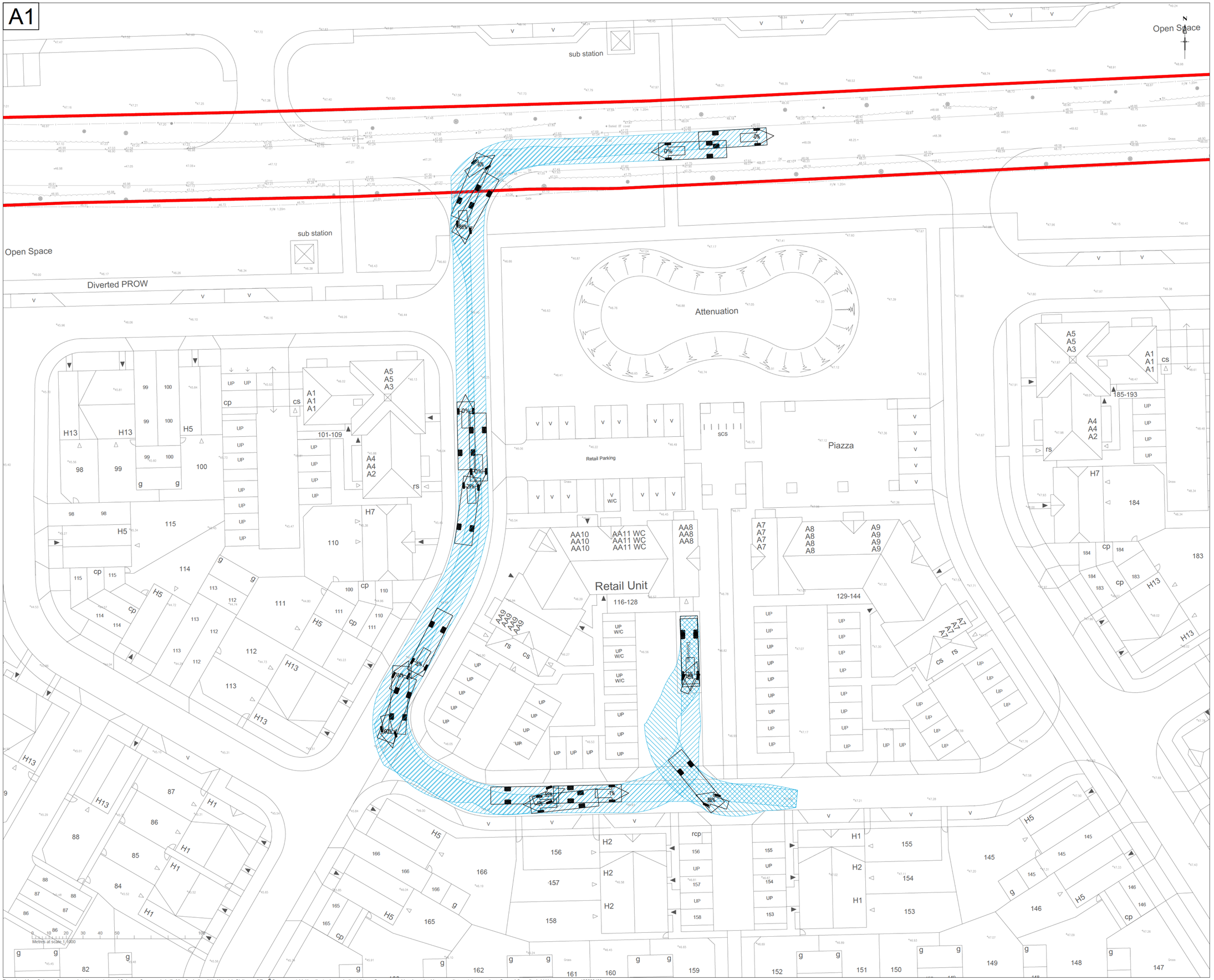
APPENDIX 3 – SWEPT PATH ANALYSIS

A1



FTA Design 13/18 Tonne Rigid Vehicle (2006)

Overall Length	10.000m
Overall Width	2.550m
Overall Body Height	3.645m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	11.000m

KEY:

SITE BOUNDARY

rev.	amendment	by	date
-	-	-	-

connect CONSULTANTS
78 BROAD STREET, CHIPPING SODBURY, BRISTOL. BS37 6AG
Tel: 01454 320 220 Fax: 01454 320 099
Web: www.connect-consultants.com Email: bristol@connect-consultants.com

QUALITY MANAGEMENT SYSTEM ISO 9001 : 2015 FS 594047

client
RIVERDALE

project
LAND AT MERCER ROAD,
HORSHAM

title
SWEPT PATH ANALYSIS
FTA DESIGN 10M RIGID VEHICLE
SERVICING PROPOSED CONVENIENCE STORE

scale	drawn by	checked by
1:250	C.P	T.B.

date	status
DECEMBER 2024	PLANNING

drawing number	rev.
17085 - TR003	--

APPENDIX 4 – ROAD SAFETY AUDIT REPORT

Report Number: Connect/1593/03
Date: 8th December 2024
Prepared by: Julian Bartlett

JBartlett Consulting Ltd
UK Company Number 8270647

RESIDENTIAL DEVELOPMENT OFF MERCER ROAD, HORSHAM: SITE ACCESS JUNCTIONS

Road Safety Audit

Stage 1

Prepared For:
Connect Consultants
78 Broad Street
Chipping Sodbury
Bristol BS37 6AG

Prepared By: J Bartlett Consulting Ltd
Ysgubor Y Ferch
Penllan Farm
Machen
Caerphilly
CF83 8QE

Telephone: +44(0) 1633 441 008

Mobile: +44(0) 7934 645 174

Email: jbartlettconsult@btinternet.com

Job Number: 1593 / 03

Client: Connect Consultants

Highway Authority: West Sussex Council

Project: Residential Development Off Mercer Road, Horsham: Site Access Junctions:

Report Title: Stage 1 Road Safety Audit

Date: 8th December 2024

Issue	Purpose / Status	Prepared By	Checked	Approved	Date
D1	DRAFT	Julian Bartlett	Lyn Jones	Julian Bartlett	December 2024
D2	Corrected Typo	Julian Bartlett	Lyn Jones	Julian Bartlett	December 2024
D3	Updated layout development	Julian Bartlett	Lyn Jones	Julian Bartlett	December 2024

CONTENTS

1 INTRODUCTION

1.1 This report results from a Stage 1 Road Safety Audit undertaken by J Bartlett Consulting Limited following a request from Tim Britton of Connect Consultants. The Audit was carried out during November and December 2024.

1.2 This Safety Audit considers the following development access points

- Langhurst Wood Road north of Mercer Road: simple priority junction serving 20 houses.
- Mercer Road north side: simple priority junction serving 44 houses and 18 flats, as well as the overflow station car park.
- Mercer Road south side: two simple priority junctions serving the southern parcel of the development site, comprising 175 houses and 47 flats, and the convenience store.
- An additional access is proposed on Langhurst Wood Road, towards the southern end of the southern parcel, located between Pondtail House and Pondtail Cottage. The function of this is for pedestrian and cycle access only, designed to accommodate emergency vehicles if required in emergencies.

1.3 The audit team comprised the following individuals:

Julian Bartlett BEng FCIHT FSoRSA	Road Safety Audit Team Leader
Lyn Jones HNC, MCIHT MSoRSA	Road Safety Audit Team Member

Both Julian Bartlett and Lyn Jones hold a National Highways Certificate of Competency in Road Safety Audit gained through the education route.

1.4 The following documents and drawings were made available to the Audit Team for this safety audit:

Drawings

Drawing Number	Rev	Title
1644 / P / 10.04	G	Site Layout - Combined

Documents
Email audit brief

Departures,
None Notified

Identified Requirements
None.

1.5 A site visit was undertaken by the Audit Team on 20th November 2024 between 14:00 and 15:00. It was fine and the road surface was damp during the site visit. Vehicle movements were as expected with limited free flowing vehicle movements on Langhurst Wood Road and a single vehicle seen travelling west to east on Mercer Road . A single cyclist was seen travelling northbound on Langhurst Wood Road. No pedestrians or motorcyclists were seen.

1.6 The scheme has been examined and this report compiled only regarding the safety implications for road users of the scheme as presented. It has not been examined or verified for compliance with any other Standards or criteria. However, to clearly explain a safety problem or the recommendation to resolve a problem, the Audit Team may on occasion have referred to a design standard for information only. Any audit comments should not be construed as implying that a technical audit has been undertaken in any respect.

1.7 The terms of reference for the audit are as described in the latest versions of National Highways Design Manual for Roads and Bridges (DMRB), Volume 5, Section 2, GG119 'Road Safety Audit'. The audit has also been undertaken in light of the philosophy outlined in the latest version of the CIHT 'Road Safety Guidelines'.

1.8 The Audit Team have referred to appropriate design documentation as required while undertaking this audit. Reference texts include but are not limited to the latest versions of

- Design Manual For Roads And Bridges (DMRB);
- Manual For Streets;
- Manual For Streets 2;
- Highway Construction Details;
- Specification For Highway Works;
- Traffic Signs Manual Chapter 6; and
- Traffic Signs Regulations and General Directions (TSRDG);
- Local Authority design guides, requirements as provided / notified by the Design Team

1.9 Any recommendations included within this report should not be regarded as being prescriptive design solutions to the problems raised. They are intended only to indicate a proportionate and viable means of eliminating or mitigating the identified problem, in accordance with GG 119, and in no way, imply that a formal design process has been undertaken. There may be alternative methods of addressing a problem which would be equally acceptable in achieving the desired elimination or mitigation and these should be considered when responding to this report.

1.10 If issues were identified that are strictly outside the scope of this Road Safety Audit, or could not be classified as likely to increase the risk of crashes occurring, these have been included as Section 3 for completeness. It is also recommended that these are brought to the attention of the highway authority for their consideration if deemed appropriate

1.11 As far as the audit team are aware no previous stages of road safety audit have been undertaken on the proposals as presented for this audit.

2 ISSUES RAISED BY THE STAGE 1 ROAD SAFETY AUDIT

2.1 Problems in this Audit will be identified linearly and by drawing number

Drg: 1644 / P / 10.04 Rev G

2.2 Problem 1

Location: Extent of the site frontage with Mercer Road and Langhurst Wood Road

Summary: Site boundary planting may affect driver visibility

It is unclear from the information provided what boundary treatments are to be used on Mercer Road and Langhurst Wood Road, however appears that the frontage is to be retained as open space with trees. There is the potential for driver visibility envelop to be compromised by the location of the existing trees and / or as foliage within the area grows. Reduced driver visibility can lead to inappropriate decision making with the potential for side impact and shunt type collisions. This is of particular concern at the pedestrian and cycle access between Pondtail House and Pondtail Cottage.

Recommendation
As part of the detailed design ensure that visibility envelops for all junction and crossing locations are maintained clear and maintained.

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3 ISSUES OUTSIDE THE SCOPE OF THIS ROAD SAFETY AUDIT

3.1 No vehicle swept path movements have been provided to the audit team. Based on experience it seems that all necessary vehicle movements can be accommodated within the available carriageway space. It would, however, be advantageous to confirm this through appropriate modelling as the scheme develops.

3.2 From the audit teams experience developments of this type are likely to experience difficulties in terms of on street parking which can lead to damage to grassed verges and other highway infrastructure. There is evidence across the county to suggest that illegal parking on footways occurs regularly within new development sites and has led to footway failure. The audit team note that without proactive enforcement it is virtually impossible to prevent parking on footways and as such it may be beneficial to ensure that the footway construction can accept vehicle loadings.

3.3 Parked vehicles can also impact negatively on junction visibility within the site and pedestrian connectivity, though due to vehicle speeds it is unlikely to lead to personal injury collisions. Footway parking also has a detrimental effect on pedestrian movements and route choices particularly for the mobility impaired and parents with children. This issue could readily be raised as part of any Stage 3 Road Safety Audit undertaken.

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4 AUDIT TEAM STATEMENT

We certify that this Audit has been carried out adopting the principles contained in the National Highways standard GG 119 'Road Safety Audits' and in line with the philosophy outlined in the CIHT 'Road Safety Guidelines' 2020 Edition.

Road Safety Audit Team Leader

Name:	Julian Bartlett
Signed:	[redacted]
Position:	Director
Organisation	J Bartlett Consulting Ltd
Date:	10th December 2024

Road Safety Audit Team Member

Name:	Lyn Jones
Signed:	[redacted]
Position:	Associate
Organisation	J Bartlett Consulting Ltd
Date:	10th December 2024

Contact Details as per record sheet

5 AUDIT LOCATION PLAN

Problem identified covers the full extent of both Mercer Road and Langhurst Wood Road.

Report Number: Connect/1593/01
Date: 9th December 2024
Prepared by: Julian Bartlett

JBartlett Consulting Ltd
UK Company Number 8270647

RESIDENTIAL DEVELOPMENT OFF MERCER ROAD, HORSHAM: SITE ACCESS STRATEGY INTERIM

Road Safety Audit

Stage 1

Prepared For:
Connect Consultants
78 Broad Street
Chipping Sodbury
Bristol BS37 6AG

Prepared By: J Bartlett Consulting Ltd
Ysgubor Y Ferch
Penllan Farm
Machen
Caerphilly
CF83 8QE

Telephone: +44(0) 1633 441 008

Mobile: +44(0) 7934 645 174

Email: jbartlettconsult@btinternet.com

Job Number: 1593 / 01

Client: Connect Consultants

Highway Authority: West Sussex Council

Project: Residential Development Off Mercer Road, Horsham: Site Access Strategy Interim:

Report Title: Stage 1 Road Safety Audit

Date: 9th December 2024

Issue	Purpose / Status	Prepared By	Checked	Approved	Date
D1	DRAFT	Julian Bartlett	Lyn Jones	Julian Bartlett	December 2024

CONTENTS

1 INTRODUCTION

1.1 This report results from a Stage 1 Road Safety Audit undertaken by J Bartlett Consulting Limited following a request from Tim Britton of Connect Consultants. The Audit was carried out during November and December 2024.

1.2 This Safety Audit considers the following development access strategy as an interim solution until the longer term design can be taken forwards. Extra from design brief email

" It is proposed that the existing A264 / Langhurst Wood Road left-in-left-out priority-controlled junction will be upgraded to a signal-controlled junction, allowing for all movements except the right-turn out of Langhurst Wood Road. The upgraded junction will incorporate signal-controlled pedestrian crossings over the A264.

This will be an interim arrangement until the implementation of the North of Horsham development's western A264 roundabout and the associated road infrastructure which includes the stopping-up of the southern end of Langhurst Wood Road.

It is noted that DMRB CD123 Geometric design of at-grade priority and signal-controlled junctions states at paragraph 2.27:
"Where the 85th percentile speed on the approach roads is greater than or equal to 104 kph (65 mph), a signal-controlled junction shall not be provided."

The speed limit on the A264 in this location is 70mph, however the adjacent committed major urban extension development (known as the Land North of Horsham) infrastructure includes traffic signal controls on junctions on the A264, with associated 50mph speed limit, so the principle of this is evidently acceptable.

A tree survey has identified a veteran tree located just south of the development site's southern boundary. The associated veteran tree buffer zone encircles the tree, spanning the land between the development site and the eastbound carriageway of the A264.

The design of the proposed signal-controlled junction is affected by the presence of the veteran tree buffer, which is partially covered by the existing metalled carriageway of the A264.

NPPF policy will not permit development which results in the loss or deterioration of irreplaceable habitats, including veteran trees (paragraph 186 part c), so the proposed junction design must avoid creating any larger area of metalled

carriageway within the veteran buffer zone than exists at present. This specifically affects the left-turn deceleration lane of the proposed junction.

The A264 is subject to a 70mph speed limit, and on that basis, the DMRB standards for 120kph require the left-turn deceleration lane to be 110m in length

A 110m deceleration lane would result in an additional 49sqm of road within the veteran tree buffer zone.

One step below the design standard for 120kph is 100kph, which requires the deceleration lane to be 80m in length. This would result in an additional 15sqm of road within the tree buffer zone.

Neither of the above two options would be acceptable within the veteran tree buffer zone.

For the proposal to have no impact within the buffer zone, the left-turn deceleration lane can be a maximum of 58m in length, which would broadly equate to the deceleration length of 55m for a design speed of 85kph.

In this case, the left-turn deceleration lane would be effectively the same length as it is at present. The only difference in this regard is that the proposal introduces traffic signal controls where vehicles presently turn left freely.

Left-turning vehicles arriving while the signals are on green will make the left turn at the same speed as they do at present, and will have the same deceleration distance as they do at present.

The left-turn traffic movement will be under the same control as the straight-ahead traffic, so when the traffic signals are red, all traffic on the eastbound carriageway will be decelerating at the same time, and the left-turning traffic will not queue back into free-flowing eastbound traffic.

The recent collision records show no history of collisions in this location, and the proposed signal-controlled junction layout presents no reason why there would be a detrimental effect on the safety record."

1.3 The audit team comprised the following individuals:

Julian Bartlett BEng FCIHT FSoRSA	Road Safety Audit Team Leader
Lyn Jones HNC, MCIHT MSoRSA	Road Safety Audit Team Member

Both Julian Bartlett and Lyn Jones hold a National Highways Certificate of Competency in Road Safety Audit gained through the education route.

1.4 The following documents and drawings were made available to the Audit Team for this safety audit:

Drawings

Drawing Number	Rev	Title
17058 - SK240327.1	-	Proposed Off-Site Access Strategy Interim Arrangement

Documents
Email audit brief

Departures,
None Notified

Identified Requirements
None.

1.5 A site visit was undertaken by the Audit Team on 20th November 2024 between 14:00 and 15:00. It was fine and the road surface was damp during the site visit. Vehicle movements were as expected with limited free flowing vehicle movements on Langhurst Wood Road and a single vehicle seen travelling west to east on Mercer Road . A single cyclist was seen travelling northbound on Langhurst Wood Road. No pedestrians or motorcyclists were seen. Traffic movements at the adjacent junction with Langhurst Wood Road and the A264. Movements on the dual carriageway were as to be expected with continuous two way flow. All movements were free with no queue development or reduction in capacity observed. No pedestrian crossing movements were observed.

1.6 The scheme has been examined and this report compiled only regarding the safety implications for road users of the scheme as presented. It has not been examined or verified for compliance with any other Standards or criteria. However, to clearly explain a safety problem or the recommendation to resolve a problem, the Audit Team may on occasion have referred to a design standard for information only.

Any audit comments should not be construed as implying that a technical audit has been undertaken in any respect.

1.7 The terms of reference for the audit are as described in the latest versions of National Highways Design Manual for Roads and Bridges (DMRB), Volume 5, Section 2, GG119 'Road Safety Audit'. The audit has also been undertaken in light of the philosophy outlined in the latest version of the CIHT 'Road Safety Guidelines'.

1.8 The Audit Team have referred to appropriate design documentation as required while undertaking this audit. Reference texts include but are not limited to the latest versions of

- Design Manual For Roads And Bridges (DMRB);
- Manual For Streets;
- Manual For Streets 2;
- Highway Construction Details;
- Specification For Highway Works;
- Traffic Signs Manual Chapter 6; and
- Traffic Signs Regulations and General Directions (TSRDG);
- Local Authority design guides, requirements as provided / notified by the Design Team

1.9 Any recommendations included within this report should not be regarded as being prescriptive design solutions to the problems raised. They are intended only to indicate a proportionate and viable means of eliminating or mitigating the identified problem, in accordance with GG 119, and in no way, imply that a formal design process has been undertaken. There may be alternative methods of addressing a problem which would be equally acceptable in achieving the desired elimination or mitigation and these should be considered when responding to this report.

1.10 If issues were identified that are strictly outside the scope of this Road Safety Audit, or could not be classified as likely to increase the risk of crashes occurring, these have been included as Section 3 for completeness. It is also recommended that these are brought to the attention of the highway authority for their consideration if deemed appropriate

1.11 As far as the audit team are aware no previous stages of road safety audit have been undertaken on the proposals as presented for this audit.

2 ISSUES RAISED BY THE STAGE 1 ROAD SAFETY AUDIT

2.1 Problems in this Audit will be identified linearly and by drawing number

Drg: 17058 - SK240327.1 Rev -

2.2 Problem 1

Location: A264 junction with Longhurst Wood Road

Summary: No indication of reduced speed limit as part of design of signal junction.

While a reduction in speed limit for the proposed signal junction and its approaches is intimated in the email brief it is not shown on the drawings provided. The introduction of a signal-controlled junction in a national speed limit area is against the requirements of the design standards and is inherently dangerous. Lower vehicle approach speeds allow for drivers to make appropriate decisions in terms of the operation of the signals allowing vehicles to slow and comply with the signals in an appropriate manners. Conversely high vehicle speeds increase the risk of late braking / shunt / loss of control type collisions particular on the dual carriageway approaches to the junction.

Recommendation
As part of the detailed design implement a maximum 50mph speed limit on the approaches to and for the proposed signal junction.

2.3 Problem 2

Location: A264 junction with Longhurst Wood Road

Summary: Short left turn deceleration lane from south to Longhurst Wood Road.

