



Land Parcels adjacent to Worsell Drive, Copthorne

Transport Statement

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Prepared for:
Miller Homes

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1 Introduction

1.1 Preamble

- 1.1.1 Stantec have been commissioned by Miller Homes to provide transport and highways advice in support of a full planning application for the residential development at the Land Parcels adjacent to Worsell Drive, Copthorne (known as Heathy Wood).

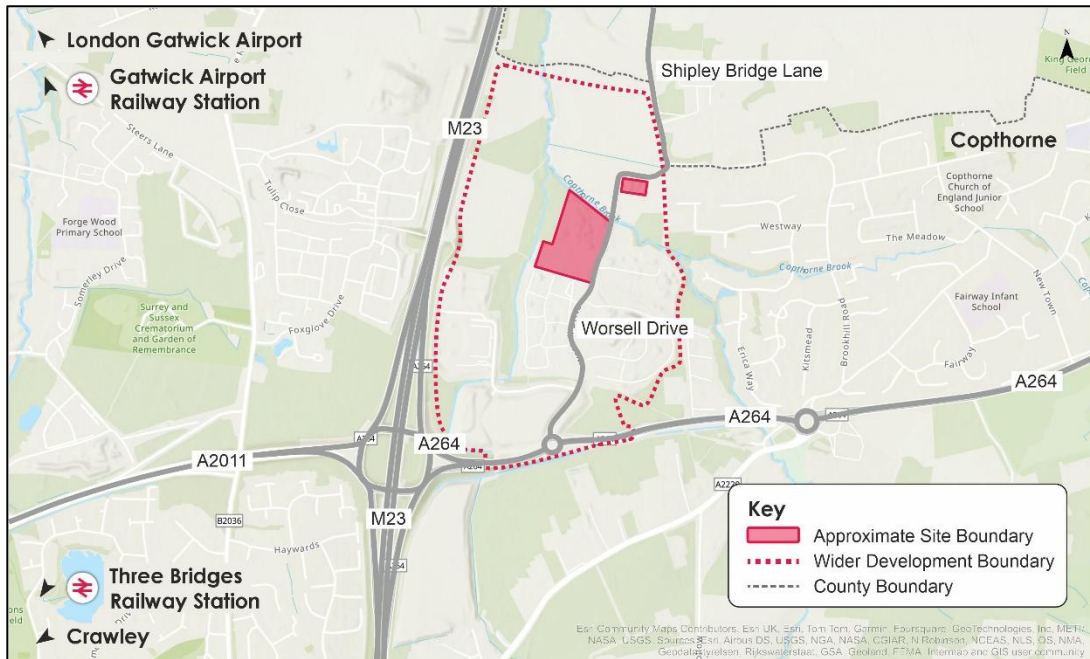
1.2 Planning History

- 1.2.1 The two parcels of land proposed for new homes sit within the existing Heathy Wood residential scheme. This benefitted from outline planning permission (LPA ref. no. 13/04127/OUTES) which was granted in May 2016 for 500 new homes. Various Reserved Matters applications have been approved to bring forward the detailed design of the Heathy Wood scheme at Copthorne.
- 1.2.2 The parcels were previously considered for a school and doctors surgery. However, after extensive review, West Sussex County Council (WSCC) has confirmed that a new primary school is not required at this location as a new school could undermine the sustainability of existing schools. Instead, and in line with the obligations of the 2016 outline planning permission, significant financial contributions have been made towards education in the local area. The local medical group has advised it is not viable for it to bring forward a doctors surgery. Therefore, as required by the outline planning permission, financial contributions have been made to support local healthcare facilities.
- 1.2.3 Accordingly, there are two sustainably located parcels of land at Heathy Wood that are vacant and unused. It is proposed to deliver new homes on these parcels to complement and integrate within the existing homes and wider Copthorne community.
- 1.2.4 This Transport Statement (TS) is prepared on the proposal of delivering 69 new homes across the two parcels of land. The description of development for the application is as follows:
- 1.2.5 *“Full planning application at two parcels of land adjacent to Worsell Drive, Copthorne, each accessed from existing bell-mouth junctions at Worsell Drive and Langridge Way, for the erection of new homes (Use Class C3) including affordable homes; internal access roads, landscaping, and associated infrastructure.*
- For information only (to be included as a condition): Number of Homes: 69”*
- 1.2.6 The former doctor surgery site is referred to as the northern parcel and the former school site referred to as the southern parcel throughout this document.

1.3 The Site

- 1.3.1 The site is situated to the west of Copthorne, in the area administered by Mid Sussex District Council (MSDC) as the Local Planning Authority and West Sussex County Council (WSCC) as the Local Highway Authority. Crawley town centre is approximately 4.5km to the west, and Copthorne village centre is approximately 950m to the east.
- 1.3.2 The site is directly bordered by the M23 to the west, the M23 junction 10 to the south west, the A264 to the south, Copthorne to the east and Shipley Bridge Lane to the North as shown on **Figure 1.1**.

Figure 1.1 Indicative Site Location Plan



1.3.3 This TS relates to the parcels of land located on the eastern, and on the northwestern part of the wider development as illustrated on **Figure 1.1**.

1.4 Pre-Application Consultation

1.4.1 In line with good practice, the highways and transport matters of the development proposals have been subject to pre application discussions with WSCC as the local highway authority. The scope of the TS, along with methodologies uses have been agreed with WSCC and their scoping response is included in **Appendix A**.

1.4.2 In addition, a pre application meeting was held with MSDC as the local planning authority to discuss the proposals on the 28 October 2024. The feedback received from the officers has been taken on board to inform the updated scheme proposals subject to this application.

1.5 Public Consultation

1.5.1 A public consultation event was held on the 4 December 2024 to seek the views of the local residents. The feedback has been taken on board within the proposals with further details of the event set out in the Statement of Community Engagement submitted with the application.

1.6 Report Structure

1.6.1 The remainder of the report is structured as follows:

- a) **Policy Context:** Provides an overview of national and local transport policy and guidance relevant to the site and proposed development;
- b) **Existing Conditions:** Sets out the site location within its local context including details of the site access and the local highway network, as well as the accessibility opportunities for the site in terms of pedestrian, cycle and public transport networks;
- c) **Accessibility:** Sets out the accessibility of the site to key local facilities and services;
- d) **Development Proposals:** Sets out the development proposals including access arrangements, car and cycle parking, and servicing and delivery arrangements;

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- e) **Highway Impact:** Quantifies the predicted level of vehicle trips generated from the proposals;
- f) **Summary and Conclusions:** Provides a summary and conclusions.

2 Policy Context

2.1 Introduction

- 2.1.1 This section provides an overview of the relevant national, regional and local transport policy relevant to this application.

2.2 National Policy

National Planning Policy Framework (2024)

- 2.2.1 The latest version of the National Planning Policy Framework (NPPF) was adopted in December 2024. In terms of transport the following policies are relevant to the proposals.
- 2.2.2 Chapter 9 of the NPPF refers to promoting sustainable transport with respect to development proposals. Paragraph 106 states that *“transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. This should involve:*
- a) *making transport considerations an important part of early engagement with local communities;*
 - b) *ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;*
 - c) *understanding and addressing the potential impacts of development on transport networks;*
 - d) *realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for example in relation to the scale, location or density of development that can be accommodated;*
 - e) *identifying and pursuing opportunities to promote walking, cycling and public transport use; and*
 - f) *identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains.”*
- 2.2.3 Paragraph 116 states *“Development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.”*
- 2.2.4 Paragraph 117 refers to the fact that developments should:
- a) *“give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
 - b) *address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
 - c) *create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*

- d) *allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- e) *be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."*

2.2.5 Paragraph 118 states, "*All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed*".

2.2.6 Chapter 9 emphasises the need to plan for sustainable travel but also to be pragmatic about the variability of transport options in different communities. This is relevant in the context of the Development, where there is a good provision to access the site by sustainable modes including good public transport connections in proximity to the Site.

National Planning Practice Guidance (March 2014)

2.2.6 The supporting 'Planning Practice Guidance' provides a section on 'Travel plans, transport assessments and statements in decision-making. This states that TPs, TAs, and TSs should be:

- *"proportionate to the size and scope of the proposed development to which they relate and build on existing information wherever possible;*
- *established at the earliest practicable possible stage of a development proposal;*
- *be tailored to particular local circumstances (other locally determined factors and information beyond those which are set out in this guidance may need to be considered in these studies provided there is robust evidence for doing so locally);*
- *be brought forward through ongoing collaborative working between the Local Planning Authority/Transport Authority. Engaging communities and local businesses in TAs can be beneficial in positively supporting higher levels of walking and cycling (which in turn can encourage greater social inclusion, community cohesion and healthier communities)."*

2.2.7 The development has been designed to incorporate these principles. This TS follows the guidance set out in the PPG to enable and improve sustainable modes of travel for residents, visitors, and employees of the Site.

2.3 Regional Policy

West Sussex Transport Plan 2022 to 2036

2.3.1 The WSCC Transport Plan sets out the vision for the county. It envisions a safer transport network on the road to net zero that addresses spatial economic challenges and enables residents to live healthy lives. It promotes active travel modes, public and shared transport, and aims to minimise the negative impacts transport has on the environment and local communities.

2.3.2 It sets out to facilitate greater use of active travel and a more efficient and customer focussed bus network. It intends to identify priorities that will help the rail network to perform a strategic role in the region, providing access to economic centres. In addition, it aims to increase the use of electric vehicles and prioritise active travel and shared vehicles.

2.3.3 The Objectives are based upon a four-pillar approach for a: Prosperous West Sussex, Healthy West Sussex, Protected West Sussex and Connected West Sussex.

2.3.4 Section 5.6 sets out the transport strategy for the Mid Sussex area. This includes:

- *“Improve the performance of the A22, A23, A264, A272 and A2300;*
- *Prioritise active travel modes in the towns as development takes place;*
- *Increase space for active travel through infrastructure improvements on priority routes.”*

2.3.5 Healthy West Sussex (one of four pillars) aims to reduce overreliance on motor vehicles and increase active travel.

Objective 5: *“Ensure the transport network allows residents and visitors (including people with disabilities) to live healthy lifestyles with good access to green and blue spaces, particularly the West Sussex coast and the protected South Downs, High Weald and Chichester Harbour.”*

2.3.6 Connected West Sussex aims to accelerate the shift to active travel, increasing the length of cycleway in West Sussex and improving road safety.

