	0	0	2	2.0	0	0	0	0	0.0	5	0	0	5	5.0
07:30 - 07:45	8	0	0	8	8.0	0	0	0	0	0.0	13	1	0	14	15.3
07:45 - 08:00	11	0	0	11	11.0	0	0	0	0	0.0	9	0	0	9	9.0
Hourly Total	25	0	0	25	25.0	1	0	0	1	1.0	33	2	0	35	37.6
08:00 - 08:15	6	0	0	6	6.0	1	0	0	1	1.0	14	0	0	14	14.0
08:15 - 08:30	14	0	0	14	14.0	0	0	0	0	0.0	13	0	0	13	13.0
08:30 - 08:45	27	0	0	27	27.0	0	0	0	0	0.0	10	0	0	10	10.0
08:45 - 09:00	11	0	0	11	11.0	0	0	0	0	0.0	7	0	0	7	7.0
Hourly Total	58	0	0	58	58.0	1	0	0	1	1.0	44	0	0	44	44.0
09:00 - 09:15	4	0	0	4	4.0	1	0	0	1	1.0	4	0	0	4	4.0
09:15 - 09:30	4	0	0	4	4.0	0	0	0	0	0.0	8	1	0	9	10.3
09:30 - 09:45	3	0	0	3	3.0	0	0	0	0	0.0	6	0	0	6	6.0
09:45 - 10:00	2	0	0	2	2.0	0	0	0	0	0.0	3	0	0	3	3.0
Hourly Total	13	0	0	13	13.0	1	0	0	1	1.0	21	1	0	22	23.3
TOTAL	96	0	0	96	96.0	3	0	0	3	3.0	98	3	0	101	104.9
16:00 - 16:15	3	0	0	3	3.0	0	0	0	0	0.0	4	0	0	4	4.0
16:15 - 16:30	5	2	0	7	9.6	0	0	0	0	0.0	3	0	0	3	3.0
16:30 - 16:45	2	0	0	2	2.0	0	0	0	0	0.0	3	0	0	3	3.0
16:45 - 17:00	9	0	0	9	9.0	0	0	0	0	0.0	1	0	0	1	1.0
Hourly Total	19	2	0	21	23.6	0	0	0	0	0.0	11	0	0	11	11.0
17:00 - 17:15	5	0	0	5	5.0	1	0	0	1	1.0	6	0	0	6	6.0
17:15 - 17:30	6	0	0	6	6.0	5	0	0	5	5.0	8	0	0	8	8.0
17:30 - 17:45	8	0	0	8	8.0	2	0	0	2	2.0	4	0	0	4	4.0
17:45 - 18:00	5	0	0	5	5.0	1	0	0	1	1.0	7	0	0	7	7.0
Hourly Total	24	0	0	24	24.0	9	0	0	9	9.0	25	0	0	25	25.0
18:00 - 18:15	3	0	0	3	3.0	0	0	0	0	0.0	6	0	0	6	6.0
18:15 - 18:30	3	0	0	3	3.0	0	0	0	0	0.0	11	0	0	11	11.0
18:30 - 18:45	4	0	0	4	4.0	0	0	0	0	0.0	2	0	0	2	2.0
18:45 - 19:00	2	0	0	2	2.0	0	0	0	0	0.0	3	0	0	3	3.0
Hourly Total	12	0	0	12	12.0	0	0	0	0	0.0	22	0	0	22	22.0
TOTAL	55	2	0	57	59.6	9	0	0	9	9.0	58	0	0	58	58.0

PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

Southwater, Thursday 22nd June 2023

From: 2) 17:15

To: 2) 18:15

Class: All Vehicles

Show Peak Hour: ☒

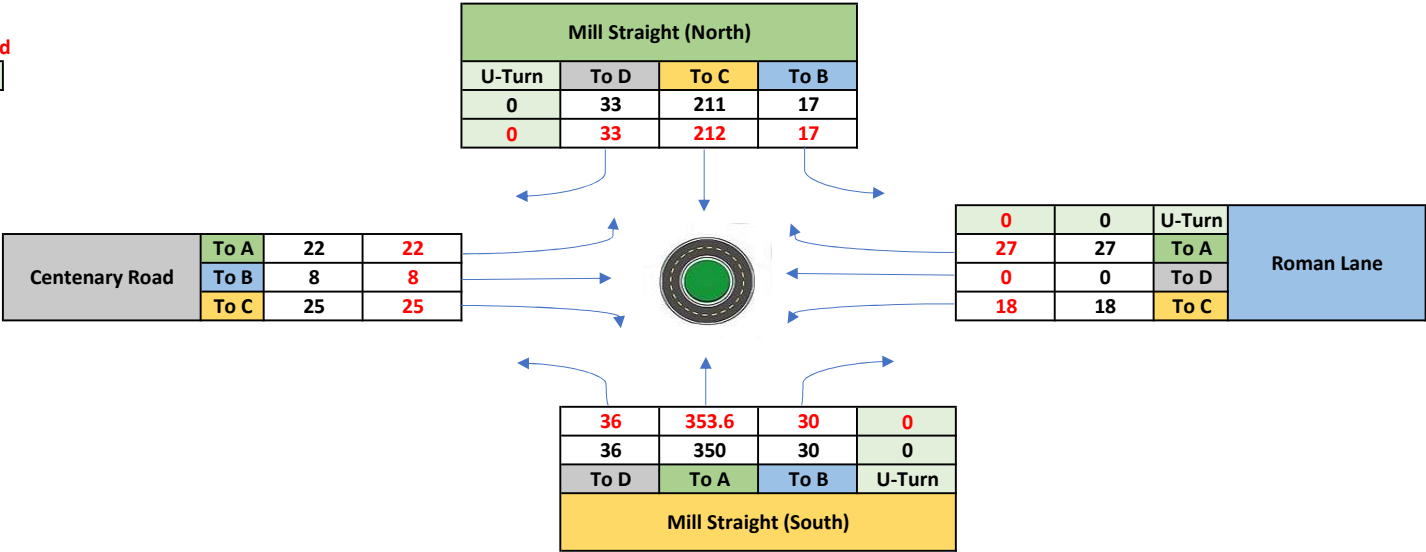
Show PCUs: ☒

Show Session 1



PCUs in red

U-Turn