No information has been provided to the audit team in terms of the operation of the proposed signal and in particular queue development for the approaches. The dedicated left turn lane to Longhurst Wood Road is far shorter than the other dedicated turning lanes and as such is the most likely to show queue development issues. Depending on the phasing of the signal control, this could lead to queue development in the left turn lane to impact on the through carriageway leading to an increased risk of shunt type / late lane type collisions at the end of the queue.

Recommendation
As part of the detailed design provide queue detection loops on all junction approaches. Also based on modelling of the operation of the signals investigate

the need for high level signals as well as improved carriageway surface frictional properties on the approaches to the signals

3 ISSUES OUTSIDE THE SCOPE OF THIS ROAD SAFETY AUDIT

3.1 No vehicle swept path movements have been provided to the audit team. Based on experience it seems that all necessary vehicle movements can be accommodated within the available carriageway space. It would, however, be advantageous to confirm this through appropriate modelling as the scheme develops.

.

4 AUDIT TEAM STATEMENT

We certify that this Audit has been carried out adopting the principles contained in the National Highways standard GG 119 'Road Safety Audits' and in line with the philosophy outlined in the CIHT 'Road Safety Guidelines' 2020 Edition.

Road Safety Audit Team Leader

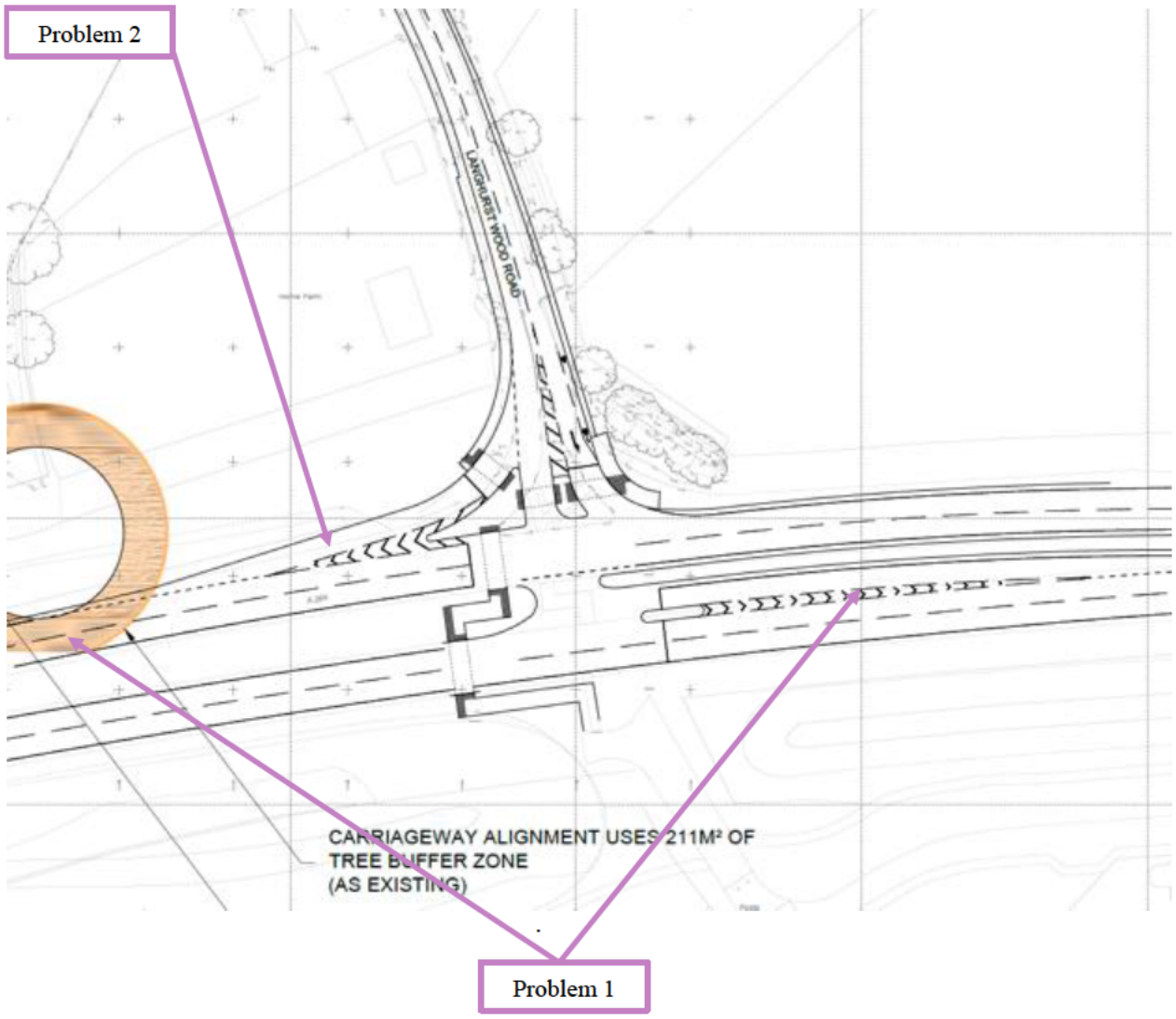
Name:	Julian Bartlett
Signed:	[redacted]
Position:	Director
Organisation	J Bartlett Consulting Ltd
Date:	9th December 2024

Road Safety Audit Team Member

Name:	Lyn Jones
Signed:	[redacted]
Position:	Associate
Organisation	J Bartlett Consulting Ltd
Date:	9th December 2024

Contact Details as per record sheet

5 AUDIT LOCATION PLAN



Report Number: Connect/1593/02
Date: 10th December 2024
Prepared by: Julian Bartlett

JBartlett Consulting Ltd
UK Company Number 8270647

RESIDENTIAL DEVELOPMENT OFF MERCER ROAD, HORSHAM: SITE ACCESS STRATEGY FINAL ARRANGEMENT

Road Safety Audit

Stage 1

Prepared For:
Connect Consultants
78 Broad Street
Chipping Sodbury
Bristol BS37 6AG

Prepared By: J Bartlett Consulting Ltd
Ysgubor Y Ferch
Penllan Farm
Machen
Caerphilly
CF83 8QE

Telephone: +44(0) 1633 441 008

Mobile: +44(0) 7934 645 174

Email: jbartlettconsult@btinternet.com

Job Number: 1593 / 02

Client: Connect Consultants

Highway Authority: West Sussex Council

Project: Residential Development Off Mercer Road, Horsham: Site Access Strategy Final Arrangement

Report Title: Stage 1 Road Safety Audit

Date: 10th December 2024

Issue	Purpose / Status	Prepared By	Checked	Approved	Date
D1	DRAFT	Julian Bartlett	Lyn Jones	Julian Bartlett	December 2024

CONTENTS

1 INTRODUCTION

1.1 This report results from a Stage 1 Road Safety Audit undertaken by J Bartlett Consulting Limited following a request from Tim Britton of Connect Consultants. The Audit was carried out during November and December 2024.

1.2 This Safety Audit considers the following development access strategy final arrangement following the construction of the adjacent highway improvements. Extra from design brief email

"The interim signal-controlled junction will be removed upon delivery of the Land North of Horsham development's western A264 roundabout and its associated infrastructure and stopping-up of Langhurst Wood Road. Vehicles to/from the proposed development site will subsequently use the approved North of Horsham development road layout, via the proposed North of Horsham 'western' roundabout.

The proposed signal-controlled pedestrian / cycle crossing over the A264 will be retained via temporary arrangements throughout the construction process, to be ultimately replaced by proposed new signal-controlled crossing facilities on the western approach to the North of Horsham 'western' roundabout."

The audit considers the proposed pedestrian / cycle facilities in isolation only. It must be assumed that the wider design of the new junction identified will be subject to appropriate stages of road safety audit by others. These audits should take into account the interaction of the proposals identified for this development with the wider scheme goals

1.3 The audit team comprised the following individuals:

Julian Bartlett BEng FCIHT FSoRSA	Road Safety Audit Team Leader
Lyn Jones HNC, MCIHT MSoRSA	Road Safety Audit Team Member

Both Julian Bartlett and Lyn Jones hold a National Highways Certificate of Competency in Road Safety Audit gained through the education route.

1.4 The following documents and drawings were made available to the Audit Team for this safety audit:

Drawings

Drawing Number	Rev	Title
17058 - SK240327.2	-	Proposed Off-Site Access Strategy Final Arrangement

Documents
Email audit brief

Departures,
None Notified

Identified Requirements
None.

1.5 A site visit was undertaken by the Audit Team on 20th November 2024 between 14:00 and 15:00. It was fine and the road surface was damp during the site visit. Vehicle movements were as expected with limited free flowing vehicle movements on Langhurst Wood Road and a single vehicle seen travelling west to east on Mercer Road . A single cyclist was seen travelling northbound on Langhurst Wood Road. No pedestrians or motorcyclists were seen. Traffic movements at the adjacent junction with Langhurst Wood Road and the A264. Movements on the dual carriageway were as to be expected with continuous two way flow. All movements were free with no queue development or reduction in capacity observed. No pedestrian crossing movements were observed.

1.6 The scheme has been examined and this report compiled only regarding the safety implications for road users of the scheme as presented. It has not been examined or verified for compliance with any other Standards or criteria. However, to clearly explain a safety problem or the recommendation to resolve a problem, the Audit Team may on occasion have referred to a design standard for information only. Any audit comments should not be construed as implying that a technical audit has been undertaken in any respect.

1.7 The terms of reference for the audit are as described in the latest versions of National Highways Design Manual for Roads and Bridges (DMRB), Volume 5, Section 2, GG119 'Road Safety Audit'. The audit has also been undertaken in light of the philosophy outlined in the latest version of the CIHT 'Road Safety Guidelines'.

1.8 The Audit Team have referred to appropriate design documentation as required while undertaking this audit. Reference texts include but are not limited to the latest versions of

- Design Manual For Roads And Bridges (DMRB);

- Manual For Streets;
- Manual For Streets 2;
- Highway Construction Details;
- Specification For Highway Works;
- Traffic Signs Manual Chapter 6; and
- Traffic Signs Regulations and General Directions (TSRDG);
- Local Authority design guides, requirements as provided / notified by the Design Team

1.9 Any recommendations included within this report should not be regarded as being prescriptive design solutions to the problems raised. They are intended only to indicate a proportionate and viable means of eliminating or mitigating the identified problem, in accordance with GG 119, and in no way, imply that a formal design process has been undertaken. There may be alternative methods of addressing a problem which would be equally acceptable in achieving the desired elimination or mitigation and these should be considered when responding to this report.

1.10 If issues were identified that are strictly outside the scope of this Road Safety Audit, or could not be classified as likely to increase the risk of crashes occurring, these have been included as Section 3 for completeness. It is also recommended that these are brought to the attention of the highway authority for their consideration if deemed appropriate

1.11 As far as the audit team are aware no previous stages of road safety audit have been undertaken on the proposals as presented for this audit.

2 ISSUES RAISED BY THE STAGE 1 ROAD SAFETY AUDIT

2.1 Problems in this Audit will be identified linearly and by drawing number

Drg: 17058 - SK240327.2 Rev -

2.2 After due and careful consideration the audit team have been unable to identify any area of concern in terms of road safety associated with the proposals presented for this audit.

3 ISSUES OUTSIDE THE SCOPE OF THIS ROAD SAFETY AUDIT

3.1 No further issues have been identified.

.

4 AUDIT TEAM STATEMENT

We certify that this Audit has been carried out adopting the principles contained in the National Highways standard GG 119 'Road Safety Audits' and in line with the philosophy outlined in the CIHT 'Road Safety Guidelines' 2020 Edition.

Road Safety Audit Team Leader

Name:	Julian Bartlett
Signed:	[redacted]
Position:	Director
Organisation	J Bartlett Consulting Ltd
Date:	10th December 2024

Road Safety Audit Team Member

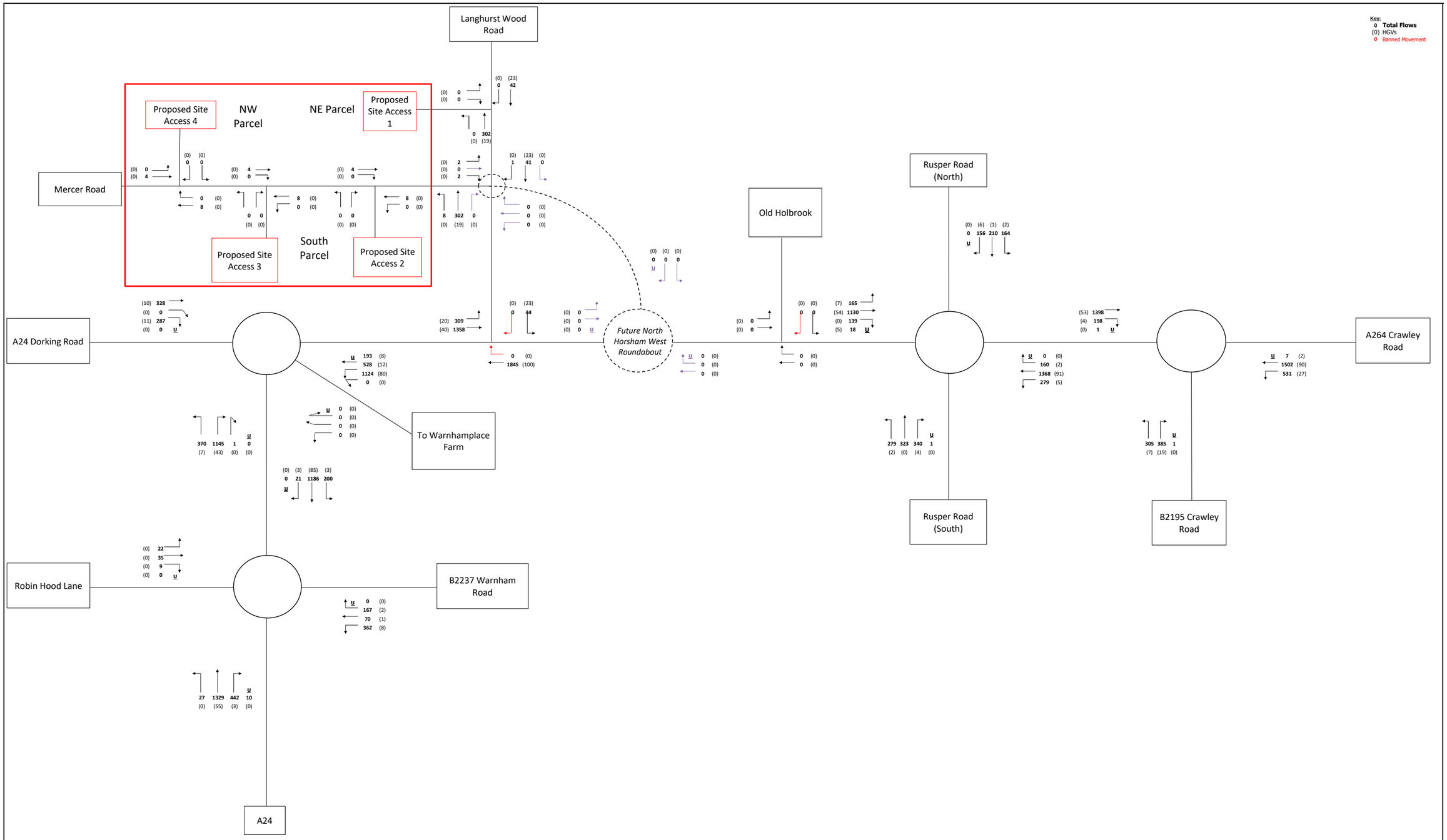
Name:	Lyn Jones
Signed:	[redacted]
Position:	Associate
Organisation	J Bartlett Consulting Ltd
Date:	10th December 2024

Contact Details as per record sheet

5 AUDIT LOCATION PLAN

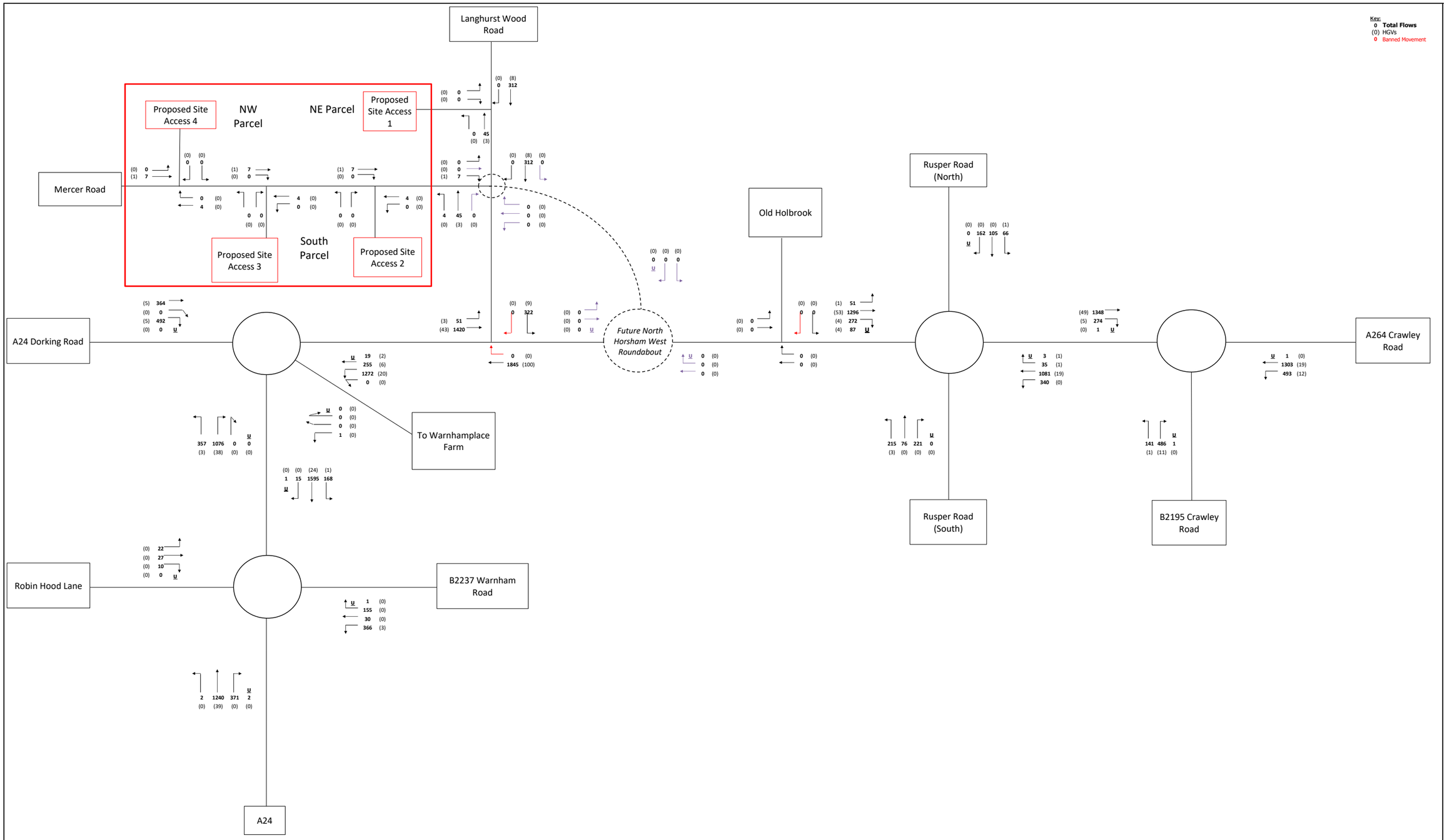
Not required as no issues have been identified.