Objective 11: *“Reduce the need to travel by car by enabling local living.”*

Objective 14: *“Improve bus network efficiency and integration by reducing the effects of congestion into and within West Sussex towns, particularly where there are gaps in the rail network.”*

Objective 16: *“Ensure the bus network is customer focussed and integrated with other modes of transport to provide an attractive option for journeys to nearby towns.”*

Objective 17: *“Extend and improve the network of active travel facilities so it is coherent and high quality enough to make active travel an attractive, safe option for short distance trips and to transport interchanges.”*

Mid Sussex District Plan 2011 – 2026

2.3.7 The district’s vision is for *“a thriving and attractive District, a desirable place to live, work and visit. Our aim is to maintain, and where possible, improve the social, economic and environmental well-being of our District and the quality of life for all, now and in the future.”*

2.3.8 Policy DPT21: Sets out the transport related policies. It states that *“decisions on development proposals will take account of whether:*

- *The scheme is sustainably located to minimise the need for travel noting there might be circumstances where development needs to be located in the countryside...*
- *Appropriate opportunities to facilitate and promote the increase use of alternative means of transport to the private car, such as the provision of, and access to, safe and convenient routes for walking, cycling and public transport, including suitable facilities for secure and safe cycle parking, have been fully explored and taken up;*
- *The scheme is designed to adoptable standards, or other standards as agreed by the Local Planning Authority, including road size widths and size of garages;*
- *The scheme provides adequate car parking for the proposed development taking into account the accessibility of the development, the type, mix and use of the development and the availability and opportunities for public transport; and with the relevant Neighbourhood Plan where applicable;*
- *Development which generates significant amounts of movements is supported by a Transport Assessment / Statement and a Travel Plan that is effective and demonstrably deliverable including setting out how schemes will be funded;*

- *The scheme provides appropriate mitigation to support new development on the local and strategic road network, including the transport network outside of the district, secured where necessary through appropriate legal agreements;*
- *The scheme avoids severe additional traffic congestion, individually or cumulatively, taking account of any proposed mitigation;*
- *The scheme protects the safety of road users and pedestrians; and*
- *The scheme does not harm for special qualities of the South Downs National Park or the High Weald Area of Outstanding Natural Beauty through its transport impacts."*

2.3.9 In addition to this, it states that *"where practicable and viable, development should be located and designed to incorporate facilities for charging plug-in and other ultra-low vehicles."*

Mid Sussex District Plan 2021 – 2039 (under review)

2.3.10 The Mid Sussex District Plan has been updated, undergone consultation and was formally submitted to the Planning Inspectorate in July 2024. It sets a vision for:

"A thriving, attractive and resilient District, which is a highly sustainable place to live, work, and visit. Our aim is to maintain, and where possible, improve the social, economic and environmental well-being of our District and the quality of life for all, now and in the future,"

2.3.11 Policy DPT1: states that *"development must provide appropriate infrastructure to support the vision and objectives of the West Sussex Transport Plan 2022 – 2036 and meet the requirements of the NPPF."* As part of this:

- *"Development that is likely to generate significant amounts of movement and/or have a significant impact on the transport network shall provide a Transport Assessment/Statement, Sustainable Transport Strategy and Travel Plan to identify appropriate mitigation and demonstrate how development will be accompanied by the necessary sustainable infrastructure to support it and to accord with the requirements of the NPPF*
- *Development shall create liveable communities which embody the 20-minute neighbourhood principles, demonstrate accordance with the movement hierarchy and deliver attractive, healthy places that have a permeable street network within the site, connecting to existing networks and services, with clearly defined street hierarchies that are safe, and incorporate green infrastructure, particularly on walking and cycling routes, whilst ensuring they are designed for all users and supporting desirable opportunities for people to choose not to travel by car*
- *Development must integrate relevant requirements of Chapter 4 of the Mid Sussex Design Guide SPD and be designed to prioritise sustainable and active modes of travel and define a clear street hierarchy, providing safe and convenient routes for walking, wheeling and cycling through the development and linking with existing and enhanced networks beyond, including schemes identified in Local Cycling & Walking Infrastructure Plans, before the highway layout is planned.*
- *New streets must be designed and built to adoptable standard which can easily incorporate advanced digital infrastructure, including full fibre to support opportunities for home working and incorporate and integrate with green infrastructure."*

2.3.12 Policy DPT2: Access to the countryside will be encouraged by ensuring developments provide safe and convenient links to rights of way and recreational routes and protect or replace existing routes. This includes:

- *“Ensuring that (where appropriate) development provides safe and convenient links to rights of way and other recreational routes.*
- *Supporting the provision of improved and additional routes within and between settlements that contribute to providing a joined up network of routes where possible.*
- *Where appropriate, encouraging making new or existing rights of way multi-functional to allow for benefits for a range of users.*
- *Wherever feasible, new public rights of way and routes should provide equal access opportunities for those with mobility challenges.”*

2.3.13 Policy DPT3: Requires developments to facilitate active and sustainable travel. The following should be taken account of:

- *“Embedding the principles of 20-minute neighbourhoods, development must demonstrate that the proposal accords with the movement hierarchy and provide high quality attractive, fit for purpose and convenient active travel infrastructure within the development which links to existing networks, key facilities and services and builds on the schemes identified in the Mid Sussex and West Sussex (and where relevant, neighbouring authority’s) Local Cycling and Walking Infrastructure Plan (LCWIP), along with suggested routes in the West Sussex Walking and Cycling Strategy 2016 – 2026 Appendix 1, and any subsequent Active Travel Strategy.*
- *Where feasible, exploiting opportunities to improve active travel connections between settlements to enable communities to access services in nearby towns and villages by non-car modes, including negotiation of ‘Quiet Lanes’ to reduce car speeds.*
- *Designing and constructing new infrastructure to an appropriate standard, incorporate green infrastructure and, where appropriate integrate with existing green networks and, where possible, be designed to provide equal opportunities for those with mobility challenges.*
- *Providing high quality facilities that will encourage and enable active travel, such as communal facilities such as cycle-hubs, bike hire, workplace showers, lockers and changing facilities.*
- *Providing appropriate levels of cycle parking facilities (taking account of WSCC Guidance on Parking at New Developments 2020 and subsequent iterations), well designed and laid out to be under cover, secure, conveniently located and easily accessible, close to the main entrance of the premises and in accordance with the guidance in the Mid Sussex Design Guide SPD.*
- *Providing or contributing towards delivery of service and infrastructure improvements, in accordance with the West Sussex Bus Service Improvement Plan (BSIP) or subsequent documents.”*

2.3.14 Policy DPT4: Regards parking and EV charging infrastructure. Development must provide the following:

- *“Adequate and well-integrated car parking, taking account of the guidance in the Mid Sussex Design Guide SPD and the WSCC Guidance on Parking at New Developments (2020 and subsequent iterations) along with the accessibility of the site to services and sustainable travel infrastructure, and the type, mix and use of development.*
- *Parking associated with all new residential development to ensure the relevant requirements of Schedule 1 Part S of the Building Regulations regarding Electric Vehicle Charging are met.”*

Mid Sussex Design Guide (2020)

- 2.3.15 The Mid Sussex Design Guide provides principles to deliver high quality new development.
- 2.3.16 Chapter 4 regards site layout, streets and spaces. It intends for the street layout and public space to support wellbeing and sustainable transport by *“being safe, comfortable, stimulating and attractive environments that encourage social interaction, act as meeting points for communities; and encouraging sustainable transport modes and healthy lifestyles that reduce reliance on the car. This is also helped through the creation of attractive environments for pedestrians and cyclists.”*
- 2.3.17 The key relevant principles are outlined below.
- 2.3.18 Principle DG12: Deliver a clear and connected structure of streets and spaces. There should be a *“clear street hierarchy and network of open spaces... to help achieve this development should create a grid network of streets and perimeter blocks which may be regular or irregular in form.”*
- 2.3.19 Principle DG14: Provide Enclosure. *“Proposals should provide a sense of enclosure appropriate to the role of the street within the hierarchy of the layout.” “Development should be appropriate to people rather than cars.”*
- 2.3.20 Properties DG17: Provide attractive streets and spaces defined by buildings rather than the highway, that encourage low speeds and that are safe to use by everyone. *“Streets should be designed as social spaces with the needs of pedestrians, cyclists and public transport users put above the needs of the motorist.”*
- 2.3.21 Principle DG18: Integrate parking to support attractive streets and spaces. *“Parking should be attractively integrated so that it does not dominate the streetscape, is softened by landscaping and accords with the other payout principles in the Guide.”*
- 2.3.22 Principle DG19: Provision of off-street parking. *“To achieve well defined streets with a good level of enclosure and avoid parking dominating streets, it will normally be necessary to accommodate off-street parking in new developments.”*
- 2.3.23 Principle DG20: Integrate on-street parking. *“On-street parking should be well landscaped and incorporate generous safeguarding areas around trees and shrubs to protect them from pedestrian as well as vehicular movement and provide for private defensible space at the front of dwellings.”*
- 2.3.24 Principle DG21: Consider and allow for servicing, refuse collection and deliveries.
- 2.3.25 Principle DG24: Plan for cyclists. *“Bicycles should be conveniently and securely stored.”*

Copthorne Neighbourhood Plan 2021-2031

- 2.3.26 The Copthorne Neighbourhood Plan sets a vision for Copthorne, by 2031, to be a *“thriving and attractive village community set in unspoilt and accessible countryside that provides an excellent quality of life for residents, visitors, and those who work in, or travel through, the area.”*
- 2.3.27 The plan is set up around five objectives, one of which is Transport. The transport objective seeks *“to increase sustainable transport options, reduce the need to travel and reduce inappropriate vehicle parking.”*
- 2.3.28 Policy CNP15 regards sustainable transport.
- 2.3.29 CNP15.1: *“Development will be supported providing it promotes sustainable transport within the Plan Area by:*

- a) *Demonstrating that adequate sustainable transport links to the principal village facilities... and other transport links already exist or will be provided as part of the development.*
- b) *Identifying and undertaking appropriate measures, such as highway improvements prior to new development being occupied, to address transport infrastructure inadequacies that the development would have caused.*
- c) *Enhancing the existing public footpaths, rights of way, bridle paths, cycle ways and twittens."*

2.3.30 CNP15.2: *"Proposals for new footpaths and/or cycle lanes, or other routes for non-motorised users will be supported, especially cycle and walking routes that would link Copthorne to the Worth Way, Crawley and East Grinstead."*

2.3.31 CNP15.3: *"For new development, all off road parking spaces must be ready for electric charging."*

2.4 Parking Guidance

West Sussex County Council Guidance on Parking at New Developments (September 2020)

2.4.1 WSCC implements a zonal approach to parking in the region. Heathy Wood is located in Copthorne and Worth, which is in Zone 2. The standards are reproduced below.

Table 2.1 Car Parking Standards

Number of Bedrooms	PBZ1	PBZ2	PBZ3	PBZ4	PBZ5
1	1.5	1.4	0.9	0.9	0.6
2	1.7	1.7	1.3	1.1	1.1
3	2.2	2.1	1.8	1.7	1.6
4+	2.7	2.7	2.5	2.2	2.2

Source: WSCC Guidance on Parking at New Developments, Table 2: Residential Parking Demand (spaces per dwelling)

- 2.4.2 The guidance states that to accommodate potential variation within a single ward, *"consideration may be given to varying expected demand by 10% above or below."*
- 2.4.3 Garages are considered as an allocated parking space of 0.5.
- 2.4.4 Regarding visitor parking, it states that when parking provision is allocated, *"it may be appropriate to allow for additional demand for Visitor parking of 0.2 spaces per dwelling."*
- 2.4.5 It states that planning applications will be expected to provide a schedule of parking provision, detailing the number of allocated and unallocated spaces, including garages and EV charging facilities (active and passive). The application should explain how the parking provision will meet the needs of the development including how these needs are expected to change in the future.
- 2.4.6 The minimum levels of cycle provision are set out below in **Table 2.2**.

Table 2.2 Cycle Parking Standards

Type	Number of Bedrooms	Cycle Provision
House	1 – 2	1 spaces
House	3+	2 spaces
Flat	1 – 2	0.5 space (if communal storage, otherwise same as 1 & 2 bed house)
Flat	3+	1 space

Source: WSCC Guidance on Parking at New Developments, Table 1: Minimum levels of cycle provision

2.5 Summary

- 2.5.1 This section has outlined the relevant transport policy for this application. The proposed development is in line with the objectives and visions set out in national, regional and local policy.

3 Existing Conditions

3.1 Introduction

3.1.1 This section describes the existing transport infrastructure surrounding the site. It reviews the local highway network and access to the site by more sustainable means of travel (walking, cycling, and public transport).

