



Berkeley Strategic Land Ltd

Land North West of Southwater

Technical Note 2– Response to Active Travel England

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1. Introduction

WSP has been commissioned by Berkeley Strategic Land Ltd to provide transport planning support for a detailed planning application at the Land North-West of Southwater site (the 'Site'). This document is a Transport Technical Note 2 to the Transport Assessment (TA) submitted in support of planning application DC/26/0366.

Following submission of the Outline Planning Application dated February 2026, West Sussex County Council (WSCC), National Highways (NH) and Active Travel England (ATE) in their roles as local, strategic and active travel Highways Authority raised formal comments regarding the proposals for the site from a highways and transport perspective. The comments raised have been included within **Appendix A**.

A meeting between WSP, ATE and WSCC was undertaken on the 15th May to discuss the comments outlined within the ATE response to provide clarification and to agree some of the responses.

1.1 Report Structure

The layout of this Transport Technical Note 2 sets out the queries raised by ATE in bold italics and is followed by response by WSP. The response prepared to WSCC, Transport Technical Note 1 has been uploaded onto the planning portal to support the application. A number of comments cover similar themes and where appropriate, this note directs the reader to specific responses to WSCC as highway authority.

1.2 Summary

The information provided within this Transport Technical Note 2 continues to substantiate that all transport matters relating to the proposed development are addressed, therefore the residual cumulative impacts on the road network would not be severe. This is the key test of the National Planning Policy Framework as it relates to the assessment of transport matters. Consequently, there are no highways or transportation reasons why the planning application should not be approved.

2. Active Travel England

2.1 Trip Generation, Assignment & Mode Shares

The development is proposed in an evidently car reliant location, as demonstrated by 2011 Census Travel to Work data in TA Table 3 4, where walking and cycling together account for less than 6% of trips and car use represents almost 80%. Despite this, TA paragraph 3.6.3 suggests that “a significant proportion (of people) travel by alternative modes”. This assertion is not supported by the data presented and is more indicative of long travel distances to employment and a poor environment for walking and cycling.

ATE is disappointed that the TA and TP largely fail to respond to the scoping requirements set out in ATE’s pre application advice of 05 February 2026. The TA does not quantify daily trips by active modes nor assign them to the local network, while no TP targets are set against which a credible and successful multi-modal strategy can be developed and measured against. This approach is inconsistent with a vision led methodology and current policy (NPPF paras 109, 115 and 118).

More specifically:

a) Daily Multi-modal trip generation for each use has not been forecast. While the TA references a “Vision led Trip Generation”, it does not quantify walking or cycling movements, despite these amounting to thousands of daily trips. This request was clearly set out in ATE pre application response paragraph 2.1, bullet 5. The current forecasts are inherently peak hour and focussed only on vehicle movements, which overlooks that commuting accounts for fewer than 15% of all journeys (National Travel Survey, DfT).

b) Distribution and assignment for all modes is absent. Only vehicular trips are distributed and assigned, contrary to ATE pre application response paragraph 2.1, bullet 8. This effectively de-prioritises the need to quantify and agree the correct specification of active travel provision.

c) Absence of Mode Share Targets: The TP contains no mode share targets. While TP 1.2.4 refers to the need for SMART objectives, no targets are identified, even indicatively. Instead, baseline surveys and target setting are deferred until occupation of the 500th dwelling (TP Table 9.1), at which time travel behaviours and car reliance are already well established and incredibly hard to reverse. This is the opposite of a vision-led approach.

d) TP remedial actions are not defined should targets not be met. The TP postpones deciding what actions might be taken until a later date, without specifying what these measures could be, or allocating funding beyond TP administrative and management costs (TP 5.4.3). The option to “revise targets accordingly” could potentially allow for less ambitious outcomes, reinforcing ATE’s concern that this ‘wait and see’ approach to travel planning is a purely retrospective and most likely ineffectual approach.

Taken individually and cumulatively, the TA does not provide an effective basis for delivering a healthy, sustainable community. It remains focused on prioritising the assessment of peak hour

highway capacity, while failing to quantify active travel demand. Similarly, the TP relies on retrospective intervention, an approach widely associated with the failure of residential travel plans.

It should be noted that ATE's pre-application response was submitted to WSP on the 5th February, three weeks before the planning application was submitted. This limited the time available to address all comments and, importantly, to discuss with ATE how it expected those comments to be responded to.

The level of assessment in regard to multi model was discussed at the post submission meeting with ATE to confirm the level of input expected. As such, a multi-modal trip generation has been produced, the results of which has been utilised to provide baseline Travel Plan mode share targets alongside a vision mode share trip generation on completion of the Proposed Development. The approach for the multi-modal trip generation follows the same methodology as that presented in Transport Scoping Note (August 2025) and the Transport Assessment (February 2026) with the assessment being split by land use.

The Framework Travel Plan has been updated to take onboard the comments from WSCC and ATE this included within **Appendix J of Transport Technical Note 1**. The Framework Travel Plan presents mode share targets for the residential and commercial elements of the development, these are utilised in the response within this section. The following paragraphs set out the resultant multi-model assessment.

Residential

The trips generated by the residential element of the proposals have been broken down by journey purpose in order to project the likely distribution of these trips more accurately. To this end, the National Trip End Model (NTEM) has been reviewed by way of the TEMPro database 8.2 in terms of journey purposes by mode amongst existing residents in the Horsham 009 Middle Super Output Area (MSOA), as projected in the future assessment year of 2036. In the Transport Assessment the trips were split in the AM and PM peak periods. However, to support the calculation of the multi-modal trip generation for the full 0700-1900 period, the Inter-peak period split has also been collected. Table 1 presents the journey purpose split for all vehicle modes. While **Table 2** below presents the person trip generation for each of the journey purposes between 0700-1900.

Table 1 – Journey Purpose (All Modes) – Home Base Trips in Horsham 009 Middle Super Output Area (MSOA)

Journey Purpose (All Modes)	AM Peak Period (0700-1000)	Inter-Peak Period (1000-1600)	PM Peak Period (1600-1900)
Work	43.6%	12.1%	34.6%
Education	26.4%	9.1%	6.8%
Shopping	16.4%	30.6%	24.5%
Leisure/ Other	13.5%	48.2%	34.1%
Total	100%	100%	100%

Residential person trip rates were derived from an interrogation of the TRICS Database (Version 8.25.6). The 'Houses, Privately Owned' category was reviewed, and sites with characteristics similar to the Proposed Development were selected. The resulting rates are set out in the following table, together with the trip volumes generated by 1,000 dwellings. Table 2 presents the resulting AM and PM peak-hour trip rates and trip generation. The TRICS outputs are included in **Appendix B**.

Table 2 – Residential Person Trip Rate and Generation – 1,000 Dwelling (0700-1900)

Journey Purpose (All Modes)	Arrivals	Departures	Two-way
Trip Rate	3.485	3.512	6.997
Trip Generation	3485	3512	6997

Taking account of the person trip generation presented in **Table 2** and the split presented in **Table 1**, **Table 3** presents the journey purpose of the residential trips between 0700-1900.

Table 3 – Journey Purpose of Residential All Person Trips – 1,000 Dwelling (0700-1900) (

Journey Purpose (All Modes)	Arrivals	Departures	Two-way
Work	918	1,055	1,974
Education	370	556	926
Shopping	903	821	1,724
Leisure/ Other	1,293	1,079	2,371
Total	3,484*	3,511*	6,995*

*Difference from Table 2 due to rounding

Table 3 shows that between 0700-1900 there is forecast to be approximately 7,000 two-way trips for the combined journey purposes. It should be noted that this may be a slight over estimation of movements as the level of land uses on site and within proximity to the site (including schools) will mean that some movements will be linked trips.

The following section breaks down the residential multi-modal trip generation for each of the journey purposes, this is the same approach undertaken in the transport assessment for vehicles.

The following section breaks down each of the trip purposes by individual mode share to create a residential multi-modal trip generation across the day. The combined residential vision mode share is presented in **Table 5-1** of the Framework Travel Plan (**Appendix J of Transport Technical Note 1**), however this also only takes account of off-site trips. The mode shares shown below are broken down by trip purpose and will therefore not match the combined version within the Travel Plan.

Journey to Work

Table 4 presents the multi-modal trip generation for the residential journey to work trip purpose between 0700-1900. As noted above, the mode shares below are based upon the vision led mode share presented in the Travel Plan to account for the higher proportion of active travel movements anticipated from the site.

Table 4 – Residential (Journey to Work) Vision Led Multi-modal Trip Generation 0700-1900

Mode of Transport	Mode Share	Arrivals	Departures	Two-way
Rail	8.1%	73	87	160
Bus	16.2%	146	173	319
Driving Car/ Van/ Motorcycle	45.1%	407	482	889
Passenger in a Car or Van	8.1%	73	87	160
Bicycle	4.1%	37	43	80
On Foot	8.1%	73	87	160
Other	0.4%	3	4	7
Internal	10.0%	106	92	198
Total	100%	918	1,055	1,973

Education

As the site will be providing a primary and secondary school it has been assumed for the basis of this assessment that all residential education trips will remain internal to the development. As such has been calculated that all trips will be undertaken by active travel modes as the schools will be no further than a 20-minute walk from any of the residential units. For simplicity, the split between walking and cycling has been assumed to 90:10 respectively, with these trips being internal. **Table 5** presents the Residential (Education) Multi-modal Trip Generation.

Any linked trips (parents dropping children on route to work / leisure by car) will be covered by their respective journey purpose.

Table 5 – Residential (Education) Multi-modal Trip Generation 0700-1900

Mode of Transport	Mode Share	Arrivals	Departures	Two-way
Bicycle	10%	37	56	93
On Foot	90%	333	500	833
Total	100%	370	556	926

Shopping

As outlined in the Transport Assessment leisure trips have been split between three different destinations this includes Horsham Town Centre, Broadbridge Health, Lintot Square and remaining internal using the Local Centre. The mode shares for the shopping has been based on upon experience and likely preferred mode of travel, it has been assumed that the likely method of travel to Broadbridge would be by car given the journey length and location, whilst there are various active mode, public transport options to the other destinations. **Table 5** presents the vision led Residential (Shopping) Multi-modal Trip Generation which takes into account destinations.

Table 6 - Residential (Shopping) Vision Led Multi-modal Trip Generation 0700-1900

Mode of Transport	Mode Share	Arrivals	Departures	Two-way
Rail	0.0%	0	0	0
Bus	12.4%	112	102	214
Driving Car/ Van/ Motorcycle	37.5%	339	308	647
Bicycle	4.5%	41	37	78
On Foot	20.6%	186	169	355
Internal	25.0%	226	205	431
Total	100%	903	821	1,724

Leisure

As outlined in the Transport Assessment leisure trips have been split between three different destinations this includes Horsham Town Centre, Broadbridge Health, the Golf Course/ Christ Hospital leisure centre and remaining internal. Leisure trips are generally undertaken by either car for those

destinations further afield, whilst for those destinations closer to the site there will be greater mode share of walking and cycling trips **Table 7** presents the Residential (Leisure) Multi-modal Trip Generation.

Table 7 – Residential (Leisure) Vision Led Multi-modal Trip Generation 0700-1900

Mode of Transport	Mode Share	Arrivals	Departures	Two-way
Driving Car/ Van/ Motorcycle	83%	1,069	891	1,960
Bicycle	5%	61	51	113
On Foot	8%	98	82	180
Internal	5%	65	54	119
Total	100%	1,293	1,078	2,372

Overall

Taking account of the tables above for each of the trip purpose the overall Residential multi-modal trip generation is presented in **Table 8**. It will be noted that there are differences between the Framework Travel Plan vision mode share and that presented below as **Table 8** presents the internal and external trips whilst the Travel Plan only focuses on offsite trips.

Table 8 – Residential Vision Led Multi-modal Trip Generation 0700-1900 (Internal and External Trips)

Mode of Transport	Mode Share	Arrivals	Departures	Two-way
Rail	2.3%	73	87	160
Bus	7.6%	258	275	533
Driving Car/ Van/ Motorcycle	50.0%	1,815	1,681	3,496
Passenger in a Car or Van	2.3%	73	87	160
Bicycle	3.9%	139	131	271
On Foot	9.9%	357	338	695
Other	0.1%	3	4	7

Mode of Transport	Mode Share	Arrivals	Departures	Two-way
Internal	23.9%	753	921	1,674
Total	100.0%	3,471	3,524	6,996

Commercial

To inform the potential level of walking and cycling movements associated with the commercial element of the Proposed Development, it is assumed that the trip generation would be in line with the mode share targets set out within the Framework Travel Plan as shown in **Table 5-2 (Appendix J of Transport Technical Note 1)**. **Table 9** presents the Commercial multi-trip generation between 0700-1900. Whilst not impacting off site movements, **Table 9** also presents the level of walking / cycling movements expected via internal movements.

Table 9 – Commercial Travel Plan Targets – Multi-Trip generation 0700-1900

Mode of Transport	Mode Share	Arrivals	Departures	Two-way
Rail	3.0%	28	31	59
Bus	10.0%	92	105	197
Driving Car/ Van/ Motorcycle	66.8%	615	700	1,315
Passenger in a Car or Van	5.0%	46	52	98
Bicycle	3.0%	28	31	59
On Foot	12.0%	110	126	236
Other	0.2%	2	2	4
Internal	10.0%	92	106	197
Total	100%	920	1,048	1,968

Education

The development will provide a new primary and secondary schools on-site to accommodate the demand from the development as well as existing demand within Southwater for the Secondary School education.

Primary Education

As Southwater already has two primary schools, the primary school provided as part of the development will mostly accommodate children associated with the development once the development has been fully built out. The trips will just be internal as will not be presented in the multi-modal trip generation as it has been accounted for within the residential education trips.

Secondary Education

The Secondary School proposed as part of the development will provide a local Secondary School to those living in Southwater as well as the proposed development and other planned developments in the local area. Currently those living in Southwater must travel to Horsham or Billingshurst for Secondary School Education.

The multi-modal trip generation for the Secondary School has been based on a TRICs assessment which is the industry standard approach. The schools selected are those which have similar characteristics to the proposed secondary school in terms of location and the number of pupils.

Table 10 below presents the secondary school forecast person trip generation by mode across the day. The number of internal trips is based on the trip rate per house for secondary school pupils in West Sussex which is 13 pupils per 100 dwellings based on guidance from Department for Education. The internal percentage presented in the table below, is based on 1000 dwelling providing 130 pupils to the secondary school. These trips have been removed from the Walking and Cycling trips at a split of 90:10 to match the assumption from the education mode share presented in **Table 5**.

Table 10 - Secondary School forecast Person Trip Generation by mode 0700-1900 for 900 pupils

Mode of Transport	TRICs Mode Shares	Arrivals	Departures	Two-way
Car	33.0%	423	415	838
Cycle	4.8%	63	60	123
Walk	35.7%	442	464	906
Public Transport	16.3%	203	211	414
Internal	10.2%	130	130	260
Total	100%	1,261	1,280	2,541

Based on the likely routes of pupils to and from the secondary school it has been assumed that Public Transport trips will most likely be associated with bus services instead of train station at Christ Hospital. The car trips are based upon the assumption that residents within Southwater may drop off their kids by car in a similar way to they currently drive kids to schools outside of the village. As such, these are not new movements on the highway network. This is also considered to be worst case and as part of any school Travel Plan, it is expected that this is reduced.

Local Centre

The Local Centre provided on-site is focused on those living at the development and as such has not been included within the multi-modal trip generation as this focused on offsite trips.

Overall

Table 11 below presents the overall multi-modal trip generation for the land North West of Southwater development. The internal trips associated with the Commercial and Secondary School have been removed from the calculation to remove the element of double counting. The trip generation presented is based upon the Vision Travel Plan mode shares for commercial trips, whilst the Secondary School trip generation is based on the TRICs outputs. As outlined above for the residential trips are based on the total trips (including internal).

Table 11 shows that over a third of the trips associated by the development will be undertaken by active travel modes and approximately 50% of all the trips will be undertaken by sustainable methods.

Table 11 – Land North West of Southwater Vision Led Multi-Modal Trip Generation

	Residential Work			Residential Education			Residential Shopping			Residential Leisure			Commercial			Secondary School			Total		
	Arr	Dep	Two-way	Arr	Dep	Two-way	Arr	Dep	Two-way	Arr	Dep	Two-way	Arr	Dep	Two-way	Arr	Dep	Two-way	Arr	Dep	Two-way
Car Passenger	73	87	160	0	0	0	0	0	0	0	0	0	46	52	98	0	0	0	119	139	258
Car	407	482	889	0	0	0	339	308	647	1,069	891	1,960	615	700	1,315	423	415	838	2853	2796	5649
Bicycle	37	43	80	0	0	0	41	37	78	61	51	113	6	13	19	58	55	131	203	199	421
On foot	73	87	160	0	0	0	186	169	355	98	82	180	26	52	78	397	419	978	780	809	1751
Other	3	4	7	0	0	0	0	0	0	0	0	0	2	2	4	0	0	0	5	6	11
Rail	73	87	160	0	0	0	0	0	0	0	0	0	28	31	59	0	0	0	101	118	219
Bus	146	173	319	0	0	0	112	102	214	0	0	0	92	105	197	203	211	414	553	591	1144
Internal*	106	92	198	370	556	926	226	205	431	65	54	119	0	0	0	0	0	0	767	907	1674
Total	904	1069	1973	370	556	926	903	821	1,724	1,293	1,078	2,372	814	956	1770	1081	1100	2361	5381	5565	11,126

*T Assumed to be undertaken by active travel modes.

Notes:

The internal trips associated with the Commercial and Secondary School have been removed from the calculation as these are covered under the residential trip generation.

The Secondary School vehicle trips are parents from Southwater which would likely be linked trips to other trip purposes, and these trips are already on the network travelling to a different Secondary School.

2.2 Off Site Infrastructure

This section focuses on the delivery of active travel improvements in the vicinity of the development. The off-site infrastructure for the site has been developed with West Sussex County Council over a period of time from the first pre-application associated with the withdrawn planning application in 2022. As such, the offsite movement strategy has undergone a number of iterations in terms of the scale and range of facilities to be provided.

In September 2025, WSP, WSCC and Berkeley undertook a combined site visit to discuss the opportunities associated with the walking and cycling strategy. This site visit allowed WSP and WSCC to broadly agree an approach to offsite walking and cycling improvements which was presented within the Transport Assessment.

Further improvements have been undertaken on the designs taking onboard the comments from WSCC and ATE where appropriate, to provide a series of overall schemes that enhance the existing environment where possible which in locations are limited due to existing land constraints. Overall, the focus of the site is to provide high-quality walking and cycling facilities within the development to enable on site connectivity, and where appropriate additional walk and cycle connections into the existing Southwater Village.

It is important to note that, as this is an outline planning application, the majority of the off-site active travel strategy is based on OS mapping, which is appropriate at this stage. As the development progresses through detailed design, there may be opportunities to refine and improve the proposed active travel schemes as more detailed information becomes available, including topographical data. The applicant suggests that any condition or S106 wording should make clear that such improvements are to be agreed with WSCC at the detailed design stage, with input from ATE, to ensure the most appropriate facilities are provided.

TA Annex G illustrates the applicant's transport strategy and identifies several interventions. However, this would be far more meaningful if supported by quantified daily pedestrian and cycle movements in addition to peak hour flows to allow route prioritisation and appropriate specification as requested earlier.

The multi-modal trip generation assessment set out in Section 2.1 provides a basis for WSP to provide ATE with the additional information to support the interventions set out within the Transport Assessment and both Technical Note 1 and this Technical Note 2 response.

Two illustrative plans have been produced utilising the above information to present full day pedestrian and cycle movements (0700-1900) alongside the AM Peak (0800-0900) along eight key routes from the development to key facilities. The daily pedestrian and cycle movements outlined in Table 11 in **Section 2.1**.

To form the trip assignment for the eight routes, a localised trip distribution has been undertaken for the active travel and public transport trips generated across the day (0700-1900). The localised trip distribution is based on the access points to the development and the key trip attractors / origins.

The following will section will provide details on how the trip distribution for different trip purposes has been calculated.

Trip Distribution – Public Transport

It is anticipated that the majority of Public Transport trips will be via the bus stops on Worthing Road providing access into Horsham to the north or Crawley to the South.

The existing bus stops are located to the north of the Northern Worthing Road access and north of the Chessall Avenue access. The development is also proposing to provide new stops in proximity to the PROW north of the Worthing Road access.

It should be noted that there is an opportunity for the rerouting of the existing public transport services through the northern section of the development providing access to the employment site, secondary school and local shop, although the final routing will be subject to ongoing use and final masterplan layout. Therefore, for robustness it has been assumed these stops do not come forward and residents have to access the existing bus stops on Worthing Road, which has been split 50:50 for the residential trips. For the Commercial element it has been assumed that the stops north of Worthing Road would be utilised.

For the purposes of assessment, it has been assumed that metrobus services during school arrival and departure periods will pass through the development and utilise the stops outside of the Secondary School. As such, the walking and cycling element of bus movements for school trips originating outside of the Proposed Development are not included within the distribution.

Trip Distribution – Residential Shopping and Leisure Trips

The Trip Distribution for residential shopping and leisure trips is presented Chapter 8 of the Transport Assessment submitted February 2026. There has been a minor change in the leisure trip distribution to take account of the leisure facilities provided as part of the Horsham Golf Course application. The trip distribution is presented in Table 12 below.

Table 12 – Trip Distribution for the Residential Shopping and Leisure trips

Destination	Shopping	Leisure
Horsham	25%	35%
Broadbridge Heath	25%	35%
Internal/ Lintot Square	50%	0%
Internal/ Christ Hospital/ Horsham Golf Course	0%	30%
Total	100%	100%

The active routes to the local destinations outlined in the table above:

- Lintot Square - travel via Chessall Avenue and then through the Broadacres development to reach the Downs Link before continuing onto Lintot Square.

- Horsham Golf Course – travel via the internal primary road up to the northern access roundabout to then continue on the new shared use path over to Hop Oast Roundabout
- Christ Hospital – travel via the internal roads across to Two Mile Ash Road and then continue onto Christ Hospital Road.

Trip Distribution – Secondary School Trips

The active modal trip distribution for secondary school trips has been split across Southwater, the Horsham Golf Course development and the Proposed Development. The approximate number of houses in Southwater of 4,000 has been taken from 2021 census data. WSP have created zones within Southwater to distribute movements based upon assumptions on the number of houses in different areas, these results are presented in **Table 13**. As outlined above, the ratio of 13 secondary school children per 1,000 dwellings has been used to forecast the number of pupils travelling from each location to the Secondary School. The table also presents the likely route for the pupils to access the school their home location.

As this assessment is based around the development vision in regard to the number of active travel moments, it has been assumed that the total number of walking and cycling movements presented in **Table 11** will be undertaken by those living in the locations below.

Table 13 – Breakdown of the Location of pupils for the Secondary School

Location	Route	Approx Number of Houses	Forecast Pupil Number
Blakes Farm/ Southwater Street	Utilise the proposed puffin crossing on Worthing Road	500	65
Cedar Drive	Utilise the proposed parallel crossing on Worthing Road (north of Cedar Drive)	1,500	195
Southern Southwater	Internal primary route to Chessall Avenue and then connect into the Downs Link before heading south from Lintot Square	1,000	130
West Southwater (Broadacres)	Internal primary roads to Chessall Avenue and then connect into Broadacres	1,000	130
Horsham Golf Course	Internal primary roads to northern access roundabout and then across A24 into the site	800	104

Location	Route	Approx Number of Houses	Forecast Pupil Number
Development	Internal Roads	1,000	130
Total		5,800	754

Note: Based on WSP assumption/ calculations for the number houses per location

Number of pupils is based on the 13 pupils per 100 dwellings ratio based on DfE guidance.