APPENDIX 5 – SURVEYED TRAFFIC MOVEMENTS



PROPOSED DEVELOPMENT: North Horsham, Langhurst Wood Road

AM Peak 07:45 - 08:45	2024 Surveyed Flows



PROPOSED DEVELOPMENT: North Horsham, Langhurst Wood Road

PM Peak 16:45 - 17:45	2024 Surveyed Flows

APPENDIX 6 – TEMPRO ALTERNATIVE ASSUMPTIONS

TEMPRO Alternative Assumptions Calculations

MSOA containing North Horsham development	TEMPRO Standard Assumptions 2024-2031			
	Base HH	Base Jobs	Future HH	Future Jobs
Horsham 001	3673	3352	3880	3436
Horsham 002	5116	4906	5405	5016
	8789	8258	9285	8452

Future HH Proportions per MSOA:	
Horsham 001	42%
Horsham 002	58%
North Horsham development homes:	2750

Future Job Proportions per MSOA:	
Horsham 001	41%
Horsham 002	59%
North Horsham development jobs:	3610

Future HH in Horsham 001 not associated with North Horsham:	2731
Future HH in Horsham 002 not associated with North Horsham:	3804

Future jobs in Horsham 001 not associated with North Horsham:	1968
Future jobs in Horsham 002 not associated with North Horsham:	2874

Total future HH excluding North Horsham:	6535

Total future jobs excluding North Horsham:	4842

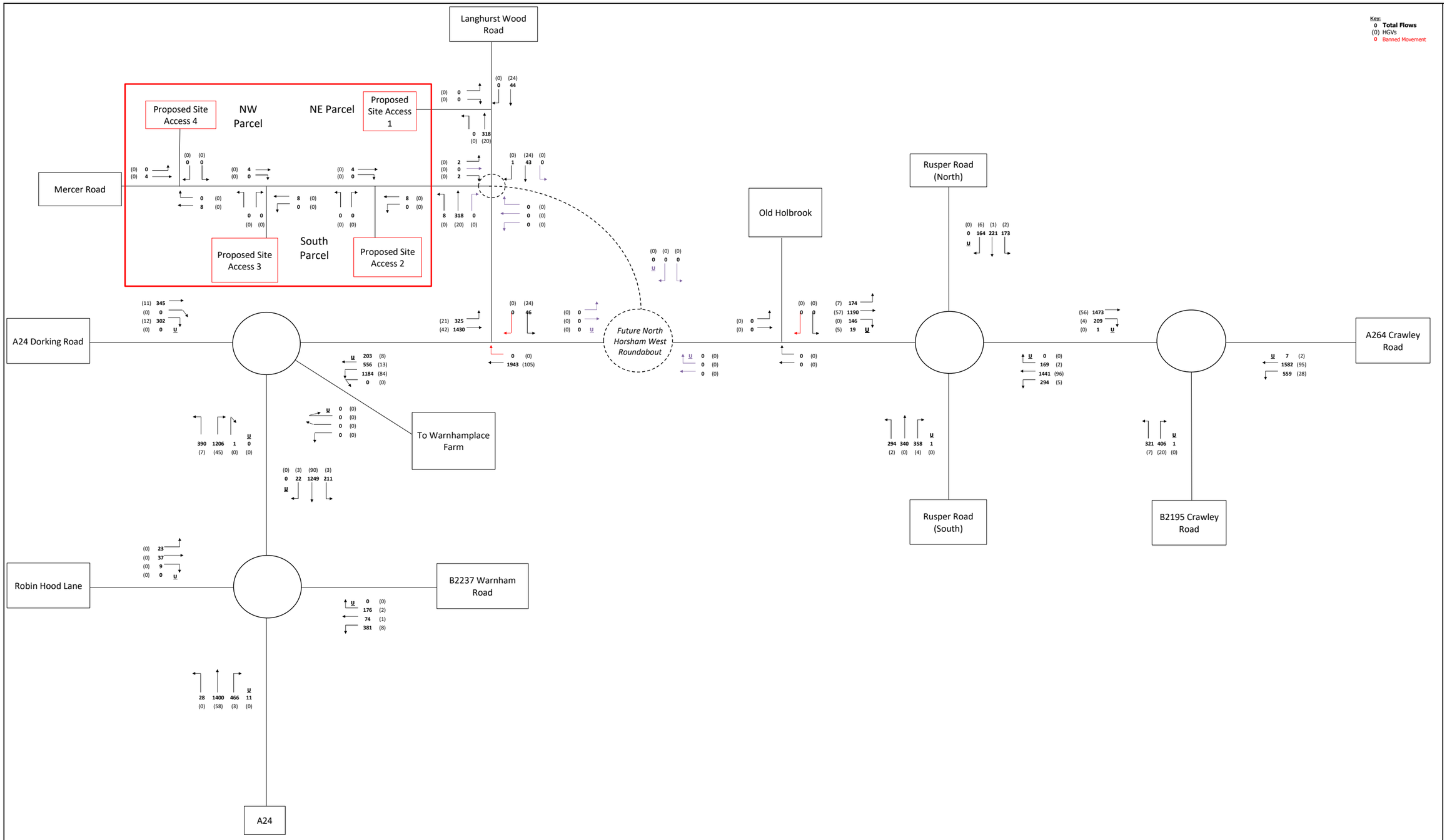
Resultant Growth 2024-2031 (Minus North Horsham)

Peak	Horsham 001	Horsham 002
AM (08:00 - 09:00)	0.6881	0.6922
PM (17:00 - 18:00)	0.6949	0.7083

Growth factors to be used in TA (average of Horsham 001 and 002)

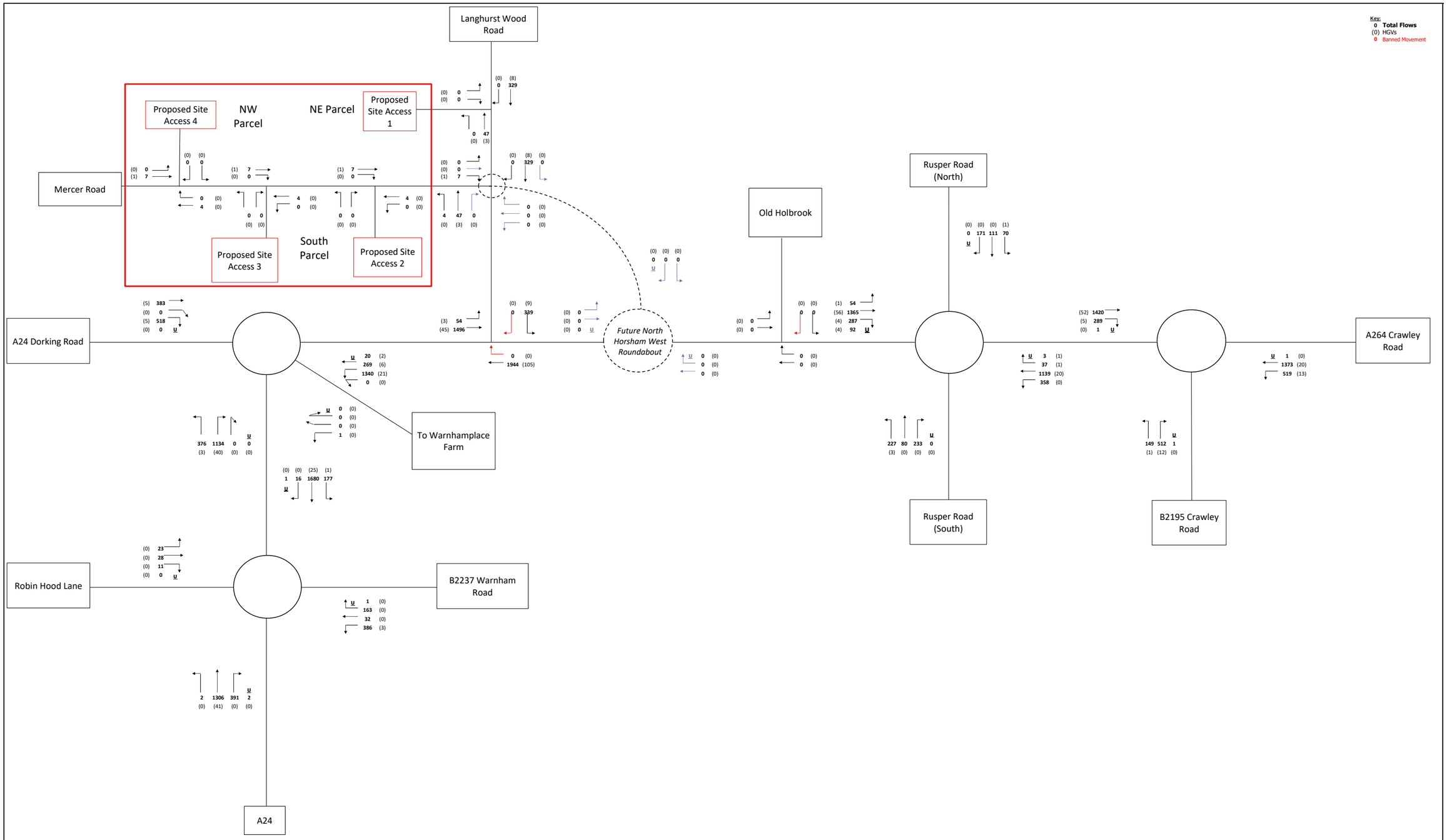
Growth Factor	Peak
0.6901	AM (08:00 - 09:00)
0.7016	PM (17:00 - 18:00)

APPENDIX 7 – 2029 AND 2031 BASE FLOWS



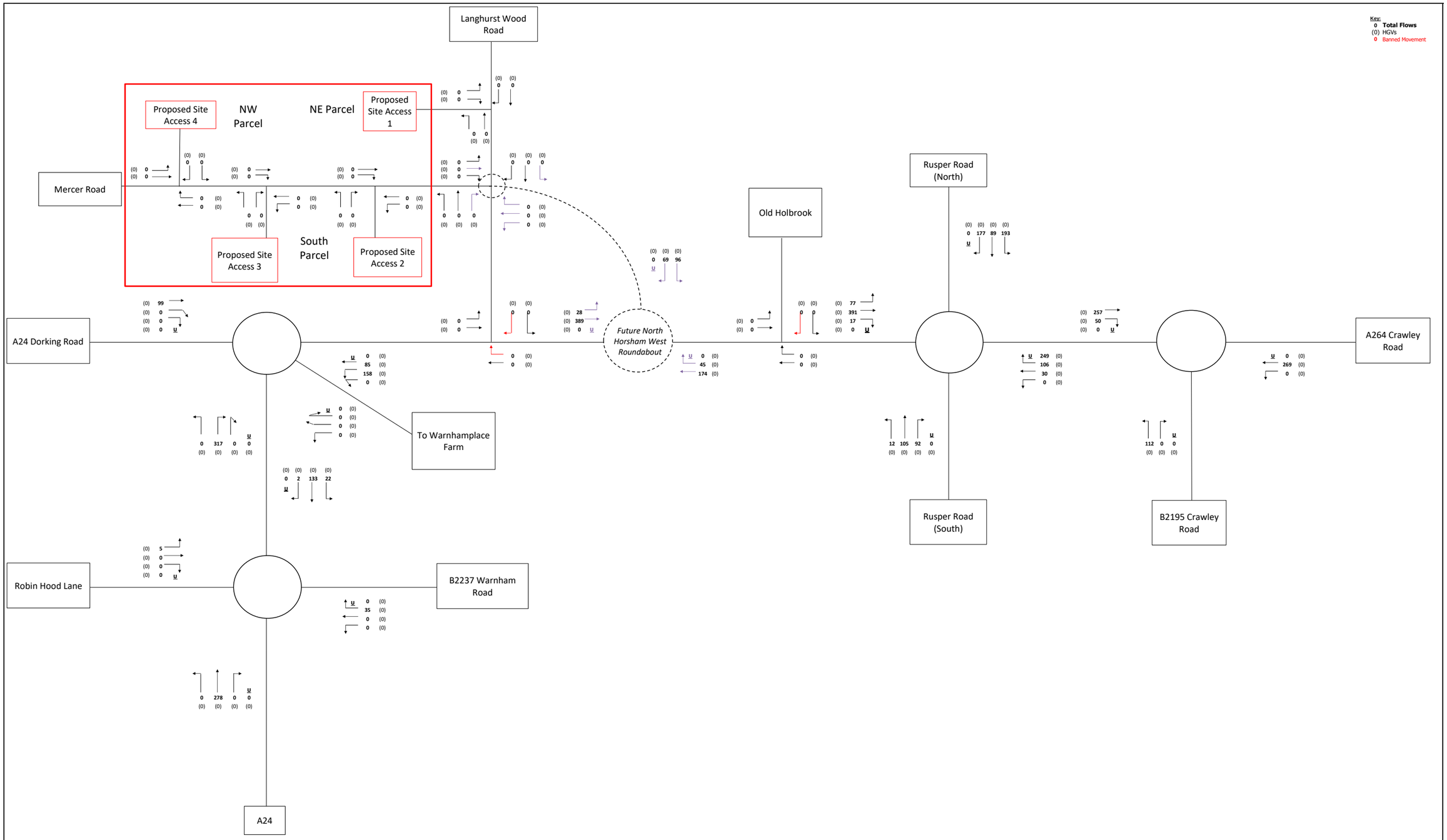
PROPOSED DEVELOPMENT: North Horsham, Langhurst Wood Road

AM Peak 07:45 - 08:45	2029 Base Flows (with TEMPRO Growth)



PROPOSED DEVELOPMENT: North Horsham, Langhurst Wood Road

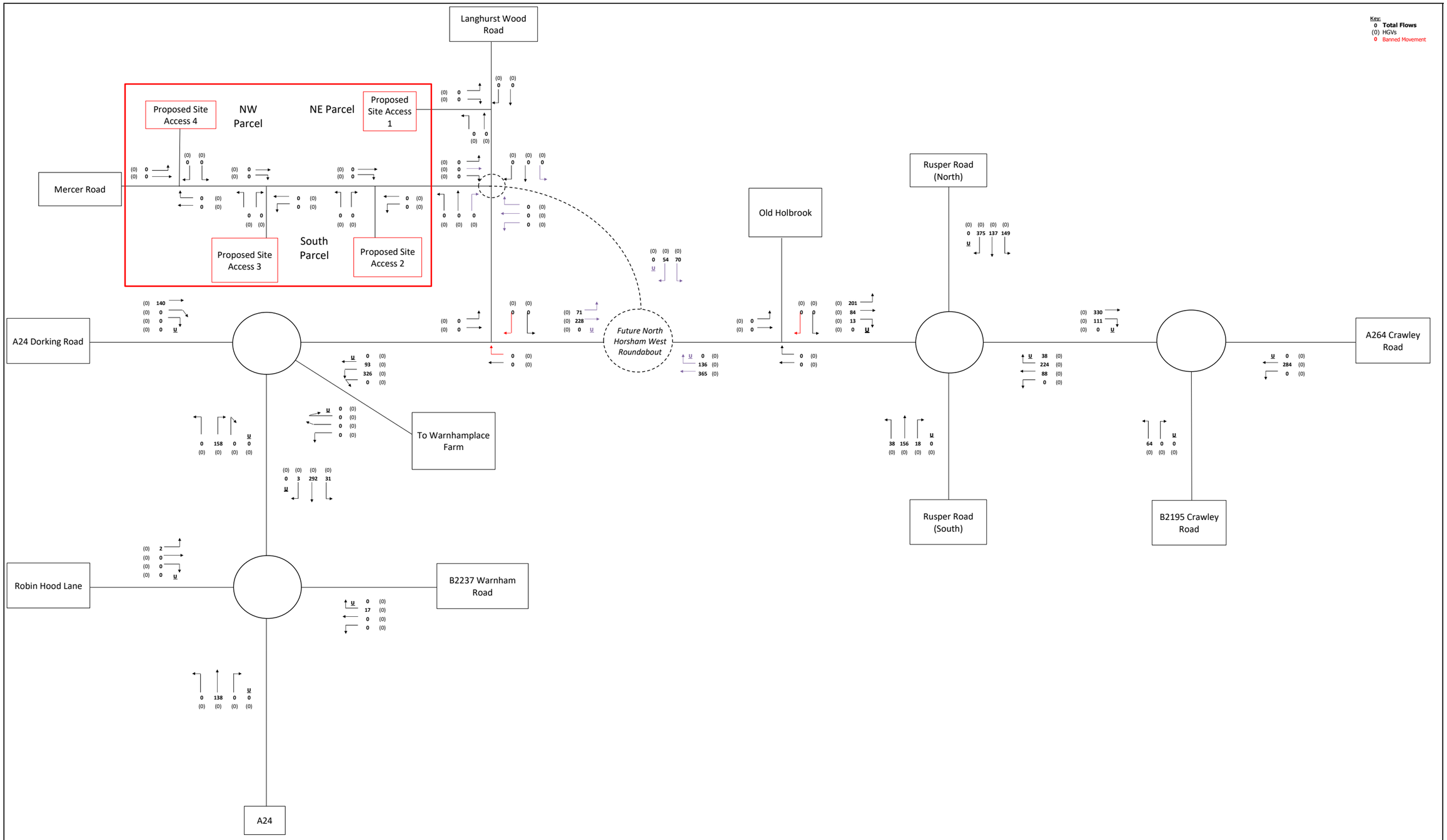
PM Peak 16:45 - 17:45	2029 Base Flows (with TEMPRO Growth)



PROPOSED DEVELOPMENT: North Horsham, Langhurst Wood Road

AM Peak 07:45 - 08:45	**North Horsham Development Traffic (Committed Development)**

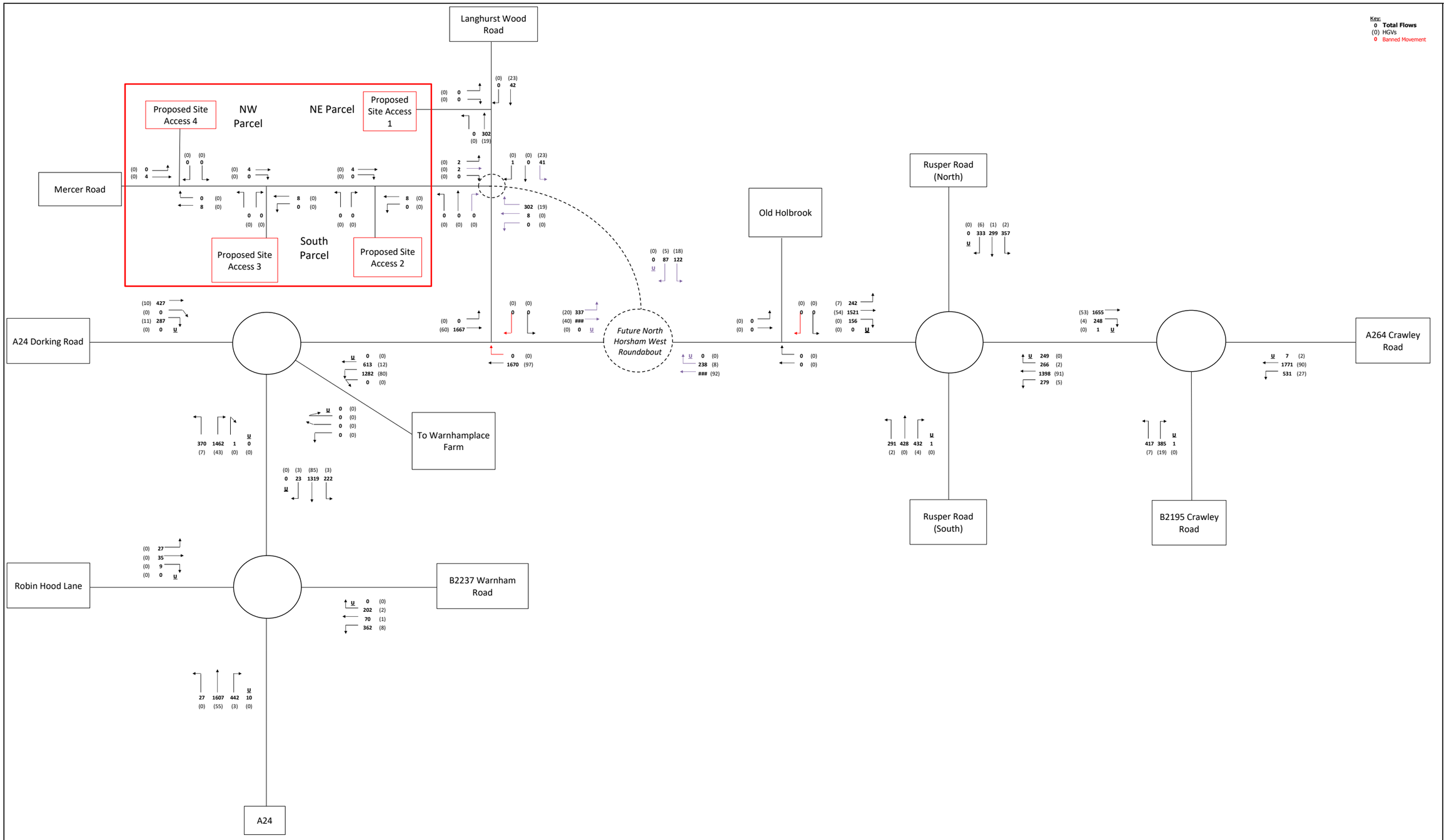
connect CONSULTANTS



PROPOSED DEVELOPMENT: North Horsham, Langhurst Wood Road

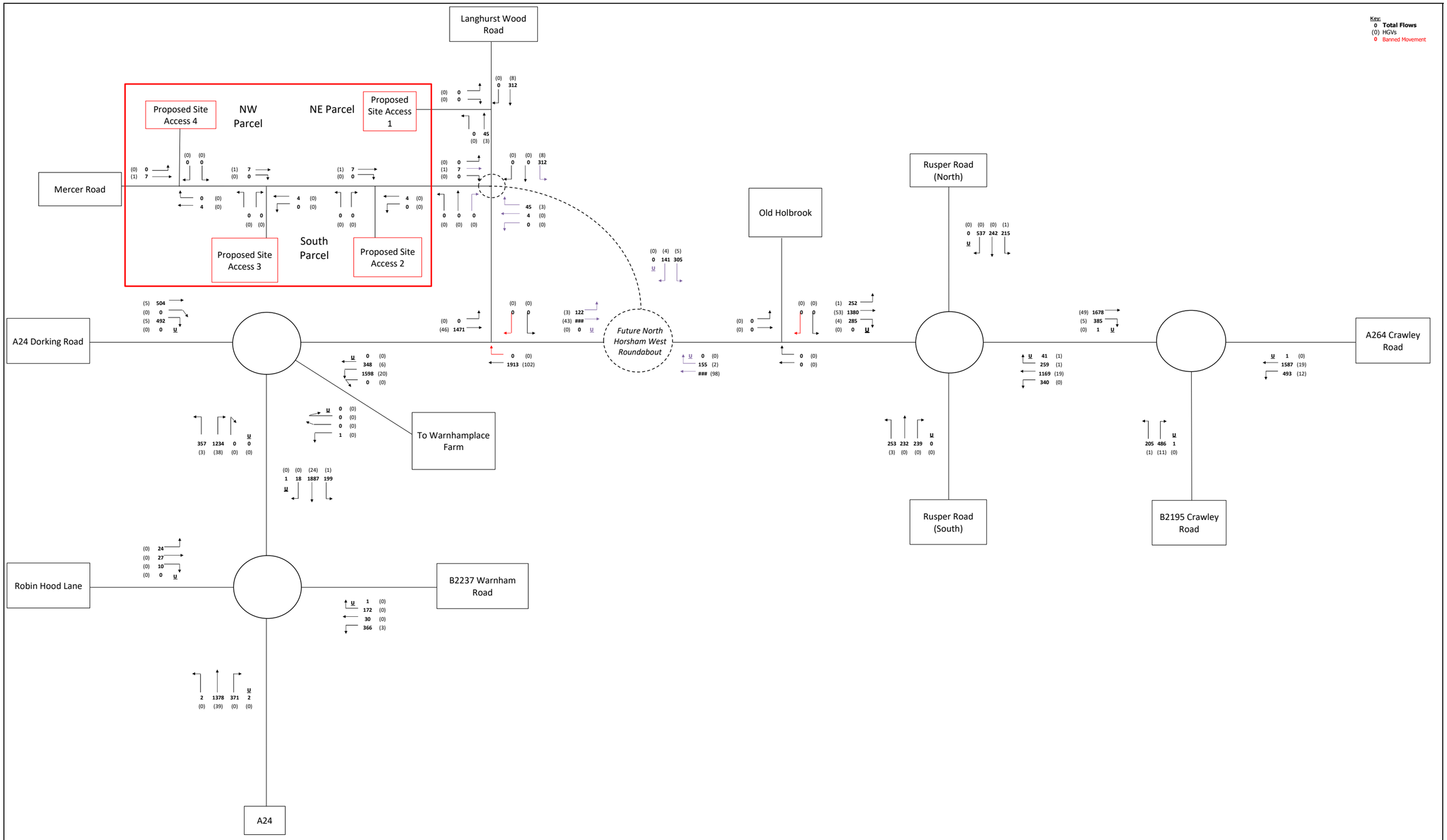
PM Peak 16:45 - 17:45	North Horsham Development Traffic (Committed Development)

