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Worthing Hospital - Ward Redevelopment

Transport Statement

Western Sussex Hospitals NHS Trust

July 2010

QM

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1 Introduction

1.1 BACKGROUND

1.1.1 WSP Development and Transportation (WSPDT) has been appointed by Western Sussex Hospitals NHS Trust to provide transport advice in support of the proposed redevelopment of two sites in the grounds of the existing Worthing Hospital. The locations of both sites are shown on Figure 1. Each site is subject to a separate planning application, but this Transport Statement covers development on both sites.

1.1.2 Site 1 (Planning Application 1) is located to the north east of the hospital and is currently occupied by 16 houses. The Trust plans to demolish these and install a temporary staff car park of 70 spaces. In addition it is also proposing to provide a breast screening clinic with 16 parking spaces on this site separate to the temporary car park.

1.1.3 Site 2 (Planning Application 2) currently contains a staff car park providing 116 spaces. The development proposals for Site 2 are for a new ward with up to 40 beds and relocated outpatients facilities. As a result, 82 staff parking spaces will be permanently lost. It is anticipated that the temporary car park at Site 1 will provide car parking to replace the spaces lost at site 2.

1.1.4 This Transport Statement (TS) has been developed in accordance with the Department for Transport's 'Guidance on Transport Assessment' (March 2007). The Guidance does not explicitly detail the type of transport report required for car parking provision although West Sussex County Council has indicated that a Transport Statement is required.

1.1.5 This Transport Statement supports the application for both proposed development sites; however, the impact of each site is also considered separately.

1.1.6 In addition to the proposed developments, a site wide Travel Plan is being developed which will include a Car Park Management Strategy (CPMS). The Travel Plan has been written to support not only the existing Hospital but also the proposed extensions.

1.2 EXISTING SITES

1.2.1 Site 1 is accessed from Park Avenue via Homefield Road. The site is bounded by Homefield Park to the north and west and Park Avenue and Homefield Road to the south and east. Worthing Hospital is located on the opposite side of Park Avenue. The site is currently occupied by 16 semi detached family homes.

1.2.2 Site 2 is accessed from Homefield Road. The site is bounded by Homefield Road to the east and hospital buildings to the north, south and west.

1.3 REPORT STRUCTURE

1.3.1 This report has been produced to address the feasibility of the proposals in terms of traffic impact and sustainability. These issues will be dealt with under the following structure:

- **Section 2** provides an overview of national, regional and local policies in relation to the site and the development proposals;
- **Section 3** details the site location and existing conditions in the vicinity of the site, including the pedestrian, cycle, public transport and road networks. The accessibility of the site to local facilities is also examined;
- **Section 4** details the development proposals, including details on each application;

- **Section 5** compares travel demand associated with the existing and proposed use of the sites and examines the affect on the surrounding transport network.
- **Section 6** provides a summary of the Travel Plan and the proposed measures including the CPMS
- **Section 7** summarises the content of this report.

2 Review of Policy Guidance

2.1 INTRODUCTION

2.1.1 The sustainability of new developments has become of paramount importance and a significant amount of guidance has been produced on promoting sustainable transport modes such as walking, cycling and public transport, whilst advocating a reduction of the use of the private car. This section outlines the national and local policy context.

2.2 NATIONAL POLICY GUIDANCE

THE FUTURE OF TRANSPORT – A NETWORK FOR 2030 (DFT WHITE PAPER, 2004)

2.2.1 This publication sets out the current national transport policy since the implementation of the Government's 10-Year Plan for Transport in 2000. The White Paper signals a commitment to sustained investment, improvements in transport management and planning ahead on widening travel choices and creating sustainable communities.

2.2.2 The document places particular emphasis on the importance of promoting better ways of travelling through initiatives such as travel plans and marketing to encourage people to choose alternatives to their cars for some journeys.

2.2.3 Travel plans are noted as being a key means for promoting travel choices to a wide audience and encouraging a change in travel behaviour towards greater use of sustainable modes of travel.

2.3 NATIONAL POLICY

PLANNING POLICY GUIDANCE NOTE 13: TRANSPORT

2.3.1 Planning Policy Guidance Note 13: Transport (PPG13), published in March 2001, provides advice on transport for new developments. The objectives of PPG13 are to integrate planning and transport at the national, regional, strategic and local level to:

- Promote more sustainable transport choices for both people and for moving freight;
- Promote accessibility to jobs, shopping, leisure by public transport, walking and cycling;
- Reduce the need to travel, especially by car.