3.2 Site Location

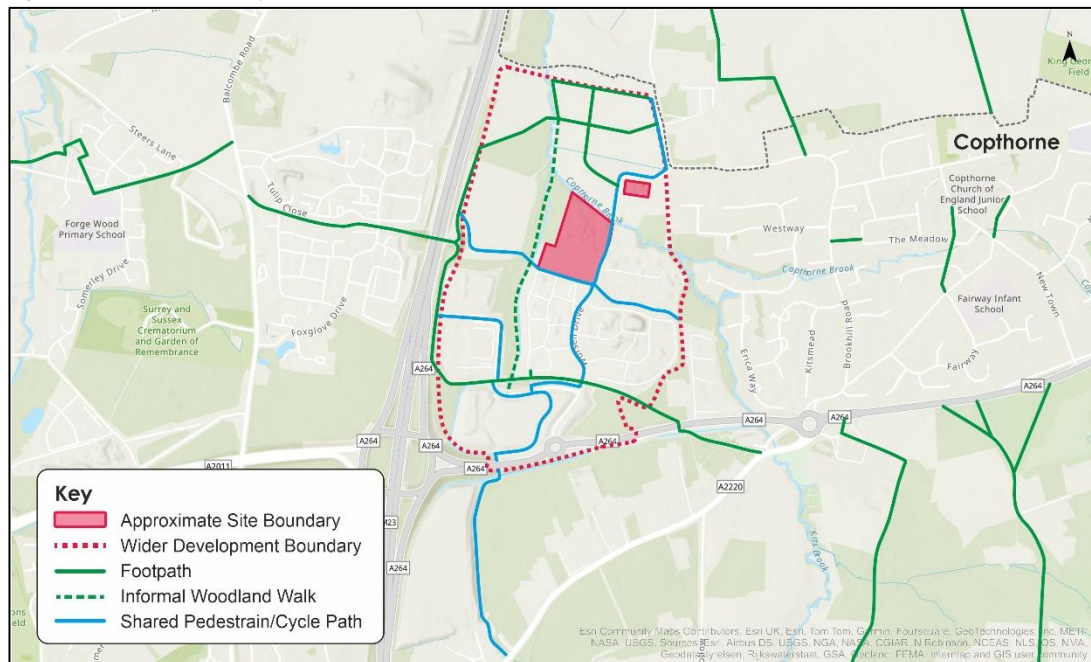
3.2.1 The two parcels are situated in the north and the west of the wider Heathy Wood development. The Heathy Wood development consists of 500 homes, many of which are already occupied. The commercial units located to the south-west of the site are also occupied and operational with parcel distribution uses.

3.2.2 The wider site is directly bordered by the M23 to the west, the M23 junction 10 to the southwest, the A264 to the south, Copthorne to the east and Shipley Bridge Lane to the North.

3.3 Walking and Cycling

3.3.1 As part of the wider Heathy Wood development, Miller Homes are delivering a number of new and improved pedestrian and cycle connections between the site and the local area. Within the site there is an informal woodland walk, and shared pedestrian/cycle paths that route within or through the development, providing onward connections to destinations such as Copthorne Village, Forge Wood and towards Three Bridges Station and Crawley. These routes are illustrated on **Figure 3.1**.

Figure 3.1: Pedestrian and Cycle Network



3.3.2 There is a Public Right of Way (PROW) to the west of the site that connects to Manor Royal and the North East Sector development, that when finished will consist of 1,900 dwellings, a primary school, approximately 5,000m² office/industrial floorspace, a local neighbourhood centre including a community hall and 2,500m² retail space, and public open space.

3.3.3 There is an informal footway on the eastern edge of the site providing connections into the existing village centre of Copthorne.

3.3.4 On this basis, the site benefits from an extensive pedestrian and cycle network that will facilitate active travel and can accommodate the additional demand from the development.

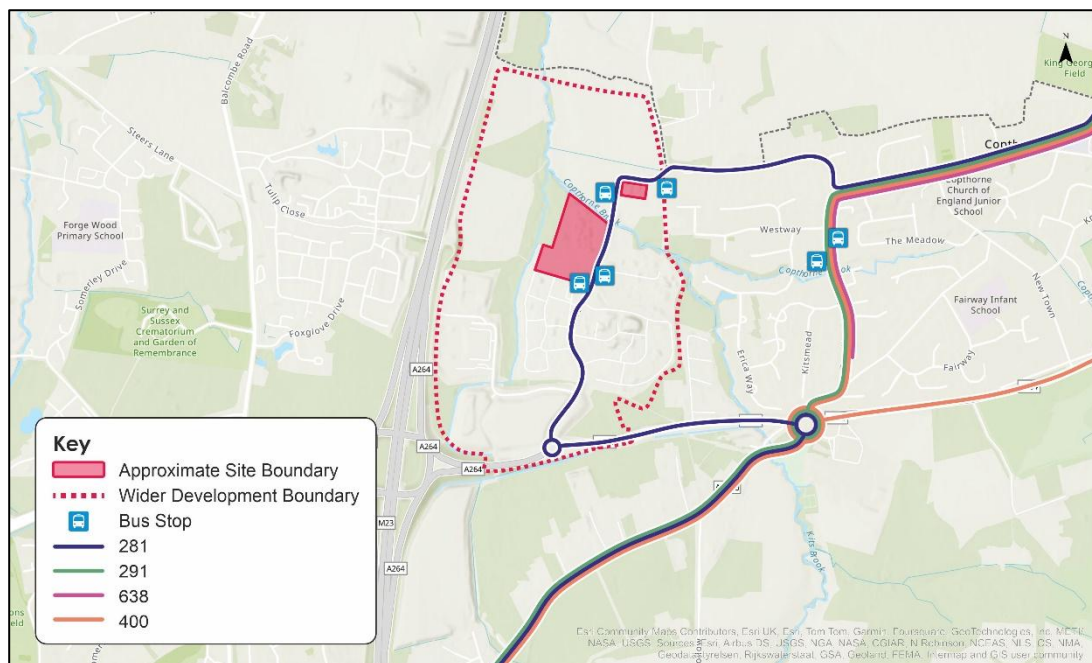
3.4 Public Transport

Bus Services

3.4.1 Copthorne is served by a number of bus services to key destinations such as Haywards Heath, Tunbridge Wells, East Grinstead, Crawley, Gatwick Airport, Horley and Redhill. The existing bus services connecting the site are illustrated on **Figure 3.2**.

3.4.2 Metrobus service 281 already serves the wider site as supported by Miller Homes as part of the outline application (ref: 13/04127/OUTES) and is being well used by residents of the wider site.

Figure 3.2: Bus Services



3.4.3 Further detail of the bus services are set out in **Table 3.1**. Both these parcels of development would be within a short walking distance of the bus stops which have been delivered on Worsell Drive which are served by Metrobus 281 connecting the site to East Grinstead and Crawley. There are bus stops serving both directions on the access to the northern development parcel (eastbound / southbound), and bus stops (northbound / southbound) within 40m of the access to southern development parcel.

3.4.4 The infrastructure has already been delivered with a bus gate located at the north of Worsell Drive which allows the bus to route to and from Shipley Bridge Lane / Worsell Drive but restrict general traffic from undertaking through movements.

3.4.5 Additional services (291, 638) can be accessed via the Brookview bus stops, which are a 13 minute walk from the proposed residential development. Service 400 can be accessed via Copthorne Hotel bus stops, which are a 17 minute walk from the proposed residential development. Service 400 also provides one school service per day that routes via the Brookview bus stop, other services route via Copthorne Hotel.

Table 3.1 Bus Service Frequency

Bus Service	Bus Operator	Route	Frequency		
			Weekday	Saturday	Sunday
281	Metro Bus	Lingfield > East Grinstead > Crawley Down > Copthorne > Crawley	Hourly (07:05 – 18:36)	Hourly (08:09 – 17:53)	Every 120 mins (11:23 – 17:33)
291	Metro Bus	Royal Tunbridge Wells > East Grinstead > Copthorne > Crawley	Hourly (06:33 – 00:41)	Hourly (08:35 – 00:41)	6 services between 10:27 – 20:10
638	Metro Bus	Imberhorne Lower School > Copthorne	School Service	No Service	
400	Metro Bus	East Grinstead > Copthorne > Crawley > Horley > Redhill > Caterham	Hourly (05:15 – 20:14)	Hourly (05:08 – 20:05)	Hourly (09:00 – 19:04)

Source: Metro Bus, accessed November 2025

Rail Services

- 3.4.6 The closest railway stations to the site are Crawley Station, Gatwick Airport, and Three Bridges Station which are approximately 5km, 4km and 3km from the site respectively.
- 3.4.7 The railway stations are accessible by public transport, via the 281 and 291 bus service or local cycle routes.
- 3.4.8 Three Bridges Station and Gatwick Airport Station lie on the Brighton Mainline and the Thameslink. The Brighton Mainline runs between Brighton, Gatwick Airport, Clapham Junction and London Victoria, and the Thameslink runs between Brighton, Gatwick Airport, London Bridge, St Pancras International, Luton Airport, Bedford and Cambridge.
- 3.4.9 Crawley Station is on the Arun Valley Line which runs between Crawley and Arundel, operated by Southern Railway. It is the final stop on the line before it connects to the Brighton and Thameslink mainlines, operated by Southern and Thameslink.

3.5 Local Highway Network

- 3.5.1 The internal road network for Heathy Wood is centred around Worsell Drive which is the main route through the site travelling in the north-south direction. This forms a link to the south to Copthorne Way at a priority-controlled three arm roundabout that is situated circa 300m east of the Crawley Interchange (Junction 10 of the M23) and was delivered as part of the outline application to serve as the main site access.
- 3.5.2 To the north-east, Worsell Drive forms a link to the mini roundabout with Shipley Bridge Lane. This is the secondary access to the site which was delivered as a part of the outline application. Shipley Bridge Lane, which is an unclassified road, runs north to south adjacent to the north east corner of the site. A bus gate is located at the north of Worsell Drive which will be retained with the development. This allows the bus to route to and from Shipley Bridge Lane / Worsell Drive but restricts general traffic from undertaking through movements, or 'rat-running' through the site. The prevention of rat-running is in line with WSCC's vision of minimising the transport impacts such as rat-running to protect quality of life, as stated in the WSCC Transport Plan.
- 3.5.3 The site is well positioned with regards to both the Local Highway Network and the National Strategic Road Network, with the M23 and A264 within close proximity of the site. In the vicinity of the site the A264 is a single carriageway primary distributor road between East Grinstead and Crawley.
- 3.5.4 Crawley lies to the west of the site and J10 of the M23. Crawley can be accessed from the site via the A264/A2011 to the west and the A2220 to the south of the site.