Combined Route Assignment

The combined pedestrian / cycle route assignments are presented in **Appendix C** which forecast active travel movements in the AM peak and across the whole day 0700-1900.

While the TA references ATE's Planning Assessment Toolkit (TA 4.4), it is notable that only the Walking Route Audit Tool (WRAT) has been applied. No Cycling Level of Service (CLOs) assessments have been undertaken, despite being recommended within the same toolkit. As a result, cyclist needs are insufficiently considered.

As requested in the ATE response, a cycling level of service (CLOs) has been undertaken and this is included within **Appendix D**. The two routes assessed are the route from the site to Christ Hospital train station and along Worthing Road.

The Worthing Road route assessed covers Lintot Square to the Hop Oast roundabout with the existing route via Worthing Road and the proposed route utilising Broadacres and the infrastructure associated with the Proposed Development to connect with Hop Oast Roundabout. Based on the outputs the existing layout of Worthing Road has a Level of Service score of 33%, this is compared to 72% for the new route opportunity through the Proposed Development. This is a significant betterment across the six categories which includes an improvement associated with the attractiveness of the route. This is as expected given the introduction of a new dedicated cycle facility throughout the Proposed Development.

The Christ Hospital route considers Two Mile Ash Road (Access) up to Christ Hospital Station. The assessment of the existing layout obtains a Level of Service score of 42%, this is compared to 49% with the introduction of the improvements along the route. The increase is due to improved safety and the attractiveness of the proposed improvements including a reduction in vehicle speeds.

Given the location of Southwater and its limited connections to other towns, it is likely that the majority of cycling will be undertaken within the Village of Southwater, to the Horsham Golf Course development and across to Christ Hospital. It is appreciated that those who are confident may cycle into Horsham, however this route is constrained although improvements over Hop Oast are provided by the scheme which will provide an overall benefit.

2.2.1 Christs Hospital Road (CHR) & Two Mile Ash Road (TMAR)

These routes connect the site to the nearby school and railway station and are therefore strategically important. CHR is described as “low speed” (TA 4.4.12), although supporting speed data to verify this could not be located.

The need for interventions along CHR and TMAR is supported in principle, but the proposals (WSP dwgs 0106-01 P01 and 0105-01 P02) are insufficient in extent and ambition and fail to consider the entirety of the route. ATE is happy to suggest additional features that could better prioritise pedestrians and cyclists.

Lighting to this route is essential given the need for year-round use, especially with regard to personal safety and the security of women and girls. This is an area of work where the transport consultancy appointed by the applicant has recently made significant and valuable contributions: <https://www.wsp.com/en-gb/insights/advancing-safe-community-spaces-for-all>

The absence of a direct pedestrian and cycle connection from the site’s north west corner to CHR is particularly concerning, given this area is described as the Northern Gateway in the Design and Access Statement (DAS). A direct link opposite the CHR/TMAR junction would be significantly more direct, attractive and well used. This is considered further below in paragraph 4.4.

WSP understand ATE’s view on the proposed improvements to Christ Hospital Station, however this route needs to be considered within its context as a trip attractor, land availability and its rural characteristics.

As noted earlier in this response, WSP and WSCC visit this part of the site to discuss the opportunities (and constraints) to develop a suitable improvement strategy that supported increased use whilst considering the constraints identified.

WSP have prepared a response to comments raised by WSCC on this route corridor which is set out in **Section 2.4.3** in Transport Technical Note 1 and should be read in conjunction with the response below.

ATE have clearly requested additional measures along this route which was discussed at the meeting. Whilst WSP understand this position, the site visits clearly noted the limitations in delivering further improvements over that shown within the submitted drawings.

It is accepted that both Christ Hospital Station and School are trip attractors, however the TA demonstrated that it is approximately a 20 minute and 30-minute walk to Christ Hospital School and Station respectively. The rail station has limited services (2 trains per hour) into London via Gatwick Airport, whilst Horsham has five services an hour into London of which four are via Gatwick Airport. The travel time to Horsham station by bus is approximately 15-20 minutes from the bus stops on Worthing Road which is faster than the walking time. As such the likely demand on these proposed routes for pedestrians on Christ Hospital Road and Two Mile Ash Road is low with approximately 44 (28 walking and 16 cyclists) two-way active travel movements to access the station across the day based on the transport vision mode shares. The development will be looking to provide additional cycle parking at Christ Hospital Station to accommodate the additional demands (please refer to WSCC response).

Christ Hospital School is a fee-paying private school and as such the school catchment is significant different to a state school which is focused on serving its local community. It is deemed unlikely that a significant proportion of the pupils will come from the development and such it would be limited to users.

However, the leisure facility at the school will be accessed via Christ Hospital Road of which the forecast active travel demand is 146 two-way trips across the day with the AM peak forecasting eight two-way movements.

ATE has requested additional measures to support cycling along this corridor, including, where appropriate, further traffic-calming features. While that position is understood, site visits confirmed there is limited scope to introduce further measures or widen pedestrian facilities beyond those shown on the submitted drawings. On the basis of the information currently available, WSP considers the proposed solution to be the most appropriate and understands that WSCC is broadly supportive in principle. These improvements include additional traffic calming measures and removal of centre lines to restrict traffic. Locations where additional measures have not been included is generally due to minimal width already keeping vehicle speeds low. This includes a narrow section to the east of the route where currently a coach and car cannot pass. In this location, white lines have been removed, and additional road surfacing has been included to aid in drivers understanding the narrow nature of the carriageway.

However, as noted above, more detailed information at the detailed design stage, including topographical survey data, may identify opportunities for further improvements, which could be secured through appropriately worded planning conditions or S106 obligations.

The response to WSCC provides further detail on the potential for lighting. While the request for lighting is acknowledged from a highways perspective, the route is expected to attract relatively low user numbers (8 movements per hour) and passes through a sensitive landscape setting with low traffic flows on Two Mile Ash Road and Christ Hospital Road. On balance, it is considered preferable, where possible, for the route to remain unlit. The corridor has a rural character, with adjacent properties and largely unlit conditions, and retaining this is important to preserve its character and amenity.

Introducing lighting would change the character of the corridor and how it is experienced at night. It could also create light spill into the surrounding countryside, with potential effects on the wider landscape setting and the ecological function of this dark corridor.

That said, if WSCC, as highway authority, considers lighting necessary, a more sensitive solution could be developed at detailed design stage. This could include low-level, directional or hooded lighting, and potentially bespoke fittings suited to the rural-edge context, to help minimise light spill and visual impacts.

WSP also understands ATE's comments regarding the direct connection opposite Christ Hospital Road, which was considered during the original 2022 planning application. However, site visits and a review of safety requirements, including visibility, confirmed that this option was not achievable. A direct vehicular access was not considered appropriate due to a number of constraints at the corner, including drainage, pedestrian and vehicular visibility, and the safety implications of introducing a junction close to the existing junction.

In relation to a pedestrian-only connection, there was limited scope within the highway boundary, and existing vegetation further constrained the space available to provide a crossing with suitable visibility for approaching vehicles. It was therefore agreed with WSCC that residents should cross to the western

side of Two Mile Ash Road to the north of the existing junction, away from these constraints, as shown on the proposed drawings.

2.2.2 Worthing Road between New Road and Chessall Avenue

Worthing Road forms a critical eastern boundary and connection to and from the proposed schools, local services and employment areas. The existing environment is poor for pedestrians and entirely unsuitable in encouraging safe cycling for all members of the community.

Proposed interventions (WSP dwg 0107 P01) lack sufficient detail and do not constitute a coherent, inclusive scheme. Cycle facilities are unclear, junctions are inadequately addressed, crossings are for the most part informal at best, while bus stop provision (as shown) remains substandard. Speed cushions north of the roundabout are unsuitable for cycling, while footway widening proposals provide little or no meaningful benefit. In short, the proposals put forward do not constitute or contribute towards the delivery of a high-quality active travel network, but a series of isolated and largely superficial (painted) interventions that are unlikely to change the nature or attractiveness of this section of Worthing Road.

As set out in the response on Christ Hospital Road, WSP and WSCC have been discussing active travel improvements on Worthing Road since pre-application engagement began in 2022. The current scheme, which has been subject to minor revisions following WSCC and ATE comments, has been developed in response to the constraints within this existing highway corridor. Further details of the route proposals are provided in Section 2.4.3 of the response to WSCC. The updated improvements on Worthing Road include:

- Extend the new 2m footway from the 1662 PRow Bridleway to New Road;
- Widen the existing footway to 2m north of New Road to the Warnham Gate Bus Stop;
- The new informal pedestrian crossing is proposed to the north of the Worthing Road access, the crossing will include dropped kerbs, tactile paving and a refuge island
- The Toucan crossing has been updated to a Puffin crossing;
- Enhance the pedestrian crossing across Southwater Street with drop kerbs/ tactile paving and a pedestrian refuge island;
- It is proposed to extend the 30mph speed limit zone to the south of the Blake Farms Road roundabout and any obligation to for the TRO should be covered within the S106; and
- Provide a new Parallel crossing to the north of the Chessall Avenue/ Cedar Drive roundabout.

The proposals along Worthing Road have been developed, where possible, to improve conditions for active travel while taking account of the constraints along this route. The Proposed Development will also provide a new footway/cycleway in line with LTN 1/20, creating a significantly improved route for pedestrians and cyclists travelling south from north of the A24 through Southwater without needing to use Worthing Road. This is an important consideration when assessing the extent of improvements sought along Worthing Road, which will continue to serve as a key transport corridor for existing village residents. Any speed cushions on Worthing Road are a matter for WSCC rather than the applicant.

ATE have raised concerns about the following elements;

- Bus stop provision. WSP Response – The proposals will see the introduction of additional bus stops north of the Worthing Road site access, with the type of stop to be agreed with WSCC and Metrobus. New bus stops will be provided within the development with the type to be agreed at the Reserved matters stage. If WSCC require additional improvements to the existing bus stops on Worthing Road, this can be provided through suitable contributions.
- Cycle facilities. WSP Response – The scheme layout was discussed at length with WSCC which included elements such as centre line markings. WSP appreciate ATE points around additional measures including elements like removing centre line markings which the applicants would not necessarily be opposed to. Given the process WSP have undertaken with WSCC the current scheme is considered appropriate. However, this doesn't restrict further improvements being delivered through the detailed design process when additional detailed information is available.

There are seven crossings of Worthing Road proposed between Chessall Avenue and the New Road of which one is a pedestrian controlled crossing located to the north of Southwater Street. A shared parallel crossing for pedestrians and cyclists will also be provided to the north of Cedar Drive which forms part of further improvements to the walk / cycle provision as set out in section 2.4.2 in the WSCC response in Transport Technical Note 1, in summary a new shared use path will be provided from Chessall Avenue to Cedar Drive on the northern side of the carriageway. The remaining five crossing will be informal crossings.

The development will aim to encourage those travelling south on Worthing Road to utilise the proposed puffin crossing to the north of Southwater Street, based on the multi-modal trip distribution this is approximately 150 users per day. Whilst the uncontrolled crossings on Worthing Road to the south of the access road, to the south of Blakes Farm Road and to north of Green Close are forecast to have a low number of pedestrian movements. Through discussions with WSCC an informal crossing has been proposed to the north of the access on Worthing Road. The approximate forecast number of users per day is 270, these are all be associated with the southbound stop bus. At this stage it is proposed that at least some bus services are rerouted through the development removing the need for pedestrians to cross, this will be monitored through discussions with Metrobus as the bus operator and the crossing could be upgraded to a pedestrian controlled arrangement if the bus services are not rerouted and WSCC agree to this additional provision.

The delivery of these crossings is to improve accessible and permeability of the development back into the village and importantly connect into the PRow that cross the site. Through discussion with WSCC, it was clear that bus service reliability is crucial to the mode share targets and therefore controlled crossings to be limited to those locations where sufficient demand required it. The types of crossings themselves have been determined to maintain a lower bus journey time and reliability by reducing the number of pedestrian controlled crossings which could impact bus movements.

The Active Travel Improvement Scheme along Worthing Road underwent a Stage 1 Road Safety Audit. During the audit, a safety concern was raised regarding the location of an uncontrolled pedestrian crossing proposed south of Blakes Farm Road providing direct access onto PRow 1656. The concern related to pedestrian–driver intervisibility which would be adversely affected by on-street parking on the western side of Worthing Road.

WSP have considered whether this crossing could be relocated further north to improve pedestrian visibility; however locating the crossing further north created its own safety implications. This is due to needing to locate the crossing for enough north to improve the visibility past the parked cars created

visibility limitations to the north due to vegetation obstructing views towards Blakes Farm Road. Furthermore, the presence of an existing informal crossing facility on the southern approach to the roundabout, and the proposal for two new pedestrian crossings north of Cedar Drive would reduce the effectiveness of relocating the crossing.

As part of the Reserved Matters application for the masterplan, there may be opportunities to provide additional connections from the site frontage along Worthing Road, north of Chessall Avenue where additional pedestrian crossings could be introduced if deemed appropriate.

An updated Worthing Road highway improvements drawing **UK0043490.9681-WSP-XX-XX-DR-TP-0107** is included **Appendix F** of **Transport Technical Note 1**.

As set out within the response on Christ Hospital Road, on the basis of the information currently available, WSP considers the proposed solution to be the most appropriate and understands that WSCC is broadly supportive in principle. However, as noted above, more detailed information at the detailed design stage, including topographical survey data, may identify opportunities for further improvements, which could be secured through appropriately worded planning conditions or S106 obligations.

2.2.3 Worthing Road south of Cedar Drive/ Downs Link

This section is excluded from the proposals, despite forming the primary route to Lintot Square and employment areas. Reliance on the Downs Link for utility trips to the south is unrealistic due to its alignment, lack of directness from much of the site, surveillance and lighting constraints and concerns. If lighting cannot be provided, the route may be unsuitable to serve everyday trips outside daylight hours.

Considering the phasing of the site, greater consideration is required of the entirety of Worthing Road, and in particular the more likely access to it via the extended Chessall Avenue, and the identified Village Way, which – as a key internal walking / cycling route is much more likely to accommodate active travel movements to the south of the site and which will exit the development to the roundabout with Worthing Road / Cedar Way for which no improvements are considered.

WSP acknowledges the route previously outlined in the Transport Assessment, however we do not agree that use of the Downs Link is unrealistic because of its alignment or lack of directness. Site visits have shown that this is a well-used route, particularly by residents of the existing Broadacres development. In this context, the Downs Link should be regarded as a good-quality route providing a direct active travel connection to Lintot Square via a controlled crossing.

Notwithstanding this, WSP and the applicant have reviewed the route between the new priority junction with Chessall Avenue and Lintot Square in more detail. With the proposed improvements at Chessall Avenue (as shown on drawing **UK0043490.9681-WSP-XX-XX-DR-TP-0100**), residents travelling south towards Lintot Square will be able to use the recently constructed Broadacres estate roads, which connect to the Downs Link near Kennsett Avenue. This route is lightly trafficked, overlooked by surrounding properties, and lit by street lighting, helping to keep residents away from Worthing Road south of Cedar Drive. As shown on drawing **UK0043490.9681-WSP-XX-XX-DR-TP-0100**, dropped kerbs will be provided to the south of the crossing on Chessall Avenue to direct cyclists back onto the carriageway through the Broadacres development and onwards to Lintot Square.

Additional on-street signage will be located to direct users to the route above, this will be agreed in the detailed design stage.

As detailed in the WSCC response in **Section 2.4.2** a new cycle facility is proposed to link users across Worthing Road into Cedar Drive. This was in response to request from WSCC for WSP to consider additional provision in this area for cyclists. The level of provision has also considered the multi-model assessment work set out in **Section 2.1** of this note, importantly considering the level of walking and cycling associated with access to the school. This indicates circa 415 two-way movements (351 walking and 64 cyclists) across this junction between 0700-1900, as such a Parallel type crossing has been proposed which is in line with the requirements set out in LTN1/20 for this quantum of cyclists and the amount of traffic flow on Worthing Road north of the junction which is less than 8,000 AADT and a speed limit of 30mph. This is presented in drawing **UK0043490.9681-WSP-XX-XX-DR-TP-0100** included in **Appendix F of Transport Technical Note 1**.

2.2.4 Hop Oast roundabout / linkage to Horsham Golf Course development

ATE supports in principle the proposed connections north towards the Horsham Golf Course development and Park and Ride site. To comply with guidance, buffer widths between active travel routes and carriageways must align with LTN 1/20 Table 6.1's desirable requirements relative to speed limits (and go much further than a featureless 0.5m separation), with appropriate landscaping to enhance comfort and attractiveness. As this route will be used by schoolchildren and bus users accessing the Park and Ride on a daily basis, there is little excuse not to deliver a genuinely safe and hospitable alternative, as per this Eastbourne example.

The proposed pedestrian and cycle link between the signalised Hop Oast Roundabout and the northern access roundabout has been revised in response to comments from both WSCC and ATE. As noted by ATE, and also requested by WSCC, LTN 1/20 Table 6-1 indicates that a 40mph road should have a minimum 1m buffer between the footway/cycleway and the carriageway.

However, land ownership constraints on both sides of the Hop Oast Roundabout mean it is not possible to provide both a segregated facility and the required buffer. Following discussions with WSCC, it is therefore proposed to replace the segregated footway/cycleway with a 4m shared-use route, allowing the 1m buffer to be delivered. Although this represents a move away from a segregated arrangement, the shared-use provision is considered sufficient for the expected level of use, including trips associated with the Golf Course development, while enabling the more important buffer to be retained.

2.2.5 Phasing

The proposed phasing plan (DAS p68) confirms that the southern elements of the masterplan are delivered in the later phases 2 and 3 of the development. Drawing on the concerns raised earlier, this reinforces the need to approach and address deficiencies along the full length of Worthing Road, including the section to the south of Cedar Drive / Chessall Avenue.

The proposed phasing plan presented within the DAS has been influenced by Horsham District Council within their policy requirement of the Secondary School to come forward as part of Phase 1 of the application. The possibility of providing an interim solution to enable access from Chessall Avenue to the Secondary School prior to the primary road and its infrastructure being in place can be considered at

detailed planning stage although it may not be practical due to the envisaged phasing and current agricultural land uses which are likely to continue on later phase land within the site during construction. It is worth noting that the provision of a Secondary School in Southwater is a significant betterment to current position where pupils are required to utilise school transport/ public transport or parents dropping them off to access a Secondary School.

2.2.6 PRow treatments

PRoWs that are incorporated into the masterplan must be upgraded, re-surfaced, adequately lit and benefit from natural surveillance and overlooking wherever possible. Any need to retain their rural 'feel' in such a way that creates isolated and unwelcoming environments sits at odds with providing a safe and secure environment for all users and fails to respond to the needs of the new community. With reference to DAS p88 the route and treatment of the internal PRow to reach the Downs Link is particularly poor, where the need to identify a route through the housing area requires to be added.

ATE's comments on access south to the Downs Link have been considered and accepted. While PRow access to the Downs Link will remain available, alternative routes through Broadacres have also been considered, as discussed in more detail in Section 2.2.3.

In relation to the other PRow through the site, as referenced in ATE's comments at Section 3.9, the Design and Access Statement now provides further detail on the measures to be delivered as part of the development. The Movement Strategy Plan (page 75) gives additional context on the routes through the site, while the Public Rights of Way plan on page 76 provides further detail on surfacing requirements and the types of crossing facilities proposed. The development fully supports LTN 1/20-compliant crossing facilities throughout the site, with appropriate examples included.

The level of upgrades, and inclusion of elements such as lighting need to be delivered in line with WSCC own PRow guidance including their comments contained within the WSCC response. There will need to be a balance between upgrades for walking and cycling whilst being sensitive to their leisure use. Where full upgrades are not provided (such as footpaths 1658 and 1660) other internal routes will be provided that enable east west movements.

2.2.7 Footpath Network

Connections and enhancements to surrounding Public Rights of Way (PRoWs) are supported, where they include improved surfacing, lighting and overlooking where feasible. However, clarity is required on these connections - none are shown in the access and movement strategy (parameter plan - DAS p66) – while contributions are unclear, particularly PRow 1662 which provides a shorter route to the school and railway station for residents to the south of the site. Improvements to PRow 1655 are also expected given the accessibility to sports and leisure facilities to the south.

The response in Section 2.2.6 details the PRow improvements and upgrades to be implemented on the PRow network through the development and this information can be found on Page 76 of the Design and Access Statement.

While particular contributions to support PRow 1662 and 1665 these will be agreed through CIL in the development of the S106.

2.2.8 On Site Facilities

The outline application stage is not too early to consider the form of cycle parking if the quality of provision is to be secured and standardised across the site, given that this often represents the last chance to consider the needs of the development as a whole. ATE strongly urges that conditional requirements or future design codes ensure that cycle parking is provided to the front of properties and/or close to the street either via a garage or separate secure storage area (where properties do not have garages).

The need for frontage cycle parking provision directly influences house design and therefore cannot be deferred to reserved matters, as it needs to inform housing design. The common substandard response is the provision of rear garden sheds. This type of provision is neither convenient nor accessible, resulting in space conflicts between bikes, garden tools, furniture, camping equipment and other storage needs and as such do not support everyday cycling, particularly where more than one cycle is desired. This situation fails to align with the need to make cycling attractive and convenient in line with NPPF paragraphs 110, 115 and 117.

WSP recognises ATE's wish to agree the approach to cycle parking, including its location, at the earliest possible stage. However, given the outline nature of the application, it would not be appropriate to fix detailed cycle store locations at this stage for several reasons.

First, the final housing mix has not yet been determined which will impact how parking is provided. Secondly, the site will be delivered over a long period, likely around 15 years, during which guidance, technology and user requirements may change. The development therefore needs to retain sufficient flexibility to respond to these changes over time.

In addition, locating cycle parking at the front of properties will not always be the most suitable solution. Depending on the layout and design, this could create safety issues, reduce footway capacity and lead to conflict with pedestrians. While front-of-property provision may work well in some overlooked locations, it may be less suitable for homes facing woodland or landscaped areas, where residents may prefer cycle storage within their property boundary.

ATE will have further opportunities to comment on cycle parking through the reserved matters applications, in consultation with WSCC and the applicant, so that each phase can deliver the most appropriate solution.

Appendix A – Active Travel England Comments



Active
Travel
England

Active Travel England
West Offices
Station Rise
York
YO1 6GA
Tel: 0300 330 3000

Your Ref: DC/26/0366
Our Ref: ATE/26/00424/OUT
Date: 26/03/2026

Active Travel England Planning Response Detailed Response to an Application for Planning Permission

From: Spatial Planning Service, Active Travel England

To: Matthew Porter - Horsham District Council

Application Ref: DC/26/0366
Site Address: Land Northwest of Southwater

Description of development: Outline planning application, with all matters reserved (except for primary access to the highway) for a phased development comprising: the demolition of existing buildings and the construction of residential dwellings (including affordable housing) (Use Classes C2 and C3); a mixed-use neighbourhood centre (Use Classes E and F); education facilities (Use Class F1(a)); business and employment floorspace (Use Classes B2, B8 and E(g)); redevelopment of existing agricultural buildings including construction of a building for community use (Use Classes E and F2); improvements to public rights of way; sports pitches; gypsy and traveller pitches/plots; public open space; landscaping, and associated infrastructure.