connect CONSULTANTS



PROPOSED DEVELOPMENT: North Horsham, Langhurst Wood Road

AM Peak 07:45 - 08:45	2031 Base Flows with North Horsham Development Traffic



PROPOSED DEVELOPMENT: North Horsham, Langhurst Wood Road

PM Peak 16:45 - 17:45	2031 Base Flows with North Horsham Development Traffic

APPENDIX 8 – TRICS DATA

Connect Consultants 78 Broad Street Chipping Sodbury Licence No: 142301

Calculation Reference: AUDIT-142301-241120-1156

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	HF	HERTFORDSHIRE	3 days
	WS	WEST SUSSEX	1 days
04	EAST ANGLIA		
	NF	NORFOLK	1 days
06	WEST MIDLANDS		
	SH	SHROPSHIRE	2 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: No of Dwellings
Actual Range: 12 to 84 (units:)
Range Selected by User: 6 to 184 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 02/10/23

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

Selected survey days:

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

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

Selected survey types:

Manual count	7 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	3
Edge of Town	2
Neighbourhood Centre (PPS6 Local Centre)	2

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	7

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	14 days - Selected
Servicing vehicles Excluded	3 days - Selected

Secondary Filtering selection:

Use Class:

C3	7 days

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

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

20,001 to 25,000	7 days

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

Population within 5 miles:

75,001 to 100,000	2 days
125,001 to 250,000	5 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	6 days
1.1 to 1.5	1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	3 days
No	4 days

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

PTAL Rating:

No PTAL Present	7 days

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

LIST OF SITES relevant to selection parameters

1 HF-03-C-06 BLOCKS OF FLATS HERTFORDSHIRE
FERNDOWN ROAD
WATFORD
SOUTH OXHEY
Edge of Town
Residential Zone
Total No of Dwellings: 26
Survey date: THURSDAY *08/06/23* *Survey Type: MANUAL*

2 HF-03-C-07 BLOCKS OF FLATS HERTFORDSHIRE
OXHEY DRIVE
WATFORD
SOUTH OXHEY
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total No of Dwellings: 84
Survey date: WEDNESDAY *07/06/23* *Survey Type: MANUAL*

3 HF-03-C-08 BLOCKS OF FLATS HERTFORDSHIRE
HAYLING ROAD
WATFORD
SOUTH OXHEY
Edge of Town
Residential Zone
Total No of Dwellings: 22
Survey date: TUESDAY *06/06/23* *Survey Type: MANUAL*

4 NF-03-C-02 MIXED FLATS & HOUSES NORFOLK
HALL ROAD
NORWICH
LAKENHAM
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 82
Survey date: MONDAY *18/11/19* *Survey Type: MANUAL*

5 SH-03-C-01 BLOCK OF FLATS SHROPSHIRE
ABBEY FOREGATE
SHREWSBURY

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 47
Survey date: MONDAY *19/06/23* *Survey Type: MANUAL*

6 SH-03-C-02 BLOCK OF FLATS SHROPSHIRE
ABBEY FOREGATE
SHREWSBURY

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 12
Survey date: FRIDAY *16/06/23* *Survey Type: MANUAL*

7 WS-03-C-01 BLOCKS OF FLATS WEST SUSSEX
GORING ROAD
WORTHING
GORING-BY-SEA
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total No of Dwellings: 18
Survey date: WEDNESDAY *11/05/22* *Survey Type: MANUAL*

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 2.17

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	42	0.021	7	42	0.192	7	42	0.213
08:00 - 09:00	7	42	0.093	7	42	0.196	7	42	0.289
09:00 - 10:00	7	42	0.096	7	42	0.100	7	42	0.196
10:00 - 11:00	7	42	0.076	7	42	0.100	7	42	0.176
11:00 - 12:00	7	42	0.093	7	42	0.103	7	42	0.196
12:00 - 13:00	7	42	0.113	7	42	0.096	7	42	0.209
13:00 - 14:00	7	42	0.103	7	42	0.110	7	42	0.213
14:00 - 15:00	7	42	0.110	7	42	0.089	7	42	0.199
15:00 - 16:00	7	42	0.189	7	42	0.100	7	42	0.289
16:00 - 17:00	7	42	0.113	7	42	0.086	7	42	0.199
17:00 - 18:00	7	42	0.162	7	42	0.086	7	42	0.248
18:00 - 19:00	7	42	0.113	7	42	0.052	7	42	0.165
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.282			1.310			2.592

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Parameter summary

Trip rate parameter range selected:	12 - 84 (units:)
Survey date date range:	01/01/16 - 02/10/23
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0

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

Connect Consultants 78 Broad Street Chipping Sodbury Licence No: 142301

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	42	0.000	7	42	0.007	7	42	0.007
08:00 - 09:00	7	42	0.000	7	42	0.010	7	42	0.010
09:00 - 10:00	7	42	0.000	7	42	0.007	7	42	0.007
10:00 - 11:00	7	42	0.003	7	42	0.000	7	42	0.003
11:00 - 12:00	7	42	0.003	7	42	0.000	7	42	0.003
12:00 - 13:00	7	42	0.000	7	42	0.003	7	42	0.003
13:00 - 14:00	7	42	0.000	7	42	0.000	7	42	0.000
14:00 - 15:00	7	42	0.010	7	42	0.007	7	42	0.017
15:00 - 16:00	7	42	0.003	7	42	0.000	7	42	0.003
16:00 - 17:00	7	42	0.003	7	42	0.000	7	42	0.003
17:00 - 18:00	7	42	0.007	7	42	0.003	7	42	0.010
18:00 - 19:00	7	42	0.010	7	42	0.003	7	42	0.013
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.039			0.040			0.079

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	42	0.003	7	42	0.079	7	42	0.082
08:00 - 09:00	7	42	0.058	7	42	0.223	7	42	0.281
09:00 - 10:00	7	42	0.058	7	42	0.089	7	42	0.147
10:00 - 11:00	7	42	0.038	7	42	0.062	7	42	0.100
11:00 - 12:00	7	42	0.048	7	42	0.069	7	42	0.117
12:00 - 13:00	7	42	0.069	7	42	0.052	7	42	0.121
13:00 - 14:00	7	42	0.069	7	42	0.079	7	42	0.148
14:00 - 15:00	7	42	0.096	7	42	0.048	7	42	0.144
15:00 - 16:00	7	42	0.155	7	42	0.045	7	42	0.200
16:00 - 17:00	7	42	0.062	7	42	0.055	7	42	0.117
17:00 - 18:00	7	42	0.113	7	42	0.072	7	42	0.185
18:00 - 19:00	7	42	0.069	7	42	0.031	7	42	0.100
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.838			0.904			1.742

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL RAIL PASSENGERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	42	0.000	7	42	0.048	7	42	0.048
08:00 - 09:00	7	42	0.000	7	42	0.072	7	42	0.072
09:00 - 10:00	7	42	0.003	7	42	0.024	7	42	0.027
10:00 - 11:00	7	42	0.014	7	42	0.003	7	42	0.017
11:00 - 12:00	7	42	0.007	7	42	0.010	7	42	0.017
12:00 - 13:00	7	42	0.003	7	42	0.024	7	42	0.027
13:00 - 14:00	7	42	0.010	7	42	0.017	7	42	0.027
14:00 - 15:00	7	42	0.003	7	42	0.007	7	42	0.010
15:00 - 16:00	7	42	0.010	7	42	0.007	7	42	0.017
16:00 - 17:00	7	42	0.031	7	42	0.000	7	42	0.031
17:00 - 18:00	7	42	0.027	7	42	0.010	7	42	0.037
18:00 - 19:00	7	42	0.021	7	42	0.007	7	42	0.028
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.129			0.229			0.358

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	42	0.003	7	42	0.062	7	42	0.065
08:00 - 09:00	7	42	0.000	7	42	0.100	7	42	0.100
09:00 - 10:00	7	42	0.007	7	42	0.034	7	42	0.041
10:00 - 11:00	7	42	0.021	7	42	0.021	7	42	0.042
11:00 - 12:00	7	42	0.014	7	42	0.027	7	42	0.041
12:00 - 13:00	7	42	0.010	7	42	0.034	7	42	0.044
13:00 - 14:00	7	42	0.021	7	42	0.024	7	42	0.045
14:00 - 15:00	7	42	0.017	7	42	0.017	7	42	0.034
15:00 - 16:00	7	42	0.021	7	42	0.007	7	42	0.028
16:00 - 17:00	7	42	0.052	7	42	0.000	7	42	0.052
17:00 - 18:00	7	42	0.045	7	42	0.010	7	42	0.055
18:00 - 19:00	7	42	0.024	7	42	0.007	7	42	0.031
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.235			0.343			0.578

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Connect Consultants 78 Broad Street Chipping Sodbury Licence No: 142301

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 2.17

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	42	0.027	7	42	0.399	7	42	0.426
08:00 - 09:00	7	42	0.151	7	42	0.612	7	42	0.763
09:00 - 10:00	7	42	0.175	7	42	0.244	7	42	0.419
10:00 - 11:00	7	42	0.155	7	42	0.199	7	42	0.354
11:00 - 12:00	7	42	0.189	7	42	0.223	7	42	0.412
12:00 - 13:00	7	42	0.210	7	42	0.199	7	42	0.409
13:00 - 14:00	7	42	0.216	7	42	0.237	7	42	0.453
14:00 - 15:00	7	42	0.275	7	42	0.175	7	42	0.450
15:00 - 16:00	7	42	0.419	7	42	0.165	7	42	0.584
16:00 - 17:00	7	42	0.275	7	42	0.162	7	42	0.437
17:00 - 18:00	7	42	0.375	7	42	0.186	7	42	0.561
18:00 - 19:00	7	42	0.265	7	42	0.096	7	42	0.361
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.732			2.897			5.629

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Connect Consultants 78 Broad Street Chipping Sodbury Licence No: 142301

Calculation Reference: AUDIT-142301-241120-1125

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST		
	ES	EAST SUSSEX	2 days
	HC	HAMPSHIRE	1 days
	HF	HERTFORDSHIRE	1 days
	KC	KENT	2 days
	SC	SURREY	1 days
	WS	WEST SUSSEX	3 days
03	SOUTH WEST		
	DC	DORSET	2 days
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 days
	NF	NORFOLK	8 days
	SF	SUFFOLK	1 days
09	NORTH		
	DH	DURHAM	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter:	No of Dwellings
Actual Range:	26 to 514 (units:)
Range Selected by User:	6 to 800 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 14/05/24

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

Selected survey days:

Monday	2 days
Tuesday	9 days
Wednesday	3 days
Thursday	8 days
Friday	1 days

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

Selected survey types:

Manual count	23 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	1
Edge of Town	12
Neighbourhood Centre (PPS6 Local Centre)	10

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	10
Village	9
Out of Town	2
No Sub Category	2

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	32 days - Selected
Servicing vehicles Excluded	84 days - Selected

Secondary Filtering selection:

Use Class:

C3	23 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	9 days
5,001 to 10,000	13 days

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

Population within 5 miles:

5,001 to 25,000	9 days
25,001 to 50,000	14 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	16 days
1.6 to 2.0	6 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	19 days
No	4 days

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

PTAL Rating:

No PTAL Present	23 days

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

LIST OF SITES relevant to selection parameters

1 CA-03-A-08 DETACHED & SEMI-DETACHED CAMBRIDGESHIRE
GIDDING ROAD
SAWTRY

Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 83
Survey date: THURSDAY *13/10/22* *Survey Type: MANUAL*

2 DC-03-A-10 MIXED HOUSES DORSET
ADDISON CLOSE
GILLINGHAM

Edge of Town
Residential Zone
Total No of Dwellings: 26
Survey date: WEDNESDAY *09/11/22* *Survey Type: MANUAL*

3 DC-03-A-11 MIXED HOUSES DORSET
A350
SHAFTESBURY

Edge of Town
No Sub Category
Total No of Dwellings: 141
Survey date: TUESDAY *31/10/23* *Survey Type: MANUAL*

4 DH-03-A-02 MIXED HOUSES DURHAM
LEAZES LANE
BISHOP AUCKLAND
ST HELEN AUCKLAND
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total No of Dwellings: 125
Survey date: MONDAY *27/03/17* *Survey Type: MANUAL*

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

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

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

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

7 HC-03-A-23 HOUSES & FLATS HAMPSHIRE
CANADA WAY
LIPHOOK

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 62
Survey date: TUESDAY *19/11/19* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

8 HF-03-A-03 MIXED HOUSES HERTFORDSHIRE
HARE STREET ROAD
BUNTINGFORD

Edge of Town
Residential Zone
Total No of Dwellings: 160
Survey date: MONDAY *08/07/19* *Survey Type: MANUAL*

9 KC-03-A-08 MIXED HOUSES KENT
MAIDSTONE ROAD
CHARING

Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 159
Survey date: TUESDAY *22/05/18* *Survey Type: MANUAL*

10 KC-03-A-10 MIXED HOUSES KENT
HEADCORN ROAD
STAPLEHURST

Edge of Town
Residential Zone
Total No of Dwellings: 106
Survey date: TUESDAY *09/05/23* *Survey Type: MANUAL*

11 NF-03-A-05 MIXED HOUSES NORFOLK
HEATH DRIVE
HOLT

Edge of Town
Residential Zone
Total No of Dwellings: 40
Survey date: THURSDAY *19/09/19* *Survey Type: MANUAL*

12 NF-03-A-23 MIXED HOUSES & FLATS NORFOLK
SILFIELD ROAD
WYMONDHAM

Edge of Town
Out of Town
Total No of Dwellings: 514
Survey date: WEDNESDAY *22/09/21* *Survey Type: MANUAL*

13 NF-03-A-30 MIXED HOUSES NORFOLK
BRANDON ROAD
SWAFFHAM

Edge of Town
Residential Zone
Total No of Dwellings: 266
Survey date: THURSDAY *23/09/21* *Survey Type: MANUAL*

14 NF-03-A-33 MIXED HOUSES NORFOLK
LONDON ROAD
ATTLEBOROUGH

Edge of Town
Residential Zone
Total No of Dwellings: 143
Survey date: THURSDAY *29/09/22* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

15 NF-03-A-34 MIXED HOUSES NORFOLK
NORWICH ROAD
SWAFFHAM

Edge of Town
Out of Town
Total No of Dwellings: 80
Survey date: TUESDAY *27/09/22* *Survey Type: MANUAL*

16 NF-03-A-36 MIXED HOUSES NORFOLK
LONDON ROAD
WYMONDHAM

Edge of Town
No Sub Category
Total No of Dwellings: 75
Survey date: THURSDAY *29/09/22* *Survey Type: MANUAL*

17 NF-03-A-39 MIXED HOUSES NORFOLK
HEATH DRIVE
HOLT

Edge of Town
Residential Zone
Total No of Dwellings: 212
Survey date: TUESDAY *27/09/22* *Survey Type: MANUAL*

18 NF-03-A-46 MIXED HOUSES & FLATS NORFOLK
BURGH ROAD
AYLSHAM

Edge of Town
Residential Zone
Total No of Dwellings: 300
Survey date: TUESDAY *14/09/21* *Survey Type: MANUAL*

19 SC-03-A-09 MIXED HOUSES & FLATS SURREY
AMLETS LANE
CRANLEIGH

Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 136
Survey date: TUESDAY *24/05/22* *Survey Type: MANUAL*

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

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

21 WS-03-A-07 BUNGALOWS WEST SUSSEX
EMMS LANE
NEAR HORSHAM
BROOKS GREEN
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 57
Survey date: THURSDAY *19/10/17* *Survey Type: MANUAL*

22 WS-03-A-16 DETACHED & SEMI-DETACHED WEST SUSSEX
BRACKLESHAM LANE
BRACKLESHAM BAY

Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 58
Survey date: WEDNESDAY *09/11/22* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

23 WS-03-A-21 MIXED HOUSES WEST SUSSEX
HILLAND ROAD
BILLINGSHURST

Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 480
Survey date: THURSDAY *09/11/23* *Survey Type: MANUAL*

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
CA-03-A-07	Covid

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.70

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	23	152	0.069	23	152	0.265	23	152	0.334
08:00 - 09:00	23	152	0.141	23	152	0.300	23	152	0.441
09:00 - 10:00	23	152	0.139	23	152	0.149	23	152	0.288
10:00 - 11:00	23	152	0.114	23	152	0.137	23	152	0.251
11:00 - 12:00	23	152	0.124	23	152	0.141	23	152	0.265
12:00 - 13:00	23	152	0.125	23	152	0.123	23	152	0.248
13:00 - 14:00	23	152	0.139	23	152	0.127	23	152	0.266
14:00 - 15:00	23	152	0.135	23	152	0.152	23	152	0.287
15:00 - 16:00	23	152	0.225	23	152	0.147	23	152	0.372
16:00 - 17:00	23	152	0.240	23	152	0.158	23	152	0.398
17:00 - 18:00	23	152	0.289	23	152	0.147	23	152	0.436
18:00 - 19:00	23	152	0.231	23	152	0.137	23	152	0.368
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.971			1.983			3.954

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Parameter summary

Trip rate parameter range selected:	26 - 514 (units:)
Survey date date range:	01/01/16 - 14/05/24
Number of weekdays (Monday-Friday):	23
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	7
Surveys manually removed from selection:	1

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	23	152	0.003	23	152	0.007	23	152	0.010
08:00 - 09:00	23	152	0.002	23	152	0.011	23	152	0.013
09:00 - 10:00	23	152	0.001	23	152	0.003	23	152	0.004
10:00 - 11:00	23	152	0.003	23	152	0.002	23	152	0.005
11:00 - 12:00	23	152	0.001	23	152	0.003	23	152	0.004
12:00 - 13:00	23	152	0.003	23	152	0.001	23	152	0.004
13:00 - 14:00	23	152	0.003	23	152	0.001	23	152	0.004
14:00 - 15:00	23	152	0.003	23	152	0.003	23	152	0.006
15:00 - 16:00	23	152	0.008	23	152	0.003	23	152	0.011
16:00 - 17:00	23	152	0.007	23	152	0.005	23	152	0.012
17:00 - 18:00	23	152	0.007	23	152	0.006	23	152	0.013
18:00 - 19:00	23	152	0.007	23	152	0.003	23	152	0.010
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.048			0.048			0.096