3.6 Personal Injury Collision Data

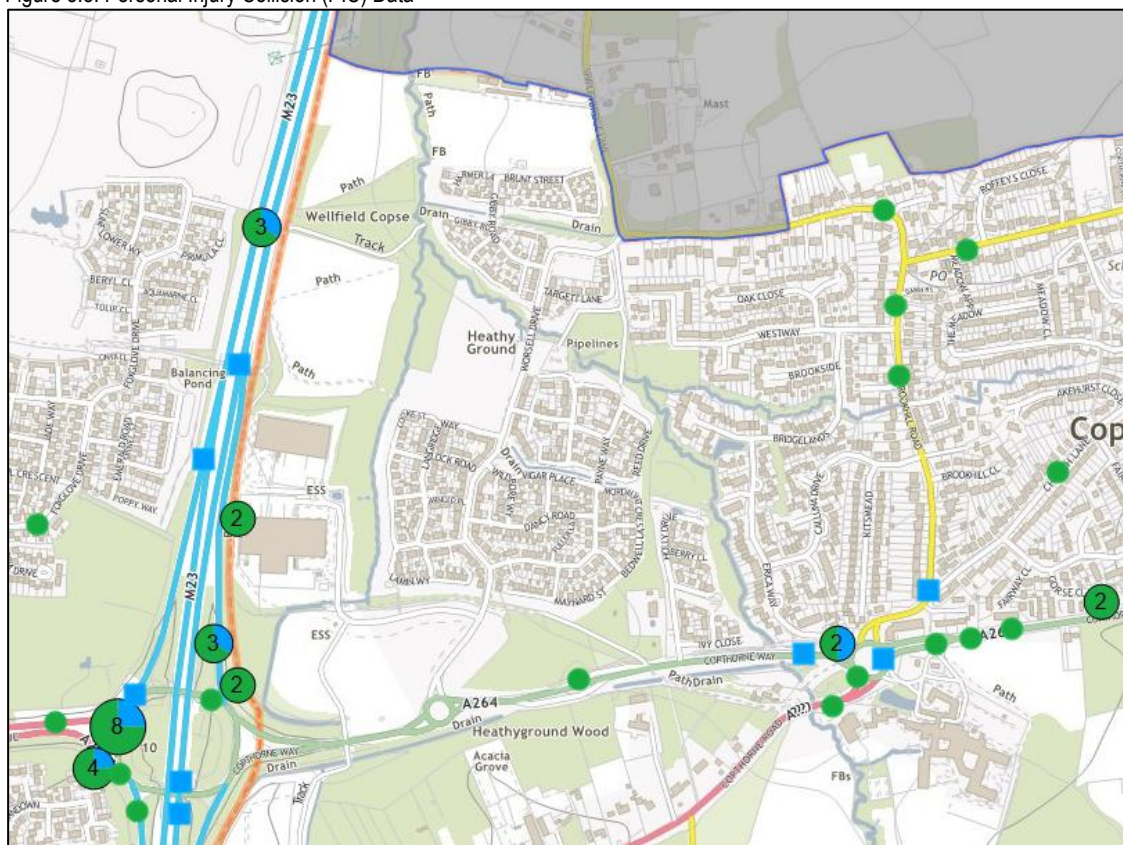
3.6.1 Five-year collision records for the local area surrounding the site have been reviewed. The records have been accessed via the online WSCC Collision Database cover the latest available period between October 2020 – September 2025. The records have been reviewed to determine any trends or patterns in accidents.

3.6.2 The collisions are classed into three categories: slight, serious, and fatal, a definition of which is provided below:

- g) Slight Injury: Injuries of a minor nature, such as sprains, bruises, or cuts not judged to be severe, or slight shock requiring only roadside attention (medical treatment is not a prerequisite for an injury to be defined as slight);
- h) Serious Injury: Injuries for which a person is detained in hospital, as an in-patient, or any of the following injuries, whether or not a person is detained in hospital; fractures, concussion, internal injuries, severe cuts and lacerations, severe general shock requiring medical treatment and injuries which result in death 30 days after the accident. The serious category, therefore, covers a very broad range of injuries; and
- i) Fatal Injury: Injuries which cause death either immediately or any time up to 30 days after the accident.

3.6.3 A map of the collision records in the vicinity of the site is provided in **Figure 3.3**.

Figure 3.3: Personal Injury Collision (PIC) Data



Source: WSCC Collision Locations Map, accessed November 2025

3.6.4 The main site access is from Copthorne Way/Worsell Drive roundabout. There are no collisions within 150m of the roundabout, and no collisions within the site itself.

- 3.6.5 A review of the accident data highlights that there are no clear trends and patterns that have occurred on the local highway network surrounding the site with the majority of these accidents can be attributed to driver error.

3.7 Summary

- 3.7.1 This section has summarised the existing conditions of the site in respect to the local pedestrian and cycle networks, public transport routes, access onto the surrounding highway network and a review of the safety conditions in vicinity of the site.
- 3.7.2 The site demonstrates good connectivity to the surrounding pedestrian and cycle network as well as local public transport services. The infrastructure which has been delivered as part of the wider Heathy Wood development will be able to support the proposals.

4 Accessibility to Local Facilities

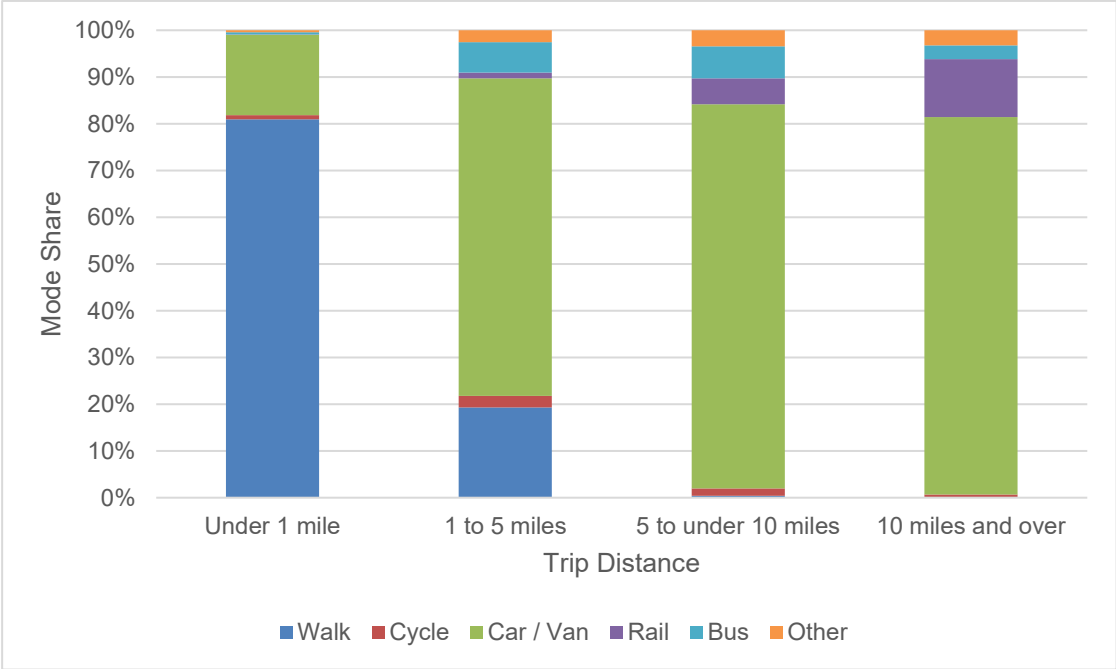
4.1 Introduction

4.1.1 This section assesses the accessibility of the site by active travel modes.

4.2 Walking and Cycling Distances

4.2.1 The National Travel Survey 2024 identifies the distances that people are prepared to travel on a regular basis as illustrated in **Figure 4.1**. It determines the vast majority (81%) journeys up to 1 mile (1,600m) are undertaken on foot, with approximately 1/5 of journeys (19%) of journeys between 1 and 5 miles (8.0km) also undertaken on foot.

Figure 3.1: Mode Share of Trips by Trip Length and Main Mode in England



Source: National Travel Survey, 2024 (NTS0308)

4.2.2 The CIHT ‘Planning for Cycling’ (October 2014) guidance indicates that the majority of cycling trips are for short distances with 80% being less than 5 miles (8km) and with 40% being less than two miles (3.2km). This is also supported by the LTN 01/20 ‘Cycle Infrastructure Design’ which discusses typical cycle trip distances, and states that *‘two out of every three personal trips are less than five miles in length which is an achievable distance for most people.’*

4.3 Local Amenities

4.3.1 In promoting sustainable transport, it is important to consider the reasons why future residents are most likely to make journeys. The DfT’s National Travel Survey 2024 identified that leisure, shopping and education journeys account for more than half of journeys made, whilst commuting and business journeys represent around 15% of travel.

4.3.2 A review of local services and facilities in the surrounding area has been undertaken as set out in **Table 4.1**.

Table 4.1: Local Services and Facilities

	Destination	Distance (m)	Walking Time (mins)	Cycling Time (mins)
Retail	Copthorne Village Store	1,060	14	4
	Morrisons Daily	1,160	16	5
	Londis	1,700	24	7
Education	St John's Sunshine Pre-School	860	12	3
	Copthorne C of E Junior School	1,260	17	4
	Fairway Infant School	1,460	19	6
	Copthorne Kinders Day Nursery	1,600	22	6
	Forge Wood Primary School	1,900	26	7
Medical	Rivermead Copthorne Medipharma	1,210	16	4
	Copthorne Surgery	1,210	16	4
Sports and Recreation	Heathy Wood Play Area (under development)	200	3	1
	Informal Open Space and Ancient Woodland	450	6	2
	Springfit Gymnastics Club	1,260	17	4
	Copthorne Golf Club	1,860	26	7
	Copthorne Village Golf Club	1,960	26	7
Leisure and Places of Worship	The Prince Albert	500	10	3
	The Real Pizza Company	860	12	3
	Café Hub	860	12	3
	Olivers Coffee and Wine	1,960	27	7
	St John the Evangelist Church	1,360	18	5

Source: Consultants Measurements. Distances measured from Worsell Drive

- 4.3.3 **Table 4.1** illustrates that there are a wide range of facilities and amenities within 1,600m of the site, equating to a circa 20 minutes walking distance (the distance at which 80% of journeys are made by foot).
- 4.3.4 Within the 1,600m distance highlighted, a number of key local facilities are accessible in Copthorne. This includes several schools, convenience shops and medical facilities, alongside multiple leisure and recreational destinations. Facilities such as Copthorne Village Store, Pre-School, and several cafes / restaurants are within a 15-minute walk of the site.
- 4.3.5 In addition to this, there are a wider range of local amenities within a 15 minute cycle journey from the site.
- 4.3.6 As set out in section 3, the site also benefits from good connections to bus and rail services which provide opportunities for residents to travel to destinations further afield for wider employment, leisure and retail opportunities.

5 Development Proposals

5.1 Introduction

- 5.1.1 This section sets out the development proposals for the site including access arrangements, parking provision and delivery and servicing arrangements. The site layout can be found in **Appendix B** of this report.

5.2 Proposed Development

- 5.2.1 The proposed development comprises of delivering 69 new homes across the two parcels. The development description is as follows:

“Full planning application at two parcels of land adjacent to Worsell Drive, Copthorne, each accessed from existing bell-mouth junctions at Worsell Drive and Langridge Way, for the erection of new homes (Use Class C3) including affordable homes; internal access roads, landscaping, and associated infrastructure.

For information only (to be included as a condition): Number of Homes: 69”

- 5.2.2 The housing mix will be comprised of houses and apartments. 12 of these will be on the northern parcel, with 57 delivered on the southern parcel.

5.3 Vehicle Access

- 5.3.1 As part of the construction of the wider development vehicle access points have already been constructed to serve both parcels. Vehicular access will be provided from Worsell Drive (the internal spine road) via the priority junctions as agreed with WSCC.

Southern Parcel Site Access

- 5.3.2 Access to southern parcel will be via the delivered priority junction to Langridge Way. This access has a carriageway width of 5.5m wide with 6m junction radii and is appropriate to serve the development. Residents from this parcel will access the development from the south via Worsell Drive and Copthorne Roundabout.

Northern Parcel Site Access

- 5.3.3 Access to the northern parcel will be via the delivered priority junction from Worsell Drive. The access has a carriageway width of 5m wide with 4.5m junction radii which is appropriate to serve this small parcel of dwellings. Given the bus gate restrictions access to these houses will be via Shipley Bridge Lane only as agreed for the outline application for this parcel of land.
- 5.3.4 No residents will be permitted to use the bus gate. The bus gate can only be used by authorised vehicles (buses, taxis, cycles and exempt emergency vehicles). Unauthorised vehicles using the bus gate will be fined.