Notice is hereby given that Active Travel England's formal recommendation is as follows:

Deferral: ATE is not currently in a position to support this application and requests further assessment, evidence, revisions and/or dialogue as set out in this response.

1.0 Background and Summary

- 1.1 Active Travel England (ATE) welcomes the opportunity to provide formal recommendations on the above planning application, which seeks outline approval for the delivery of a new mixed-use community of approximately 2,500 people to the west of Southwater in West Sussex.
- 1.2 Prior to submission, ATE issued detailed pre application advice dated 05 February 2026. This sought a vision led approach to the Transport Assessment (TA), Travel Plan (TP) and wider connectivity, moving away from traditional peak hour, vehicle focused assessment. In line with ATE's expectations for major development, this requires multi-modal trip generation, distribution and assignment, alongside a place-based approach to internal masterplanning and off-site infrastructure that clearly prioritises walking and cycling in line with national planning policy.
- 1.3 Accordingly, ATE has assessed the application against the **National Planning Policy Framework (NPPF)**, with specific regard to delivering healthy and inclusive places while achieving a vision-led outcome the promotes sustainable transport and includes the surrounding area (**parags 96, 109, 110, 115, 117, 118 and 135**).
- 1.4 ATE's pre application advice also referenced **LTN 1/20, Manual for Streets, Inclusive Mobility**, the **National Design Guide, Building for a Healthy Life**, the **ATE Planning Assessment Toolkit**, and the ambitions of the **Second Cycling and Walking Investment Strategy (CWIS2)**. More locally, the application was expected to reflect the infrastructure priorities of the **Horsham Local Cycling and Walking Infrastructure Plan**.
- 1.5 From reviewing the application, a number of matters require further consideration and discussion with ATE to secure a sustainable movement strategy that prioritises walking and cycling on and off site. These are summarised as follows:
 - a) The application and more specifically its Transport Assessment (TA) does not quantify the daily multi-modal trip generation of the mixed-use development, nor distribute or assign these trips to the local network to inform internal and off-site infrastructure design.
 - b) The Travel Plan (TP) contains no modal share targets, which is contrary to a vision-led approach where outcomes are required to be defined at the outset and infrastructure designed to deliver and meet these targets.
 - c) While the applicant is willing to engage with WSCC and HDC on off-site infrastructure and contributions, this discussion would be far better informed once the issues identified at 1.5 a) and b) above are addressed. Significant concerns are raised by ATE regarding the submitted designs for off-site infrastructure, the level of detail presented, and the issues of personal safety and security, particularly in relation to use of routes by women and girls.
 - d) ATE raises concerns regarding aspects of the internal masterplanning, of the site associated with layout, surfacing and specification. Although this is an outline application, these matters require conditioning and resolution prior to reserved matters to ensure the quality and provide clarity and consistency of expectations for future detailed applications.

2.0 Trip Generation, Assignment & Mode Shares

- 2.1 The development is proposed in an evidently car reliant location, as demonstrated by **2011 Census Travel to Work** data in **TA Table 3 4**, where walking and cycling together account for less than 6% of trips and car use represents almost 80%. Despite this, TA paragraph 3.6.3 suggests that “*a significant proportion (of people) travel by alternative modes*”. This assertion is not supported by the data presented and is more indicative of long travel distances to employment and a poor environment for walking and cycling.
- 2.2 ATE is disappointed that the TA and TP largely fail to respond to the scoping requirements set out in ATE’s pre application advice of 05 February 2026. The TA does not quantify daily trips by active modes nor assign them to the local network, while no TP targets are set against which a credible and successful multi-modal strategy can be developed and measured against. This approach is inconsistent with a vision led methodology and current policy (**NPPF parags 109, 115 and 118**).
- 2.3 More specifically:
- a) **Daily Multi-modal trip generation** for each use has not been forecast. While the TA references a “*Vision led Trip Generation*”, it does not quantify walking or cycling movements, despite these amounting to thousands of daily trips. This request was clearly set out in *ATE pre application response paragraph 2.1, bullet 5*. The current forecasts are inherently peak hour and focussed only on vehicle movements, which overlooks that commuting accounts for fewer than 15% of all journeys (**National Travel Survey, DfT**).
 - b) **Distribution and assignment** for all modes is absent. Only vehicular trips are distributed and assigned, contrary to *ATE pre application response paragraph 2.1, bullet 8*. This effectively de-prioritises the need to quantify and agree the correct specification of active travel provision.
 - c) **Absence of Mode Share Targets:** The TP contains no mode share targets. While **TP 1.2.4** refers to the need for SMART objectives, no targets are identified, even indicatively. Instead, baseline surveys and target setting are deferred until occupation of the 500th dwelling (**TP Table 9.1**), at which time travel behaviours and car reliance are already well established and incredibly hard to reverse. This is the opposite of a vision-led approach.
 - d) **TP remedial actions** are not defined should targets not be met. The TP postpones deciding what actions *might* be taken until a later date, without specifying what these measures could be, or allocating funding beyond TP administrative and management costs (**TP 5.4.3**). The option to “*revise targets accordingly*” could potentially allow for less ambitious outcomes, reinforcing ATE’s concern that this ‘wait and see’ approach to travel planning is a purely retrospective and most likely ineffectual approach.
- 2.4 Taken individually and cumulatively, the TA does not provide an effective basis for delivering a healthy, sustainable community. It remains focused on prioritising the assessment of peak hour highway capacity, while failing to quantify active travel demand. Similarly, the TP relies on retrospective intervention, an approach widely associated with the failure of residential travel plans.

3.0 Off Site Infrastructure

- 3.1 **TA Annex G** illustrates the applicant's transport strategy and identifies several interventions. However, this would be far more meaningful if supported by quantified daily pedestrian and cycle movements in addition to peak hour flows to allow route prioritisation and appropriate specification as requested earlier.
- 3.2 While the TA references ATE's Planning Assessment Toolkit (**TA 4.4**), it is notable that only the **Walking Route Audit Tool (WRAT)** has been applied. No **Cycling Level of Service (CLoS)** assessments have been undertaken, despite being recommended within the same toolkit. As a result, cyclist needs are insufficiently considered.
- 3.3 ATE makes the following observations in respect of the off-site infrastructure strategy:
- 3.4 Christs Hospital Road (CHR) & Two Mile Ash Road (TMAR)
- 3.4.1 These routes connect the site to the nearby school and railway station and are therefore strategically important. CHR is described as "low speed" (**TA 4.4.12**), although supporting speed data to verify this could not be located.
- 3.4.2 The need for interventions along CHR and TMAR is supported in principle, but the proposals (**WSP dwgs 0106-01 P01** and **0105-01 P02**) are insufficient in extent and ambition and fail to consider the entirety of the route. ATE is happy to suggest additional features that could better prioritise pedestrians and cyclists.
- 3.4.3 Lighting to this route is essential given the need for year-round use, especially with regard to personal safety and the security of women and girls. This is an area of work where the transport consultancy appointed by the applicant has recently made significant and valuable contributions: <https://www.wsp.com/en-gb/insights/advancing-safe-community-spaces-for-all>
- 3.4.4 The absence of a direct pedestrian and cycle connection from the site's north west corner to CHR is particularly concerning, given this area is described as the **Northern Gateway** in the **Design and Access Statement (DAS)**. A direct link opposite the CHR/TMAR junction would be significantly more direct, attractive and well used. This is considered further below in **paragraph 4.4**.
- 3.5 Worthing Road between New Road and Chessall Avenue
- 3.5.1 Worthing Road forms a critical eastern boundary and connection to and from the proposed schools, local services and employment areas. The existing environment is poor for pedestrians and entirely unsuitable in encouraging safe cycling for all members of the community.
- 3.5.2 Proposed interventions (**WSP dwg 0107 P01**) lack sufficient detail and do not constitute a coherent, inclusive scheme. Cycle facilities are unclear, junctions are inadequately addressed, crossings are for the most part informal at best, while bus stop provision (as shown) remains substandard. Speed cushions north of the roundabout are unsuitable for cycling, while footway widening proposals provide

little or no meaningful benefit. In short, the proposals put forward do not constitute or contribute towards the delivery of a high-quality active travel network, but a series of isolated and largely superficial (painted) interventions that are unlikely to change the nature or attractiveness of this section of Worthing Road.

3.6 Worthing Road south of Cedar Drive / Downs Link

- 3.6.1 This section is excluded from the proposals, despite forming the primary route to Lintot Square and employment areas. Reliance on the Downs Link for utility trips to the south is unrealistic due to its alignment, lack of directness from much of the site, surveillance and lighting constraints and concerns. If lighting cannot be provided, the route may be unsuitable to serve everyday trips outside daylight hours.
- 3.6.2 Considering the phasing of the site, greater consideration is required of the entirety of Worthing Road, and in particularly the more likely access to it via the extended Chessall Avenue, and the identified *Village Way*, which – as a key internal walking / cycling route is much more likely to accommodate active travel movements to the south of the site and which will exit the development to the roundabout with Worthing Road / Cedar Way for which no improvements are considered.

3.7 Routes into Horsham

- 3.7.1 Each of the Worthing Road, Two Mile Ash Road, and Southwater Street/Lovers Lane options are constrained, isolated, lack existing facilities and not fit for purpose in their current form and this is recognised by the TA. ATE supports further discussion on these routes and welcomes the TA's honest assessment of the challenges involved.

3.8 Hop Oast roundabout / linkage to Horsham Golf Course development

- 3.8.1 ATE supports in principle the proposed connections north towards the Horsham Golf Course development and Park and Ride site. To comply with guidance, buffer widths between active travel routes and carriageways must align with **LTN 1/20 Table 6.1's** desirable requirements relative to speed limits (and go much further than a featureless 0.5m separation), with appropriate landscaping to enhance comfort and attractiveness. As this route will be used by schoolchildren and bus users accessing the Park and Ride on a daily basis, there is little excuse not to deliver a genuinely safe and hospitable alternative, as per this [Eastbourne](#) example.

3.9 Footpath network

- 3.9.1 Connections and enhancements to surrounding Public Rights of Way (PRoWs) are supported, where they include improved surfacing, lighting and overlooking where feasible. However, clarity is required on these connections - none are shown in the access and movement strategy (parameter plan - **DAS p66**) – while contributions are unclear, particularly **PRoW 1662** which provides a shorter route to the school and railway station for residents to the south of the site. Improvements to **PRoW 1655** are also expected given the accessibility to sports and leisure facilities to the south.

4.0 Masterplanning and Permeability

- 4.1 The Illustrative Masterplan and DAS seek to deliver an integral walking and cycling network, which prioritises environmental quality as part of the active travel offer. This principle is supported, as is the provision of a 5km 'trim-trail'. ATE does however raise a number of queries and concerns to ensure that such routes are of appropriate specification and feel safe and inclusive for all users.

Phasing

- 4.2 The proposed phasing plan (**DAS p68**) confirms that the southern elements of the masterplan are delivered in the later phases 2 and 3 of the development. Drawing on the concerns raised earlier, this reinforces the need to approach and address deficiencies along the full length of Worthing Road, including the section to the south of Cedar Drive / Chessall Avenue.

PRoW treatments

- 4.3 PRoWs that are incorporated into the masterplan must be upgraded, re-surfaced, adequately lit and benefit from natural surveillance and overlooking wherever possible. Any need to retain their rural 'feel' in such a way that creates isolated and unwelcoming environments sits at odds with providing a safe and secure environment for all users and fails to respond to the needs of the new community. With reference to **DAS p88** the route and treatment of the internal PRoW to reach the Downs Link is particularly poor, where the need to identify a route through the housing area requires to be added.

Active travel route to CHR and station – opportunity for direct connection missed

- 4.4 Given the requirement to provide an attractive, direct and safe route to the railway station, the opportunity to route an active travel link through the proposed north-west meadow area requires further consideration. Well-designed, buff-coloured surfacing combined with low-level lighting are commonplace in sensitive landscapes and would not be visually intrusive, as acknowledged elsewhere in **DAS p113**.
- 4.5 Such a route would improve natural surveillance of the proposed playground and offer a convenient, family-friendly connection to the station. Retaining narrow, poorly surfaced paths (as shown) risks creating muddy desire lines as users invariably seek the shortest connection in avoidance of the isolated TMAR. This represents an obvious opportunity to deliver a direct and high-quality, legible route while avoiding entirely the need for footway works to the southern section of TMAR. As noted elsewhere, the access and movement strategy (parameter plan) is frustratingly vague in respect of delivering anything other than vehicular access.

Village Way inaccuracies and treatments

- 4.5 Conflicting cross-sectional drawings are provided in **DAS pages 90–95** where 2m cycle provision is shown. While these may be typos, these matters require resolution at outline stage to avoid confusion and later disagreement. Shared 5m paths raise the risk of conflict between pedestrians and cyclists. Once again, if the designer is concerned about providing an over-engineered solution, numerous

examples exist of where this has been carried out sympathetically (ie: inbuilt at-grade setts) instead more harsh-looking white line or trapezoid kerb separation treatments, which can understandably override the intention to create a place ahead of a movement corridor.

Footpath / bridleway surfacing

- 4.6 Internal paths away from carriageways must be accessible, inclusive and durable. Loose or self-binding surfaces are not acceptable for everyday use and are prone to rutting, pooling, silting and other structural failures. Sealed, drained and bound surfaces that are prevented from being grown over (ie: by edging strips) should be insisted upon if the whole community is intended to benefit from the active travel provision around the site, as per the pledges of the DAS.

5.0 On Site Facilities

- 5.1 The outline application stage is not too early to consider the form of cycle parking if the quality of provision is to be secured and standardised across the site, given that this often represents the last chance to consider the needs of the development as a whole. ATE strongly urges that conditional requirements or future design codes ensure that cycle parking is provided to the front of properties and/or close to the street either via a garage or separate secure storage area (where properties do not have garages).
- 5.2 The need for frontage cycle parking provision directly influences house design and therefore cannot be deferred to reserved matters, as it needs to *inform* housing design. The common substandard response is the provision of rear garden sheds. This type of provision is neither convenient nor accessible, resulting in space conflicts between bikes, garden tools, furniture, camping equipment and other storage needs and as such do not support everyday cycling, particularly where more than one cycle is desired. This situation fails to align with the need to make cycling attractive and convenient in line with **NPPF paragraphs 110, 115 and 117**.

Appendix B – TRICs Outputs

TRICS 8.25.12

Trip Rate Parameter: DWELLS

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Calculation 1 DWELLS

Count Type Total Vehicles

Period	No.Days	Ave.DWEL	Arrivals	Departures	Totals
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					
07:00-08:0	23	430	0.073	0.291	0.364
08:00-09:0	23	430	0.145	0.369	0.514
09:00-10:0	23	430	0.128	0.151	0.279
10:00-11:0	23	430	0.102	0.122	0.224
11:00-12:0	23	430	0.112	0.124	0.236
12:00-13:0	23	430	0.134	0.132	0.266
13:00-14:0	23	430	0.137	0.127	0.264
14:00-15:0	23	430	0.137	0.154	0.291
15:00-16:0	23	430	0.232	0.154	0.386
16:00-17:0	23	430	0.261	0.152	0.413
17:00-18:0	23	430	0.336	0.153	0.489
18:00-19:0	23	430	0.279	0.138	0.417
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Daily Trip Rates:			2.076	2.067	4.143

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Calculation 1 DWELLS

Count Type Total People

Period	No.Days	Ave.DWEL	Arrivals	Departures	Totals
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					
07:00-08:0	23	430	0.104	0.48	0.584
08:00-09:0	23	430	0.21	0.74	0.95
09:00-10:0	23	430	0.191	0.245	0.436
10:00-11:0	23	430	0.156	0.196	0.352
11:00-12:0	23	430	0.175	0.201	0.376
12:00-13:0	23	430	0.208	0.206	0.414
13:00-14:0	23	430	0.215	0.192	0.407

14:00-15:0	23	430	0.225	0.243	0.468
15:00-16:0	23	430	0.5	0.258	0.758
16:00-17:0	23	430	0.489	0.248	0.737
17:00-18:0	23	430	0.558	0.259	0.817
18:00-19:0	23	430	0.454	0.244	0.698
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Daily Trip Rates:			3.485	3.512	6.997

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Calculation 1 DWELLS

Count Type Cyclists

Period	No.Days	Ave.DWEL	Arrivals	Departures	Totals
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					
07:00-08:0	23	430	0.003	0.007	0.01
08:00-09:0	23	430	0.003	0.013	0.016
09:00-10:0	23	430	0.002	0.003	0.005
10:00-11:0	23	430	0.001	0.002	0.003
11:00-12:0	23	430	0.001	0.002	0.003
12:00-13:0	23	430	0.002	0.002	0.004
13:00-14:0	23	430	0.002	0.001	0.003
14:00-15:0	23	430	0.003	0.003	0.006
15:00-16:0	23	430	0.007	0.003	0.01
16:00-17:0	23	430	0.01	0.005	0.015
17:00-18:0	23	430	0.008	0.005	0.013
18:00-19:0	23	430	0.005	0.004	0.009
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Daily Trip Rates:			0.047	0.05	0.097

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Calculation 1 DWELLS

Count Type PSVs

Period	No.Days	Ave.DWEL Arrivals	Departures	Totals
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					
07:00-08:0	23	430	0.001	0	0.001
08:00-09:0	23	430	0.001	0.001	0.002
09:00-10:0	23	430	0	0	0
10:00-11:0	23	430	0	0	0
11:00-12:0	23	430	0	0	0
12:00-13:0	23	430	0	0	0
13:00-14:0	23	430	0	0	0
14:00-15:0	23	430	0.001	0.001	0.002
15:00-16:0	23	430	0.001	0.001	0.002
16:00-17:0	23	430	0.001	0.001	0.002
17:00-18:0	23	430	0	0	0
18:00-19:0	23	430	0	0	0
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Daily Trip Rates:			0.005	0.004	0.009

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
Calculation 1 DWELLS
Count Type OGVs

Period	No.Days	Ave.DWEL	Arrivals	Departures	Totals
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					
07:00-08:0	23	430	0.001	0.001	0.002
08:00-09:0	23	430	0.002	0.002	0.004
09:00-10:0	23	430	0.002	0.001	0.003
10:00-11:0	23	430	0.002	0.002	0.004
11:00-12:0	23	430	0.002	0.002	0.004
12:00-13:0	23	430	0.002	0.002	0.004
13:00-14:0	23	430	0.002	0.002	0.004
14:00-15:0	23	430	0.001	0.001	0.002
15:00-16:0	23	430	0.001	0.002	0.003
16:00-17:0	23	430	0.001	0.001	0.002
17:00-18:0	23	430	0.001	0.001	0.002
18:00-19:0	23	430	0.001	0	0.001
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Daily Trip Rates:			0.018	0.017	0.035

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Calculation 1 DWELLS

Count Type Taxis

Period	No.Days	Ave.DWEL	Arrivals	Departures	Totals
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					
07:00-08:0	23	430	0.002	0.002	0.004
08:00-09:0	23	430	0.005	0.005	0.01
09:00-10:0	23	430	0.002	0.002	0.004
10:00-11:0	23	430	0.001	0.001	0.002
11:00-12:0	23	430	0.001	0.001	0.002
12:00-13:0	23	430	0.001	0.001	0.002
13:00-14:0	23	430	0.002	0.001	0.003
14:00-15:0	23	430	0.002	0.002	0.004
15:00-16:0	23	430	0.004	0.004	0.008
16:00-17:0	23	430	0.002	0.003	0.005
17:00-18:0	23	430	0.002	0.003	0.005
18:00-19:0	23	430	0.001	0.002	0.003
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Daily Trip Rates:			0.025	0.027	0.052

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Calculation 1 DWELLS

Count Type Cars

Period	No.Days	Ave.DWEL	Arrivals	Departures	Totals
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					
07:00-08:0	23	430	0.059	0.259	0.318
08:00-09:0	23	430	0.123	0.335	0.458
09:00-10:0	23	430	0.108	0.13	0.238
10:00-11:0	23	430	0.084	0.103	0.187
11:00-12:0	23	430	0.093	0.104	0.197
12:00-13:0	23	430	0.115	0.112	0.227
13:00-14:0	23	430	0.118	0.107	0.225
14:00-15:0	23	430	0.119	0.137	0.256
15:00-16:0	23	430	0.209	0.131	0.34
16:00-17:0	23	430	0.231	0.133	0.364
17:00-18:0	23	430	0.303	0.137	0.44

18:00-19:0	23	430	0.258	0.126	0.384
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Daily Trip Rates:			1.82	1.814	3.634

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
Calculation 1 DWELLS
Count Type LGVs

Period	No.Days	Ave.DWEL	Arrivals	Departures	Totals
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					
07:00-08:0	23	430	0.011	0.027	0.038
08:00-09:0	23	430	0.014	0.023	0.037
09:00-10:0	23	430	0.015	0.017	0.032
10:00-11:0	23	430	0.014	0.014	0.028
11:00-12:0	23	430	0.015	0.016	0.031
12:00-13:0	23	430	0.015	0.015	0.03
13:00-14:0	23	430	0.015	0.016	0.031
14:00-15:0	23	430	0.013	0.013	0.026
15:00-16:0	23	430	0.015	0.015	0.03
16:00-17:0	23	430	0.024	0.014	0.038
17:00-18:0	23	430	0.026	0.011	0.037
18:00-19:0	23	430	0.016	0.008	0.024
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Daily Trip Rates:			0.193	0.189	0.382

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
Calculation 1 DWELLS
Count Type Motorcycles

Period	No.Days	Ave.DWEL	Arrivals	Departures	Totals
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					
07:00-08:0	23	430	0.001	0.002	0.003
08:00-09:0	23	430	0	0.004	0.004

09:00-10:0	23	430	0.001	0.001	0.002
10:00-11:0	23	430	0.001	0.001	0.002
11:00-12:0	23	430	0.001	0.001	0.002
12:00-13:0	23	430	0.001	0.001	0.002
13:00-14:0	23	430	0.001	0.001	0.002
14:00-15:0	23	430	0.001	0.001	0.002
15:00-16:0	23	430	0.002	0.002	0.004
16:00-17:0	23	430	0.002	0.001	0.003
17:00-18:0	23	430	0.004	0.001	0.005
18:00-19:0	23	430	0.003	0.002	0.005
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Daily Trip Rates:			0.018	0.018	0.036

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Calculation 1 DWELLS

Count Type Vehicle Occupants

Period	No.Days	Ave.DWEL	Arrivals	Departures	Totals
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					
07:00-08:0	23	430	0.088	0.408	0.496
08:00-09:0	23	430	0.178	0.614	0.792
09:00-10:0	23	430	0.164	0.21	0.374
10:00-11:0	23	430	0.134	0.168	0.302
11:00-12:0	23	430	0.151	0.173	0.324
12:00-13:0	23	430	0.18	0.179	0.359
13:00-14:0	23	430	0.186	0.168	0.354
14:00-15:0	23	430	0.189	0.206	0.395
15:00-16:0	23	430	0.401	0.218	0.619
16:00-17:0	23	430	0.414	0.216	0.63
17:00-18:0	23	430	0.492	0.218	0.71
18:00-19:0	23	430	0.402	0.208	0.61
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Daily Trip Rates:			2.979	2.986	5.965

