



Transport Assessment Second Addendum

Land north of Balcombe Road,
Haywards Heath

June 2026

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Document Details:

Revision	Date	Filename	Author	Check / Review
1	June 2026	SDP-TAA2-110626-01	NM	SDP

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1 Introduction

1.1 Overview

- 1.1.1 This addendum to the Transport Assessment (December 2025 ref. SDP-TA-131125-02) has been prepared following the response from West Sussex County Council dated 10th June 2026 providing further comments on the submitted documents. The response received can be found in Appendix A.
- 1.1.2 This addendum provides modifications and additional and should be read in conjunction with the Transport Assessment and Transport Assessment Addendum.
- 1.1.3 The following points are addressed in this addendum:
- Confirms that the proposed roundabout complies with DMRB guidance
 - Confirms the proposed arrangement of the overrun area and surfacing
 - Introduces a 'jug handle' cycle facilities on the southern side of the cycle access
 - Introduces 'slip' cycle lanes on the eastern side of the carriageway for southbound cyclists entering and leaving the site
 - Revises the proposed bus stop arrangements on Hanlye Lane in response to Road Safety Audit and WSCC comments
 - Highlights the Vision-Led approach
 - Provides further details on monitoring and mitigation measures and the use of Standard Assessment Monitoring (SAM) surveys

2 Revised Highway Layout

2.1 DMRB criteria

- 2.1.1 The roundabout design complies with DMRB criteria as set out in CD 116.
- 2.1.2 Visibility splays compliant with DMRB requirements for the desirable minimum stopping distances have been provided on all approach arms of the roundabout. Borde Hill Lane and Balcombe Road, with recorded speeds above 50 kph, adopt the 60 kph DMRB criteria. Hanlye Lane, with its lower recorded speed, and the development access adopt the 50 kph DMRB criteria. This gives a requirement for a desirable minimum SSD of 90m on Borde Hill Lane and Balcombe Road and a desirable minimum SSD of 70m on Hanlye Lane and the development access. The DMRB visibility splays are shown on Drawing SDP-XX-XX-DR-D-305/P9.
- 2.1.3 The geometric properties for each arm of the junction are shown on Drawing SDP-XX-XX-DR-D-352/P7 and presented in the Design Audit forming Appendix C of the Transport Assessment Addendum. The geometric properties and are summarised below:

Entry widths	Proposed	CD 116 requirements
Borde Hill Lane	4.5m	Lane width of 4.5m should be used at single lane entries
Development access	4.5m	
Balcombe Road	4.5m	
Hanlye Road	4.5m	

Entry angles	Proposed	CD 116 requirements
Borde Hill Lane	$\phi=20^{\circ}$	No less than 20 degrees and no greater than 60 degrees.
Development access	$\phi=20^{\circ}$	
Balcombe Road	$\phi=20^{\circ}$	
Hanlye Road	$\phi=20^{\circ}$	

Entry kerb radii	Proposed	CD 116 requirements
Borde Hill Lane	18m	Not less than 10m or greater than 100m
Development access	13m	
Balcombe Road	18m	
Hanlye Road	16m	

Entry path radii	Proposed	CD 116 requirements
Borde Hill Lane	52m	Shall not exceed 70m
Development access	25m	
Balcombe Road	64m	
Hanlye Road	23m	

Exit widths	Proposed	CD 116 requirements
Borde Hill Lane	4.5m	Similar to entry widths
Development access	4.5m	
Balcombe Road	4.5m	
Hanlye Road	4.5m	

2.2 Updated Road Safety Audit

- 2.2.1 The updated audit of the layout shown on Drawing SDP-XX-XX-DR-D-305/P8 can be found in Appendix B. The recommendations for modifications to the bus stop arrangement and cycle access have been progressed following this audit and are discussed further in the following sections and are shown on Drawing SDP-XX-XX-DR-D-305/P9.
- 2.2.2 It is considered that all points raised in the Stage 1 Road Safety Audit can be positively addressed at the detailed design stage.

2.3 Overrun area

- 2.3.1 The design incorporates an overrun area that large vehicles such as buses and articulated lorries are required to use. The dimensions of the overrun area comply with the CD 116 requirements in Table 3.8 'Turning widths required for compact or smaller normal roundabouts':
- Central island diameter 14.0m
 - R1 8.0m
 - R2 15.6m
 - Clearance from the edge of kerbing (on both the inside and outside of circulatory carriageway) 1m
 - Minimum ICD 33.2m (i.e. 1m + 15.6m + 15.6m + 1m)
- 2.3.2 As recommended by WSCC, the overrun area is proposed to be delineated by white lining and hatched markings. This will be finalised at the detailed design stage as per the agreed Road Safety Audit action.

2.4 Anti-skid surfacing

- 2.4.1 The use of anti-skid surfacing or, alternatively, high PSV stone (68+) as per CD 236 Table 3.7a will be finalised at the detailed design stage.

2.5 Cycle Connectivity

- 2.5.1 Amended details have been provided on Drawing SDP-XX-XX-DR-D-305/P9 for the proposed cycle access. WSCC require a 'jug handle' arrangement on the northbound approach to the site access. This has the benefit of taking cyclists off the carriageway prior to crossing Balcombe Road and would reduce the risk from rear-end shunts for cyclists travelling northbound on Balcombe Road, and wanting to access the cycle route.
- 2.5.2 Cycle slip lanes have been added on the southbound carriageway to allow cyclists to leave the carriageway before turning, and to assist cyclists in joining the main carriageway when heading south from the site. Swept path analysis of a cycle with a trailer is shown on Drawing SDP-XX-XX-DR-D-357/P1.
- 2.5.3 These cycle facilities can be delivered within land in the applicant's control / land within the existing highway boundary. This will be finalised at the detailed design stage and subject to a Stage 2 Road Safety Audit.

2.6 Bus stop provision

- 2.6.1 The Road Safety Audit recommended that the westbound bus stop on Hanlye Lane be relocated further west to reduce the potential of any queue tailing back onto the roundabout. The bus stop has now been moved further west, whilst remaining outside the visibility splay from Coniston Road. It is not possible to inset the bus stop due to highway boundary restrictions.
- 2.6.2 The Road Safety Audit recommended that the eastbound bus stop on Hanlye Lane be inset due to the curvature of the carriageway increasing the risk of head-on collisions should any vehicle choose to overtake a stationary bus. Drawing SDP-XX-XX-DR-D-305/P9 shows the option of an inset bus stop which removes the need for vehicles to overtake stationary buses on the carriageway. Swept path analysis for the bus bay is shown on Drawing SDP-XX-XX-DR-D-357/P1.
- 2.6.3 The finalised arrangements for the bus stop facilities will be agreed with WSCC and the bus operator at detailed design stage.

3 Vision-led Approach

3.1 The Vision

- 3.1.1 The Transport Assessment Addendum included details on how the vision for the proposed development has been established. This stated that “The transport vision for the proposed development is to create a sustainable, liveable community where residents are not reliant on or feel it necessary to travel by private car for all journeys.”
- 3.1.2 Minimising the length of walking, wheeling and cycling routes by providing safe and suitable access arrangements that allow safe and convenient connections, and the proposal for additional bus stops adjacent to the site access roundabout has helped to advance this vision and make non-car modes of travel more attractive options, thus reducing the need to travel specifically by private car. Safe and secure cycle parking provision at the homes will also help to encourage residents to cycle. The provision of high speed broadband connections will also offer residents the ability to work from home and reduce the need to travel.
- 3.1.3 This vision aligns with the countywide vision of the West Sussex Local Transport Plan of making active travel modes and public transport attractive options.

3.2 Plausible Scenarios

- 3.2.1 Table 3.1 shows the vehicle trip rates for the peak hours 08:00-09:00 and 17:00-18:00 and the 12-hour weekday period from 07:00-19:00 presented in the Transport Assessment.