5.4 Pedestrian and Cycle Access

- 5.4.1 Pedestrian and cycle access to the parcels will be from Worsell Drive.
- 5.4.2 Pedestrian and cycle infrastructure has already been delivered to serve the wider site including a 2m footway on the western side of the Worsell Drive and a 3m shared pedestrian / cycleway on the eastern side of the carriageway. In addition, crossing points have been delivered at appropriate locations throughout the development.

- 5.4.3 This infrastructure has been integrated into existing infrastructure beyond the site. This wider pedestrian and cycle infrastructure includes a footpath linking the site with the M23 footbridge to the west along with a footpath from the A264 underpass to the A2220 to the south of the site and connections to the east onto Holly Drive towards Copthorne.

5.5 Car and Cycle Parking

- 5.5.1 Parking will be provided in accordance with West Sussex County Council's (WSCC) Guidance on Parking for New Developments (2020), as per the wider site. The WSCC parking demand calculator has been used to calculate the appropriate level of parking, this can be found in **Appendix C**.
- 5.5.2 All residential properties will have allocated parking and there will also be a number of visitor spaces distributed across the parcels.
- 5.5.3 The proposed parking provision is shown in **Table 5.1** below.

Table 5.1: Proposed Parking Provision

No. of Bedrooms	No. of Units	Allocated Spaces*	Unallocated Visitor Spaces
1 Bedroom	12	12	9
2 Bedroom	17	34	
3 Bedroom	30	71	
4 Bedroom	10	26	
Total	69	149	161

**average number of spaces per dwelling type, considering a garage as 0.5 spaces in line with WSCC guidance*

- 5.5.4 As noted in Section 2, consideration will be given to provision of 10% deviation the standard, to accommodate variation in demand within the ward, with justification. The parking strategy has been devised following consultation with the existing Heathy Wood residents, who highlighted parking as a key issue. Consultation with the existing Heathy Wood residents highlighted parking provision as a key issue, and therefore allocated space provision is 5% greater than that of the standard.
- 5.5.5 Visitor parking provision has been designed with due regard to WSCC guidance. 9 unallocated visitor spaces will be provided across the site to adequately accommodate the demand across the site and between parcels.
- 5.5.6 EV Charging points will be provided for the residential dwellings in accordance with Building Regulations.
- 5.5.7 Cycle parking provision will also be provided for residents in garages or sheds. The apartments will have a dedicated cycle store.

5.6 Delivery and Servicing Arrangements

- 5.6.1 Swept path analysis has been undertaken of the proposed site layout to demonstrate that larger vehicles can be accommodated on both parcels. The analysis has been undertaken using a large refuse collection vehicle which is the largest vehicle expected to regularly access the site.
- 5.6.2 The swept path analysis has been illustrated on **Stantec Drawings 332612039-STN-HGN-SW-DR-CH-004 & 008**. This demonstrates that a large refuse vehicle can safely access and egress the southern parcel in forward gear. For the northern parcel the refuse vehicle will access from

Shipley Bridge Lane to serve the residential properties on the eastern side of this parcel. The refuse vehicle will access in reverse gear, and egress in forward gear.

- 5.6.3 Swept Path Analysis has also been undertaken of a fire tender as illustrated on **Stantec Drawing 332612039-STN-HGN-SW-DR-CH-0006 & 007** to demonstrate that in an emergency the fire service would have sufficient access to the properties if required.

5.7 Site Wide Travel Plan

- 5.7.1 A Travel Plan Co-ordinator is currently in place for the site wide Travel Plan for the Heathy Wood development. Ongoing measures and monitoring are currently being implemented by Miller Homes to encourage residents and employees to travel sustainably and are showing positive progress. To support the application, the Site Wide Travel Plan has been updated to reflect the changes in land uses.

6 Highway Impact

6.1 Introduction

- 6.1.1 This section presents the trip generation assessment for the proposed development. This methodology was set out in the scoping note and agreed with WSCC during pre-application.

6.2 Residential Trip Rates

- 6.2.1 TRICS has been used to derive appropriate trip rates to apply to the application. A TRICS survey was conducted on the existing Heathy Wood residential site in 2023 as part of the Travel Plan monitoring reference WS-03-M-27 and as such these are considered the most appropriate trip rates to use. The trip rates are reproduced in **Table 6.1** below and the TRICS survey outputs are included in **Appendix D**.

Table 6.1: Residential – Vehicular Trip Rates Heathy Wood

Time Period	Vehicular Trip Rates (per dwelling)		
	Arrivals	Departures	Two Way
AM Peak Hour (08:00–09:00)	0.288	0.462	0.750
PM Peak Hour (17:00–18:00)	0.336	0.250	0.586

Source: TRICS

6.3 Trip Generation

- 6.3.1 The site benefits from outline planning permission to be developed as a primary school and a GP surgery. The change in land use to residential will have a net impact on the trip generation from the agreed trip generation of a GP surgery and primary school.
- 6.3.2 An indicative land use plan was submitted within the Transport Assessment (TA) that was submitted as part of the outline application. This indicated that the doctors' surgery would be circa 500m² GIA and assumed that it would have a total of 5 full time members of staff consisting of two GPs, two nurses, and one admin employee. The school proposed as part of the outline application was for a one form entry primary school to accommodate a total of 210 pupils with 18 full time staff.
- 6.3.3 Tables 6.2 and 6.3 outline the trip generation for the existing permissions (from the approved TA for 13/04127/OUTES) against the proposed 57 residential units.

Southern Parcel

Table 6.2: Southern Parcel: Net Impact in Land Use on Trip Generation

Land Use	Trip Generation					
	AM Peak Hour (08:00 – 09:00)			PM Peak Hour (17:00 – 18:00)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Primary School	44	30	74	0	14	14
Residential (57 dwellings)	16	26	43	19	14	33
<i>Net Impact</i>	-28	-4	-31	19	0	19

Source: 13/04127/OUTES and TRICS

*Numbers have been rounded using Excel

- 6.4 **Table 6.2** demonstrates that there will be a reduction in trips generated in the AM peak hour (08:00-09:00) with a small increase in trips during the PM peak hour (17:00-18:00). However, it should also be noted that it is likely to reduce trips generated in the afternoon during 15:00 - 16:00 that would have been generated by the primary school pick up.
- 6.5 The southern parcel will be accessed via Copthorne Way Roundabout. The Copthorne Way Roundabout was assessed within the TA submitted for the outline planning application. This stated that, in the assessment year of 2021 and the addition of the total development trips, the junction would operate with spare capacity in both the AM and PM peak hours (08:00 – 09:00; 17:00 – 18:00, respectively).
- 6.6 The greatest RFC (ratio of flow to capacity) value was 0.82 for the A264 East arm in the AM peak. Given the limited changes in trips that are forecast to use this junction as a result of the proposal no further modelling of this junction has been undertaken as agreed with WSCC.

Northern Parcel

Table 6.3: Northern Parcel: Net Impact of Change in Land Use on Trip Generation

Land Use	Trip Generation					
	AM Peak Hour (08:00 – 09:00)			PM Peak Hour (17:00 – 18:00)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
GP Surgery	6	3	9	1	3	4
Residential (12 dwellings)	3	6	9	4	3	7
<i>Net Impact</i>	-2	3	0	3	0	3

Source: 13/04127/OUTES and TRICS

*Numbers have been rounded using Excel

- 6.6.1 **Table 6.3** demonstrates that the northern parcel is forecast to generate no increase in trips in the AM peak hour, with an increase of only 3 two-way trips in the PM peak hour. In addition to this, given the nature of a GP surgery there is also predicted to be a reduction in trips across the day.
- 6.6.2 The Shipley Bridge / northern site access junction was assessed within the TA submitted for the outline planning application. This stated that, in the assessment year of 2021 and the addition of the total development trips, the junction would operate well within capacity in both the AM and PM peak hours (0800 – 0900; 1700 – 1800, respectively).
- 6.6.3 The greatest RFC (ratio of flow to capacity) value was 0.39 for the Shipley Bridge Lane north arm in the PM peak. The outputs forecast substantial capacity at the junction. Given the negligible changes in trips that are forecast to use this junction as a result of the proposal no further modelling of this junction has been undertaken as agreed with WSCC during pre-application discussions.

6.7 Summary

- 6.7.1 The proposed development is predicted to decrease the trip generation in the AM peak hour (08:00 – 09:00) by 31 two-way movements, with a slight increase in trips generated during the PM peak hour (17:00 – 18:00) of 22, when compared to the consented land uses. It has been demonstrated that the development will not result in a material impact on the local highway network.

7 Summary and Conclusions

7.1 Summary

- 7.1.1 Stantec have been commissioned by Miller Homes to provide transport and highways advice in support of:

“Full planning application at two parcels of land adjacent to Worsell Drive, Copthorne, each accessed from existing bell-mouth junctions at Worsell Drive and Langridge Way, for the erection of new homes (Use Class C3) including affordable homes; internal access roads, landscaping, and associated infrastructure.

For information only (to be included as a condition): Number of Homes: 69”

- 7.1.2 The scope of works, methodology, and principles of the assessment for the TS have been prepared in accordance with those agreed in the pre-application discussions with WSCC.
- 7.1.3 The site is located in the Heathy Wood development, to the northeast of Crawley and to the west of Copthorne. It benefits from a bus service that routes through the site, and from pedestrian and cycle infrastructure that has already been delivered to serve the wider site. Crawley Station and Three Bridges Station are accessible from the site which provide frequent connections to destinations further afield.
- 7.1.4 As part of the construction of the wider development vehicle access points have already been constructed to serve both parcels and will be retained with the proposals. Access to the southern parcel will be via Copthorne Way roundabout, whereas access to the northern parcel will be via Shipley Bridge Lane. Pedestrians and cyclists will access the site via the existing infrastructure on Worsell Drive.
- 7.1.5 A net trip impact assessment has been undertaken using TRICS survey data from the Heathy Wood residential site in November 2023. The proposed development is predicted to have a reduction in trips generation in the AM peak hour (0800-0900) with a small increase in trips during the PM peak hour (17:00-18:00) when compared to the consented land uses. It has been demonstrated that the development will not result in a material impact on the local highway network.

7.2 Conclusion

- 7.2.1 In conclusion, the development proposal satisfies the relevant transport tests and is considered acceptable in regard to relevant national and local planning policy and guidance. The application should therefore be considered acceptable on transport and highway grounds by West Sussex County Council.