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Calculation 1 DWELLS

Count Type Pedestrians

Period	No.Days	Ave.DWEL	Arrivals	Departures	Totals
--------	---------	----------	----------	------------	--------

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					
07:00-08:0	23	430	0.013	0.038	0.051
08:00-09:0	23	430	0.026	0.08	0.106
09:00-10:0	23	430	0.023	0.023	0.046
10:00-11:0	23	430	0.017	0.018	0.035
11:00-12:0	23	430	0.019	0.018	0.037
12:00-13:0	23	430	0.023	0.021	0.044
13:00-14:0	23	430	0.022	0.02	0.042
14:00-15:0	23	430	0.027	0.03	0.057
15:00-16:0	23	430	0.069	0.033	0.102
16:00-17:0	23	430	0.043	0.023	0.066
17:00-18:0	23	430	0.038	0.032	0.07
18:00-19:0	23	430	0.033	0.029	0.062
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Daily Trip Rates:			0.353	0.365	0.718

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
Calculation 1 DWELLS
Count Type: Public Transport Users

Period	No.Days	Ave.DWEL	Arrivals	Departures	Totals
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					
07:00-08:0	23	430	0.001	0.027	0.028
08:00-09:0	23	430	0.003	0.031	0.034
09:00-10:0	23	430	0.003	0.009	0.012
10:00-11:0	23	430	0.003	0.007	0.01
11:00-12:0	23	430	0.004	0.008	0.012
12:00-13:0	23	430	0.004	0.004	0.008
13:00-14:0	23	430	0.005	0.004	0.009
14:00-15:0	23	430	0.006	0.004	0.01
15:00-16:0	23	430	0.022	0.005	0.027
16:00-17:0	23	430	0.022	0.003	0.025
17:00-18:0	23	430	0.019	0.002	0.021
18:00-19:0	23	430	0.013	0.003	0.016
19:00-20:00					
20:00-21:00					
21:00-22:00					

22:00-23:00

23:00-00:00

Daily Trip Rates: 0.105 0.107 0.212

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Calculation 1 DWELLS

Count Type Bus/Tram Passengers

Period	No.Days	Ave.DWEL	Arrivals	Departures	Totals
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					
07:00-08:0	23	430	0.001	0.02	0.021
08:00-09:0	23	430	0.003	0.023	0.026
09:00-10:0	23	430	0.003	0.007	0.01
10:00-11:0	23	430	0.003	0.006	0.009
11:00-12:0	23	430	0.004	0.007	0.011
12:00-13:0	23	430	0.004	0.004	0.008
13:00-14:0	23	430	0.004	0.004	0.008
14:00-15:0	23	430	0.006	0.004	0.01
15:00-16:0	23	430	0.018	0.004	0.022
16:00-17:0	23	430	0.019	0.003	0.022
17:00-18:0	23	430	0.013	0.002	0.015
18:00-19:0	23	430	0.009	0.003	0.012
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Daily Trip Rates:			0.087	0.087	0.174

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Calculation 1 DWELLS

Count Type Coach Passengers

Period	No.Days	Ave.DWEL	Arrivals	Departures	Totals
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					
07:00-08:0	23	430	0	0	0
08:00-09:0	23	430	0	0.001	0.001
09:00-10:0	23	430	0	0	0
10:00-11:0	23	430	0	0	0
11:00-12:0	23	430	0	0	0
12:00-13:0	23	430	0	0	0

13:00-14:0	23	430	0	0	0
14:00-15:0	23	430	0	0	0
15:00-16:0	23	430	0.001	0	0.001
16:00-17:0	23	430	0	0	0
17:00-18:0	23	430	0	0	0
18:00-19:0	23	430	0	0	0
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Daily Trip Rates:			0.001	0.001	0.002

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Calculation 1 DWELLS

Count Type Total Rail Passengers

Period	No.Days	Ave.DWEL	Arrivals	Departures	Totals
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					
07:00-08:0	23	430	0	0.007	0.007
08:00-09:0	23	430	0	0.006	0.006
09:00-10:0	23	430	0	0.002	0.002
10:00-11:0	23	430	0	0.001	0.001
11:00-12:0	23	430	0.001	0.001	0.002
12:00-13:0	23	430	0	0.001	0.001
13:00-14:0	23	430	0.001	0.001	0.002
14:00-15:0	23	430	0.001	0	0.001
15:00-16:0	23	430	0.002	0.001	0.003
16:00-17:0	23	430	0.002	0	0.002
17:00-18:0	23	430	0.006	0	0.006
18:00-19:0	23	430	0.004	0	0.004
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Daily Trip Rates:			0.017	0.02	0.037

TRICS 8.25.12

Trip Rate Parameter: PUPILS

TRIP RATE for Land Use 04 - EDUCATION/B - SECONDARY

Calculation 1 PUPILS

Count Type: Total Vehicles

Period	No.Days	Ave.PUPIL Arrivals	Departures	Totals	
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					
07:00-08:0	11	992	0.036	0.007	0.043
08:00-09:0	11	992	0.176	0.136	0.312
09:00-10:0	11	992	0.022	0.018	0.04
10:00-11:0	11	992	0.012	0.009	0.021
11:00-12:0	11	992	0.012	0.011	0.023
12:00-13:0	11	992	0.012	0.013	0.025
13:00-14:0	11	992	0.018	0.015	0.033
14:00-15:0	11	992	0.019	0.014	0.033
15:00-16:0	11	992	0.09	0.114	0.204
16:00-17:0	11	992	0.024	0.061	0.085
17:00-18:0	11	992	0.03	0.031	0.061
18:00-19:0	10	1030	0.03	0.022	0.052
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Daily Trip Rates:			0.481	0.451	0.932

TRIP RATE for Land Use 04 - EDUCATION/B - SECONDARY

Calculation 1 PUPILS

Count Type: Total People

Period	No.Days	Ave.PUPIL Arrivals	Departures	Totals	
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					
07:00-08:0	11	992	0.068	0.008	0.076
08:00-09:0	11	992	0.961	0.083	1.044
09:00-10:0	11	992	0.055	0.02	0.075
10:00-11:0	11	992	0.027	0.022	0.049
11:00-12:0	11	992	0.02	0.029	0.049
12:00-13:0	11	992	0.058	0.08	0.138
13:00-14:0	11	992	0.111	0.071	0.182

14:00-15:0	11	992	0.035	0.039	0.074
15:00-16:0	11	992	0.072	0.826	0.898
16:00-17:0	11	992	0.033	0.221	0.254
17:00-18:0	11	992	0.064	0.062	0.126
18:00-19:0	10	1030	0.058	0.047	0.105
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Daily Trip Rates:			1.562	1.508	3.07

TRIP RATE for Land Use 04 - EDUCATION/B - SECONDARY

Calculation 1 PUPILS

Count Type Cyclists

Period	No.Days	Ave.PUPIL	Arrivals	Departures	Totals
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					
07:00-08:0	11	992	0.003	0	0.003
08:00-09:0	11	992	0.027	0	0.027
09:00-10:0	11	992	0.001	0	0.001
10:00-11:0	11	992	0	0	0
11:00-12:0	11	992	0	0	0
12:00-13:0	11	992	0	0.001	0.001
13:00-14:0	11	992	0.001	0.001	0.002
14:00-15:0	11	992	0	0.001	0.001
15:00-16:0	11	992	0	0.023	0.023
16:00-17:0	11	992	0	0.006	0.006
17:00-18:0	11	992	0	0	0
18:00-19:0	10	1030	0.001	0	0.001
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Daily Trip Rates:			0.033	0.032	0.065

TRIP RATE for Land Use 04 - EDUCATION/B - SECONDARY

Calculation 1 PUPILS

Count Type PSVs

Period	No.Days	Ave.PUPIL Arrivals	Departures	Totals
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					
07:00-08:0	11	992	0	0	0
08:00-09:0	11	992	0.002	0.002	0.004
09:00-10:0	11	992	0	0	0
10:00-11:0	11	992	0	0	0
11:00-12:0	11	992	0	0	0
12:00-13:0	11	992	0	0	0
13:00-14:0	11	992	0.001	0	0.001
14:00-15:0	11	992	0.001	0	0.001
15:00-16:0	11	992	0.002	0.001	0.003
16:00-17:0	11	992	0	0.002	0.002
17:00-18:0	11	992	0	0	0
18:00-19:0	10	1030	0	0	0
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Daily Trip Rates:			0.006	0.005	0.011

TRIP RATE for Land Use 04 - EDUCATION/B - SECONDARY
Calculation 1 PUPILS
Count Type OGVs

Period	No.Days	Ave.PUPIL Arrivals	Departures	Totals
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				
07:00-08:0	11	992	0	0
08:00-09:0	11	992	0.001	0.001
09:00-10:0	11	992	0	0
10:00-11:0	11	992	0	0
11:00-12:0	11	992	0	0
12:00-13:0	11	992	0	0
13:00-14:0	11	992	0	0
14:00-15:0	11	992	0	0
15:00-16:0	11	992	0	0
16:00-17:0	11	992	0	0
17:00-18:0	11	992	0	0
18:00-19:0	10	1030	0	0
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-00:00				
Daily Trip Rates:			0.001	0.001

TRIP RATE for Land Use 04 - EDUCATION/B - SECONDARY

Calculation 1 PUPILS
Count Type Vehicle Occupants

Period	No.Days	Ave.PUPIL Arrivals	Departures	Totals	
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					
07:00-08:0	11	992	0.047	0.006	0.053
08:00-09:0	11	992	0.271	0.069	0.34
09:00-10:0	11	992	0.028	0.012	0.04
10:00-11:0	11	992	0.014	0.011	0.025
11:00-12:0	11	992	0.014	0.016	0.03
12:00-13:0	11	992	0.016	0.018	0.034
13:00-14:0	11	992	0.023	0.019	0.042
14:00-15:0	11	992	0.02	0.018	0.038
15:00-16:0	11	992	0.044	0.182	0.226
16:00-17:0	11	992	0.025	0.089	0.114
17:00-18:0	11	992	0.049	0.047	0.096
18:00-19:0	10	1030	0.05	0.037	0.087
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Daily Trip Rates:			0.601	0.524	1.125

TRIP RATE for Land Use 04 - EDUCATION/B - SECONDARY

Calculation 1 PUPILS
Count Type Pedestrians

Period	No.Days	Ave.PUPIL Arrivals	Departures	Totals	
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					
07:00-08:0	11	992	0.011	0.002	0.013
08:00-09:0	11	992	0.439	0.009	0.448
09:00-10:0	11	992	0.02	0.004	0.024
10:00-11:0	11	992	0.012	0.01	0.022
11:00-12:0	11	992	0.005	0.013	0.018
12:00-13:0	11	992	0.036	0.062	0.098
13:00-14:0	11	992	0.059	0.049	0.108
14:00-15:0	11	992	0.012	0.011	0.023
15:00-16:0	11	992	0.027	0.436	0.463
16:00-17:0	11	992	0.005	0.053	0.058
17:00-18:0	11	992	0.009	0.01	0.019

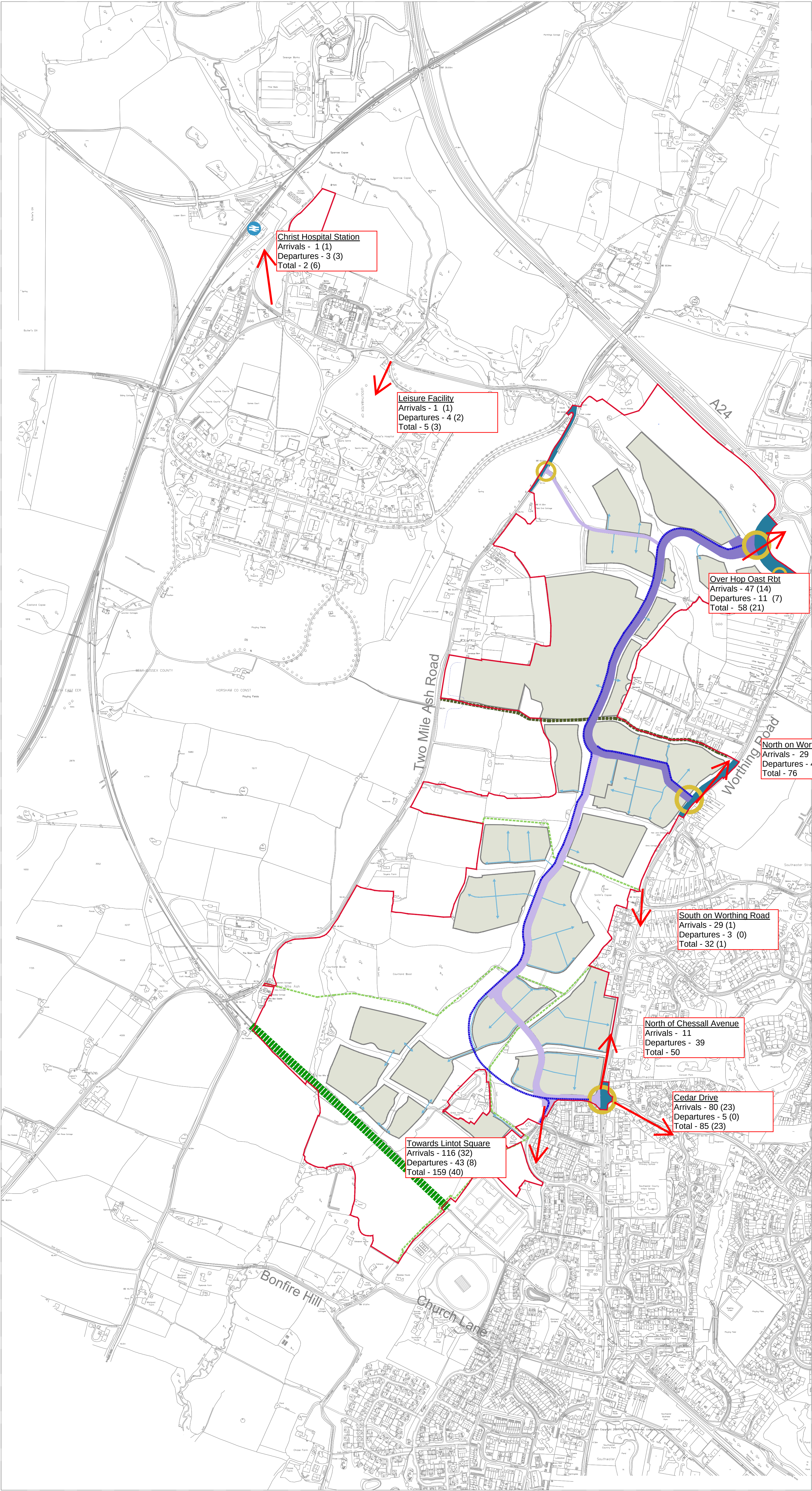
18:00-19:0	10	1030	0.006	0.007	0.013
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Daily Trip Rates:			0.641	0.666	1.307

TRIP RATE for Land Use 04 - EDUCATION/B - SECONDARY
Calculation 1 PUPILS
Count Type: Public Transport Users

Period	No.Days	Ave.PUPIL Arrivals	Departures	Totals	
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					
07:00-08:0	11	992	0.007	0	0.007
08:00-09:0	11	992	0.223	0.005	0.228
09:00-10:0	11	992	0.006	0.003	0.009
10:00-11:0	11	992	0	0.001	0.001
11:00-12:0	11	992	0	0	0
12:00-13:0	11	992	0.005	0	0.005
13:00-14:0	11	992	0.029	0.002	0.031
14:00-15:0	11	992	0.003	0.009	0.012
15:00-16:0	11	992	0.002	0.185	0.187
16:00-17:0	11	992	0.002	0.072	0.074
17:00-18:0	11	992	0.005	0.004	0.009
18:00-19:0	10	1030	0.002	0.003	0.005
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Daily Trip Rates:			0.284	0.284	0.568

Appendix C – Active Travel Figures





General Notes

The contractor is responsible for checking dimensions, tolerances and references. Any discrepancy to be verified with the Architect before proceeding with the works. Where an item is covered by drawings to different scales the larger scale drawing is to be worked to.

Do not scale drawing. Figured dimensions to be worked to in all cases.

CDM REGULATIONS 2015. All current drawings and specifications for the project must be read in conjunction with the Designer's Hazard and Environment Assessment Record.
All intellectual property rights reserved.

Key

Site boundary

Existing Christ's Hospital train station

Indicative Location of Key Cycle Route

Indicative Location of Primary Road

Indicative Location of Secondary Road

Indicative Location of Parcel Access Road

Developable Area

Primary Access

Indicative Area of Works on Existing Road

Downs Link Route

Improvements to Existing Bridleway

Improvements to Existing Pedestrian Route (PRoW)

Please note:

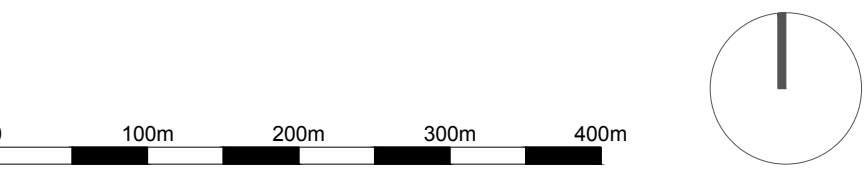
- Development parcels may include landscape features that are required to be protected

- No third party rights shall accrue on the application site

- All images are indicative only unless specifically marked for approval

- Principal access drawings

E	21.05.2026	Issued for Information	BF
REV	DATE	NOTES	INT
STATUS			
PLANNING			
PROJECT TITLE			
Land North West of Southwater			
DRAWING TITLE / LOCATION			
Movement Parameter Plan			
DRAWN BY	CHECKED	SCALE	
BF	SK	1:5000 @ A1	
PROJECT	DRAWING NUMBER		REVISION
A019	0007		E



Appendix D – Cycling Level of Service

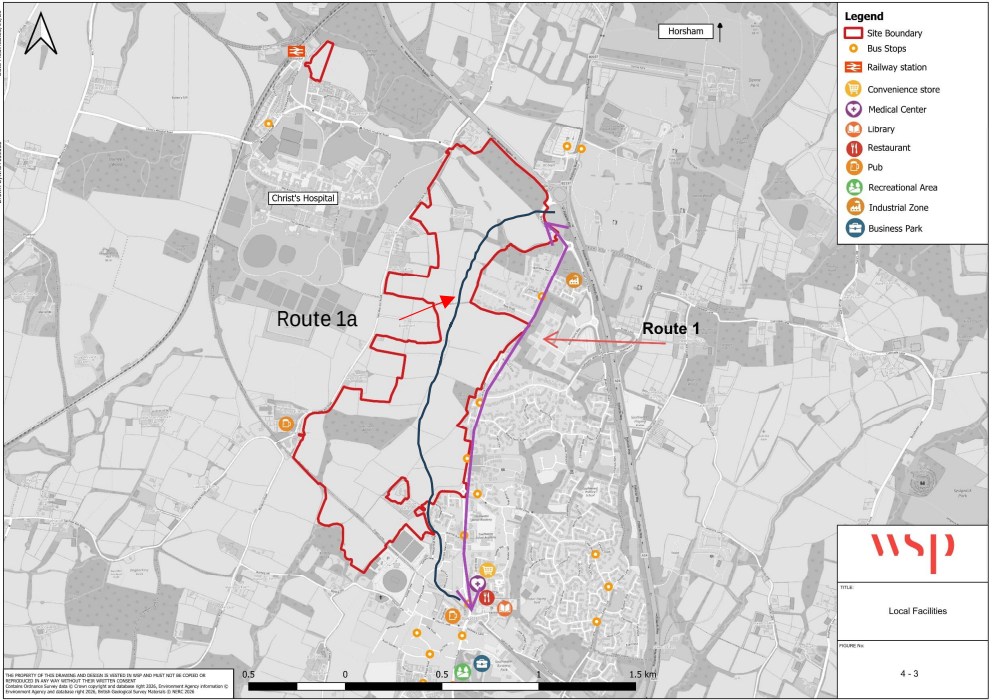
Summary of Scheme

Date of Design Review	28/05/2026
Scheme Reference	
Scheme Name	Land North West of Southwater
Scheme Summary	Route along Worthing Road
Scheme Information Reviewed	
Authority	Horsham District Council
Transport/ Combined Authority	
Region	South East
Funding Programme	
Design Stage	
Funding Conditions	
Reviewer Email Address	
Route Length Assessed in this File (km)	2.20
Total Route Length (km)	2.20
Notes	

Route Check Type (Street or Path)	What type of route is being reviewed: Street Check (e.g. on- or by-carriageway) or Path Check (e.g. a traffic-free path featuring minimal interactions with motor traffic)	Street Check
-----------------------------------	--	--------------

	Latitude and Longitude
Route Start Point	Northern Site Access
Route End Point	Worthing Rd/Fairbank Rd Junction (Southern)
Weblink to Map	

Network Map	Please add below a map showing the section of route being scored in this spreadsheet. If the route is part of a longer route of multiple sections (covered in other spreadsheets) please show this on the map for context too.
-------------	---





Active Travel England

Route Check

Policy Check

#	Policy Principle	Compliance		Commentary
		Existing	Proposed	
PO01	Are cyclists separated from pedestrians?	No	No	
PO02	Is the route free from barriers, such as chicane barriers, steps or dismount signs?	Yes	Yes	
PO03	Does the route feel direct, logical and intuitive to understand for all road users?	Yes	Yes	
PO04	Are surfaces suitable for all users?	Yes	Yes	
PO05	Is appropriate lighting provided?	Yes	Yes	
PO06	Does the route join together, or join other facilities together, as part of a holistic, connected network?	Yes	Yes	

Policy Conflict Log

The Policy Check has identified at least one policy conflict, please ensure this is captured in the log below.