Table 3.1 – Vehicle trip rates

	Trip Rate In	Trip Rate Out	Two-way
08:00 - 09:00	0.117	0.326	0.443
17:00 - 18:00	0.334	0.159	0.493
07:00 - 19:00	2.045	2.067	4.112

- 3.2.2 An exercise has been carried out to remove selected sites that are considered to have poorer connectivity to public transport and/or local facilities than the proposed development once improvements are made to its public transport accessibility.
- 3.2.3 Seven sites (DC-03-A-11, ES-30-A-07, HC-03-A-39, HF-03-A-03, NF-03-A-34, NF-03-A-39 and NY-03-A-15) have been deselected and the trip rate calculated undertaken for the remaining seven sites. Table 3.2 presents the modified trip rates using the filtered list of sites. The TRICS Output can be found in Appendix C.

Table 3.2 – Vehicle trip rates using filtered list of sites

	Trip Rate In	Trip Rate Out	Two-way
08:00 - 09:00	0.097	0.305	0.402
17:00 - 18:00	0.326	0.138	0.464
07:00 - 19:00	1.921	1.969	3.890

- 3.2.4 Table 3.3 compares the estimated vehicle trips from the proposed 117 homes using the original trip rates and filtered trip rates to represent the connectivity improvements.

Table 3.3 – Vehicle trips for 117 homes

	'Do-minimum' scenario			'Connectivity improvements' scenario		
	Trip Rate In	Trip Rate Out	Two-way	Trip Rate In	Trip Rate Out	Two-way
08:00 - 09:00	14	38	52	11	36	47
17:00 - 18:00	39	19	58	38	16	54
07:00 - 19:00	239	242	481	225	230	455

- 3.2.5 The filtered site selection gives reductions of around 10% in the AM peak hour and 7% in the PM peak hour. On this basis, a reduction of 10% in the original trip rates is considered challenging but achievable.
- 3.2.6 The Transport Assessment Addendum included junction analysis for a plausible scenario with 10% fewer vehicle trips by the proposed development compared to the baseline trip rates. This would be consistent with the trip rates presented in Table 3.4.

Table 3.4 – Vehicle trip rates with 10% reduction

	Trip Rate In	Trip Rate Out	Two-way
08:00 - 09:00	0.105	0.293	0.398
17:00 - 18:00	0.301	0.143	0.444

- 3.2.7 The proposed 117 homes would generate the vehicle trips shown in Table 3.5 for this scenario, resulting in 6 fewer vehicle trips in each of the peak hours compared to the 'Do-minimum' scenario.

Table 3.5 – Vehicle trips for 117 homes

'Vision-led' scenario			
	Trip Rate In	Trip Rate Out	Two-way
08:00 - 09:00	12	34	46
17:00 - 18:00	35	17	52

3.3 Trip Monitoring Strategy

- 3.3.1 A Trip Monitoring Strategy will record how the trip generation and mode share of the site evolves over time. The survey specification will employ the TRICS Standard Assessment Methodology (SAM) and will be conducted by TRICS annually until full occupation of the site. Monitoring will then continue as per the requirements of the Travel Plan.
- 3.3.2 The survey will take account of multi-modal trips from all access points, including walking, wheeling and cycling only accesses in addition to the main vehicular access. To ensure that the survey represents typical travel patterns, the Developer / Successor in Title will need to agree to being surveyed only within a specified annual quarter period but with no further notice of the precise survey dates. The Developer would fund the survey validation and data entry costs.
- 3.3.3 The requirement for monitoring is necessary in order to ascertain whether the anticipated modal share and vehicular trip reductions transpire in reality. If they do not, and unacceptable impacts are identified through the monitoring, this may prompt the requirement for further financial contributions or infrastructure improvements, depending on how far the targets have been missed by. Any additional mitigation would draw from a Sustainable Travel Contingency Fund.
- 3.3.4 Table 3.6 presents the suggested Trip Monitoring Strategy thresholds and mitigation options.

Table 3.6 – Indicative Trip Monitoring Strategy Thresholds and Mitigation

Stage of Development	Trip Rate Threshold Exceedance	Fallback Mitigation Measure	Delivery Mechanism
Annually from first occupation until full occupation	>5% but <10%	Additional £150 per dwelling travel voucher and personal travel planning offered	Delivered by the developer through the Travel Plan process
	>10%	Off-site active travel enhancements up to the value of £TBC	Delivered by the developer through S106 / S278 process
Full occupation	>5% but <10%	Additional £150 per dwelling travel voucher and personal travel planning offered	Delivered by the developer through the Travel Plan process
	>10% but <20%	Off-site active travel enhancements up to the value of £TBC	Delivered by the developer through S106 / S278 process
	>20%	Provision of sustainable travel fund to WSCC up to the value of £TBC	Delivered via the S106 Agreement

-
- 3.3.5 Following each survey a monitoring report will be prepared and submitted to WSCC setting out the results of the travel surveys, extrapolating the data to provide an indication of the development trip rates and comparing against the targets identified within the Trip Monitoring Strategy.
 - 3.3.6 The Trip Monitoring Strategy will be developed, agreed and the details secured within the Section 106 Agreement.

3.4 Travel Plan

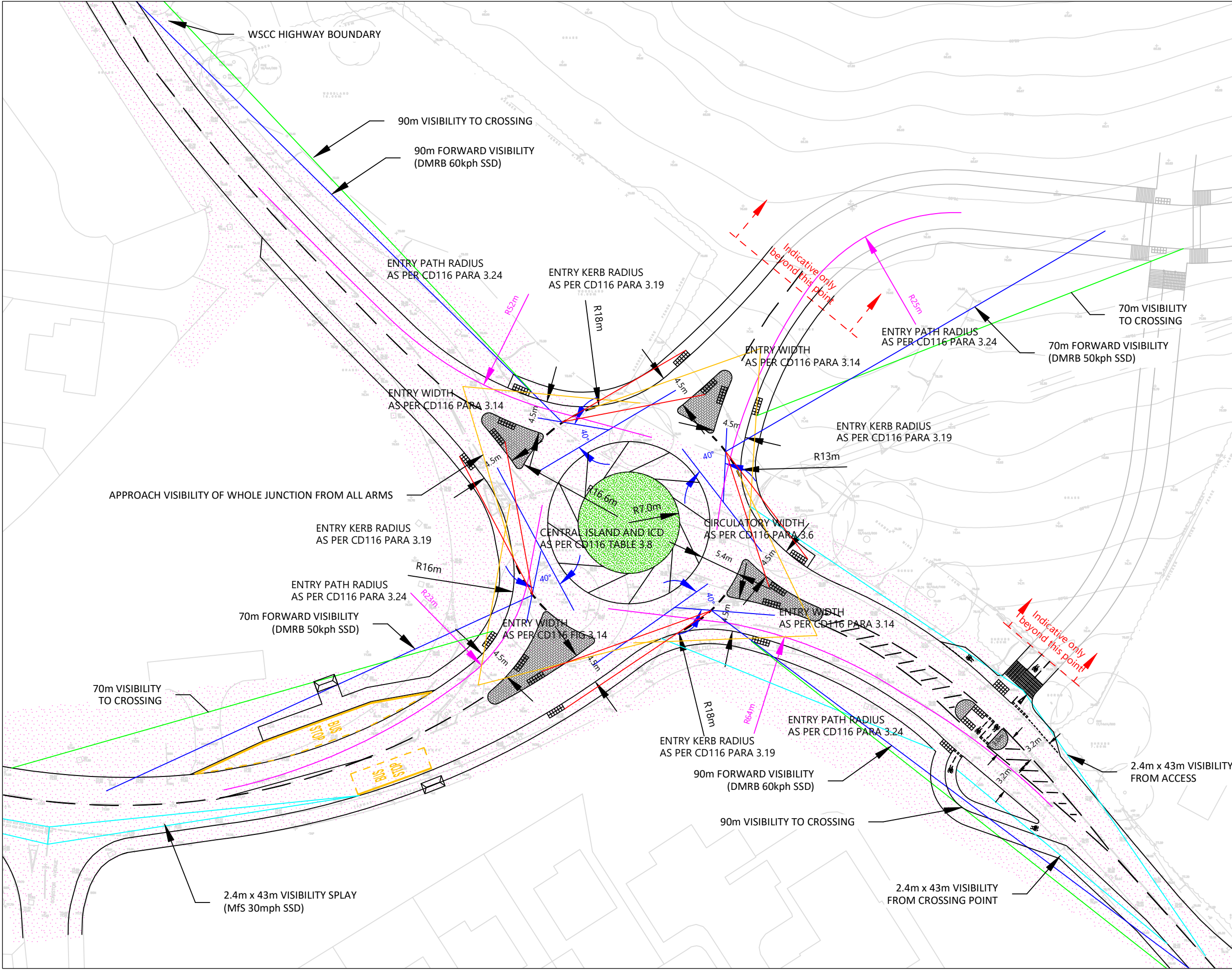
- 3.4.1 The Travel Plan Coordinator will monitor and review the progress and success of the Travel Plan and make residents aware of the progress made.
- 3.4.2 It is important to note that the proposed targets contained within the Framework Travel Plan are in addition to the vision-led trip rates within the TA. The targets therefore account for both the active travel / public transport proposed infrastructure and the 'soft' measures and initiatives.
- 3.4.3 The Travel Plan has been updated to give further details of the Travel Voucher provision.
- 3.4.4 SAM surveys along with a list of remedial measures should trip rate reductions not be achieved are discussed in Section 6 of the Travel Plan.
- 3.4.5 The funding of the Travel Plan measures will be secured within the Section 106 Agreement. The Travel Plan will be subject to a monitoring fee. The appropriate financial contribution will be secured within the Section 106 Agreement.