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	23	152	0.020	23	152	0.048	23	152	0.068
08:00 - 09:00	23	152	0.036	23	152	0.093	23	152	0.129
09:00 - 10:00	23	152	0.044	23	152	0.038	23	152	0.082
10:00 - 11:00	23	152	0.026	23	152	0.029	23	152	0.055
11:00 - 12:00	23	152	0.037	23	152	0.035	23	152	0.072
12:00 - 13:00	23	152	0.035	23	152	0.035	23	152	0.070
13:00 - 14:00	23	152	0.034	23	152	0.033	23	152	0.067
14:00 - 15:00	23	152	0.038	23	152	0.040	23	152	0.078
15:00 - 16:00	23	152	0.097	23	152	0.062	23	152	0.159
16:00 - 17:00	23	152	0.050	23	152	0.039	23	152	0.089
17:00 - 18:00	23	152	0.052	23	152	0.050	23	152	0.102
18:00 - 19:00	23	152	0.041	23	152	0.039	23	152	0.080
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.510			0.541			1.051

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	23	152	0.000	23	152	0.012	23	152	0.012
08:00 - 09:00	23	152	0.000	23	152	0.009	23	152	0.009
09:00 - 10:00	23	152	0.000	23	152	0.003	23	152	0.003
10:00 - 11:00	23	152	0.001	23	152	0.001	23	152	0.002
11:00 - 12:00	23	152	0.001	23	152	0.001	23	152	0.002
12:00 - 13:00	23	152	0.000	23	152	0.000	23	152	0.000
13:00 - 14:00	23	152	0.001	23	152	0.000	23	152	0.001
14:00 - 15:00	23	152	0.000	23	152	0.000	23	152	0.000
15:00 - 16:00	23	152	0.001	23	152	0.000	23	152	0.001
16:00 - 17:00	23	152	0.005	23	152	0.000	23	152	0.005
17:00 - 18:00	23	152	0.011	23	152	0.000	23	152	0.011
18:00 - 19:00	23	152	0.008	23	152	0.000	23	152	0.008
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.028			0.026			0.054

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	23	152	0.000	23	152	0.028	23	152	0.028
08:00 - 09:00	23	152	0.001	23	152	0.027	23	152	0.028
09:00 - 10:00	23	152	0.002	23	152	0.012	23	152	0.014
10:00 - 11:00	23	152	0.004	23	152	0.006	23	152	0.010
11:00 - 12:00	23	152	0.005	23	152	0.004	23	152	0.009
12:00 - 13:00	23	152	0.005	23	152	0.004	23	152	0.009
13:00 - 14:00	23	152	0.004	23	152	0.003	23	152	0.007
14:00 - 15:00	23	152	0.004	23	152	0.003	23	152	0.007
15:00 - 16:00	23	152	0.018	23	152	0.005	23	152	0.023
16:00 - 17:00	23	152	0.015	23	152	0.001	23	152	0.016
17:00 - 18:00	23	152	0.018	23	152	0.001	23	152	0.019
18:00 - 19:00	23	152	0.011	23	152	0.001	23	152	0.012
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.087			0.095			0.182

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

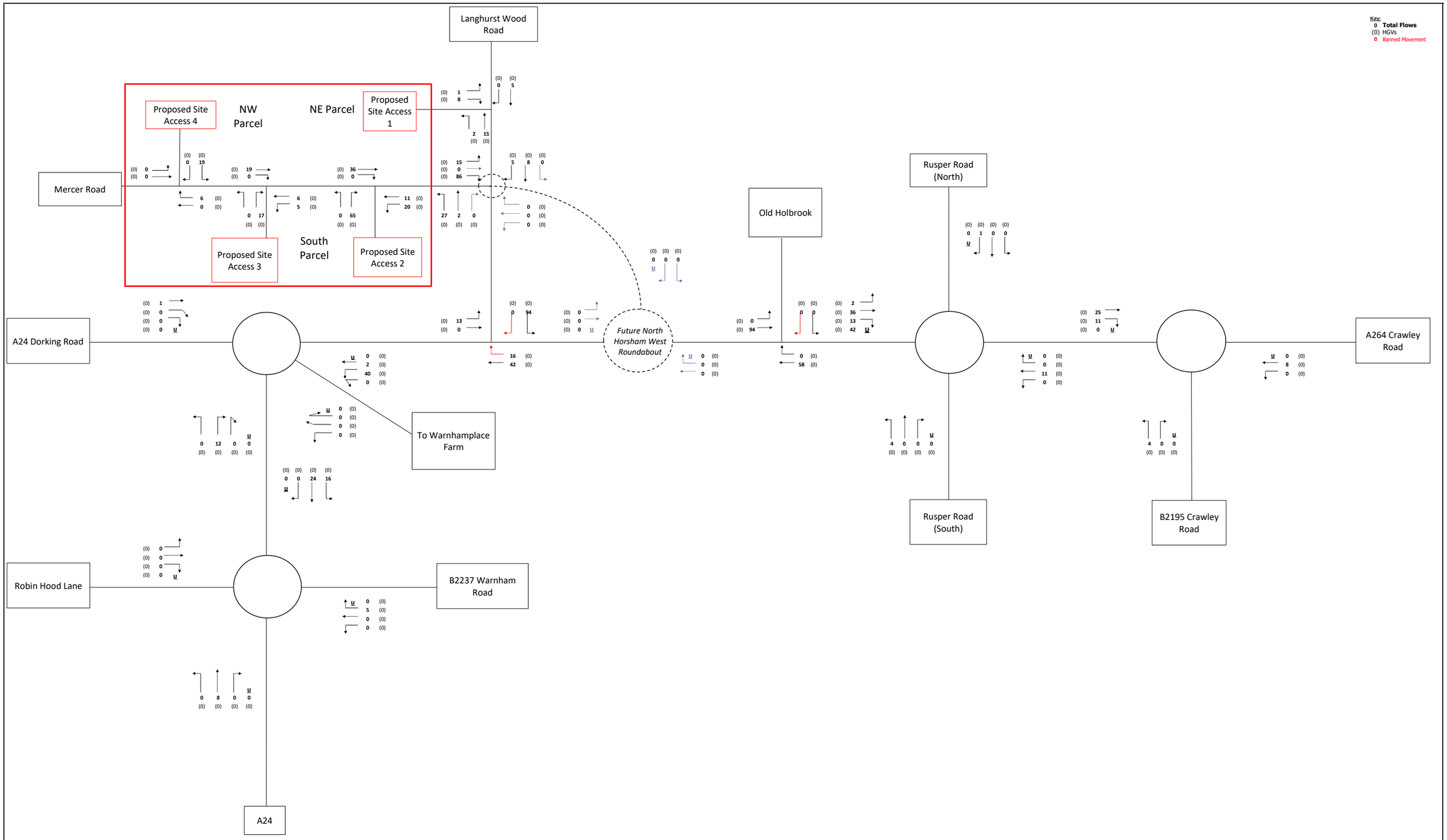
TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.70

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	23	152	0.099	23	152	0.438	23	152	0.537
08:00 - 09:00	23	152	0.204	23	152	0.621	23	152	0.825
09:00 - 10:00	23	152	0.208	23	152	0.252	23	152	0.460
10:00 - 11:00	23	152	0.174	23	152	0.218	23	152	0.392
11:00 - 12:00	23	152	0.198	23	152	0.228	23	152	0.426
12:00 - 13:00	23	152	0.201	23	152	0.198	23	152	0.399
13:00 - 14:00	23	152	0.222	23	152	0.197	23	152	0.419
14:00 - 15:00	23	152	0.228	23	152	0.244	23	152	0.472
15:00 - 16:00	23	152	0.491	23	152	0.267	23	152	0.758
16:00 - 17:00	23	152	0.426	23	152	0.262	23	152	0.688
17:00 - 18:00	23	152	0.485	23	152	0.256	23	152	0.741
18:00 - 19:00	23	152	0.380	23	152	0.231	23	152	0.611
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.316			3.412			6.728

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

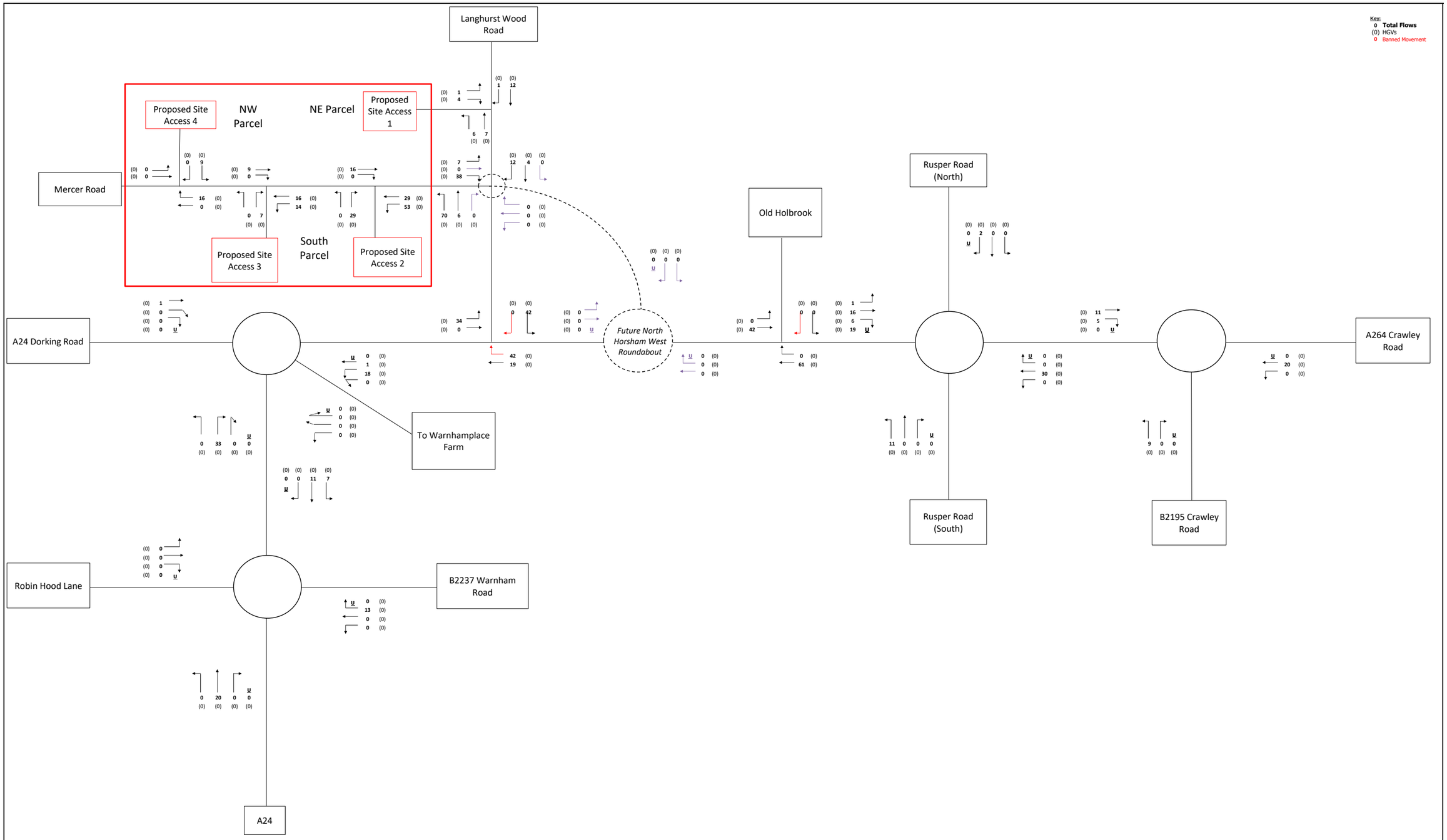
APPENDIX 9 – PROPOSED DEVELOPMENT TRAFFIC FLOWS



PROPOSED DEVELOPMENT: North Horsham, Langhurst Wood Road

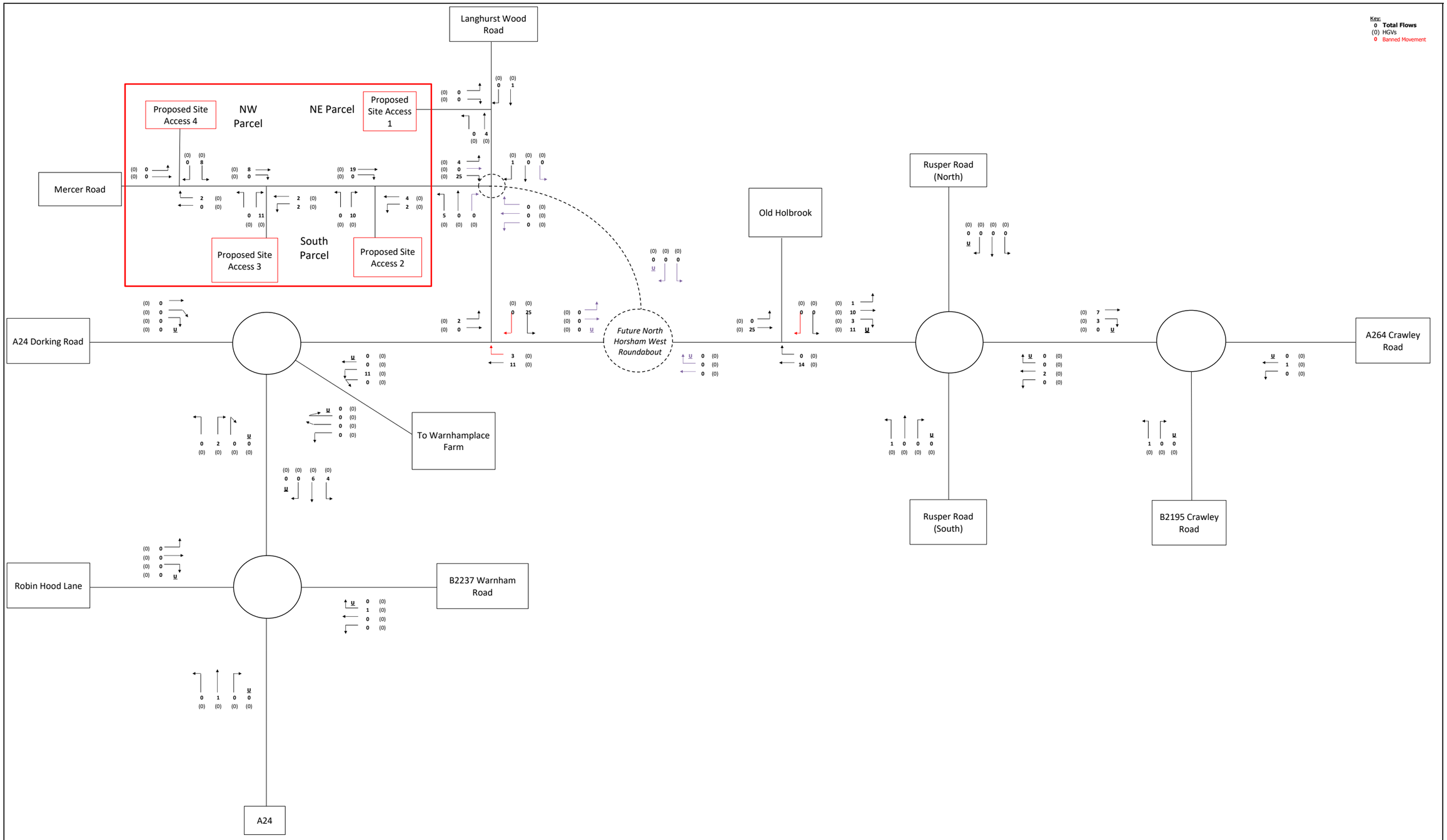
AM Peak 07:45 - 08:45	**Proposed Houses With Interim Signal Junction**

connect CONSULTANTS



PROPOSED DEVELOPMENT: North Horsham, Langhurst Wood Road

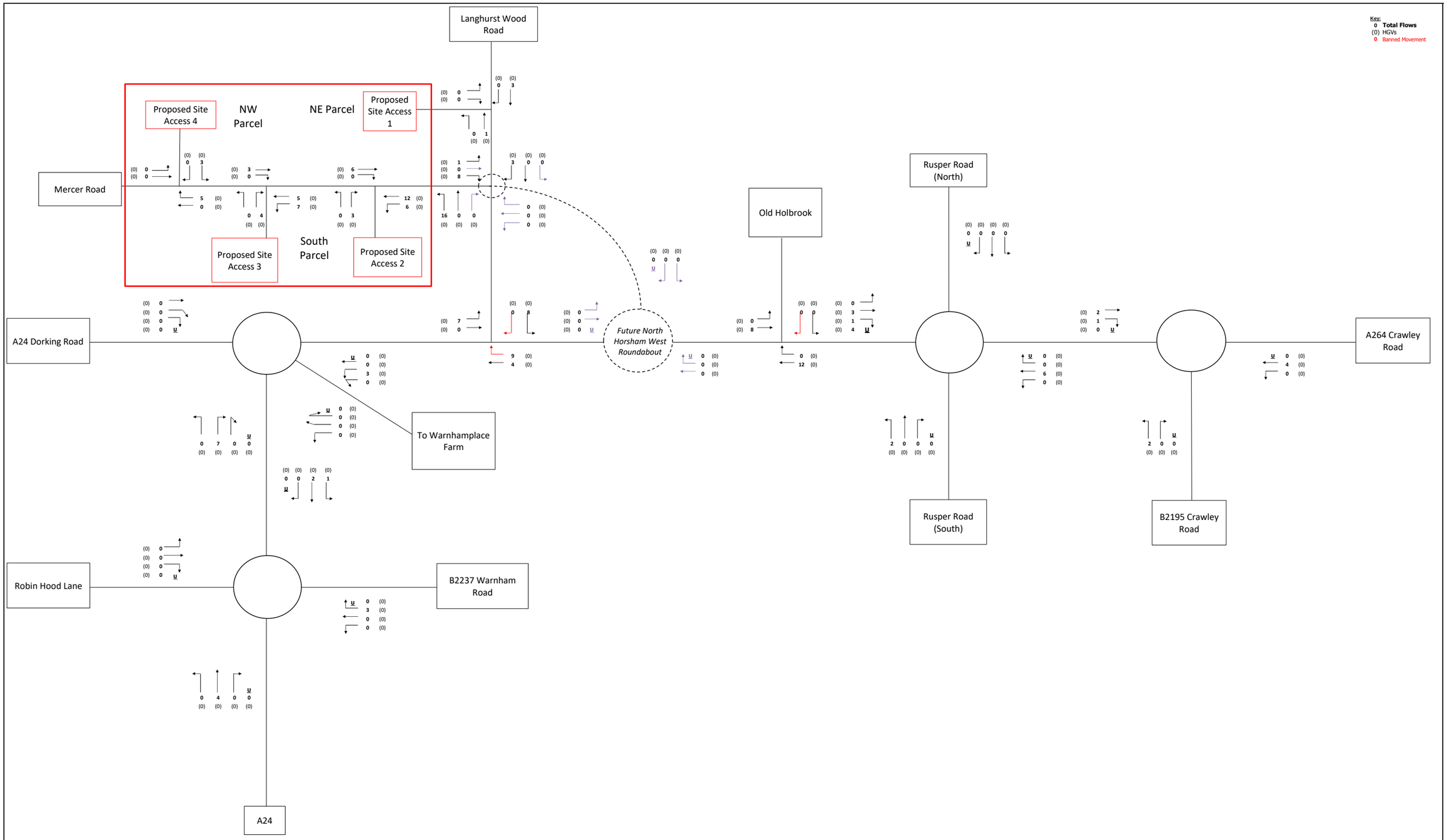
PM Peak 16:45 - 17:45	**Proposed Houses With Interim Signal Junction**