Policy Conflict	Stage	Latitude and Longitude	Location Name	Resolved by Design	Commentary & Feedback
1 - Cyclists are not separated from pedestrians	Existing	The whole route	The whole route	No	
1 - Cyclists are not separated from pedestrians	Design	A short section between Lintot Square and Chessall Avenue		No	

Route Check

Safety Check

Metric	Mode	#	Description	Critical Issue	Red	Amber	Green	Existing		Proposed	
				C	0	1	2	Score	Comments / assumptions	Score	Comments / assumptions
SAFETY											
Conflict at Side Roads and Priority Junctions	Walking / Wheeling / Cycling	SA01	Pedestrian and cyclist conflict with motor traffic at side roads/priority junctions.	More than 2,500vpd cut across main walking, wheeling or cycling streams.	Less than 2,500vpd cut across main walking, wheeling or cycling streams, but side roads and priority junctions are untreated.	Less than 2,500vpd cut across main walking, wheeling or cycling streams and side roads and priority junctions have entry treatments.	Side roads/priority junctions have entry treatments that offer greater protection for pedestrian and cycle movements (e.g. exit only, continuous footways, zebra/parallel crossings as appropriate to context).	1		2	
Conflict at Roundabouts and Signal Junctions	Walking / Wheeling / Cycling	SA02	Pedestrian and cyclist conflict with motor traffic at roundabouts and signal-controlled junctions.	More than 2,500vpd cut across main walking, wheeling or cycling streams.	The principal pedestrian and/or cyclist movements are in conflict with motor traffic movements at roundabouts and/or signal controlled junctions.	The principal pedestrian and cyclist movements are separated from motor traffic movements at roundabouts and/or signal controlled junctions.	All pedestrian and cyclist movements are separated from all motor traffic movements at roundabouts and/or signal controlled junctions.	C	At both roundabouts	2	
Lane Widths	Cycling	SA03	Effect of lane widths on conflict between cyclists and motor traffic.	Cyclists are mixed with traffic in lanes between 3.25m and 3.90m wide. Or, cyclists are in unprotected cycle lanes and the combined width of the cycle lane and adjacent traffic lane is between 3.25m and 3.90m.	Cyclists are mixed with traffic in lanes less than 3.25m wide or over 3.90m wide. Or, cyclists are in unprotected cycle lanes and the combined width of the cycle lane and adjacent traffic lane is under 3.25m or over 3.90m. Or cyclists are mixed with traffic on busy urban streets with no centre line. Or, there are speed cushions present.	Cyclists are in cycle lanes with light protection or stepped cycle tracks under 1.8m wide (single direction). Or, cyclists are in a protected bidirectional cycle facility under 2.5m wide. Or, cyclists are mixed with traffic on quiet urban streets with no centre line.	Cyclists are protected from motor traffic or off-road entirely.	C		2	
Trip Hazards	Walking / Wheeling	SA04	Risk of pedestrians tripping due to hazards.	There are level differences of greater than 13mm with no tactile information and colour contrast to help identify them.	Many trip hazards.	Few trip hazards.	No trip hazards, level clear surface.	2			
Kerbside Activity	Cycling	SA05	Cyclist conflict with kerbside activity, including risk of 'dooring'.	Cycle facility next to parking/loading facility, without a buffer of at least 0.5m. Or, an unprotected cycle lane is next to a frequently-used bus layby.	Frequent kerbside activity for cyclists to contend with. Conflict with cyclists is not well-managed.	Less frequent kerbside activity, and conflict with cyclists is well-managed.	Kerbside activity is well-managed with no or minimal conflict with cyclists.	C		2	
Provision of Crossings	Walking / Wheeling	SA06	Ability of pedestrians to cross the street safely on desire lines.	On very busy streets (more than 8,000vpd) controlled crossings (including zebra crossings) are not present or more than 400m apart. On quieter streets (less than 8,000vpd), desire lines are blocked by parking and loading.	On very busy streets (more than 8,000vpd), controlled crossings (including zebra crossings) are provided every 200-400m. On quieter streets (less than 8,000vpd), loading/parking is formalised with gaps for pedestrians to cross.	On very busy streets (more than 8,000vpd), controlled crossings (including zebra crossings) are provided every 100-200m. On quieter streets (less than 8,000vpd), loading/parking is formalised with gaps for pedestrians to cross on desire lines.	On very busy streets (more than 8,000vpd), controlled crossings (including zebra crossings) are provided every 50-100m. On quieter streets (less than 8,000vpd), there are controlled crossings or only one lane of traffic to cross.	1		2	
Standard of Crossings	Walking / Wheeling	SA07	Suitability of pedestrian crossings in context.	On very busy streets (more than 8,000vpd), there are uncontrolled crossings of two or more lanes with no gaps in traffic. At signal junctions there are arms with dropped kerbs and tactile paving but no green pedestrian symbol.	On very busy streets (more than 8,000vpd), there are uncontrolled crossings or zebra/parallel crossings. On quieter streets (less than 8,000vpd), crossing points have no implied priority or there are no crossing points.	On very busy streets (more than 8,000vpd), signal crossings are provided for pedestrians. On quieter streets (less than 8,000vpd), crossing points have effective implied priority for pedestrians.	On very busy streets (more than 8,000vpd), signal crossings rest on green for pedestrians or have rapid response. On quieter streets (less than 8,000vpd), crossing points are controlled crossings.	0	Junction with Southwater St	1	
Motor Traffic Speed	Walking / Wheeling / Cycling	SA08	85th percentile speed of motor traffic (where cyclists are not protected or pedestrians cross uncontrolled).	85th percentile speed is over 30mph.	85th percentile speed is between 25mph and 30mph.	85th percentile speed is between 20mph and 25mph.	85th percentile speed is under 20mph. Or, cyclists are protected from motor traffic or off-road entirely and controlled crossings are provided for pedestrians wherever needed.	0		1	
Motor Traffic Volume	Walking / Wheeling / Cycling	SA09	Volume of motor traffic at the busiest hour (where cyclists are not protected or pedestrians cross uncontrolled).	More than 1,000 vehicles in the busiest hour. Or, over 5% of traffic is HGVs where there are over 500 vehicles in the busiest hour.	500-1,000 vehicles in the busiest hour. Or, 2-5% of traffic is HGVs where there are 200-499 vehicles in the busiest hour.	200-499 vehicles in the busiest hour. And, less than 2% of traffic is HGVs.	Less than 200 vehicles in the busiest hour. Or, cyclists are protected from motor traffic or off-road entirely and controlled crossings are provided for pedestrians wherever needed.	0		1	
Pedestrian Crossing Speed	Walking / Wheeling	SA10	Required crossing speed at signal crossings (risk of pedestrians coming into conflict with traffic).	Pedestrians who start crossing at the end of the 'invitation to cross' must cross at a speed of over 1.2m/s to get across the whole crossing in time.	There are no detectors to extend crossing times, but pedestrians who start crossing at the end of the 'invitation to cross' can cross at a speed of 1.2m/s and get across the whole crossing in time.	There are detectors present on the crossing which extend crossing times based on a crossing speed of 1.2m/s.	There are detectors present on the crossing which extend crossing times based on a crossing speed of 1m/s.	0		N/A	

Footway Widths	Walking / Wheeling	SA11	Clear walking and wheeling spaces free of permanent obstructions and furniture, reducing risk of pedestrians walking in the carriageway.	Where the footway is next to the carriageway, there is: • less than 1m clear footway width on any footway • less than 1.5m clear footway width for over 6m • 1m-2m clear footway width with a Pedestrian Comfort Level of D-E Or there is no footway.	Where the footway is next to the carriageway, there is: • less than 2m clear footway width but pedestrian comfort is good (PCL of A-C) • 2m-3m clear footway width and pedestrian comfort is poor (PCL of D-E). Where the footway is not next to the carriageway, the clear footway width is less than 1.5m.	Where the footway is next to the carriageway, there is: • 2m-3m clear footway width and pedestrian comfort is good (PCL of A-C). • More than 3m clear footway width and pedestrian comfort is poor (PCL of D-E). Where the footway is not next to the carriageway, the clear footway width is 1.5m-3m.	More than 3m clear footway width and pedestrian comfort is good (PCL of A-C).	0		1	
Effective Width next to Tram Lines	Cycling	SA12	Effective width next to tram line on a straight run or a curve.	Less than 2.4m from tramline edge to kerb on a straight run. Insufficient clearance on a curve.	2.4m from tramline edge to kerb.	More than 2.4m from tramline edge to kerb.	Physical protection is provided for cyclists.	N/A	There is no Tram Lines	N/A	
Crossing Angle of Tram/Train Rails	Cycling	SA13	Crossing angle (between cyclist desire line and tram or train rails).	Crossing angle less than 60 degrees.	Crossing angle between 60 and 80 degrees.	Crossing angle between 80 and 90 degrees (or between 60 and 80 degrees with track filler creating a smooth crossing for cyclists).	Crossing angle between 80 and 90 degrees with track filler creating a smooth crossing for cyclists.	N/A	There is no Tram Lines	N/A	
Cycling Surface and Maintenance Defects	Cycling	SA14	Cycling surface and maintenance defects: • sharp gradients (12.5% or more) • non cycle friendly ironworks • raised/sunken covers or gullies • potholes • loose/cracked surfaces • poor drainage or skid risks • overgrown vegetation	Major defects.	Many minor defects.	Few minor defects.	No defects.	1		1	
Walking/Wheeling Surface and Maintenance Defects	Walking / Wheeling	SA15	Walking/wheeling surface and maintenance defects: • steep camber (horizontal gradient more than 2.5%) • steep longitudinal gradients (8% or more if under 1m, 5% or more if 1m or over) • missing dropped kerbs • non flush tables • misleading tactile information • loose/cracked surfaces • poor drainage or slip risks • overgrown vegetation	Major defects.	Many minor defects.	Few minor defects.	No defects.	1		1	
Guard Railing	Walking / Wheeling / Cycling	SA16	Presence of guard railing.	Guard railing used as standard without consideration of inherent safety risks.	Guard railing used to control behaviour in complex and sensitive environments.	Minimal guard railing, used to address a clear safety issue such as a level difference.	No guard railing anywhere on the route.	2			

Critical Issues Log

The Safety Check has identified at least one critical issue, please ensure this is captured in the log below.

Critical Issue	Stage	Latitude and Longitude	Location Name	Resolved by Design	Commentary & Feedback
1 - Conflict at Side Roads and Priority Junctions: more than 2,500vpd cut across main walking, wheeling or cycling streams	Existing		Junction with Soutwater St	No	
2 - Conflict at Roundabouts and Signal Junctions: more than 2,500vpd cut across main walking, wheeling or cycling streams	Existing		Both roundabouts	No	
11D - Footway Width: no footway	Existing		Between Northern Start and Blakes Farm Rd roundabout	No	
11C - Footway Width: less than 2m clear width and pedestrian comfort level is poor (PCL of D-E)	Existing		From Blakes Farm Rd Roundabout to the Southwater Junior Academy	No	

Route Check

Street Check

Metric	Mode	#	Description
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Red	Amber	Green
0	1	2

Existing		Proposed	
Score	Comments / assumptions	Score	Comments / assumptions

ACCESSIBILITY

Gradient	Walking / Wheeling / Cycling	ST17	Steepest gradient due to underlying terrain. (For gradients at ramps, dropped kerbs and cambers, see metrics SA14 and SA15).	More than 5%.	3-5%.	Less than 3%.	2		1	
Tactile Information and Signal Equipment	Walking / Wheeling / Cycling	ST18	Adherence of tactile paving to recommended layouts and colours in 'Guidance on the Use of Tactile Paving Surfaces' and accessibility of signal equipment.	Guidance on tactile paving has not been considered. Or, there is signal equipment which is incorrectly situated, inaccessible or faulty (for example in terms of rotating cones).	Guidance on tactile paving has been considered, but the area is not fully legible.	Guidance on tactile paving has been considered and the area is fully legible.	1		2	Its proposed tactile paving, on Northern Start Point, in accordance with Guidance on the Use of Tactile Paving Surface as shown on drawing UK0043490.9681-WSP-XX-XX-DR-TP-0103.02
Barriers	Walking / Wheeling / Cycling	ST19	Presence and accessibility of barriers.	Barriers are not accessible by wheelchair users and/or users on solo upright cycles (as defined in LTN 1/20) and/or mobility scooters.	All barriers are accessible by wheelchair users, mobility scooters, and by users on solo upright cycles (as defined in LTN 1/20), with sufficient space to turn.	All barriers are accessible by the cycle design vehicle referenced in LTN 1/20, with sufficient space to turn. Or, there are no barriers.	2		2	
Bus Stops	Walking / Wheeling / Cycling	ST20	Interactions at bus stops.	At bus stops, cyclists regularly have to wait behind buses or overtake them in general traffic lanes. Or, there are likely to be high-level interactions between pedestrians and cyclists.	At bus stops, cyclists are protected from buses and traffic, but there are likely to be medium-level interactions between pedestrians and cyclists.	At bus stops, cyclists are protected from buses and traffic and interactions between pedestrians and cyclists are likely to be low-level.	0		N/A	
Wheelchair Access	Wheeling	ST21	Accessibility of pedestrian facilities by wheelchair.	Pedestrian facilities (including any crossings, connections and public transport interchange facilities) are not wheelchair accessible.	All pedestrian facilities (including any crossings, connections and public transport interchange facilities) are step-free and accessible for wheelchair users, but some interaction with cyclists is possible.	All pedestrian facilities (including crossings, connections and public transport interchange facilities) are step-free and accessible for wheelchair users, and there is no potential for interaction with cyclists.	1			
Access to Taxis and Blue Badge Parking	Walking / Wheeling / Cycling	ST22	Distance to accessible pick-up, drop-off or hailing points, or blue badge parking facilities.	Where people meet, wait, or spend time in numbers, it is over 150m to the nearest accessible pick-up, drop-off or hailing points, or blue badge parking facilities.	Where people meet, wait, or spend time in numbers, it is less than 150m to the nearest accessible pick-up, drop-off or hailing points, or blue badge parking facilities.	Where people meet, wait, or spend time in numbers, it is less than 50m to nearest accessible pick-up, drop-off or hailing points, or blue badge parking facilities.	N/A		N/A	
Access to Toilets	Walking / Wheeling / Cycling	ST23	Provision of sanitary facilities. E.g. toilets and/or baby change facilities.	Where people meet, wait or spend time in numbers, it is over 150m to the nearest accessible sanitary facilities.	Where people meet, wait or spend time in numbers, it is less than 150m to the nearest accessible sanitary facilities.	Where people meet, wait or spend time in numbers, it is less than 50m to the nearest accessible sanitary facilities.	N/A		N/A	

COMFORT

Cycling Surface Material	Cycling	ST24	Type of cycling surface material.	Unsurfaced/unbound or unstable blocks/setts.	Hand-laid asphalt or smooth blocks.	Machine-laid asphalt or smooth and firm blocks undisturbed by turning vehicles.	1		1	Machine-laid asphalt
Walking/Wheeling Surface Material	Walking / Wheeling	ST25	Type of walking/wheeling surface material.	The surface is low-grip (i.e. PTV of 25 or lower). If paved, the joints are wider than 5mm.	The surface is medium-grip (i.e. PTV of between 25 and 35). If paved, the joints are 5mm or less.	The surface is high-grip (i.e. PTV of 35 or higher). If paved, the joints are mortared.	1		1	
Effective Width for Cyclists	Cycling	ST26	Effective width for cyclists (when not mixed with motor traffic).	At pinch points, cycle facility widths and/or buffers are below the absolute minimums recommended in LTN 1/20.	Recommended desirable minimum widths from LTN 1/20 are maintained for cycle facilities and buffers throughout the whole route, except at pinch points where absolute minimum widths recommended in LTN 1/20 are maintained.	Recommended desirable minimum widths from LTN 1/20 are maintained or exceeded for cycle facilities and buffers throughout whole route.	0		1	4m width. Note: That is shared path and include mix with pedestrians, as shown on drawing UK0043490.9681-WSP-XX-XX-DR-TP-0103.02

DIRECTNESS											
Deviation of Cycle Route	Cycling	ST27	Deviation of cycle route against straight line or shortest alternative.	Deviation factor against straight line or shortest alternative greater than 1.4.	Deviation factor against straight line or shortest alternative 1.2-1.4.	Deviation factor against straight line or shortest alternative less than 1.2.	0				
Pedestrian Crossing Locations	Walking / Wheeling	ST28	Alignment of crossings with desire lines.	No crossings are located on desire lines.	Some crossings are located on desire lines.	All crossings are located on desire lines, and all desire lines are provided for.	1		1		
Cyclist Delay at Junctions	Cycling	ST29	Delay to cyclists at junctions.	Delay for cyclists at junctions is greater than the delay to motor vehicles.	Delay for cyclists at junctions is similar to that of motor vehicles.	Delay for cyclists is shorter than that of motor vehicles or cyclists are not required to stop at junctions (e.g. bypass at signals).	0		0		
Cyclist Delay on Links	Cycling	ST30	Delay to cyclists on links.	Cyclists have no opportunities to pass slower moving vehicles (including other cyclists).	Cyclists have some opportunities to pass slower moving vehicles (including other cyclists).	Cyclists can always progress without being delayed by other vehicles.	0		2		
Pedestrian Delay at Junctions	Walking / Wheeling	ST31	Delay to pedestrians at signal controlled junctions.	Maximum waiting time over 60 seconds.	Maximum waiting time 40-60 seconds.	Maximum waiting time up to 40 seconds.	N/A		1		
Pedestrian Delay at Standalone Signal Crossings	Walking / Wheeling	ST32	Delay to pedestrians at stand-alone signal crossings.	After pressing the button, pedestrians must wait over 10 seconds for an invitation to cross.	After pressing the button, pedestrians must wait up to 10 seconds for an invitation to cross.	Crossings rest on the green for pedestrians. Or, the time between pressing the button and the invitation to cross has been minimised as much as is safe to do so.	N/A		N/A		

ATTRACTIVENESS											
Wayfinding	Walking / Wheeling / Cycling	ST33	Effectiveness of signage and road markings on wayfinding.	Route signing is poor with signs missing at key decision points. Pedestrians and cyclists follow signs and road markings intended for motor traffic. Or, signs and road markings are faded or unclear.	Some cycle and pedestrian specific direction signing. There are gaps in signage and road markings which could be improved.	Route is well signed for pedestrians and cyclists with signs and road markings located at all decision points and junctions. Signs and road markings are clear, easily visible and legible.	1		2		
Places to Rest	Walking / Wheeling	ST34	Distance between resting points.	More than 150m.	50-150m.	Less than 50m.	0		1		
Places to Shelter	Walking / Wheeling	ST35	Distance between shelter points.	More than 150m.	50-150m.	Less than 50m.	0		1		
Lighting	Walking / Wheeling / Cycling	ST36	Extent of lighting.	Long stretches of darkness. Or, no lighting.	Short stretches of darkness. Or, bat-friendly lighting.	Route lit thoroughly, including any public transport waiting areas.	2		2		
Cycle Parking	Cycling	ST37	Ease of access to cycle parking on- and off-street.	Insufficient or inappropriate cycle parking.	Some accessible and overlooked cycle parking provided but not enough to meet present demand.	Accessible and overlooked cycle parking provided, sufficient to meet present and future demand, including provision for a range of cycle vehicles and users.	0		2		
Impact of Cycling on Walking	Walking / Wheeling / Cycling	ST38	Presence of shared use cycle tracks and toucan crossings.	On urban streets, cyclists are expected to use shared use cycle tracks and/or toucan crossings, bringing them into potential conflict with pedestrians. In rural areas or motor traffic free environments, shared use cycle tracks fail the width requirements set out in Table 6-3 of LTN 1/20.	In rural areas or motor traffic free environments, shared use cycle tracks pass the width requirements set out in Table 6-3 of LTN 1/20 and are designed in a way that minimises potential conflict between cyclists and pedestrians.	There are no shared use cycle tracks.	0		1		

COHESION

Impact of Motor Traffic on Pedestrians and Cyclists	Walking / Wheeling / Cycling	ST39	Measures taken to manage motor traffic in a way that benefits active modes.	There are no measures to manage motor traffic that benefit active modes.	There are some measures to manage motor traffic that benefit active modes.	There are measures to manage motor traffic which prioritise active modes. Or, the route is completely separate from motor traffic.	2	Expect between start northern point and Blakes Farm Rd roundabout	2	Its proposed tactile - controled as shown on drawing UK0043490.9681-WSP-XX-XX-DR-TP-0103.02
Transitions for Cyclists	Cycling	ST40	Ability to transition on and off the route safely and easily.	Cyclists cannot transition on or off the route without dismounting.	Cyclists can transition on and off the route with minimal disruption to their journey.	Cyclists have dedicated, legible and understandable transitions on and off the route at all key points. Protected cycle facilities are easy to join and leave.	1		2	
Route Continuity	Walking / Wheeling / Cycling	ST41	Continuity of walking, wheeling and cycling routes.	Provisions for walking, wheeling and cycling along the route are discontinuous.	Provisions for walking, wheeling and cycling along the route are continuous but may be indirect or have sections which are unintuitive to navigate.	Provisions for walking, wheeling and cycling along the route are direct, continuous, intuitive and legible.	1	Between start northern point and Blakes Farm Rd roundabout, and junction with Southwater St	2	
Consistency of Route	Walking / Wheeling / Cycling	ST42	Consistency of provision for pedestrians and cyclists.	Multiple changes of provision on the route.	Some changes of provision on the route.	Provision is consistent throughout the route.	2		1	

Route Check

Street Placemaking Assessment

Metric	#	Description	Red	Amber	Green	Existing		Proposed	
			0	1	2	Score	Comments / assumptions	Score	Comments / assumptions

SOCIAL ACTIVITY

Street Engagement for Children	SP01	Presence of features which children can engage with.	None.	Some access to formal/natural play spaces for children.	Access to formal/natural play spaces for children and street features that can engage children.	0		0	
Social Space	SP02	Proximity to places where people might stop and have a conversation.	Greater than 800m.	400-800m.	Less than 400m.	1		1	
Diversity of Activities	SP03	Suitability of the street for different activities, creating conditions for positive interactions.	Single activity street.	Multiple activity street.	Different activities encouraged on the street at different times of day.	2	Southern point has local amenities (restaurants, pubs, shops, etc.	2	

PERSONAL SECURITY

Surveillance and Activity	SP04	Natural surveillance from the surrounding environment throughout the day and night.	Few buildings overlook the street. There is little activity from people using or moving through the space.	Surrounding buildings do not completely overlook the street throughout day and night. There are some people using or moving through the space.	Mixed use buildings overlook the street or space throughout day and night. There are many people using or moving through the space.	2		2	
Forward Visibility and Escape Routes	SP05	Effect of topography, vegetation and built environment on perceived and actual risk of crime.	Poor sight lines or potential ambush points due to buildings, walls, vegetation, corners or topography etc. Enclosed spaces; no or few escape routes.	Streetscape is mostly open with few visibility issues. Some escape routes.	Streetscape is open with good visibility and clear sight lines. Frequent escape routes.	2		2	
Visibility of Others	SP06	Effect of lighting and street furniture on perceived and actual risk of crime.	No lighting. Street furniture that creates potential ambush points.	Inadequate lighting, or bright lighting that creates high contrast areas with shadows.	Lighting that does not create high contrast areas with shadows. Street furniture does not create hiding or loitering places.	2		2	

CHARACTER AND LEGIBILITY

Maintenance and Upkeep	SP07	Condition of the streetscape.	Poorly maintained streetscape: overgrown vegetation or significant littering. No winter maintenance. The streetscape has been designed in a way that is hard to maintain.	Elements of the streetscape are well maintained.	Well maintained streetscape: vegetation is well managed and there are no issues with littering. Route is well maintained throughout winter. The streetscape has been designed in a way that is easy to maintain.	2		1	
Street Network Layout	SP08	Street network impact on wayfinding.	The street network is complex or there are connectivity issues. Maps or signage are needed to help navigate the area.	The street network helps users find their way in some situations. Users may need to refer to maps or signage at times while moving through the area.	The street network is accessible and its layout helps users navigate the area without the need for maps or signage. Users can see where they are going and know how to get there.	1		1	