4 Conclusions

4.1 Summary

- 4.1.1 This Transport Assessment Second Addendum has been prepared in support of the proposed residential development on land north of Balcombe Road, Haywards Heath.
- 4.1.2 This addendum responds to WSCC comments and provides further modifications proposed to the site access and additional information on the monitoring and mitigation strategy.
- 4.1.3 The proposed roundabout layout complies with the Design Manual for Roads and Bridges with no known departures from the DMRB standards.
- 4.1.4 Cycle access provision has been further improved with the introduction of the 'jug handle' turning facility and cycle slip lanes at the Balcombe Road access.
- 4.1.5 Proposed bus stop locations have been modified following the comments received in the Road Safety Audit and will be subject to further refinement following discussions with WSCC, the bus operator and the Parish at the detailed design stage.
- 4.1.6 Further information on the Trip Monitoring Strategy to record actual trip rates and the associated mitigation measures should targets be missed has been provided.
- 4.1.7 The Travel Plan has been updated to clarify the inclusion of the Travel Vouchers and the use of Standard Assessment Methodology (SAM) Surveys. This document will continue to evolve to meet the needs of the proposed development.

Figures and Drawings



Notes

- Do not scale from this drawing.
- Dimensions in metres unless noted otherwise.
- Central island R7m. Roundabout ICD 33.2m.
- Entry widths 4.5m.
- Maximum access road gradient 1:50 for 20m from the give way line.
- Road markings to comply with TSRGD Traffic Signs Regulations.
- Road signage, road markings and street lighting to be confirmed at detailed design stage.
- Provision of embankments / retaining structures to form part of detailed design of the access road.

— VISIBILITY FROM GIVE-WAY LINE TO CROSSING ON NEXT EXIT

— VISIBILITY 15m TO GIVE-WAY LINE OF WHOLE JUNCTION

P7	11.06.26	Layout updated	NM
P6	28.05.26	Refuge amended, proposed bus stops added, DMRB visibility splays adjusted	NM
P5	09.04.26	Visibility splays added	NM
P4	20.03.26	Base updated	NM
P3	09.03.26	Roundabout modified	NM
P2	18.02.26	Updated and notes added	NM
P1	06.02.25	First Issue	NM
Rev	Date	Description	By

