

**PROPOSED ALDI DISCOUNT FOODSTORE
SUSSEX HOUSE, PERRYMOUNT ROAD, HAYWARDS HEATH,
WEST SUSSEX**

Transport Assessment

November 2024

Proposed Discount Foodstore Development
Sussex House, Perrymount Road, Haywards Heath, West Sussex

Transport Assessment

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1.0 INTRODUCTION

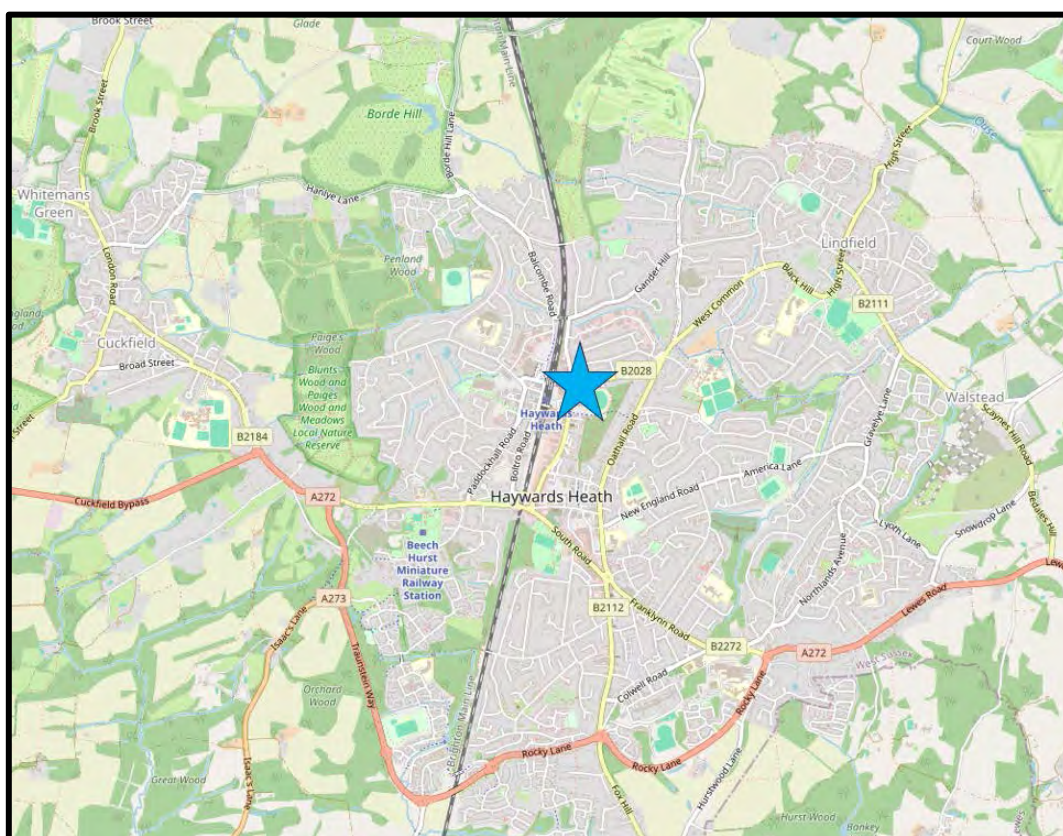
1.1 Appointment of Connect Consultants

- 1.1.1 Connect Consultants Limited is a firm of transport planning and highway design consultants that have been instructed by Aldi Stores Limited in relation to a proposed discount foodstore at Sussex House, Perrymount Road, Haywards Heath, West Sussex.

1.2 Site Location

- 1.2.1 The proposal site (herein referred to as 'the site') is located at Sussex House, Perrymount Road, approximately 1km north of central Haywards Heath. The site is currently occupied by Sussex House an office building, a Budgens convenience store and Colourschmer Interiors, a luxury home furnishings & blind specialist, as well as associated parking for all three uses.
- 1.2.2 The site is bound to the north by residential dwellings and a row of commercial units, to the east by Clair Park, to the south by Clair Hall community building, and to the west by the B2028 Perrymount Road.
- 1.2.3 The location of the site in the relation to Haywards Heath, is shown at Figure 1.1 below.

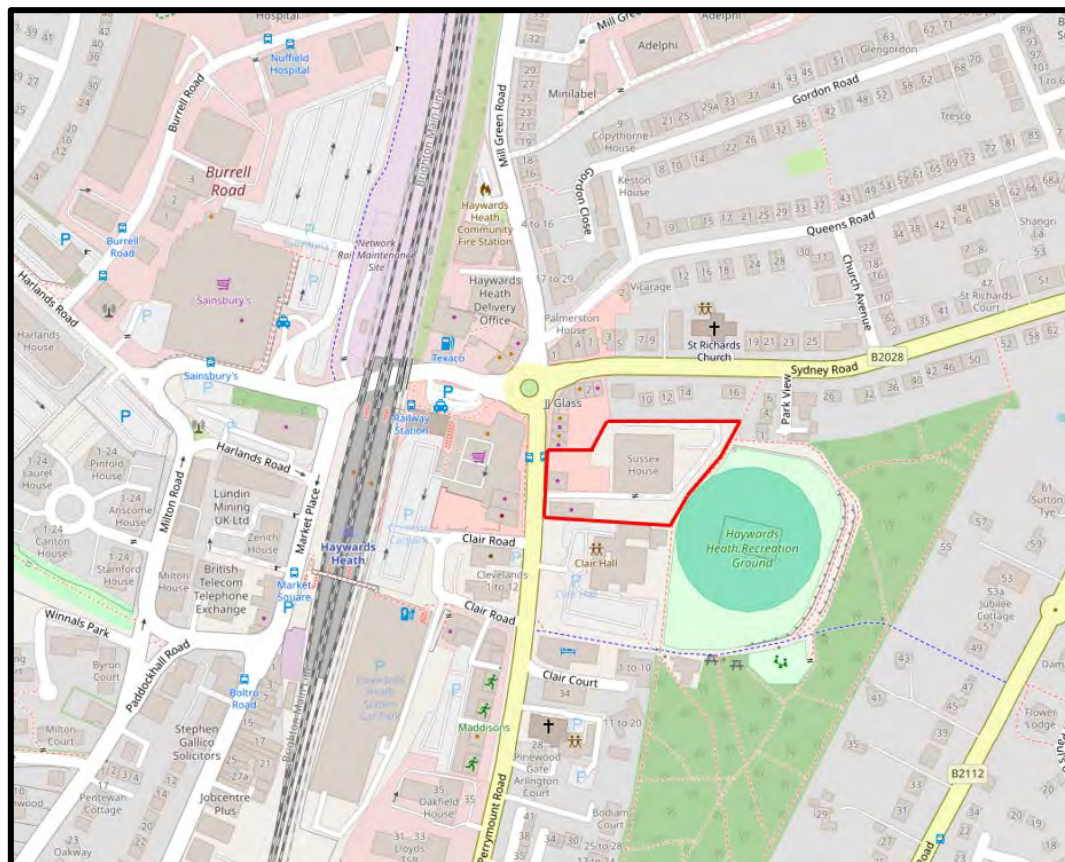
Figure 1.1 – Site Location Plan



Source: OpenStreetMap.org. N.B. Site location indicated by blue star.

- 1.2.4 The site is located in a largely built-up urban area, close to the centre of Haywards Heath, with a number of residential dwellings, retail outlets and transport facilities in close proximity.
- 1.2.5 Figure 1.2 below identifies the context of the site, in relation to the immediate local area.

Figure 1.2 – Site in its Local Context



Source: OpenStreetMap.org. N.B. Approximate site location indicated by red boundary.

- 1.2.6 As shown above, a Waitrose supermarket is located opposite the proposal site, with Haywards Heath rail station located to the west of Waitrose. A Sainsbury's supermarket is also located on the northwestern side of the rail station.
- 1.2.7 Therefore, the roads local to the site are already used by people driving to these existing supermarkets, meaning that trips transferred from these retailers to Aldi will have minimal traffic impact.
- 1.2.8 There are no Aldi or Lidl stores currently located in Haywards Heath. There is a Lidl store in Burgess Hill c5km south of the proposal site.

1.3 Existing Site Use / Planning History

Existing Use

- 1.3.1 The proposal site is currently occupied by a range of uses including: -
- Sussex House – A 2,873 sq.m office building with c120 parking spaces.
 - Budgens Convenience Store – 280 sq.m with c16 parking spaces.
 - Colourschemer Interiors – 750 sq.m with c17 parking spaces.

- 1.3.2 Vehicle access is provided via a priority junction with B2028 Perrymount Road, c65m south of the Market Place / Sydney Road / Perrymount Road roundabout. Pedestrian access is provided at the vehicle access and via a dedicated pedestrian access.
- 1.3.3 A footpath runs adjacent to the eastern boundary of the site. It connects Perrymount Road with Oathall Road to the east, and Sydney Road to the north.

Planning History / Site Allocations

- 1.3.4 The proposal site is not allocated within the Mid Sussex District Plan (MSDC) Site Allocations Development Plan (2022) or the Mid Sussex District Plan 2021-2029 Submission Draft (Reg 19) (2023), but is allocated as 'within the built-up area boundary' within the MSDC Local Plan (2018), and as 'commercial area' within the Haywards Heath Neighbourhood Plan (2016).
- 1.3.5 An application for prior approval for Permitted Development (local planning authority reference: DM/24/1111) was submitted on 2nd May 2024 for the *"Change of Use of Sussex House and 52 Perrymount Road from office (Class E) to residential (Class C3)."* The application is to provide 20 flats within Sussex House and eight flats within 52 Perrymount Road. The application was accompanied by a Transport Statement produced by i-Transport, dated 5th April 2024. The application was refused on 13th June 2024 as not all rooms would receive natural light. A no-objection consultation response was received from West Sussex County Council (WSCC) the local highway authority dated 16th May 2024.
- 1.3.6 A further application for prior approval for Permitted Development (local planning authority reference: DM/24/1702) was submitted on 11th July 2024 for the *"Change of Use of Sussex House and 52 Perrymount Road from office (Class E) to residential (Class C3)."* The application is to provide 16 flats within Sussex House. The application was accompanied by a Transport Statement produced by i-Transport, dated 5th July 2024. The application was permitted on 3rd September 2024.

1.4 Development Proposals

- 1.4.1 The development proposals are shown on the plan provided at Appendix 1. The proposals include the development of an Aldi discount foodstore with site composition comprising the following: -
- A 1,940sq.m Gross Internal Area (GIA) foodstore with 1,290sq.m of retail floorspace.
 - An accompanying car park with 97 parking spaces, including 6 disabled spaces, 10 parent and child spaces, six electric vehicle charging spaces (1 of the above disabled and 1 of the above parent and child spaces) and 20 spaces for future electric vehicle charging provision.
 - 30 cycle spaces consisting of 10 long stay staff spaces and 20 short stay customer spaces.
- 1.4.2 A brief description of the proposed access arrangements is set out below, which are also shown on the site layout plan at Appendix 1:-
- Vehicular access is proposed via the existing site access on the B2028 Perrymount Road. The access is based on the existing site access, with widening on the northern side, such that the position for drivers exiting the site relative to the signal crossing is unchanged.
 - Customers and service vehicles will access the site via this access.

- There will be direct footway connections between the entrance to the store and the B2028 Perrymount Road.

1.4.3 The Local Planning Authority is MSDC the Local Highway Authority is WSCC.

1.4.4 Pre-application consultation has been undertaken with both MSDC and WSCC.

1.4.5 A Transport Assessment scope and pre-application report, produced by Connect dated 20th August 2024, was submitted to WSCC in early September 2024. An online TEAMS meeting was held on 24th September 2024, and a pre-app consultation response was received from WSCC dated 26th September 2024.

1.4.6 The proposal and this report have been guided by the pre-application advice received.

1.5 National and Local Transport Planning Policy

National Planning Policy Framework (NPPF) December 2023 and Draft 2024

1.5.1 The National Planning Policy Framework (NPPF) was first published on the 27th March 2012. A revised NPPF was published on 19th December 2023. It sets out the Government's planning policies for England and sets out a framework for local authorities to produce their own local plans.

1.5.2 The key purpose of the NPPF is to contribute to the achievement of sustainable development. It sets out three overarching interdependent objectives as, a) an economic objective, b) a social objective, and c) an environmental objective.

1.5.3 At its heart, the NPPF maintains its presumption in favour of sustainable development.

1.5.4 Paragraphs 114 – 117 address how development proposals are to be considered:

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

a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

b) safe and suitable access to the site can be achieved for all users; and

c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and

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

“115. Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”

“116. Within this context, applications for development should:

a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and

e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.”

“117. All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.”

1.5.5 A consultation of a revised NPPF was ran from 30th July to 24th September 2024. The following changes were provided in the National Planning Policy Framework: draft text for consultation document.

1.5.6 Paragraphs 112 – 115 addresses how development proposals are to be considered:

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

a) A vision led approach to promoting sustainable transport is taken, taking account of the type of development and its location;

b) safe and suitable access to the site can be achieved for all users;

c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code⁴⁹; and

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

“113. Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe, in all tested scenarios.”

“114. Within this context, applications for development should:

a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and

e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.”

“115. 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 transport statement or transport assessment so that the likely impacts of the proposal can be assessed.”

West Sussex Transport Plan 2022 to 2036

1.5.7 WSCC adopted the West Sussex Transport Plan (WSTP) on April 1st 2022. The WSTP identifies policies and strategies relating to improvement and development of, and investment in, the transport network for the period up to 2036.

1.5.8 The WSTP establishes an overarching vision for transport in West Sussex, which is as follows:

“A West Sussex transport network in 2036 that works for communities in the Coastal West Sussex, Gatwick Diamond and Rural West Sussex economic areas by helping to address the spatial economic challenges of the County, level up the coastal economy and provide access to employment and services countrywide.

The transport network will be on a pathway to achieve net zero carbon emissions by 2050 through more local living, increased use of electric vehicles and reduced use of fossil-fuels. It will also be safer, more efficient and resilient overall with more walking, cycling and use of public or shared transport and less congestion on major routes that connect West Sussex towns with Gatwick Airport, London and nearby cities.

The transport network will connect communities and allow residents to live healthy lifestyles with good access to the West Sussex coast and the protected South Downs, High Weald and Chichester Harbour.

Active travel modes, public or shared transport will be attractive options in built up areas and between towns, and rural communities will have access to the services they need.

Transport impacts such as air pollution, noise and rat-running on adjacent communities and the environment will be minimised to protect a quality of life that reflects the characteristics of the County.”

1.5.9 The WSTP also identifies area-specific transport strategies; the area strategy for Mid Sussex, in which the proposed development is located, is provided below: -

“Our transport strategy for the Mid Sussex area (in no particular order) is to:

- Improve the performance of the A22, A23, A264, A272 and A2300;*
- Facilitate provision of on-street electric vehicle charging infrastructure, initially in East Grinstead, Lindfield, Ardingly and Balcombe followed by other areas;*
- Prioritise active travel modes in the towns as development takes place;*
- Increase space for active travel through infrastructure improvements on priority routes such as between Haywards Heath and Burgess Hill;*
- Deliver Air Quality Action Plans in Hassocks;*
- Deliver improvements largely within existing highway land to provide bus priority where possible and viable including priority at signal-controlled junctions;*
- Improve interchange facilities at Burgess Hill and Wivelsfield stations;*
- Improve public realm in Haywards Heath and Burgess Hill town centres;*
- Use on-street parking and traffic management techniques to manage demand, particularly in Burgess Hill, East Grinstead and Haywards Heath;*
- Use behavioural initiatives to tackle inappropriate speed and use of unsuitable rural routes; and*
- Work with strategic partners to improve rail services to Brighton and London in the long term.”*

Mid Sussex District Plan 2014 – 2031

1.5.10 MSDC adopted the Mid Sussex District Plan (MSDP) in March 2018 sets out policies and strategies relating to planning and development in the Mid Sussex District, and how these policies/strategies will be delivered.

1.5.11 The vision for Mid Sussex is as follows: -

“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.”

1.5.12 Policy DP21 of the MSDP relates to transport, which states, in part, the following: -

“Development will be required to support the objectives of the West Sussex Transport Plan 2011-2026, which are:

- A high-quality transport network that promotes a competitive and prosperous economy;*
- A resilient transport network that complements the built and natural environment whilst reducing carbon emissions over time;*
- Access to services, employment and housing; and*

- *A transport network that feels, and is, safer and healthier to use.*

To meet these objectives, 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, such as rural economic uses;*
- *Appropriate opportunities to facilitate and promote the increased 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 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 movement is supported by a Transport Assessment/Statement and a Travel Plan that is effective and demonstrably deliverable including setting out how schemed 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 the special qualities of the South Downs National Park or the High Weald Area of Outstanding Natural Beauty through its transport impacts.*

Where practical and viable, developments should be located and designed to incorporate facilities for charging plug-in and other ultra-low emission vehicles.

Neighbourhood plans can set local standards for car parking provision provided that it is based upon evidence that provides clear and compelling justification for doing so."

1.5.13 The District Council is in the process of reviewing and updating the Plan where necessary. The new District Plan 2021 – 2039 will replace the current adopted District Plan.

1.5.14 The Mid Sussex District Plan 2021 – 2039, Submission Draft (Regulation 19) was published in 2023.

1.5.15 The vision for Mid Sussex is still as set out above in 2018.

1.5.16 Chapter 12 of the new MSDP relates to transport. Policy DPT1 states the following: -

“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.

To meet these objectives:

1. 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.

2. All major developments must demonstrate how all relevant sustainable travel interventions (for the relevant local network) will be maximised and taken into account in terms of their level of mitigation before considering physical highway infrastructure mitigation.

3. Developments which generate significant amounts of movement must provide a Travel Plan and undertake and report regular monitoring of travel movements by all modes, to enable enforcement of agreed travel plan actions and targets.

4. 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.

5. 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.

6. 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.”

Haywards Heath Town Council Neighbourhood Plan – Our Bright Future 2014 – 2031

1.5.17 The Haywards Heath Neighbourhood Plan (HHNP) was adopted in December 2016 by Haywards Heath Town Council (HHTC).

1.5.18 HHNP establishes a vision for the future of Haywards Heath through the development of planning policies.

1.5.19 The vision for Haywards Heath is to achieve the following: -

- *“A healthy, family focused and safe town,*
- *A strong community spirit embracing both young and older people,*
- *Supporting a vibrant economy,*
- *Having excellent public services,*
- *High quality public spaces with the countryside on its doorstep.”*

1.5.20 Section 8 of the HHNP concerns highways and transportation; three policies relating to this have been established. These are set out below: -

“Policy T1: Planning applications for new major development proposals will be required to provide good pedestrian and cycle connections with safe crossing points to the existing pedestrian and cycle network linking to the town centre and local services. Proposals for residential or commercial developments will be required to deliver good pedestrian and cycle connections as part of a comprehensive approach to movement that aims to encourage walking and cycling and reduce reliance on vehicles.

Policy T2: Planning applications for new major development proposals will be required to contribute towards the funding of cycle routes to Haywards Heath Railway Station and the town centre in accordance with the proposed Mid Sussex Infrastructure Delivery Plan, Mid Sussex Community Infrastructure Levy Charging Schedule and any S106 Obligations document or equivalent in place at the time.

Policy T3: Planning applications which result in the loss of existing off-street parking provision will be resisted unless it can be demonstrated that the development will enhance the vitality and viability of the town centre and, where possible, such schemes should aim to improve parking provision in the town centre. Development outside the defined town centre boundary should provide on-site parking in accordance with the standards adopted by MSDC.”

1.6 Car Parking Policy

1.6.1 NPPF Chapter 9 *Promoting sustainable transport* sets out at paragraph 109 that,

“If setting local parking standards for residential and non-residential development, policies should take into account:

- a) the accessibility of the development;*
- b) the type, mix and use of development;*
- c) the availability of and opportunities for public transport;*
- d) local car ownership levels; and*
- e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.”*

1.6.2 Paragraph 110 states,

“Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists.”

Adopted Local Parking Standards

- 1.6.3 The parking standards relevant to the proposed development can be found within WSCC's 'Guidance on Parking at New Developments' document, which was adopted in September 2020.
- 1.6.4 The WSCC document states *“although new guidance has been prepared, it should only be used as an initial guide for developers, who should undertake a site-specific assessment and seek to balance operational needs, space requirements, efficient use of land and cost attributed to providing parking and where relevant, attracting/retaining staff.”*
- 1.6.5 For retail developments, the standards state that a provision of one space per 14sq.m should be provided.
- 1.6.6 In relation to parking provision for disabled motorists, the WSCC document states that *“disabled persons parking spaces should be provided at a minimum of 5% of the total number of parking spaces being provided on the site”*.
- 1.6.7 For cycle parking provision, the standard states that one space per 100sq.m for staff and 1 space per 100sq.m for customers should be provided.
- 1.6.8 With regards to electric vehicle charging points, the WSCC document states that *“‘active’ charging points for electric vehicles should be provided at a minimum of 20% of all parking spaces with ducting provided at all remaining spaces where appropriate to provide ‘passive’ provision for these spaces to be upgraded in the future.”*
- 1.6.9 A full assessment of parking provision is provided in Section 3.0 of this report.

1.7 Report Overview

- 1.7.1 The remainder of this report is divided into five further sections, which are as follows: -

Section 2.0 Site Transport Context

- 1.7.2 This section of the report provides details of the site context, including its accessibility by all relevant transport modes, and a road safety review.

Section 3.0 Proposed Development

- 1.7.3 The various components of the development proposal, including the Site access arrangements and parking provision, are described within this section of the report.

Section 4.0 Traffic Assessment

- 1.7.4 This report section provides an assessment of the vehicular attraction of the proposed development and its traffic effects.

Section 5.0 Junction Capacity Assessment

- 1.7.5 The results of the traffic assessment have been used to inform junction capacity assessment, and the methodology and results are outlined in this section of the report.

Section 6.0 Summary and Conclusions

- 1.7.6 A summary and the conclusions of the report are provided in this section.

2.0 SITE TRANSPORT CONTEXT

2.1 Introduction

- 2.1.1 This section of the report considers the accessibility of the site in terms of a range of transport modes.

2.2 Pedestrian Access

- 2.2.1 The Department for Transport's (DfT) document titled 'Manual for Streets' dated 2007 provides guidance in relation to walk distances. Section 4.4 gives the following advice: -

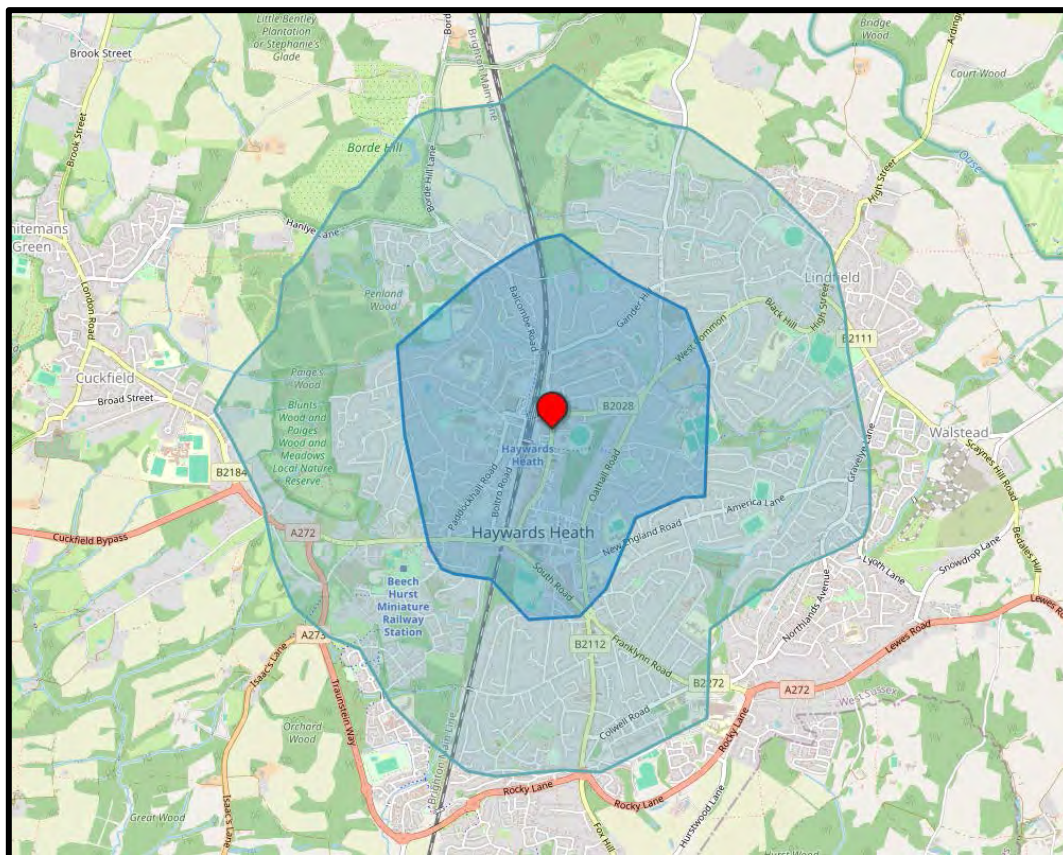
"Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800 m) walking distance of residential areas which residents may access comfortably on foot".

- 2.2.2 The CIHT document 'Planning for Walking' (April 2015) reiterates the advice presented in 'Manual for Streets', Section 6.4 of 'Planning for Walking' states the following: -

"Walking neighbourhoods are typically characterised as having a range of facilities within 10 minutes' walking distance (around 800 metres). However, the propensity to walk or cycle is not only influenced by distance but also the quality of the experience; people may be willing to walk or cycle further where their surroundings are more attractive, safe and stimulating. Developers should consider the safety of the routes (adequacy of surveillance, sight lines and appropriate lighting) as well as landscaping factors (indigenous planting, habitat creation) in their design."

- 2.2.3 Furthermore, 'Planning for Walking' indicates that approximately 80% of journeys shorter than 1 mile (1.6km) are made wholly on foot.
- 2.2.4 Table 3.2 of The Institute of Highways and Transportation (IHT) guidance document titled 'Providing for Journeys on Foot' identifies a maximum walk distance of 2.0km for commuter, school and sightseeing walk trips, 800m for town centre walk trips and 1.2km for trips elsewhere.
- 2.2.5 The actual distance that people will be prepared to walk will vary depending on the trip purpose and other factors such as the presence of road crossings, terrain, and the attractiveness of the environment. For retail trips, the likely maximum walk distance is 800m due to the fact that shoppers will be carrying bags on their return journey, while for work-based / commuting trips, people are likely to be prepared to walk further.
- 2.2.6 Based on walking distances of 800m and 2km, the indicative walking catchments of the Site are shown at Figure 2.1 below. These have been shown as 1km and 2km isochrones.

Figure 2.1 – Indicative 1km and 2km Walk Catchments



Source: *Openrouteservice.org*.

- 2.2.7 The walk catchments above indicate that there are numerous residences within a 1km walk of the site, as well as a substantial staff pool within the 2km walk catchment. The 1km walk catchment includes central Haywards Heath.
- 2.2.8 B2028 Perrymount Road is flanked by existing footways, connecting the site to the local pedestrian network.
- 2.2.9 A signalised pedestrian crossing facility is provided on Perrymount Road, immediately to the south of the existing / proposed access. The crossing is shown at Figure 2.2 below.

Figure 2.2 – Signalised Crossing on Perrymount Road



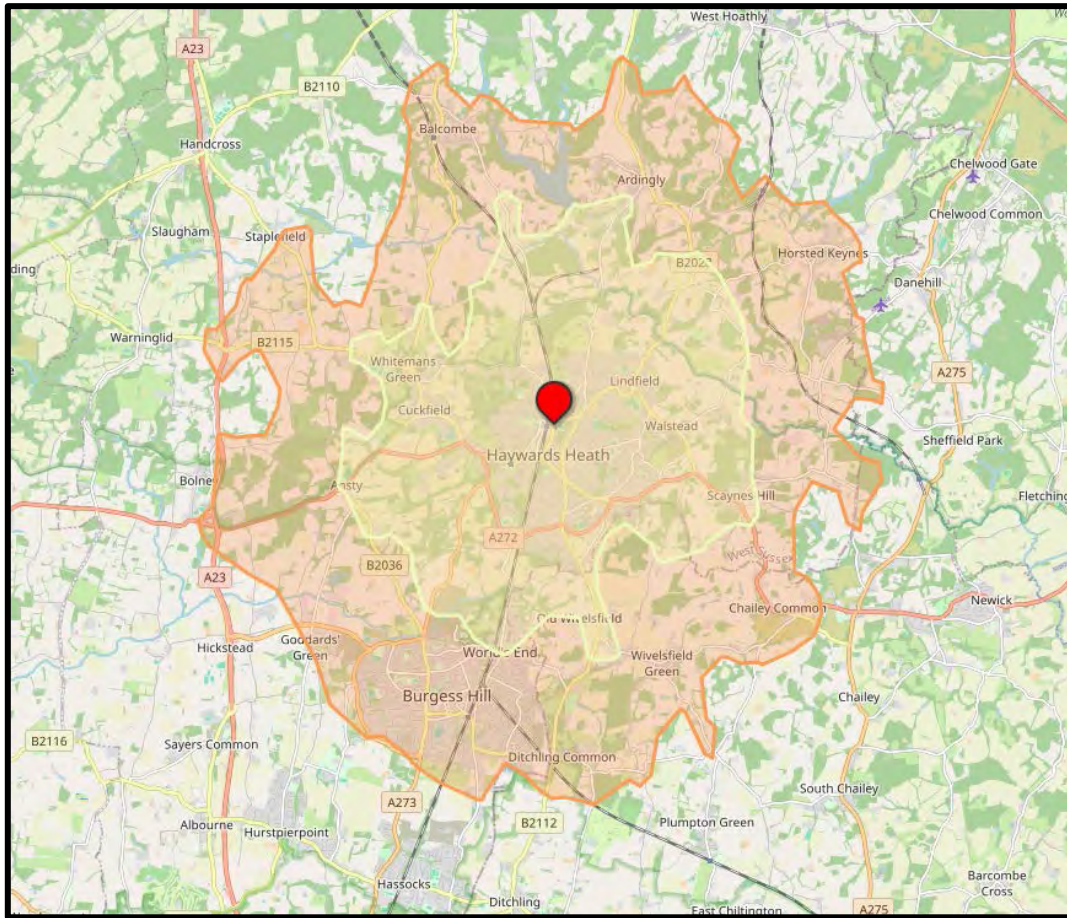
Source: On-site photo. Facing northwest.

- 2.2.10 All arms of the Perrymount Road / Sydney Road / Mill Green Road / Market Place roundabout benefit from uncontrolled pedestrian crossing facilities.
- 2.2.11 Further uncontrolled and signal-controlled pedestrian crossings are provided on B2028 Perrymount Road.
- 2.2.12 The site benefits from good pedestrian connectivity to local bus stops which are located adjacent to the site access, and to Haywards Heath railway station.
- 2.2.13 In light of the local pedestrian facilities, the site is well connected to the local pedestrian network with opportunities for customers and employees to make trips by foot.

2.3 Access by Cycling

- 2.3.1 The 2023 National Travel Survey table NTS0303 identifies average journey lengths by cycle in England of c.4.8km. The CIHT document titled 'Planning for Cycling' (October 2014) indicates that 80% of cycling trips are up to five miles (8km) and 40% are less than two miles (3.2km). This suggests that cycling can offer an alternative to car travel particularly for trips of less than 8km.
- 2.3.2 Indicative cycle catchments are shown at Figure 2.3 below, being a 5km catchment (representing the 4.8km NTS average cycling distance) and an 8km catchment (being the distance of 80% of cycle trips).

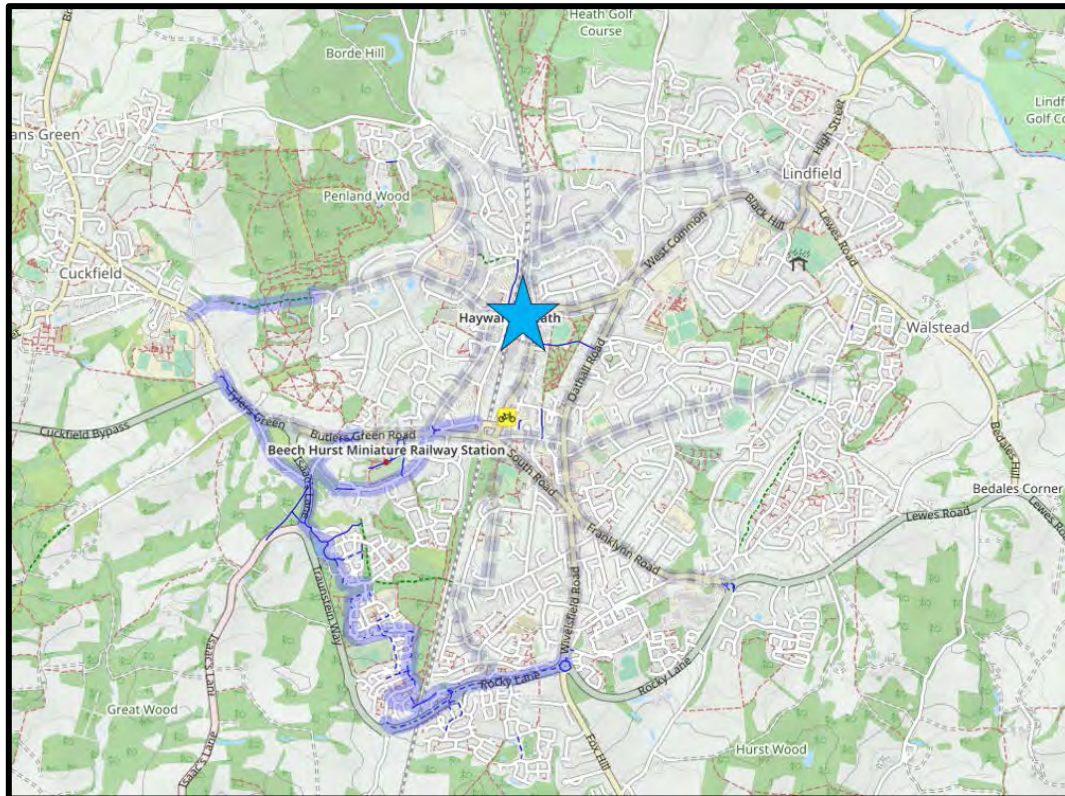
Figure 2.3 – Cycle Catchment Area



Source: *Openrouteservice.org*

- 2.3.3 The 5km cycle catchment includes all of Haywards Heath, Lindfield, Walstead, Cuckfield and Whitemans Green. The 8km cycle catchment includes, in addition to the aforementioned, Burgess Hill, World's End, Wivelsfield, Old Wivelsfield, Wivelsfield Green, Scaynes Hill, Ansty, Horstead Keynes, Ardingly, Balcombe and Chailey Common. There is therefore a significant local population within cycling distance of the site.
- 2.3.4 Figure 2.4 below, shows a cycle map for Haywards Heath and the surrounding areas taken from OpenStreetMap, showing local and national cycle ways in the area.

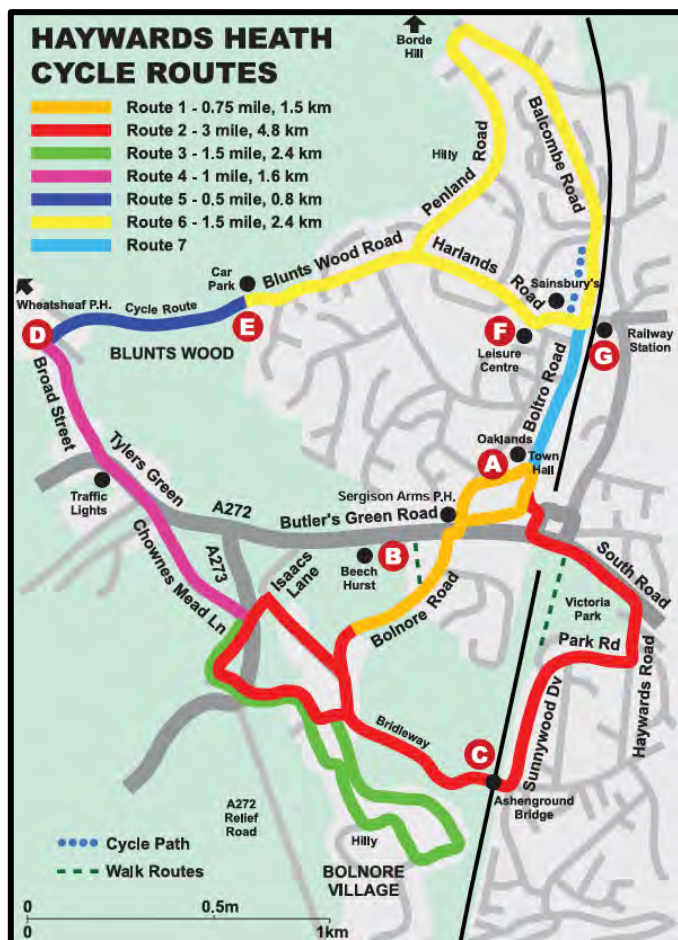
Figure 2.4 – Local Cycle Map



Source: OpenStreetMap. N.B. The proposal site is indicated by a blue star.

- 2.3.5 A local cycleway is present to the south of the Clair Hall car park, which connects Perrymount Road with Oathall Road via Haywards Heath Recreation Ground.
- 2.3.6 Other local cycle routes are also available, allowing for travel within Haywards Heath. These cycle routes, located west and southwest of the site, are shown in Figure 2.5 below, an extract from a cycling leaflet taken from Mid Sussex District Council's website.

Figure 2.5 – Haywards Heath Cycle Routes



Source: Mid Sussex District Council

- 2.3.7 Considering that the roads local to the site are urban in character, and that the local topography is generally gentle, there are realistic and viable opportunities for customers and employees to make trips by cycling.