Place and Movement	SP09	Extent to which the form of the street matches its intended place and movement functions.	The form of the street clashes with its intended functions. There are issues with navigation and movement or the street is an unpleasant place to be.	The layout of the street is functional and serves its intended purpose in terms of movement and place.	The form of the street is in full harmony with its intended functions. Users can find their way without a need for maps or signage, and the street is a pleasant place to be.	1		1	
Impact of Street Design on Behaviour	SP10	Extent to which the street layout influences different types of user behaviour.	The street layout encourages aggressive behaviour, which makes the street an unpleasant place to be. E.g. central hatching, guard railing, wide flared side roads and right-turn pockets.	The street layout controls user behaviour throughout.	The highways layout encourages civilised behaviour, negotiation and forgiveness, which makes the street a pleasant place to be. E.g. side road treatments, minimised junction radii and carriageway width.	2		2	
Enforcement of Loading and Parking	SP11	Impact of on-street loading, servicing and parking provision on place and movement.	No designated provision: risk of abuse, pedestrian or cycling movement impacted.	Reasonable loading, servicing and parking provision in street area where needed.	Good loading and servicing provision, low impact and integrated. Parking enforcement recognised. Or, no loading or parking provision necessary.	1		1	
Street Clutter	SP12	Impact of street clutter on place and movement.	Lots of redundant street furniture, advertising, and temporary signage causing obstructions. Signage clutter contributing to visual overload.	Some redundant street furniture, advertising and temporary advertising. Some signage clutter.	No redundant street furniture, advertising or temporary signage. Footways are clear from obstruction and signage clutter is minimal.	2		1	
Consistency of Materials and Street Furniture	SP13	Consistency and suitability of materials and street furniture in the wider street environment.	Clashes between surface materials, street and the wider street environment, negatively affecting the street's appearance and character.	Consistent surface materials and street furniture which also match the wider street environment.	Surface materials and street furniture complement the wider street environment and enhance the street's appearance and character.	1		2	
Visual Interest	SP14	Visual distinctiveness of the streetscape.	Uniform, monotonous, boring.	Some variety in the streetscape.	Lots of variety in the streetscape, unique features.	1		2	
Cultural Significance	SP15	Cultural significance of the street to society.	The street is culturally significant on a regional or national level, but the character of the street does not reflect this.	The street is culturally significant on a local level, but the character of the street does not reflect this.	The character of the street reflects its cultural significance to society.	1		0	
Street Features that Support Walking, Wheeling and Cycling	SP16	Street features to encourage and enhance active travel journeys, such as: • Benches or other seating • Water fountains • Public tool stands • Cycle pumps • Cycle counters • Interpretation boards • Tactile maps or interactive pedestrian features	No specific street features to encourage and enhance active travel journeys.	One street feature to encourage and enhance active travel journeys.	Many street features to encourage and enhance active travel journeys.	1		1	

ENVIRONMENT

Drainage and Water	SP17	Effect of drainage and water on user experience, biodiversity, and climate resilience.	Basic drainage infrastructure.	Well-integrated sustainable drainage that is capable of dealing with extreme weather events.	Well-integrated sustainable drainage that is capable of dealing with extreme weather events and creates habitats for flora and fauna.	1		2	
Trees	SP18	Effect of trees on user experience, biodiversity, and climate resilience.	There are no trees, or only one tree. If assessing a design proposal, there are no trees, or the number of trees has been reduced.	There are multiple trees, with canopies spaced more than 15m apart on average. If assessing a design proposal, most existing trees are to be retained, with the overall number of trees maintained or increased.	There are multiple trees, with canopies spaced less than 15m apart on average. If assessing a design proposal, all existing trees are to be retained, with the overall number of trees maintained or increased.	1		1	
Planting	SP19	Effect of planting on user experience, biodiversity, and climate resilience.	Little or no planting, providing limited visual interest.	Some planted elements providing visual interest.	A variety of suitable planting that provides habitats for fauna, and wider experiential benefits.	1		1	
Ancillary Features to Support Fauna	SP20	Effect of ancillary features on user experience, biodiversity and climate resilience. Such as: • Bug hotels • Water features • Wildlife corridors	No features.	One feature.	Multiple features.	0		0	
Sustainable Materials	SP21	Incorporation of low carbon, sustainable or recycled materials into the design.	No low carbon, sustainable or recycled materials used.	Some low carbon, sustainable or recycled materials used.	Full integration of low carbon, sustainable and/or recycled materials.	1		1	
Air Pollution - Exposure	SP22	Exposure to NO _x concentration.	The NO ₂ concentration is greater than 40µg/m ³ . If assessing a design proposal, the NO ₂ concentration is greater than 40µg/m ³ and there are no proposals to reduce local traffic volume.	The NO ₂ concentration is 32-40µg/m ³ . Or, the existing NO ₂ concentration is greater than 40µg/m ³ but local traffic volume reduction measures are proposed.	The NO ₂ concentration is less than 32µg/m ³ . Or, the NO ₂ concentration is 32-40µg/m ³ but local traffic volume reduction measures are proposed.	2			
Air Pollution - Proximity	SP23	Proximity to PM10 & NO _x concentration.	No roadside tregdes or selective planting. Or, a buffer of less than 0.5m between sources of pollution and pedestrians and cyclists.	0.5-2m buffer between sources of pollution and pedestrians and cyclists. Or, there is a cycle facility at least 2m wide between the footway and carriageway.	Inclusion of roadside tregdes or selective planting. Or, a buffer of at least 2m between sources of pollution and pedestrians and cyclists.	1			
Noise Pollution	SP24	Effect of noise pollution from traffic on user experience.	Excessively noisy (more than 78dB).	Slightly noisy (65-78dB).	Comfortable noise levels (less than 65dB).	1			
Light Pollution	SP25	Effect of excessive lighting on the environment and user experience.	Beams from street lighting are excessively bright, excessively blue-violet and/or not shielded. Or, the street layout means that vehicle headlights dazzle pedestrians and cyclists.	Beams from street lighting are no stronger than necessary but are not sufficiently shielded.	Beams from street lighting are shielded, are no stronger than necessary and are warm-coloured. Street layout mitigates the effect of vehicle headlights dazzling pedestrians and cyclists.	2			
Sunlight	SP26	How much sunlight the street receives.	No sunlight penetration.	Less than 2 hours direct sunlight on shortest day of year.	More than 2 hours direct sunlight on shortest day of year.	2		1	



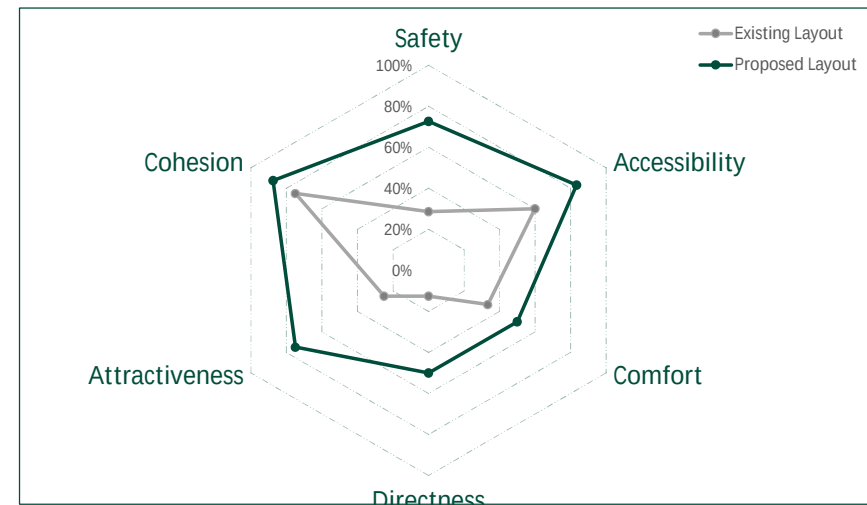
Active Travel England

Route Check

Results Summary

Overview	Complete	Remaining Issues for review	Next steps	Review Statement
Policy Conflicts	Yes	2	View Comments in Policy Check and Policy Conflict Log tabs	Use the space to provide overall feedback for the proposed scheme.
Critical Issues	No	Complete Safety Check and Critical Issues Log	Complete Safety Check and Critical Issues Log	
Net difference				
Safety Check	Yes	44%	The proposed design will likely improve safety	
Street Check	Yes	39%	The proposed design will likely improve route quality	
Street Placemaking	Yes	-4%	The proposed design will likely reduce the quality of place	
Path Check	N/A	N/A		
Path Placemaking	N/A	N/A		
Junction Assessment Tool Check	No	N/A	N/A	

Street Check Level of Service			
Categories	Existing Layout	Proposed Layout	Net difference
Safety	29%	73%	44%
Accessibility	60%	83%	23%
Comfort	33%	50%	17%
Directness	13%	50%	38%
Attractiveness	25%	75%	50%
Cohesion	75%	88%	13%
Overall ATE Score	33%	72%	39%



Route Check

Results Summary

1. Summary of Scheme

Network Map		
Scheme Name	Land North West of Southwater	Requires copying from Summary of Scheme Tab
Scheme Reference	0	
Local Authority	Horsham District Council	
Design Stage	0	
Route Length Assessed in this File (km)	2.20	

2. Policy Check Results

Policy Conflicts	Existing Route	Designed Route	Removed	Introduced	Remaining
	1	1	0	1	2

3. Safety Check Results (Critical Issues Only)

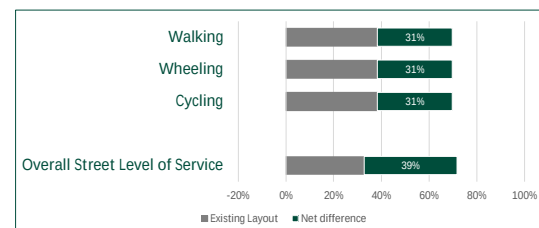
Critical Issues	Existing Route	Designed Route	Removed	Introduced	Remaining
	4	0	0	0	4

4. Street Check Results

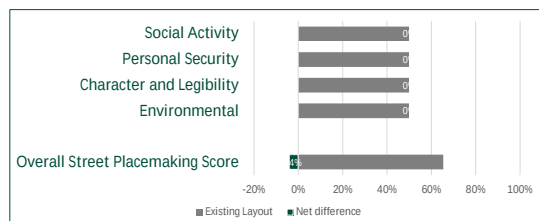
Street Level of Service			
Categories	Existing Layout	Proposed Layout	Net difference
Safety	29%	73%	44%
Accessibility	29%	73%	44%
Comfort	29%	73%	44%
Directness	29%	73%	44%
Attractiveness	29%	73%	44%
Cohesion	29%	73%	44%
Overall Street Level of Service	33%	72%	39%



Street Level of Service by Transport Mode			
Mode	Existing Layout	Proposed Layout	Net difference
Walking	38%	70%	31%
Wheeling	38%	70%	31%
Cycling	38%	70%	31%
Overall Street Level of Service	33%	72%	39%



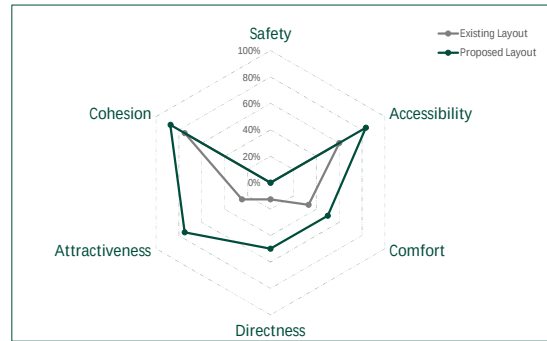
Street Placemaking			
Categories	Existing Layout	Proposed Layout	Net difference
Social Activity	50%	50%	0%
Personal Security	50%	50%	0%
Character and Legibility	50%	50%	0%
Environmental	50%	50%	0%
Overall Street Placemaking Score	65%	61%	-4%



5. Path Check Results

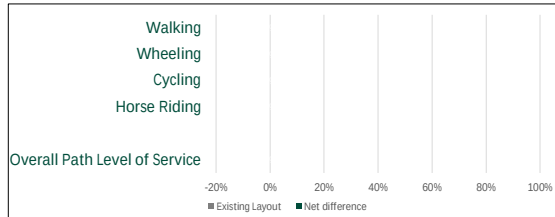
Path Level of Service

Categories	Existing Layout	Proposed Layout	Net difference
Safety			
Accessibility	60%	83%	23%
Comfort	33%	50%	17%
Directness	13%	50%	38%
Attractiveness	25%	75%	50%
Cohesion	75%	88%	13%
Overall Path Level of Service	33%	72%	39%



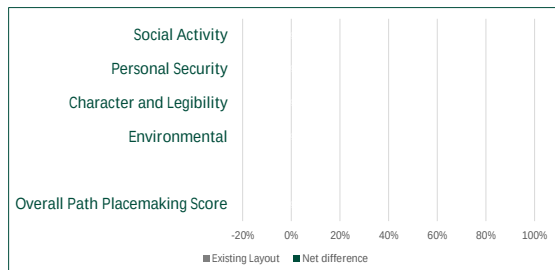
Path Level of Service by Transport Mode

Mode	Existing Layout	Proposed Layout	Net difference
Walking			
Wheeling			
Cycling			
Horse Riding			
Overall Path Level of Service			



Path Placemaking

Categories	Existing Layout	Proposed Layout	Net difference
Social Activity			
Personal Security			
Character and Legibility			
Environmental			
Overall Path Placemaking Score			



6. Junction Assessment Tool Check

Junction Level of Service

Junction Name	Modes	Existing Layout	Proposed Layout	Net difference
Not Completed	Walking & Wheeling	Not Completed	Not Completed	
	Cycling	Not Completed	Not Completed	
	All	Not Completed	Not Completed	
	Walking & Wheeling			
	Cycling			
	All			
	Walking & Wheeling			
	Cycling			
	All			
	Walking & Wheeling			
	Cycling			
	All			
	Walking & Wheeling			
	Cycling			
	All			
Overall	Walking & Wheeling			
	Cycling			
	All			



Route Check
Results Summary

1. Summary of Scheme

Network Map		
Scheme Name	Land North West of Southwater	Requires copying from Summary of Scheme Tab
Scheme Reference	0	
Local Authority	Horsham District Council	
Design Stage	0	
Route Length Assessed in this File (km)	2.2	

Overview	Complete	Remaining Issues for review	Next steps	Review statement
Policy Conflicts	Yes	2	View Comments in Policy Check and Policy Conflict Log tabs	Use the space to provide overall feedback for the proposed scheme.
Critical Issues	No	Complete Safety Check and Critical Issues Log	Complete Safety Check and Critical Issues Log	
	Net difference			
Safety Check	Yes	44%	The proposed design will likely improve safety	
Street Check	Yes	39%	The proposed design will likely improve route quality	
Street Placemaking	Yes	-4%	The proposed design will likely reduce the quality of place	
Path Check	N/A	N/A		
Path Placemaking	N/A	N/A		
Junction Assessment Tool Check	No	N/A	N/A	



Route Check

Results Summary

2. Policy Check Results (Policy Conflicts Only)

Policy Conflicts	Existing Route	Designed Route	Removed	Introduced	Remaining
	1	1	0	1	2
Remaining Policy Conflicts	Policy Conflict ID	Policy Conflict	Latitude and Longitude	Location Name	Commentary & Feedback
1	_PC01_01P	1 - Cyclists are not separated from pedestrians	The whole route	The whole route	
2	_PC01_02P	1 - Cyclists are not separated from pedestrians	A short section between Lintot Square and Chessall Avenue		
3					
4					
5					
6					
7					
8					
9					
10					
11					
12					
13					
14					
15					



Route Check

Results Summary

3. Safety Check Results (Critical Issues Only)

Critical Issues	Existing Route	Designed Route	Removed	Introduced	Remaining
	4	0	0	0	4
Remaining Critical Issues	Critical ID	Critical Issue	Latitude and Longitude	Location Name	Commentary & Feedback
1	_SA01_01P	1 - Conflict at Side Roads and Priority Junctions: more than 2.500vpd cut across main walking, wheeling or cycling streams		Junction with Soutwater St	
2	_SA02_01P	2 - Conflict at Roundabouts and Signal Junctions: more than 2.500vpd cut across main walking, wheeling or cycling streams		Both roundabouts	
3	_SA11_01P	11D - Footway Width: no footway		Between Northern Start and Blakes Farm Rd roundabout	
4	_SA11_02P	11C - Footway Width: less than 2m clear width and pedestrian comfort level is poor (PCL of D-E)		From Blakes Farm Rd Roundabout to the Southwater Junior Academy	
5					
6					
7					
8					
9					
10					
11					
12					
13					
14					
15					

Route Check

Results Summary

4. Street Check Results

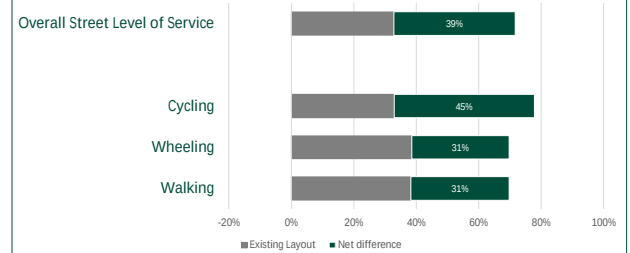
Street Level of Service

Categories	Existing Layout	Proposed Layout	Net difference
Safety	29%	73%	44%
Accessibility	60%	83%	23%
Comfort	33%	50%	17%
Directness	13%	50%	38%
Attractiveness	25%	75%	50%
Cohesion	75%	88%	13%
Overall Street Level of Service	33%	72%	39%



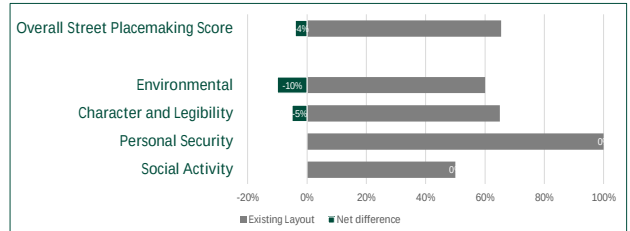
Street Level of Service by Transport Mode

Mode	Existing Layout	Proposed Layout	Net difference
Walking	38%	70%	31%
Wheeling	39%	70%	31%
Cycling	33%	78%	45%
Overall Street Level of Service	33%	72%	39%



Street Placemaking

Categories	Existing Layout	Proposed Layout	Net difference
Social Activity	50%	50%	0%
Personal Security	100%	100%	0%
Character and Legibility	65%	60%	-5%
Environmental	60%	50%	-10%
Overall Street Placemaking Score	65%	61%	-4%



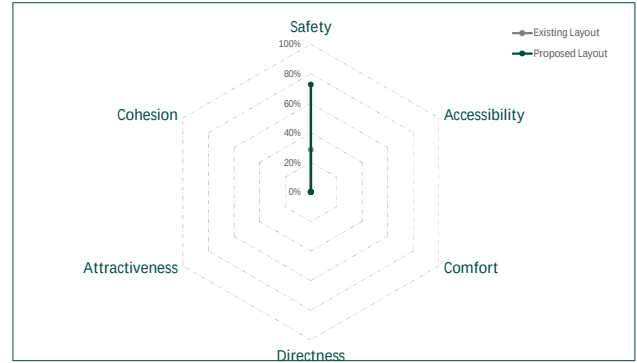
Route Check

Results Summary

5. Path Check Results

Path Level of Service

Categories	Existing Layout	Proposed Layout	Net difference
Safety	29%	73%	44%
Accessibility			
Comfort			
Directness			
Attractiveness			
Cohesion			
Overall Path Level of Service	29%	73%	44%

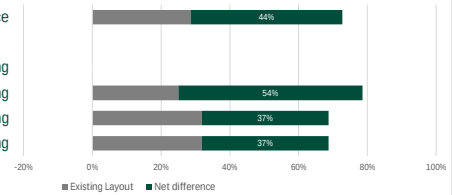


Path Level of Service by Transport Mode

Mode	Existing Layout	Proposed Layout	Net difference
Walking	32%	69%	37%
Wheeling	32%	69%	37%
Cycling	25%	79%	54%
Horse Riding	N/A	N/A	N/A
Overall Path Level of Service	29%	73%	44%

Overall Path Level of Service

Horse Riding
Cycling
Wheeling
Walking

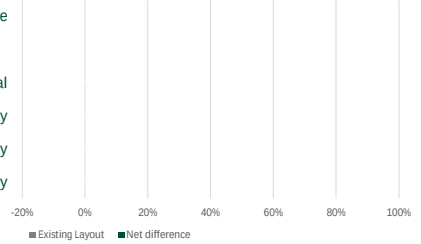


Path Placemaking

Categories	Existing Layout	Proposed Layout	Net difference
Social Activity			
Personal Security			
Character and Legibility			
Environmental			
Overall Path Placemaking Score			

Overall Path Placemaking Score

Environmental
Character and Legibility
Personal Security
Social Activity



6. Junction Assessment Tool Check

Junction Level of Service

Junction Name	Modes	Existing Layout	Proposed Layout	Net difference
Not Completed	Walking & Wheeling	Not Completed	Not Completed	
	Cycling	Not Completed	Not Completed	
	All	Not Completed	Not Completed	
	Walking & Wheeling			
	Cycling			
	All			
	Walking & Wheeling			
	Cycling			
	All			
	Walking & Wheeling			
	Cycling			
	All			
	Walking & Wheeling			
	Cycling			
	All			
Overall	Walking & Wheeling			
	Cycling			
	All			

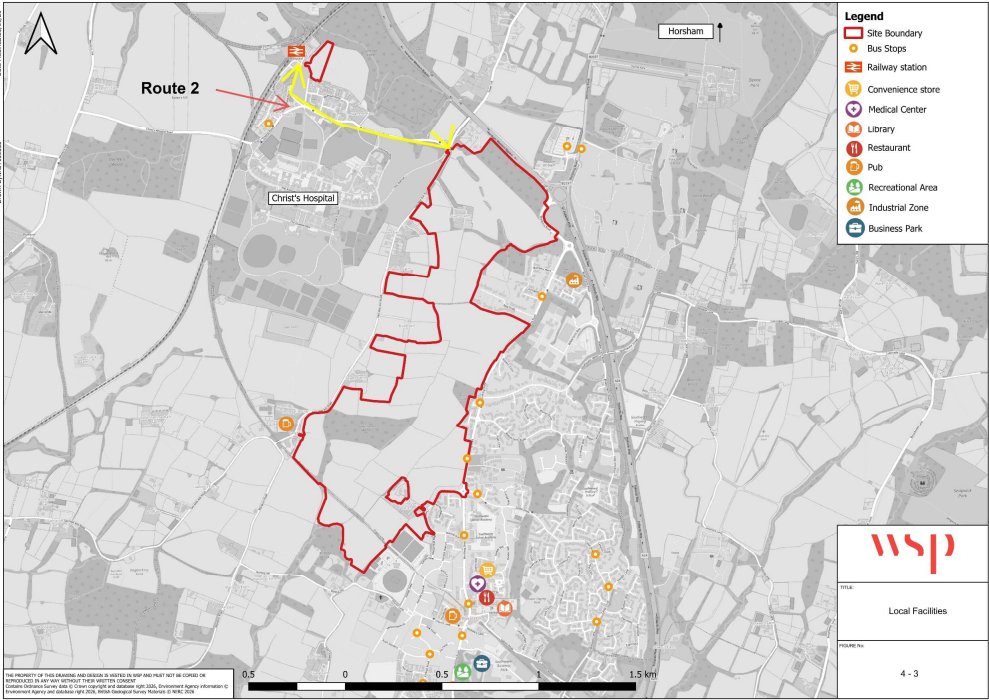
Summary of Scheme

Date of Design Review	28/05/2026
Scheme Reference	
Scheme Name	Land North West of Southwater
Scheme Summary	Route from the site to Christ Hospital Station
Scheme Information Reviewed	
Authority	Horsham District Council
Transport/ Combined Authority	
Region	South East
Funding Programme	
Design Stage	
Funding Conditions	
Reviewer Email Address	
Route Length Assessed in this File (km)	1.10
Total Route Length (km)	1.10
Notes	

Route Check Type (Street or Path)	What type of route is being reviewed: Street Check (e.g. on- or by-carriageway) or Path Check (e.g. a traffic-free path featuring minimal interactions with motor traffic)	Street Check
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	Latitude and Longitude
Route Start Point	Christs Hospital (westbound)
Route End Point	Christ's Hospital Rd/The Avenue/Two Mile Ash Rd Junction (eastbound)
Weblink to Map	

Network Map	Please add below a map showing the section of route being scored in this spreadsheet. If the route is part of a longer route of multiple sections (covered in other spreadsheets) please show this on the map for context too.
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Active Travel England

Route Check

Policy Check

#	Policy Principle	Compliance		Commentary
		Existing	Proposed	
PO01	Are cyclists separated from pedestrians?	No	No	
PO02	Is the route free from barriers, such as chicane barriers, steps or dismount signs?	Yes	Yes	
PO03	Does the route feel direct, logical and intuitive to understand for all road users?	Yes	Yes	
PO04	Are surfaces suitable for all users?	Yes	Yes	
PO05	Is appropriate lighting provided?	No	No	
PO06	Does the route join together, or join other facilities together, as part of a holistic, connected network?	Yes	Yes	

Policy Conflict Log

The Policy Check has identified at least one policy conflict, please ensure this is captured in the log below.