Revision History

Client

Project

Land north of Balcombe Road, Haywards Heath

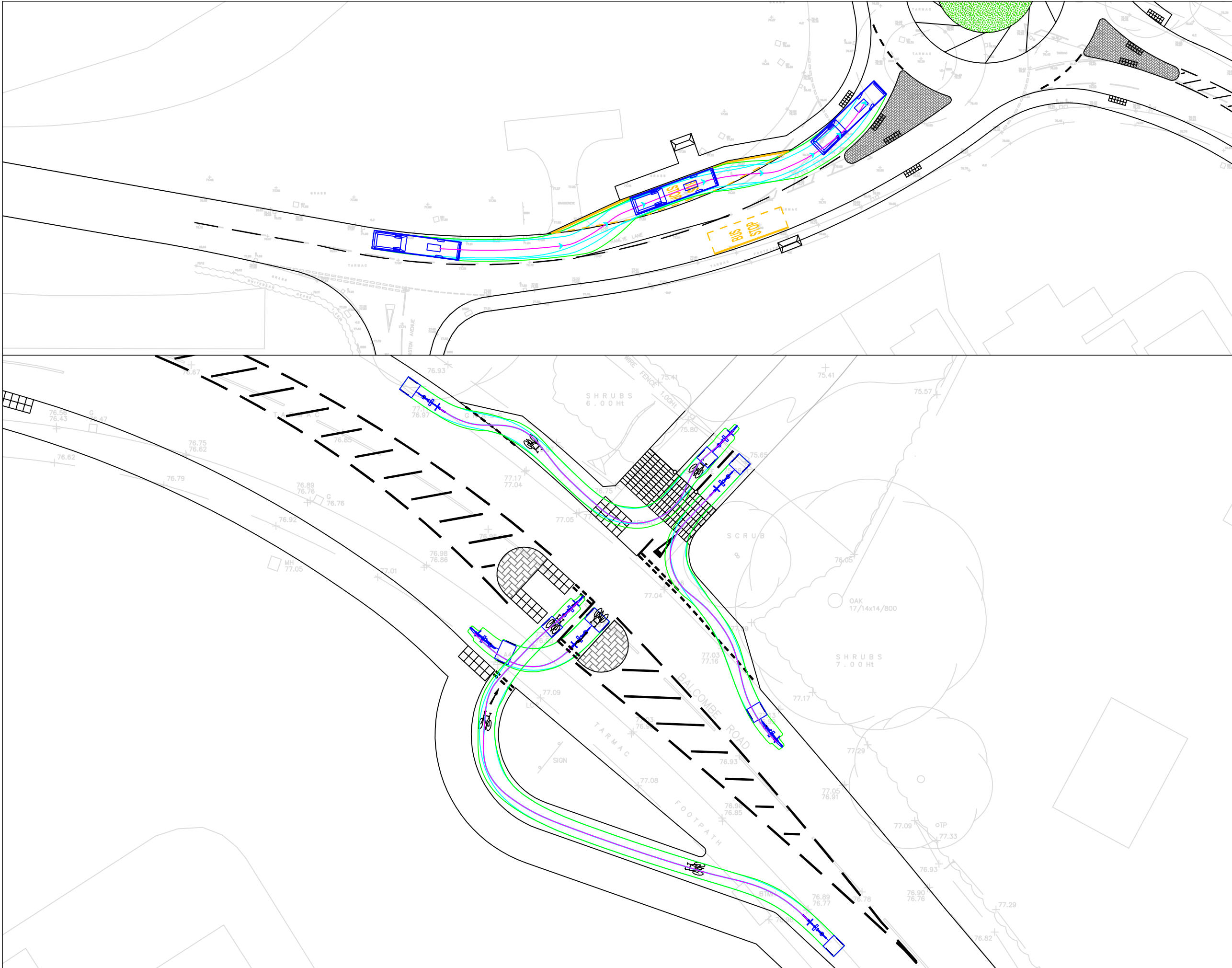
Title

Roundabout Geometry

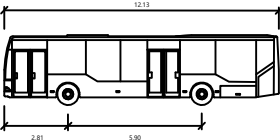
SDP

Bunton Barn, Bunton Lane
Bolney, West Sussex, RH17 5RE

Date	06.02.25	Scale	1:500	Drawn	NM
Drawing No.	SDP-XX-XX-DR-D-352			Revision	P7

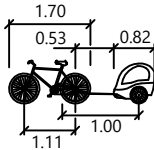


- Notes
1. Do not scale from this drawing.
 2. Dimensions in metres unless noted otherwise.
 3. Central island R7m. Roundabout ICD 33.2m.
 4. Entry widths 4.5m.
 5. Maximum access road gradient 1:20 for 10m from the give way line.
 6. Road markings to comply with TSRGD Traffic Signs Regulations.
 7. Road signage, road markings and street lighting to be confirmed at detailed design stage.
 8. Provision of embankments / retaining structures to form part of detailed design of the access road.



Bus Mercedes Citaro

	metres
Width	: 2.55
Track	: 2.50
Lock to Lock Time	: 60
Steering Angle	: 50.9



Bicycle with Child Trailer

	metres
Steering Angle	: 24.8
Width	: 0.85

P1	11.06.26	First Issue	NM
Rev	Date	Description	By
Revision History			
Client			
			
Project			
Land north of Balcombe Road, Haywards Heath			
Title			
Bus Bay and Cycle Access Swept Path Analysis			
SDP			
Bunton Barn, Bunton Lane Bolney, West Sussex, RH17 5RE			
Date	11.06.26	Scale	1:500 / 1:200
Drawn	NM		
Drawing No.	SDP-XX-XX-DR-D-357	Revision	P1

Appendix A: WSCC Correspondence

WSCC Comments - Received 10th June 2026

- Design check of roundabout** - The view is that for roundabout designs, WSCC would ask for the design to be based on DMRB as the MfS is mute on how to design them. Where designers consider that MfS parameters are more appropriate on any arm, they can put this forward to be considered as a formal Departure from Standard requirements. This is the approach WSCC has taken previously for similar developments where the introduction of a fourth arm was proposed and is the principle WSCC adopts to get the reasons for adopting MfS on roundabouts recorded and approved. Therefore, you will need to apply for Departures from Standard for those elements you intend using MfS parameters on, including the development access. Attached is the form you will need to complete and send back to me. If there are multiple departures, you will need to complete a separate form for each one, please.

On the overrun detail, WSCC has no concerns with the use of the white concentric kerb in lieu of kerbs (as use of kerbs was a concern set out in the RSA). However, we do have concerns about the use of a red surface finish on the overrun area. With traffic driving over it and UV light, the red coloured surfacing is likely to discolour in time, reducing its impact on traffic and defeating its purpose. Have you considered hatched road markings within the overrun area as these are likely to be better maintained than the red surfacing?

Also, the overrun seems wide. Is it required by swept paths? A narrower one is likely to attract fewer overruns by small vehicles.

And with regard to anti-skid surfacing (another RSA recommendation), if the design can incorporate high PSV stone (68+) within the surface course, this could negate the need for applying anti-skid on the surface course. See CD 236 table 3.7a extract row R below:

Table 3.7a Minimum PSV for chippings or coarse aggregate in surfacings excluding thin surface course systems and stone mastic asphalt

Site category	Site description	IL	Minimum PSV required for given IL, traffic level and type of site									
			Traffic (cv/lane/day) at design life									
			1 - 250	251 - 500	501 - 750	751 - 1000	1001 - 2000	2001 - 3000	3001 - 4000	4001 - 5000	5001 - 6000	Over 6000
A	Motorway	0.30	50	50	50	50	50	55	55	60	65	65
		0.35	50	50	50	50	50	60	60	60	65	65
B	Non-event carriageway with one-way traffic	0.30	50	50	50	50	50	55	55	60	65	65
		0.35	50	50	50	50	50	60	60	60	65	65
		0.40	50	50	50	55	60	65	65	65	65	68+
C	Non-event carriageway with two-way traffic	0.35	50	50	50	55	55	60	60	65	65	65
		0.40	55	60	60	65	65	68+	68+	68+	68+	68+
		0.45	60	60	65	65	68+	68+	68+	68+	68+	68+
Q	Approaches to and across junctions; approaches to roundabouts and traffic signals	0.45	60	65	65	68+	68+	68+	68+	68+	68+	HFS
		0.50	65	65	65	68+	68+	68+	HFS	HFS	HFS	HFS
		0.55	68+	68+	HFS	HFS	HFS	HFS	HFS	HFS	HFS	HFS
K	Approaches to pedestrian crossings and other high-risk situations	0.50	65	65	65	68+	68+	68+	HFS	HFS	HFS	HFS
		0.55	68+	68+	HFS	HFS	HFS	HFS	HFS	HFS	HFS	HFS
R	Roundabout	0.45	50	55	60	60	65	65	68+	68+	68+	68+
		0.50	68+	68+	68+	68+	68+	68+	68+	68+	68+	68+
G1	Gradients 5-10% longer than 50 m	0.45	55	60	60	65	65	68+	68+	68+	68+	68+
		0.50	60	68+	68+	HFS	HFS	HFS	HFS	HFS	HFS	HFS

- 2. Vision-led update** - The Addendum TA goes a bit further but still needs some refining. Namely, while the vision appears to make differences between a non-sustainable scenario and one with measures in-place, it only commits to monitoring review without notification when this will be carried out, and only refers to consideration of further mitigation but doesn't list what this might be. As such, WSCC would wish to see these two components firmed-up somewhat – so clarification when monitoring would be carried out (and how) and a list of additional mitigation that could be considered if the vision is not achieved (based on trip rate reduction). This document needs to be separate from the Travel Plan and will, when agreed, need securing by S106 Agreement.
- 3. Cycle provision** – WSCC requires that a 'jug handle' arrangement is provided on the opposite (southern) side (the RSA raises this, too). Please would you update your plan. Please would you also re-visit how cyclists would enter and leave the carriageway on the eastern side of the road, which is another point raised in the RSA. With regard to lane widths, WSCC would rather the lane widths go in at 3.2m which not only follow WSCC Standard Construction Details, but will also mean that there will be a slightly greater margin between vehicles and peds/cyclists using the refuge. Additionally, it should also permit snow ploughs to negotiate the routes too. As the RSA makes reference to the widths, I will have to prepare an 'Exception' report. A copy of the updated DRAFT Decision Log will follow once I have sent a copy to my road safety colleagues to look at and then heard back from the same.
- 4. Bus stops** – I am currently waiting for a response from the local bus provider (Compass Travel) and will respond further when I have this. I will also need to provide responses to the RSA items raised about the same and will include these in the aforementioned DRAFT Decision Log.
- 5. Travel Plan** – Updates noted. However, I note that there doesn't appear to be any references to Standard Assessment Monitoring (SAM surveys), nor a list of remedial measures should trip rate reduction not be achieved over the life of the plan, such as repeat of travel vouchers distribution etc. Please would you add these.