Southwater, Thursday 22nd June 2023

From: 1) 08:00

To: 1) 09:00

Class: All Vehicles

Show Peak Hour: ☒

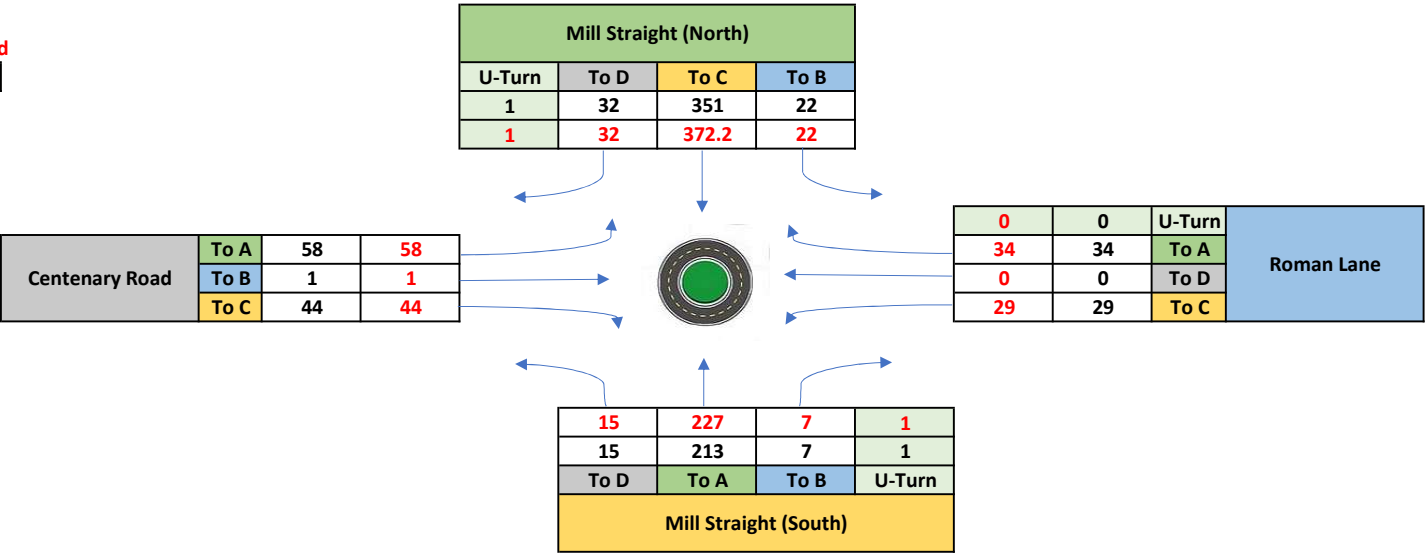
Show PCUs: ☒

Show Session 2



PCUs in red

U-Turn







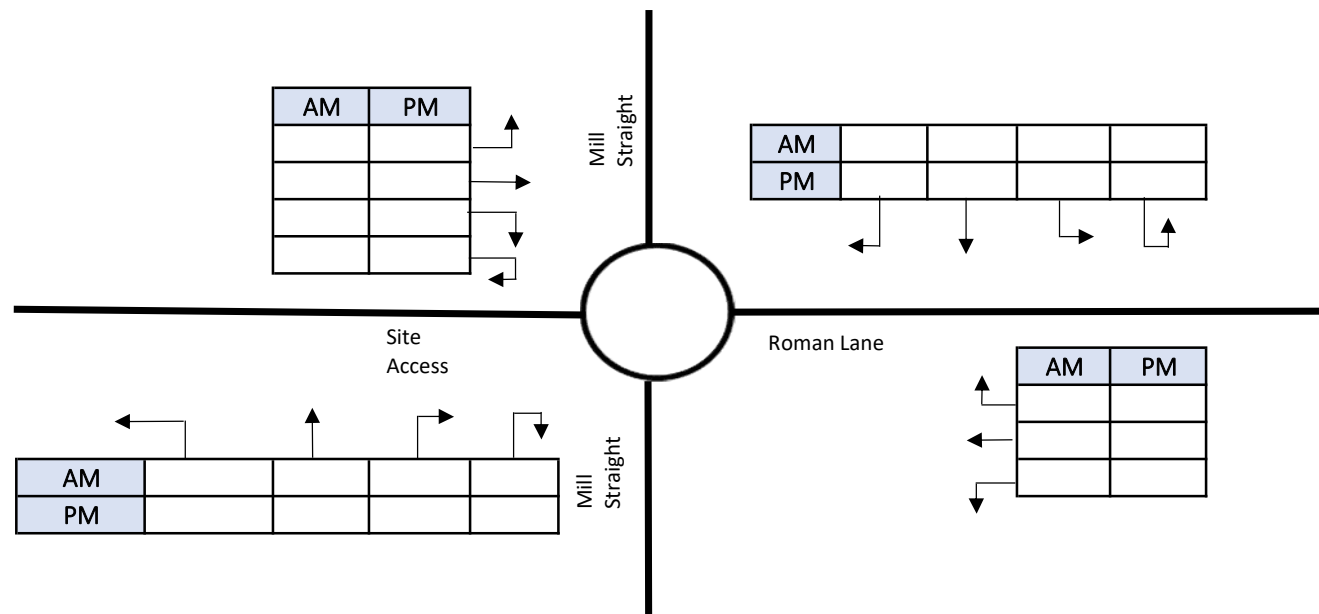
**Project Name:** Campsfield, Southwater