DRAWINGS

332612039-STN-HGN-SW-DR-CH-0004 Refuse Vehicle Swept Path – Southern Parcel
332612039-STN-HGN-SW-DR-CH-0006 Fire Tender Swept Path – Southern Parcel
332612039-STN-HGN-SW-DR-CH-0007 Fire Tender Swept Path – Northern Parcel
332612039-STN-HGN-SW-DR-CH-0008 Refuse Vehicle Swept Path – Northern Parcel

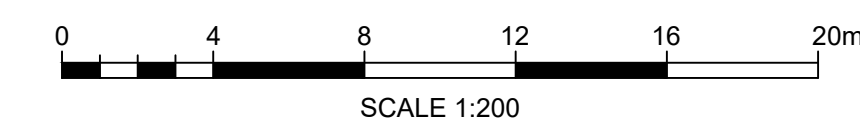
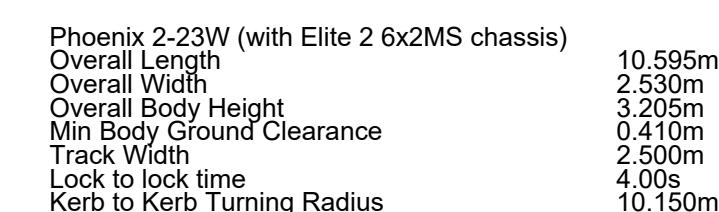


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P05 UPDATED MASTERPLAN	BS	EF	2025.11.13
P04 UPDATED MASTERPLAN AND TRACKING	BS	EF	2025.10.23
P03 UPDATED MASTERPLAN AND TRACKING	BS	EF	2025.08.12
P02 UPDATED MASTERPLAN	BS	EF	2025.01.15
P01 FIRST ISSUE	BS	EF	2024.12.18
Issued/Revision	By	Appd	YYYY.MM.DD
	BS	BS	EF
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LAND PARCELS OFF WORSELL DRIVE

COPTHORNE, UNITED KINGDOM

Title
INTERNAL SWEEP PATH ANALYSIS
REFUSE VEHICLE

Project No. 332612039	A1 Scale 1:200
Revision P05	Drawing No. 332612039-STN-HGN-SW-DR-CH-0004



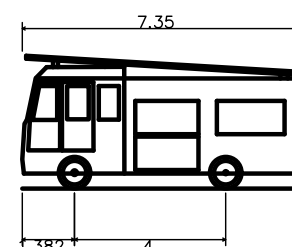
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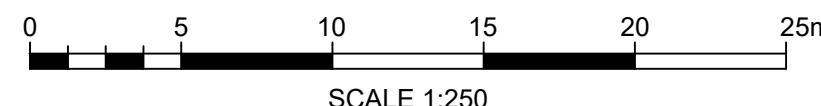
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Dennis Sabre Fire Tender (MWB)
Overall Length 7.350m
Overall Width 2.430m
Overall Body Height 3.512m
Min. Body Ground Clearance 0.397m
Track Width 2.380m
Lock to lock time 5.00s
Kerb to Kerb Turning Radius 7.100m



P04: UPDATED MASTERPLAN AND TRACKING	BS	EF	2025.11.13
P03: UPDATED MASTERPLAN AND TRACKING	BS	EF	2025.08.14
P02: UPDATED MASTERPLAN	BS	EF	2025.01.15
P01: FIRST ISSUE	BS	EF	2024.12.18
Issued/Revision	By	Appd	YYYY.MM.DD
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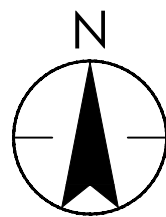
LAND PARCELS OFF WORSSELL DRIVE

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Title
INTERNAL SWEEP PATH ANALYSIS
FIRE TENDER

Project No. 332612039	A1 Scale 1:250
Revision P04	Drawing No. 332612039-STN-HGN-SW-DR-CH-0006

Balancing Pond



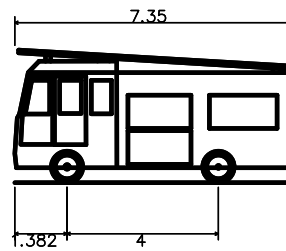
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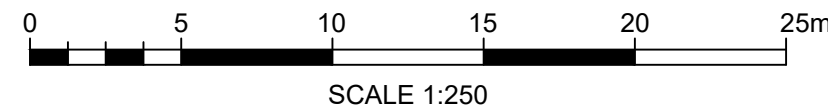
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Notes

UTILITIES NOTE: The position of any existing public or private sewers, utility services, plant or apparatus shown on this drawing is believed to be correct, but no warranty to this is expressed or implied. Other such plant or apparatus may also be present but not shown. The Contractor is therefore advised to undertake their own investigation where the presence of any existing sewers, services, plant or apparatus may affect their operations.



Dennis Sabre Fire Tender (MWB)	
Overall Length	7.350m
Overall Width	2.430m
Overall Body Height	2.512m
Min Body Ground Clearance	0.397m
Track Width	2.380m
Lock to lock time	5.00s
Kerb to Kerb Turning Radius	7.100m



SCALE 1:250

P04_UPDATED MASTERPLAN	BS	EF	2025.11.13
P03_UPDATED MASTERPLAN AND TRACKING	BS	EF	2025.08.12
P02_UPDATED MASTERPLAN	BS	EF	2025.01.15
P01_FIRST ISSUE	BS	EF	2024.12.18
Issued/Revision	By	Appd	YYYY.MM.DD
	BS	BS	EF 2024.12.18
	Dwn.	Dsgn.	Chkd. YYYY.MM.DD

Issue Status

S2 - FOR INFORMATION

This document is suitable only for the purpose noted above.
Use of this document for any other purpose is not permitted.

Client/Project Logo

Client/Project
MILLER HOMES

LAND PARCELS OFF WORSELL DRIVE

COPTHORNE, UNITED KINGDOM

Title
INTERNAL SWEEP PATH ANALYSIS
FIRE TENDER

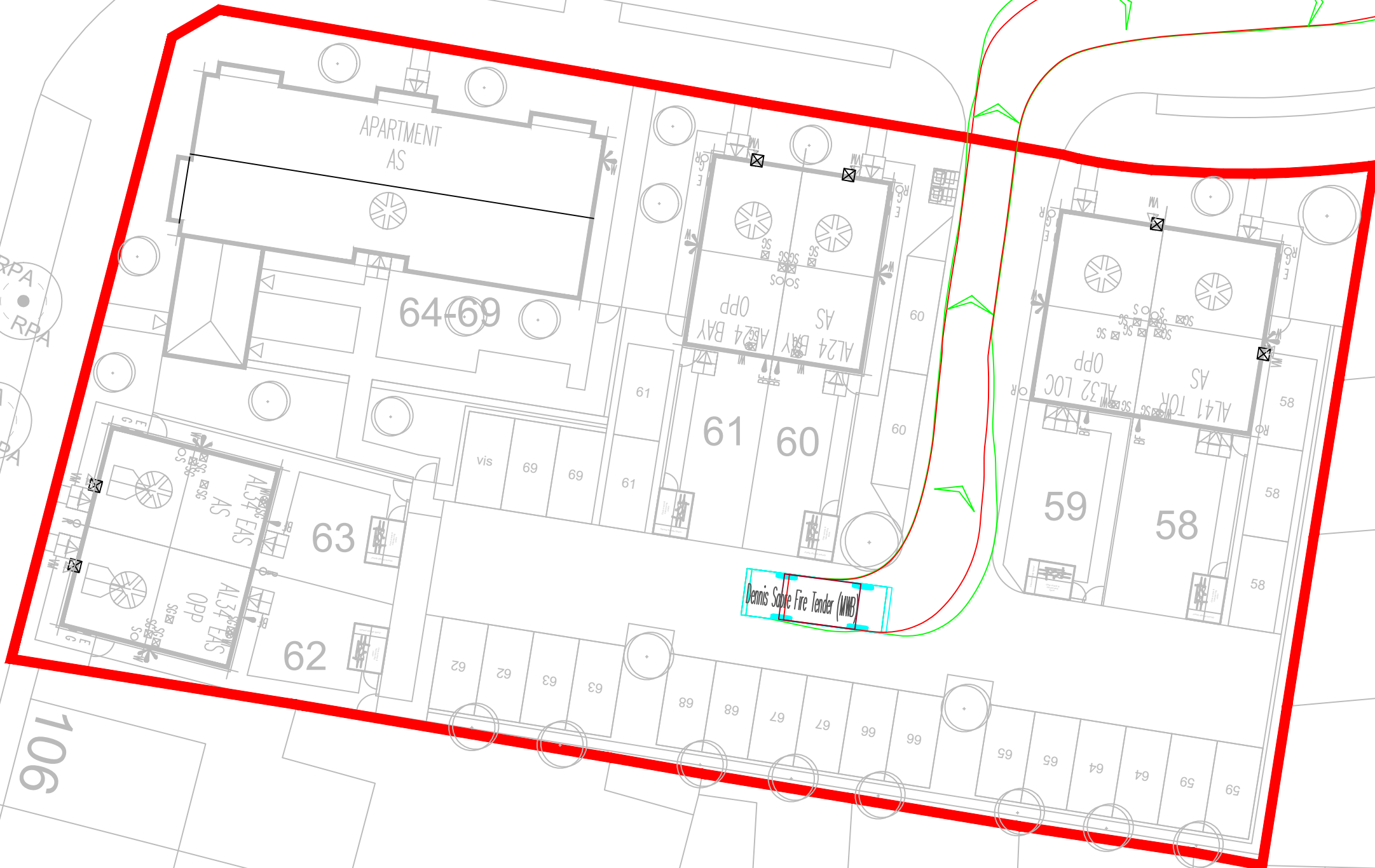
Project No. 332612039	A1 Scale 1:250
Revision P04	Drawing No. 332612039-STN-HGN-SW-DR-CH-0007



Balancing Pond

Gas Gov

Little Dip



Appendix A WSCC SCOPING RESPONSE

**WEST SUSSEX COUNTY COUNCIL
PRE-APPLICATION CONSULTATION**

TO:	Organisation: Stantec FAO: Ellen Few
FROM:	WSCC - Highways Authority
DATE:	22 November 2024
LOCATION:	Heathy Wood Development Worsell Drive Copthorne RH10 3YQ
SUBJECT:	Internal Reference: PRE-98-24 Description of the proposal: up to an additional 77 new residential dwellings on Heathy Woo Copthorne Site
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	Advice
S106 CONTRIBUTION TOTAL:	n/a

The Local Highways Authority (LHA) has been consulted for free written pre-application advice in regard to the proposed development at Heathy Wood Development, Worsell Drive, Copthorne RH10 3YQ.

The advice provided below has been prepared by means of a desktop study, using the information and plans submitted with this request, in conjunction with other available WSCC map information.

Changes have been put forward to the original plan for a doctor's surgery and school at the site. The proposals would now consist of up to 77 dwellings with a mixed affordable and market residential units, and a mix of houses, apartments and maisonettes. It is expected up to 10 of these will be on the no longer required doctors' surgery site, with 67 delivered on the unwanted school site. The supporting information provides a Scoping Note which provides a summary and justification for the changes. The formal application would be submitted with a Transport Statement (TS) which the LHA would be satisfied with.

The LHA would provide the following based on the SN:

- **Access-** The SN states that: *'For the former doctors' surgery site this will be from Worsell Drive. Given the bus gate restrictions access to these houses will be via Shipley Bridge Lane only as agreed for the outline application for this parcel of land. For the former school site, access will be via Langridge Way and Copthorne Roundabout to the south of the site.'* The LHA would be

satisfied with this arrangement subject to the TS providing suitable swept path diagrams, internal visibility splays and service margins in line with the previous advice for the doctor's surgery and school.

- **Capacity and Distribution-** The proposals will see a modest increase in traffic over what has currently been permitted, albeit through different time periods of the day. The LHA would not foresee any further capacity testing would be required at this stage.
- **Accessibility-** A TS should include all areas of accessible transport modes for the site
- **Layout and Parking-** The sites should have parking for all modes of transport in line with the WSCC Standards and internals designed in accordance with Manual for Streets (MfS) parameters. Swept path diagrams should be utilised to demonstrate turning for larger vehicles such as refuse and fire tenders.
- **Travel Plan-** A site wide TP has already been produced. It is advised that the TP is updated to reflect the changes to the proposals.

Conclusion

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

Jamie Brown
Planning Services

Appendix B ILLUSTRATIVE MASTERPLAN

DESIGN STANDARDS CHECKLIST		
DESIGN STANDARDS	NO	YES
NDSS		
WDQR		
M4(2)		
M4(3)		



PLAN KEY 13

Legend

Application Boundary.