PROPOSED DEVELOPMENT: North Horsham, Langhurst Wood Road

AM Peak 07:45 - 08:45	**Proposed Flats With Interim Signal Junction**

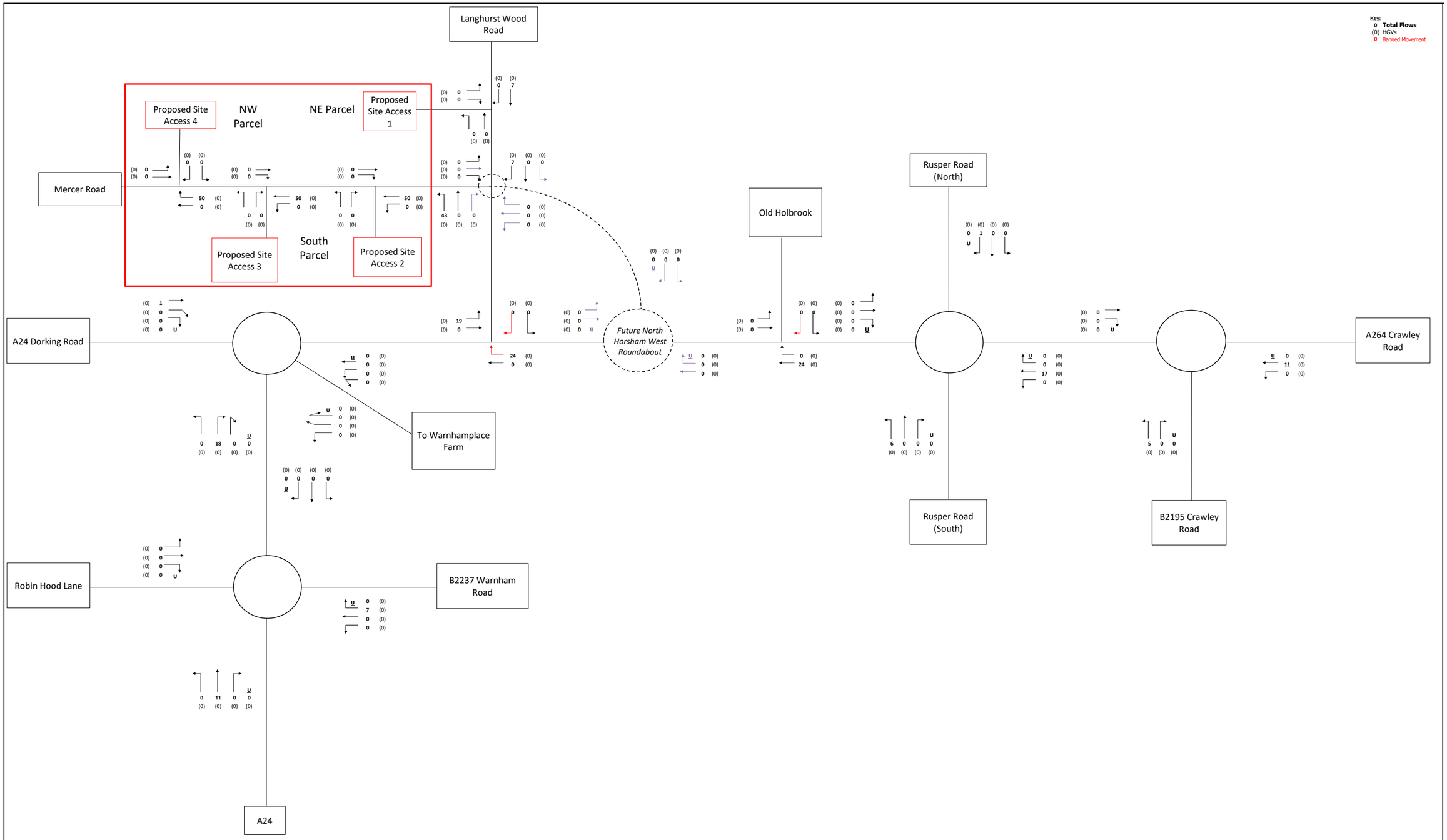
connect CONSULTANTS



PROPOSED DEVELOPMENT: North Horsham, Langhurst Wood Road

PM Peak 16:45 - 17:45	**Proposed Flats With Interim Signal Junction**

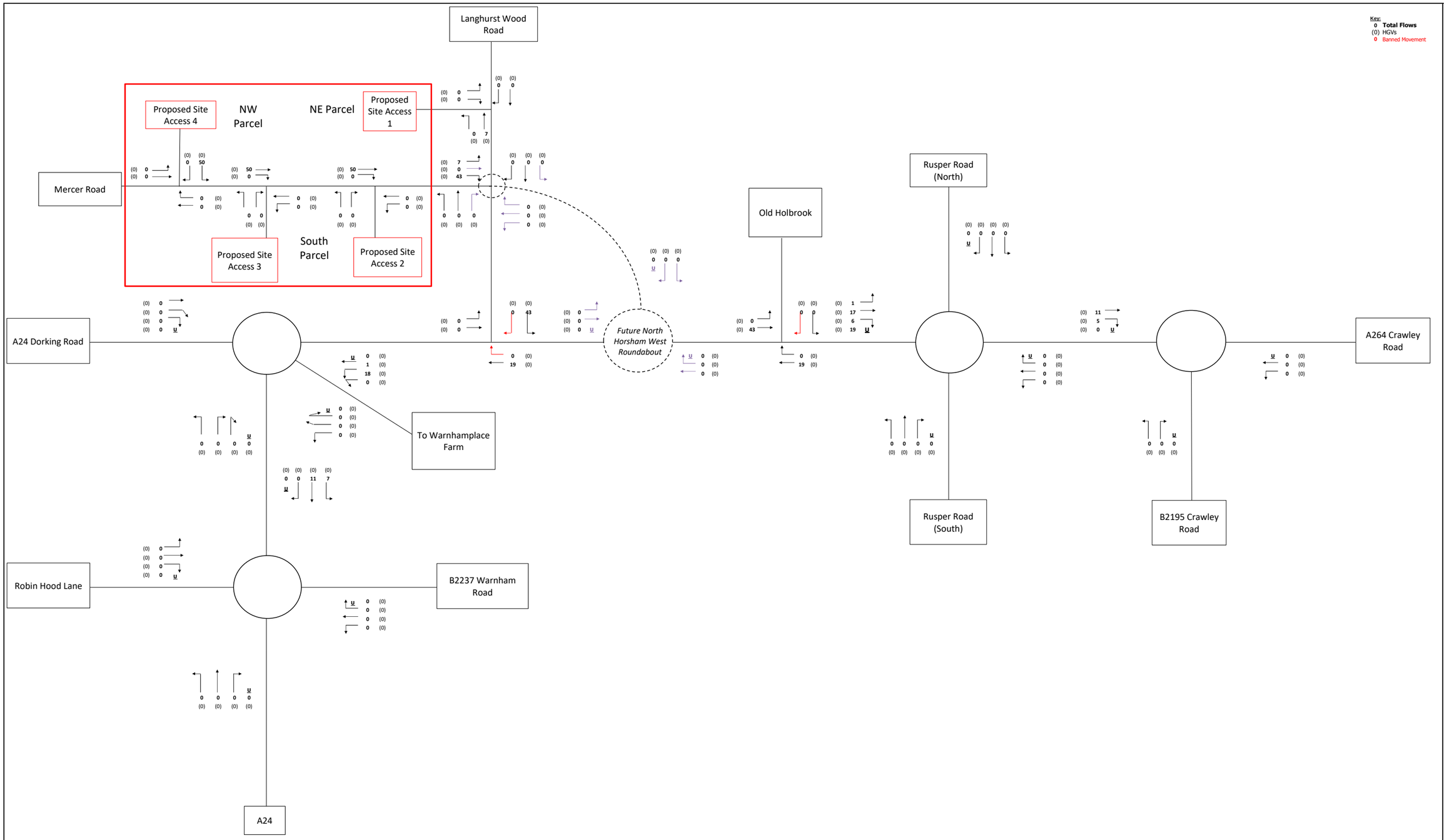
connect CONSULTANTS



PROPOSED DEVELOPMENT: North Horsham, Langhurst Wood Road

AM Peak 07:45 - 08:45	**Proposed Warnham Station Car Park With Interim Signal Junction**

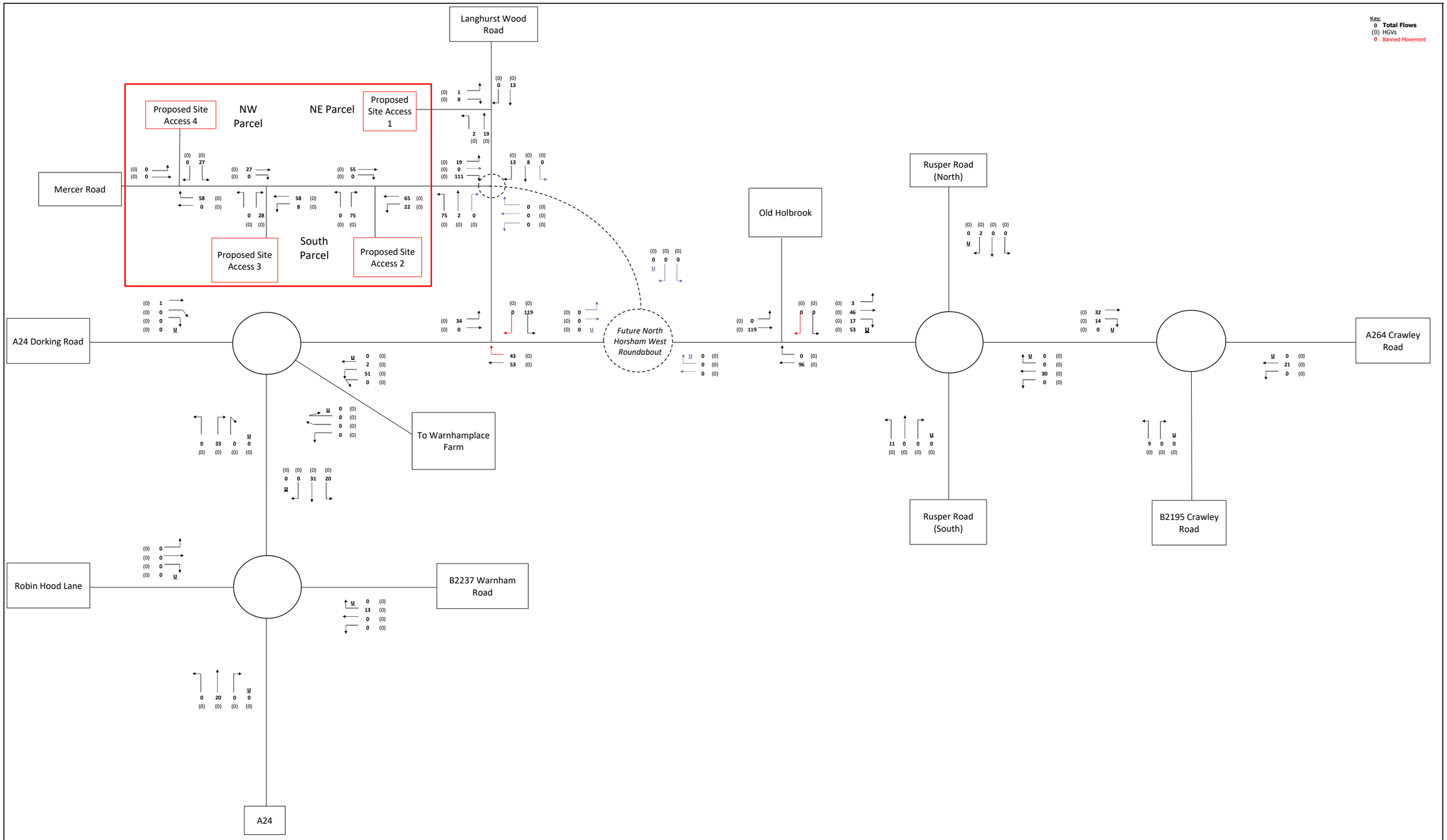
connect CONSULTANTS



PROPOSED DEVELOPMENT: North Horsham, Langhurst Wood Road

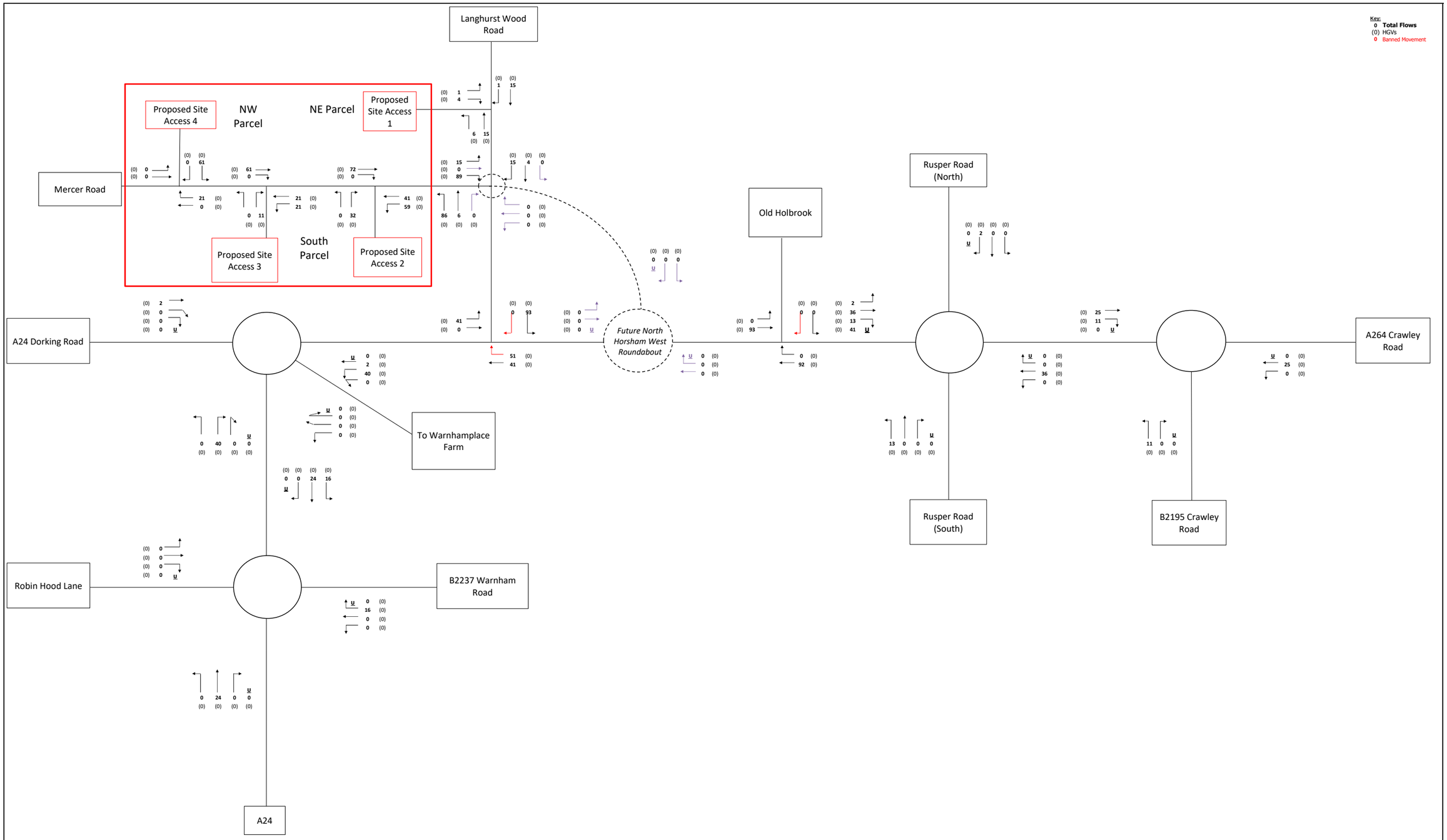
PM Peak 16:45 - 17:45

Proposed Warnham Station Car Park With Interim Signal Junction



PROPOSED DEVELOPMENT: North Horsham, Langhurst Wood Road

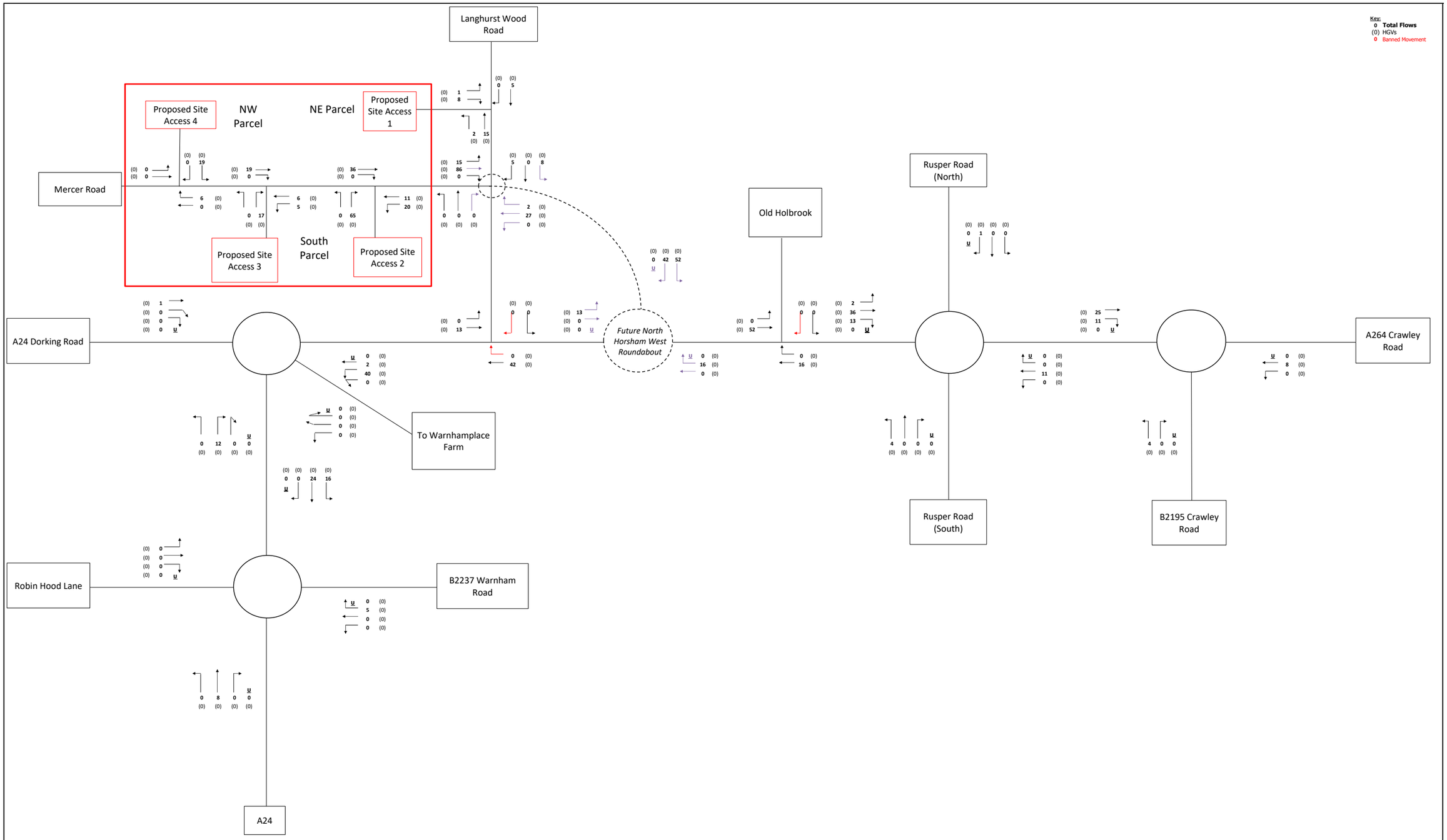
AM Peak 07:45 - 08:45	**Total Proposed Development With Interim Signal Junction**



PROPOSED DEVELOPMENT: North Horsham, Langhurst Wood Road

PM Peak 16:45 - 17:45	**Total Proposed Development With Interim Signal Junction**