Appendix B: Road Safety Audit



Road Safety Audit Stage 1

Sugworth Farm

Proposed Access Arrangement

Borde Hill Lane / Balcombe Road / Hanlye Lane

Haywards Heath

West Sussex

Date: June 2026

Report produced for: SDP

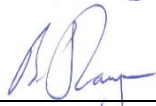
Report produced by: M & S Traffic

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Report Title:	Sugworth Farm Road Safety Audit Stage 1
Document reference:	SDP/26/SugFrm/1/MM Rev A
Prepared by:	M & S Traffic
On behalf of:	West Sussex County Council

Record of Issue

Status	Prepared (Name)	by:	Checked by: (Name)	Approved by (Signature)	Date Approved
1	Martin Morris		Alex Allen		17 th March 2026
REV A	Martin Morris		Bryan Shawyer		3 rd June 2026

Distribution

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Fairfax Properties	Andrew Smith	

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1 INTRODUCTION

- 1.1 This report describes a Stage 1 Road Safety Audit carried out on a proposed roundabout associated with a circa 120-unit residential development to the north-east of the existing three-arm roundabout at Balcombe Road / Hanlye Lane / Borde Hill Lane, Haywards Heath, as detailed below:

- A 4-armed roundabout with pedestrian crossing points on the Access Road, Balcombe Road and Hanlye Lane.
- A 3.7m wide pedestrian / emergency access linking the Access Road to Balcombe Road.
- A pedestrian refuge on Balcombe Road.

The Audit was requested by the design organisation, SDP, Buncton Barn, Buncton Lane, Bolney, West Sussex, RH17 5RE, on behalf of West Sussex County Council, as the Overseeing Organisation.

- 1.2 The Audit Team membership was as follows:

Martin Morris, PGD, MCIHT, MSoRSA – Audit Team Leader
National Highways Approved RSA Certificate of Competency

Alex Allen, AMIHE - Audit Team Member
RoSPA Cert. of Professional Competency

- 1.3 The audit was undertaken following the principles of GG 119, The Design Manual for Roads and Bridges. The documents available at the time the report was compiled are detailed in Appendix A.
- 1.4 The Audit took place at the Gillingham offices of M&S Traffic in March 2026 and comprised an examination of the documents provided as listed in Appendix A. A joint visit and inspection was undertaken on the 12th March 2026 between 10:15 and 11:00, and again on the 2nd June between 15:30 and 16:00. Weather conditions at the time of the later visit were overcast and the road surfaces were wet. Traffic flows and free flow speeds were light to moderate. There were low pedestrian flows, and no cyclist movements observed during the site visit.
- 1.5 The report has been compiled, only with regards to the safety implications for road users of the layout presented in the supplied drawings. It has not been examined or verified for compliance with any other standards or criteria. This safety audit does not perform any “Technical Check” function on these proposals. It is assumed that the Project Sponsor is satisfied that such a “Technical Check” has been successfully completed prior to requesting this safety audit.
- 1.6 The auditors have not been informed of any Departures from Standards in this scheme construction.

- 1.7 All comments and recommendations are referenced to the detailed drawings and the locations have been detailed relating to the plans supplied with the audit brief, Appendix B.

2 SAFETY ISSUES RAISED AT PREVIOUS AUDITS

- 2.1 A previous iteration of the scheme was subject to Audit in February 2025 by M&S Traffic.
- 2.2 Items 3.1.1, 3.1.2, 3.2.1, 3.2.2, 3.4.1, 3.4.2 and 3.5.1 remain a cause for concern and are repeated in paragraphs 3.1.1, 3.1.2, 3.2.1, 3.2.2, 3.4.1, 3.4.2 and 3.5.1 of this report.

3 ITEMS RAISED AT THE STAGE 1 AUDIT

3.1 General

3.1.1 PROBLEM

Location: Approaches to the proposed roundabout.

Summary: Inappropriate surfacing could lead to overshoot collisions or rear end shunts.

The proposals do not include the introduction of anti-skid surfacing or detail the Polished Stone Value (PSV) to be used on the approaches to the roundabout. Surfacing with an insufficient PSV could lead to overshoot or rear end shunt collisions. Further, vehicles approaching the roundabout may be straddling two different surface types and may experience differential braking, which under sudden severe braking conditions could lead to loss of control collisions.

RECOMMENDATION

It is recommended high friction surfacing or surfacing with a high PSV be provided on all the approaches to the roundabout.

3.1.2 PROBLEM

Location: Proposed roundabout.

Summary: Surface water on carriageway could lead to loss of control collisions.

Kerblines are proposed to be altered, where no details of the drainage proposal or carriageway profiles have been provided for assessment. Low or flat areas may cause ponding of surface water. This could be detrimental to road safety and could lead to loss of control accidents.

RECOMMENDATION

It is recommended drainage details and vertical profiles should be provided at Safety Audit Stage 2.

3.1.3 PROBLEM

Location: Proposed roundabout.

Summary: Inappropriate construction could increase the risk of loss of control collisions.

It appears that a central overrun area around the centre island is proposed, where construction of the over-run area has not been provided for assessment. A low upstand could present a hazard, particularly to powered two-wheel riders. Additionally, previous experience has shown that due to impact loadings, these kerbs can work loose and stand higher than expected, which could lead to kerb strikes and loss of control collisions.

RECOMMENDATION

It is recommended that the over-run area have sufficient contrast and that details are provided for assessment.

3.1.4 PROBLEM

Location: Development arm of the roundabout.

Summary: Lack of containment barrier could increase severity of a loss of control collision.

There is a pronounced level difference from the access road and possibly the roundabout to the surrounding land and this may require the installation of a containment barrier. Lack of a suitable containment barrier could increase the severity of a loss of control collision.

RECOMMENDATION

It is recommended that a Road Restraints Risk Assessment Process (RRRAP) or similar assessment should be undertaken to determine the aggressiveness of the slope, and that suitable barriers should be installed as required, or that the height difference is altered, and that details are supplied for assessment.

3.2 Local Alignment

3.2.1 PROBLEM

Location: Approaches to proposed roundabout.

Summary: Lack of forward visibility may increase the risk of junction related or shunt type collisions at the roundabout.

Stopping Sight Distances have been provided for assessment, where there is concern that the forward visibility splays on approaches, could pass over non-highway land. Vegetation in these splays could restrict visibility, where insufficient visibility may increase the risk of junction related or shunt type collisions at the roundabout.

RECOMMENDATION

It is recommended that the forward visibility splays should be within the adoptable highway, or that suitable covenants should be arranged to ensure that the splay is not obstructed by vegetation.

3.2.2 PROBLEM

Location: The proposed roundabout.

Summary: Inappropriate construction could lead to loss of control collisions.

No horizontal or vertical alignment details have been provided where the proposed roundabout is on a topographical area where there is a pronounced slope to the south. Whilst the Audit is not a design check CD 116 states:

“Longitudinal gradients on the approach to a roundabout should not exceed 2% over a distance of at least 20 metres, measured from the give way or stop line.”

There is concern that excessive slopes on the vertical alignments could increase the risk of vehicle loss of control collisions.

RECOMMENDATION

It is recommended that the geometric parameters of the roundabout be fully compliant with DMRB and be supplied for assessment.

3.2.3 PROBLEM

Location: Proposed westbound bus stop on Hanlye Road.

Summary: Proximity of bus stop to the roundabout could lead to rear end shunt collisions.

A bus stop is proposed on the southern side on Hanlye Road, buses servicing the bus stop are close to the exit from the roundabout, this could lead to queues tailing back onto the roundabout and possible rear end shunt collisions.

RECOMMENDATION

It is recommended that the bus stop is relocated further west remaining outside the visibility splay from Coniston Road and inset.

3.2.4 PROBLEM

Location: Proposed eastbound bus stop on Hanlye Road.

Summary: Vehicles overtaking the stationary bus could lead to head on collisions.

A bus stop is proposed on the northern side Hanlye Road., and on a slight carriageway curve. There is concern that vehicles will attempt to overtake the stationary bus, which could lead to possible head on collisions on the curve.

RECOMMENDATION

It is recommended that the bus stop is inset.

3.3 Junctions

3.3.1 PROBLEM

Location: At the proposed Roundabout.