2.4 Access by Bus

- 2.4.1 The publication 'Planning for Public Transport in Developments' produced by the Institution of Highways and Transportation (IHT) specifies that new developments should be located within 400m of the nearest bus stop.
- 2.4.2 The closest bus stops to the proposal site are located on B2028 Perrymount Road on the site frontage. The southbound stop has a shelter with seating, bus cage markings and real-time timetable information whilst the northbound stop also includes a lay-by, as shown below.

Figure 2.6 – Bus Stops



Source: On-site photo. Facing northwest.

- 2.4.3 These bus stops are served by the 30, 31, 31A, 33, 39, 62, 166, 270 and 271 bus services that provide access to a variety of destinations including Crawley, Brighton, Cuckfield and East Grinstead up to every hour. The bus stops in relation to the site are shown at Figure 2.7 below.

Figure 2.7 – Bus Stop Locations



Source: Google Earth. N.B All Distances, Locations and Areas approximate.

- 2.4.4 Having regard to the proximity of the bus stops, the frequency of buses and the areas that the existing local buses serve, the site is accessible by bus.

2.5 Access by Rail

- 2.5.1 The guidance contained within the IHT guidelines titled 'Planning for Public Transport in Developments' suggests railway stations have an 800m catchment area, albeit 800m is not an absolute barrier and longer walk distances are common.
- 2.5.2 Haywards Heath station is operated by Southern Rail, with frequent trains to destinations including Littlehampton, Brighton, Eastbourne, Hastings, Cambridge, Bedford and London Victoria.
- 2.5.3 The station is approximately 160m walking distance from the site. It is therefore feasible that some longer journeys e.g. by staff to/from the proposed development can be made by train, with the connection between the station and the site being made by foot / bike.
- 2.5.4 Commuters using the train station may also undertake linked trips with the store on their way to / from work.
- 2.5.5 Based on the above, the site is accessible by rail.

2.6 Vehicular Access

- 2.6.1 The proposed development will be served from the existing access on the B2028 Perrymount Road, with proposed widening on the northern side.
- 2.6.2 The B2028 Perrymount Road is a single carriageway road of approximately 9.2m width, with a speed limit of 30mph in the vicinity of the site.
- 2.6.3 The B2028 Perrymount Road is a north-south link between the Mill Green Road / Sydney Road / Perrymount Road / Market Place roundabout (known as 'Commercial Square') and The Broadway / Muster Green South / Church Road / South Road signalised gyratory.
- 2.6.4 Both South Road and Sydney Road connect to the B2112, which provides access to residential areas such as Lindfield. To the south, the B2112 provides a route to Burgess Hill.
- 2.6.5 Both South Road and Muster Green South connect to the A272, which provides a route to the A23 and the M23.
- 2.6.6 Figure 1.1 above, shows the site in its local highway context.
- 2.6.7 Overall, the site has a prominent location in relation to the local road network from which it is readily accessible.

2.7 Road Safety Review

- 2.7.1 Publicly available official collision records include collisions which resulted in a personal injury and which were reported to the police. The data does not include details of damage-only collisions or those which were not reported to the police.
- 2.7.2 Personal-injury collisions are classified by the police as one of either 'Slight', 'Serious' or 'Fatal'. Where more than one personal injury occurs, the classification is determined by the most serious. A description of each classification is provided in the DfT publication Instructions for the Completion of Road Accident Reports dated October 2004, summarised below:

Slight:

- Sprains, not necessarily requiring medical treatment

- Neck whiplash injury
- Bruises
- Slight cuts
- Slight shock requiring roadside attention.
- (Persons who are merely shaken and who have no other injury should not be included unless they receive or appear to need medical treatment).

Serious:

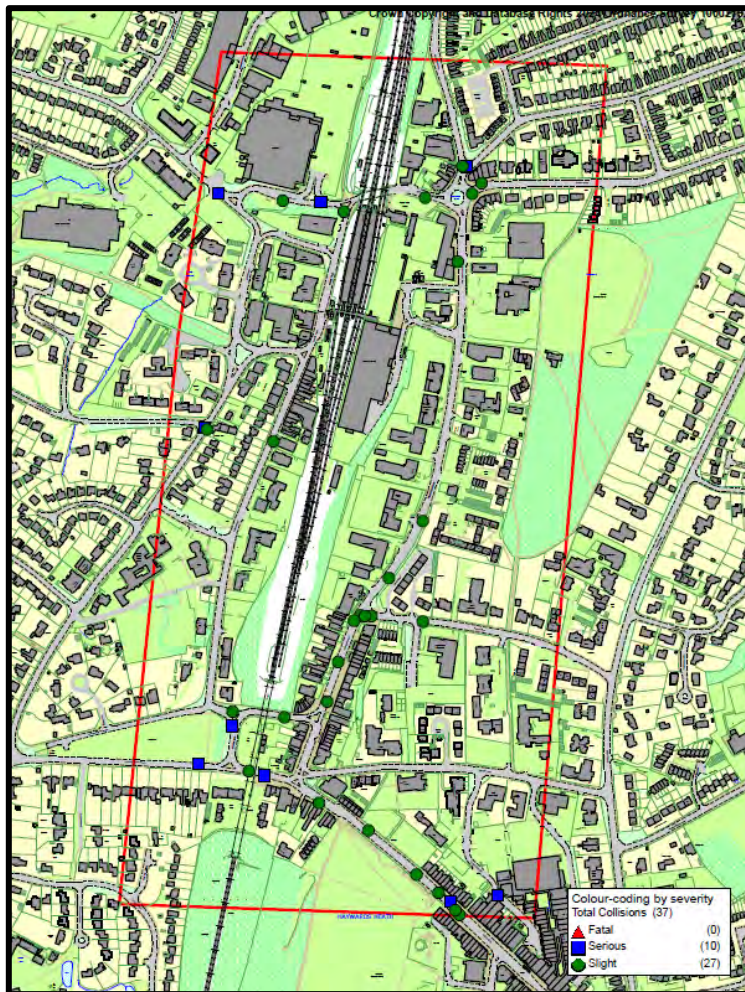
- Fracture
- Internal injury
- Severe cuts
- Crushing
- Burns (excluding friction burns)
- Concussion
- Severe general shock requiring hospital treatment
- Detention in hospital as an in-patient, either immediately or later
- Injuries to casualties who die 30 or more days after the accident from injuries sustained in that accident.

Fatal:

- 'Fatal' injury includes only those cases where death occurs in less than 30 days as a result of the accident. 'Fatal' does not include death from natural causes or suicide.

- 2.7.3 Personal Injury Accidents (PIA) data for the surrounding highway network for the time period between September 2019 and August 2024 has been obtained from Sussex Road Safety Partnership.
- 2.7.4 The locations and levels of severity of the recorded collisions are shown at Figure 2.8 below.

Figure 2.8 – Collision Map



Source: Sussex Roads Safer Partnership

- 2.7.5 A total of 37 collisions have occurred within the study area between September 2019 and August 2024, of which 27 were classified as 'slight' and 10 were classified as 'serious'.
- 2.7.6 The collisions have been analysed below at Table 2.1.
- 2.7.7 The only location with more than 5 collisions, i.e. one per year, is South Road. As shown above, the South Road collisions occur at different locations and have different causation factors.
- 2.7.8 In terms of Perrymount Road, one 'slight' collision occurred near to the existing site access junction. The collision did not involve vehicles turning into or out of the existing junction, it involved a car overtaking a bus within the bus lay-by and a pedestrian.
- 2.7.9 The collision description is provided below: -

"Vehicle 1 overtaking bus (v2) which pedestrian stepped out from front of bus without looking."

Table 2.1 – Collision Analysis

Location	Date	Level of Severity	Pedestrian?	Cyclist?	Shunt?
Sydney Road (B2028)	28/09/19	Slight	No	No	No
	27/07/21	Slight	No	No	No
Perrymount Road (B2028)	02/12/21	Slight	No	No	No
	25/11/19	Slight	Yes	No	No
	19/01/22	Slight	No	No	No
Heath Road	22/01/20	Slight	Yes	No	No
	09/12/21	Slight	Yes	No	No
	29/05/22	Slight	No	No	No
The Broadway (B2028)	29/07/20	Slight	No	No	No
	26/01/24	Slight	Yes	No	No
	01/04/22	Slight	No	No	Yes
	08/07/22	Slight	No	No	No
Bannister Way	02/09/20	Slight	Yes	No	No
	01/10/22	Serious	No	Yes	No
	11/10/20	Slight	No	No	No
Lucastes Avenue at Junction with Paddockhall Road	11/12/20	Serious	No	No	No
	18/12/20	Slight	No	No	No
Dolphin Road (B2272)	31/07/21	Serious	No	No	No
Queens Road	22/09/21	Serious	No	No	No
	30/03/22	Serious	No	No	No
Muster Green Road	13/11/21	Serious	Yes	No	No
	21/05/24	Slight	Yes	No	No
	08/07/24	Serious	No	No	No
	02/08/24	Slight	No	Yes	No
	16/08/21	Sight	No	No	Yes
Harlands Road	20/07/22	Serious	No	No	No
St Wilfrids Way	22/06/23	Serious	No	No	No
Commercial Square	09/07/23	Slight	No	Yes	No
South Road (B2272)	21/09/20	Slight	No	No	Yes
	01/05/22	Slight	No	No	Yes
	10/06/22	Slight	No	Yes	No
	17/09/22	Serious	No	No	No
	01/04/23	Slight	Yes	No	No
	03/08/23	Slight	No	No	No
	14/10/23	Slight	Yes	No	No
Mill Green Road	17/11/23	Slight	No	No	No
Boltro Road	07/05/24	Slight	No	No	No

2.7.10 Based on the above, the recent local collision records indicate that there is no existing road safety problem in the vicinity of the site which is attributable to a road layout deficiency.

2.8 Section Conclusion

- 2.8.1 The site is surrounded by a pedestrian network that includes a number of crossing facilities and a residential catchment within walking distance.
- 2.8.2 The area local to the site is conducive to cycling and there are good opportunities for customers and staff to make their journeys by bike.
- 2.8.3 The bus stops local to the site are served by frequent bus services, which provide access to / from a variety of destinations.
- 2.8.4 Haywards Heath rail station is 160m walking distance from the site; some longer journeys to/from the proposed development can be made by train, with the connection between the station and the site being made by foot or bike.
- 2.8.5 The proposal site also has a prominent location relative to the local highway network, and the recent local collision records indicate that there is no existing road safety problem in the vicinity of the site which is attributable to a road layout deficiency.
- 2.8.6 Overall, the site has a good level of accessibility by all relevant transport modes, thereby complying with national and local transport planning policy.

3.0 PROPOSED DEVELOPMENT

3.1 Introduction

- 3.1.1 This section of the report reviews the developments-built form, access arrangements, car parking and servicing.

3.2 Built Form

- 3.2.1 The development proposals are shown on the plan provided at Appendix 1.
- 3.2.2 The proposals include the development of an Aldi discount foodstore of 1,940sq.m GIA, with 1,154 sq.m of retail sales area.
- 3.2.3 The store will be accompanied by a car park with 97 parking spaces, including six disabled spaces and 10 parent and child spaces.
- 3.2.4 The car park will also include six active electric vehicle charging spaces, four regular, one disabled and one parent and child space, and 20 passive spaces for future use.
- 3.2.5 30 cycle spaces, consisting of 10 long stay staff spaces and 20 short stay customer spaces will also be provided. The long staff spaces will consist of five Sheffield stands located in a secure covered locker, and the short stay spaces will consist of 10 Sheffield stands covered by the store's canopy.

3.3 Proposed Vehicle Access Arrangements

- 3.3.1 Vehicular access is proposed via the existing site access on B2028 Perrymount Road, as shown on the Connect access plan at Appendix 2.
- 3.3.2 The existing access will be widened on the northern side, such that the position for drivers exiting the site relative to the signal crossing is unchanged / improved in distance compared to the current access.
- 3.3.3 Customers and service vehicles will access the site via this access.
- 3.3.4 The access is designed with an internal access width of 7.5m with 8m kerb radii, to accommodate a 16.5m articulated delivery vehicle turning in and out of the site, being the largest vehicles that would be likely to visit. The internal road layout has also been designed to accommodate the movement of the same vehicle as detailed below.

3.4 Vision Splays

- 3.4.1 The B2028 Perrymount Road, at the position of the proposed access, is subject to a 30mph speed limit.
- 3.4.2 A speed survey, undertaken by Automatic Traffic Counter (ATC), was carried out from 6th July 2024 to 27th July 2024 inclusive.
- 3.4.3 The ATC data recorded the average, and 85th percentile speeds, as summarised in Table 3.1 below.

Table 3.1 – Summary of Recorded Speeds

Seven-Day Average	Mean Average (mph)	85 th Percentile (mph)
Northbound	17.8	22.1
Southbound	21.0	25.5
Two-Way	19.4	23.8

3.4.4 The above table shows that the recorded 85th percentile speeds, were under the 30mph speed limit.

3.4.5 Manual for Streets 2 (MfS2) sets out the formula for calculating stopping sight distances (SSDs) at paragraph 10.1.5. The formula is shown at Figure 3.1 below.

Figure 3.1 – Stopping sight distances (SSDs) formula

$$SSD = vt + v^2/2(d+0.1a)$$

where:
v = speed (m/s)
t = driver perception-reaction time (seconds)
d = deceleration (m/s²)
a = longitudinal gradient (%)
(+ for upgrades and - for downgrades)

Source: MfS2

3.4.6 MfS2 goes on to provide the recommended values for reaction time and deceleration rates for SSD calculations at Table 10.1, a copy is provided below at Figure 3.2 below.

Figure 3.2 – Recommended SSD Criteria

Design Speed	Vehicle Type	Reaction Time	Deceleration Rate	Comments
60kph and below	Light vehicles	1.5s	0.45g	
	HGVs	1.5s	0.375g	See 10.1.9
	Buses	1.5s	0.375g	See 10.1.10
Above 60kph	All vehicles	2s	0.375g (Absolute Min SSD)	As TD 9/93
	All vehicles	2s	0.25g (Desirable Min SSD)	As TD 9/93

Source: MfS2

3.4.7 The geometric designs of roads and junctions are based on the 85th percentile average speeds, being the speed below which 85% of traffic travels (and which is exceeded by 15% of the traffic).

3.4.8 As the 85th percentile speeds are below 60kph, a desirable minimum deceleration rate of 0.45g has been used, with a reaction time of 1.5s (as set out in MfS).

3.4.9 Using the formula presented at Figure 3.1 above and recommended values for speeds below 60kph (Figure 3.2) the resultant SSDs are c28m to the south and c34m to the north.

- 3.4.10 A vision splay of 2.4 x 28m is achievable to the south of the site access junction, as is a splay of 43m (normal 30mph splay length).
- 3.4.11 The existing bus stop to the north of the site obscures the northern vision splay, reducing it to c22m with a bus present compared to c25m for the existing access position. As shown on the plan at Appendix 2, the 34m splay can be achieved with no bus present in the stop (and a 43m splay can also be achieved).
- 3.4.12 Given other features on the B2028 Perrymount Road, including the nearby signalised crossing and other accesses, there is little opportunity to move the bus stop, as discussed with WSCC on the pre-app TEAMS meeting.
- 3.4.13 A further speed survey has been undertaken via speed gun on 2nd October 2024. The survey only recorded the speed of cars passing (southbound) a bus stationary within the southbound bus stop. The survey indicated average 85th percentile speeds of 20.3 mph when passing a bus. This is lower than the overall 85th percentile southbound speed of 25.5mph (Table 3.1).
- 3.4.14 Using the formula presented at Figure 3.1 above and recommended values for speeds below 60kph (Figure 3.2) the resultant SSD is 22.9 + 2.4m bonnet distance.
- 3.4.15 A vision splay of 22m can be achieved past the edge of the bus stop markings as shown at Appendix 2. Given that, in reality, a bus may not always stop at the furthest extent of the bus stop markings, the 22m splay is considered appropriate for the Aldi access based on the surveyed speeds.
- 3.4.16 It is therefore not proposed to relocate the stop. This was also confirmed as acceptable as part of the Stage 1 Road Safety Audit (detailed below).

3.5 Non-Car Access Arrangements

- 3.5.1 Pedestrian footways of 3.5m in width (wider than existing) are proposed along the B2028 Perrymount Road site frontage. 2.5m wide returns will be provided at either side of the site access, with a dropped kerb crossing with tactile paving.
- 3.5.2 There will be a direct pedestrian walk route, made up of footway and road markings, between entrance to the store and the B2028 Perrymount Road. This is on the northern side of the access as requested by WSCC during pre-app.
- 3.5.3 Other internal walk routes between parking areas and the store entrance are also proposed.
- 3.5.4 Cycles will access the site via the vehicle access, with cycle storage conveniently located near the store entrance.

3.6 Deliveries / Servicing

Aldi Deliveries

- 3.6.1 An Aldi store typically receives an average of three to four HGV deliveries per day. Three articulated HGV deliveries per day come from the Regional Distribution Centre (RDC) and there is one delivery per day of milk by a local supplier, usually using a medium sized goods vehicle.
- 3.6.2 Daily deliveries of milk, bread and morning fresh produce are received prior to, or as early as possible after, the store opening in the morning, and are delivered by one Aldi HGV and one milk delivery vehicle.
- 3.6.3 In addition to goods deliveries, each store has 1-2 collections of General Waste and Animal By-products per week.

- 3.6.4 Aldi stores have a cardboard bailer within the warehouse, and all cardboard packaging is bailed. Together with any plastics as required for recycling, this is then back loaded to the RDC with each Aldi HGV.
- 3.6.5 Aldi operate a closely managed servicing arrangement for each of its stores. The Aldi articulated service vehicle is able to carry frozen, chilled and mixed goods assembled at Aldi's RDC, enabling the potential to reduce journeys and vehicle kilometres compared to separate deliveries, thus providing an efficient servicing regime.
- 3.6.6 Aldi operates its own fleet of dedicated vehicles and drivers. Aldi HGVs are driven and operated by the dedicated Aldi driver.
- 3.6.7 The Aldi store warehouse has been designed as a result of years of experience to hold enough stock to prevent unnecessary deliveries, but is also of efficient size to ensure the freshest possible products and to prevent over-stocking. The efficient stock holding in their stores further reduces the need for multiple daily deliveries.
- 3.6.8 Stores are constructed with a delivery ramp, sheltered canopy and dock leveller system which means products can be unloaded without any external activity, such as forklift trucks, scissor lifts or cages, and in less than half the time were these facilities not provided. The usual time for unloading an Aldi HGV is 30 - 60 minutes.
- 3.6.9 During unloading, the back of the vehicle body is at the shop floor level, enabling the driver to wheel pre-packed pallets directly from the HGV to the dedicated storage area within the store. The delivery system is extremely efficient.
- 3.6.10 All Aldi vehicles are equipped with Reversing Cameras and Audible Warning Systems enabling the driver and customers to be aware of the reversing vehicle. Where required, a trained Pedestrian Marshal is utilised by the store to guide pedestrians in a safe manner whilst a service vehicle is manoeuvring.
- 3.6.11 HGV access to the service area has been designed to accommodate the required turning manoeuvres of the largest service vehicle (FTA 16.5m articulated goods vehicle). The service vehicle will drive forwards into the site, reverse into the service ramp and then drive out forwards to exit the site.

Proposed Deliveries / Servicing Access Arrangements

- 3.6.12 Delivery and service vehicles will access the proposed development via the widened access junction described above.
- 3.6.13 The proposed site layout has been assessed for goods vehicle manoeuvres based on a 16.5m articulated vehicle. Drawings of the swept path assessment are provided at Appendix 3.
- 3.6.14 At pre-application a refuge island was requested at the proposed access to reduce the crossing distance for pedestrians, however as shown on the plan at Appendix 3 the inbound movement requires the delivery vehicle to cross the centre line, and so a refuse island would make the access wider than currently proposed, and therefore it would defeat its own purpose. The kerb radii cannot be reduced much further without impacting on the functionality of the access.
- 3.6.15 The track plots show that the route through the site is satisfactory and that service vehicles will be able to manoeuvre within the site, enabling them to arrive and depart in forward gear.
- 3.6.16 As shown at Appendix 3, two car park spaces are required for the delivery vehicle to pull into in order to turn and reverse into the loading bay. These will be coned off in advance of deliveries when occurring within store opening hours.

3.7 Road Safety Audit

3.7.1 The proposed design of the site access junction has been subject to a Stage 1 Road Safety Audit (RSA), completed by an independent, qualified Road Safety Auditor.

3.7.2 The RSA Report is provided at Appendix 4, a summary of the findings is provided below: -

Issues raised by the Stage 1 Road Safety Audit

"Problem 1

Location: Development Access Junction

Summary: Vehicles stopped at upstream controlled crossing blocking access to store

During the operation of the existing controlled crossing, it is likely that access to and from the development access will become blocked by a waiting vehicle travelling south. This in turn could lead to the crossing becoming blocked should a queue of right turning vehicles be present for the store. As such there is an increased risk of pedestrians having to cross through stationary vehicles at the crossing as well as an increased risk of side impact type collisions at the junction.

Recommendation

A keep clear marking should be provided to protect the retail store access as part of the detailed design stage."

"The drawings show swept path movements for a 16.5m articulated vehicles turning to and from the development site in all directions. The swept path movements for the articulated vehicle requires at least partial encroachment into the opposite bound carriageway in order to complete the movement. This is not unusual in these situations and as such do not raise concerns in terms of this road safety audit."

3.7.3 As shown on the highway access plan at Appendix 2, a keep clear marking has been added to the plan.

Issues Outside the Scope of This Road Safety Audit

"The audit team have considered the proximity of the southbound bus stop to the proposed site access and accept that this is a risk in terms of vehicles turning right out of the development site coming into conflict with a following vehicle overtaking the stationary bus. Based on experience and observations made during the site visit the dwell times are relatively short and this is not an unusual situation within the environment. As such the audit team do not believe that in this case the location of the bus stop in relation to the access will have a negative impact on the existing collision history.

What appears to be a 'zebra type' crossing is proposed within the privately owned land in close proximity to the proposed uncontrolled crossing of at the Perrymount Road junction. The public would not understand the difference between public and private highway particularly in this situation and it would be beneficial for all to provided a dropped crossing with buff tactile paving to aid movement."

3.7.4 As shown on the highway access plan at Appendix 2, the 'zebra type' crossing has been replaced with a dropped kerb crossing with tactile paving.

3.7.5 All RSA concerns have therefore been addressed.

3.8 Car and Cycle Parking

Car Parking

3.8.1 The proposed development provides a total of 97 car parking spaces.

3.8.2 This is a shortfall of 42 from the maximum provision calculated from the adopted local standards ($1,940 / 14 = 135.6$).

3.8.3 An assessment of the anticipated parking demand of the proposed development is included below, demonstrating the proposed 97 spaces is appropriate.

Disabled Parking

3.8.4 There is a total of six parking spaces for disabled users, in excess of the local standards ($97 \times 5\% = 4.85$).

Electric Vehicle (EV) Parking

3.8.5 A total of six active and 20 passive EV parking spaces are proposed.

3.8.6 With regards to electric vehicle charging points, as detailed previously, the WSCC document states that *“‘active’ charging points for electric vehicles should be provided at a minimum of 20% of all parking spaces with ducting provided at all remaining spaces where appropriate to provide ‘passive’ provision for these spaces to be upgraded in the future.”*

3.8.7 20% active provision equates to 19 active spaces ($97 \times 20\% = 19.4$), with the remaining 78 passive.

3.8.8 Paragraph 6.7 of the WSCC parking standards notes that *“In designing provision for EV charging infrastructure at non-residential developments, there is a need to take account of likely parking behaviour (e.g. expected duration of stays) which could affect the number of ‘active’ spaces.”*

3.8.9 The proposed EV provision is therefore lower than the standards, but considered suitable and sufficient for this scale and type of development.

3.8.10 The Aldi car park will have a relatively quick turn over of spaces with parking spaces being occupied for c20 minutes on average, not a considerable amount of time to charge.

3.8.11 The proposed development is also likely to have a very localised catchment, and therefore a typical electric vehicle would be able to undertake a round trip to the site a number of times without requiring the vehicle to recharge. On this basis, there is no necessity for customers to recharge their electric vehicle at the store. If customers are planning to visit Aldi as part of a longer journey, then the visitor (in the context of the catchment area) will be only a few minutes' drive from home (either at the start or the end of a journey), and so recharging at Aldi will not be necessary.

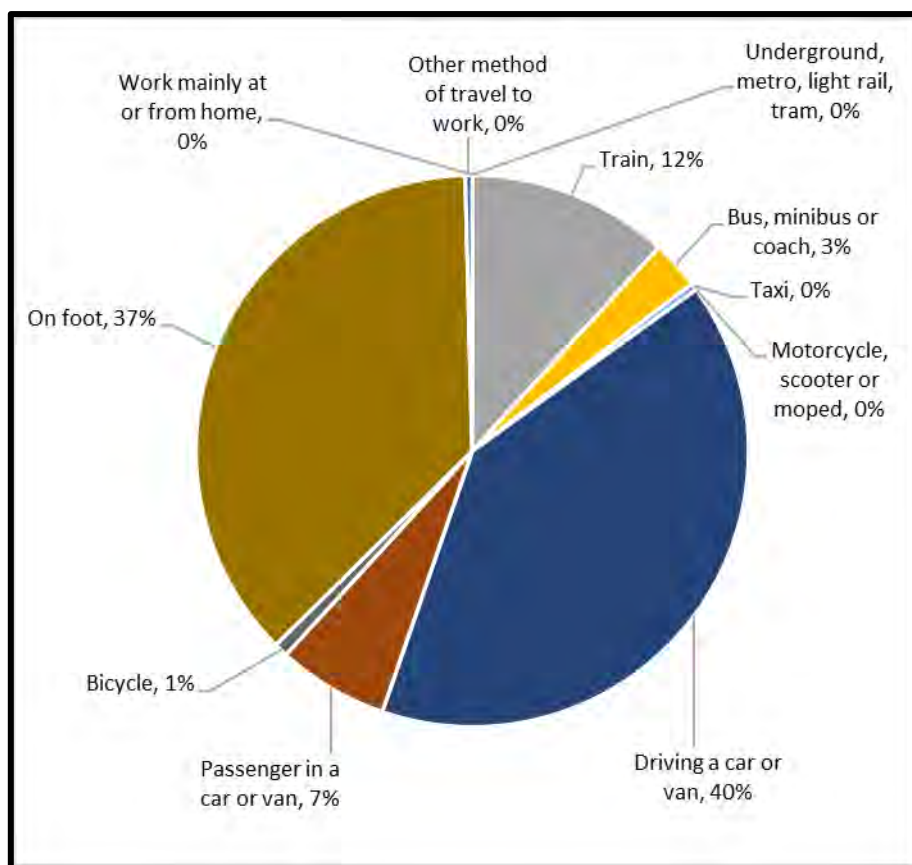
3.8.12 There is also no benefit in encouraging long stay parking within the car park as this will clog up the car park and so detract from its function.

3.8.13 Based on the above, the provision of six active spaces is appropriate. The demand for the EV spaces will be monitored through the Travel Plan, and increased if demand warrants it.

Cycle Parking

- 3.8.14 The proposed development provides 30 cycle spaces, consisting of 10 long stay staff spaces and 20 short stay customer spaces. The long stay spaces will consist of five Sheffield stands located in a secure covered locker, and the short stay spaces will consist of 10 Sheffield stands covered by the store's canopy.
- 3.8.15 For cycle parking provision, the standard states that one space per 100sq.m for staff and 1 space per 100sq.m for customers should be provided. This equates to 20 spaces for staff and 20 for customers ($1940 / 100 = 19.40$).
- 3.8.16 As detailed above, 20 short stay customer spaces will be provided, consisting of 10 Sheffield stands covered by the store's canopy. The customer parking therefore accords with standards.
- 3.8.17 10 long stay staff spaces will also be provided, consisting of five Sheffield stands located in a secure covered locker. This provision is therefore below standards.
- 3.8.18 The proposed store will employ c40 staff, not all on-shift at the same time. The above provision of 10 cycle spaces equates to enough cycle parking for a quarter of the staff.
- 3.8.19 2021 census data, contained in table 'RM079 - Method used to travel to work by occupation', shows that only 1% of sales / customer service workers (i.e. those that would work in Aldi) living in Hayward Heath, travelled to work by cycle. Therefore, the proposed staff provision of 10 spaces (25% of overall staff) is appropriate.

Figure 3.3 – Census Travel to Work Data



3.9 Parking Assessment

- 3.9.1 An assessment of the likely demand for car parking at the proposed Aldi has been undertaken using the TRICS data set out within Section 4.0.
- 3.9.2 The average hourly number of vehicle arrivals and departures across the whole day has been used to calculate the hourly average accumulation profile of vehicles within the site.
- 3.9.3 Table 3.2 shows the hourly arrival and departure numbers for the proposed Aldi foodstore, and the combined average on-site accumulation.
- 3.9.4 The assessment shows that the accumulation peaks at 51 vehicles during weekdays and 52 vehicles on Saturdays, which are shown in Table 3.2 below.

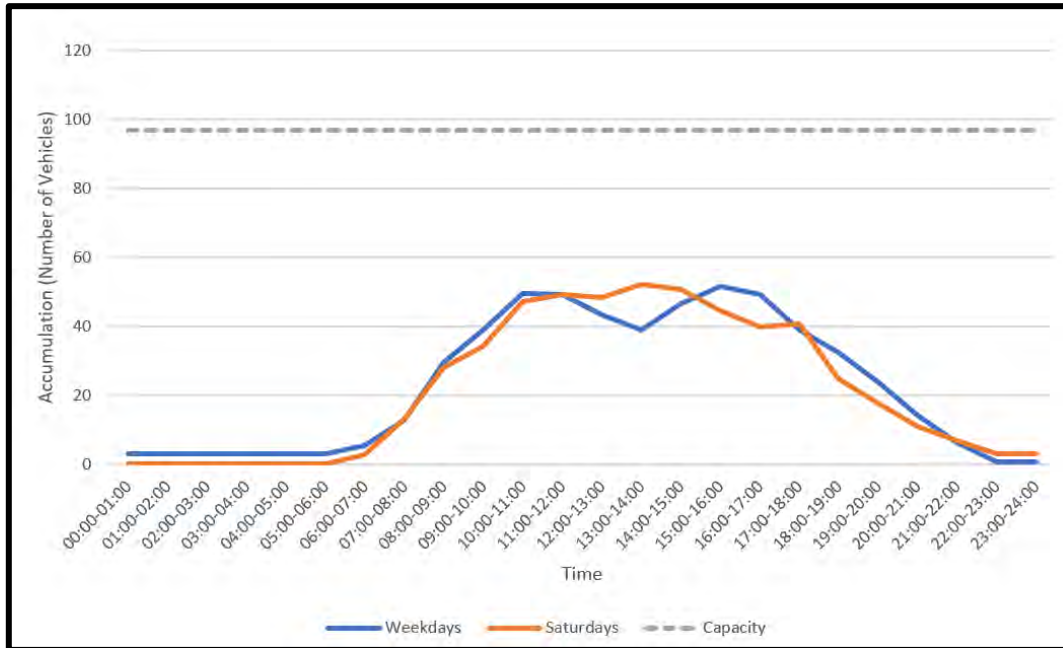
Table 3.2 – Parking Accumulation – TRICS Average

Time	Weekday			Saturday		
	Arrivals	Departures	Accumulation	Arrivals	Departures	Accumulation
00:00-01:00	0	0	3	0	0	0
01:00-02:00	0	0	3	0	0	0
02:00-03:00	0	0	3	0	0	0
03:00-04:00	0	0	3	0	0	0
04:00-05:00	0	0	3	0	0	0
05:00-06:00	0	0	3	0	0	0
06:00-07:00	3	1	5	4	2	3
07:00-08:00	11	4	13	13	3	13
08:00-09:00	52	35	29	65	50	28
09:00-10:00	72	62	39	82	76	34
10:00-11:00	78	67	50	104	91	47
11:00-12:00	84	84	49	124	122	49
12:00-13:00	78	84	43	120	121	48
13:00-14:00	80	85	39	123	120	52
14:00-15:00	96	88	46	113	115	51
15:00-16:00	88	83	51	115	122	44
16:00-17:00	94	96	49	102	107	40
17:00-18:00	83	93	39	83	82	41
18:00-19:00	66	73	32	52	68	25
19:00-20:00	43	52	24	43	50	18
20:00-21:00	31	41	14	26	33	11
21:00-22:00	16	24	6	16	20	7
22:00-23:00	1	7	0	3	7	3
23:00-24:00	0	0	0	0	0	3

N.B. Some of the figures include mathematical rounding.

- 3.9.5 The same accumulation data is shown graphically at Figure 3.4, alongside the proposed provision of 97 spaces.

Figure 3.4 – Parking Accumulation – TRICS Average



- 3.9.6 The above assessment, based on TRICS average accumulation data shows that the proposed car park will operate well within capacity.
- 3.9.7 TRICS has been reviewed in more detail, to determine the individual site accumulations oppose to the average accumulation shown above.
- 3.9.8 These are shown at Figures 3.4 and 3.5 below. The parking accumulation has been scaled by the floor areas of each individual store to reflect a 1940 sq.m GFA (the proposed GIA).

Figure 3.5 – Parking Accumulation – Weekday – Individual TRICS Sites

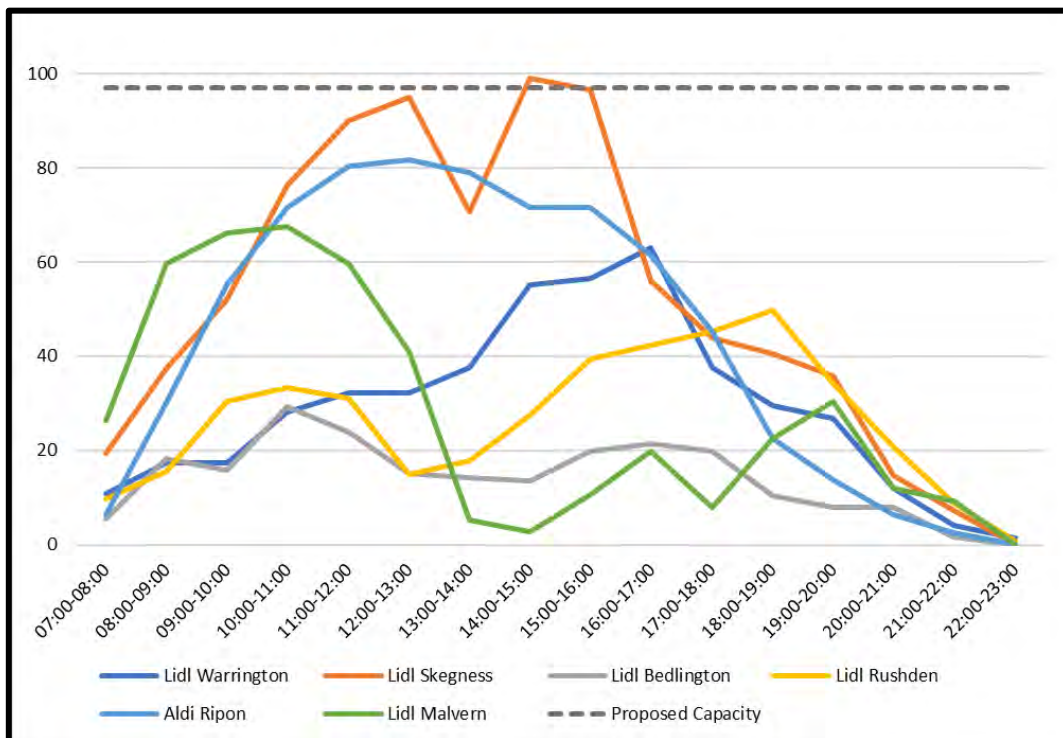
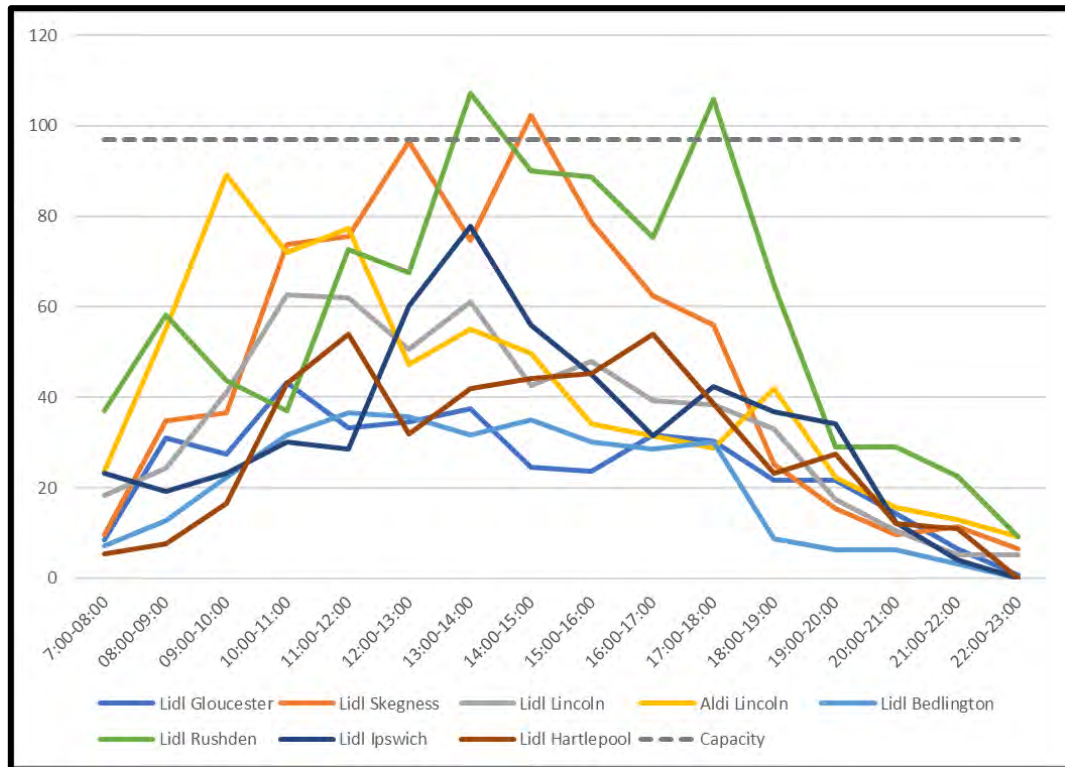


Figure 3.6 – Parking Accumulation – Saturday – Individual TRICS Sites



- 3.9.9 The above show that the parking accumulations differ between sites as would be expected.
- 3.9.10 Based on the above, the provision of 97 spaces will not only accommodate average demand, but largely accommodate peak demand based on the TRICS sites.
- 3.9.11 Parking data, has also been obtained from Aldi's 'Parking Eye' ANPR car park management system. It records the hourly number of arrivals and departures to Aldi stores.
- 3.9.12 Table 3.3 provides data recorded at a selection of Aldi stores which have broadly similar characterises to the proposal site (subject to further clarification if necessary).