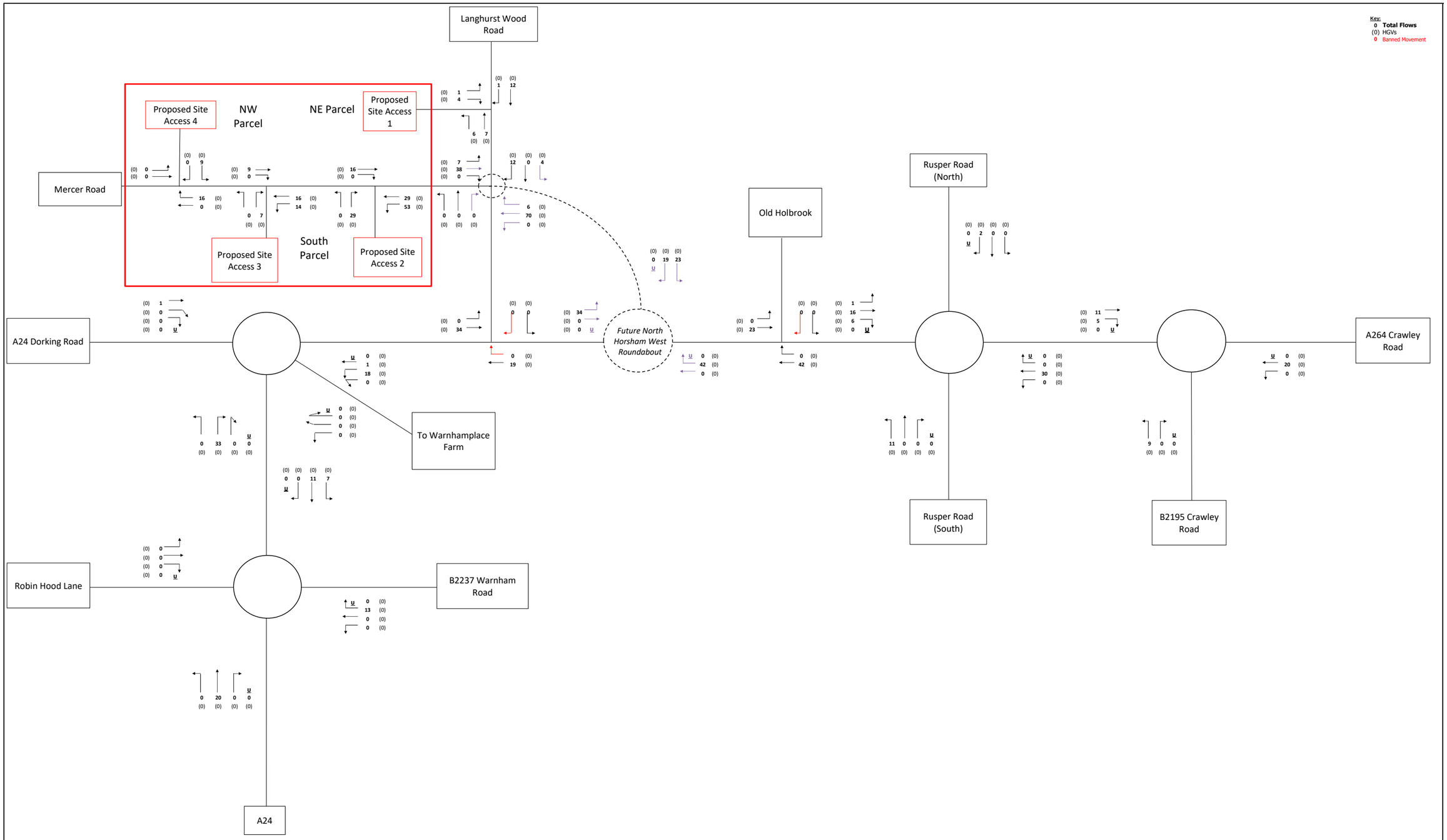
connect CONSULTANTS



PROPOSED DEVELOPMENT: North Horsham, Langhurst Wood Road

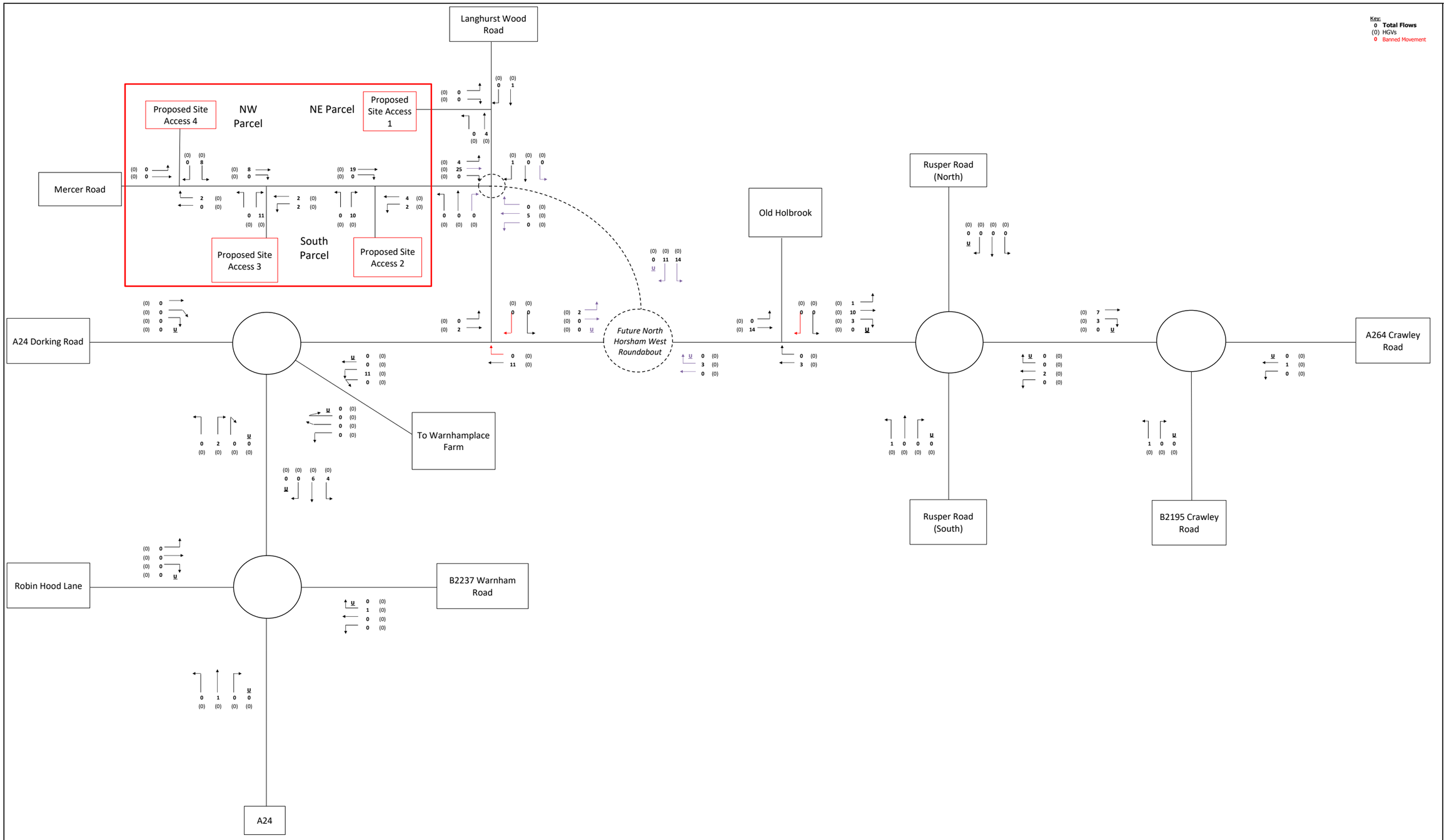
AM Peak 07:45 - 08:45	**Proposed Houses with North Horsham Development Infrastructure**

connect CONSULTANTS



PROPOSED DEVELOPMENT: North Horsham, Langhurst Wood Road

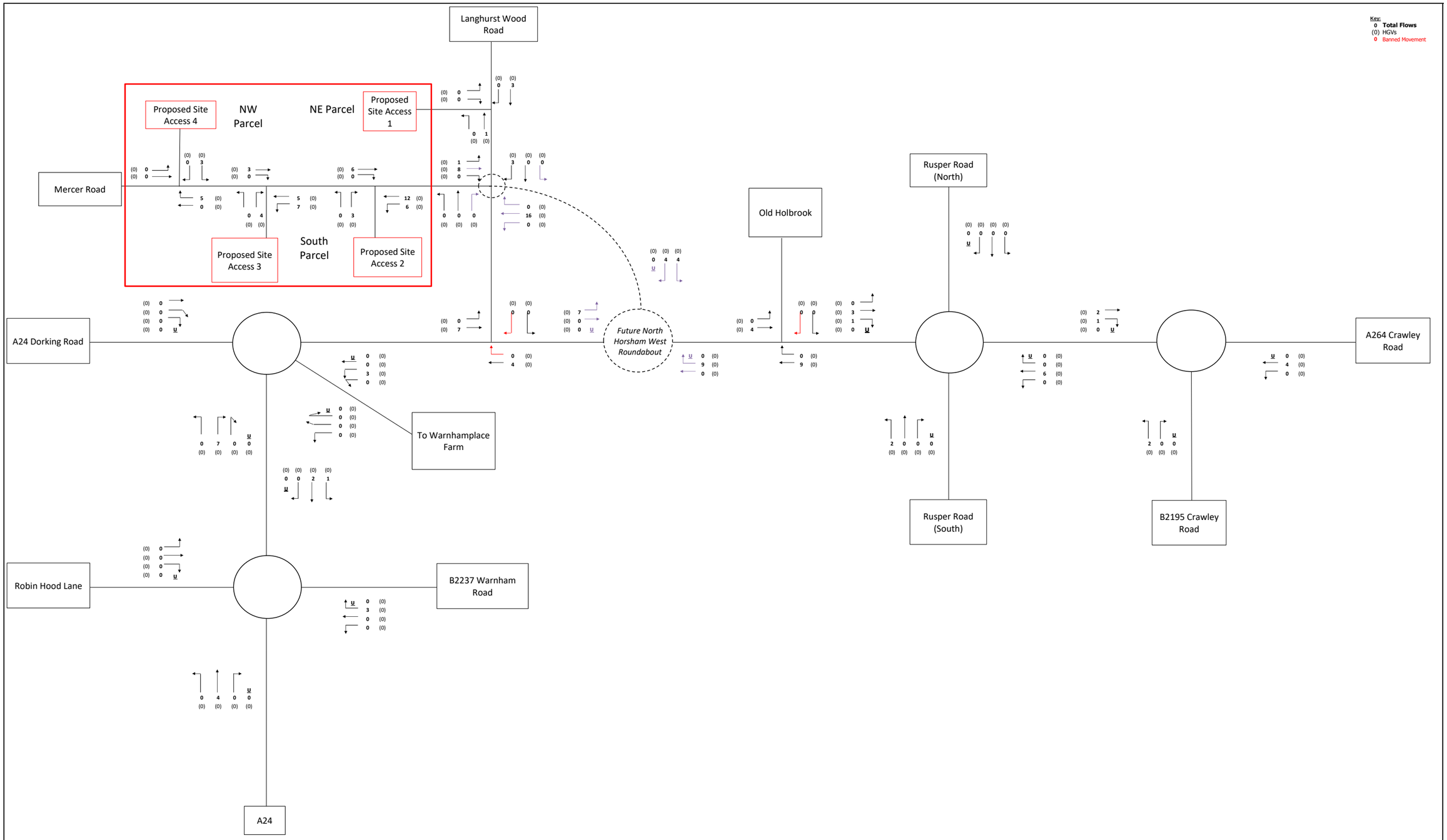
PM Peak 16:45 - 17:45	Proposed Houses with North Horsham Development Infrastructure



PROPOSED DEVELOPMENT: North Horsham, Langhurst Wood Road

AM Peak 07:45 - 08:45	**Proposed Flats with North Horsham Development Infrastructure**

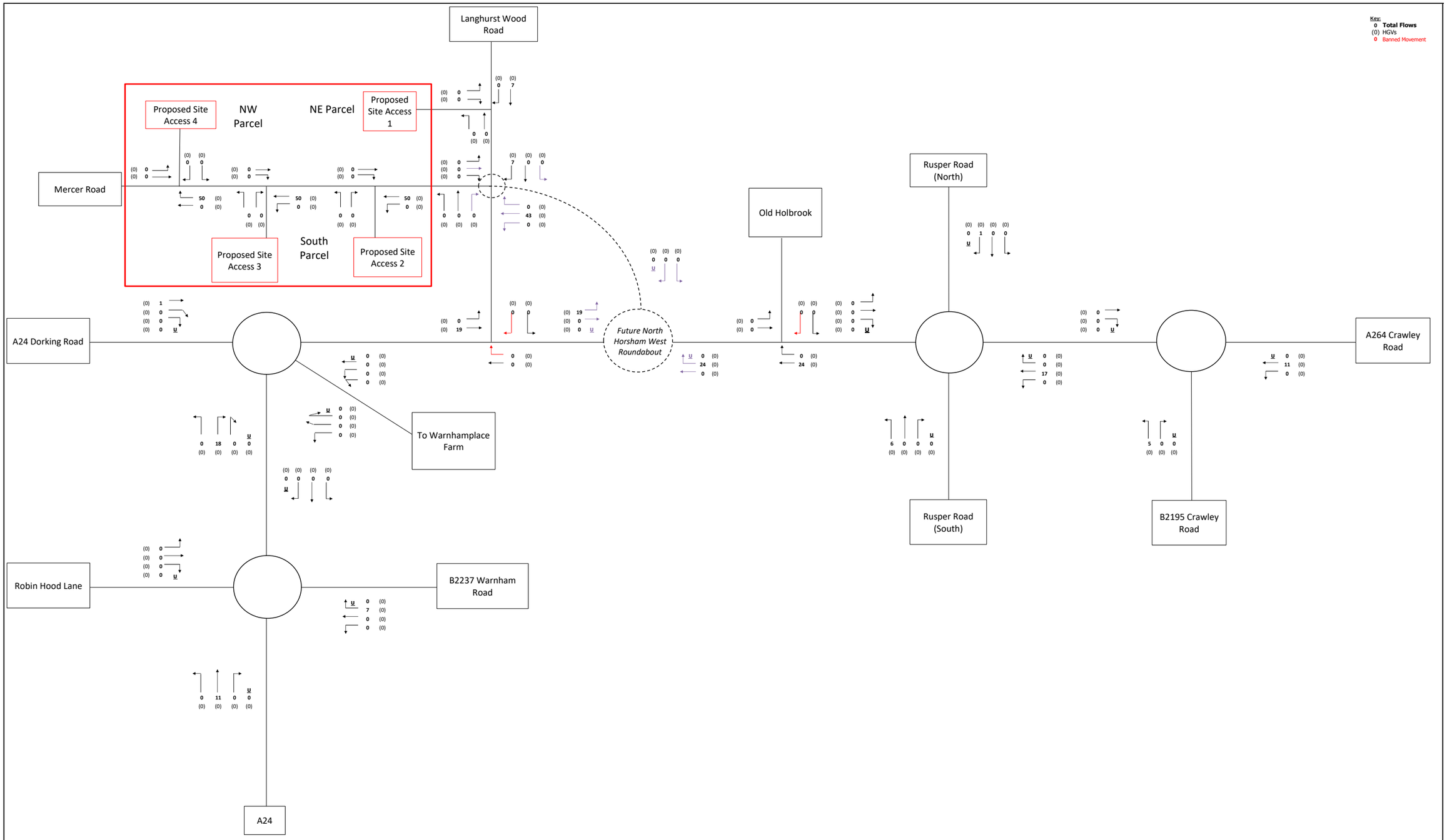
connect CONSULTANTS



PROPOSED DEVELOPMENT: North Horsham, Langhurst Wood Road

PM Peak 16:45 - 17:45	**Proposed Flats with North Horsham Development Infrastructure**

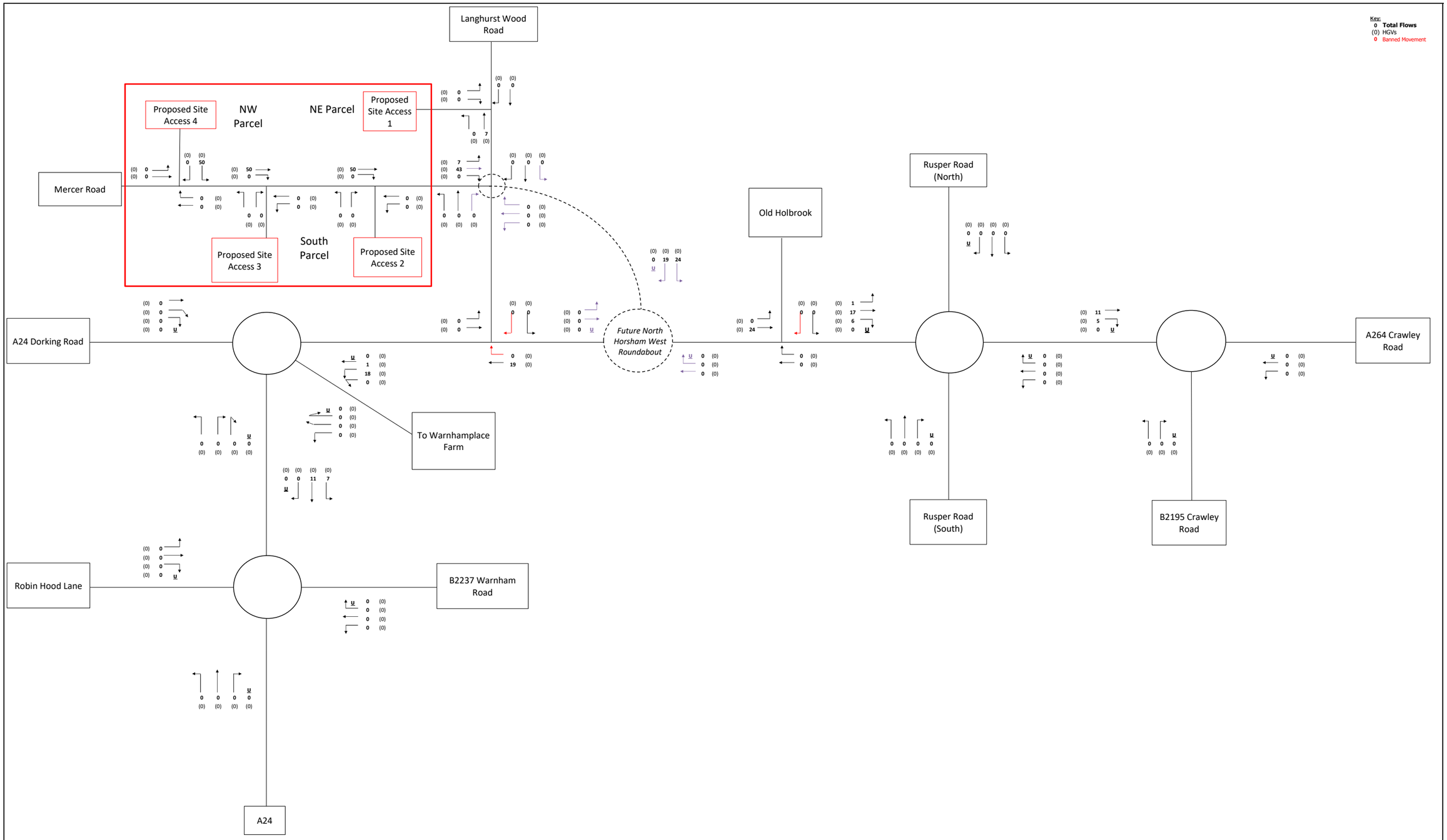
connect CONSULTANTS



PROPOSED DEVELOPMENT: North Horsham, Langhurst Wood Road

AM Peak 07:45 - 08:45	Proposed Warnham Station Car Park With North Horsham Development Infrastructure