Policy Conflict	Stage	Latitude and Longitude	Location Name	Resolved by Design	Commentary & Feedback
1 - Cyclists are not separated from pedestrians	Existing	The whole route	The whole route	No	
5 - Appropriate lighting is not provided	Existing	From the junction with Infirmary Dr to the	From the junction with Infirmary Dr to the End Point	No	

 Active Travel England Route Check Safety Check											
Metric	Mode	#	Description	Critical Issue	Red	Amber	Green	Existing		Proposed	
				C	0	1	2	Score	Comments / assumptions	Score	Comments / assumptions
SAFETY											
Conflict at Side Roads and Priority Junctions	Walking / Wheeling / Cycling	SA01	Pedestrian and cyclist conflict with motor traffic at side roads/priority junctions.	More than 2,500vpd cut across main walking, wheeling or cycling streams.	Less than 2,500vpd cut across main walking, wheeling or cycling streams, but side roads and priority junctions are untreated.	Less than 2,500vpd cut across main walking, wheeling or cycling streams and side roads and priority junctions have entry treatments.	Side roads/priority junctions have entry treatments that offer greater protection for pedestrian and cycle movements (e.g. exit only, continuous footways, zebra/parallel crossings as appropriate to context).	1		1	
Conflict at Roundabouts and Signal Junctions	Walking / Wheeling / Cycling	SA02	Pedestrian and cyclist conflict with motor traffic at roundabouts and signal-controlled junctions.	More than 2,500vpd cut across main walking, wheeling or cycling streams.	The principal pedestrian and/or cyclist movements are in conflict with motor traffic movements at roundabouts and/or signal controlled junctions.	The principal pedestrian and cyclist movements are separated from motor traffic movements at roundabouts and/or signal controlled junctions.	All pedestrian and cyclist movements are separated from all motor traffic movements at roundabouts and/or signal controlled junctions.	N/A		N/A	
Lane Widths	Cycling	SA03	Effect of lane widths on conflict between cyclists and motor traffic.	Cyclists are mixed with traffic in lanes between 3.25m and 3.90m wide. Or, cyclists are in unprotected cycle lanes and the combined width of the cycle lane and adjacent traffic lane is between 3.25m and 3.90m.	Cyclists are mixed with traffic in lanes less than 3.25m wide or over 3.90m wide. Or, cyclists are in unprotected cycle lanes and the combined width of the cycle lane and adjacent traffic lane is under 3.25m or over 3.90m. Or cyclists are mixed with traffic on busy urban streets with no centre line. Or, there are speed cushions present.	Cyclists are in cycle lanes with light protection or stepped cycle tracks under 1.8m wide (single direction). Or, cyclists are in a protected bidirectional cycle facility under 2.5m wide. Or, cyclists are mixed with traffic on quiet urban streets with no centre line.	Cyclists are protected from motor traffic or off-road entirely.	0		0	
Trip Hazards	Walking / Wheeling	SA04	Risk of pedestrians tripping due to hazards.	There are level differences of greater than 13mm with no tactile information and colour contrast to help identify them.	Many trip hazards.	Few trip hazards.	No trip hazards, level clear surface.	2		2	
Kerbside Activity	Cycling	SA05	Cyclist conflict with kerbside activity, including risk of 'dooring'.	Cycle facility next to parking/loading facility, without a buffer of at least 0.5m. Or, an unprotected cycle lane is next to a frequently-used bus layby.	Frequent kerbside activity for cyclists to contend with. Conflict with cyclists is not well-managed.	Less frequent kerbside activity, and conflict with cyclists is well-managed.	Kerbside activity is well-managed with no or minimal conflict with cyclists.	N/A		N/A	
Provision of Crossings	Walking / Wheeling	SA06	Ability of pedestrians to cross the street safely on desire lines.	On very busy streets (more than 8,000vpd) controlled crossings (including zebra crossings) are not present or more than 400m apart. On quieter streets (less than 8,000vpd), desire lines are blocked by parking and loading.	On very busy streets (more than 8,000vpd), controlled crossings (including zebra crossings) are provided every 200-400m. On quieter streets (less than 8,000vpd), loading/parking is formalised with gaps for pedestrians to cross.	On very busy streets (more than 8,000vpd), controlled crossings (including zebra crossings) are provided every 100-200m. On quieter streets (less than 8,000vpd), loading/parking is formalised with gaps for pedestrians to cross on desire lines.	On very busy streets (more than 8,000vpd), controlled crossings (including zebra crossings) are provided every 50-100m. On quieter streets (less than 8,000vpd), there are controlled crossings or only one lane of traffic to cross.	1	There are informal crossing points	1	
Standard of Crossings	Walking / Wheeling	SA07	Suitability of pedestrian crossings in context.	On very busy streets (more than 8,000vpd), there are uncontrolled crossings of two or more lanes with no gaps in traffic. At signal junctions there are arms with dropped kerbs and tactile paving but no green pedestrian symbol.	On very busy streets (more than 8,000vpd), there are uncontrolled crossings or zebra/parallel crossings. On quieter streets (less than 8,000vpd), crossing points have no implied priority or there are no crossing points.	On very busy streets (more than 8,000vpd), signal crossings are provided for pedestrians. On quieter streets (less than 8,000vpd), crossing points have effective implied priority for pedestrians.	On very busy streets (more than 8,000vpd), signal crossings rest on green for pedestrians or have rapid response. On quieter streets (less than 8,000vpd), crossing points are controlled crossings.	1		1	
Motor Traffic Speed	Walking / Wheeling / Cycling	SA08	85th percentile speed of motor traffic (where cyclists are not protected or pedestrians cross uncontrolled).	85th percentile speed is over 30mph.	85th percentile speed is between 25mph and 30mph.	85th percentile speed is between 20mph and 25mph.	85th percentile speed is under 20mph. Or, cyclists are protected from motor traffic or off-road entirely and controlled crossings are provided for pedestrians wherever needed.	0		1	
Motor Traffic Volume	Walking / Wheeling / Cycling	SA09	Volume of motor traffic at the busiest hour (where cyclists are not protected or pedestrians cross uncontrolled).	More than 1,000 vehicles in the busiest hour. Or, over 5% of traffic is HGVs where there are over 500 vehicles in the busiest hour.	500-1,000 vehicles in the busiest hour. Or, 2-5% of traffic is HGVs where there are 200-499 vehicles in the busiest hour.	200-499 vehicles in the busiest hour. And, less than 2% of traffic is HGVs.	Less than 200 vehicles in the busiest hour. Or, cyclists are protected from motor traffic or off-road entirely and controlled crossings are provided for pedestrians wherever needed.	1		2	
Pedestrian Crossing Speed	Walking / Wheeling	SA10	Required crossing speed at signal crossings (risk of pedestrians coming into conflict with traffic).	Pedestrians who start crossing at the end of the 'invitation to cross' must cross at a speed of over 1.2m/s to get across the whole crossing in time.	There are no detectors to extend crossing times, but pedestrians who start crossing at the end of the 'invitation to cross' can cross at a speed of 1.2m/s and get across the whole crossing in time.	There are detectors present on the crossing which extend crossing times based on a crossing speed of 1.2m/s.	There are detectors present on the crossing which extend crossing times based on a crossing speed of 1m/s.	N/A		N/A	

Footway Widths	Walking / Wheeling	SA11	Clear walking and wheeling spaces free of permanent obstructions and furniture, reducing risk of pedestrians walking in the carriageway.	Where the footway is next to the carriageway, there is: • less than 1m clear footway width on any footway • less than 1.5m clear footway width for over 6m • 1m-2m clear footway width with a Pedestrian Comfort Level of D-E Or there is no footway.	Where the footway is next to the carriageway, there is: • less than 2m clear footway width but pedestrian comfort is good (PCL of A-C) • 2m-3m clear footway width and pedestrian comfort is poor (PCL of D-E). Where the footway is not next to the carriageway, the clear footway width is less than 1.5m.	Where the footway is next to the carriageway, there is: • 2m-3m clear footway width and pedestrian comfort is good (PCL of A-C). • More than 3m clear footway width and pedestrian comfort is poor (PCL of D-E). Where the footway is not next to the carriageway, the clear footway width is 1.5m-3m.	More than 3m clear footway width and pedestrian comfort is good (PCL of A-C).	0		0	
Effective Width next to Tram Lines	Cycling	SA12	Effective width next to tram line on a straight run or a curve.	Less than 2.4m from tramline edge to kerb on a straight run. Insufficient clearance on a curve.	2.4m from tramline edge to kerb.	More than 2.4m from tramline edge to kerb.	Physical protection is provided for cyclists.	N/A	There is no Tram Lines	N/A	
Crossing Angle of Tram/Train Rails	Cycling	SA13	Crossing angle (between cyclist desire line and tram or train rails).	Crossing angle less than 60 degrees.	Crossing angle between 60 and 80 degrees.	Crossing angle between 80 and 90 degrees (or between 60 and 80 degrees with track filler creating a smooth crossing for cyclists).	Crossing angle between 80 and 90 degrees with track filler creating a smooth crossing for cyclists.	N/A	There is no Tram Lines	N/A	
Cycling Surface and Maintenance Defects	Cycling	SA14	Cycling surface and maintenance defects: • sharp gradients (12.5% or more) • non cycle friendly ironworks • raised/sunken covers or gullies • potholes • loose/cracked surfaces • poor drainage or skid risks • overgrown vegetation	Major defects.	Many minor defects.	Few minor defects.	No defects.	1	Overgrown vegetation, skid risk, non cycle friendly ironworks	1	
Walking/Wheeling Surface and Maintenance Defects	Walking / Wheeling	SA15	Walking/wheeling surface and maintenance defects: • steep camber (horizontal gradient more than 2.5%) • steep longitudinal gradients (8% or more if under 1m, 5% or more if 1m or over) • missing dropped kerbs • non flush tables • misleading tactile information • loose/cracked surfaces • poor drainage or slip risks • overgrown vegetation	Major defects.	Many minor defects.	Few minor defects.	No defects.	1	Overgrown vegetation, non flush tables, slip risk	1	
Guard Railing	Walking / Wheeling / Cycling	SA16	Presence of guard railing.	Guard railing used as standard without consideration of inherent safety risks.	Guard railing used to control behaviour in complex and sensitive environments.	Minimal guard railing, used to address a clear safety issue such as a level difference.	No guard railing anywhere on the route.	1		1	

Critical Issues Log

Critical Issue	Stage	Latitude and Longitude	Location Name	Resolved by Design	Commentary & Feedback
11C - Footway Width: less than 2m clear width and pedestrian comfort level is poor (PCL of D-E)	Existing	All route	All route		
11A - Footway Width: less than 1m clear width	Existing	From the junction with Infirmary Dr to the End Point	From the junction with Infirmary Dr to the End Point		



Active Travel England

Route Check

Street Check

Metric	Mode	#	Description	Red	Amber	Green	Existing		Proposed	
				0	1	2	Score	Comments / assumptions	Score	Comments / assumptions

ACCESSIBILITY

Gradient	Walking / Wheeling / Cycling	ST17	Steepest gradient due to underlying terrain. (For gradients at ramps, dropped kerbs and cambers, see metrics SA14 and SA15).	More than 5%.	3-5%.	Less than 3%.	1		1	
Tactile Information and Signal Equipment	Walking / Wheeling / Cycling	ST18	Adherence of tactile paving to recommended layouts and colours in 'Guidance on the Use of Tactile Paving Surfaces' and accessibility of signal equipment.	Guidance on tactile paving has not been considered. Or, there is signal equipment which is incorrectly situated, inaccessible or faulty (for example in terms of rotating cones).	Guidance on tactile paving has been considered, but the area is not fully legible.	Guidance on tactile paving has been considered and the area is fully legible.	N/A		N/A	
Barriers	Walking / Wheeling / Cycling	ST19	Presence and accessibility of barriers.	Barriers are not accessible by wheelchair users and/or users on solo upright cycles (as defined in LTN 1/20) and/or mobility scooters.	All barriers are accessible by wheelchair users, mobility scooters, and by users on solo upright cycles (as defined in LTN 1/20), with sufficient space to turn.	All barriers are accessible by the cycle design vehicle referenced in LTN 1/20, with sufficient space to turn. Or, there are no barriers.	2		2	
Bus Stops	Walking / Wheeling / Cycling	ST20	Interactions at bus stops.	At bus stops, cyclists regularly have to wait behind buses or overtake them in general traffic lanes. Or, there are likely to be high-level interactions between pedestrians and cyclists.	At bus stops, cyclists are protected from buses and traffic, but there are likely to be medium-level interactions between pedestrians and cyclists.	At bus stops, cyclists are protected from buses and traffic and interactions between pedestrians and cyclists are likely to be low-level.	N/A		N/A	
Wheelchair Access	Wheeling	ST21	Accessibility of pedestrian facilities by wheelchair.	Pedestrian facilities (including any crossings, connections and public transport interchange facilities) are not wheelchair accessible.	All pedestrian facilities (including any crossings, connections and public transport interchange facilities) are step-free and accessible for wheelchair users, but some interaction with cyclists is possible.	All pedestrian facilities (including crossings, connections and public transport interchange facilities) are step-free and accessible for wheelchair users, and there is no potential for interaction with cyclists.	1		1	
Access to Taxis and Blue Badge Parking	Walking / Wheeling / Cycling	ST22	Distance to accessible pick-up, drop-off or hailing points, or blue badge parking facilities.	Where people meet, wait, or spend time in numbers, it is over 150m to the nearest accessible pick-up, drop-off or hailing points, or blue badge parking facilities.	Where people meet, wait, or spend time in numbers, it is less than 150m to the nearest accessible pick-up, drop-off or hailing points, or blue badge parking facilities.	Where people meet, wait, or spend time in numbers, it is less than 50m to nearest accessible pick-up, drop-off or hailing points, or blue badge parking facilities.	N/A		N/A	
Access to Toilets	Walking / Wheeling / Cycling	ST23	Provision of sanitary facilities. E.g. toilets and/or baby change facilities.	Where people meet, wait or spend time in numbers, it is over 150m to the nearest accessible sanitary facilities.	Where people meet, wait or spend time in numbers, it is less than 150m to the nearest accessible sanitary facilities.	Where people meet, wait or spend time in numbers, it is less than 50m to the nearest accessible sanitary facilities.	N/A		N/A	

COMFORT

Cycling Surface Material	Cycling	ST24	Type of cycling surface material.	Unsurfaced/unbound or unstable blocks/setts.	Hand-laid asphalt or smooth blocks.	Machine-laid asphalt or smooth and firm blocks undisturbed by turning vehicles.	1		1	
Walking/Wheeling Surface Material	Walking / Wheeling	ST25	Type of walking/wheeling surface material.	The surface is low-grip (i.e. PTV of 25 or lower). If paved, the joints are wider than 5mm.	The surface is medium-grip (i.e. PTV of between 25 and 35). If paved, the joints are 5mm or less.	The surface is high-grip (i.e. PTV of 35 or higher). If paved, the joints are mortared.	1		1	
Effective Width for Cyclists	Cycling	ST26	Effective width for cyclists (when not mixed with motor traffic).	At pinch points, cycle facility widths and/or buffers are below the absolute minimums recommended in LTN 1/20.	Recommended desirable minimum widths from LTN 1/20 are maintained for cycle facilities and buffers throughout the whole route, except at pinch points where absolute minimum widths recommended in LTN 1/20 are maintained.	Recommended desirable minimum widths from LTN 1/20 are maintained or exceeded for cycle facilities and buffers throughout whole route.	N/A		N/A	

DIRECTNESS											
Deviation of Cycle Route	Cycling	ST27	Deviation of cycle route against straight line or shortest alternative.	Deviation factor against straight line or shortest alternative greater than 1.4.	Deviation factor against straight line or shortest alternative 1.2-1.4.	Deviation factor against straight line or shortest alternative less than 1.2.	2		2		
Pedestrian Crossing Locations	Walking / Wheeling	ST28	Alignment of crossings with desire lines.	No crossings are located on desire lines.	Some crossings are located on desire lines.	All crossings are located on desire lines, and all desire lines are provided for.	1		1		
Cyclist Delay at Junctions	Cycling	ST29	Delay to cyclists at junctions.	Delay for cyclists at junctions is greater than the delay to motor vehicles.	Delay for cyclists at junctions is similar to that of motor vehicles.	Delay for cyclists is shorter than that of motor vehicles or cyclists are not required to stop at junctions (e.g. bypass at signals).	1		1		
Cyclist Delay on Links	Cycling	ST30	Delay to cyclists on links.	Cyclists have no opportunities to pass slower moving vehicles (including other cyclists).	Cyclists have some opportunities to pass slower moving vehicles (including other cyclists).	Cyclists can always progress without being delayed by other vehicles.	1		1		
Pedestrian Delay at Junctions	Walking / Wheeling	ST31	Delay to pedestrians at signal controlled junctions.	Maximum waiting time over 60 seconds.	Maximum waiting time 40-60 seconds.	Maximum waiting time up to 40 seconds.	N/A		N/A		
Pedestrian Delay at Standalone Signal Crossings	Walking / Wheeling	ST32	Delay to pedestrians at stand-alone signal crossings.	After pressing the button, pedestrians must wait over 10 seconds for an invitation to cross.	After pressing the button, pedestrians must wait up to 10 seconds for an invitation to cross.	Crossings rest on the green for pedestrians. Or, the time between pressing the button and the invitation to cross has been minimised as much as is safe to do so.	N/A		N/A		

ATTRACTIVENESS											
Wayfinding	Walking / Wheeling / Cycling	ST33	Effectiveness of signage and road markings on wayfinding.	Route signing is poor with signs missing at key decision points. Pedestrians and cyclists follow signs and road markings intended for motor traffic. Or, signs and road markings are faded or unclear.	Some cycle and pedestrian specific direction signing. There are gaps in signage and road markings which could be improved.	Route is well signed for pedestrians and cyclists with signs and road markings located at all decision points and junctions. Signs and road markings are clear, easily visible and legible.	1		2		
Places to Rest	Walking / Wheeling	ST34	Distance between resting points.	More than 150m.	50-150m.	Less than 50m.	0		0		
Places to Shelter	Walking / Wheeling	ST35	Distance between shelter points.	More than 150m.	50-150m.	Less than 50m.	0		0		
Lighting	Walking / Wheeling / Cycling	ST36	Extent of lighting.	Long stretches of darkness. Or, no lighting.	Short stretches of darkness. Or, bat-friendly lighting.	Route lit thoroughly, including any public transport waiting areas.	1	From the junction with Infirmary Dr to the End Point lighting is not provided	1		
Cycle Parking	Cycling	ST37	Ease of access to cycle parking on- and off-street.	Insufficient or inappropriate cycle parking.	Some accessible and overlooked cycle parking provided but not enough to meet present demand.	Accessible and overlooked cycle parking provided, sufficient to meet present and future demand, including provision for a range of cycle vehicles and users.	0		0		
Impact of Cycling on Walking	Walking / Wheeling / Cycling	ST38	Presence of shared use cycle tracks and toucan crossings.	On urban streets, cyclists are expected to use shared use cycle tracks and/or toucan crossings, bringing them into potential conflict with pedestrians. In rural areas or motor traffic free environments, shared use cycle tracks fail the width requirements set out in Table 6-3 of LTN 1/20.	In rural areas or motor traffic free environments, shared use cycle tracks pass the width requirements set out in Table 6-3 of LTN 1/20 and are designed in a way that minimises potential conflict between cyclists and pedestrians.	There are no shared use cycle tracks.	0		0		

COHESION

Impact of Motor Traffic on Pedestrians and Cyclists	Walking / Wheeling / Cycling	ST39	Measures taken to manage motor traffic in a way that benefits active modes.	There are no measures to manage motor traffic that benefit active modes.	There are some measures to manage motor traffic that benefit active modes.	There are measures to manage motor traffic which prioritise active modes. Or, the route is completely separate from motor traffic.	0		0	
Transitions for Cyclists	Cycling	ST40	Ability to transition on and off the route safely and easily.	Cyclists cannot transition on or off the route without dismounting.	Cyclists can transition on and off the route with minimal disruption to their journey.	Cyclists have dedicated, legible and understandable transitions on and off the route at all key points. Protected cycle facilities are easy to join and leave.	1		1	
Route Continuity	Walking / Wheeling / Cycling	ST41	Continuity of walking, wheeling and cycling routes.	Provisions for walking, wheeling and cycling along the route are discontinuous.	Provisions for walking, wheeling and cycling along the route are continuous but may be indirect or have sections which are unintuitive to navigate.	Provisions for walking, wheeling and cycling along the route are direct, continuous, intuitive and legible.	2	Route is continuous but its not separated between pedestrian and cyclist	2	
Consistency of Route	Walking / Wheeling / Cycling	ST42	Consistency of provision for pedestrians and cyclists.	Multiple changes of provision on the route.	Some changes of provision on the route.	Provision is consistent throughout the route.	1		1	

Route Check

Street Placemaking Assessment

Metric	#	Description	Red	Amber	Green	Existing		Proposed	
			0	1	2	Score	Comments / assumptions	Score	Comments / assumptions

SOCIAL ACTIVITY

Street Engagement for Children	SP01	Presence of features which children can engage with.	None.	Some access to formal/natural play spaces for children.	Access to formal/natural play spaces for children and street features that can engage children.	0		0	
Social Space	SP02	Proximity to places where people might stop and have a conversation.	Greater than 800m.	400-800m.	Less than 400m.	0		0	
Diversity of Activities	SP03	Suitability of the street for different activities, creating conditions for positive interactions.	Single activity street.	Multiple activity street.	Different activities encouraged on the street at different times of day.	2		2	

PERSONAL SECURITY

Surveillance and Activity	SP04	Natural surveillance from the surrounding environment throughout the day and night.	Few buildings overlook the street. There is little activity from people using or moving through the space.	Surrounding buildings do not completely overlook the street throughout day and night. There are some people using or moving through the space.	Mixed use buildings overlook the street or space throughout day and night. There are many people using or moving through the space.	1		1	
Forward Visibility and Escape Routes	SP05	Effect of topography, vegetation and built environment on perceived and actual risk of crime.	Poor sight lines or potential ambush points due to buildings, walls, vegetation, corners or topography etc. Enclosed spaces; no or few escape routes.	Streetscape is mostly open with few visibility issues. Some escape routes.	Streetscape is open with good visibility and clear sight lines. Frequent escape routes.	0		0	
Visibility of Others	SP06	Effect of lighting and street furniture on perceived and actual risk of crime.	No lighting. Street furniture that creates potential ambush points.	Inadequate lighting, or bright lighting that creates high contrast areas with shadows.	Lighting that does not create high contrast areas with shadows. Street furniture does not create hiding or loitering places.	1		1	