Table 3.3 – Recorded Weekday Peak Traffic Flows

Store	Details	Approximate Size	Maximum Accumulation scaled by proposed floor area of 1940 sq.m	Average Accumulation scaled by proposed floor area of 1940 sq.m
East Grinstead	Edge of Town Centre, c750m from rail station, Sainsburys c1km from the store	1500	70	46
Gillingham	Town Centre, c250m from rail station	1800	81	46
Herne Bay	Town Centre	1700	90	40
Lewes	Edge of Town Centre, c250m from Tesco store	1600	105	58
Maidstone	Edge of Town Centre	1500	96	50
Petersfield	Edge of Town Centre, c300m to station, close to Lidl	1800	79	39

3.9.13 As shown above, based on the proposed floor area of 1940 sq.m, and the recorded Parking Eye accumulations, a maximum accumulation of between 70 and 105 vehicles is expected with average accumulations of between 39 and 58 vehicles.

3.9.14 This is similar to the TRICS data shown above.

3.9.15 Therefore, despite the shortfall of 42 spaces from the maximum provision calculated from the adopted local standards ($1,940 / 14 = 138.57$), the proposed parking of 97 spaces is expected to accommodate typical maximum accumulation demand and seasonal peaks, based on TRICS and Parking Eye data.

3.10 Section Conclusion

3.10.1 The proposed site access junction has been designed in accordance with the MfS standards for the speed limit of the road, and has been subject to a Stage 1 Road Safety Audit (RSA).

3.10.2 Pedestrian movements are accommodated within the internal site layout.

3.10.3 Swept path analysis shows that the access arrangements and layout of the proposed development are suitable for the largest vehicles that are expected to use the site.

3.10.4 The proposed on-site parking is considered suitable and sufficient for the scale and type of development based on TRICS and Parking Eye data.

3.10.5 The proposal therefore accords with the adopted local plan and with paragraphs 114 and 116 of the NPPF.

4.0 TRAFFIC ASSESSMENT

4.1 Introduction

- 4.1.1 The following traffic analysis considers first the baseline position of the traffic attraction of the existing uses on the site, and second the traffic attraction of the proposed development.
- 4.1.2 The net traffic effect of the proposed development is then calculated as the difference between the existing and the proposed.
- 4.1.3 Due to the nature of the proposed development, the majority of its peak-hour vehicular trips will be secondary trips such as pass-by trips or linked trips – i.e. trips that are already on the local road network and are therefore not new/additional trips.
- 4.1.4 As such, the net traffic effect of the proposed development will take into account the secondary trip types.

4.2 Study Area

- 4.2.1 This section of the report provides details of the traffic data used for the assessment of the study area junctions.
- 4.2.2 The assessment considers the effect of the proposed development traffic on the following junctions, as agreed during pre-application discussion with WSCC, indicated at Figure 4.1 below:
 - 1) Site Access / B2028 Perrymount Road
 - 2) Mill Green Road / Sydney Road / Perrymount Road / Market Place roundabout ('Commercial Square')
 - 3) Market Place / Sainsbury's foodstore access junction
 - 4) B2028 Perrymount Road / Waitrose foodstore access junction
 - 5) B2028 Perrymount Road / Waitrose foodstore exit junction
 - 6) B2028 Perrymount Road / Heath Road
 - 7) B2028 Perrymount Road / B2272 South Road / B2272 Muster Green South signal gyratory.

Figure 4.1 – Transport Assessment Study Area

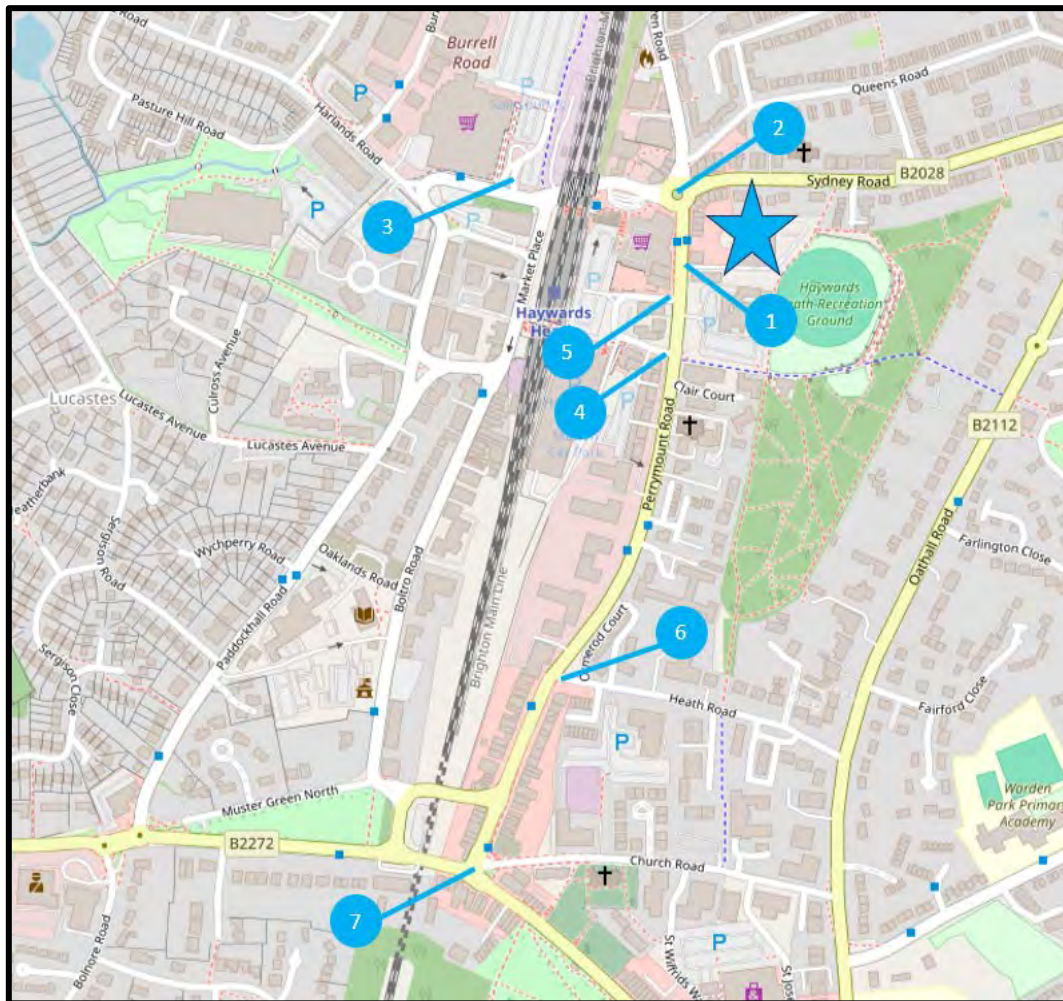


Image source: OpenStreetMap.org

4.3 Existing Traffic Flows

Traffic Surveys

- 4.3.1 Traffic surveys have been undertaken at the following junctions, between Thursday 11th July and Sunday 14th July 2024 inclusive, as agreed during pre-application discussions with WSCC:
- 1) Site access / B2028 Perrymount Road.
 - 2) B2028 Perrymount Road / Market Place / Mill Green Road / Sydney Road roundabout.
 - 3) Market Place / Sainsbury's foodstore access junction.
 - 4) B2028 Perrymount Road / Waitrose access junction.
 - 5) B2028 Perrymount Road / Waitrose exit junction.
- 4.3.2 Turning count surveys were undertaken between the hours of 07:00 – 10:00 to identify the weekday AM peak hour, between 15:00 – 19:00 to identify the weekday PM peak hour and between 11:00 – 14:00 to identify the Saturday and Sunday peak hours.

- 4.3.3 An ATC survey (as mentioned previously) was installed on B2028 Perrymount Road, just south of the site access. The ATC was operational for three consecutive weeks between Saturday 6th July and Sunday 21st July 2024 inclusive, recording traffic flows, speeds, and vehicle classification throughout that time.

Traffic Flows

- 4.3.4 In order to be robust, the weekday on which the highest recorded throughput of AM and PM peak hour flows on the routes into the study network will be used to inform the weekday baseline conditions.
- 4.3.5 Table 4.1 below presents the total recorded flows during each of the surveyed weekday's, respective peak hours.

Table 4.1 – Recorded Weekday Peak Traffic Flows

Survey Day	Peak Hour	Total Flows
Thurs 11 th July	AM 08:15 – 09:15	5,549
	PM 17:00 – 18:00	6,110
Fri 12 th July	AM 08:30 – 09:30	5,316
	PM 17:00 – 18:00	6,821

- 4.3.6 Table 4.1 indicates that Friday 12th July recorded a higher throughput of total traffic during the combined AM and PM peak hours in comparison to Thursday 11th July, therefore, the AM and PM peaks recorded on Friday 12th July will be used to inform the weekday baseline traffic conditions.
- 4.3.7 In order to be robust, the weekend-day on which the highest recorded throughput of midday peak hour flows on the routes into the study network will be used to inform the weekend-day baseline conditions.
- 4.3.8 Table 4.2 below presents the total recorded flows during each of the surveyed weekend days respective peak hours.

Table 4.2 – Recorded Weekend-day Peak Traffic Flows

Survey Day	Peak Hour	Total Flows
Saturday 13 th July	11:00 – 12:00	6,076
Sunday 14 th July	11:45 – 12:45	5,648

- 4.3.9 Table 4.2 indicates that Saturday 13th July recorded a higher throughput of total traffic during the midday peak hour, than Sunday 14th. Therefore, the Saturday flows have been used.
- 4.3.10 The weekday AM and PM and Saturday peak hours, during which the surveys recorded the highest throughput of traffic on the incoming routes on the study network, have been identified as the following: -
- Weekday AM Peak: 08:30 – 09:30
 - Weekday PM Peak: 17:00 – 18:00

- Saturday Peak: 11:00 – 12:00

4.3.11 As a comparison, and to determine whether the turning count data is suitable to use for this assessment, the ATC peak hour flows recorded on Friday 12th July and Saturday 13th July have been compared to the average ATC peak hour flows for the remaining surveyed weekdays and Saturdays. These figures are provided below, along with the percentage difference.

Table 4.3 – Perrymount Road ATC Flows

Peak	Dataset	Northbound	Southbound	Two-way
AM 08:30 – 09:30	Fri 12 th July	341	439	780
	Average Weekday	345	469	814
	% Difference	-1.1%	-6.6%	-4.2%
PM 17:00 – 18:00	Fri 12 th July	494	522	1016
	Average Weekday	508	454	963
	% Difference	-2.8%	+14.9%	+5.5%
SAT 11:00 – 12:00	Sat 13 th July	433	480	913
	Average Saturday	474	495	969
	% Difference	-8.6%	-3.0%	-5.7%

4.3.12 The Institute of Environmental Assessment (IEMA) *“Guidelines for the Environmental Assessment of Road Traffic”* states at paragraph 3.16 that ‘the day-to-day variation of traffic on a road is frequently at least some + or – 10%’.

4.3.13 During the AM peak, the northbound, southbound and two-way flows recorded on Friday 12th July are within the 10% IEMA variation based on the average weekday flows. Therefore, it is likely that the turning count survey (during the AM peak) was undertaken during a period which is broadly equivalent to the typical traffic conditions of the AM peak.

4.3.14 During the weekday PM peak, the recorded southbound flows on Friday 12th July were higher than the average weekday flows by 14.9%, which is a difference of 68 vehicles. The northbound and two-way recorded on Friday 12th July are within the 10% IEMA variation based on the average weekday peak hour flows. Therefore, it is likely the turning count survey (during the PM peak) was undertaken during a period which is broadly similar to the typical traffic conditions of the PM peak.

4.3.15 During the Saturday peak, the northbound, southbound and two-way flows recorded on Saturday 13th July are within the 10% IEMA variation based on the average Saturday flows. Therefore, it is likely that the turning count survey (during the Saturday peak) was undertaken during a period which is broadly equivalent to the typical traffic conditions of the Saturday peak.

4.3.16 Overall, it is likely that the turning count surveys were undertaken on days with typical traffic flows based on the ATC period, therefore, the data is considered suitable to use in a junction operation and capacity assessment.

4.3.17 The 2024 surveyed flows are shown on traffic flow diagrams provided at Appendix 5.

4.4 Assessment Year Traffic Flows

- 4.4.1 The assessment will be based on a future assessment year of 2029 (Application year + 5 years). Growth factors have been applied to the surveyed traffic flows (shown graphically at Appendix 5) to represent the future year to account for projected economic growth and local development forecasts.
- 4.4.2 The growth factors for the period 2024 to 2029 have been derived from the TEMPRO database version 8.1, adjusting the output for car drivers for the geographical area of “Mid Sussex 009” (with area type “All” and road type “All”). The resultant growth factors are summarised below at Table 4.4.

Table 4.4 – TEMPRO Growth Rates

Peak Period	2024 to 2029
	Resultant Growth
AM	1.0569
PM	1.0559
Sat	1.0575

- 4.4.3 The TEMPRO growth factors have been applied to the surveyed flows to produce the forecast 2029 base traffic flows. These are shown on schematic diagrams provided at Appendix 6.

4.5 Committed Developments

- 4.5.1 The area local to the proposal site has been investigated for committed developments that are likely to have a disproportionate traffic impact on the local highway network. None have been found.
- 4.5.2 It is assumed that the traffic impact of any other committed developments across the wider region are included within the TEMPRO growth rates.

4.6 Existing Site Trip Attraction

- 4.6.1 The pertinent question relating to the traffic effect of the proposed development is whether the proposal will result in significantly more traffic than the existing uses on the site, and if so, whether there would be an unacceptable impact on highway safety or whether the impact on the road network would be severe.
- 4.6.2 As detailed above, the proposal site is currently occupied by a range of uses including: -
- Sussex House – A 2,873 sq.m office building with c120 parking spaces.
 - Budgens Convenience Store – 280 sq.m with c16 parking spaces.
 - Colourschemer Interiors (52 Perrymount Road) – 750 sq.m with c17 parking spaces.
- 4.6.3 It is understood that Sussex House is not fully operational, whereas the Budgens convenience store and Colourschemer Interiors are. Therefore, the surveyed peak hour traffic attraction (shown at Appendix 5) largely accounts for trips associated with Budgens only, given that customer trips to Colourschemer Interiors are not likely to be undertaken during peak hours and that Sussex House is not fully operational. A small number of staff trips associated with Colourschemer Interiors will be made during the peak hours.

- 4.6.4 Given the above, a combination of surveyed traffic attraction (for the Budgens and Colourschemer Interiors) and TRICS data (for Sussex House) has been used as agreed with WSCC during pre-app.

Sussex House

- 4.6.5 The TRICS database is an industry-standard collection of traffic surveys, detailing hourly trip arrivals and departures, recorded from a variety of existing development sites using a standardised methodology.
- 4.6.6 Following the TRICS best practice guidance, the database (current version 7.11.3) has been filtered using the following criteria in Table 4.5 to obtain a dataset of comparable development sites.

Table 4.5 – TRICS Database Filtering – Office Fallback Position

Land use and trip rate selection	
Select Land Use By:	Full list Of Active Main/Sub Land Uses
Main Land Use:	02 - EMPLOYMENT
Sub Land Use:	A - OFFICE
Calculation Options:	Vehicle Trip Rates
Regions:	England excluding Greater London
Primary filtering	
Trip Rate Parameters:	Gross Floor Area
Selected Dates:	01/01/16 – 23/11/22
Week days to include:	Weekdays only
Location Types to include:	Edge of Town Centre
Secondary filtering	
Population < 1 Mile:	All Available*
Population < 5 Miles:	All Available*

*Default Setting

- 4.6.7 The resultant average vehicle trip rates (per 100sq.m) during the observed peak hours, along with the equivalent average vehicle trip numbers based on the 2,873sq.m of the existing office space (Sussex House), are set out at Table 4.6. The TRICS outputs are provided at Appendix 7.

Table 4.6 – TRICS Data: Fallback Position – Office (Sussex House)

	Average Trip Rates (per 100 sq.m)			Traffic Attraction (2,873sq.m)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Weekday AM Peak 08:30 – 09:30	0.602	0.159	0.760	17	5	22
Weekday PM Peak 17:00 – 18:00	0.105	0.632	0.737	3	18	21

- 4.6.8 The TRICS data shows that the existing office could potentially attract an average of 22 vehicle movements during the weekday AM peak and an average of 21 vehicle movements during the weekday PM peak.
- 4.6.9 The above flows are shown on schematic diagrams at Appendix 8 (distributed based on turning movements).

Budgens and Colourschemer Interiors

- 4.6.10 Data obtained from traffic surveys of the existing site has been used to inform the trip attraction associated with the Budgens convenience store and Colourschemer Interiors, given that Sussex House is not fully operational, as stated at Section 4.6.1. For simplicity the survey flow has been assumed to relate to Budgens and Colourschemer Interiors only.
- 4.6.11 The trip attraction to the site (Budgens and Colourschemer Interiors) during the surveyed peak hours is provided at Table 4.7 below.

Table 4.7 – Survey Data: Fallback Position – Budgens and Colourschemer Interiors

Total Vehicles	Traffic Attraction (sq.m)		
	Arrivals	Departures	Total
Weekday AM Peak 08:30 – 09:30	34	29	63
Weekday PM Peak 17:00 – 18:00	32	31	63
Saturday 11:00 – 12:00	23	18	41

- 4.6.12 The survey data indicates that the Budgens and Colourschemer Interiors attracted 63 vehicle movements in the weekday AM and PM peak and 41 vehicle movements in the Saturday peak.
- 4.6.13 Budgens would account for most of these trips, and is likely to be passing traffic.
- 4.6.14 Schematic diagrams showing the surveyed peak-hour traffic flows associated with the site (only), through the study junctions are provided at Appendix 9. Only the turning movements at the site access are shown, as all other movements are assumed to be background traffic from which pass-by trips are drawn.
- 4.6.15 The traffic attraction for the existing site as a whole, comprising TRICS and surveyed data, is shown below at Table 4.8.

Table 4.8 – Potential Traffic Attraction – Existing Site

Total Vehicles	Traffic Attraction		
	Arrivals	Departures	Total
Weekday AM Peak 08:30 – 09:30	51	34	85
Weekday PM Peak 17:00 – 18:00	35	49	84
Saturday 11:00 – 12:00	23	18	41

4.6.16 The total potential existing trip attraction is shown on schematic diagrams at Appendix 10.

4.6.17 The data indicates that the existing site could potentially attract 85 vehicle movements in the weekday AM peak hour, 84 vehicle movements in the weekday PM peak hour and 41 vehicle movements in the Saturday peak. The Saturday peak hour traffic attraction is lower than weekday movements due to offices not being open for business at the weekend.

4.7 Proposed Development Trip Attraction

4.7.1 The industry-standard TRICS database (version 7.11.3) has been used to identify the average trip generation of developments with comparable characteristics to the proposed development.

4.7.2 The TRICS database is an industry-standard collection of traffic surveys, detailing hourly trip arrivals and departures, recorded from a variety of existing development sites using a standardised methodology.

4.7.3 Following the TRICS best practice guidance, the database has been filtered using the following criteria in Table 4.9 to obtain a dataset of comparable development sites.

Table 4.9 – TRICS Database Key Selection Criteria

TRICS (Version 7.11.3)	
Land use and trip rate selection	
Select Land Use By:	Full list Of Active Main/Sub Land Uses
Main Land Use:	01 - RETAIL
Sub Land Use:	C – DISCOUNT FOOD STORES
Calculation Options:	Total Vehicles
Regions:	England excluding Greater London
Primary filtering	
Trip Rate Parameters:	Gross Floor Area
Range:	570 - 2773sq.m
Selected Dates:	01/01/16 to 21/09/23
Week days to include:	Weekdays only, Saturday only
Location Types to include:	Edge of Town Centre
Secondary filtering	
Population < 1 Mile:	<50,000
Population < 5 Miles:	<250,000

- 4.7.4 The resultant average vehicle trip rates (per 100sq.m) during the observed peak hours, along with the equivalent average vehicle trip numbers based on the 1,940 sq.m of the proposed Aldi store, are set out at Table 4.10.
- 4.7.5 The full TRICS outputs are provided at Appendix 7.

Table 4.10 – TRICS Vehicle Trip Rate Data – Proposed Discount Foodstore

Peak	Average Vehicle Trip Rates (per 100sq.m)			Vehicle Trip Attraction (1,940sq.m)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Weekday 08:30 – 09:30	3.172	2.5045	5.6765	62	49	111
Weekday 17:00 – 18:00	4.241	4.777	9.018	83	93	176
Saturday 11:00 – 12:00	6.389	6.271	12.66	124	122	246

N.B. Some of the figures include mathematical rounding.

- 4.7.6 The TRICS data indicates that the proposed development could attract an average of 111 vehicle movements in the weekday AM peak, 176 vehicle movements in the weekday PM peak and 246 vehicle movements in the Saturday peak.

4.8 Net Traffic Attraction at Site Access

- 4.8.1 As set out in Section 4.1, the pertinent test is the scale of increase in traffic attraction associated with the proposed development compared that of the existing development on the site. In other words, the difference between the fallback position and the proposed development.
- 4.8.2 The net traffic attraction of the proposed development is calculated by subtracting the trip numbers of the fallback position (Table 4.6) from the trip numbers of the proposed development (Table 4.10), the results of which are shown at Table 4.11 below.

Table 4.11 – Net Traffic Attraction at Site Access

Peak Period	Arrivals	Departures	Total
Weekday 08:30 – 09:30	+10	+15	+26
Weekday 17:00 – 18:00	+48	+44	+91
Saturday 11:00 – 12:00	+101	+104	+205

- 4.8.3 The calculation of the net traffic effect shows that the proposed development could attract an average of 26 and 91 additional traffic movements during the weekday AM and PM peak hours respectively, and an additional 205 traffic movements during the Saturday peak hour.
- 4.8.4 However, it is important to consider the effect of trip types when calculating the net effect – this is set out below.

4.9 Pass-by / Diverted / Linked Trips / Trade Diversions

Existing Uses

- 4.9.1 In terms of the existing office uses, it is likely that all traffic attraction is primary trips with staff and visitors travelling for the specific purpose of visiting the existing units. Therefore, 100% of the potential traffic attraction set out at Table 4.5 above can be removed from the local highway network.
- 4.9.2 In terms of the existing Budgens unit, it is likely that all of the peak hour traffic it attracts is already on the highway network passing the site. Therefore, for the purpose of this assessment the surveyed on-site trip attraction set out at Table 4.7 above has been considered as already being on the highway network and so ignored (apart from within the Aldi site where it has been removed).

Proposed Uses

- 4.9.3 The traffic that will be attracted to the proposed development will comprise the following trip types: -
- Pass by trips resulting from people who currently use the road adjacent to the site for a trip involving another purpose who will visit the Site while passing.
 - Diverted trips derived from people who are using the road network close to the site for another purpose who will divert their trips to visit the Site while passing in the broad vicinity.
 - Transferred trips by people who would change their destination from a competing attraction, to the proposed development.

- Linked trips undertaken by existing visitors to a specific local destination who visit the proposed development as part of their existing trip.
- Primary trips made by people who travel for the specific purpose of visiting the proposed development, but not included in the trip types above.

4.9.4 TRICS research report 14/1 titled 'Pass-by & Diverted Trips' sets out that a large variety of results have been observed for the combination of pass-by, diverted, and linked trips and that a site-by-site approach should be taken to the application of these 'secondary' trips. Specifically, the TRICS 14/1 report notes that:

"It is recommended that for an assessment of the quantum of pass-by and diverted trips that a first principles approach is taken for each site, whereby a process is defined for the assessment of these trips and agreed by the applicant and determining authority."

4.9.5 The commercial and academic research contained within the TRICS 14/1 report identifies levels of pass-by proportions ranging from 6% to 72%, combined levels of pass-by and diverted trip proportions ranging from 57% to 67%, and average linked trip proportions (with town centres / district centres) ranging from 46% to 60%.

4.9.6 The research is undertaken by a number of researchers and institutions, which shows (and which is logical) that some trip types will overlap others, such as 'transferred pass-by' trips.

Consideration of Secondary Trip Types

4.9.7 The principles that determine the proportion of secondary trips used within this assessment involve consideration of the site, and the ability for the location characteristics to result in proportions of secondary trips within the ranges set out within the TRICS research. In doing so, the assessment will identify a set of proportions that are suitably robust as a means to consider the effects of the proposed development.

4.9.8 The TRICS research shows that the proportion of pass-by trips can vary significantly up to observed values of approximately 70% and is dependent on a number of factors, not limited to vehicle volumes on the roads adjacent to the site, the proximity of residences, the proximity of employment / retail, and the number of competing attractions. For simplicity, this assessment is based on a pass-by rate of 40% (as agreed with WSCC).

4.9.9 Likewise, the TRICS research shows that the proportion of diverted trips can vary site-to-site and again for simplicity, a diverted rate of 0% has been used. The combined pass-by / diverted assumption used is therefore 40%, which is less than the combined pass-by and diverted range established within the Harries et al. (2012) research set out in TRICS 14/1.

4.9.10 The TRICS research identifies linked trip proportions in the region of c.50% and above, which is dependent upon the proximity of local retail destinations. As above, and established within the TRICS research, linked trips may include pass-by or diverted trips and so care must be taken when assigning these proportions. For simplicity 0% linked trips has been used.

4.9.11 The total proportion of secondary trips used in this assessment is therefore 40%, which is lower than the range identified within the TRICS research.

4.9.12 Secondary trips will be assigned to the study area network as follows: -

- Pass-by Trips: 40% on B2028 Perrymount Road

- Diverted Trips: 0%
- Linked Trips: 0%

Consideration of Primary Trip Types

- 4.9.13 Primary trips to the proposed development will be a combination of transferred trips from journeys (already using the study area network) to competing attractions and new trips to the study area network.
- 4.9.14 The assessment is based on the simplified assumption that 30% of trips are transferred and 30% are 'new' to the study area network.
- 4.9.15 The distribution of primary trips is based on the 2021 census population distribution of households within a nominal five-minute drive-time radius of the site. The percentage associated with each area has been attributed an arrival and departure route to / from the development, based on logical route choice. Full details of the distribution assessment are available on request.
- 4.9.16 Table 4.12 sets out the primary trip distributions which are also shown at Figure 4.2 below.

Table 4.12 – Primary Trip Distribution

Origin / Destination – By Road	Percentage	Origin / Destination – By Junction	Percentage
Mill Green Road	13%	Mill Green Road / Sydney Road / Perrymount Road / Market Place Roundabout	52%
Sydney Road	30%		
Market Place	9%		
Heath Road	23%	Perrymount Road / Heath Road Priority Junction	23%
Church Road	2%	Perrymount Road / Church Road / South Road / Muster Green North / Muster Green South Gyratory	25%
South Road	14%		
Muster Green North / South	9%		
	100%		100%

Market Place / Sydney Road / B2028 Perrymount Road roundabout

B2028 Perrymount Road / Heath Road junction

The Broadway / Muster Green South / Church Road / South Road signalised junction

Key locations and landmarks include: Wheatsheaf Inn, Harvester Beech Hurst, 18 Renfields, Sandrocks, Princess Royal Hospital, 18B Kents Road, Lindfield, Postbox, and various health centers like Nuffield Haywards Health and Caffyns Volkswagen Haywards Health.

Travel times and distances are indicated for different vehicle types (car, bus, truck) and distances are given in miles.

Route / Junction	Vehicle Type	Time	Distance
Market Place / Sydney Road / B2028 Perrymount Road roundabout	Car	4 min	1.3 miles
Market Place / Sydney Road / B2028 Perrymount Road roundabout	Bus	4 min	1.3 miles
Market Place / Sydney Road / B2028 Perrymount Road roundabout	Truck	4 min	1.3 miles
B2028 Perrymount Road / Heath Road junction	Car	7 min	2 miles
B2028 Perrymount Road / Heath Road junction	Bus	5 min	1.1 miles
B2028 Perrymount Road / Heath Road junction	Truck	5 min	1.1 miles

4.9.17 By way of summary, this assessment is based on the trip type assumptions shown at Table 4.13.

Trip Type	Assessed Value (%)
New to Study Area Network	30%
Transferred Trips	30%
Pass-by / Diverted Trips	40%
Linked Trips	0%

4.10 Overall Net Development Traffic Effect

4.10.2 The traffic attraction of the existing offices (Appendix 8) has been misused from the traffic attraction of the proposed Aldi (Appendix 11). As detailed above, the Budgens traffic has been ignored as its assumed to already been on the highway network. The net effect is shown on diagrams at Appendix 12.

Table 4.14 – Net Effect at Study Junctions

Peak Period	AM Peak	PM Peak	Sat Peak
Mill Green Road / Sydney Road / Perrymount Road / Market Place Roundabout	0	14	32
Site Access / Perrymount Road Priority Junction	-11	39	128
Waitrose Exit / Perrymount Road	4	16	34
Clair Hall Site Access / Perrymount Road Priority Junction	7	23	44
Waitrose Entry / Perrymount Road Junction	3	18	35
Heath Road / Perrymount Road Priority Junction	8	24	44
Perrymount Road / Church Road / South Road / Muster Green Road Signalised Junction	5	12	15
Muster Green South / Dolphin Road Gyratory	5	6	9
Muster Green North / Dolphin Road Gyratory	3	3	5
Muster Green North / The Broadway Exit	5	6	9
Mill Green / Queens Road Priority Junction	2	9	9

4.10.3 The above shows that the proposed development has a negligible net increase in traffic during the AM and PM peaks, with the exception of the site access.

4.10.4 During the Saturday peak hour, with the exception of the site access, the net impact is negligible at all junctions, except the following junctions where the impact is minor: -

- Mill Green Road / Sydney Road / Perrymount Road / Market Place Roundabout.
- Waitrose Exit / Perrymount Road.
- Clair Hall Site Access / Perrymount Road Priority Junction.
- Waitrose Entry / Perrymount Road Junction.
- Heath Road / Perrymount Road Priority Junction.

4.10.5 The Aldi development flows (Appendix 11) have been combined with the 2029 base flows (Appendix 6) to give the 2029 Base + Aldi development flows at Appendix 13.

4.11 Section Conclusions

4.11.1 The industry-standard TRICS database has been used to identify the average vehicle trip rates for the proposed development.

4.11.2 The assessment shows that the potential increase to traffic, with the exception of the site access, will be negligible or minor at all junctions within the agreed study area.

4.11.3 The proposal therefore accords with the adopted local plan and does not conflict with Paragraph 115 of the NPPF.

5.0 JUNCTION CAPACITY ASSESSMENT

5.1 Introduction

- 5.1.1 The assessment in Section 4.0 identifies that the proposed development has a negligible net increase in traffic during the AM and PM peaks, with the exception of the site access.
- 5.1.2 During the Saturday peak hour, with the exception of the site access, the net impact is negligible at all junctions, except the following junctions where the impact is minor: -
- Mill Green Road / Sydney Road / Perrymount Road / Market Place Roundabout.
 - Waitrose Exit / Perrymount Road.
 - Clair Hall Site Access / Perrymount Road Priority Junction.
 - Waitrose Entry / Perrymount Road Junction.
 - Heath Road / Perrymount Road Priority Junction.
- 5.1.3 Each has been reviewed in turn below. It should also be noted that the surveyed traffic flows on the routes into the study network (presented at Table 4.1 and 4.2) are 745 vehicles lower during the Saturday peak, when compared to the PM peak. The below increases are therefore likely to be able to be accommodated on the network given the baseline PM peak flows are already higher than the Saturday peak flows.

Mill Green Road / Sydney Road / Perrymount Road / Market Place Roundabout

- 5.1.4 The Saturday net development effect is 32 additional vehicles at the roundabout which is only 1.5% of the 2029 base traffic, therefore no junction capacity assessment has been undertaken.

Waitrose Exit / Perrymount Road

- 5.1.5 The Saturday net development effect is 34 additional vehicles at the junction which is only 3% of the 2029 base traffic, therefore no junction capacity assessment has been undertaken. In addition, the proposed development reducing turning traffic at the junction, by transferring shoppers from Waitrose to Aldi.

Clair Hall Site Access / Perrymount Road Priority Junction

- 5.1.6 The Saturday net development effect is 44 additional vehicles at the junction which is only 4.6% of the 2029 base traffic, therefore no junction capacity assessment has been undertaken. In addition, the proposed development only increases through traffic at the junction.

Waitrose Entry / Perrymount Road Junction

- 5.1.7 The Saturday net development effect is 35 additional vehicles at the junction which is only 3.2% of the 2029 base traffic, therefore no junction capacity assessment has been undertaken. In addition, the proposed development reducing turning traffic at the junction, by transferring shoppers from Waitrose to Aldi.

Heath Road / Perrymount Road Priority Junction

5.1.8 The Saturday net development effect is 44 additional vehicles at the junction. No traffic survey data was obtained for the junction; however, it is likely to have a larger flow than the Waitrose of Clair Hall junctions, and so a net traffic effect of less than 4.6%. Therefore, no junction capacity assessment has been undertaken.

5.1.9 Junction capacity modelling is set out for the site access below.

5.2 Computer Modelling Software

5.2.1 Industry-standard junction capacity modelling software, appropriate to the specific study junction/s, has been used to assess the development traffic effect on their capacity and operation.

5.2.2 The PICADY9 module of the Junctions9 package is an industry standard computer package for modelling the operation of priority (give-way) junctions. PICADY uses the geometry of the junction combined with traffic flow information to predict capacity. The software provides a number of results in its output, the most meaningful of which is the Ratio of Flow to Capacity (RFC), where an RFC of 1.00 on any approach to the junction reflects a traffic demand equal to the theoretical capacity of that approach.

5.2.3 PICADY is typically operated using 'One Hour' mode which estimates the traffic profile for an hour-long period based a bell-shaped curve with a 15-minute 'Warm Up' period before, and a 15-minute 'Cool Down' period either side of the 60-minute peak-hour. This simulates the robust scenario of a peak within the peak hour.

5.3 Capacity Analysis

Proposed Site Access

5.3.1 The PICADY9 computer program has been used to assess the operation of the Perrymount Road / Site access junction.

5.3.2 The operation of the junction has been assessed for the 2029 base traffic 'with' the proposed development (Weekday AM / PM and Saturday Peaks), based on the proposed junction geometry.

5.3.3 The results of the PICADY tests are set out at Table 5.1.

Table 5.1 – PICADY Summary – Site Access

Movement	AM Period			PM Period			SAT Period		
	Queue (veh)	Delay (sec)	RFC	Queue (veh)	Delay (sec)	RFC	Queue (veh)	Delay (sec)	RFC
Left turn out of site	0.1	6.95	0.05	0.1	7.83	0.10	0.2	8.09	0.13
Right turn out of site	0.1	11.56	0.07	0.2	14.25	0.17	0.3	14.23	0.21
Perrymount Road South to site and Perrymount Road north	0.2	5.43	0.08	0.4	4.87	0.14	0.5	5.34	0.19

- 5.3.4 The above PICADY results show the proposed access will operate within capacity in 2029 with the proposed Aldi in place.

5.4 Effect on Road Safety

- 5.4.1 Section 2.7 reviews the collision records from the most recent five years available. It concludes that there does not appear to be any particular pattern of collisions which are attributable to a road layout deficiency.
- 5.4.2 The capacity assessment of the site access junction shows that it operates well within capacity.
- 5.4.3 The findings of the Stage 1 RSA confirm that the proposed highway improvements do not have any safety issues that haven't been addressed.
- 5.4.4 The effect of the proposed development traffic is not likely to materially worsen the occurrence of collisions on B2028 Perrymount Road.

5.5 Section Conclusions

- 5.5.1 The capacity assessment shows that site access junction will operate within capacity for all peak periods.
- 5.5.2 There does not appear to be any particular pattern within the recent collision records, and the effect of the proposed development traffic is not likely to materially worsen the occurrence or materially affect the pattern of collisions in the vicinity of the site.
- 5.5.3 Overall, the scale of residual impact cannot be considered to be severe when viewed in the context of the NPPF planning test (NPPF paragraph 115), and the proposal satisfies Local Plan policies.
- 5.5.4 Overall, therefore, the traffic effect of the proposed development is acceptable.