**Project Number:** 091.0018

**Drawn By:** EG

**Approved By:** CID

**Scenario:** Distribution Diagram





Project Name: Campsfield, Southwater

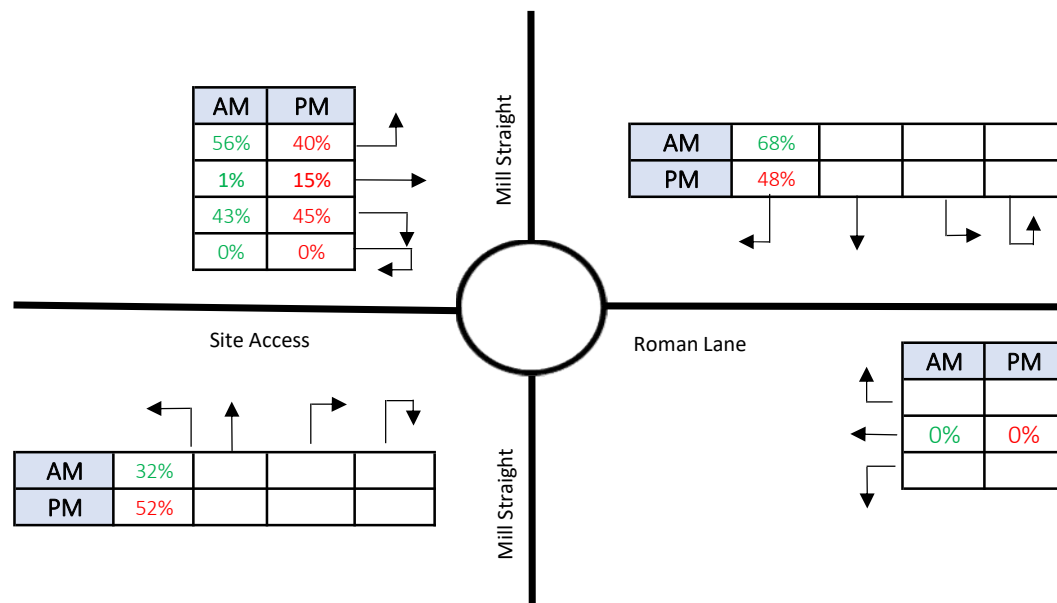
Project Number: 091.0018


Drawn By: EG

Approved By: CID

Scenario: Distribution Diagram

## DISTRIBUTIONS OBTAINED FROM TURNING COUNT SURVEY





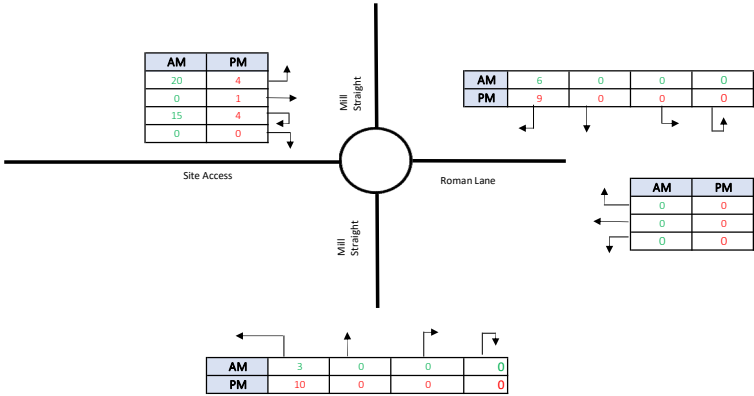
**Project Name:** Campsfield, Southwater

**Project Number:** 091.0018

**Drawn By:** EG

**Approved By:** CID

**Scenario:** Trip Generation



	AM Peak (0800-0900)		PM Peak (1700-1800)		
	Arrivals	Departures	Arrivals	Departures	
Trip Rate (Mulberry Fields 2022)	0.104	0.435	0.238	0.109	4.36
Trip Generation	9	36	20	9	358