15m Offset from Ancient Woodland

20m Offset from Watercourse

3m Offset from Rising Main

Development Schedule									
11965-Land Parcels off Worsell Drive, Copthorne									
Based on Drawing: 11965-RLA-25-XX-DR-A-2200 P07 Proposed Site Plan									
Client: Miller Homes									
Dwelling Type		Number	Percentage	Bed	Parking Spaces*	Floor Area (GIA) Sqm	SqFt	Total Coverage Sqm	SqFt
Open Market									
1 Bed Apartments									
1 Bed APT		8	17%	1	1	51.6	555	412.5	4440
Sub-Total 2 Bed Houses		8	17%						
2 Bed Housetypes									
H283 - The Denson		6	13%	2	2	70.4	758	422.5	4548
Sub-Total 2 Bed Houses		6	13%						
3 Bed Housetypes									
H384 - The Turnley		6	13%	3	2	88.9	957	533.4	5742
H385 - The Embley		1	2%	3	2	96.2	1036	96.2	1036
H482 - The Birchgate		18	38%	3	3	113.2	1218	2036.8	21924
Sub-Total 3 Bed Houses		25	52%						
4 Bed Housetypes									
H485 - The Bramgate		4	8%	4	3	128.1	1379	512.5	5516
H486 - The Presgate		2	4%	4	3	129.1	1390	258.3	2780
H488 - The Greengate		3	6%	4	3	136.8	1473	410.5	4419
Sub-Total 4 Bed Houses		9	19%						
Sub-Total Open Market		48	70%					4270.3	45965
Affordable - Social/Affordable Rent									
Apartments									
1 Bed APT		4	19%	1	1	51.6	555	206.2	2220
Sub-Total Apartments		4	19%						
2 Bed Housetypes									
AL23 - The Clevemont		1	5%	2	2	72.2	777	72.2	777
AL24 - The Baymont		4	19%	2	2	79.0	850	315.9	3400
Sub-Total 2 Bed Houses		5	24%						
3 Bed Housetypes									
AL32 - The Lockton		3	14%	3	2	93.0	1001	279.0	3003
AL34 - The Easton		2	10%	3	2	108.5	1168	217.0	2336
Sub-Total 3 Bed Houses		5	24%						
4 Bed Housetypes									
AL41 - The Torwood		1	5%	4	3	106.2	1143	106.2	1143
Sub-Total 4 Bed Houses		1	5%						
Sub-Total Affordable Social		15	71%					1196.5	12879
Affordable - First Homes									
2 Bed Apartments									
2 Bed APT778		6	29%	2	2	72.3	778	433.7	4668
Sub-Total 2 Bed Apartments		6	29%						
Sub-Total Affordable New Homes		6	29%					433.7	4668
Sub-Total Affordable		21	30%					1630.2	17547
Totals		69	100%					5900.5	63512
* (Including Garages)									
Net Development Area									
		15760	Sqm						
		1.576	Hectares						
		3.89	Acres						
Coverage		16309	SqFt/Acres						

This line should measure 70mm when printed correctly

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Rev	Date	By	Chk	Description
P01	23.07.2025			First Issue
P02	01.08.2025			Mix adjusted to suit client feedback, numbers reduced to 64 overall to accommodate changes.
P03	07.08.2025			Plots 11, 12 & 15 adjusted to suit Arch. comments. Plots 16 & 19 pulled forward to accommodate garages.
P04	21.08.2025			Site layout update to include highway review
P05	04.09.2025			Plots 13-15 moved south by 1200mm. Redline adjusted
P06	17.09.2025			Site layout revised following client internal review. Additional units added.
P07	21.09.2025			Garage positions adjusted, plots 7-10 position adjusted, 30-31 detached and parking position revised, plot 57 changed to Bramgate. Birchgate shown as 3 Bed unit on Schedule.
P08	27.09.2025			Layout tracked and back edge of footways adjusted to suit vis splays.
P09	11.11.2025			Landscaping added to layout

rl.

Roberts Limbrick

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Registered Office England No. 09658029

Project Name

Residential Development Land Parcels adjacent to Worsell Drive, Copthorne

Client Name

Miller Homes

-

-

Drawing Title

Proposed Site Plan

-

Scale

1/500 • A1

Project No.

11965

Status

S1

Purpose Of Issue

Issued for co-ordination

Project

Org

Year

Level

Form

Role

11965 • RLA • 25 • 00 • DR • A

Number

2200

Revision

P09

Appendix C WSCC Parking Demand Calculator

WEST SUSSEX COUNTY COUNCIL RESIDENTIAL CAR PARKING PROVISION TOOL

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

GUIDANCE ON USE

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

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

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

- Select the Ward in which the development is located;
 - If known select from the drop down in the **BLUE** box marked "Ward"
 - If unknown use the Ward finder tool by entering the development post code (including the standard space separation e.g. RH6 0AQ, BN11 1DR), then complete a. above.
- Enter the number of units of each size in the **GREEN** boxes marked "Number of Units of this Type", with respect to the number of bedrooms or number of habitable rooms in the dwelling type.
- Your total "Parking Demand if 100% Unallocated" (all parking on site is shared) is shown in the adjacent cells.
- If known, enter the total number of spaces allocated to each dwelling type across the development in the **PINK** boxes marked "Enter Total Number of Allocated Spaces".
- Your development parking demand using your existing allocation design is then displayed in the **ORANGE** boxes marked "Total Parking Required if Design Allocated Used"
- The Unallocated Parking Demand is the additional number of unallocated spaces over the design allocated required to meet the total parking demand, and includes visitors parking demand.
- If your Total Number of Allocated Spaces is greater than the "Parking Demand if 100% Unallocated" then the existing parking design should be reviewed in line with the West Sussex County Council Revised Guidance for Parking Provision (2018).



Ward	District	Parking Behaviour Zone
Copthorne and Worth	Mid Sussex	2

Ward Finder			
Postcode		Ward	Please Enter Postcode

Number of Bedrooms	Number of Habitable Rooms	Number Of Units Of this Type	Parking Demand if 100% Unallocated
1	1 to 3	12	17
2	4	17	29
3	5 to 6	30	63
4+	7 or more	10	27
Total		69	136

PARKING DEMAND INCLUDING ALLOCATED PARKING				
Number of Bedrooms	Number of Habitable Rooms	Enter Total Number of Allocated Spaces	Unallocated Parking Demand	Total Parking Required if Design Allocated Used
1	1 to 3	12	9	21
2	4	34	6	40
3	5 to 6	71	13	84
4+	7 or more	26	7	33
Total		143	35	178

Appendix D TRICS OUTPUTS

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 292 to 292 (units:)
Range Selected by User: 200 to 500 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 12/03/24

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

Selected survey days:

Wednesday 1 days

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

Selected survey types:

Manual count 1 days
Directional ATC Count 0 days

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

Selected Locations:

Neighbourhood Centre (PPS6 Local Centre) 1

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

Selected Location Sub Categories:

Village 1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included X days - Selected
Servicing vehicles Excluded 1 days - Selected

Secondary Filtering selection:

Use Class:

C3 1 days

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

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:
10,001 to 15,000 1 days

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

Population within 5 miles:
125,001 to 250,000 1 days

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

Car ownership within 5 miles:
0.6 to 1.0 1 days

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

Travel Plan:
Yes 1 days

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

PTAL Rating:
No PTAL Present 1 days

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

LIST OF SITES relevant to selection parameters

1	WS-03-M-27	MIXED HOUSES	WEST SUSSEX
	COPTHORNE WAY		
	NEAR CRAWLEY		
	COPTHORNE		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	292	
	Survey date: WEDNESDAY	22/11/23	Survey Type: MANUAL

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

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL TOTAL VEHICLES
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 1.46

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	292	0.219	1	292	0.387	1	292	0.606
08:00 - 09:00	1	292	0.288	1	292	0.462	1	292	0.750
09:00 - 10:00	1	292	0.209	1	292	0.168	1	292	0.377
10:00 - 11:00	1	292	0.106	1	292	0.113	1	292	0.219
11:00 - 12:00	1	292	0.147	1	292	0.168	1	292	0.315
12:00 - 13:00	1	292	0.168	1	292	0.147	1	292	0.315
13:00 - 14:00	1	292	0.134	1	292	0.175	1	292	0.309
14:00 - 15:00	1	292	0.137	1	292	0.216	1	292	0.353
15:00 - 16:00	1	292	0.274	1	292	0.216	1	292	0.490
16:00 - 17:00	1	292	0.264	1	292	0.301	1	292	0.565
17:00 - 18:00	1	292	0.336	1	292	0.250	1	292	0.586
18:00 - 19:00	1	292	0.209	1	292	0.113	1	292	0.322
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.491			2.716			5.207

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

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

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Parameter summary

Trip rate parameter range selected:	292 - 292 (units:)
Survey date range:	01/01/16 - 12/03/24
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
 MULTI-MODAL TAXIS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	292	0.007	1	292	0.007	1	292	0.014
08:00 - 09:00	1	292	0.007	1	292	0.007	1	292	0.014
09:00 - 10:00	1	292	0.000	1	292	0.000	1	292	0.000
10:00 - 11:00	1	292	0.000	1	292	0.000	1	292	0.000
11:00 - 12:00	1	292	0.000	1	292	0.000	1	292	0.000
12:00 - 13:00	1	292	0.000	1	292	0.000	1	292	0.000
13:00 - 14:00	1	292	0.000	1	292	0.000	1	292	0.000
14:00 - 15:00	1	292	0.000	1	292	0.000	1	292	0.000
15:00 - 16:00	1	292	0.007	1	292	0.007	1	292	0.014
16:00 - 17:00	1	292	0.003	1	292	0.003	1	292	0.006
17:00 - 18:00	1	292	0.000	1	292	0.000	1	292	0.000
18:00 - 19:00	1	292	0.000	1	292	0.000	1	292	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.024			0.024			0.048

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL OGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	292	0.014	1	292	0.003	1	292	0.017
08:00 - 09:00	1	292	0.007	1	292	0.014	1	292	0.021
09:00 - 10:00	1	292	0.000	1	292	0.003	1	292	0.003
10:00 - 11:00	1	292	0.003	1	292	0.003	1	292	0.006
11:00 - 12:00	1	292	0.000	1	292	0.000	1	292	0.000
12:00 - 13:00	1	292	0.000	1	292	0.000	1	292	0.000
13:00 - 14:00	1	292	0.007	1	292	0.003	1	292	0.010
14:00 - 15:00	1	292	0.003	1	292	0.003	1	292	0.006
15:00 - 16:00	1	292	0.000	1	292	0.003	1	292	0.003
16:00 - 17:00	1	292	0.000	1	292	0.000	1	292	0.000
17:00 - 18:00	1	292	0.003	1	292	0.003	1	292	0.006
18:00 - 19:00	1	292	0.000	1	292	0.000	1	292	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.037			0.035			0.072

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

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TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL PSVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	292	0.007	1	292	0.007	1	292	0.014
08:00 - 09:00	1	292	0.010	1	292	0.010	1	292	0.020
09:00 - 10:00	1	292	0.003	1	292	0.003	1	292	0.006
10:00 - 11:00	1	292	0.007	1	292	0.007	1	292	0.014
11:00 - 12:00	1	292	0.007	1	292	0.007	1	292	0.014
12:00 - 13:00	1	292	0.014	1	292	0.014	1	292	0.028
13:00 - 14:00	1	292	0.007	1	292	0.007	1	292	0.014
14:00 - 15:00	1	292	0.010	1	292	0.007	1	292	0.017
15:00 - 16:00	1	292	0.000	1	292	0.000	1	292	0.000
16:00 - 17:00	1	292	0.010	1	292	0.014	1	292	0.024
17:00 - 18:00	1	292	0.003	1	292	0.003	1	292	0.006
18:00 - 19:00	1	292	0.003	1	292	0.003	1	292	0.006
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.081			0.082			0.163