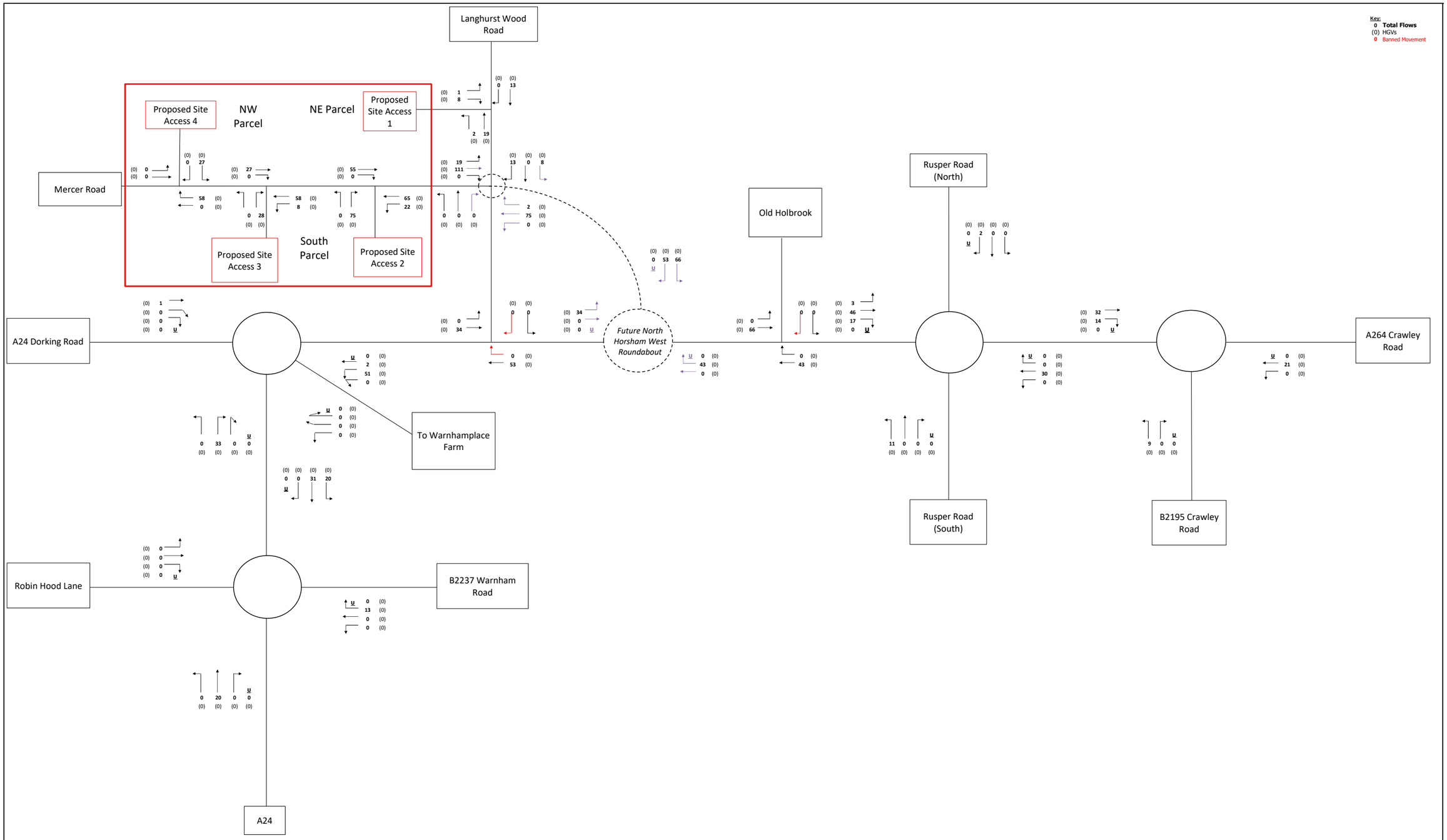
connect CONSULTANTS



PROPOSED DEVELOPMENT: North Horsham, Langhurst Wood Road

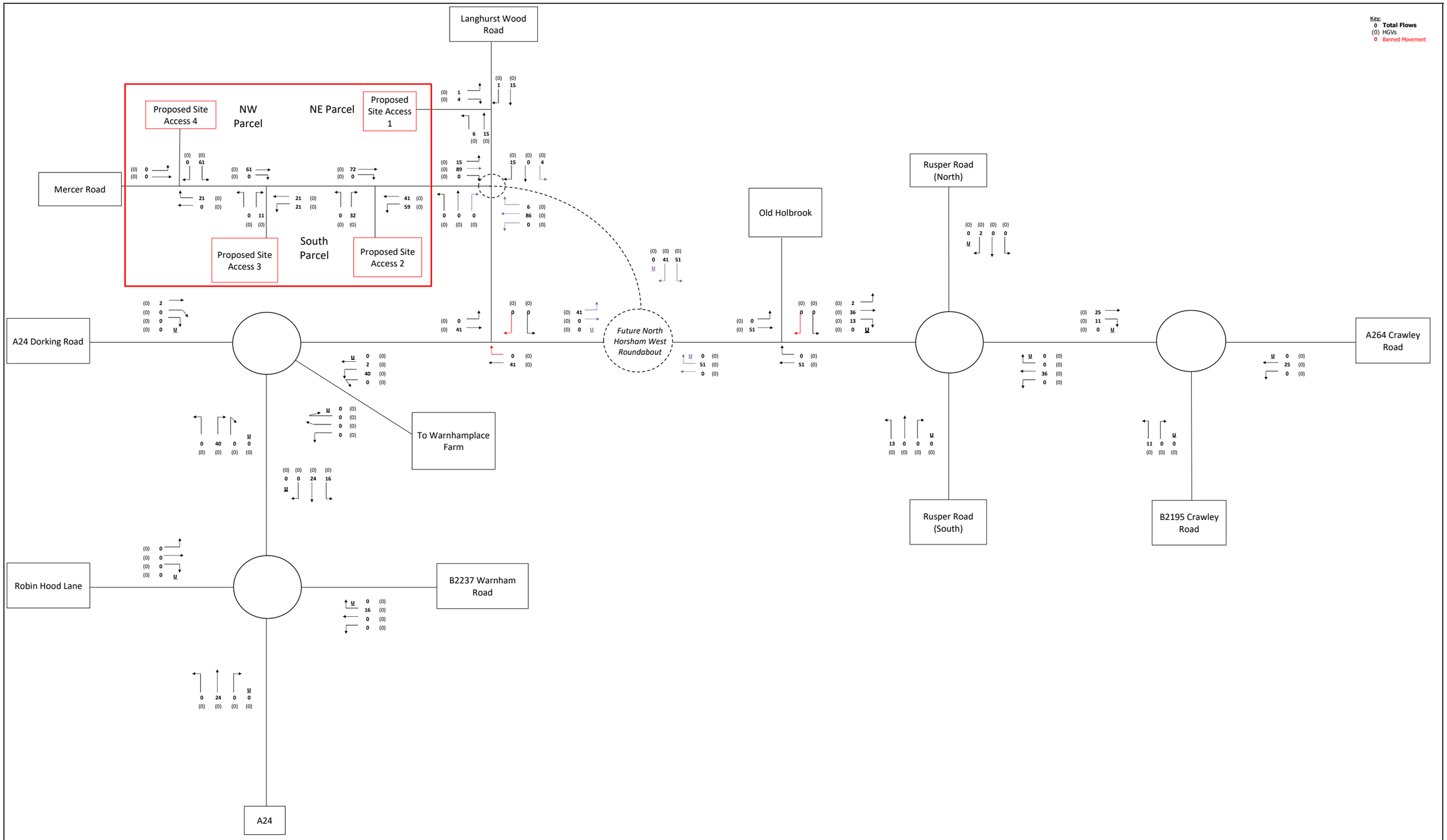
PM Peak 16:45 - 17:45	**Proposed Warnham Station Car Park With North Horsham Development Infrastructure**

connect CONSULTANTS



PROPOSED DEVELOPMENT: North Horsham, Langhurst Wood Road

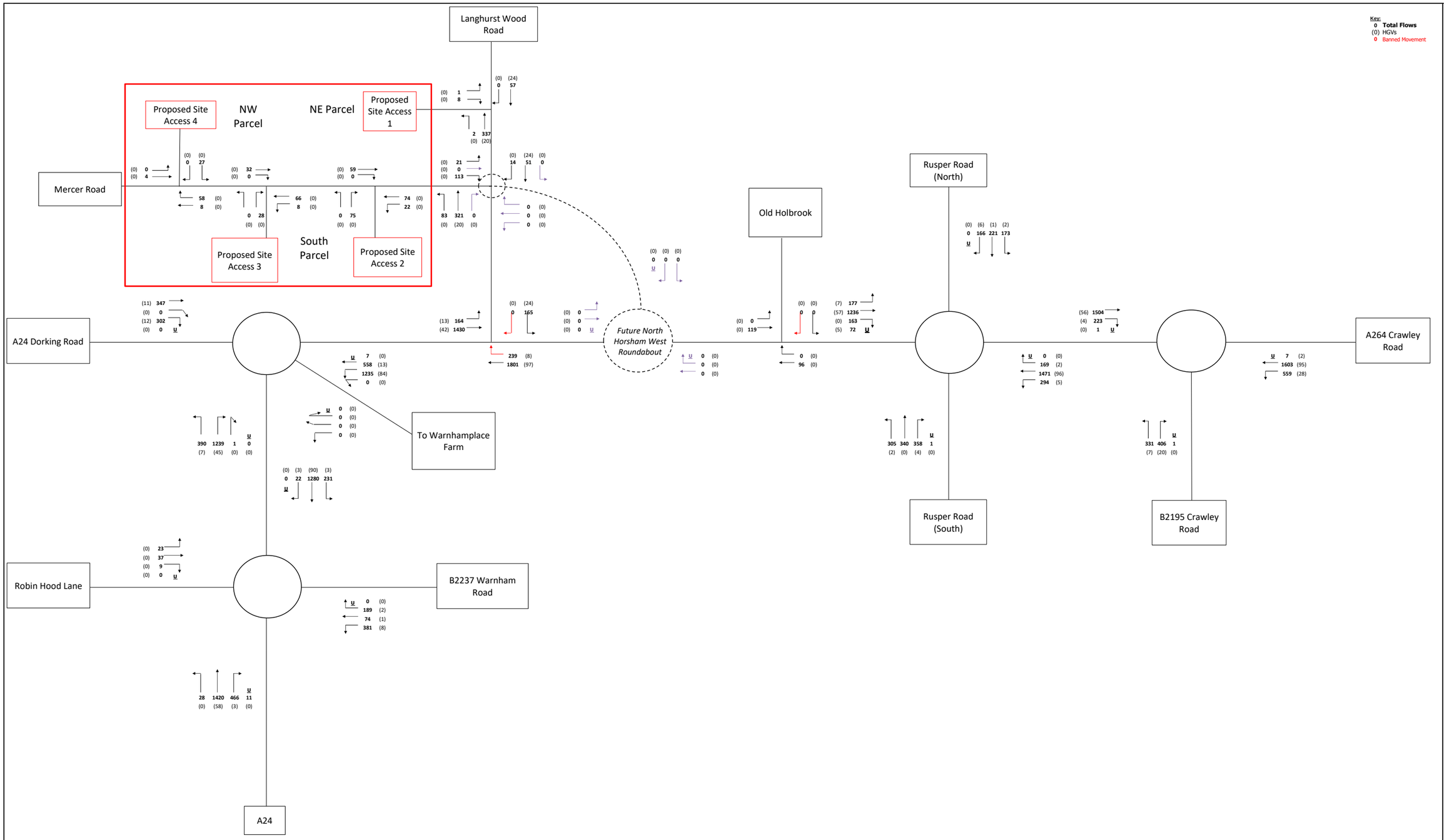
AM Peak 07:45 - 08:45	Total Proposed Development with North Horsham Development Infrastructure



PROPOSED DEVELOPMENT: North Horsham, Langhurst Wood Road

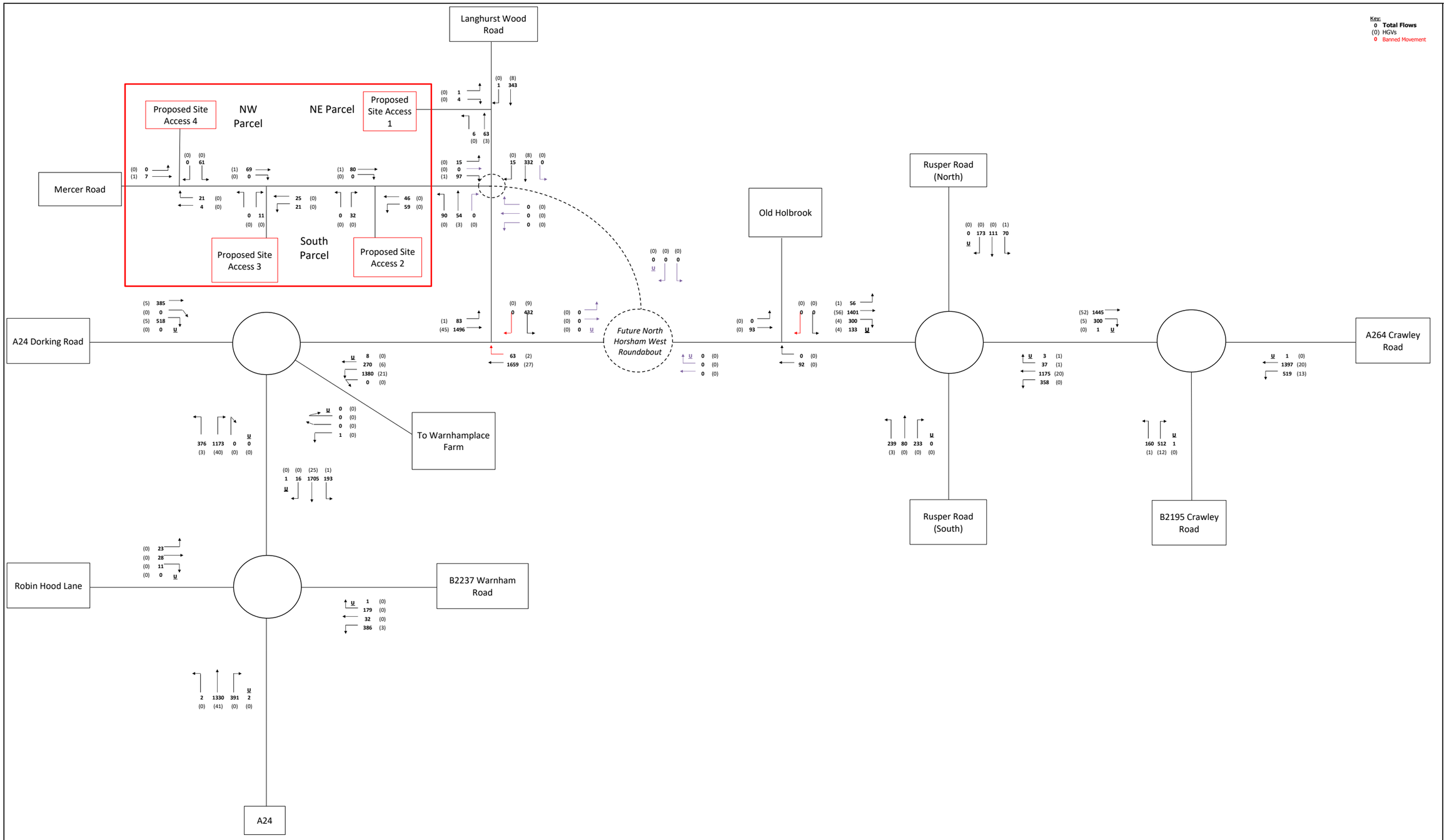
PM Peak 16:45 - 17:45	Total Proposed Development with North Horsham Development Infrastructure

APPENDIX 10 – 2029 BASE PLUS PROPOSED DEVELOPMENT; 2031 BASE WITH NORTH OF HORSHAM PLUS PROPOSED DEVELOPMENT



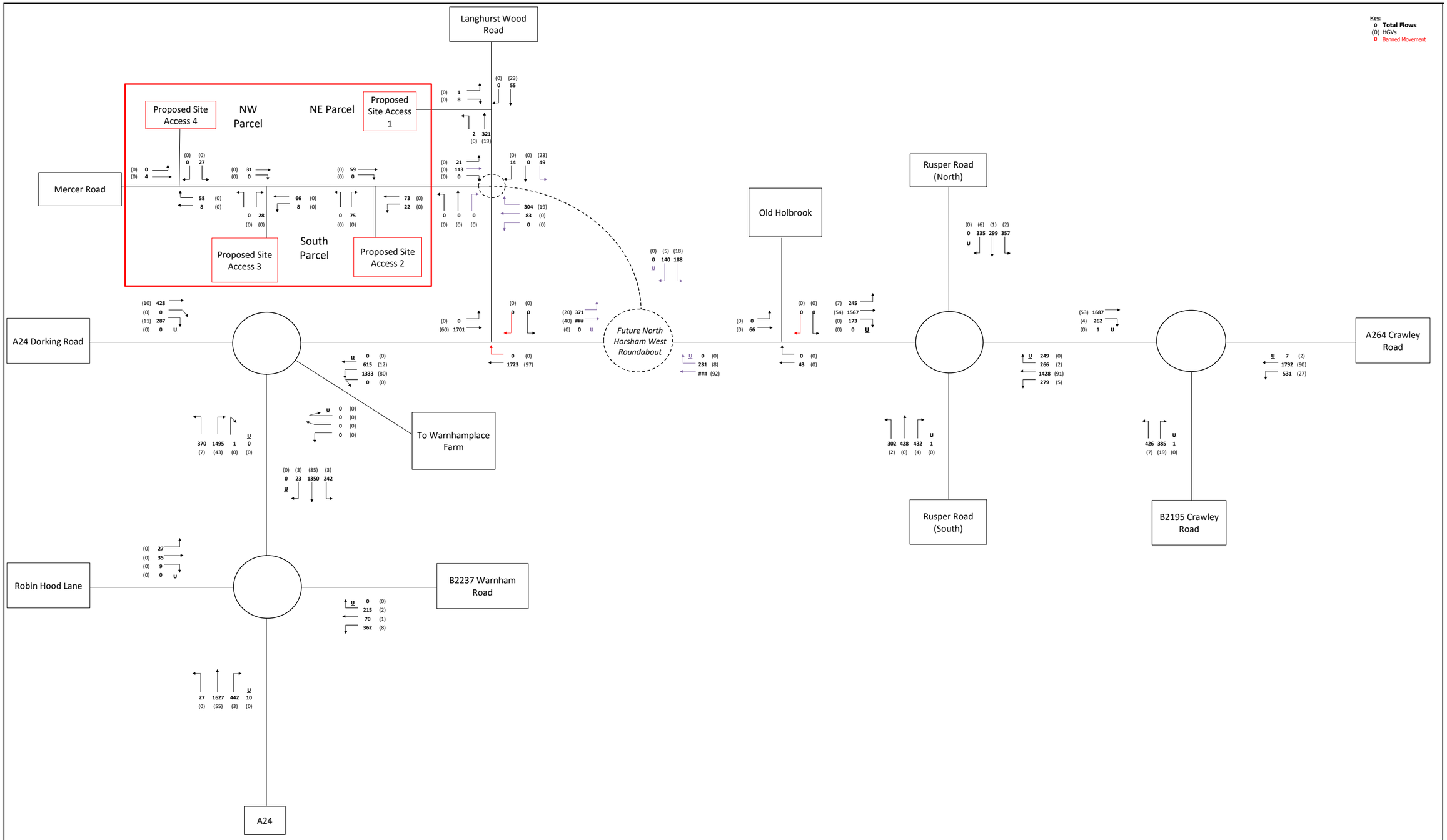
PROPOSED DEVELOPMENT: North Horsham, Langhurst Wood Road

AM Peak 07:45 - 08:45	2029 base plus Proposed Development (With Interim Signal Junction)



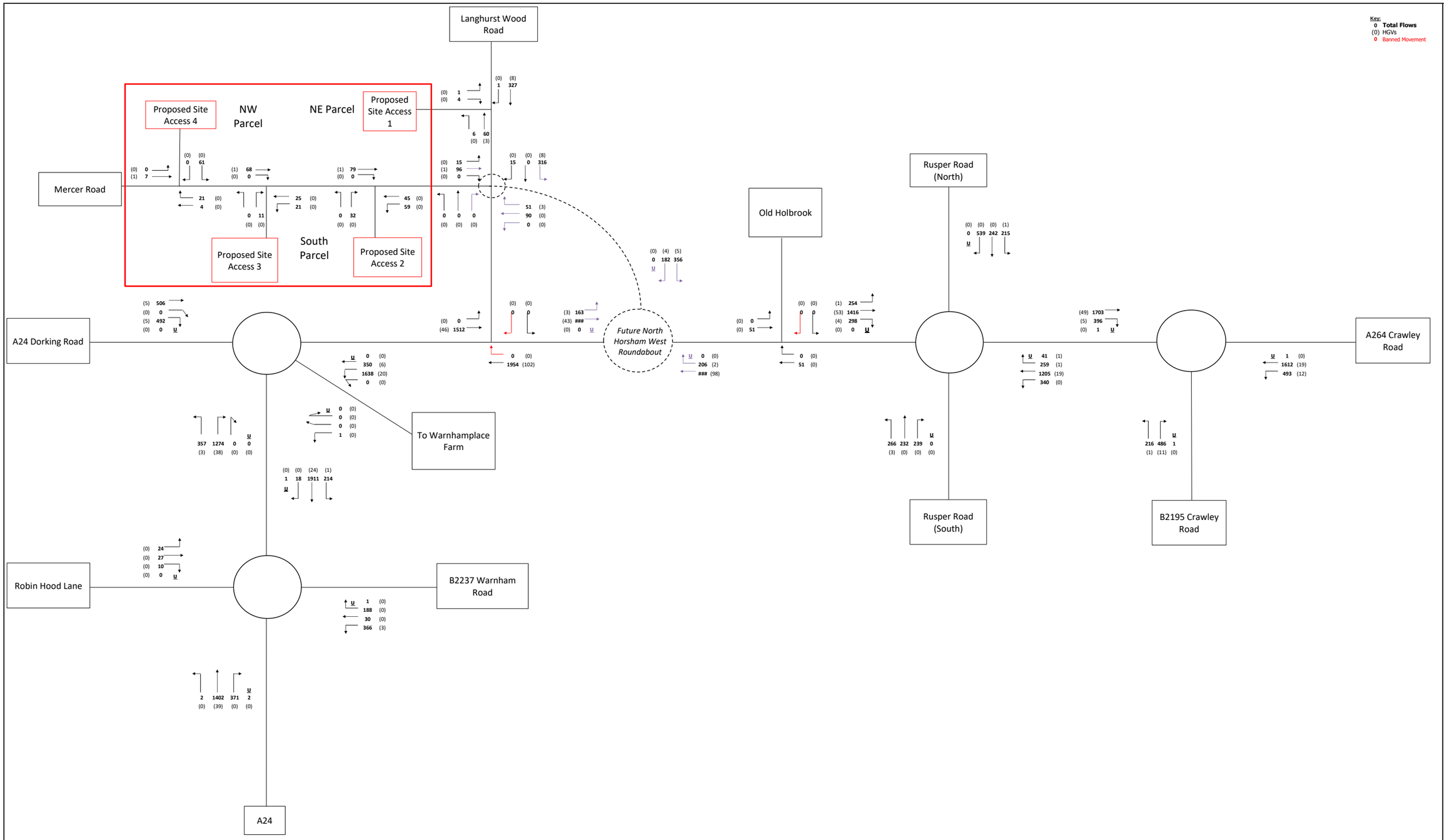
PROPOSED DEVELOPMENT: North Horsham, Langhurst Wood Road

PM Peak 16:45 - 17:45	2029 base plus Proposed Development (With Interim Signal Junction)



PROPOSED DEVELOPMENT: North Horsham, Langhurst Wood Road

AM Peak 07:45 - 08:45	2031 Base with North Horsham Development plus Proposed Development



PROPOSED DEVELOPMENT: North Horsham, Langhurst Wood Road

PM Peak 16:45 - 17:45	2031 Base with North Horsham Development plus Proposed Development