Summary: Insufficient capacity may lead to rear end shunts or side impact collisions.

No modeling results were provided for assessment, where the existing two-lane approaches are being reduced to a single lane entry. Further, there is a crest on Balcombe Road and should and the forward visibility of a queue could be reduced. Excessive queuing at the roundabout could lead to driver frustration and the use of inappropriate gaps, which may lead to rear end shunts or side impact collisions.

RECOMMENDATION

It is recommended that the roundabout should operate without excessive queueing and that modelling results should be provided for assessment.

3.4 Non-Motorised User Provision

3.4.1 PROBLEM

Location: Proposed pedestrian crossing points on Access Road and Balcombe Road at the roundabout.

Summary: Restricted visibility could lead to vehicle to pedestrian collisions.

No details relating to the pedestrian / traffic intervisibility splays at the crossings have been provided for assessment. There is concern that excess vegetation, particularly in the spring and summer months on the Access Road and Balcombe Road arms of the roundabout may restrict intervisibility. Restricted intervisibility could lead to vehicle to pedestrian collisions.

RECOMMENDATION

It is recommended that intervisibility splays should be suitable for approach speeds and that vegetation be cut back and periodically maintained to retain visibility.

3.4.2 PROBLEM

Location: Proposed pedestrian refuge on Balcombe Road.

Summary: Restricted visibility could lead to vehicle to pedestrian collisions.

No details relating to the pedestrian / traffic intervisibility splays at the crossing have been provided for assessment. There is concern that excess vegetation, particularly in the spring and summer months on the northeastern side of the carriageway may restrict intervisibility. Restricted intervisibility could lead to vehicle to pedestrian collisions.

RECOMMENDATION

It is recommended that the vegetation be cut back and periodically maintained to retain visibility.

3.4.3 PROBLEM

Location: At the cycle link.

Summary: Lack of cycle connectivity could compromise cycle safety.

Shared use cycleway facilities that start and end and do not appear to connect with other networks or have facilities to leave or rejoin the carriageway. This could lead to cyclists riding on the footways and possible cycle to pedestrian collisions.

RECOMMENDATION

It is recommended that cycle facilities should link or that facilities should be introduced to allow cyclists to leave and rejoin the carriageway.

3.4.4 PROBLEM

Location: At the pedestrian/cycle crossing refuge.

Summary: Proposed crossing point has no cycle off facility for northwest bound cyclists.

The proposed crossing point does not have a cycle take off facility for cyclists wishing to cross and enter the development, this could lead to cyclists slowing or stopping on the main line carriageway resulting in rear end shunt collisions, or vehicle to cycle collisions.

RECOMMENDATION

It is recommended that a 'jug handle' arrangement should be provided.

3.4.5 **PROBLEM**

Location: At the refuge on Balcombe Road.

Summary: Lane width could lead to cyclists being overtaken at the refuge which could lead to vehicle to cycle collisions.

The proposed lane width is shown as being 3.2m where in LTN 1/20 lane widths of between 3.1m and 3.9m should be avoided to deter close overtaking. Close overtaking could lead to vehicle to cycle collisions.

RECOMMENDATION

It is recommended that the lane width should be outside of the range shown in LTN 1/20.

3.5 **Road Signs, Carriageway Markings and Lighting**

3.5.1 **PROBLEM**

Location: Proposed pedestrian refuge on Balcombe Road.

Summary: Absence of high mounted 'Keep left' signs and illuminated bollards could lead to loss of control collisions.

The proposed pedestrian refuge does not have signage, where the refuge is on a semi-rural road. There is concern that vehicle spray and detritus may obscure the bollards and may lead to the island being inconspicuous, where a lack of conspicuity, particularly in conditions of poor visibility may cause kerb strikes and possible loss of control collisions.

RECOMMENDATION

It is recommended that 'Keep left' bollards should be installed and that high mast mounted signs to diagram 610 (Keep left) should also be installed, further that the signage aspect to diagram 610 should be illuminated.

3.5.2 **PROBLEM**

Location: Proposed roundabout.

Summary: Insufficient street lighting could increase the risk of side impact collisions or vehicle to pedestrian/cyclist collisions.

No details of street lighting have been provided for assessment. Insufficient street lighting may reduce the visibility of other vehicles or pedestrians/cyclists during the hours of darkness, particularly at the roundabout junction or crossing points. This could increase the risk of side impact collisions or vehicle to pedestrian/cyclist collisions.

RECOMMENDATION

It is recommended that the roundabout be lit and a plan showing the light distribution be provided for assessment.

4 ISSUES IDENTIFIED DURING THE STAGE 1 AUDIT THAT ARE OUTSIDE THE TERMS OF REFERENCE

- 4.1 Any issues that the Audit Team wish to bring to the attention of the Client Organisation, which are not covered by the road safety implications of this audit have been included in the following section. These issues could include maintenance items, operational issues or poor existing provision. It should be understood however, that in raising these issues, the Audit Team do not warrant that a full review of the existing highway environment has been undertaken beyond the scope of the audit.
- 4.2 The Audit Team has no issues to raise within this section.

5 AUDITOR TEAM STATEMENT

5.1 We certify that this audit has been carried out following the principles of GG 119.

Audit Team Leader

Martin Morris
PGD, MCIHT, MSoRSA
National Highways Approved RSA Certificate of Competency

Signed:  Date: 03/06/2026

Audit Team Member

Bryan Shawyer
BEng (Hons), MSc, MCIHT, MSoRSA
National Highways Approved RSA Certificate of Competency

Signed:  Date: 03/06/2026
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APPENDIX A

List of drawings and documentation submitted for auditing:

Drawing Number

305 Proposed Access Arrangement P8

310 Access Road Profile P4

311 Cross-sections P2

352 Roundabout Geometry P6

353 Swept Path Analysis 1 P3

354 Swept Path Analysis 2 P4

355 Swept Path Analysis 3 P3

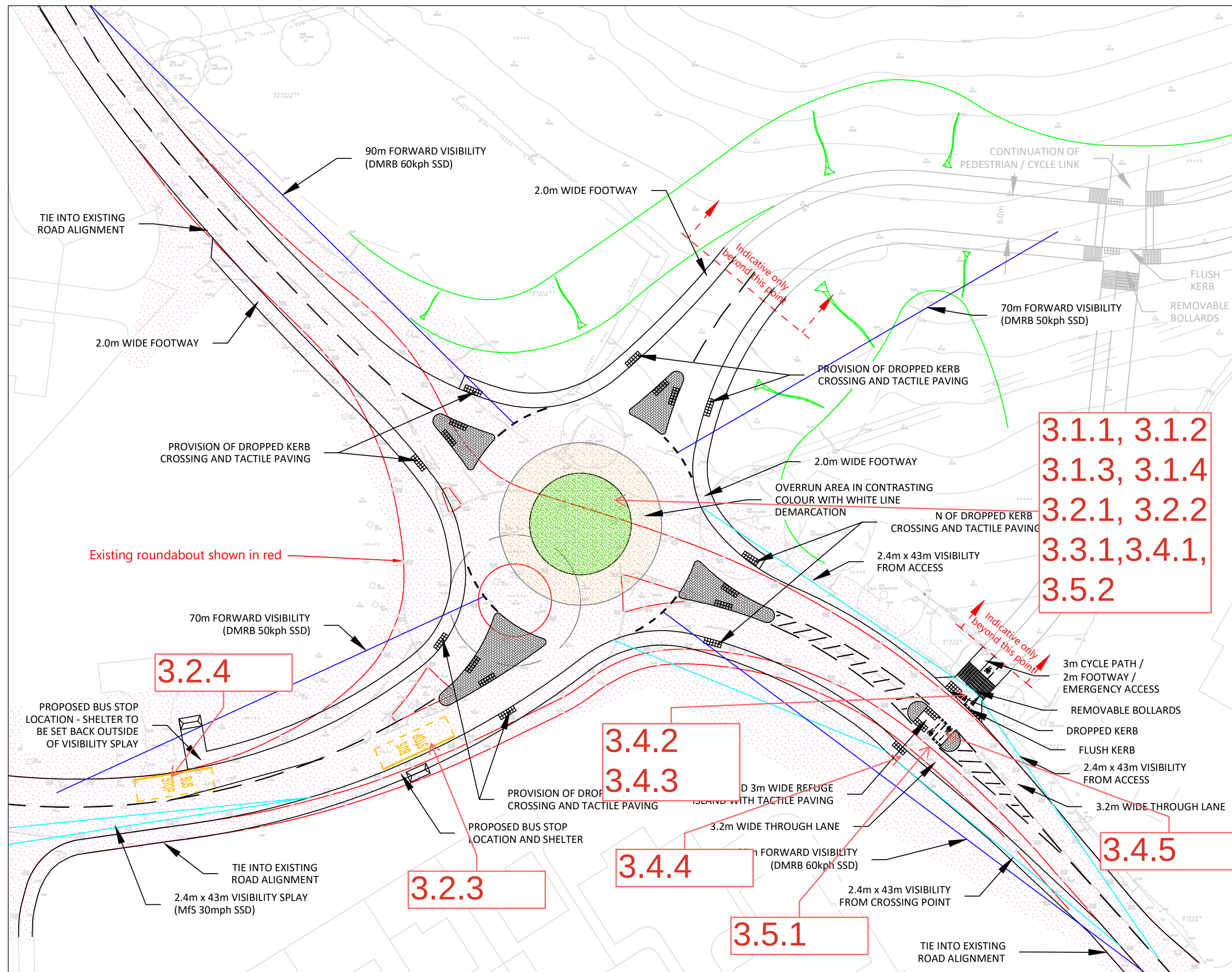
356 Swept Path Analysis 4 P2

Supporting Documentation:

- Covering emails SDP.
-

APPENDIX B

Plan attached showing the locations of the problems identified as part of this audit (location numbers refer to paragraph numbers in the report).



Notes

1. Do not scale from this drawing.
2. Dimensions in metres unless noted otherwise.
3. Central island R7m. Roundabout ICD 33.2m.
4. Entry widths 4.5m.
5. Maximum access road gradient 1:50 for 20m from the give way line.
6. Road markings to comply with TSRGD Traffic Signs Regulations.
7. Road signage, road markings and street lighting to be confirmed at detailed design stage.
8. Provision of embankments / retaining structures to form part of detailed design of the access road.

P8	27.05.26	Refuge amended, proposed bus stops added, visibility splays adjusted	NM
P7	18.03.26	Hatching amended	NM
P6	09.03.26	Roundabout modified	NM
P5	17.02.26	Layout adjusted following WSCC comments	NM
P4	08.01.26	Profile moved to D310, indicative banking shown	NM
P3	11.12.25	Design extent shown / chainage added	NM
P2	09.01.25	Profile and notes added	NM
P1	20.12.24	First Issue	NM
Rev	Date	Description	By

Revision History

Client *Fairfax*

Project Land north of
Balcombe Road,
Haywards Heath

Title

Proposed Access
Arrangement

SDP
Bunton Barn, Bunton Lane
Bolney, West Sussex, RH17 5RE

Date 20.12.24	Scale 1:500	Drawn NM
Drawing No. SDP-XX-XX-DR-D-305		Revision P8

Appendix C: TRICS Output

Audit Code: 13bdd990-f7a1-4f62-a51d-9bbe0dc19629

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: A - HOUSES PRIVATELY OWNED

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

02	SOUTH EAST		
	HC	HAMPSHIRE	1 day
	KC	KENT	2 days
	WS	WEST SUSSEX	1 day
04	EAST ANGLIA		
	NF	NORFOLK	2 days
09	NORTH		
	DH	DURHAM	1 day

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

Audit Code: 13bdd990-f7a1-4f62-a51d-9bbe0dc19629

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:	DWELLS
Actual Range:	6 to 1817 (units:DWELLS)
Range Selected by User:	50 to 250 (units:DWELLS)
Parking Spaces Range:	6 - 2604

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/16 to 30/06/25

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:

Friday	1 days
Thursday	3 days
Tuesday	3 days

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

Selected survey types:

Manual count	7
Direction ATC Count	0

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 undertaken using machines

Selected Locations:

Edge of Town	5 days
Suburban Area	2 days

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:

No Sub Category	1 days
Residential Zone	6 days

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 Vehicle Counts:

Servicing vehicles Included	1 days
Servicing vehicles Unknown	6 days



Audit Code: 13bdd990-f7a1-4f62-a51d-9bbe0dc19629

Secondary Filtering Selection:

Use Class:

C3 7 surveys

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:

220 - 2742

Population within 1 mile:

1,001 to 5,000	2 surveys
5,001 to 10,000	5 surveys

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

Population within 5 miles:

25,001 to 50,000	4 surveys
5,001 to 25,000	1 surveys
75,001 to 100,000	2 surveys

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 surveys
1.1 to 1.5	4 surveys
1.6 to 2.0	2 surveys

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.



Audit Code: 13bdd990-f7a1-4f62-a51d-9bbe0dc19629

Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	1 surveys
Yes	6 surveys

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

PTAL Rating:

No PTAL Present	7 surveys
-----------------	-----------

This data displays the number of surveys within the selected set by PTAL rating category.

COVID-19 Restrictions:

No

Audit Code: 13bdd990-f7a1-4f62-a51d-9bbe0dc19629

1 GREENFIELDS ROAD BISHOP AUCKLAND Suburban Area Residential Zone Number of dwellings: 50.00 DWELLS Survey date: Tuesday 28/03/2017	DH-03-A-01	SEMI DETACHED	DURHAM	Survey Type: Manual
2 CANADA WAY LIPHOOK Suburban Area Residential Zone Number of dwellings: 62.00 DWELLS Survey date: Tuesday 19/11/2019	HC-03-A-23	HOUSES & FLATS	HAMPSHIRE	Survey Type: Manual
3 HEADCORN ROAD STAPLEHURST Edge of Town Residential Zone Number of dwellings: 106.00 DWELLS Survey date: Tuesday 09/05/2023	KC-03-A-10	MIXED HOUSES	KENT	Survey Type: Manual
4 HEADCORN ROAD STAPLEHURST Edge of Town Residential Zone Number of dwellings: 167.00 DWELLS Survey date: Thursday 22/05/2025	KC-03-A-14	MIXED HOUSES	KENT	Survey Type: Manual
5 LONDON ROAD ATTLEBOROUGH Edge of Town Residential Zone Number of dwellings: 143.00 DWELLS Survey date: Thursday 29/09/2022	NF-03-A-33	MIXED HOUSES	NORFOLK	Survey Type: Manual
6 LONDON ROAD WYMONDHAM Edge of Town No Sub Category Number of dwellings: 75.00 DWELLS Survey date: Thursday 29/09/2022	NF-03-A-36	MIXED HOUSES	NORFOLK	Survey Type: Manual
7 OCKLEY LANE HASOCKS Edge of Town Residential Zone Number of dwellings: 160.00 DWELLS Survey date: Friday 20/09/2024	WS-03-A-27	MIXED HOUSES & FLATS	WEST SUSSEX	Survey Type: Manual

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
AN-03-A-09 12-10-2016	12-10-2016	Geographical / Socio-economic
AN-03-A-10 07-06-2024	07-06-2024	Geographical / Socio-economic