6.0 SUMMARY AND CONCLUSIONS

6.1 Summary

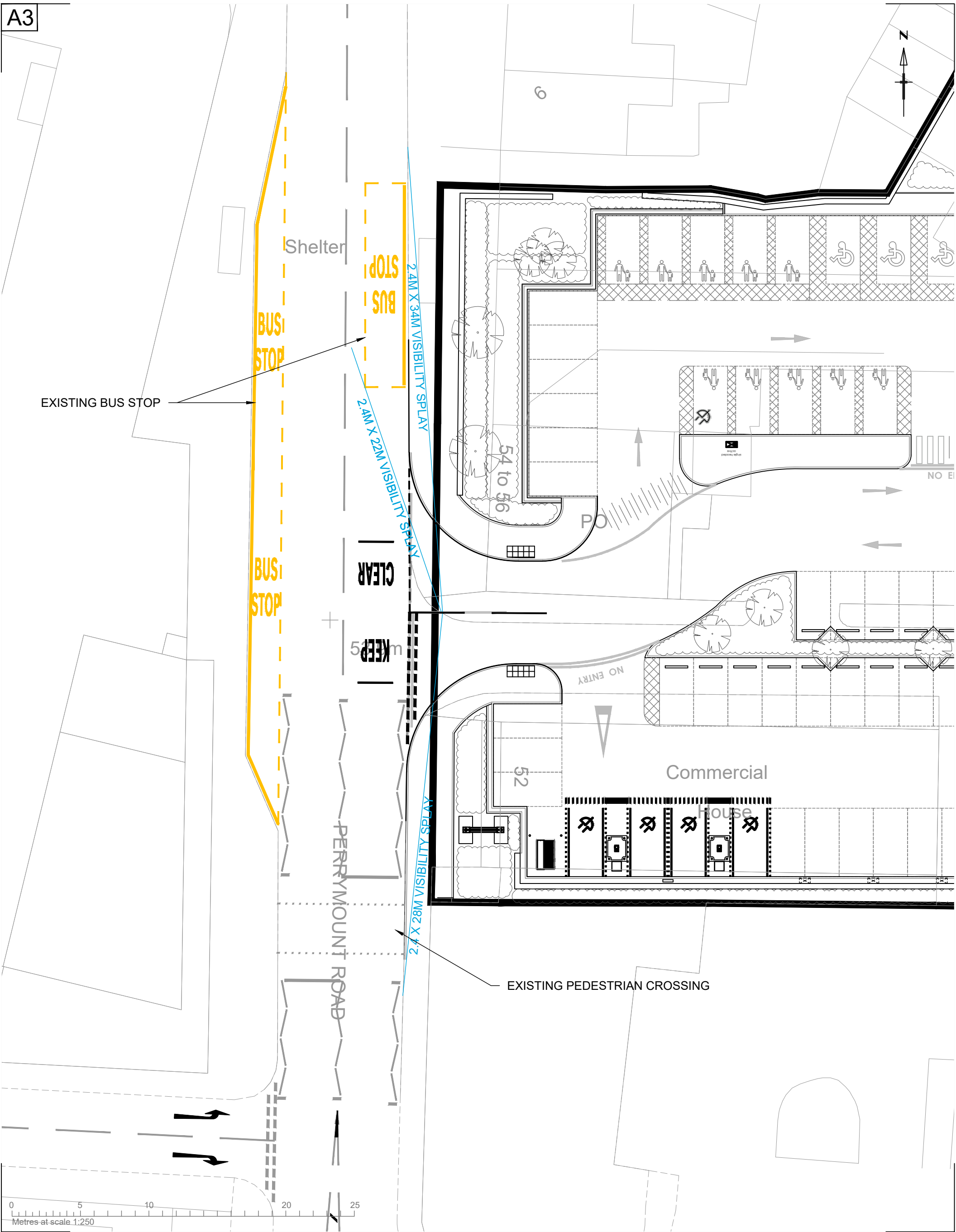
- 6.1.1 Connect Consultants Limited is a firm of transport planning and highway design consultants that have been instructed by Aldi Stores Limited in relation to a proposed discount foodstore at Sussex House, Perrymount Road, Haywards Heath, West Sussex.
- 6.1.2 The proposal comprises the redevelopment of the site for an Aldi foodstore to replace the existing Sussex House (offices), Budgens convenience store and Colourschemer Interiors. The Aldi store will be served by a car park comprising 97 spaces.
- 6.1.3 Of the 97 spaces, 6 will be designated disabled/accessible spaces, 10 spaces will be parent and child spaces, 6 spaces will be 'active' electric vehicle charging spaces and 20 will be 'passive' electric vehicle charging spaces.
- 6.1.4 The site is surrounded by a pedestrian network that includes a number of crossing facilities, and a residential catchment within walking distance.
- 6.1.5 There are good opportunities for customers and staff to make their journeys by bike.
- 6.1.6 The bus stops local to the site are served by frequent bus services, which provide access to / from a variety of destinations.
- 6.1.7 Haywards Heath rail station is within walking and cycling distance of the site; some longer journeys to/from the proposed development can be made by train, with the connection between the station and the site being made by foot or bike.
- 6.1.8 The proposal site has a prominent location relative to the local highway network, and the recent local collision records indicate that there is no existing road safety problem in the vicinity of the site.
- 6.1.9 Overall, the site has a good level of accessibility by all relevant transport modes.
- 6.1.10 The proposed site access junction has been designed in accordance with the MfS standards for the observed traffic speeds, and has been subject to a Stage 1 Road Safety Audit (RSA).
- 6.1.11 Pedestrian movements are accommodated within the internal site layout.
- 6.1.12 Swept path analysis shows that the access arrangements and layout of the proposed development are suitable for the largest vehicles that are expected to use the site.
- 6.1.13 The proposed on-site parking is sufficient to meet the anticipated demand.
- 6.1.14 The industry-standard TRICS database has been used to identify the average vehicle trip rates for the proposed development.
- 6.1.15 The distribution of the proposed development traffic on the surrounding road network is based on the prevailing local Census data.
- 6.1.16 With the exception of the site access, the assessment shows that the potential increase to traffic will be negligible or minor at all junctions within the agreed study area.
- 6.1.17 The capacity assessment shows that site access junction will operate within capacity for all peak periods.
- 6.1.18 There does not appear to be any particular road layout deficiency related pattern within the recent collision records, and the effect of the proposed development traffic is not likely to materially worsen the occurrence or materially affect the pattern of collisions in the vicinity of the site.

6.2 Conclusions

- 6.2.1 The proposal is shown to accord with the adopted local plan and with Paragraphs 114 (112) and 116 (114) of the NPPF.
- 6.2.2 Overall, the scale of residual impact cannot be considered to be severe when viewed in the context of the NPPF planning test (NPPF paragraph 115 (113)).
- 6.2.3 There are therefore no highways and transport reasons to refuse this planning application.

APPENDIX 1 – SITE LAYOUT

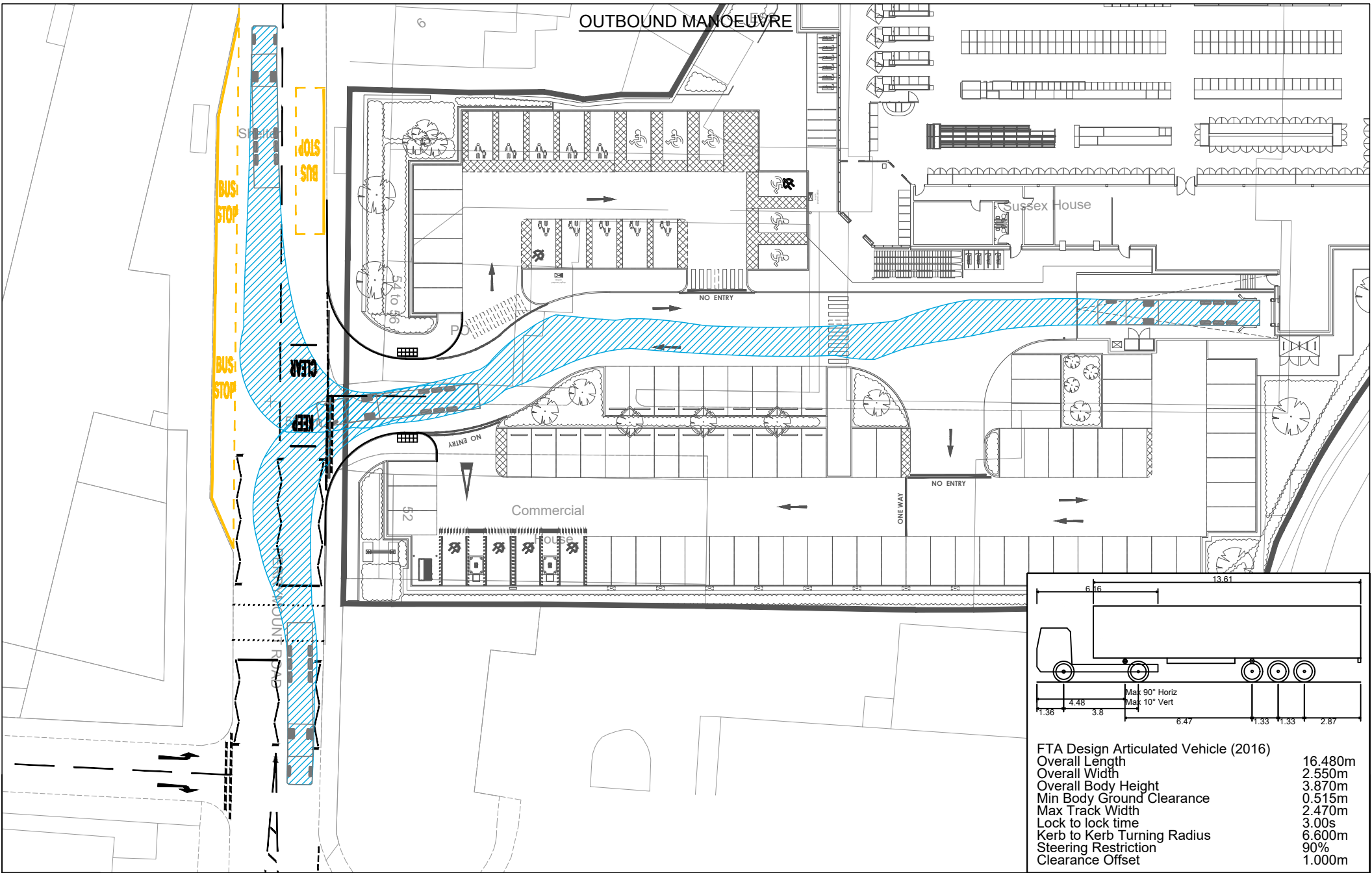
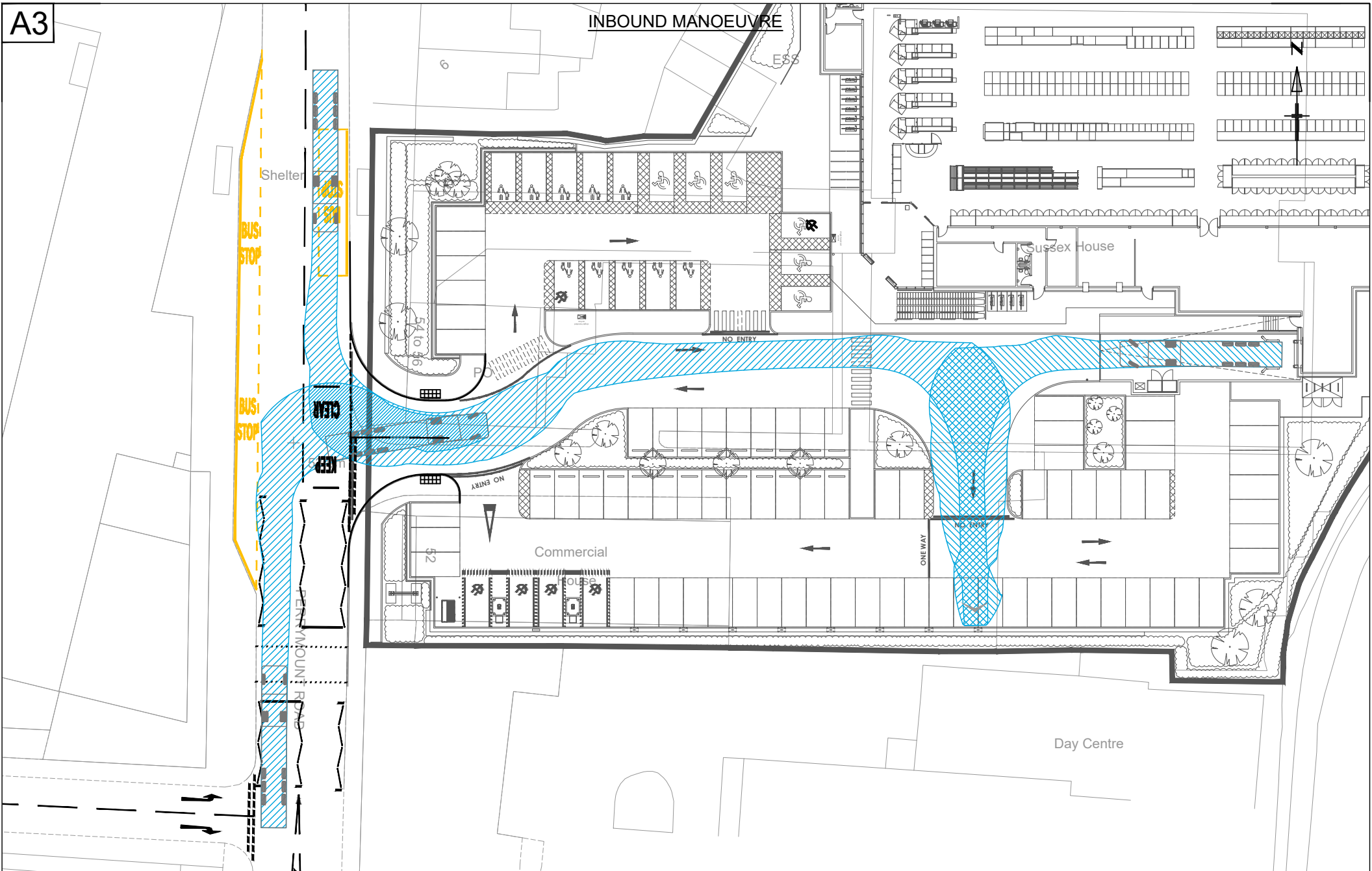
APPENDIX 2 – SITE ACCESS ARRANGEMENTS AND VISION SPLAYS



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connectCONSULTANTS CONNECT CONSULTANTS LTD, 78 BROAD STREET, CHIPPING SODBURY, BRISTOL. BS37 6AG Tel: 01454 320 220 Web: www.connect-consultants.com Fax: 01454 320 099 Email: bristol@connect-consultants.com	safecontractorAPPROVED bsiUKAS QUALITY MANAGEMENT SYSTEM ISO 9001 : 2015 FS 594947	client ALDI STORES		scale 1:250	date NOVEMBER 2024
		project PENNYMOUNT ROAD HAYWARDS HEATH		drawn by T.A.S	checked by N.P.B
		title PROPOSED SITE ACCESS		drawing number 24036-010	
		status PLANNING			rev. D

APPENDIX 3 – SWEPT PATH ANALYSIS



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 connect CONSULTANTS	 QUALITY MANAGEMENT SYSTEM ISO 9001 : 2015 FS 594947	client ALDI STORES LTD	scale 1:500	date NOVEMBER 2024	
		project PROPOSED DEVELOPMENT HAYWARDS HEATH, PERRYMOUNT ROAD	drawn by CC.D	checked by R.H.L	
		title SWEPT PATH ANALYSIS FTA DESIGN ARTICULATED VEHICLE SITE LAYOUT OPTION 007D	drawing number 24036-TR001		
		status PLANNING	rev. B		

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APPENDIX 4 – ROAD SAFETY AUDIT REPORT

Report Number: Connect/1660

Date: 20th November 2024

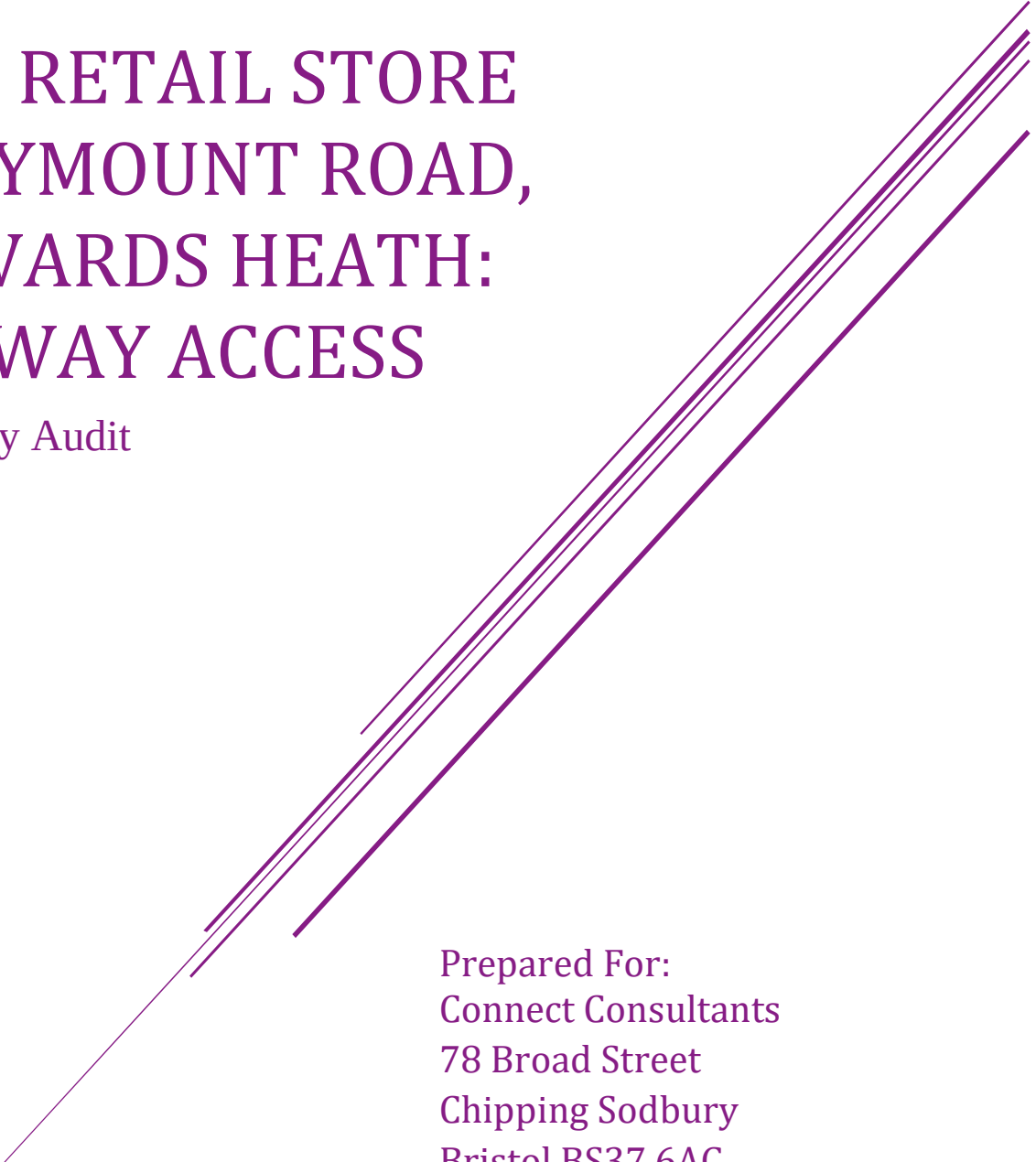
Prepared by: Julian Bartlett



FOOD RETAIL STORE PERRYMOUNT ROAD, HAYWARDS HEATH: HIGHWAY ACCESS

Road Safety Audit

Stage 1

A decorative graphic consisting of several parallel lines in shades of blue and green, running diagonally from the bottom left towards the top right of the page.

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Job Number: 1660

Client: Connect Consultants

Highway Authority: West Sussex Council

Project: Food Retail Store Perrymount Road, Haywards Heath:

Report Title: Stage 1 Road Safety Audit

Date: 20th November 2024

Issue	Purpose / Status	Prepared By	Checked	Approved	Date
D1	DRAFT	Julian Bartlett	Lyn Jones	Julian Bartlett	November 2024
1st	Final	Julian Bartlett	Lyn Jones	Julian Bartlett	November 2024

J Bartlett Consulting Ltd has prepared this report in accordance with the instructions of the above named Client for their sole and specific use. Any other persons who may use the information contained herein do so at their own risk.

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1 INTRODUCTION

- 1.1 This report results from a Stage 1 Road Safety Audit undertaken by J Bartlett Consulting Limited following a request from Rachel Luttrell of Connect Consultants. The Audit was carried out during November 2023.
- 1.2 This Safety Audit considers the introduction of a traditional give way access to serve a food retail store with associated customer parking.
- 1.3 The audit team comprised the following individuals:

Julian Bartlett BEng FCIHT FSoRSA	Road Safety Audit Team Leader
--------------------------------------	-------------------------------

Lyn Jones HNC, MCIHT MSoRSA	Road Safety Audit Team Member
--------------------------------	-------------------------------

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

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

Drawings

Drawing Number	Rev	Title
19971 THPK XX XX DR A 0013	B	Proposed Site Plan
19971 THPK 00 XX DR A 0120	-	Proposed Site Plan
19971THPK 00 XX DR A 0121	-	Proposed Site Plan Levels Overlay
24036-010-C	C	Proposed Site Access
24036-TR001-A	A	Swept Path Analysis FTA Design Articulated Vehicle Site Layout Option 007D

Documents

Proposed Aldi Discount Foodstore 54-56 Perrymount Road, Haywards Heath, West Sussex. Draft Transport Statement Dated November 2024

Departures,

None Notified.

- 1.5 A site visit was undertaken by the Audit Team on 19th November 2024 between 14:30 and 15:00. It was fine and the road surface was dry during the site visit. Vehicle movements were as expected within the urban environment with a significant turning movement to and from the station car park area. A single cyclist was seen travelling towards the roundabout with two motorcycles seen travelling in the other direction. Numerous pedestrians were seen across the area including using the existing controlled crossing. A single bus was seen using the stop to the development side of Perrymount Road. The dwell time on site was limited to passengers accessing the service.
- 1.6 The scheme has been examined and this report compiled only regarding the safety implications for road users of the scheme as presented. It has not been examined or verified for compliance with any other Standards or criteria. However, to clearly explain a safety problem or the recommendation to resolve a problem, the Audit Team may on occasion have referred to a design standard for information only. Any audit comments should not be construed as implying that a technical audit has been undertaken in any respect.
- 1.7 The terms of reference for the audit are as described in the latest versions of National Highways Design Manual for Roads and Bridges (DMRB), Volume 5, Section 2, GG119 'Road Safety Audit'. The audit has also been undertaken in light of the philosophy outlined in the latest version of the CIHT 'Road Safety Guidelines'.
- 1.8 The Audit Team have referred to appropriate design documentation as required while undertaking this audit. Reference texts include but are not limited to the latest versions of
 - Design Manual For Roads And Bridges (DMRB);
 - Manual For Streets;
 - Manual For Streets 2;
 - Highway Construction Details;
 - Specification For Highway Works;
 - Traffic Signs Manual Chapter 6; and
 - Traffic Signs Regulations and General Directions (TSRDG);
 - Local Authority design guides, requirements as provided / notified by the Design Team

- 1.9 Any recommendations included within this report should not be regarded as being prescriptive design solutions to the problems raised. They are intended only to indicate a proportionate and viable means of eliminating or mitigating the identified problem, in accordance with GG 119, and in no way, imply that a formal design process has been undertaken. There may be alternative methods of addressing a problem which would be equally acceptable in achieving the desired elimination or mitigation and these should be considered when responding to this report.
- 1.10 If issues were identified that are strictly outside the scope of this Road Safety Audit, or could not be classified as likely to increase the risk of crashes occurring, these have been included as Section 3 for completeness. It is also recommended that these are brought to the attention of the highway authority for their consideration if deemed appropriate
- 1.11 The audit team have reviewed the collision analysis included within the transport statement and concur with the findings
- "In terms of Perrymount Road, one slight collision occurred near to the existing site access junction. The collision did not involve vehicles turning into or out of the existing junction, but a car overtaking a bus within the bus lay-by and a pedestrian."*
- 'Vehicle 1 overtaking bus (v2) which pedestrian stepped out from front of bus without looking.'*
- 1.12 As far as the audit team are aware no previous stages of road safety audit have been undertaken on the proposals as presented for this audit.

2 ISSUES RAISED BY THE STAGE 1 ROAD SAFETY AUDIT

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

Drg: 19971 THPK XX XX DR A 0013 Rev B

2.2 The drawings shows the internal layout of the development site and as such has very little direct impact on the findings of this audit.

Drg: 19971 THPK 00 XX DR A 0120 Rev

2.3 The drawings shows the internal layout of the development site and as such has very little direct impact on the findings of this audit.

Drg: 19971THPK 00 XX DR A 0121 Rev

2.4 The drawings shows the internal layout of the development site and as such has very little direct impact on the findings of this audit.

Drg: 24036-010-C Rev C

2.5 Problem 1

Location: Development Access Junction

Summary: Vehicles stopped at upstream controlled crossing blocking access to store

During the operation of the existing controlled crossing, it is likely that access to and from the development access will become blocked by a waiting vehicle travelling south. This in turn could lead to the crossing becoming blocked should a queue of right turning vehicles be present for the store. As such there is an increased risk of pedestrians having to cross through stationary vehicles at the crossing as well as an increased risk of side impact type collisions at the junction.

Recommendation

A keep clear marking should be provided to protect the retail store access as part of the detailed design stage.

Drg: 24036-TR001-A Rev A

2.6 The drawings shows swept path movements for a 16.5m articulated vehicles turning to and from the development site in all directions. The swept path movements for the articulated vehicle requires at least partial encroachment into the opposite bound carriageway in order to complete the movement. This is not unusual in these situations and as such do not raise concerns in terms of this road safety audit.

3 ISSUES OUTSIDE THE SCOPE OF THIS ROAD SAFETY AUDIT

- 3.1 The audit team have considered the proximity of the southbound bus stop to the proposed site access and accept that this is a risk in terms of vehicles turning right out of the development site coming into conflict with a following vehicle overtaking the stationary bus. Based on experience and observations made during the site visit the dwell times are relatively short and this is not an unusual situation within the environment. As such the audit team do not believe that in this case the location of the bus stop in relation to the access will have a negative impact on the existing collision history
- 3.2 What appears to be a 'zebra type' crossing is proposed within the privately owned land in close proximity to the proposed uncontrolled crossing of at the Perrymount Road junction. The public would not understand the difference between public and private highway particularly in this situation and it would be beneficial for all to provided a dropped crossing with buff tactile paving to aid movement.

4 AUDIT TEAM STATEMENT

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

Road Safety Audit Team Leader

Name: Julian Bartlett

Signed:



Position: Director

Organisation J Bartlett Consulting Ltd

Date: 25th November 2024

Road Safety Audit Team Member

Name: Lyn Jones

Signed:



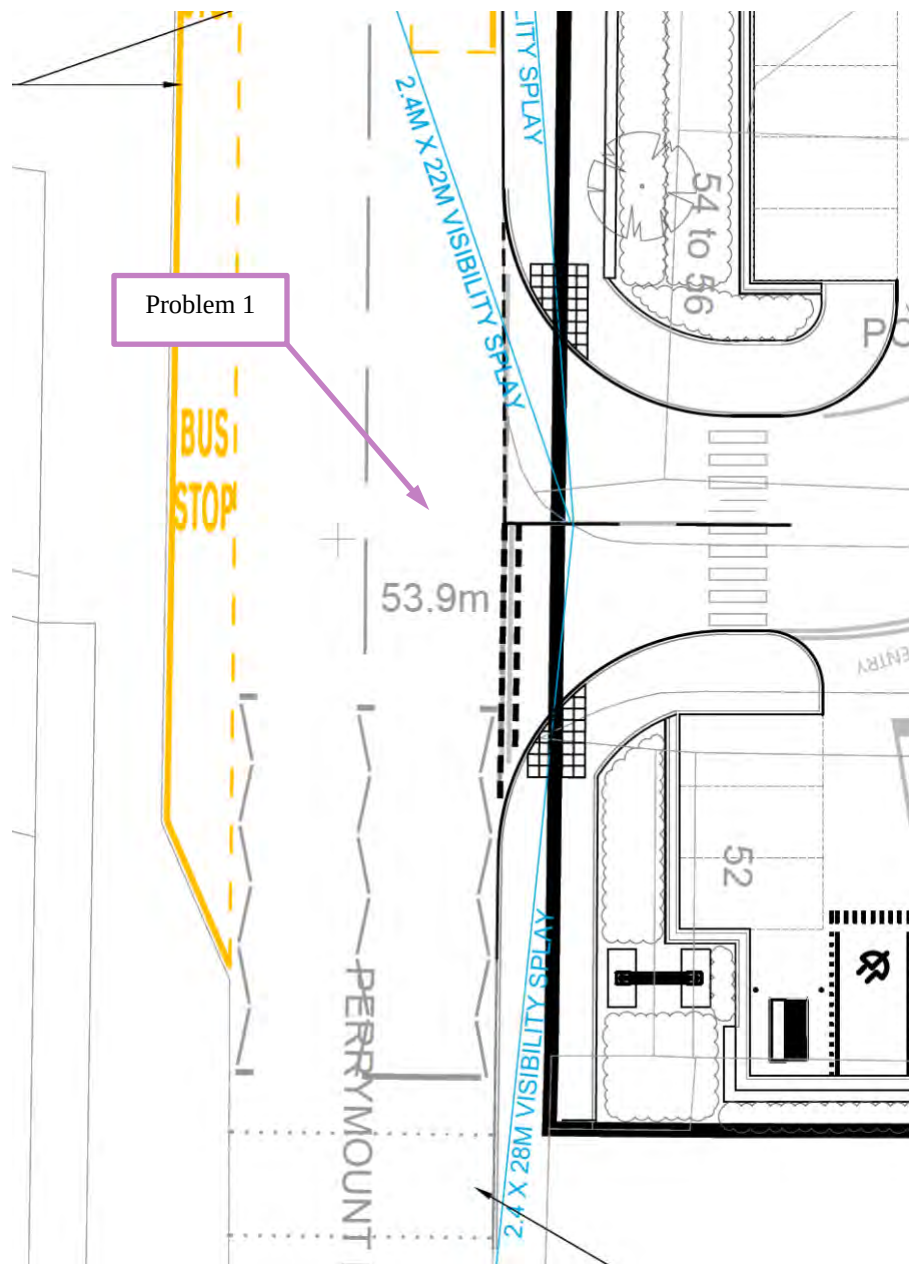
Position: Associate

Organisation J Bartlett Consulting Ltd

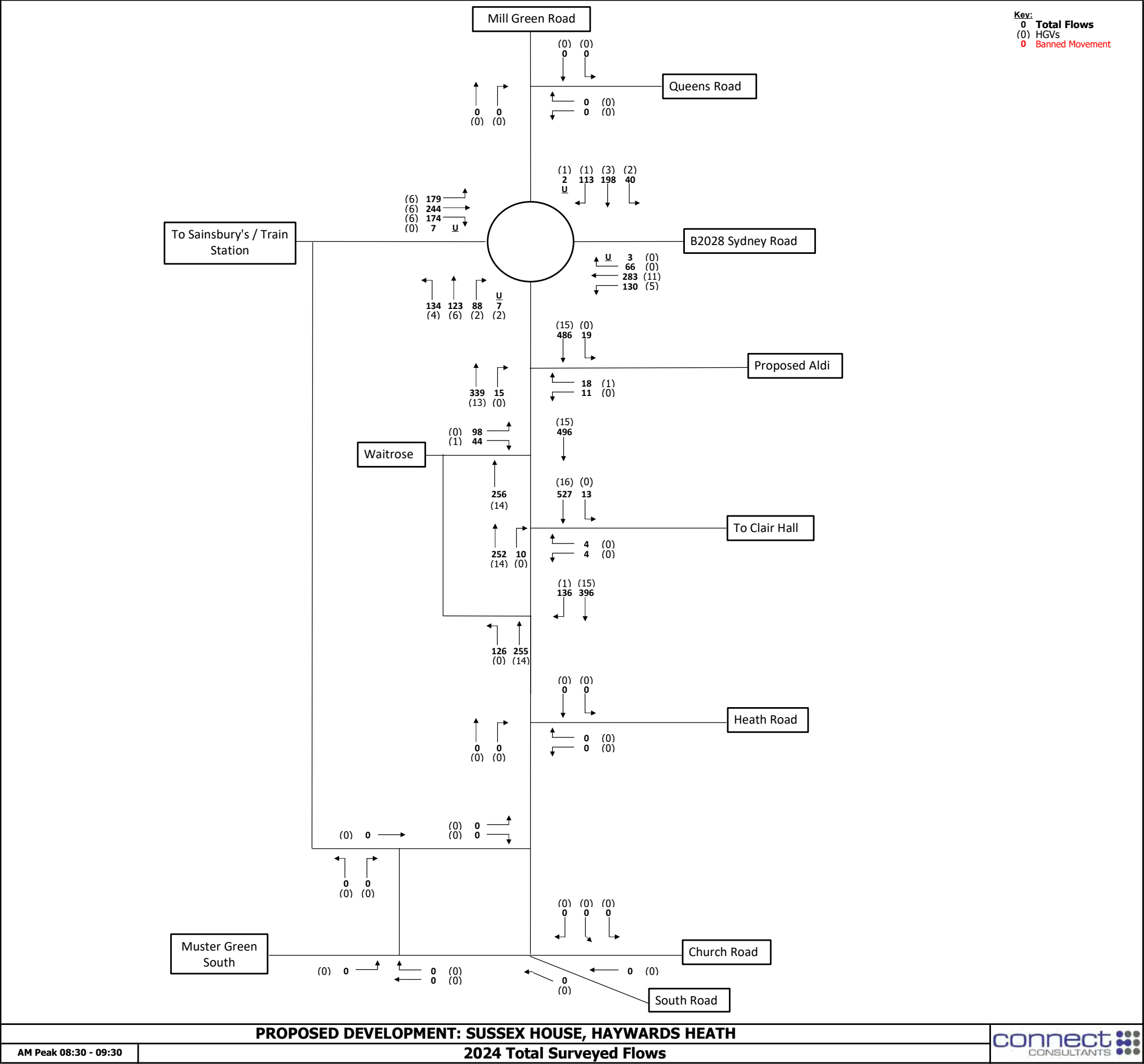
Date: 25th November 2024

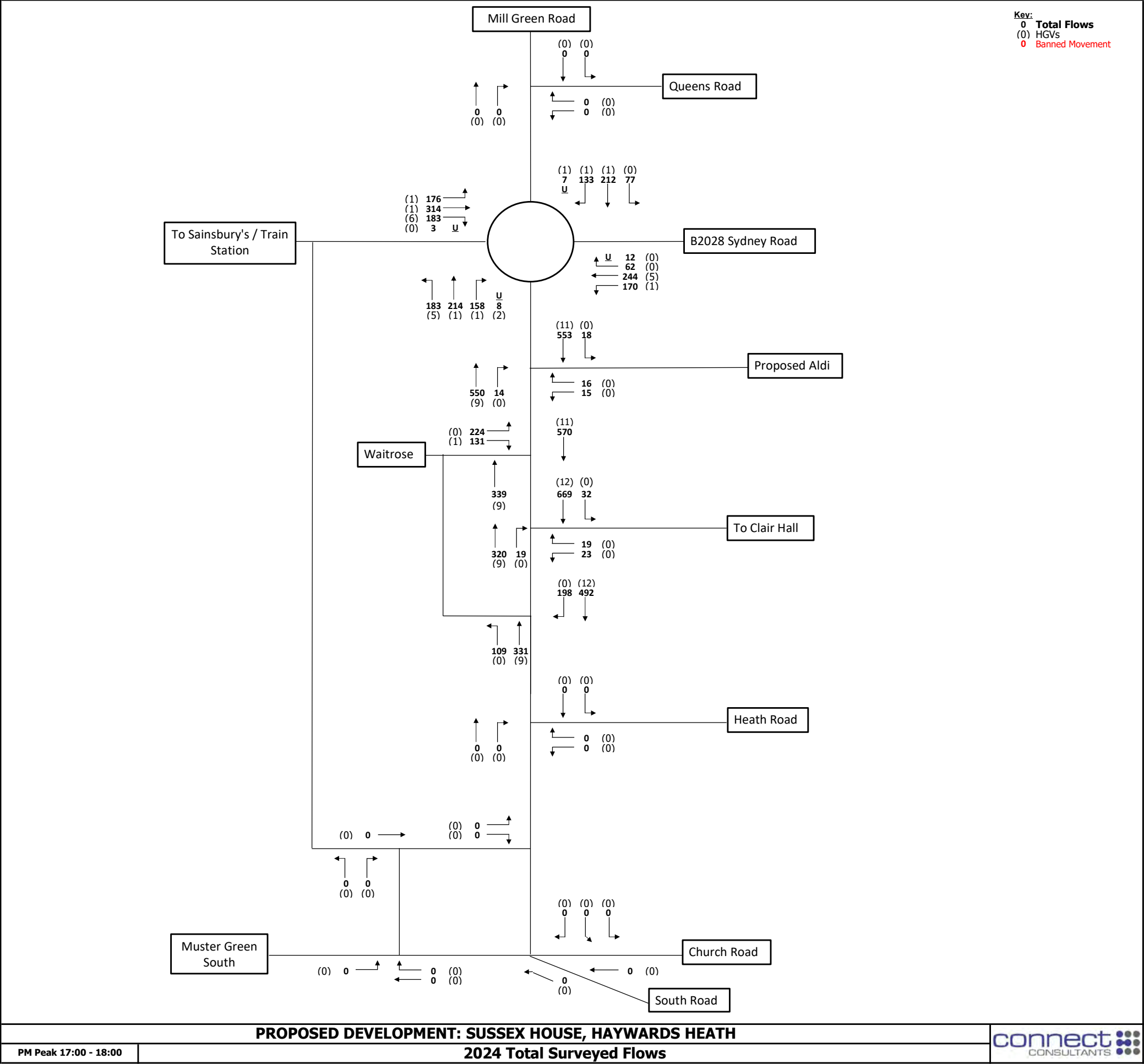
Contact Details as per record sheet

5 AUDIT LOCATION PLAN



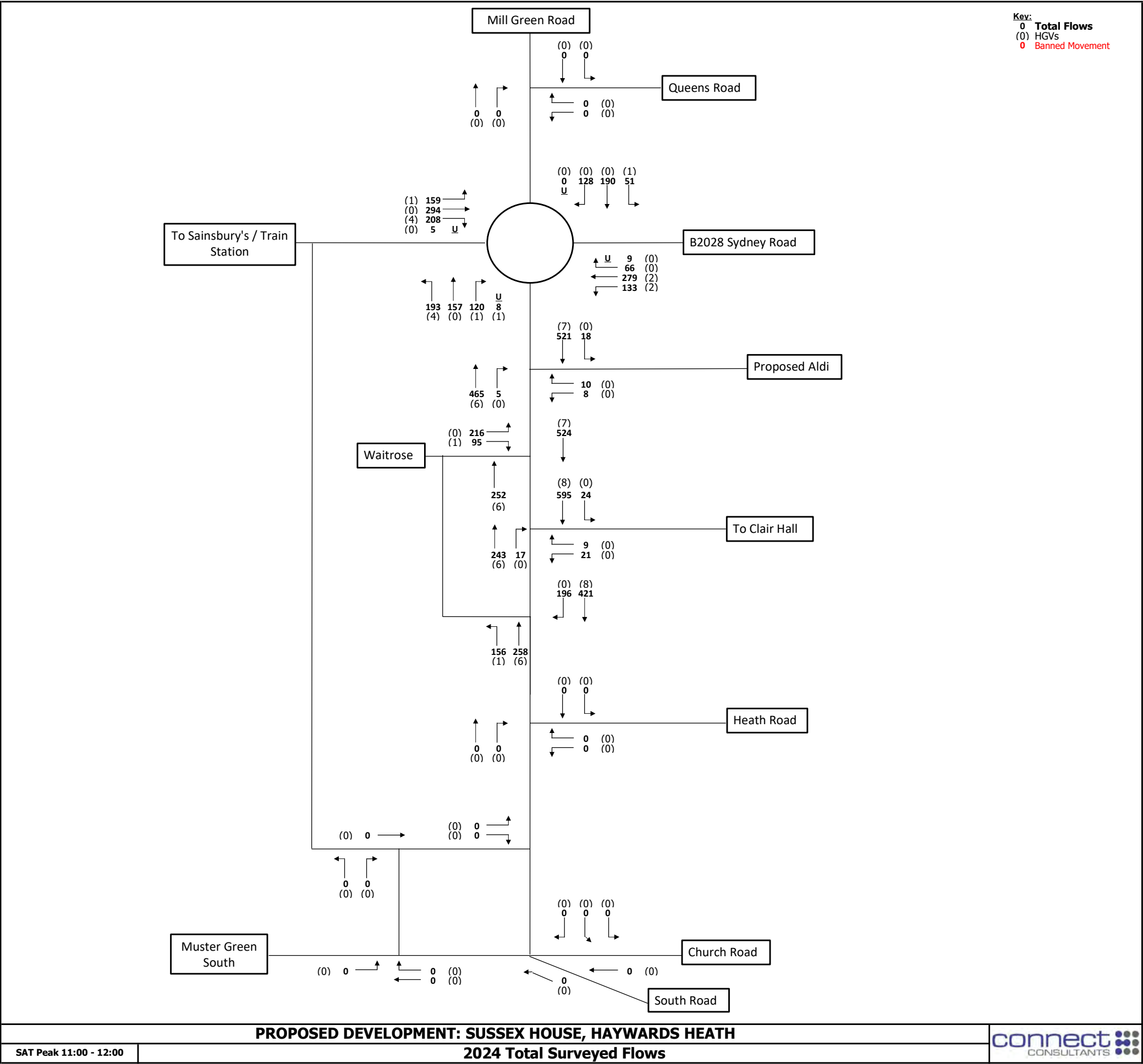
APPENDIX 5 – 2024 SURVEYED TRAFFIC MOVEMENTS