CHARACTER AND LEGIBILITY

Maintenance and Upkeep	SP07	Condition of the streetscape.	Poorly maintained streetscape: overgrown vegetation or significant littering. No winter maintenance. The streetscape has been designed in a way that is hard to maintain.	Elements of the streetscape are well maintained.	Well maintained streetscape: vegetation is well managed and there are no issues with littering. Route is well maintained throughout winter. The streetscape has been designed in a way that is easy to maintain.	0		1	
Street Network Layout	SP08	Street network impact on wayfinding.	The street network is complex or there are connectivity issues. Maps or signage are needed to help navigate the area.	The street network helps users find their way in some situations. Users may need to refer to maps or signage at times while moving through the area.	The street network is accessible and its layout helps users navigate the area without the need for maps or signage. Users can see where they are going and know how to get there.	1		1	

Place and Movement	SP09	Extent to which the form of the street matches its intended place and movement functions.	The form of the street clashes with its intended functions. There are issues with navigation and movement or the street is an unpleasant place to be.	The layout of the street is functional and serves its intended purpose in terms of movement and place.	The form of the street is in full harmony with its intended functions. Users can find their way without a need for maps or signage, and the street is a pleasant place to be.	1		1	
Impact of Street Design on Behaviour	SP10	Extent to which the street layout influences different types of user behaviour.	The street layout encourages aggressive behaviour, which makes the street an unpleasant place to be. E.g. central hatching, guard railing, wide flared side roads and right-turn pockets.	The street layout controls user behaviour throughout.	The highways layout encourages civilised behaviour, negotiation and forgiveness, which makes the street a pleasant place to be. E.g. side road treatments, minimised junction radii and carriageway width.	1		1	
Enforcement of Loading and Parking	SP11	Impact of on-street loading, servicing and parking provision on place and movement.	No designated provision: risk of abuse, pedestrian or cycling movement impacted.	Reasonable loading, servicing and parking provision in street area where needed.	Good loading and servicing provision, low impact and integrated. Parking enforcement recognised. Or, no loading or parking provision necessary.				
Street Clutter	SP12	Impact of street clutter on place and movement.	Lots of redundant street furniture, advertising, and temporary signage causing obstructions. Signage clutter contributing to visual overload.	Some redundant street furniture, advertising and temporary advertising. Some signage clutter.	No redundant street furniture, advertising or temporary signage. Footways are clear from obstruction and signage clutter is minimal.	1		1	
Consistency of Materials and Street Furniture	SP13	Consistency and suitability of materials and street furniture in the wider street environment.	Clashes between surface materials, street and the wider street environment, negatively affecting the street's appearance and character.	Consistent surface materials and street furniture which also match the wider street environment.	Surface materials and street furniture complement the wider street environment and enhance the street's appearance and character.	1		1	
Visual Interest	SP14	Visual distinctiveness of the streetscape.	Uniform, monotonous, boring.	Some variety in the streetscape.	Lots of variety in the streetscape, unique features.	1		1	
Cultural Significance	SP15	Cultural significance of the street to society.	The street is culturally significant on a regional or national level, but the character of the street does not reflect this.	The street is culturally significant on a local level, but the character of the street does not reflect this.	The character of the street reflects its cultural significance to society.	0		0	
Street Features that Support Walking, Wheeling and Cycling	SP16	Street features to encourage and enhance active travel journeys, such as: • Benches or other seating • Water fountains • Public tool stands • Cycle pumps • Cycle counters • Interpretation boards • Tactile maps or interactive pedestrian features	No specific street features to encourage and enhance active travel journeys.	One street feature to encourage and enhance active travel journeys.	Many street features to encourage and enhance active travel journeys.	0		0	

ENVIRONMENT

Drainage and Water	SP17	Effect of drainage and water on user experience, biodiversity, and climate resilience.	Basic drainage infrastructure.	Well-integrated sustainable drainage that is capable of dealing with extreme weather events.	Well-integrated sustainable drainage that is capable of dealing with extreme weather events and creates habitats for flora and fauna.	0		1	
Trees	SP18	Effect of trees on user experience, biodiversity, and climate resilience.	There are no trees, or only one tree. If assessing a design proposal, there are no trees, or the number of trees has been reduced.	There are multiple trees, with canopies spaced more than 15m apart on average. If assessing a design proposal, most existing trees are to be retained, with the overall number of trees maintained or increased.	There are multiple trees, with canopies spaced less than 15m apart on average. If assessing a design proposal, all existing trees are to be retained, with the overall number of trees maintained or increased.	1		1	
Planting	SP19	Effect of planting on user experience, biodiversity, and climate resilience.	Little or no planting, providing limited visual interest.	Some planted elements providing visual interest.	A variety of suitable planting that provides habitats for fauna, and wider experiential benefits.	1			
Ancillary Features to Support Fauna	SP20	Effect of ancillary features on user experience, biodiversity and climate resilience. Such as: • Bug hotels • Water features • Wildlife corridors	No features.	One feature.	Multiple features.	0		0	
Sustainable Materials	SP21	Incorporation of low carbon, sustainable or recycled materials into the design.	No low carbon, sustainable or recycled materials used.	Some low carbon, sustainable or recycled materials used.	Full integration of low carbon, sustainable and/or recycled materials.	1		1	
Air Pollution - Exposure	SP22	Exposure to NO _x concentration.	The NO ₂ concentration is greater than 40µg/m ³ . If assessing a design proposal, the NO ₂ concentration is greater than 40µg/m ³ and there are no proposals to reduce local traffic volume.	The NO ₂ concentration is 32-40µg/m ³ . Or, the existing NO ₂ concentration is greater than 40µg/m ³ but local traffic volume reduction measures are proposed.	The NO ₂ concentration is less than 32µg/m ³ . Or, the NO ₂ concentration is 32-40µg/m ³ but local traffic volume reduction measures are proposed.	2			
Air Pollution - Proximity	SP23	Proximity to PM10 & NO _x concentration.	No roadside tregdes or selective planting. Or, a buffer of less than 0.5m between sources of pollution and pedestrians and cyclists.	0.5-2m buffer between sources of pollution and pedestrians and cyclists. Or, there is a cycle facility at least 2m wide between the footway and carriageway.	Inclusion of roadside tregdes or selective planting. Or, a buffer of at least 2m between sources of pollution and pedestrians and cyclists.	1			
Noise Pollution	SP24	Effect of noise pollution from traffic on user experience.	Excessively noisy (more than 78dB).	Slightly noisy (65-78dB).	Comfortable noise levels (less than 65dB).	1			
Light Pollution	SP25	Effect of excessive lighting on the environment and user experience.	Beams from street lighting are excessively bright, excessively blue-violet and/or not shielded. Or, the street layout means that vehicle headlights dazzle pedestrians and cyclists.	Beams from street lighting are no stronger than necessary but are not sufficiently shielded.	Beams from street lighting are shielded, are no stronger than necessary and are warm-coloured. Street layout mitigates the effect of vehicle headlights dazzling pedestrians and cyclists.	2			
Sunlight	SP26	How much sunlight the street receives.	No sunlight penetration.	Less than 2 hours direct sunlight on shortest day of year.	More than 2 hours direct sunlight on shortest day of year.	2			



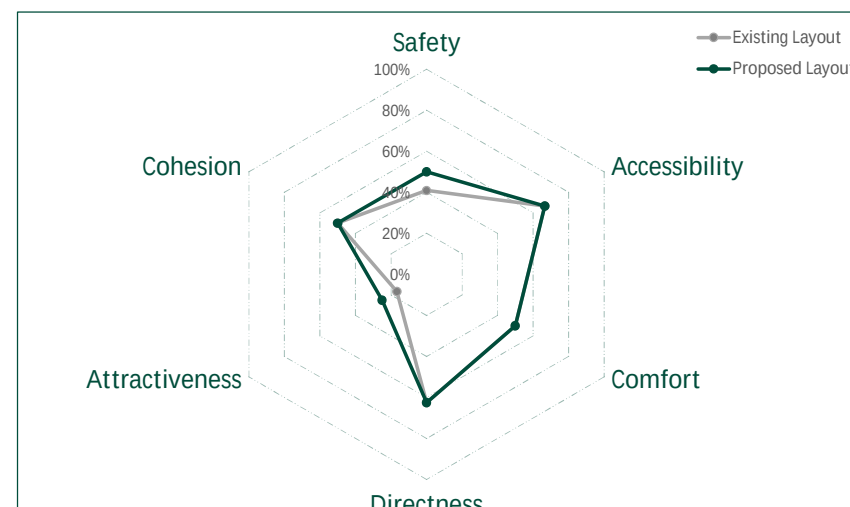
Active Travel England

Route Check

Results Summary

Overview	Complete	Remaining Issues for review	Next steps	Review Statement
Policy Conflicts	Yes	2	View Comments in Policy Check and Policy Conflict Log tabs	Use the space to provide overall feedback for the proposed scheme.
Critical Issues	Yes	0	No further action	
Net difference				
Safety Check	Yes	9%	The proposed design will likely improve safety	
Street Check	Yes	7%	The proposed design will likely improve route quality	
Street Placemaking	Yes	-5%	The proposed design will likely reduce the quality of place	
Path Check	N/A	N/A		
Path Placemaking	N/A	N/A		
Junction Assessment Tool Check	No	N/A	N/A	

Street Check Level of Service			
Categories	Existing Layout	Proposed Layout	Net difference
Safety	41%	50%	9%
Accessibility	67%	67%	0%
Comfort	50%	50%	0%
Directness	63%	63%	0%
Attractiveness	17%	25%	8%
Cohesion	50%	50%	0%
Overall ATE Score	42%	49%	7%



Route Check

Results Summary

1. Summary of Scheme

Network Map		
Scheme Name	Land North West of Southwater	Requires copying from Summary of Scheme Tab
Scheme Reference	0	
Local Authority	Horsham District Council	
Design Stage	0	
Route Length Assessed in this File (km)	1.10	

2. Policy Check Results

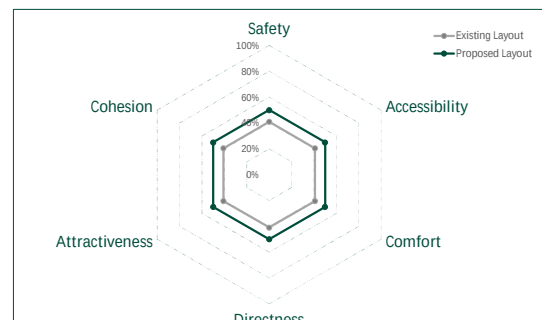
Policy Conflicts	Existing Route	Designed Route	Removed	Introduced	Remaining
	2	0	0	0	2

3. Safety Check Results (Critical Issues Only)

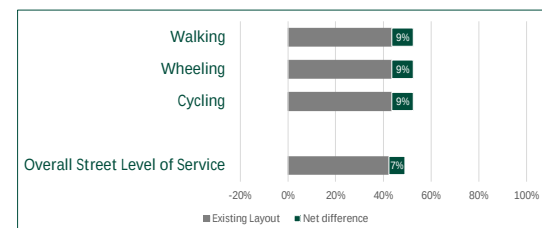
Critical Issues	Existing Route	Designed Route	Removed	Introduced	Remaining
	2	0	0	0	2

4. Street Check Results

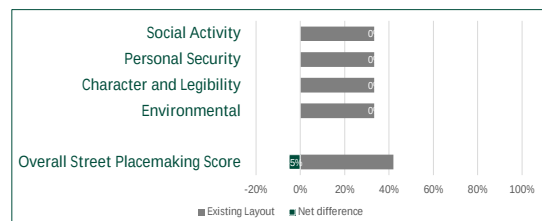
Street Level of Service			
Categories	Existing Layout	Proposed Layout	Net difference
Safety	41%	50%	9%
Accessibility	41%	50%	9%
Comfort	41%	50%	9%
Directness	41%	50%	9%
Attractiveness	41%	50%	9%
Cohesion	41%	50%	9%
Overall Street Level of Service	42%	49%	7%



Street Level of Service by Transport Mode			
Mode	Existing Layout	Proposed Layout	Net difference
Walking	44%	53%	9%
Wheeling	44%	53%	9%
Cycling	44%	53%	9%
Overall Street Level of Service	42%	49%	7%



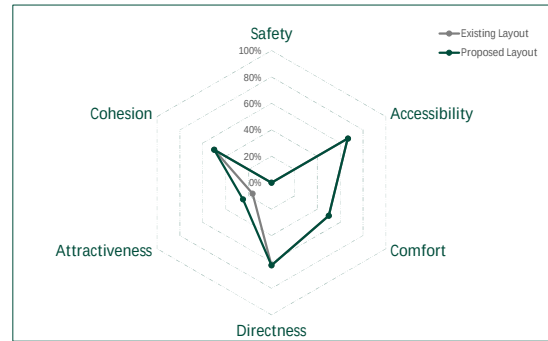
Street Placemaking			
Categories	Existing Layout	Proposed Layout	Net difference
Social Activity	33%	33%	0%
Personal Security	33%	33%	0%
Character and Legibility	33%	33%	0%
Environmental	33%	33%	0%
Overall Street Placemaking Score	42%	37%	-5%



5. Path Check Results

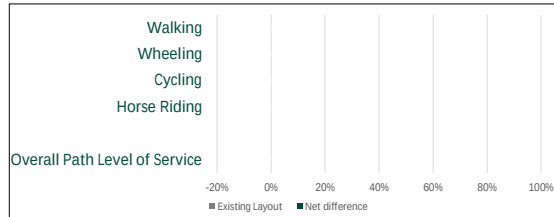
Path Level of Service

Categories	Existing Layout	Proposed Layout	Net difference
Safety			
Accessibility	67%	67%	0%
Comfort	50%	50%	0%
Directness	63%	63%	0%
Attractiveness	17%	25%	8%
Cohesion	50%	50%	0%
Overall Path Level of Service	42%	49%	7%



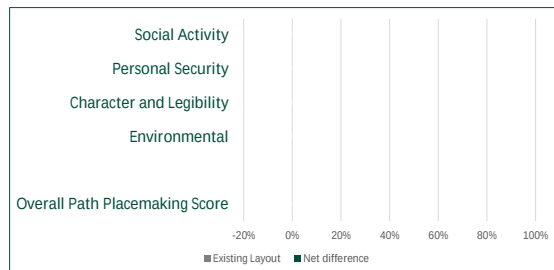
Path Level of Service by Transport Mode

Mode	Existing Layout	Proposed Layout	Net difference
Walking			
Wheeling			
Cycling			
Horse Riding			
Overall Path Level of Service			



Path Placemaking

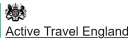
Categories	Existing Layout	Proposed Layout	Net difference
Social Activity			
Personal Security			
Character and Legibility			
Environmental			
Overall Path Placemaking Score			



6. Junction Assessment Tool Check

Junction Level of Service

Junction Name	Modes	Existing Layout	Proposed Layout	Net difference
Not Completed	Walking & Wheeling	Not Completed	Not Completed	
	Cycling	Not Completed	Not Completed	
	All	Not Completed	Not Completed	
	Walking & Wheeling			
	Cycling			
	All			
	Walking & Wheeling			
	Cycling			
	All			
	Walking & Wheeling			
	Cycling			
	All			
	Walking & Wheeling			
	Cycling			
	All			
Overall	Walking & Wheeling			
	Cycling			
	All			

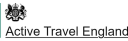


Route Check
Results Summary

1. Summary of Scheme

Network Map		
Scheme Name	Land North West of Southwater	Requires copying from Summary of Scheme Tab
Scheme Reference	0	
Local Authority	Horsham District Council	
Design Stage	0	
Route Length Assessed in this File (km)	1.1	

Overview	Complete	Remaining Issues for review	Next steps	Review statement
Policy Conflicts	Yes	2	View Comments in Policy Check and Policy Conflict Log tabs	Use the space to provide overall feedback for the proposed scheme.
Critical Issues	Yes	0	No further action	
	Net difference			
Safety Check	Yes	9%	The proposed design will likely improve safety	
Street Check	Yes	7%	The proposed design will likely improve route quality	
Street Placemaking	Yes	-5%	The proposed design will likely reduce the quality of place	
Path Check	N/A	N/A		
Path Placemaking	N/A	N/A		
Junction Assessment Tool Check	No	N/A	N/A	



Route Check

Results Summary

2. Policy Check Results (Policy Conflicts Only)

Policy Conflicts	Existing Route	Designed Route	Removed	Introduced	Remaining
	2	0	0	0	2
Remaining Policy Conflicts	Policy Conflict ID	Policy Conflict	Latitude and Longitude	Location Name	Commentary & Feedback
1	_PC01_01P	1 - Cyclists are not separated from pedestrians	The whole route	The whole route	
2	_PC05_01P	5 - Appropriate lighting is not provided	From the junction with Infirmary Dr to the	From the junction with Infirmary Dr to the End Point	
3					
4					
5					
6					
7					
8					
9					
10					
11					
12					
13					
14					
15					



Route Check
Results Summary

3. Safety Check Results (Critical Issues Only)

Critical Issues	Existing Route	Designed Route	Removed	Introduced	Remaining
	2	0	0	0	2
Remaining Critical Issues	Critical ID	Critical Issue	Latitude and Longitude	Location Name	Commentary & Feedback
1					
2					
3					
4					
5					
6					
7					
8					
9					
10					
11					
12					
13					
14					
15					

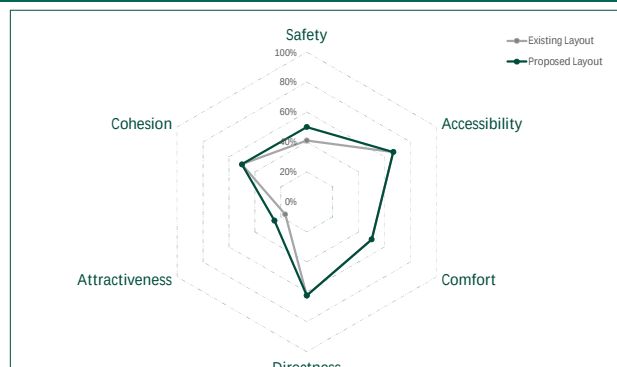
Route Check

Results Summary

4. Street Check Results

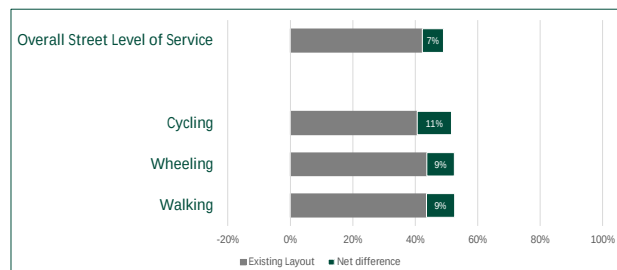
Street Level of Service

Categories	Existing Layout	Proposed Layout	Net difference
Safety	41%	50%	9%
Accessibility	67%	67%	0%
Comfort	50%	50%	0%
Directness	63%	63%	0%
Attractiveness	17%	25%	8%
Cohesion	50%	50%	0%
Overall Street Level of Service	42%	49%	7%



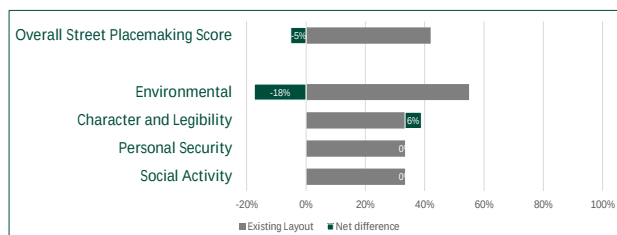
Street Level of Service by Transport Mode

Mode	Existing Layout	Proposed Layout	Net difference
Walking	44%	53%	9%
Wheeling	44%	53%	9%
Cycling	41%	52%	11%
Overall Street Level of Service	42%	49%	7%



Street Placemaking

Categories	Existing Layout	Proposed Layout	Net difference
Social Activity	33%	33%	0%
Personal Security	33%	33%	0%
Character and Legibility	33%	39%	6%
Environmental	55%	38%	-18%
Overall Street Placemaking Score	42%	37%	-5%



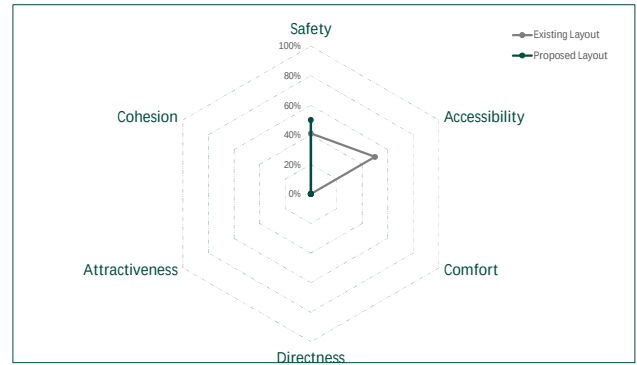
Route Check

Results Summary

5. Path Check Results

Path Level of Service

Categories	Existing Layout	Proposed Layout	Net difference
Safety	41%	50%	9%
Accessibility	50%		
Comfort			
Directness			
Attractiveness			
Cohesion			
Overall Path Level of Service	42%	50%	8%

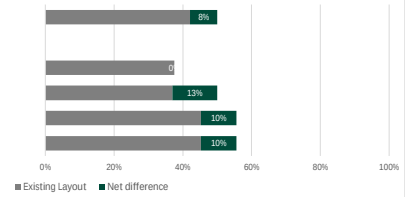


Path Level of Service by Transport Mode

Mode	Existing Layout	Proposed Layout	Net difference
Walking	45%	56%	10%
Wheeling	45%	56%	10%
Cycling	37%	50%	13%
Horse Riding	38%	N/A	N/A
Overall Path Level of Service	42%	50%	8%

Overall Path Level of Service

Horse Riding
Cycling
Wheeling
Walking

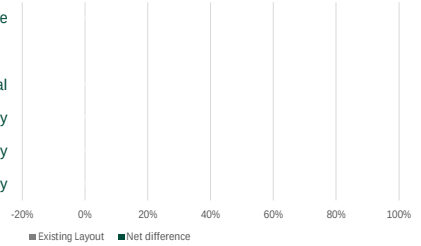


Path Placemaking

Categories	Existing Layout	Proposed Layout	Net difference
Social Activity			
Personal Security			
Character and Legibility			
Environmental			
Overall Path Placemaking Score			

Overall Path Placemaking Score

Environmental
Character and Legibility
Personal Security
Social Activity



6. Junction Assessment Tool Check

Junction Level of Service

Junction Name	Modes	Existing Layout	Proposed Layout	Net difference
Not Completed	Walking & Wheeling	Not Completed	Not Completed	
	Cycling	Not Completed	Not Completed	
	All	Not Completed	Not Completed	
	Walking & Wheeling			
	Cycling			
	All			
	Walking & Wheeling			
	Cycling			
	All			
	Walking & Wheeling			
	Cycling			
	All			
	Walking & Wheeling			
	Cycling			
	All			
Overall	Walking & Wheeling			
	Cycling			
	All			

wsp