Audit Code: 13bdd990-f7a1-4f62-a51d-9bbe0dc19629

Site Ref	Survey Date	Reason for Deselection
AS-03-A-02 20-04-2022	20-04-2022	Geographical / Socio-economic
CV-03-A-02 22-05-2017	22-05-2017	Geographical / Socio-economic
DC-03-A-09 19-11-2021	19-11-2021	Removed: Site re-surveyed by DC-03-A-11
DC-03-A-11 31-10-2023	31-10-2023	Poor connectivity
ES-03-A-07 07-11-2019	07-11-2019	Poor connectivity
HC-03-A-18 29-11-2016	29-11-2016	Removed: Site re-surveyed by HC-03-A-19
HC-03-A-19 27-11-2017	27-11-2017	Removed: Site re-surveyed by HC-03-A-20
HC-03-A-20 20-11-2018	20-11-2018	Removed: Site re-surveyed by HC-03-A-23
HC-03-A-39 14-11-2024	14-11-2024	Poor connectivity
HF-03-A-03 08-07-2019	08-07-2019	Poor connectivity
IM-03-A-06 23-05-2024	23-05-2024	Geographical / Socio-economic
NF-03-A-34 27-09-2022	27-09-2022	Poor connectivity
NF-03-A-39 27-09-2022	27-09-2022	Poor connectivity
NY-03-A-15 19-09-2024	19-09-2024	Poor connectivity
TI-03-A-01 17-06-2021	17-06-2021	Geographical / Socio-economic
TY-03-A-02 14-03-2019	14-03-2019	Geographical / Socio-economic
WC-03-A-01 28-05-2018	28-05-2018	Geographical / Socio-economic

Audit Code: 13bdd990-f7a1-4f62-a51d-9bbe0dc19629

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

Total Vehicles

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	7	109	0.055	0.305	0.360
08:00-09:00	7	109	0.097	0.305	0.402
09:00-10:00	7	109	0.117	0.140	0.257
10:00-11:00	7	109	0.092	0.144	0.236
11:00-12:00	7	109	0.126	0.142	0.268
12:00-13:00	7	109	0.118	0.111	0.229
13:00-14:00	7	109	0.145	0.152	0.297
14:00-15:00	7	109	0.138	0.140	0.278
15:00-16:00	7	109	0.214	0.136	0.350
16:00-17:00	7	109	0.240	0.138	0.378
17:00-18:00	7	109	0.326	0.138	0.464
18:00-19:00	7	109	0.253	0.118	0.371
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			1.921	1.969	3.890

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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Audit Code: 13bdd990-f7a1-4f62-a51d-9bbe0dc19629

Parameter Summary:

Trip rate parameter range selected:	50 - 250 (units: DWELLS)
Survey date date range:	28/03/2017 - 22/05/2025
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	19
Surveys manually removed from selection:	0

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

Audit Code: 13bdd990-f7a1-4f62-a51d-9bbe0dc19629

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

Total People

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	7	109	0.089	0.602	0.691
08:00-09:00	7	109	0.157	0.672	0.829
09:00-10:00	7	109	0.208	0.245	0.453
10:00-11:00	7	109	0.151	0.227	0.378
11:00-12:00	7	109	0.214	0.250	0.464
12:00-13:00	7	109	0.218	0.181	0.399
13:00-14:00	7	109	0.210	0.224	0.434
14:00-15:00	7	109	0.244	0.244	0.488
15:00-16:00	7	109	0.503	0.246	0.749
16:00-17:00	7	109	0.448	0.253	0.701
17:00-18:00	7	109	0.545	0.233	0.778
18:00-19:00	7	109	0.435	0.178	0.613
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			3.422	3.555	6.977

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:	50 - 250 (units: DWELLS)
Survey date date range:	28/03/2017 - 22/05/2025
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	19
Surveys manually removed from selection:	0

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

Audit Code: 13bdd990-f7a1-4f62-a51d-9bbe0dc19629

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

Cyclists

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	7	109	0.001	0.009	0.010
08:00-09:00	7	109	0.000	0.009	0.009
09:00-10:00	7	109	0.000	0.005	0.005
10:00-11:00	7	109	0.005	0.001	0.006
11:00-12:00	7	109	0.001	0.001	0.002
12:00-13:00	7	109	0.004	0.001	0.005
13:00-14:00	7	109	0.004	0.001	0.005
14:00-15:00	7	109	0.003	0.000	0.003
15:00-16:00	7	109	0.016	0.007	0.023
16:00-17:00	7	109	0.008	0.005	0.013
17:00-18:00	7	109	0.005	0.001	0.006
18:00-19:00	7	109	0.008	0.007	0.015
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.055	0.047	0.102

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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Audit Code: 13bdd990-f7a1-4f62-a51d-9bbe0dc19629

Parameter Summary:

Trip rate parameter range selected:	50 - 250 (units: DWELLS)
Survey date date range:	28/03/2017 - 22/05/2025
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	19
Surveys manually removed from selection:	0

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

Audit Code: 13bdd990-f7a1-4f62-a51d-9bbe0dc19629

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

OGVs

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	7	109	0.001	0.000	0.001
08:00-09:00	7	109	0.001	0.001	0.002
09:00-10:00	7	109	0.004	0.003	0.007
10:00-11:00	7	109	0.004	0.005	0.009
11:00-12:00	7	109	0.001	0.001	0.002
12:00-13:00	7	109	0.000	0.000	0.000
13:00-14:00	7	109	0.003	0.001	0.004
14:00-15:00	7	109	0.000	0.001	0.001
15:00-16:00	7	109	0.001	0.000	0.001
16:00-17:00	7	109	0.000	0.003	0.003
17:00-18:00	7	109	0.000	0.000	0.000
18:00-19:00	7	109	0.000	0.000	0.000
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.015	0.015	0.030

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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Audit Code: 13bdd990-f7a1-4f62-a51d-9bbe0dc19629

Parameter Summary:

Trip rate parameter range selected:	50 - 250 (units: DWELLS)
Survey date date range:	19/11/2019 - 22/05/2025
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	19
Surveys manually removed from selection:	0

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

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

Pedestrians

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	7	109	0.021	0.093	0.114
08:00-09:00	7	109	0.047	0.127	0.174
09:00-10:00	7	109	0.056	0.043	0.099
10:00-11:00	7	109	0.025	0.043	0.068
11:00-12:00	7	109	0.050	0.064	0.114
12:00-13:00	7	109	0.056	0.045	0.101
13:00-14:00	7	109	0.026	0.037	0.063
14:00-15:00	7	109	0.055	0.055	0.110
15:00-16:00	7	109	0.131	0.060	0.191
16:00-17:00	7	109	0.072	0.055	0.127
17:00-18:00	7	109	0.055	0.047	0.102
18:00-19:00	7	109	0.054	0.024	0.078
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.648	0.693	1.341

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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Audit Code: 13bdd990-f7a1-4f62-a51d-9bbe0dc19629

Parameter Summary:

Trip rate parameter range selected:	50 - 250 (units: DWELLS)
Survey date date range:	28/03/2017 - 22/05/2025
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	19
Surveys manually removed from selection:	0

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

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

Public Transport Users

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	7	109	0.000	0.076	0.076
08:00-09:00	7	109	0.001	0.059	0.060
09:00-10:00	7	109	0.008	0.024	0.032
10:00-11:00	7	109	0.009	0.005	0.014
11:00-12:00	7	109	0.004	0.001	0.005
12:00-13:00	7	109	0.010	0.008	0.018
13:00-14:00	7	109	0.005	0.003	0.008
14:00-15:00	7	109	0.009	0.008	0.017
15:00-16:00	7	109	0.021	0.012	0.033
16:00-17:00	7	109	0.031	0.001	0.032
17:00-18:00	7	109	0.045	0.005	0.050
18:00-19:00	7	109	0.038	0.000	0.038
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.181	0.202	0.383

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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Parameter Summary:

Trip rate parameter range selected:	50 - 250 (units: DWELLS)
Survey date date range:	28/03/2017 - 22/05/2025
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	19
Surveys manually removed from selection:	0

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

SDP

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