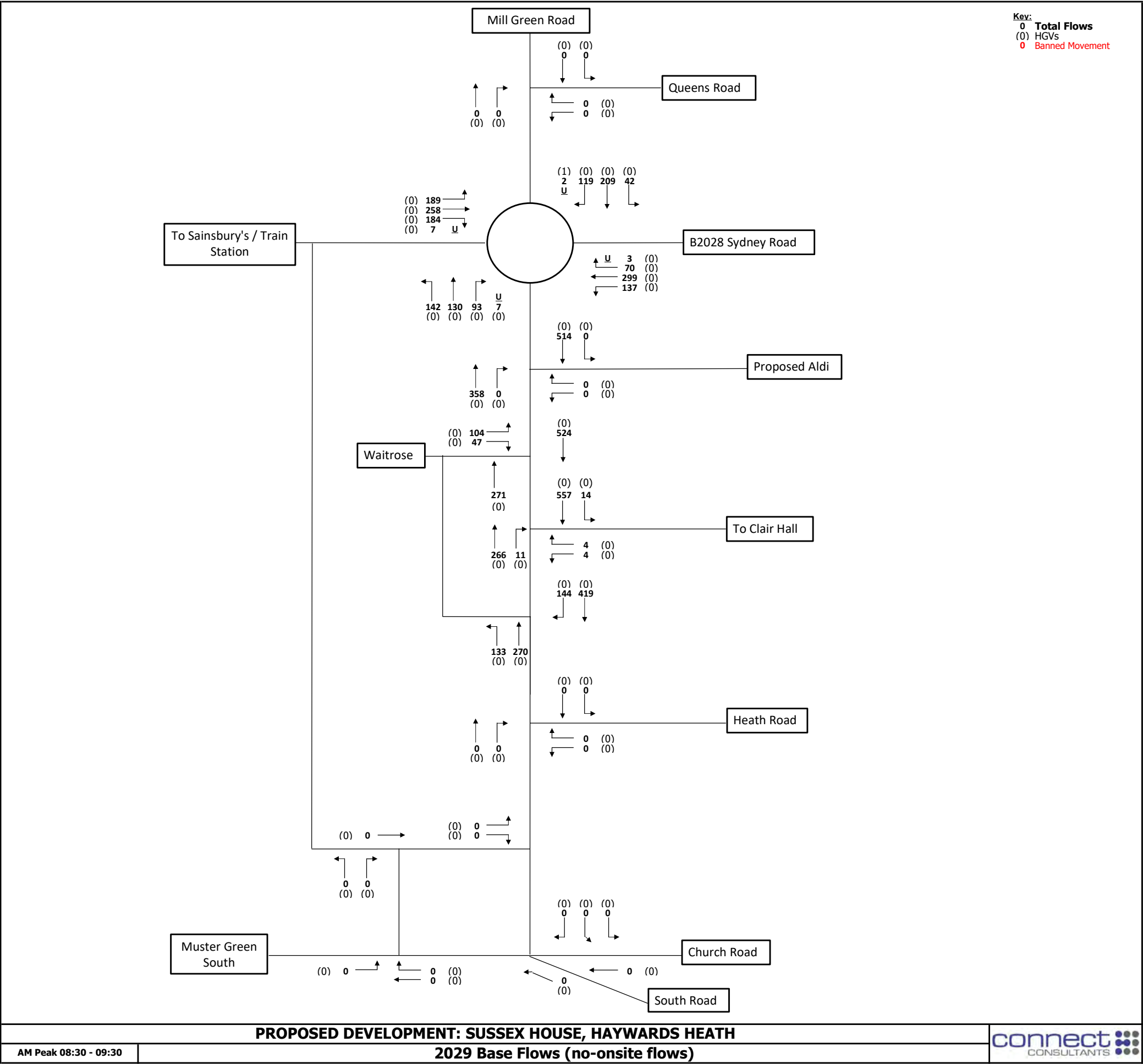


PROPOSED DEVELOPMENT: SUSSEX HOUSE, HAYWARDS HEATH
2024 Total Surveyed Flows

PM Peak 17:00 - 18:00



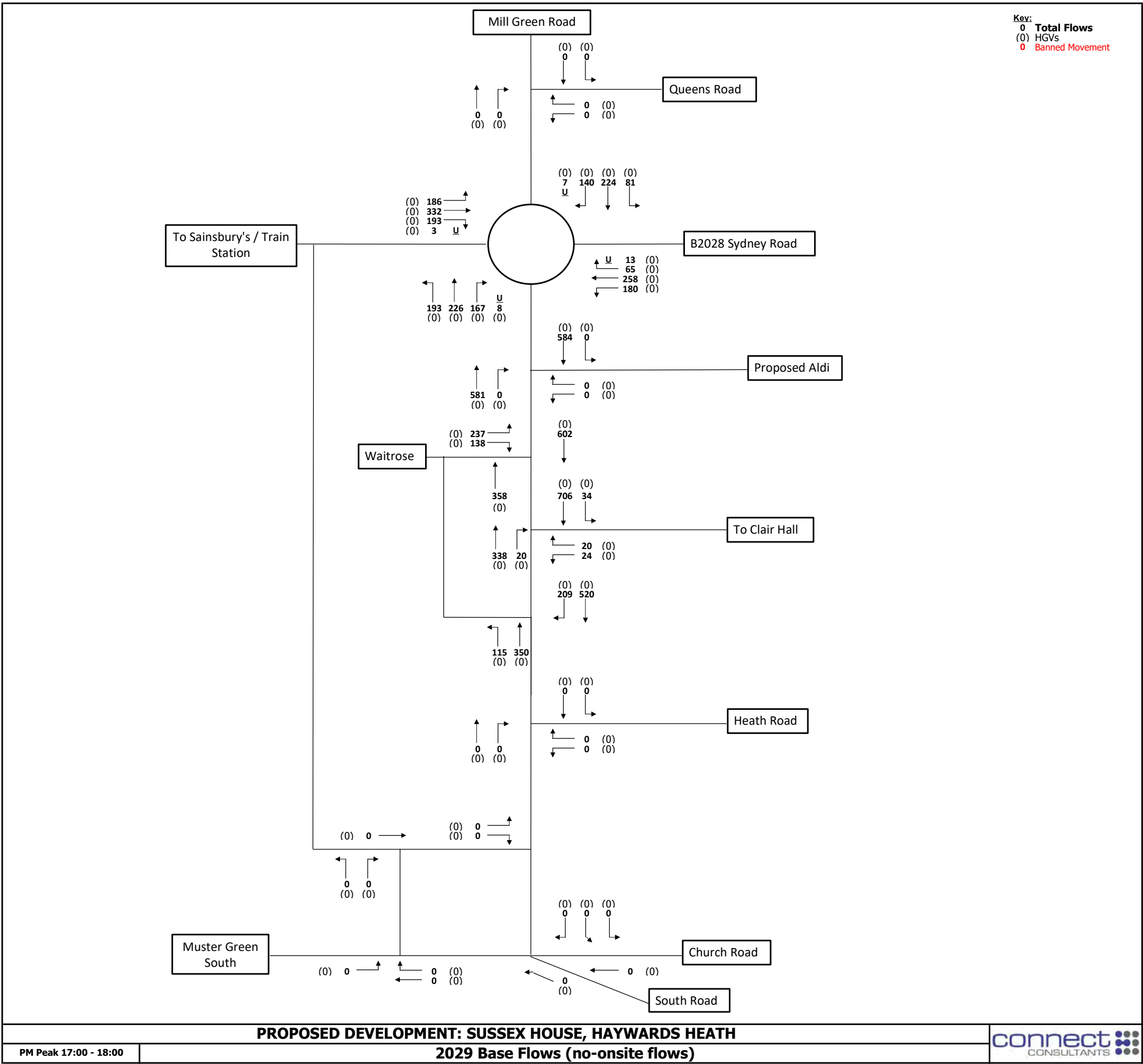
APPENDIX 6 – 2029 BASE FLOWS

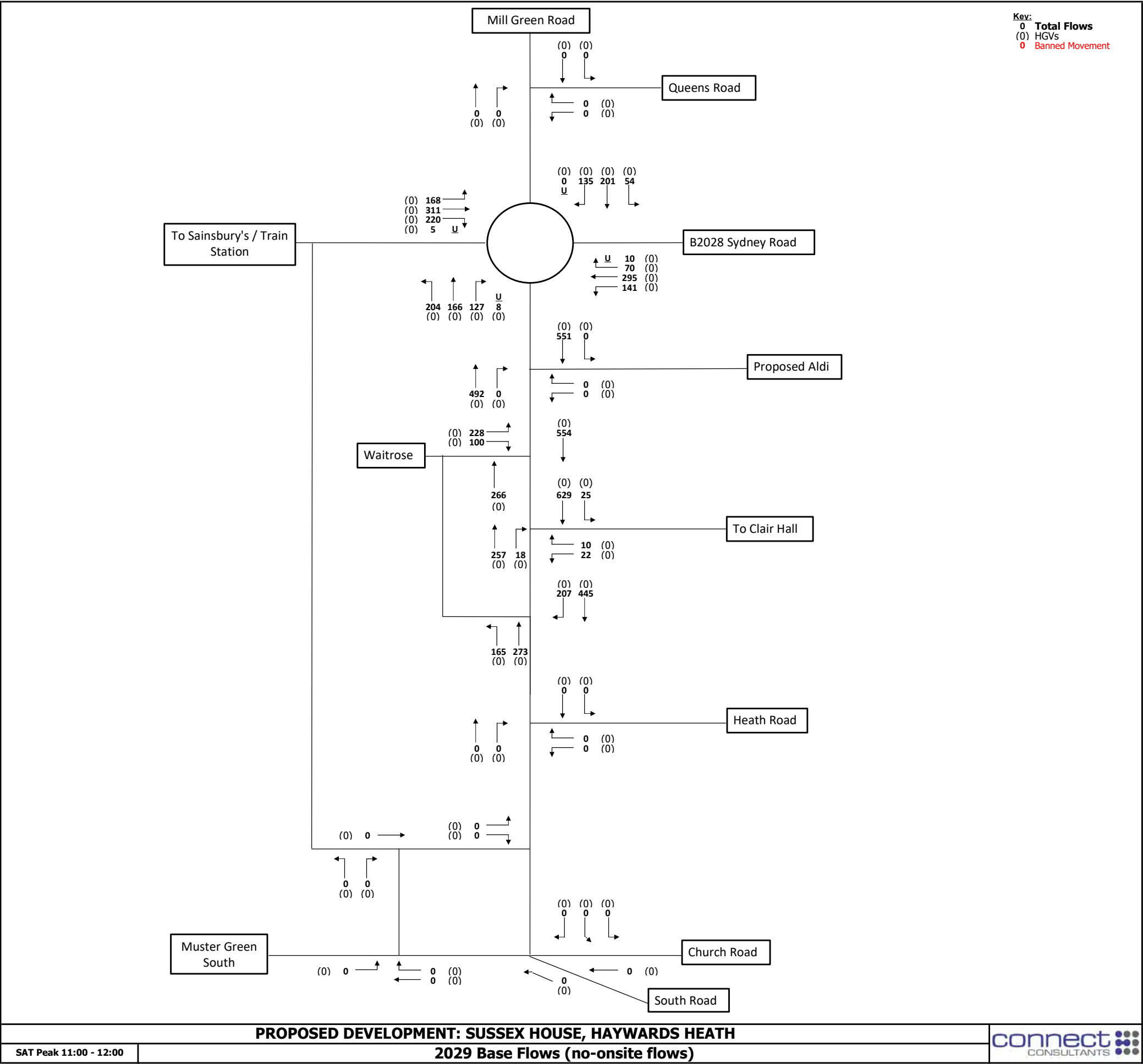


PROPOSED DEVELOPMENT: SUSSEX HOUSE, HAYWARDS HEATH

AM Peak 08:30 - 09:30

2029 Base Flows (no-on-site flows)





PROPOSED DEVELOPMENT: SUSSEX HOUSE, HAYWARDS HEATH

SAT Peak 11:00 - 12:00

2029 Base Flows (no-on-site flows)

APPENDIX 7 – TRICS DATA

Calculation Reference: AUDIT-142301-240927-0958

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : O - CONVENIENCE STORE
TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	SD SWINDON	1 days
05	EAST MIDLANDS	
	DY DERBY	1 days
06	WEST MIDLANDS	
	ST STAFFORDSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
09	NORTH	
	TW TYNE & WEAR	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 204 to 404 (units: sqm)
 Range Selected by User: 50 to 1056 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 15/10/23

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

Selected survey days:

Monday 1 days
 Wednesday 2 days
 Friday 2 days

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

Selected survey types:

Manual count 5 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 undertaken using machines.

Selected Locations:

Edge of Town Centre 1
 Suburban Area (PPS6 Out of Centre) 4

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

Selected Location Sub Categories:

Residential Zone 4
 Built-Up Zone 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 2 days - Selected
 Servicing vehicles Excluded 3 days - Selected

Secondary Filtering selection:**Use Class:**

Not Known 1 days
 E(a) 4 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:

5,001 to 10,000	1 days
10,001 to 15,000	1 days
25,001 to 50,000	3 days

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

Population within 5 miles:

5,001 to 25,000	1 days
125,001 to 250,000	2 days
250,001 to 500,000	2 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	3 days
1.1 to 1.5	2 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.

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	5 days

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

LIST OF SITES relevant to selection parameters

1	DY-01-O-01 NUNS STREET DERBY	SAINSBURY'S LOCAL	DERBY
	Edge of Town Centre Built-Up Zone Total Gross floor area:	204 sqm	
	Survey date: WEDNESDAY	25/09/19	Survey Type: MANUAL
2	NY-01-O-03 FOREST ROAD NORTHALLERTON	CO-OPERATIVE	NORTH YORKSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area:	305 sqm	
	Survey date: MONDAY	19/09/16	Survey Type: MANUAL
3	SD-01-O-01 THE CIRCLE SWINDON	ONE STOP	SWINDON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area:	292 sqm	
	Survey date: FRIDAY	23/09/16	Survey Type: MANUAL
4	ST-01-O-01 STAFFORD ROAD CANNOCK	TESCO EXPRESS	STAFFORDSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area:	404 sqm	
	Survey date: WEDNESDAY	14/06/23	Survey Type: MANUAL
5	TW-01-O-02 ETHEL TERRACE SUNDERLAND CASTLETOWN	CO-OPERATIVE	TYNE & WEAR
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area:	330 sqm	
	Survey date: FRIDAY	07/04/17	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 01 - RETAIL/O - CONVENIENCE STORE
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1	204	0.490	1	204	0.000	1	204	0.490
06:00 - 07:00	3	304	3.724	3	304	3.724	3	304	7.448
07:00 - 08:00	5	307	7.101	5	307	6.775	5	307	13.876
08:00 - 09:00	5	307	8.469	5	307	8.469	5	307	16.938
09:00 - 10:00	5	307	6.710	5	307	6.515	5	307	13.225
10:00 - 11:00	5	307	5.863	5	307	5.603	5	307	11.466
11:00 - 12:00	5	307	5.537	5	307	5.668	5	307	11.205
12:00 - 13:00	5	307	7.687	5	307	7.622	5	307	15.309
13:00 - 14:00	5	307	6.384	5	307	6.384	5	307	12.768
14:00 - 15:00	5	307	5.928	5	307	5.993	5	307	11.921
15:00 - 16:00	5	307	6.906	5	307	6.775	5	307	13.681
16:00 - 17:00	5	307	7.362	5	307	7.362	5	307	14.724
17:00 - 18:00	5	307	7.296	5	307	7.427	5	307	14.723
18:00 - 19:00	5	307	8.274	5	307	8.274	5	307	16.548
19:00 - 20:00	5	307	8.143	5	307	7.883	5	307	16.026
20:00 - 21:00	4	311	3.701	4	311	3.620	4	311	7.321
21:00 - 22:00	4	311	2.494	4	311	2.977	4	311	5.471
22:00 - 23:00	2	304	2.961	2	304	3.125	2	304	6.086
23:00 - 24:00	2	304	0.658	2	304	0.822	2	304	1.480
Total Rates:			105.688			105.018			210.706

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:

204 - 404 (units: sqm)

Survey date range:

01/01/16 - 15/10/23

Number of weekdays (Monday-Friday):

5

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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Calculation Reference: AUDIT-142301-240927-0954

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : C - DISCOUNT FOOD STORES
TOTAL VEHICLES

<u>Selected regions and areas:</u>		
03	SOUTH WEST	
	GS GLOUCESTERSHIRE	1 days
04	EAST ANGLIA	
	SF SUFFOLK	2 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	3 days
	NN NORTH NORTHAMPTONSHIRE	1 days
09	NORTH	
	NB NORTHUMBERLAND	1 days
	TV TEES VALLEY	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 1425 to 2700 (units: sqm)
 Range Selected by User: 570 to 2773 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 21/09/23

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

Selected survey days:

Saturday 9 days

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

Selected survey types:

Manual count 9 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 undertaken using machines.

Selected Locations:

Edge of Town Centre 3
 Suburban Area (PPS6 Out of Centre) 6

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

Selected Location Sub Categories:

Residential Zone 3
 Retail Zone 1
 Built-Up Zone 2
 High Street 1
 No Sub Category 2

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 3 days - Selected
 Servicing vehicles Excluded 6 days - Selected

Secondary Filtering selection:

Use Class:

E(a) 9 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	2 days
15,001 to 20,000	2 days
20,001 to 25,000	1 days
25,001 to 50,000	4 days

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

Population within 5 miles:

25,001 to 50,000	1 days
75,001 to 100,000	2 days
125,001 to 250,000	6 days

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

Car ownership within 5 miles:

0.5 or Less	2 days
0.6 to 1.0	1 days
1.1 to 1.5	4 days
1.6 to 2.0	2 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.

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	9 days

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:

Yes	2 days
No	7 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	9 days
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This data displays the number of selected surveys with PTAL Ratings.

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
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LIST OF SITES relevant to selection parameters

1	GS-01-C-01 EASTERN AVENUE GLOUCESTER	LIDL		GLOUCESTERSHIRE
	Suburban Area (PPS6 Out of Centre) Retail Zone Total Gross floor area:		2700 sqm	
	Survey date: SATURDAY		24/04/21	Survey Type: MANUAL
2	LN-01-C-01 RICHMOND DRIVE SKEGNESS	LIDL		LINCOLNSHIRE
	Edge of Town Centre Built-Up Zone Total Gross floor area:		2398 sqm	
	Survey date: SATURDAY		16/07/16	Survey Type: MANUAL
3	LN-01-C-02 DIXON STREET LINCOLN NEW BOULTHAM Suburban Area (PPS6 Out of Centre) No Sub Category Total Gross floor area:	LIDL	2233 sqm	LINCOLNSHIRE
	Survey date: SATURDAY		28/10/17	Survey Type: MANUAL
4	LN-01-C-03 NEWARK ROAD LINCOLN BRACEBRIDGE Suburban Area (PPS6 Out of Centre) High Street Total Gross floor area:	ALDI	1485 sqm	LINCOLNSHIRE
	Survey date: SATURDAY		28/10/17	Survey Type: MANUAL
5	NB-01-C-01 SCHALKSMUHLE ROAD BEDLINGTON	LIDL		NORTHUMBERLAND
	Edge of Town Centre No Sub Category Total Gross floor area:		2450 sqm	
	Survey date: SATURDAY		10/06/17	Survey Type: MANUAL
6	NN-01-C-04 NEWTON ROAD RUSHDEN	LIDL		NORTH NORTHAMPTONSHIRE
	Edge of Town Centre Residential Zone Total Gross floor area:		2624 sqm	
	Survey date: SATURDAY		16/07/16	Survey Type: MANUAL
7	SF-01-C-01 HINES ROAD IPSWICH	ALDI		SUFFOLK
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area:		1530 sqm	
	Survey date: SATURDAY		26/06/21	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	SF-01-C-02	LIDL	SUFFOLK
	LONDON ROAD		
	IPSWICH		
	Suburban Area (PPS6 Out of Centre)		
	Built-Up Zone		
	Total Gross floor area:	1425 sqm	
	Survey date: SATURDAY	26/06/21	Survey Type: MANUAL
9	TV-01-C-01	LIDL	TEES VALLEY
	JESMOND GARDENS		
	HARTLEPOOL		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	1765 sqm	
	Survey date: SATURDAY	05/09/20	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 01 - RETAIL/C - DISCOUNT FOOD STORES
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	2	2511	0.219	2	2511	0.080	2	2511	0.299
07:00 - 08:00	9	2068	0.677	9	2068	0.150	9	2068	0.827
08:00 - 09:00	9	2068	3.342	9	2068	2.569	9	2068	5.911
09:00 - 10:00	9	2068	4.202	9	2068	3.890	9	2068	8.092
10:00 - 11:00	9	2068	5.336	9	2068	4.670	9	2068	10.006
11:00 - 12:00	9	2068	6.389	9	2068	6.271	9	2068	12.660
12:00 - 13:00	9	2068	6.158	9	2068	6.212	9	2068	12.370
13:00 - 14:00	9	2068	6.341	9	2068	6.142	9	2068	12.483
14:00 - 15:00	9	2068	5.809	9	2068	5.889	9	2068	11.698
15:00 - 16:00	9	2068	5.927	9	2068	6.244	9	2068	12.171
16:00 - 17:00	9	2068	5.261	9	2068	5.502	9	2068	10.763
17:00 - 18:00	9	2068	4.288	9	2068	4.234	9	2068	8.522
18:00 - 19:00	9	2068	2.665	9	2068	3.493	9	2068	6.158
19:00 - 20:00	9	2068	2.203	9	2068	2.563	9	2068	4.766
20:00 - 21:00	9	2068	1.343	9	2068	1.687	9	2068	3.030
21:00 - 22:00	9	2068	0.838	9	2068	1.048	9	2068	1.886
22:00 - 23:00	5	2238	0.143	5	2238	0.349	5	2238	0.492
23:00 - 24:00									
Total Rates:			61.141			60.993			122.134

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:
 Survey date range:
 Number of weekdays (Monday-Friday):
 Number of Saturdays:
 Number of Sundays:
 Surveys automatically removed from selection:
 Surveys manually removed from selection:

1425 - 2700 (units: sqm)
 01/01/16 - 21/09/23
 0
 9
 0
 0
 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.

Calculation Reference: AUDIT-142301-240927-0915

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : C - DISCOUNT FOOD STORES
TOTAL VEHICLES

Selected regions and areas:

05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
	NN NORTH NORTHAMPTONSHIRE	2 days
06	WEST MIDLANDS	
	WO WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST	
	GT WARRINGTON	1 days
09	NORTH	
	NB NORTHUMBERLAND	1 days

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

Connect Consultants 78 Broad Street Chipping Sodbury

Licence No: 142301

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: Gross floor area
 Actual Range: 1450 to 2624 (units: sqm)
 Range Selected by User: 570 to 2773 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 21/09/23

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

Selected survey days:

Monday	2 days
Tuesday	3 days
Thursday	1 days
Friday	1 days

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

Selected survey types:

Manual count	7 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	7
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This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	3
Retail Zone	2
Built-Up Zone	1
No Sub Category	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	2 days - Selected
Servicing vehicles Excluded	5 days - Selected

Secondary Filtering selection:**Use Class:**

E(a)	7 days
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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:

1,001 to 5,000	1 days
10,001 to 15,000	3 days
20,001 to 25,000	1 days
25,001 to 50,000	2 days

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

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	1 days
50,001 to 75,000	1 days
75,001 to 100,000	2 days
125,001 to 250,000	2 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	2 days
1.1 to 1.5	5 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.

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	7 days

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:

Yes	1 days
No	6 days

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

PTAL Rating:

No PTAL Present	7 days
-----------------	--------

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

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
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LIST OF SITES relevant to selection parameters

1	GT-01-C-01 FENNEL STREET WARRINGTON	LIDL		WARRINGTON
	Edge of Town Centre Retail Zone Total Gross floor area:		1450 sqm	
	Survey date: THURSDAY		15/04/21	Survey Type: MANUAL
2	LN-01-C-01 RICHMOND DRIVE SKEGNESS	LIDL		LINCOLNSHIRE
	Edge of Town Centre Built-Up Zone Total Gross floor area:		2398 sqm	
	Survey date: TUESDAY		19/07/16	Survey Type: MANUAL
3	NB-01-C-01 SCHALKSMUHLE ROAD BEDLINGTON	LIDL		NORTHUMBERLAND
	Edge of Town Centre No Sub Category Total Gross floor area:		2450 sqm	
	Survey date: MONDAY		12/06/17	Survey Type: MANUAL
4	NN-01-C-02 MARINERS WAY KETTERING	LIDL		NORTH NORTHAMPTONSHIRE
	Edge of Town Centre Retail Zone Total Gross floor area:		1850 sqm	
	Survey date: MONDAY		27/06/22	Survey Type: MANUAL
5	NN-01-C-04 NEWTON ROAD RUSHDEN	LIDL		NORTH NORTHAMPTONSHIRE
	Edge of Town Centre Residential Zone Total Gross floor area:		2624 sqm	
	Survey date: TUESDAY		19/07/16	Survey Type: MANUAL
6	NY-01-C-03 STONEBRIDGE GATE RIPON	ALDI		NORTH YORKSHIRE
	Edge of Town Centre Residential Zone Total Gross floor area:		1551 sqm	
	Survey date: FRIDAY		20/05/22	Survey Type: MANUAL
7	WO-01-C-02 WORCESTER ROAD MALVERN	LIDL		WORCESTERSHIRE
	Edge of Town Centre Residential Zone Total Gross floor area:		1471 sqm	
	Survey date: TUESDAY		26/06/18	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 01 - RETAIL/C - DISCOUNT FOOD STORES
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	2	2511	0.159	2	2511	0.040	2	2511	0.199
07:00 - 08:00	7	1971	0.573	7	1971	0.188	7	1971	0.761
08:00 - 09:00	7	1971	2.661	7	1971	1.805	7	1971	4.466
09:00 - 10:00	7	1971	3.683	7	1971	3.204	7	1971	6.887
10:00 - 11:00	7	1971	3.994	7	1971	3.444	7	1971	7.438
11:00 - 12:00	7	1971	4.299	7	1971	4.313	7	1971	8.612
12:00 - 13:00	7	1971	4.023	7	1971	4.328	7	1971	8.351
13:00 - 14:00	7	1971	4.125	7	1971	4.357	7	1971	8.482
14:00 - 15:00	7	1971	4.930	7	1971	4.538	7	1971	9.468
15:00 - 16:00	7	1971	4.538	7	1971	4.277	7	1971	8.815
16:00 - 17:00	7	1971	4.806	7	1971	4.922	7	1971	9.728
17:00 - 18:00	7	1971	4.241	7	1971	4.777	7	1971	9.018
18:00 - 19:00	7	1971	3.407	7	1971	3.734	7	1971	7.141
19:00 - 20:00	7	1971	2.218	7	1971	2.653	7	1971	4.871
20:00 - 21:00	7	1971	1.573	7	1971	2.081	7	1971	3.654
21:00 - 22:00	7	1971	0.812	7	1971	1.211	7	1971	2.023
22:00 - 23:00	6	2054	0.041	6	2054	0.341	6	2054	0.382
23:00 - 24:00									
Total Rates:			50.083			50.213			100.296

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:

1450 - 2624 (units: sqm)

Survey date range:

01/01/16 - 21/09/23

Number of weekdays (Monday-Friday):

7

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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Calculation Reference: AUDIT-142301-240927-0952

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : A - OFFICE
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	BH BRIGHTON & HOVE	1 days
	WS WEST SUSSEX	2 days
03	SOUTH WEST	
	BC BOURNEMOUTH CHRISTCHURCH & POOLE	1 days
04	EAST ANGLIA	
	NF NORFOLK	2 days
05	EAST MIDLANDS	
	DY DERBY	1 days
	LE LEICESTERSHIRE	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
	WO WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	2 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days
	MS MERSEYSIDE	2 days
09	NORTH	
	CU CUMBERLAND	1 days

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

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Licence No: 142301

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: Gross floor area
 Actual Range: 178 to 15000 (units: sqm)
 Range Selected by User: 118 to 175000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 23/11/22

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

Selected survey days:

Monday	4 days
Tuesday	4 days
Wednesday	3 days
Thursday	2 days
Friday	3 days

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

Selected survey types:

Manual count	16 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 undertaken using machines.

Selected Locations:

Edge of Town Centre	16
---------------------	----

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:

Industrial Zone	1
Commercial Zone	2
Development Zone	1
Residential Zone	2
Built-Up Zone	7
No Sub Category	3

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	10 days - Selected
Servicing vehicles Excluded	8 days - Selected

Secondary Filtering selection:**Use Class:**

Not Known	16 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®.

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	1 days
10,001 to 15,000	1 days
15,001 to 20,000	2 days
20,001 to 25,000	6 days
25,001 to 50,000	6 days

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

Population within 5 miles:

25,001 to 50,000	3 days
50,001 to 75,000	1 days
75,001 to 100,000	1 days
100,001 to 125,000	2 days
125,001 to 250,000	3 days
250,001 to 500,000	3 days
500,001 or More	3 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	10 days
1.1 to 1.5	6 days

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

Travel Plan:

Yes	1 days
No	15 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	16 days
-----------------	---------

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

LIST OF SITES relevant to selection parameters

1	BC-02-A-08 HOLDENHURST ROAD BOURNEMOUTH	OFFICES		BOURNEMOUTH CHRISTCHURCH & POOLE
	Edge of Town Centre Built-Up Zone			
	Total Gross floor area:	2600 sqm		
	Survey date: WEDNESDAY	14/09/22	Survey Type: MANUAL	
2	BH-02-A-05 ROMAN ROAD HOVE	OFFICES		BRIGHTON & HOVE
	Edge of Town Centre Residential Zone			
	Total Gross floor area:	280 sqm		
	Survey date: WEDNESDAY	04/07/18	Survey Type: MANUAL	
3	CU-02-A-02 PORT ROAD CARLISLE	OFFICE		CUMBERLAND
	Edge of Town Centre Industrial Zone			
	Total Gross floor area:	925 sqm		
	Survey date: FRIDAY	24/06/16	Survey Type: MANUAL	
4	DY-02-A-02 PRIME PARKWAY DERBY	REAL ESTATE DEVELOPERS		DERBY
	Edge of Town Centre No Sub Category			
	Total Gross floor area:	594 sqm		
	Survey date: THURSDAY	21/10/21	Survey Type: MANUAL	
5	GM-02-A-09 NEW MOUNT STREET MANCHESTER	LEASED OFFICES		GREATER MANCHESTER
	Edge of Town Centre Built-Up Zone			
	Total Gross floor area:	2500 sqm		
	Survey date: MONDAY	26/09/16	Survey Type: MANUAL	
6	LE-02-A-04 BURTON STREET MELTON MOWBRAY	COUNCIL OFFICES		LEICESTERSHIRE
	Edge of Town Centre Built-Up Zone			
	Total Gross floor area:	3981 sqm		
	Survey date: WEDNESDAY	30/11/16	Survey Type: MANUAL	
7	MS-02-A-02 MOUNT PLEASANT LIVERPOOL	SCIENCE PARK OFFICES		MERSEYSIDE
	Edge of Town Centre Built-Up Zone			
	Total Gross floor area:	11250 sqm		
	Survey date: TUESDAY	13/11/18	Survey Type: MANUAL	

LIST OF SITES relevant to selection parameters (Cont.)

8	MS-02-A-04 MANN ISLAND LIVERPOOL MANN ISLAND Edge of Town Centre Development Zone Total Gross floor area: Survey date: TUESDAY	OFFICES 15000 sqm 05/04/22	MERSEYSIDE	Survey Type: MANUAL
9	NF-02-A-02 NORTH QUAY GREAT YARMOUTH Edge of Town Centre Commercial Zone Total Gross floor area: Survey date: MONDAY	FINANCIAL PLANNERS 894 sqm 11/09/17	NORFOLK	Survey Type: MANUAL
10	NF-02-A-03 NORTH QUAY GREAT YARMOUTH Edge of Town Centre Commercial Zone Total Gross floor area: Survey date: TUESDAY	OFFICES 5500 sqm 12/09/17	NORFOLK	Survey Type: MANUAL
11	NY-02-A-01 NORTH PARK ROAD HARROGATE Edge of Town Centre Built-Up Zone Total Gross floor area: Survey date: THURSDAY	SOLICITORS 178 sqm 04/10/18	NORTH YORKSHIRE	Survey Type: MANUAL
12	NY-02-A-03 STATION ROAD RICHMOND Edge of Town Centre No Sub Category Total Gross floor area: Survey date: FRIDAY	DISTRICT COUNCIL OFFICES 1590 sqm 06/05/22	NORTH YORKSHIRE	Survey Type: MANUAL
13	WK-02-A-02 WHITEHALL ROAD RUGBY Edge of Town Centre Residential Zone Total Gross floor area: Survey date: MONDAY	OFFICES 540 sqm 14/11/22	WARWICKSHIRE	Survey Type: MANUAL
14	WO-02-A-02 MOOR STREET WORCESTER Edge of Town Centre Built-Up Zone Total Gross floor area: Survey date: MONDAY	OFFICE 2000 sqm 14/11/16	WORCESTERSHIRE	Survey Type: MANUAL
15	WS-02-A-05 NORTH STREET WORTHING Edge of Town Centre Built-Up Zone Total Gross floor area: Survey date: TUESDAY	SOCIAL HOUSING COMPANY 830 sqm 17/05/22	WEST SUSSEX	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

16	WS-02-A-07	BUSINESS TECHNOLOGY	WEST SUSSEX
	HAM ROAD		
	SHOREHAM-BY-SEA		
	Edge of Town Centre		
	No Sub Category		
	Total Gross floor area:	2780 sqm	
	Survey date: FRIDAY	11/11/22	Survey Type: MANUAL

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	15	3418	0.261	15	3418	0.029	15	3418	0.290
08:00 - 09:00	16	3215	0.791	16	3215	0.134	16	3215	0.925
09:00 - 10:00	16	3215	0.412	16	3215	0.183	16	3215	0.595
10:00 - 11:00	16	3215	0.216	16	3215	0.146	16	3215	0.362
11:00 - 12:00	16	3215	0.132	16	3215	0.140	16	3215	0.272
12:00 - 13:00	16	3215	0.169	16	3215	0.239	16	3215	0.408
13:00 - 14:00	16	3215	0.249	16	3215	0.233	16	3215	0.482
14:00 - 15:00	16	3215	0.154	16	3215	0.179	16	3215	0.333
15:00 - 16:00	16	3215	0.119	16	3215	0.243	16	3215	0.362
16:00 - 17:00	16	3215	0.126	16	3215	0.342	16	3215	0.468
17:00 - 18:00	16	3215	0.105	16	3215	0.632	16	3215	0.737
18:00 - 19:00	15	3418	0.037	15	3418	0.195	15	3418	0.232
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.771			2.695			5.466

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:	178 - 15000 (units: sqm)
Survey date range:	01/01/16 - 23/11/22
Number of weekdays (Monday-Friday):	16
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
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.