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL CYCLISTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	292	0.000	1	292	0.000	1	292	0.000
08:00 - 09:00	1	292	0.000	1	292	0.000	1	292	0.000
09:00 - 10:00	1	292	0.000	1	292	0.003	1	292	0.003
10:00 - 11:00	1	292	0.000	1	292	0.000	1	292	0.000
11:00 - 12:00	1	292	0.000	1	292	0.000	1	292	0.000
12:00 - 13:00	1	292	0.000	1	292	0.000	1	292	0.000
13:00 - 14:00	1	292	0.000	1	292	0.000	1	292	0.000
14:00 - 15:00	1	292	0.003	1	292	0.000	1	292	0.003
15:00 - 16:00	1	292	0.000	1	292	0.003	1	292	0.003
16:00 - 17:00	1	292	0.000	1	292	0.000	1	292	0.000
17:00 - 18:00	1	292	0.000	1	292	0.000	1	292	0.000
18:00 - 19:00	1	292	0.000	1	292	0.000	1	292	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.003			0.006			0.009

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	292	0.329	1	292	0.589	1	292	0.918
08:00 - 09:00	1	292	0.390	1	292	0.692	1	292	1.082
09:00 - 10:00	1	292	0.223	1	292	0.205	1	292	0.428
10:00 - 11:00	1	292	0.134	1	292	0.161	1	292	0.295
11:00 - 12:00	1	292	0.188	1	292	0.209	1	292	0.397
12:00 - 13:00	1	292	0.195	1	292	0.195	1	292	0.390
13:00 - 14:00	1	292	0.182	1	292	0.226	1	292	0.408
14:00 - 15:00	1	292	0.175	1	292	0.257	1	292	0.432
15:00 - 16:00	1	292	0.414	1	292	0.274	1	292	0.688
16:00 - 17:00	1	292	0.373	1	292	0.414	1	292	0.787
17:00 - 18:00	1	292	0.500	1	292	0.329	1	292	0.829
18:00 - 19:00	1	292	0.281	1	292	0.144	1	292	0.425
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.384			3.695			7.079

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL PEDESTRIANS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	292	0.007	1	292	0.007	1	292	0.014
08:00 - 09:00	1	292	0.003	1	292	0.014	1	292	0.017
09:00 - 10:00	1	292	0.024	1	292	0.000	1	292	0.024
10:00 - 11:00	1	292	0.003	1	292	0.010	1	292	0.013
11:00 - 12:00	1	292	0.007	1	292	0.014	1	292	0.021
12:00 - 13:00	1	292	0.007	1	292	0.010	1	292	0.017
13:00 - 14:00	1	292	0.017	1	292	0.017	1	292	0.034
14:00 - 15:00	1	292	0.003	1	292	0.003	1	292	0.006
15:00 - 16:00	1	292	0.000	1	292	0.000	1	292	0.000
16:00 - 17:00	1	292	0.007	1	292	0.003	1	292	0.010
17:00 - 18:00	1	292	0.007	1	292	0.000	1	292	0.007
18:00 - 19:00	1	292	0.000	1	292	0.000	1	292	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.085			0.078			0.163

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
 MULTI-MODAL BUS/TRAM PASSENGERS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	292	0.007	1	292	0.024	1	292	0.031
08:00 - 09:00	1	292	0.003	1	292	0.027	1	292	0.030
09:00 - 10:00	1	292	0.000	1	292	0.003	1	292	0.003
10:00 - 11:00	1	292	0.017	1	292	0.021	1	292	0.038
11:00 - 12:00	1	292	0.007	1	292	0.038	1	292	0.045
12:00 - 13:00	1	292	0.014	1	292	0.007	1	292	0.021
13:00 - 14:00	1	292	0.010	1	292	0.021	1	292	0.031
14:00 - 15:00	1	292	0.000	1	292	0.017	1	292	0.017
15:00 - 16:00	1	292	0.000	1	292	0.000	1	292	0.000
16:00 - 17:00	1	292	0.051	1	292	0.007	1	292	0.058
17:00 - 18:00	1	292	0.021	1	292	0.000	1	292	0.021
18:00 - 19:00	1	292	0.000	1	292	0.003	1	292	0.003
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.130			0.168			0.298

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
 MULTI-MODAL TOTAL RAIL PASSENGERS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	292	0.000	1	292	0.010	1	292	0.010
08:00 - 09:00	1	292	0.007	1	292	0.007	1	292	0.014
09:00 - 10:00	1	292	0.000	1	292	0.000	1	292	0.000
10:00 - 11:00	1	292	0.003	1	292	0.003	1	292	0.006
11:00 - 12:00	1	292	0.000	1	292	0.010	1	292	0.010
12:00 - 13:00	1	292	0.007	1	292	0.003	1	292	0.010
13:00 - 14:00	1	292	0.003	1	292	0.003	1	292	0.006
14:00 - 15:00	1	292	0.000	1	292	0.003	1	292	0.003
15:00 - 16:00	1	292	0.000	1	292	0.000	1	292	0.000
16:00 - 17:00	1	292	0.007	1	292	0.000	1	292	0.007
17:00 - 18:00	1	292	0.003	1	292	0.000	1	292	0.003
18:00 - 19:00	1	292	0.000	1	292	0.000	1	292	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.030			0.039			0.069

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	292	0.007	1	292	0.034	1	292	0.041
08:00 - 09:00	1	292	0.010	1	292	0.034	1	292	0.044
09:00 - 10:00	1	292	0.000	1	292	0.003	1	292	0.003
10:00 - 11:00	1	292	0.021	1	292	0.024	1	292	0.045
11:00 - 12:00	1	292	0.007	1	292	0.048	1	292	0.055
12:00 - 13:00	1	292	0.021	1	292	0.010	1	292	0.031
13:00 - 14:00	1	292	0.014	1	292	0.024	1	292	0.038
14:00 - 15:00	1	292	0.000	1	292	0.021	1	292	0.021
15:00 - 16:00	1	292	0.000	1	292	0.000	1	292	0.000
16:00 - 17:00	1	292	0.058	1	292	0.007	1	292	0.065
17:00 - 18:00	1	292	0.024	1	292	0.000	1	292	0.024
18:00 - 19:00	1	292	0.000	1	292	0.003	1	292	0.003
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.162			0.208			0.370

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.46

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	292	0.342	1	292	0.630	1	292	0.972
08:00 - 09:00	1	292	0.404	1	292	0.740	1	292	1.144
09:00 - 10:00	1	292	0.247	1	292	0.212	1	292	0.459
10:00 - 11:00	1	292	0.158	1	292	0.195	1	292	0.353
11:00 - 12:00	1	292	0.202	1	292	0.271	1	292	0.473
12:00 - 13:00	1	292	0.223	1	292	0.216	1	292	0.439
13:00 - 14:00	1	292	0.212	1	292	0.267	1	292	0.479
14:00 - 15:00	1	292	0.182	1	292	0.281	1	292	0.463
15:00 - 16:00	1	292	0.414	1	292	0.277	1	292	0.691
16:00 - 17:00	1	292	0.438	1	292	0.425	1	292	0.863
17:00 - 18:00	1	292	0.531	1	292	0.329	1	292	0.860
18:00 - 19:00	1	292	0.281	1	292	0.147	1	292	0.428
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.634			3.990			7.624

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL CARS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	292	0.175	1	292	0.360	1	292	0.535
08:00 - 09:00	1	292	0.247	1	292	0.421	1	292	0.668
09:00 - 10:00	1	292	0.188	1	292	0.144	1	292	0.332
10:00 - 11:00	1	292	0.089	1	292	0.099	1	292	0.188
11:00 - 12:00	1	292	0.140	1	292	0.158	1	292	0.298
12:00 - 13:00	1	292	0.140	1	292	0.123	1	292	0.263
13:00 - 14:00	1	292	0.106	1	292	0.154	1	292	0.260
14:00 - 15:00	1	292	0.110	1	292	0.195	1	292	0.305
15:00 - 16:00	1	292	0.260	1	292	0.185	1	292	0.445
16:00 - 17:00	1	292	0.247	1	292	0.281	1	292	0.528
17:00 - 18:00	1	292	0.329	1	292	0.233	1	292	0.562
18:00 - 19:00	1	292	0.205	1	292	0.110	1	292	0.315
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.236			2.463			4.699

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL LGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	292	0.014	1	292	0.010	1	292	0.024
08:00 - 09:00	1	292	0.014	1	292	0.007	1	292	0.021
09:00 - 10:00	1	292	0.017	1	292	0.017	1	292	0.034
10:00 - 11:00	1	292	0.007	1	292	0.003	1	292	0.010
11:00 - 12:00	1	292	0.000	1	292	0.003	1	292	0.003
12:00 - 13:00	1	292	0.014	1	292	0.010	1	292	0.024
13:00 - 14:00	1	292	0.010	1	292	0.007	1	292	0.017
14:00 - 15:00	1	292	0.014	1	292	0.010	1	292	0.024
15:00 - 16:00	1	292	0.003	1	292	0.017	1	292	0.020
16:00 - 17:00	1	292	0.003	1	292	0.003	1	292	0.006
17:00 - 18:00	1	292	0.000	1	292	0.007	1	292	0.007
18:00 - 19:00	1	292	0.000	1	292	0.000	1	292	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.096			0.094			0.190

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL MOTOR CYCLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	292	0.003	1	292	0.000	1	292	0.003
08:00 - 09:00	1	292	0.003	1	292	0.003	1	292	0.006
09:00 - 10:00	1	292	0.000	1	292	0.000	1	292	0.000
10:00 - 11:00	1	292	0.000	1	292	0.000	1	292	0.000
11:00 - 12:00	1	292	0.000	1	292	0.000	1	292	0.000
12:00 - 13:00	1	292	0.000	1	292	0.000	1	292	0.000
13:00 - 14:00	1	292	0.003	1	292	0.003	1	292	0.006
14:00 - 15:00	1	292	0.000	1	292	0.000	1	292	0.000
15:00 - 16:00	1	292	0.003	1	292	0.003	1	292	0.006
16:00 - 17:00	1	292	0.000	1	292	0.000	1	292	0.000
17:00 - 18:00	1	292	0.000	1	292	0.003	1	292	0.003
18:00 - 19:00	1	292	0.000	1	292	0.000	1	292	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.012			0.012			0.024

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL Scooters
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	292	0.000	1	292	0.000	1	292	0.000
08:00 - 09:00	1	292	0.000	1	292	0.000	1	292	0.000
09:00 - 10:00	1	292	0.000	1	292	0.000	1	292	0.000
10:00 - 11:00	1	292	0.000	1	292	0.000	1	292	0.000
11:00 - 12:00	1	292	0.000	1	292	0.000	1	292	0.000
12:00 - 13:00	1	292	0.000	1	292	0.000	1	292	0.000
13:00 - 14:00	1	292	0.000	1	292	0.000	1	292	0.000
14:00 - 15:00	1	292	0.000	1	292	0.000	1	292	0.000
15:00 - 16:00	1	292	0.000	1	292	0.000	1	292	0.000
16:00 - 17:00	1	292	0.000	1	292	0.007	1	292	0.007
17:00 - 18:00	1	292	0.000	1	292	0.000	1	292	0.000
18:00 - 19:00	1	292	0.000	1	292	0.000	1	292	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.007			0.007

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

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