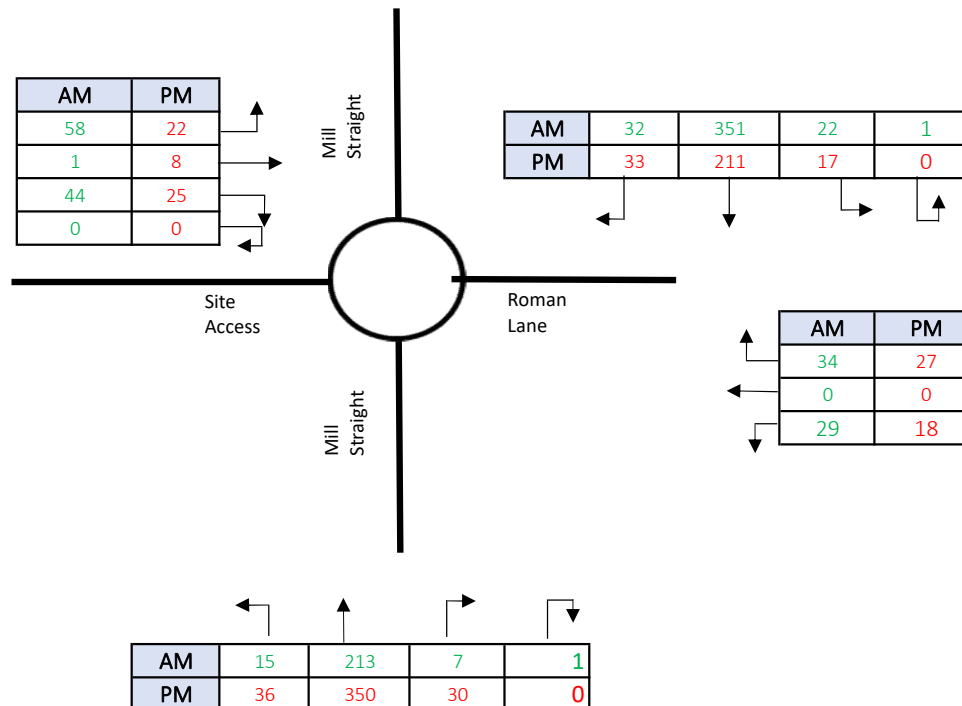
Project Name: Campsfield, Southwater

Project Number: 091.0018

Drawn By: EG

Approved By: CID

Scenario: Baseline 2023







**Project Name:** Campsfield, Southwater

**Project Number:** 091.0018

**Drawn By:** EG

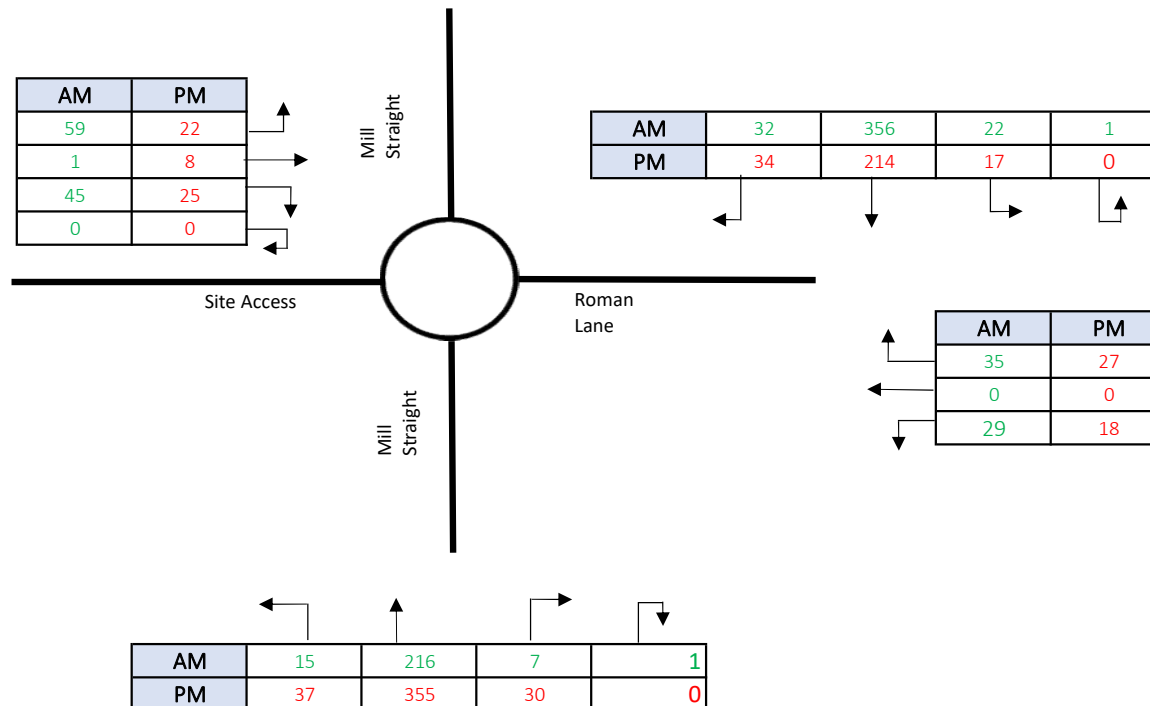
**Approved By:** CID

**Scenario:** Baseline 2024

TEMPro Growth Factor

AM 1.0152

PM 1.0155





**Project Name:** Campsfield, Southwater

**Project Number:** 091.0018

**Drawn By:** EG

**Approved By:** CID

**Scenario:** Baseline 2029

TEMPro Growth Factor

AM 1.0421

PM 1.0433