Calculation Reference: AUDIT-142301-240927-0923

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : O - CONVENIENCE STORE
TOTAL VEHICLES

Selected regions and areas:

04	EAST ANGLIA	
	NF NORFOLK	1 days
09	NORTH	
	CU CUMBERLAND	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 300 to 458 (units: sqm)
 Range Selected by User: 50 to 1056 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 15/10/23

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

Selected survey days:

Saturday 2 days

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

Selected survey types:

Manual count 2 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 undertaken using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre) 2

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

Selected Location Sub Categories:

Residential Zone 1
 Built-Up Zone 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 2 days - Selected
 Servicing vehicles Excluded X days - Selected

Secondary Filtering selection:**Use Class:**

E(a) 2 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

5,001 to 10,000 1 days
 25,001 to 50,000 1 days

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

Secondary Filtering selection (Cont.):

Population within 5 miles:

75,001 to 100,000	1 days
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
1.1 to 1.5	1 days

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

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	2 days

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	2 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	2 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	CU-01-O-01	CO-OPERATIVE	CUMBERLAND
	DENTON STREET		
	CARLISLE		
	Suburban Area (PPS6 Out of Centre)		
	Built-Up Zone		
	Total Gross floor area:	300 sqm	
	Survey date: SATURDAY	25/06/16	Survey Type: MANUAL
2	NF-01-O-03	CO-OP DAILY	NORFOLK
	HALL ROAD		
	NORWICH		
	LAKENHAM		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	458 sqm	
	Survey date: SATURDAY	17/09/22	Survey Type: MANUAL

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

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1	458	0.218	1	458	0.000	1	458	0.218
06:00 - 07:00	1	458	1.092	1	458	0.218	1	458	1.310
07:00 - 08:00	2	379	2.902	2	379	2.375	2	379	5.277
08:00 - 09:00	2	379	7.784	2	379	7.124	2	379	14.908
09:00 - 10:00	2	379	7.124	2	379	7.256	2	379	14.380
10:00 - 11:00	2	379	7.388	2	379	7.256	2	379	14.644
11:00 - 12:00	2	379	8.707	2	379	8.443	2	379	17.150
12:00 - 13:00	2	379	10.290	2	379	10.158	2	379	20.448
13:00 - 14:00	2	379	7.256	2	379	7.124	2	379	14.380
14:00 - 15:00	2	379	8.047	2	379	7.784	2	379	15.831
15:00 - 16:00	2	379	7.124	2	379	7.784	2	379	14.908
16:00 - 17:00	2	379	7.256	2	379	6.596	2	379	13.852
17:00 - 18:00	2	379	9.631	2	379	11.478	2	379	21.109
18:00 - 19:00	2	379	7.124	2	379	6.464	2	379	13.588
19:00 - 20:00	2	379	7.256	2	379	6.860	2	379	14.116
20:00 - 21:00	2	379	4.090	2	379	5.145	2	379	9.235
21:00 - 22:00	2	379	4.617	2	379	5.013	2	379	9.630
22:00 - 23:00	1	458	1.528	1	458	1.747	1	458	3.275
23:00 - 24:00	1	458	0.000	1	458	0.437	1	458	0.437
Total Rates:			109.434			109.262			218.696

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:

300 - 458 (units: sqm)

Survey date range:

01/01/16 - 15/10/23

Number of weekdays (Monday-Friday):

0

Number of Saturdays:

2

Number of Sundays:

0

Surveys automatically removed from selection:

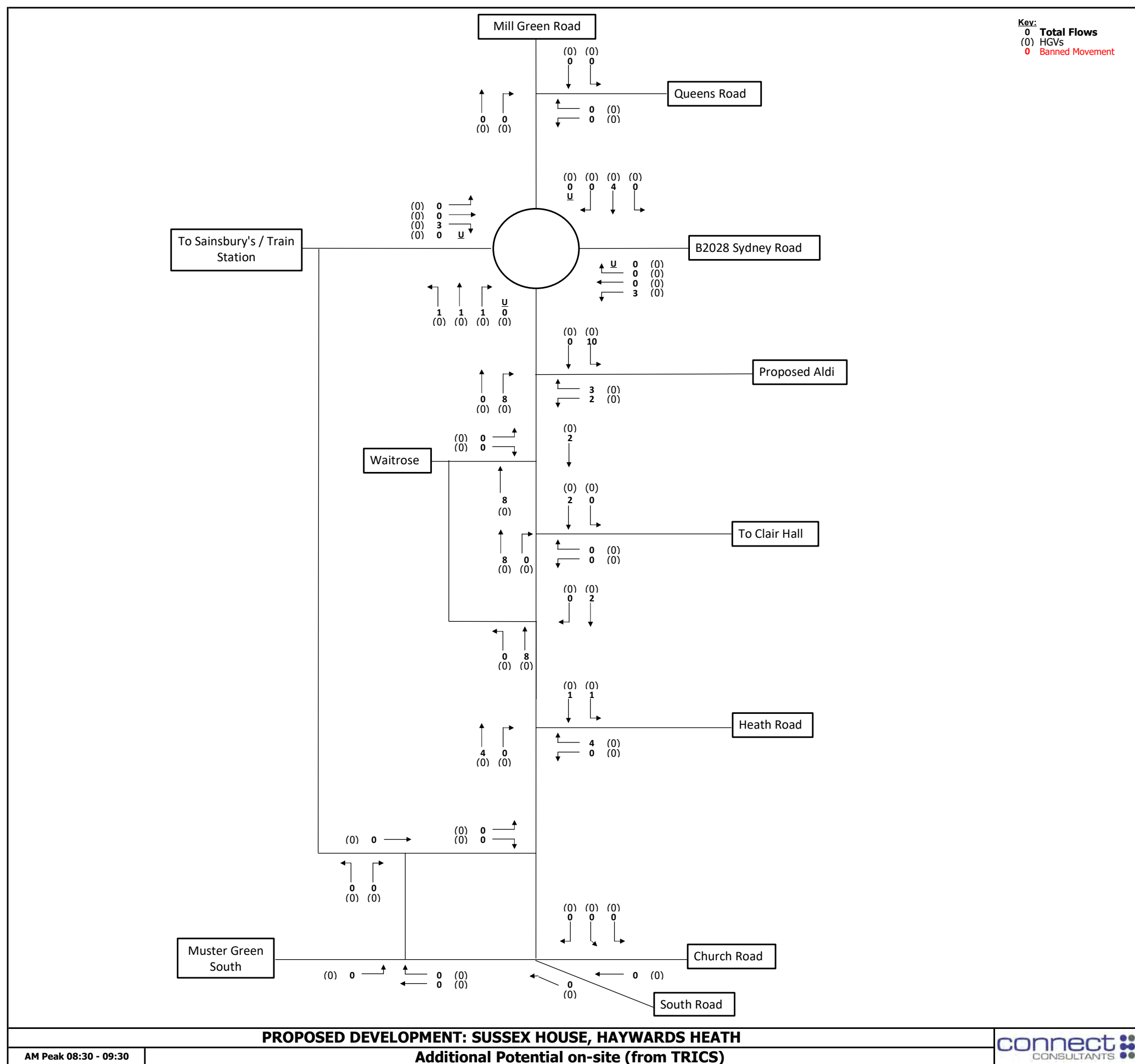
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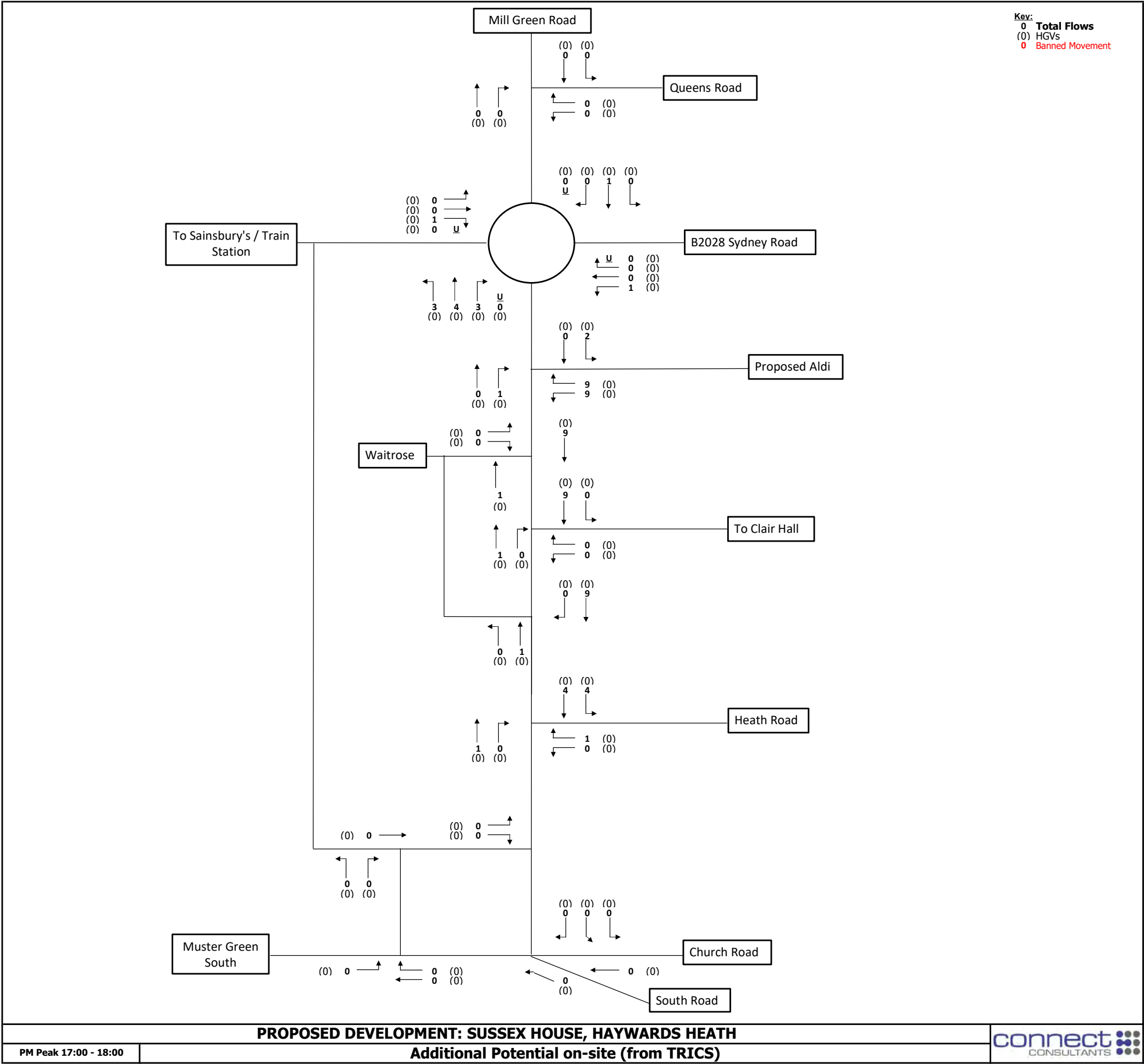
Surveys manually removed from selection:

0

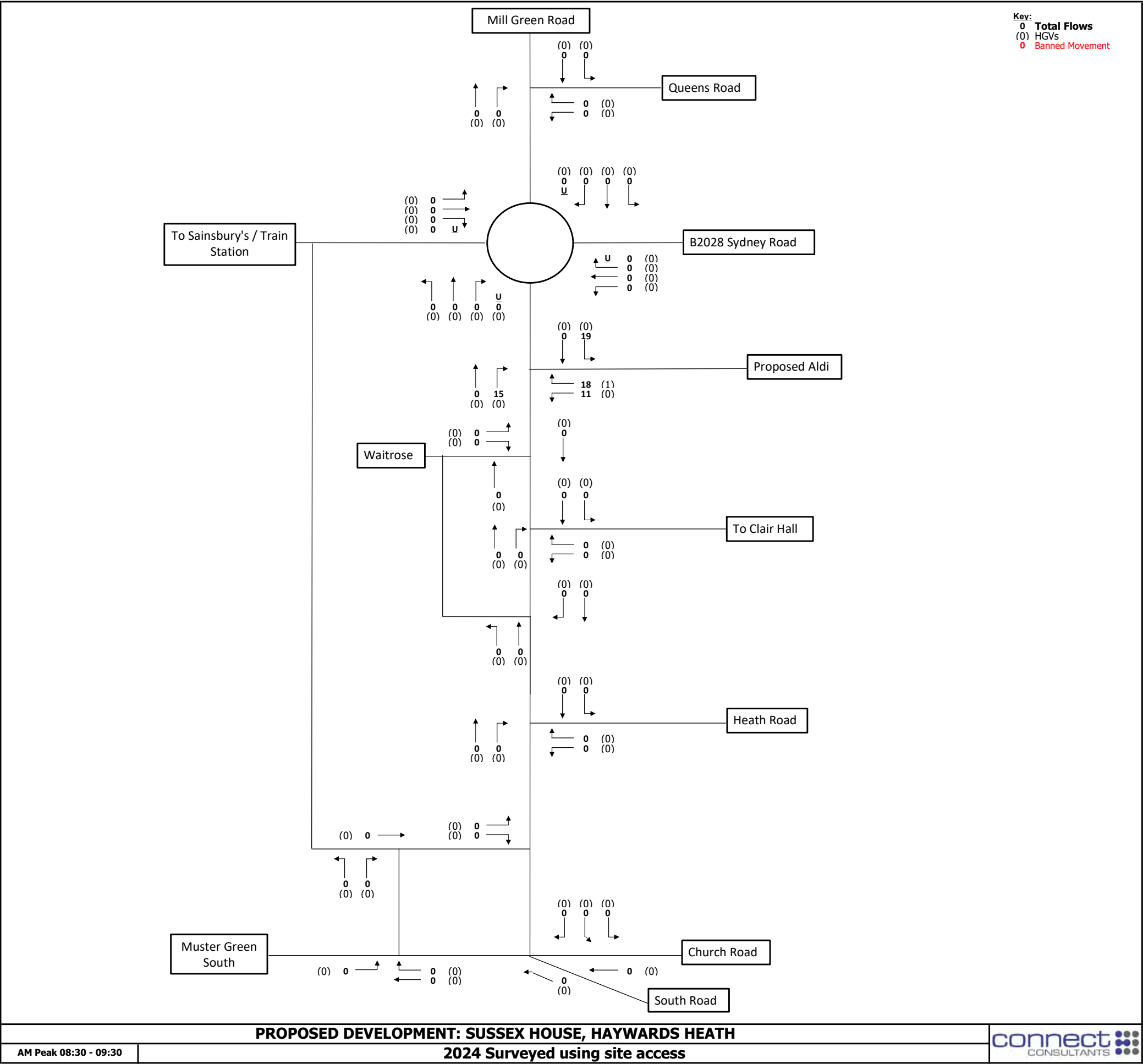
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected 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.

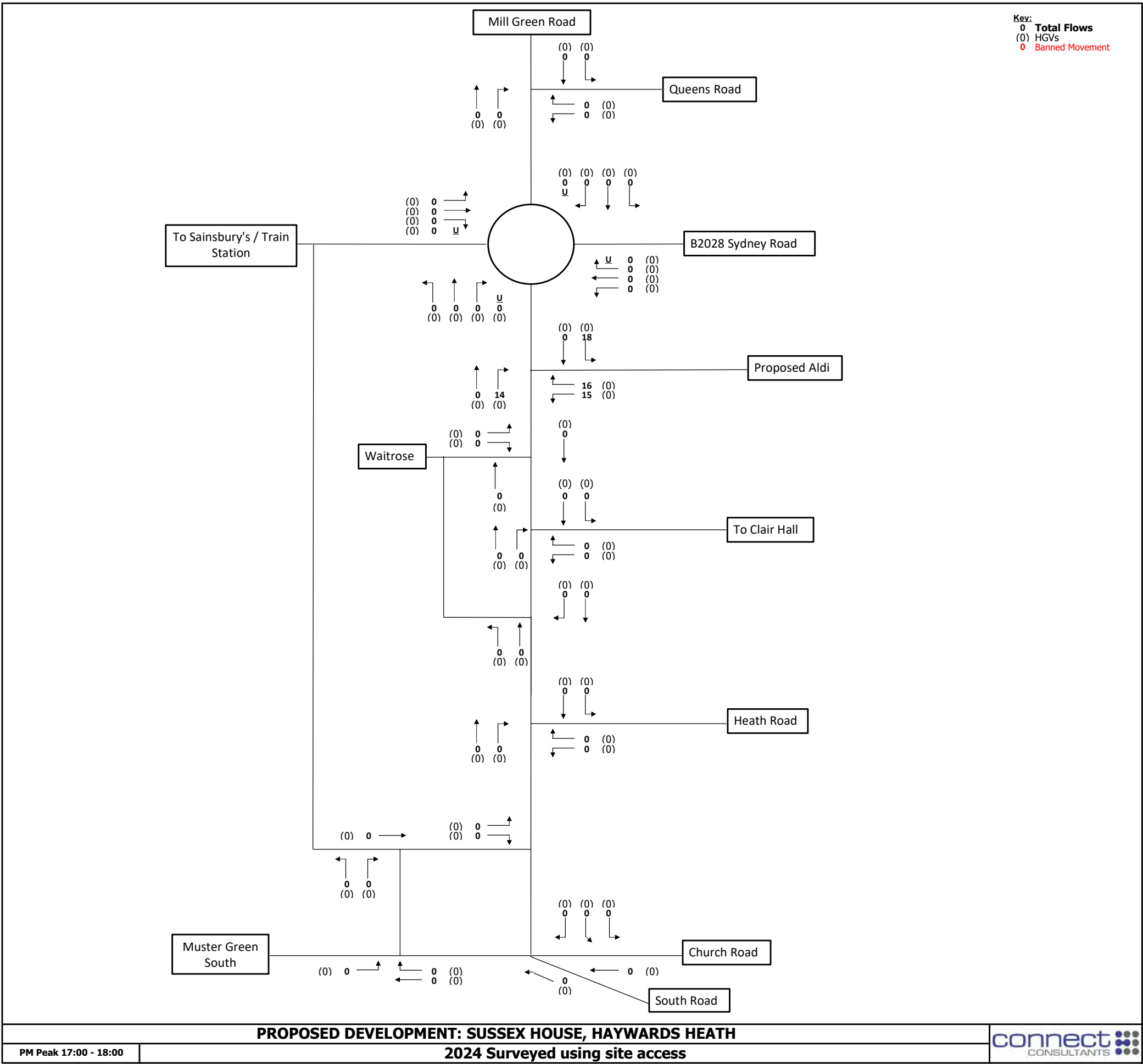
APPENDIX 8 – OFFICE (TRICS) FLOWS

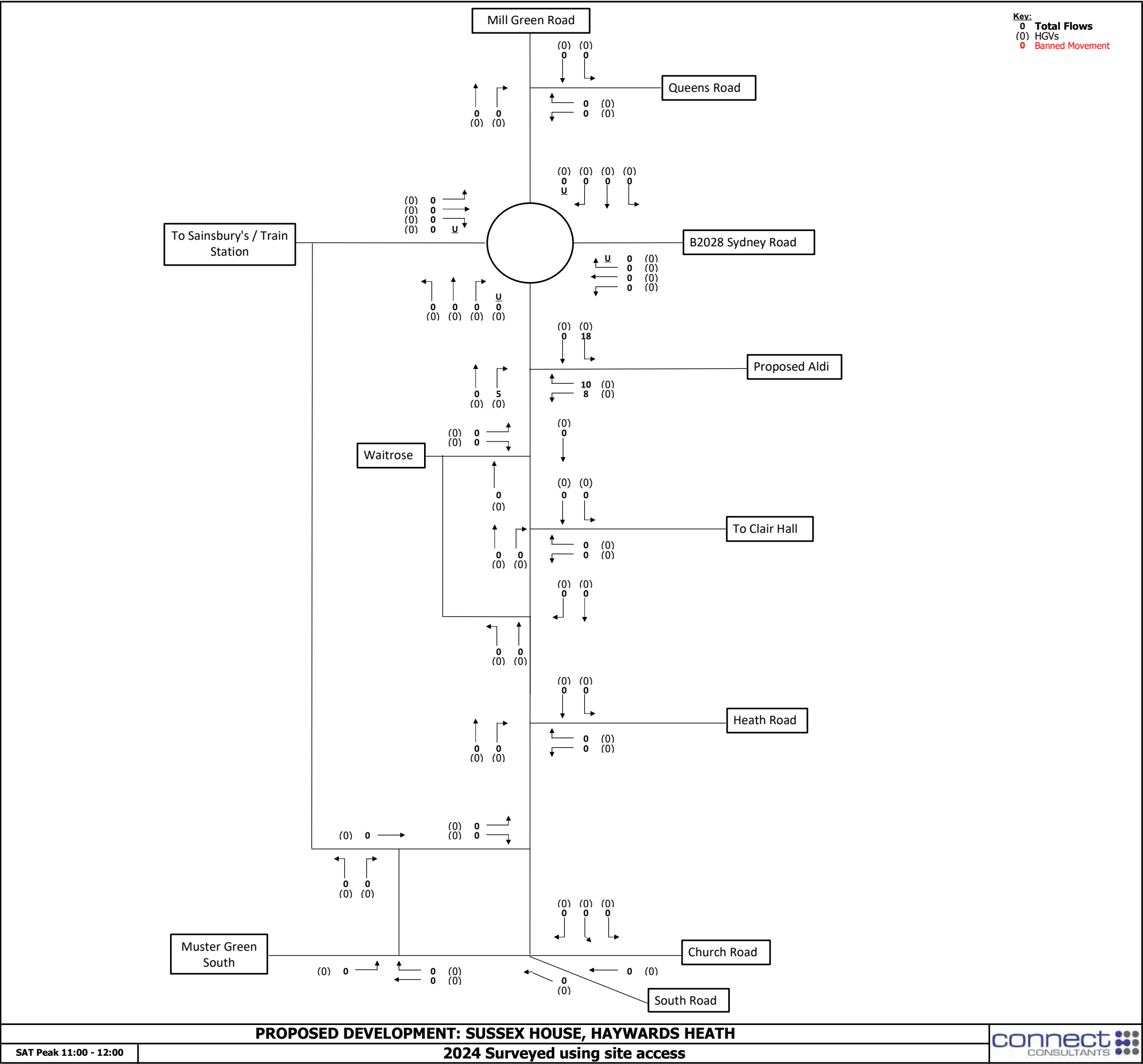




APPENDIX 9 – BUDGENS / COLOURSCHEMER INTERIORS FLOWS





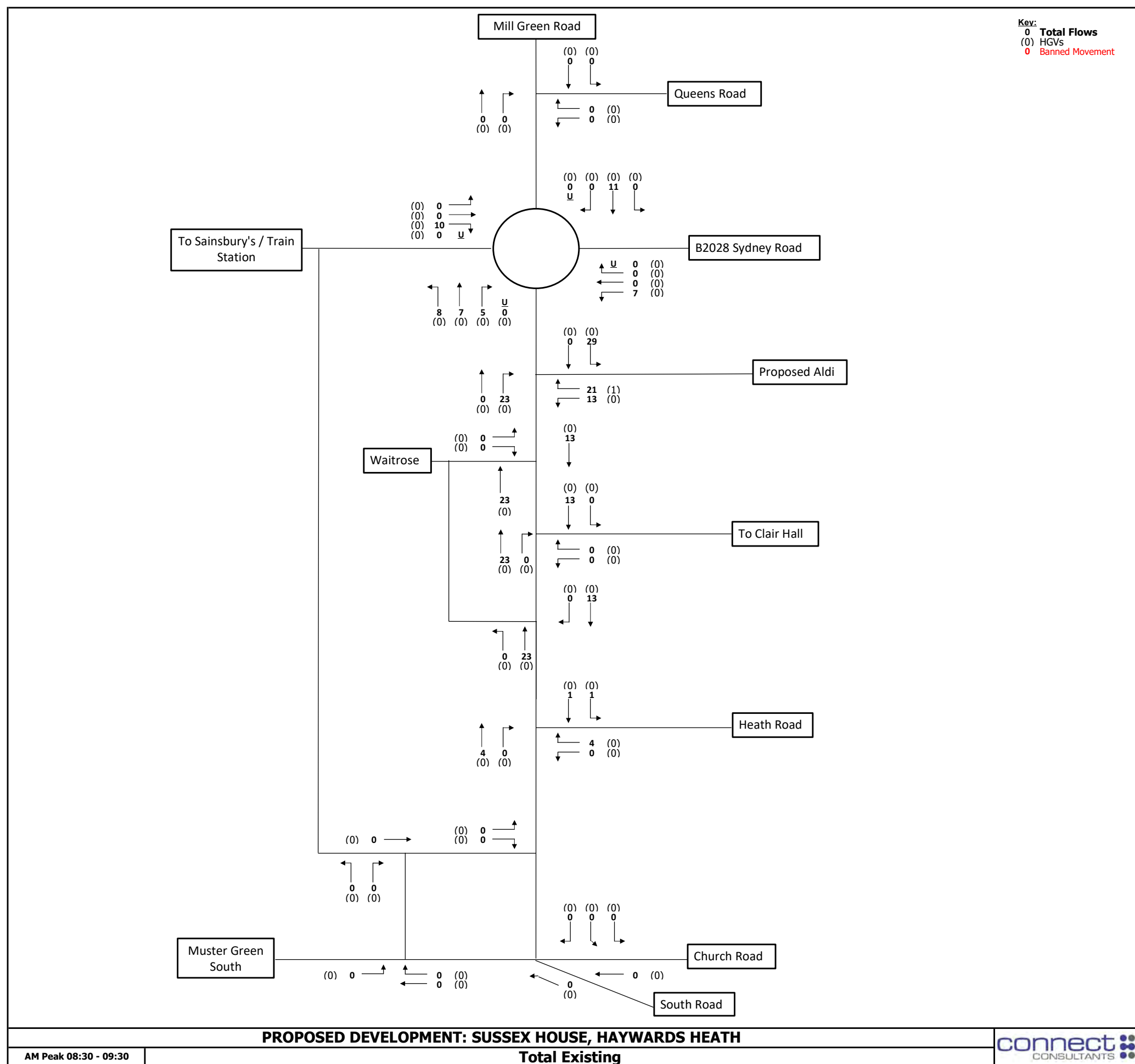


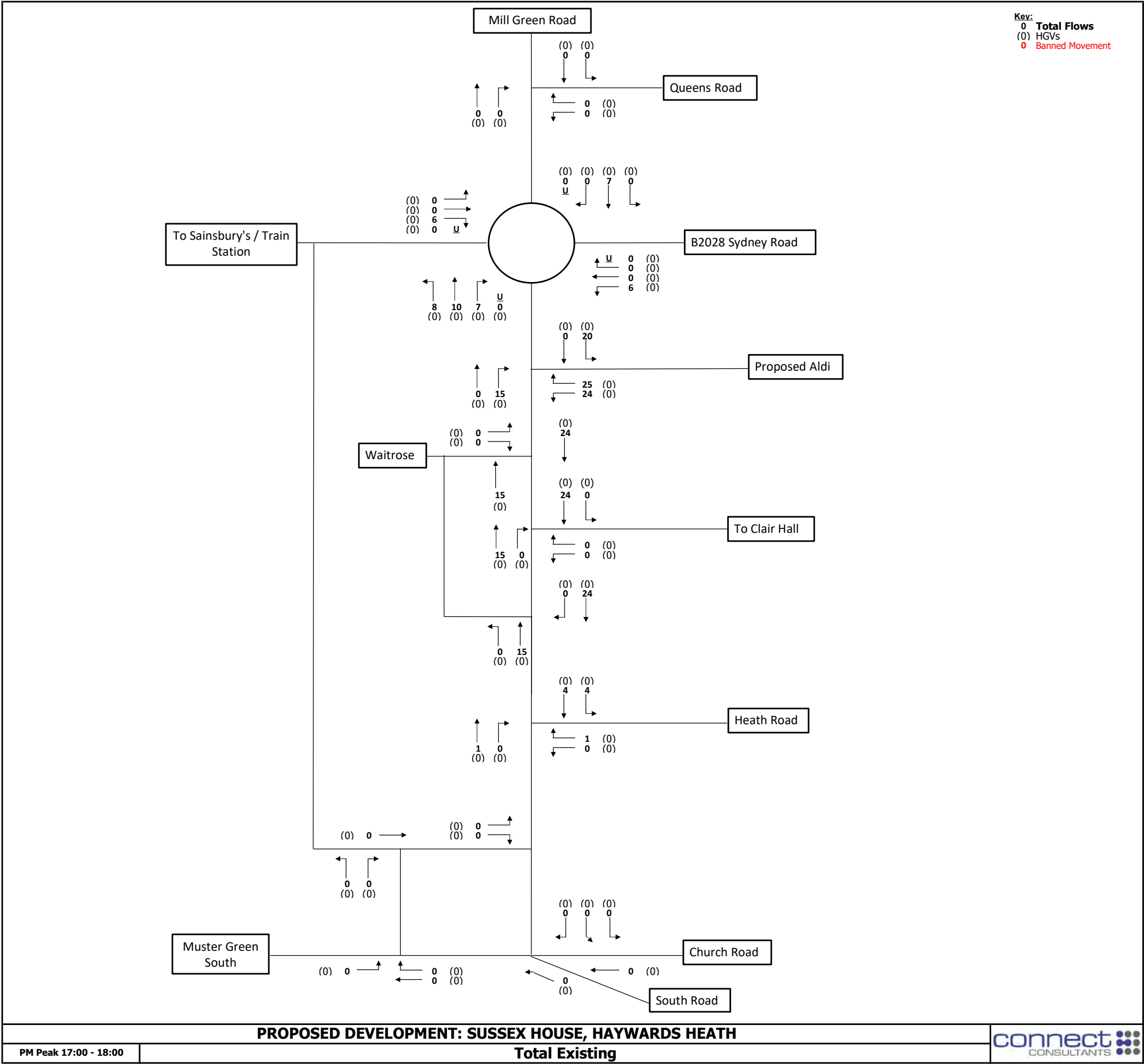
PROPOSED DEVELOPMENT: SUSSEX HOUSE, HAYWARDS HEATH

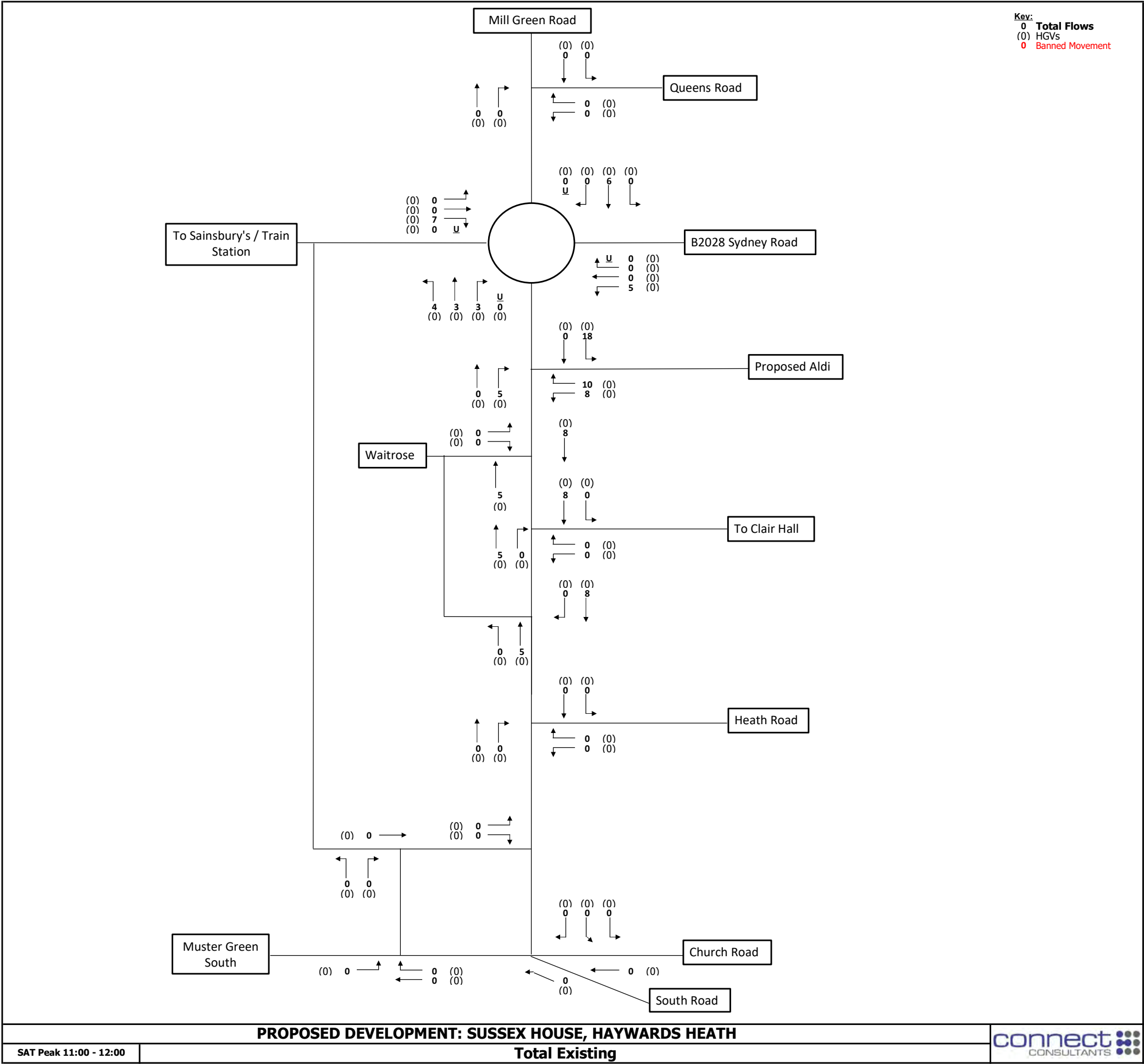
SAT Peak 11:00 - 12:00

2024 Surveyed using site access

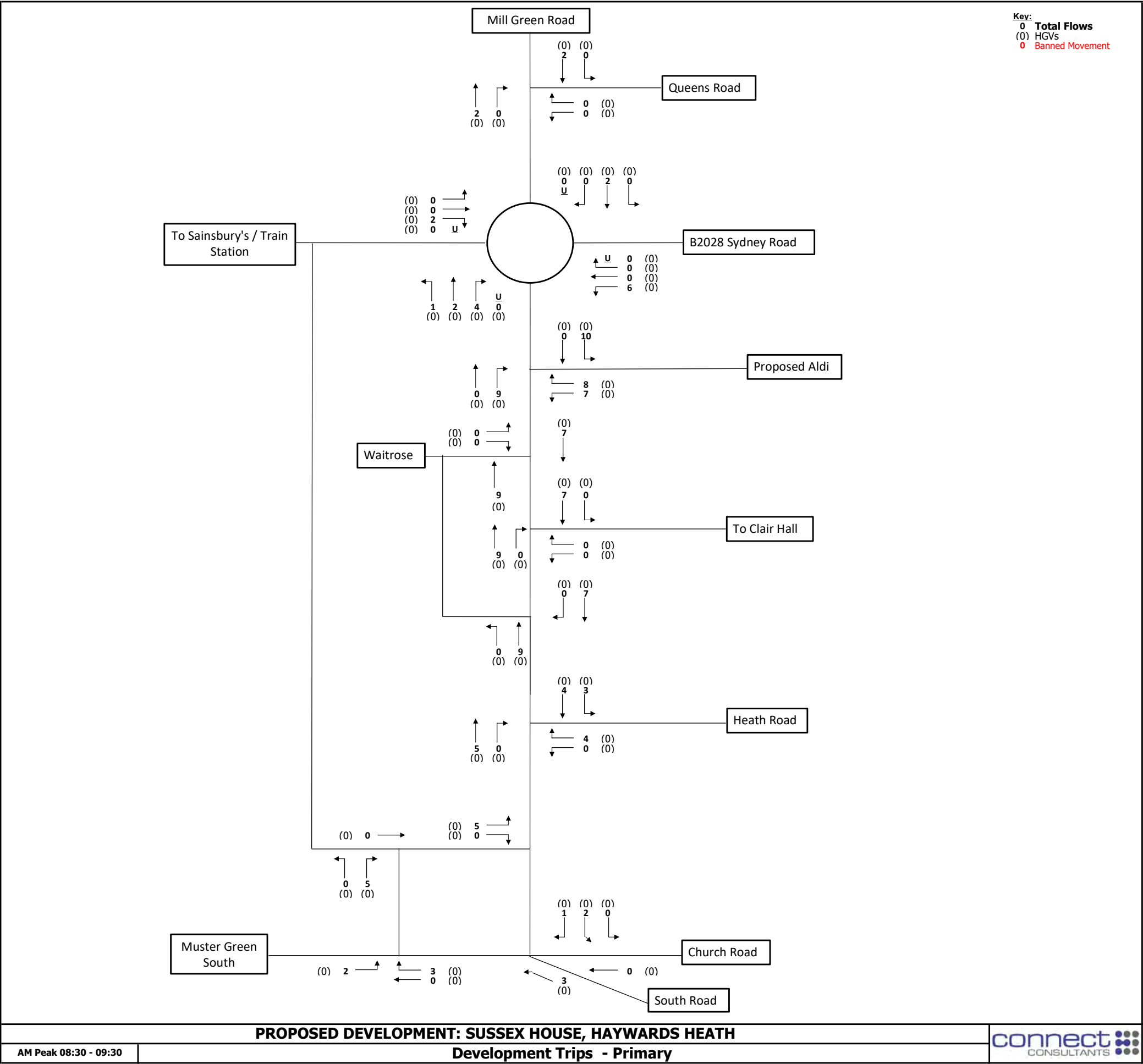
APPENDIX 10 – TOTAL EXISTING FLOWS

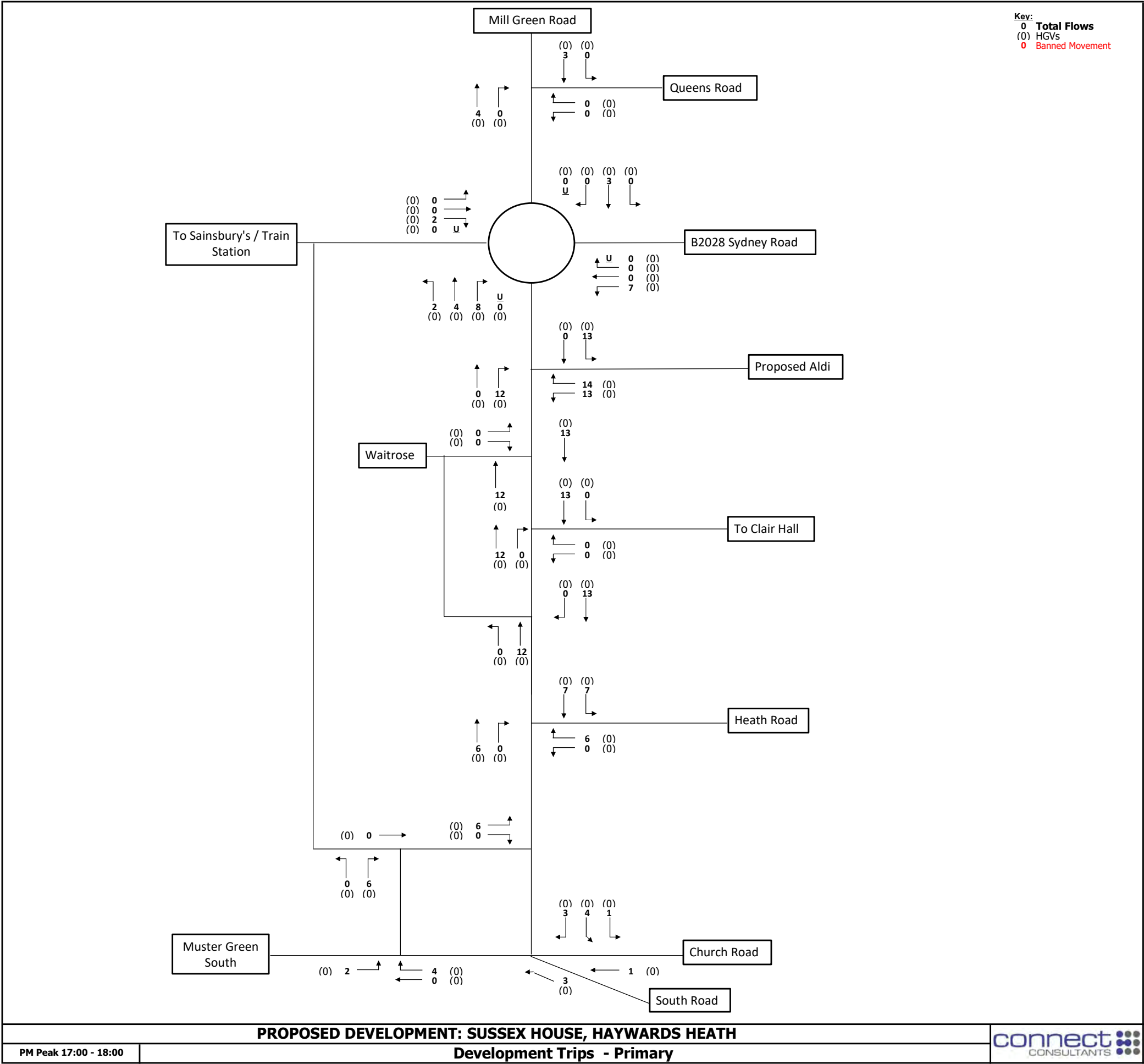


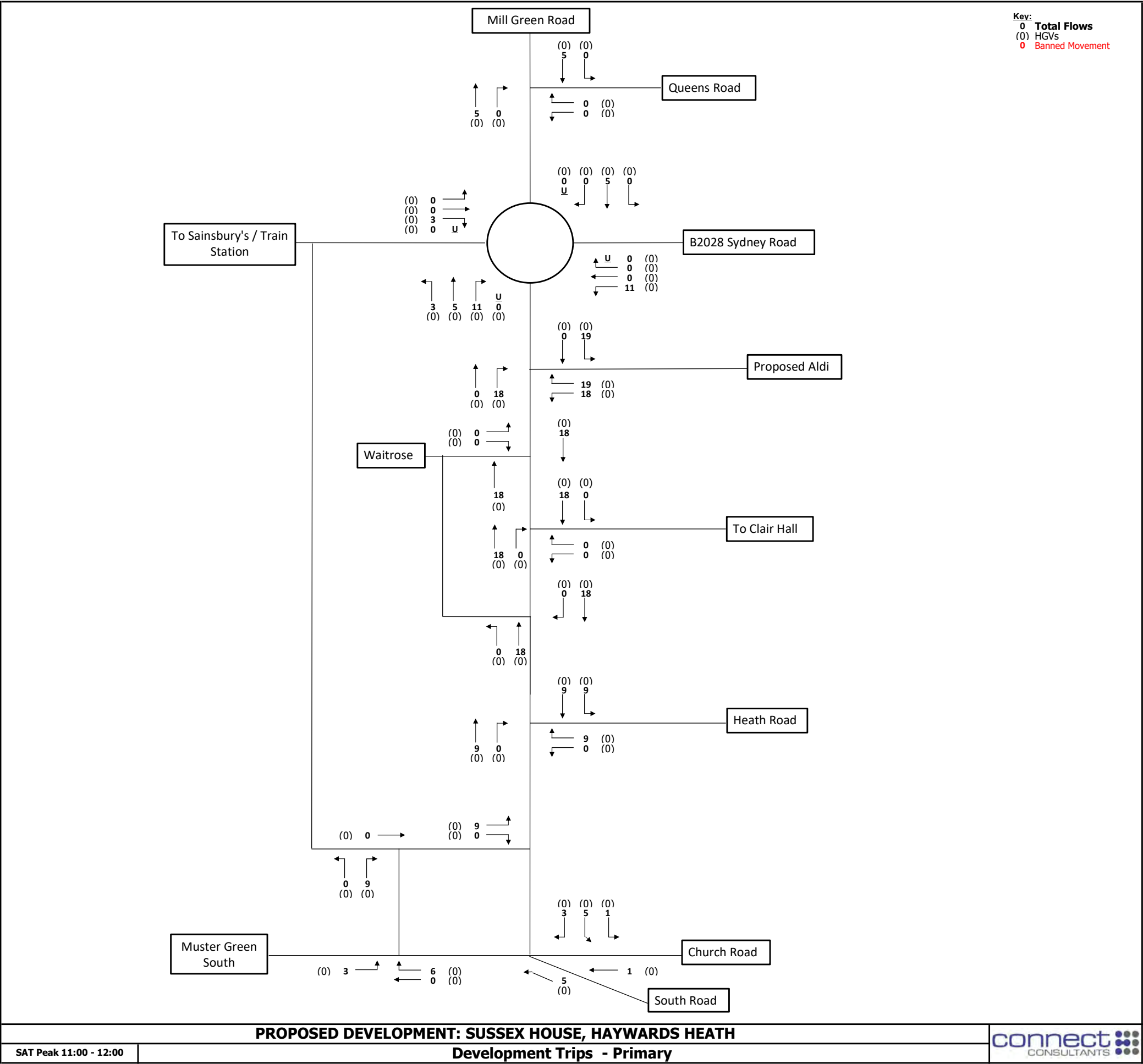


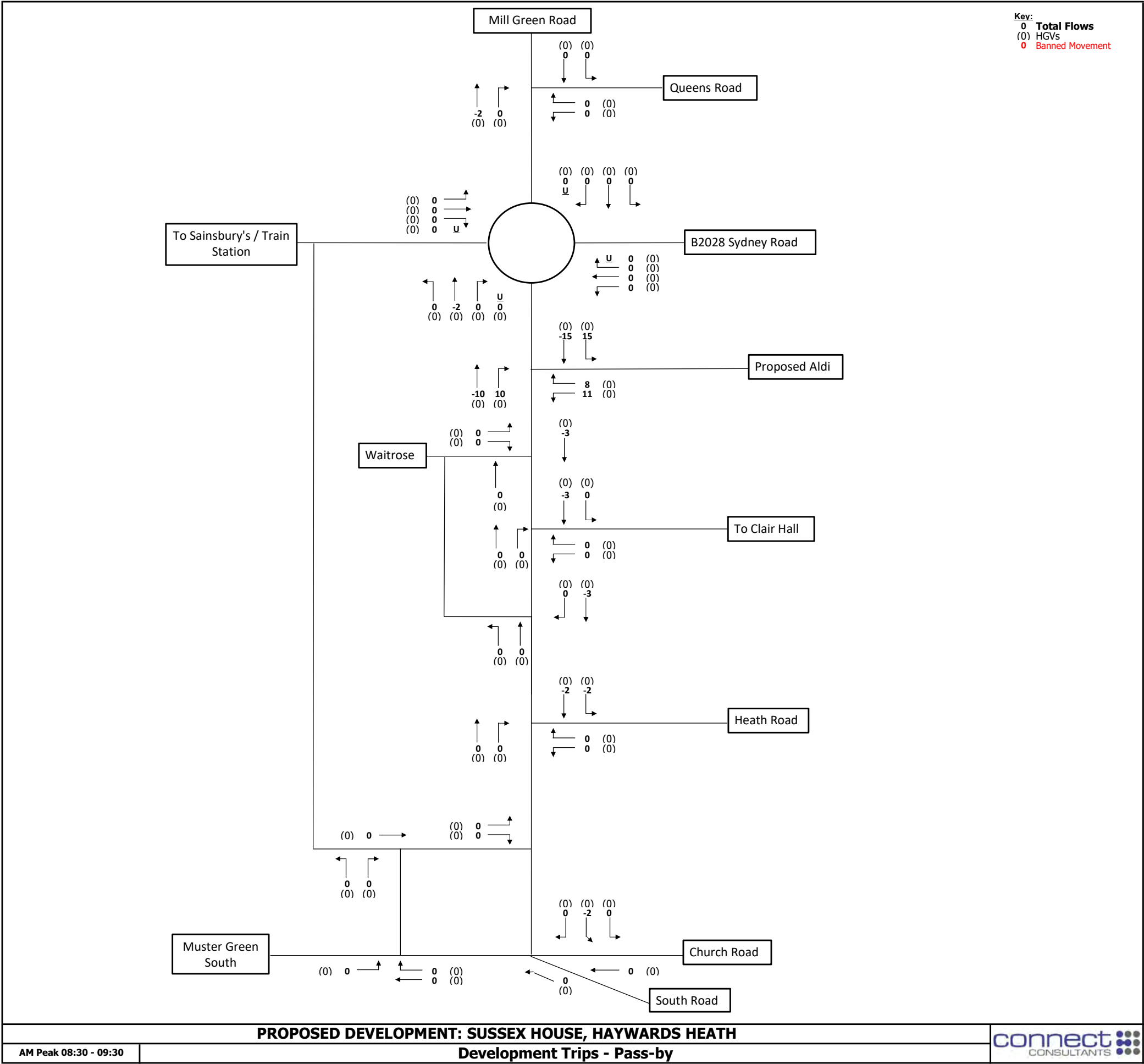


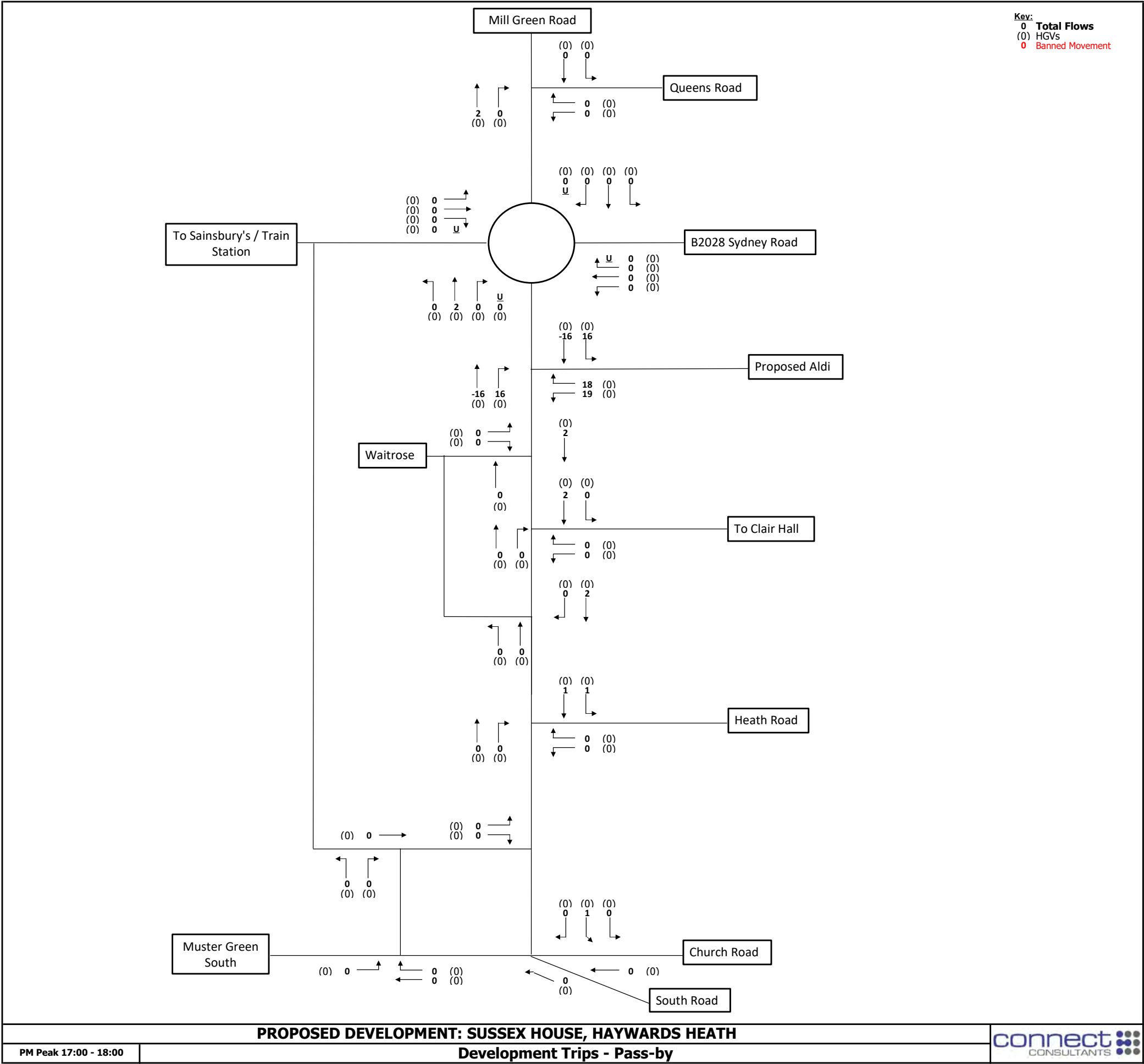
APPENDIX 11 – TOTAL ALDI DEVELOPMENT EFFECT

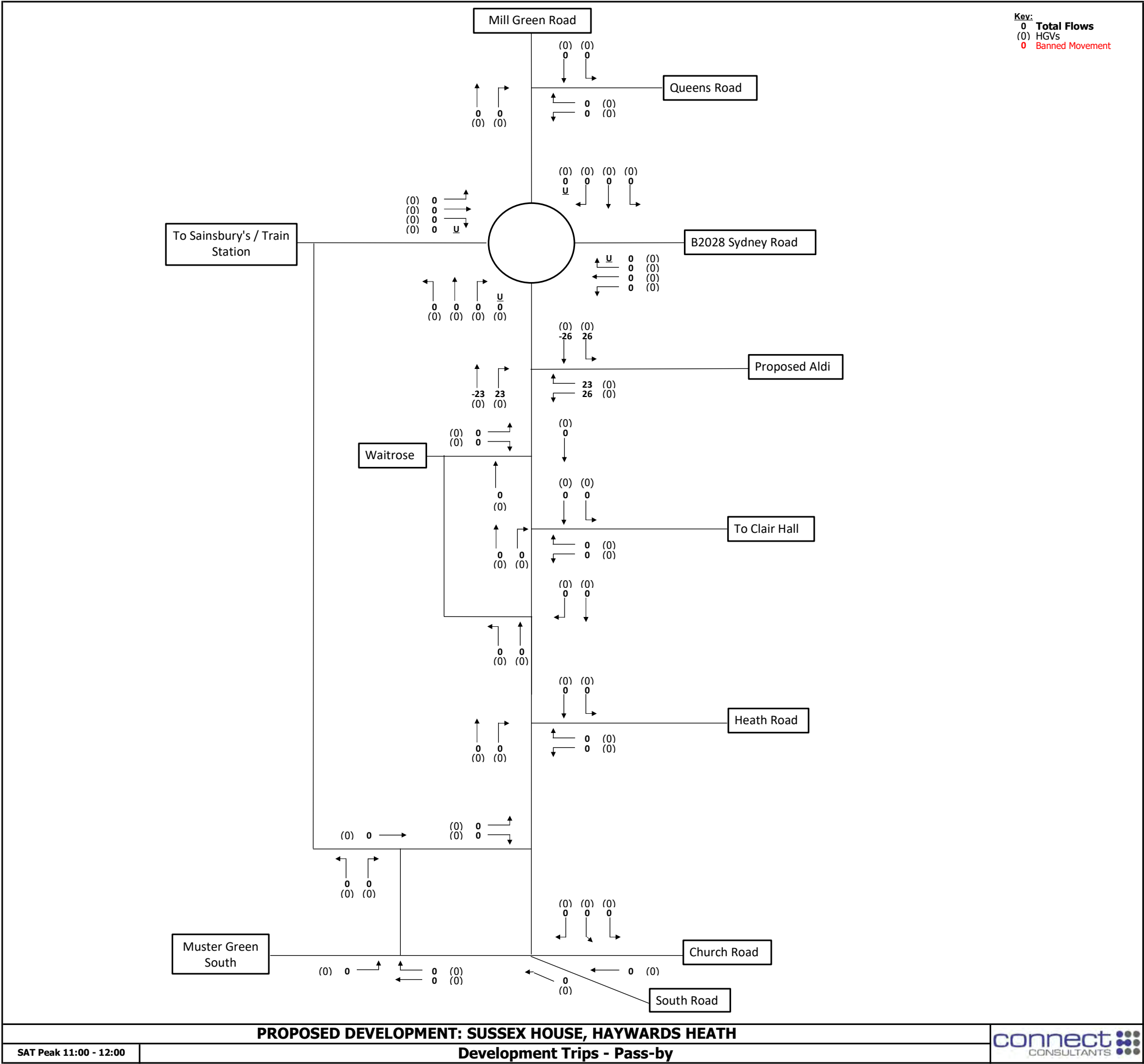


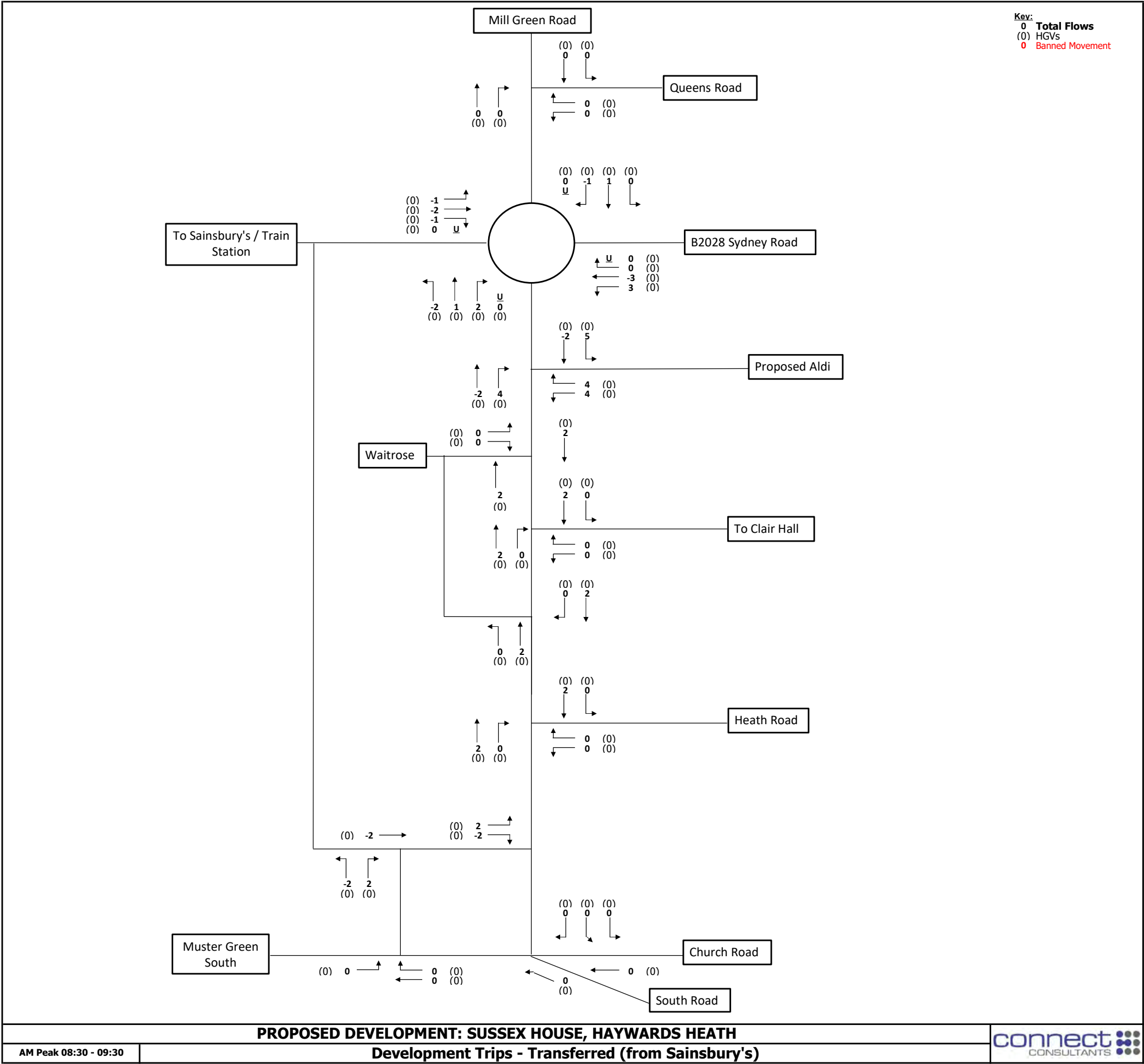


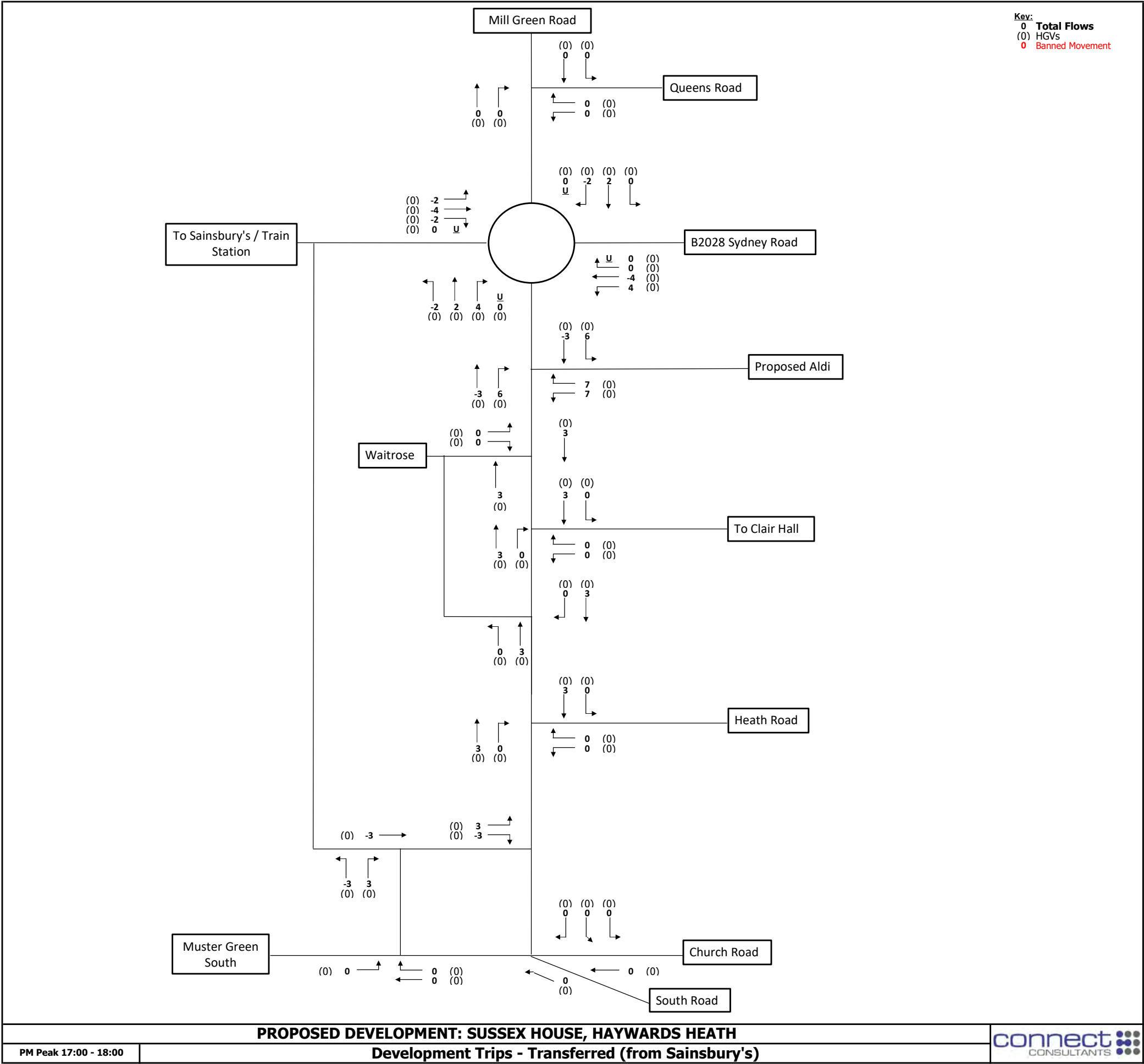


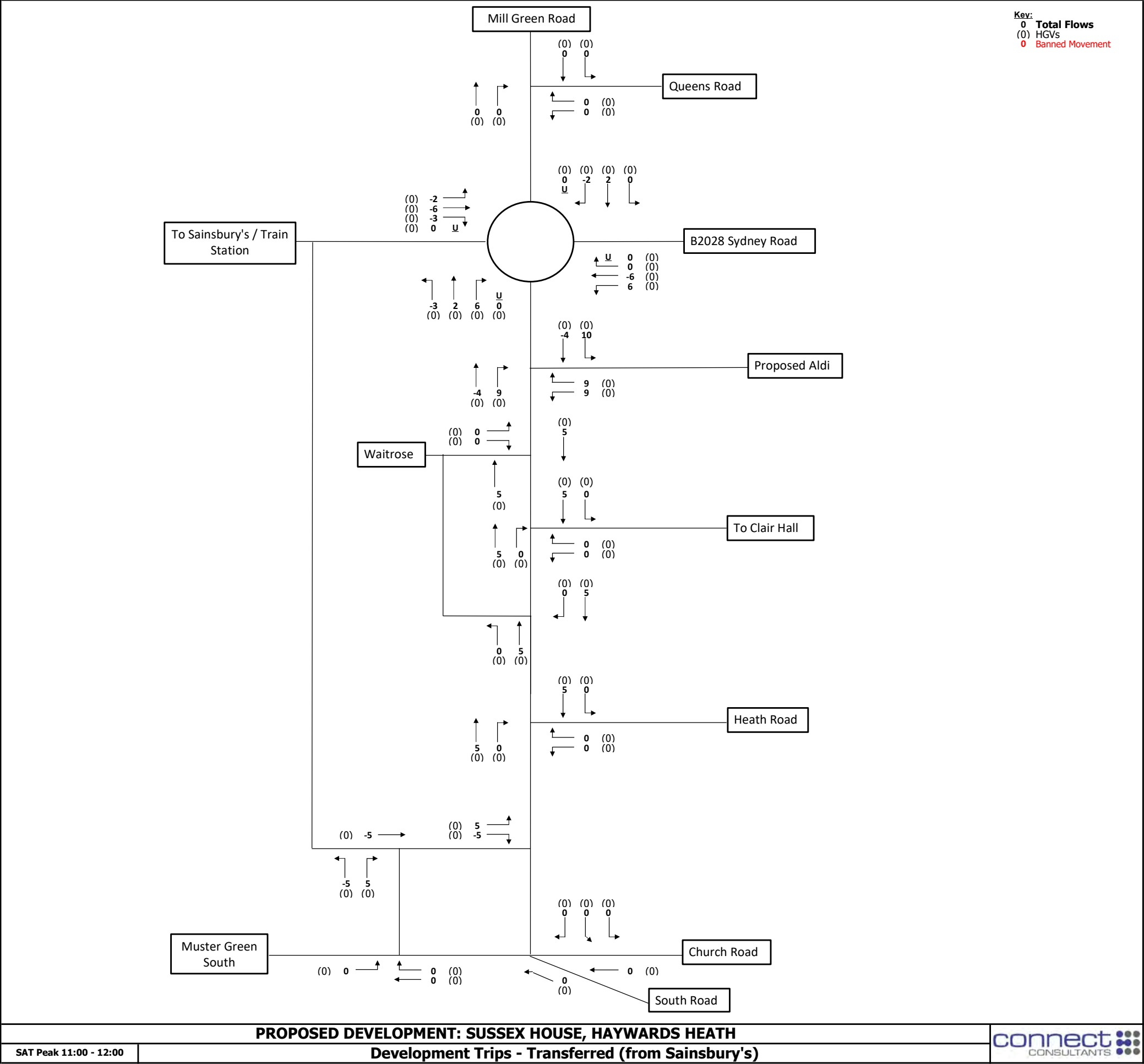


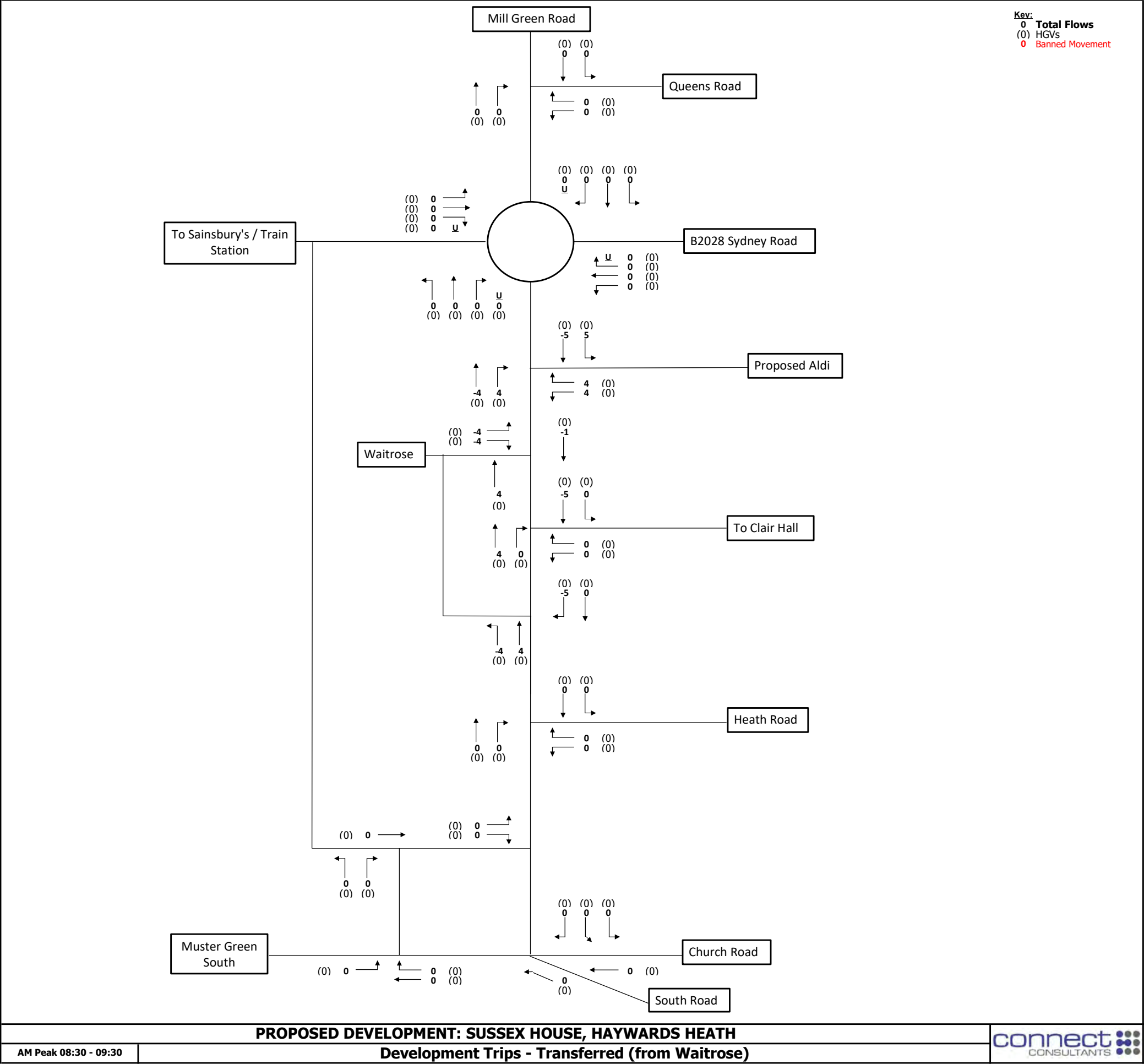








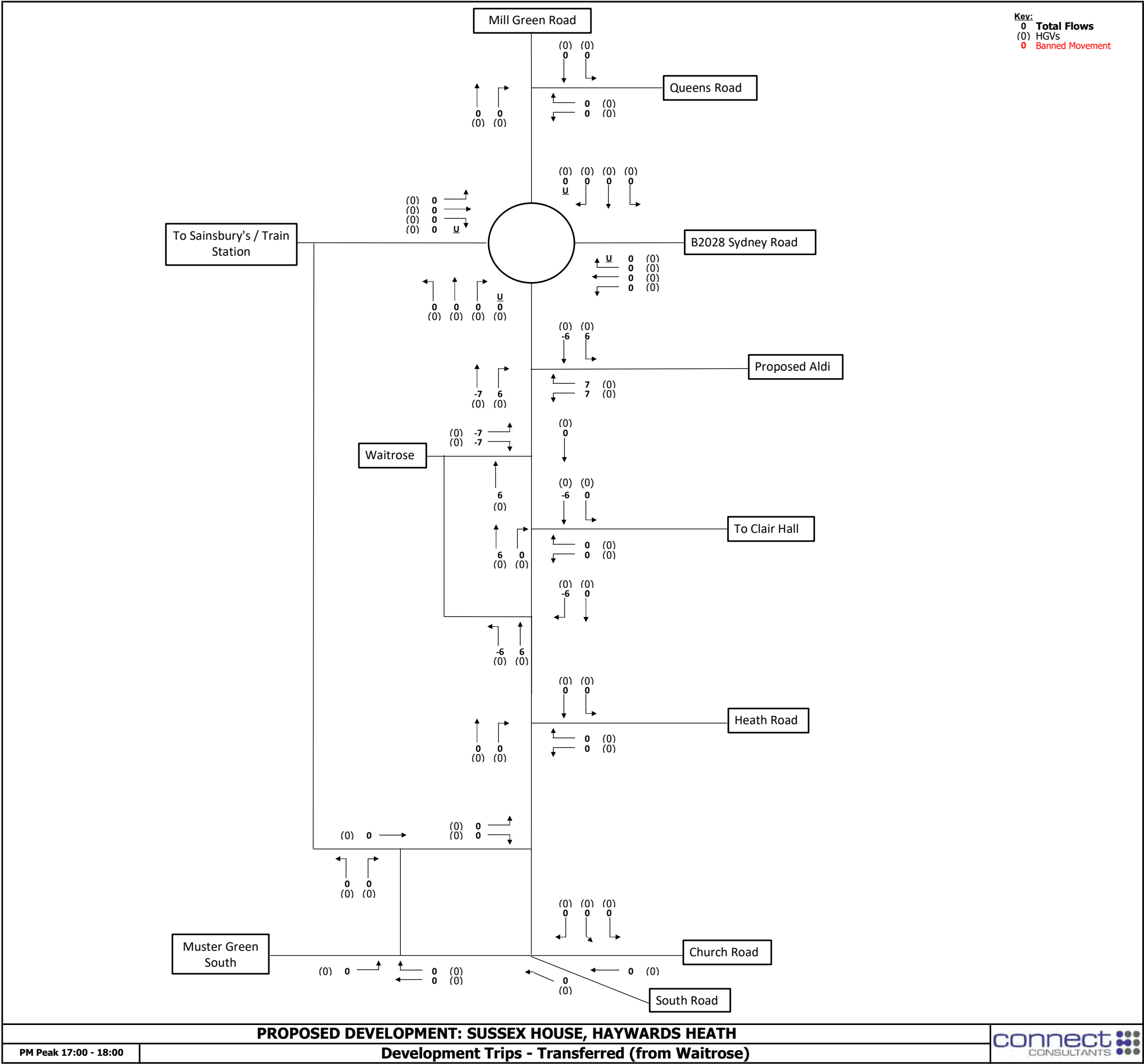


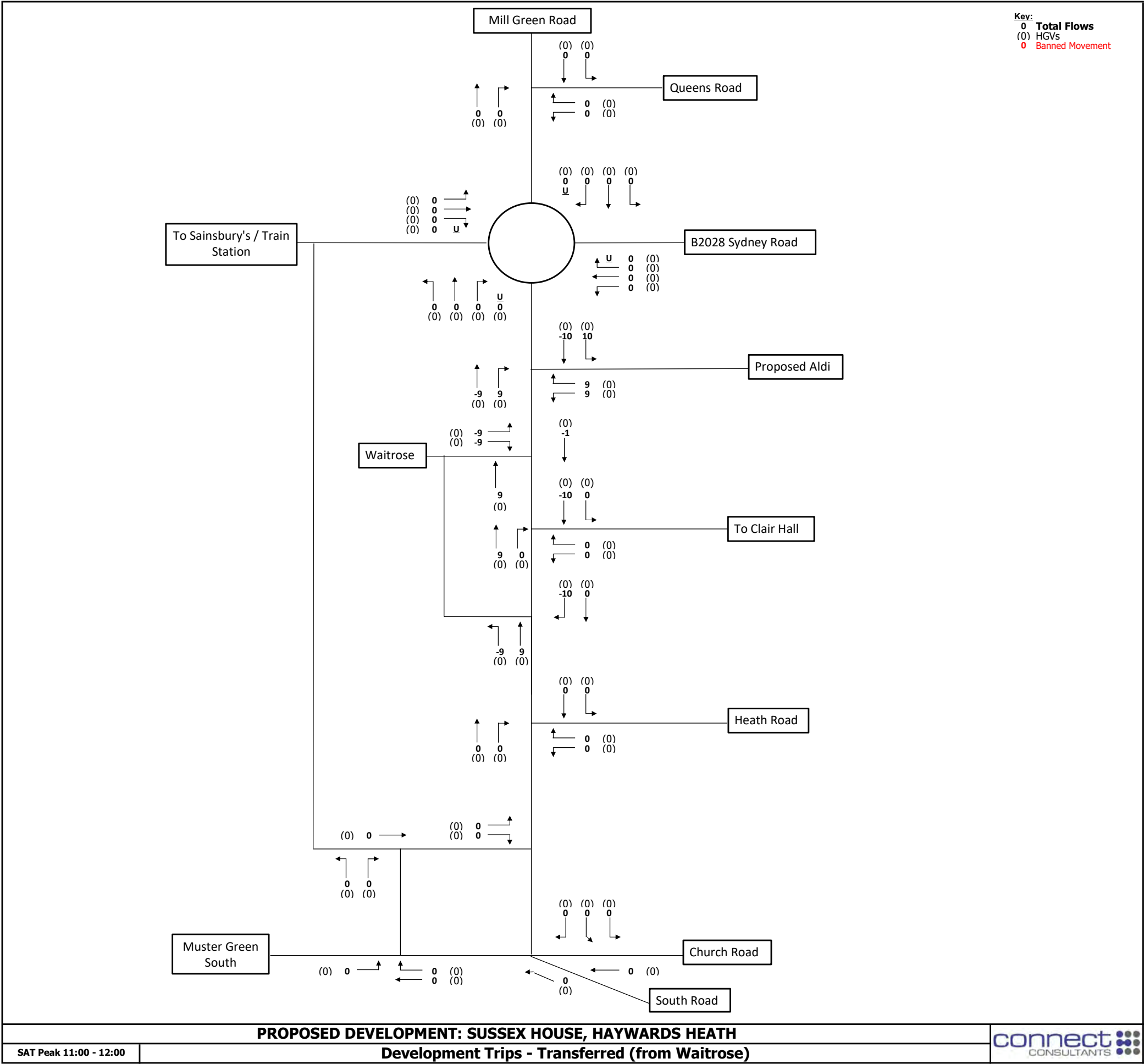


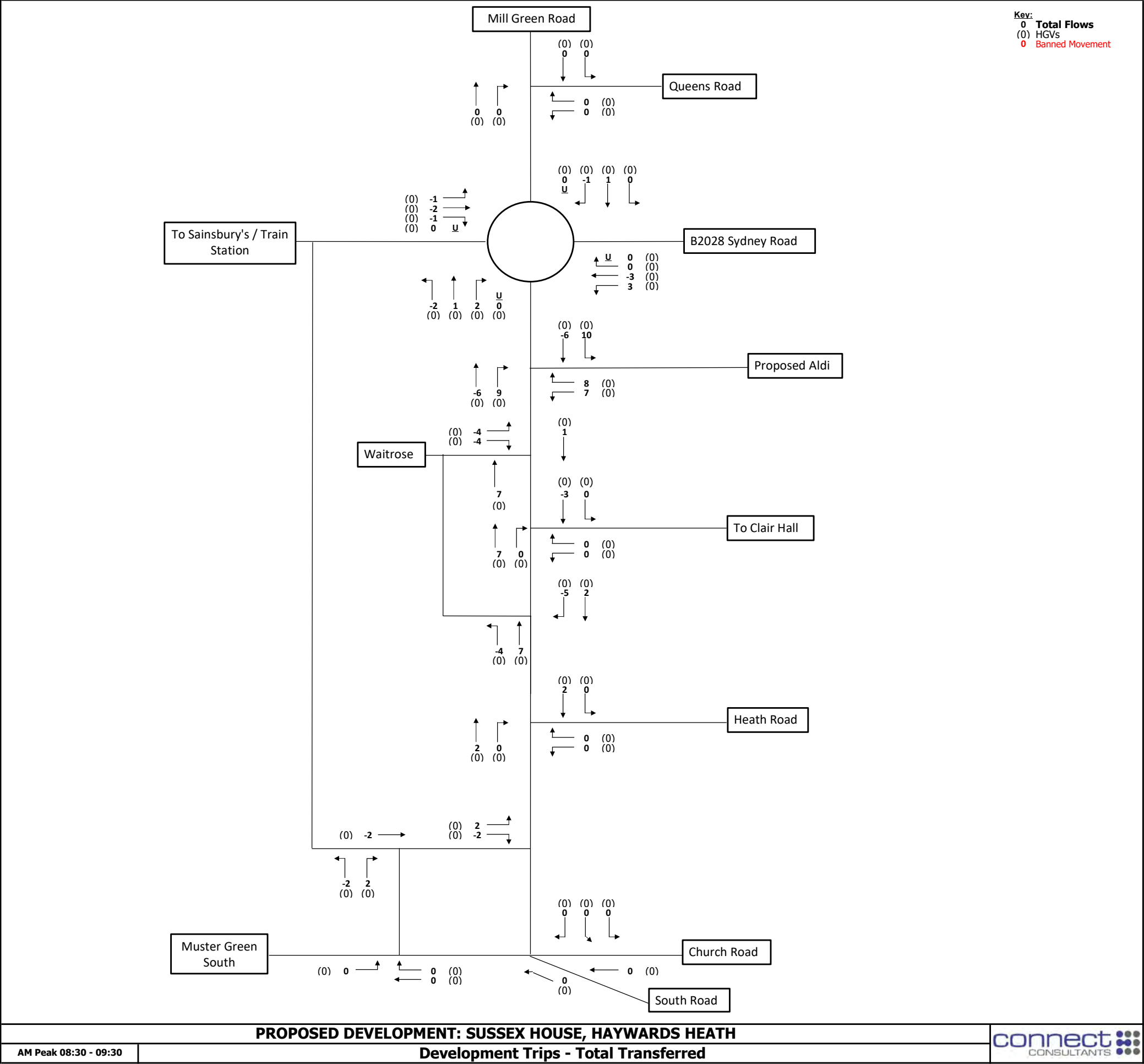
PROPOSED DEVELOPMENT: SUSSEX HOUSE, HAYWARDS HEATH

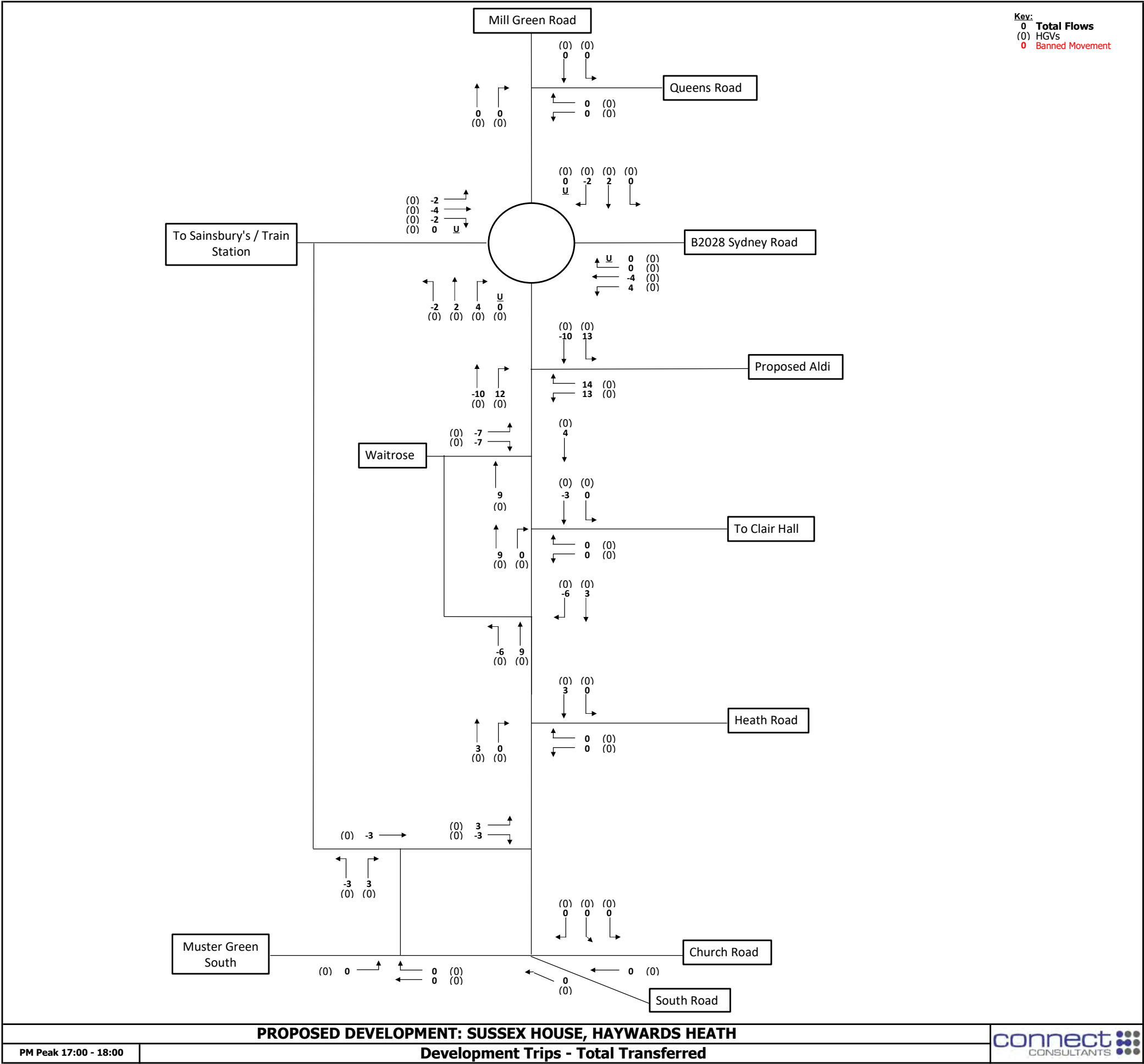
AM Peak 08:30 - 09:30

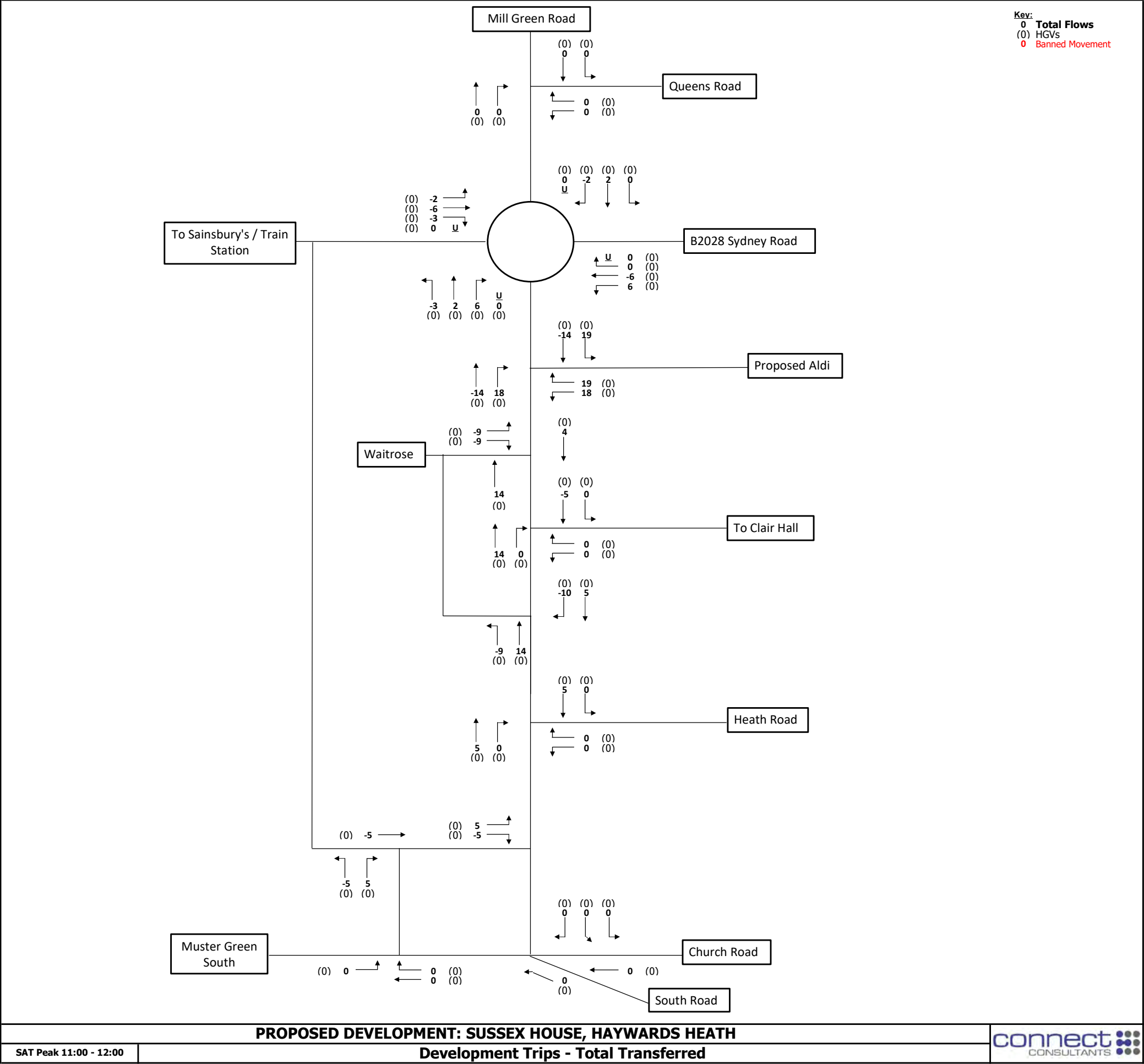
Development Trips - Transferred (from Waitrose)

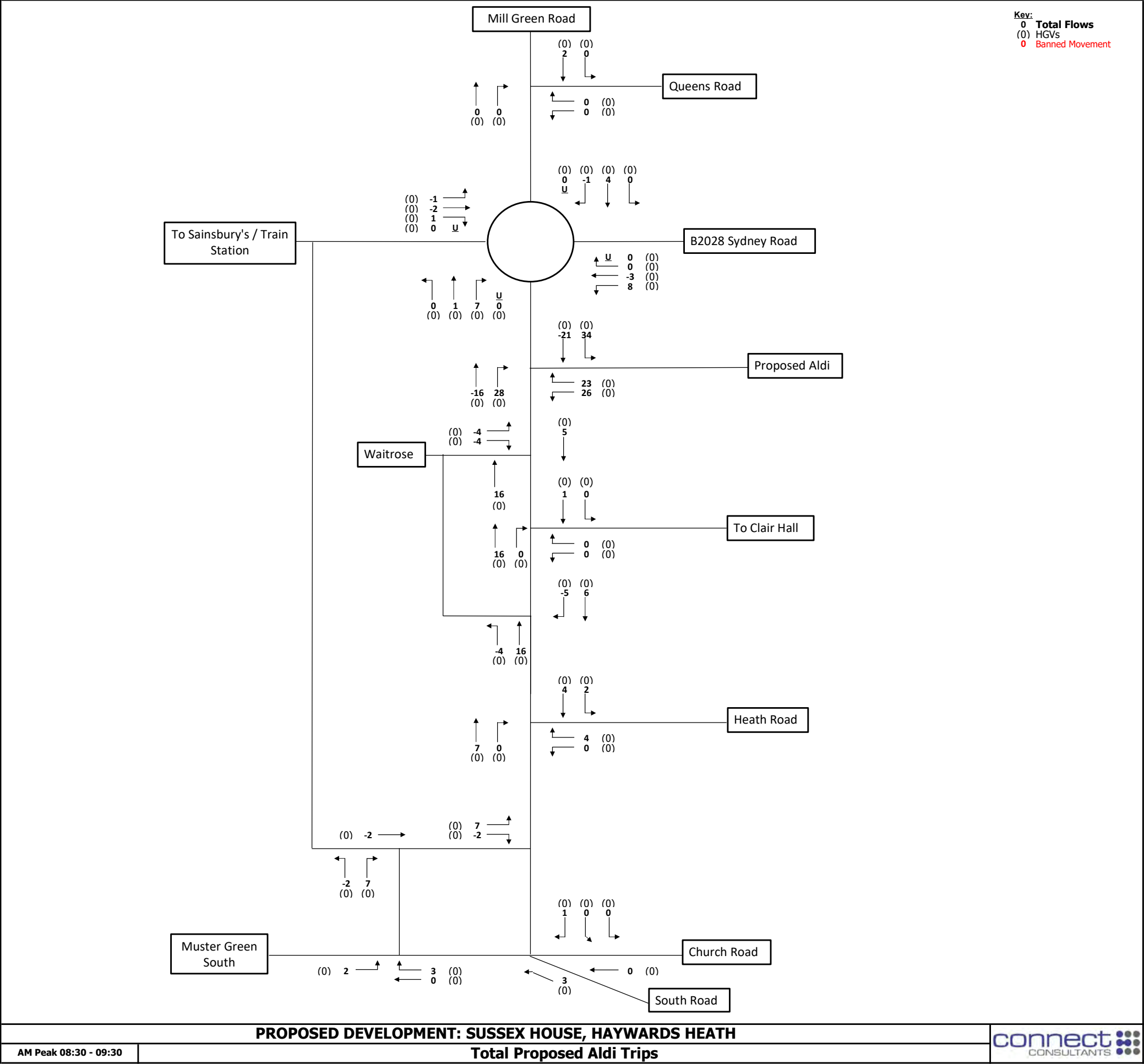


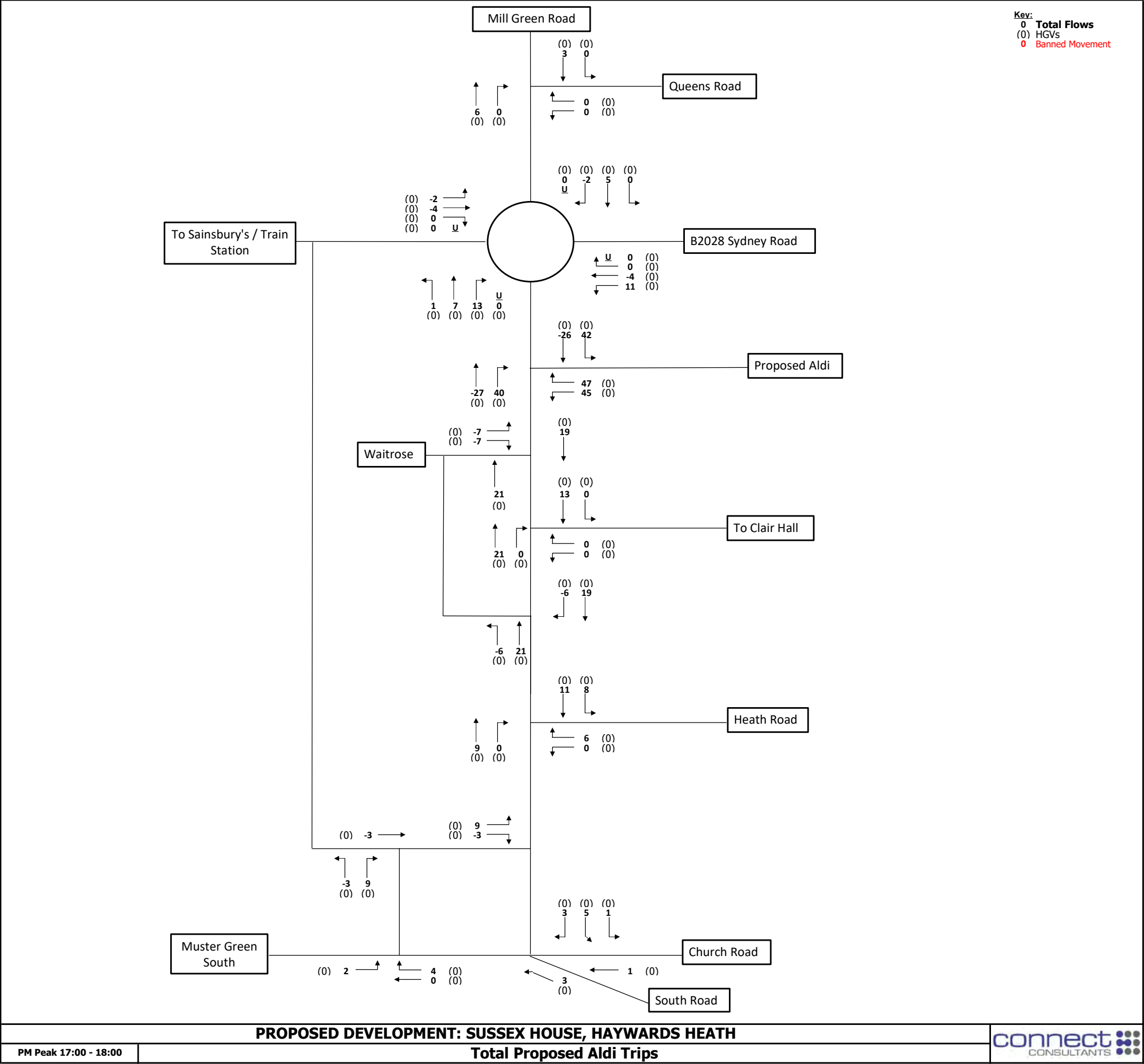




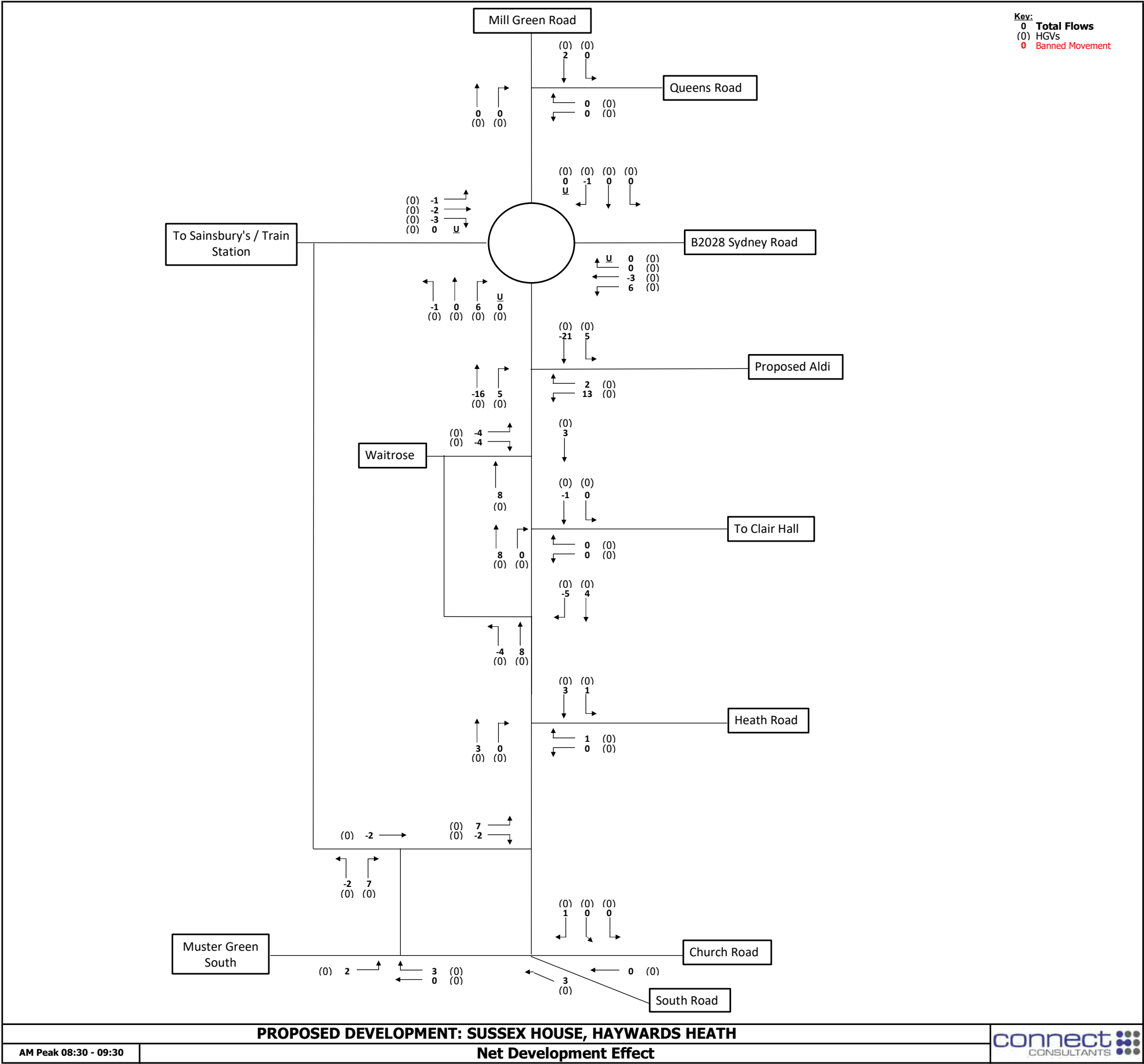


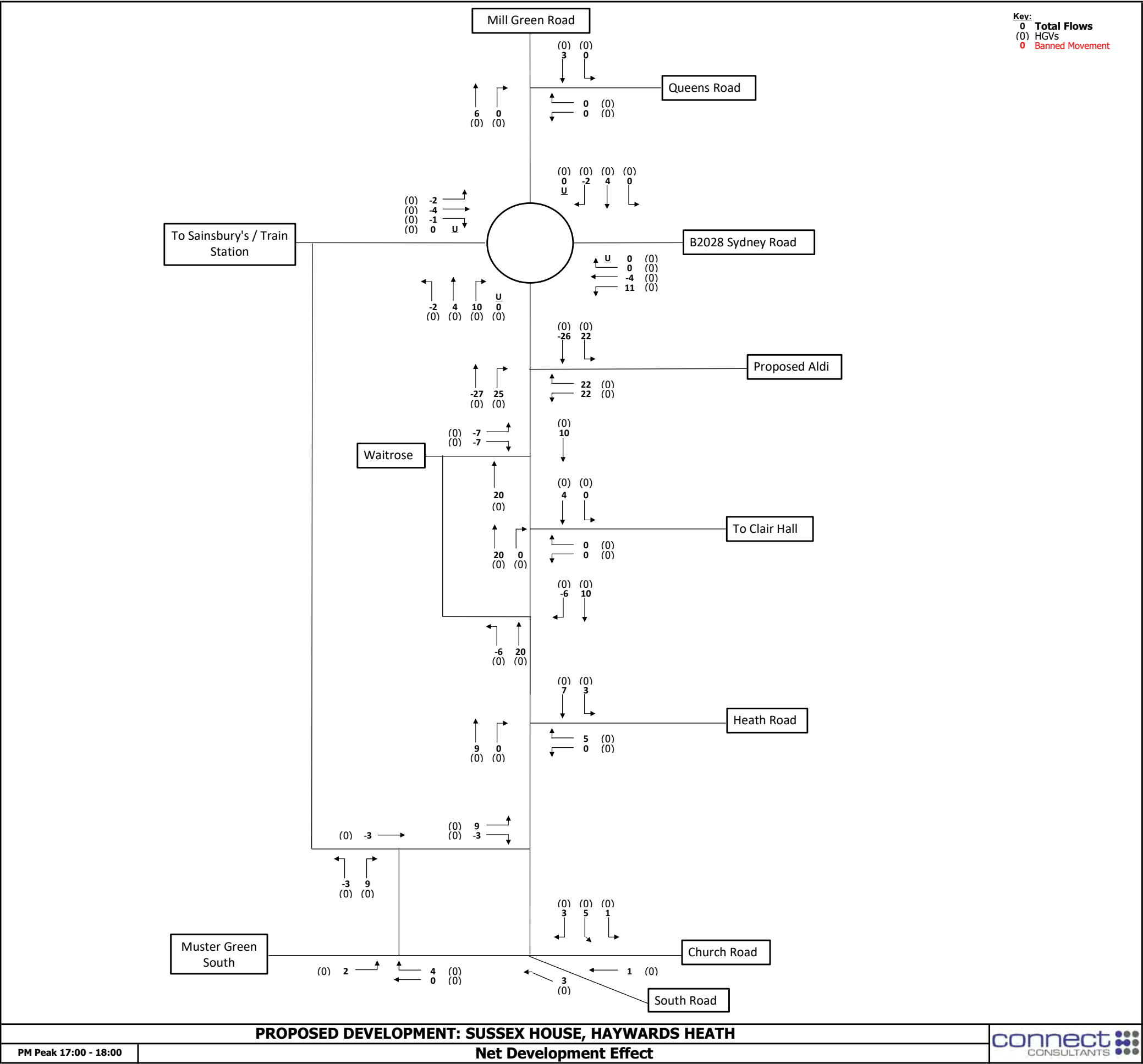


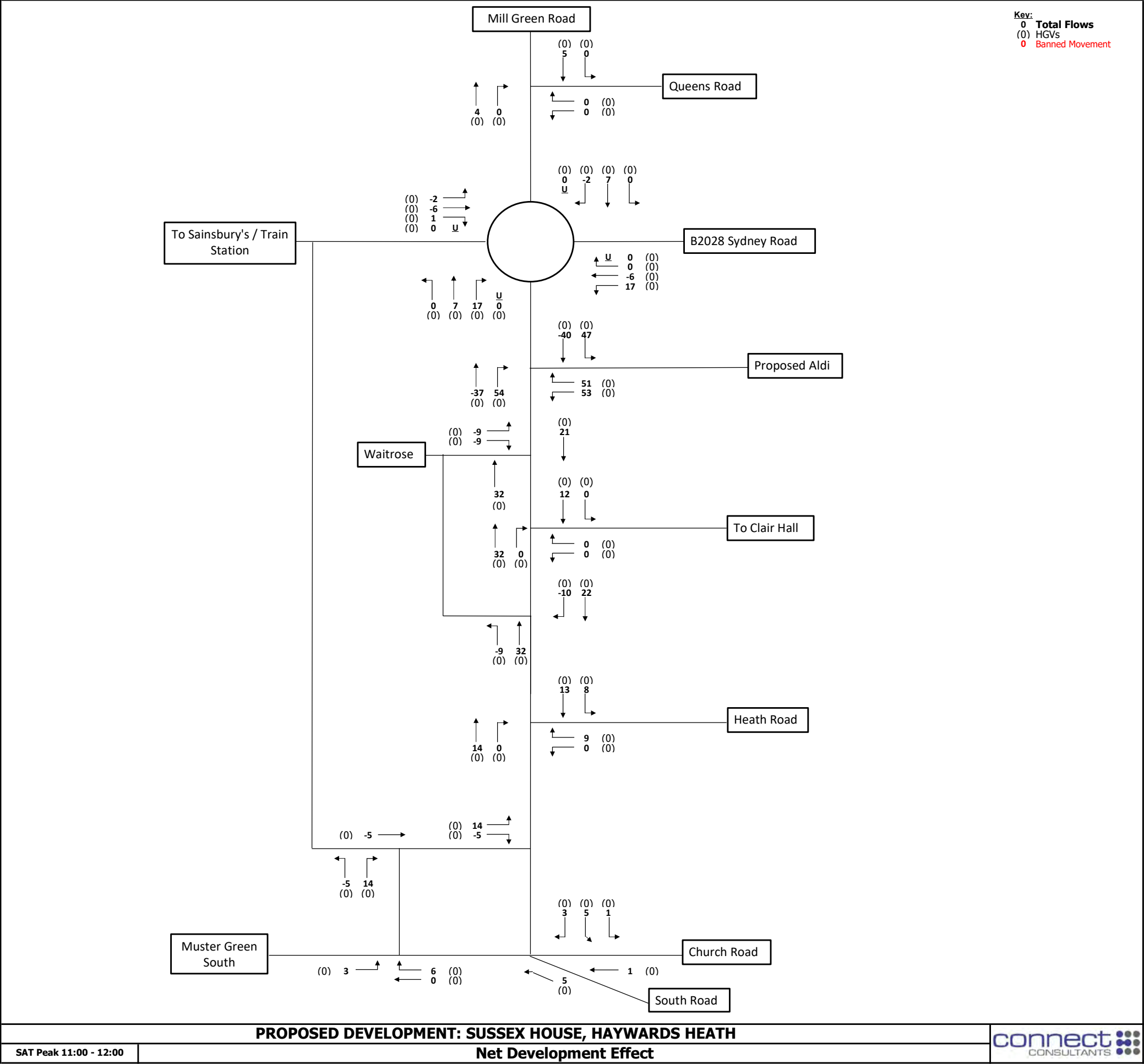




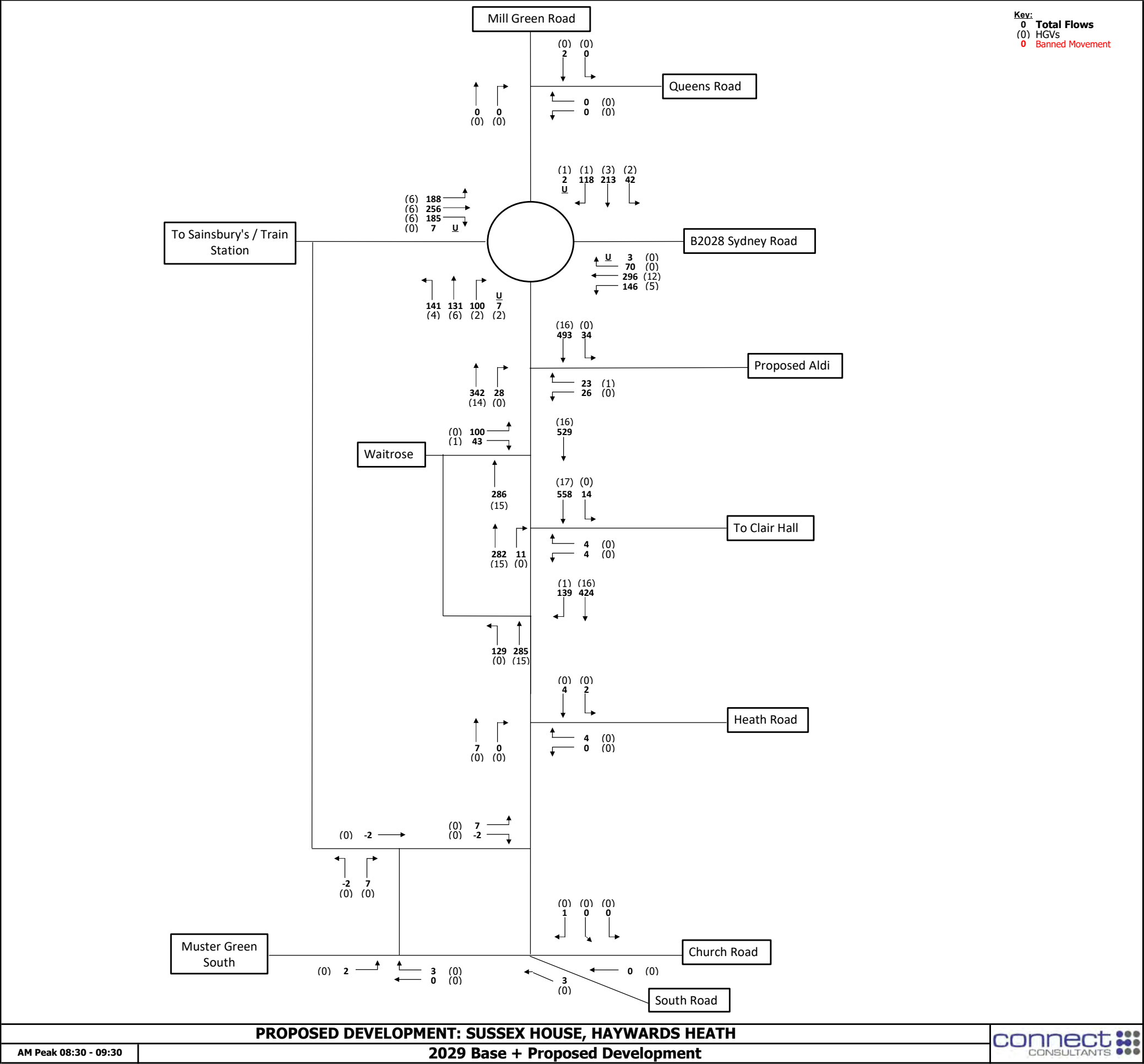
APPENDIX 12 – NET DEVELOPMENT EFFECT







APPENDIX 13 – 2029 BASE + ALDI DEVELOPMENT EFFECT



PROPOSED DEVELOPMENT: SUSSEX HOUSE, HAYWARDS HEATH

AM Peak 08:30 - 09:30

2029 Base + Proposed Development