2.3.2 PPG13 emphasises the key themes of sustainable development that have emerged in recent years.

2.3.3 Paragraph 21 states that local authorities should "allocate or reallocate sites which are (or will be) highly accessible by public transport for travel intensive uses (including offices, retail, commercial leisure, hospitals and conference facilities)"

2.3.4 Paragraph 38 states "Higher and further education establishments, schools and hospitals are major generators of travel and should be located so as to maximise their accessibility by public transport, walking and cycling. Similarly, proposals to develop, expand or redevelop existing sites should improve access by public transport, walking and cycling."

2.3.5 With regard to parking, paragraph 49 of PPG13 states that *"Reducing the amount of parking in new development (and in the expansion and change in use of existing development) is essential, as part of a package of planning and transport measures, to promote sustainable transport measures".*

2.3.6 Paragraphs 80 and 87 state that local authorities should encourage health providers to promote walking, cycling and other non-car modes, ideally through the provision of a site specific travel plan.

2.3.7 The new development at the Worthing Hospital site will help to deliver the PPG13 objectives through a combination of its location, the reduction in car parking spaces and a Travel Plan.

PLANNING POLICY STATEMENT 1 – DELIVERING SUSTAINABLE DEVELOPMENT

2.3.8 Planning Policy Statement 1 (PPS1) sets out the Governments policies on different aspects of land use policy within England. Sustainable development is the core principle underpinning planning. At the heart of this is the idea of ensuring a better quality of life for everyone, now and for future generations.

2.3.9 This document places greater emphasis on sustainability and spatial issues, outlining the key principles that should be applied to ensure that development plans develop effective local spatial strategies and that decisions taken on planning applications contribute to the delivery of sustainable development.

MAKING SMARTER CHOICES WORK – DEPARTMENT FOR TRANSPORT (2005)

2.3.10 Published subsequent to the Transport White Paper, the Department for Transport (DfT) report 'Making Smarter Choices Work' signals continued government support for a range of measures aimed at raising awareness of alternative modes of travel, and actively encouraging the use of a wider range of travel modes amongst individuals.

2.3.11 These measures include travel plans, travel awareness campaigns, car sharing initiatives, and individualised travel marketing. Contemporary transport policy now recognises the impact that such measures can have in encouraging a shift in modal choice, particularly when accompanied by car-based demand management initiatives.

MANUAL FOR STREETS

2.3.12 Manual for Streets (MfS) was published in March 2007 and supersedes Design Bulletin 32: Places, Streets and Movement.

2.3.13 Its scope is limited to residential and other lightly trafficked streets, although some of its principles may be applied to other road types where appropriate. Streets should not be designed just to accommodate the movement of motor vehicles. A prime consideration is that they meet the needs of pedestrians and cyclists.

2.3.14 The ethos of MfS will be instilled in the planning of the development at Worthing Hospital and in particular the breast screening clinic and the temporary car park.

ACCESSIBILITY PLANNING & THE NHS: IMPROVING PATIENT ACCESS TO HEALTH SERVICES (2006)

2.3.15 This guidance document provides an overview of accessibility planning, highlighting the role of the NHS and provides examples of current approaches.

2.3.16 From this guidance, key lessons identified, are the need for:

- Coordinated local research to understand the transport access needs of key groups
- A focus on reducing the need to travel (especially by car) to NHS sites as well as improving access through sustainable means
- Effective local transport and health partnerships with senior backing and identified contacts with whom to work
- Joint commissioning of transport services to the NHS, linked to the broader integration of public and specialist transport services in the areas.
- Development of local indicators and targets in order to track improvements in access to services for key groups or areas.

2.4 LOCAL POLICY

WEST SUSSEX STRUCTURE PLAN (2005)

2.4.1 West Sussex County Council formally adopted the Structure Plan 2001-2016 on 25 October 2004, replacing the approved 1993 Structure Plan. The West Sussex Structure Plan 2001-2016 is the most up to date statement of the County Council's strategic land use and transport planning policy.

2.4.2 In regards to Policies on Needs, Policy NE13 on transport encourages development which:

- Widens travel choice and promotes walking, cycling and passenger transport.
- Improves road and personal safety for the travelling public.
- Integrates the different types of transport and the various provisions of service to maximise the efficiency of transport systems.
- Assists the promotion of efficient economy and the achievement of sustainable economic growth.
- Reduces traffic growth, pollution and congestion in order to protect public safety, the economy, and the natural built environment.
- Promotes access to facilities and services for all.

2.4.3 In relation to the above, Policy NE14 seeks to improve infrastructure which meets the needs of pedestrians, cyclists and those with mobility impairments. Policy NE15 on passenger transport also supports proposals to improve infrastructure which meet the needs of passenger transport users and Policy NE17 encourages improved roads, improvements to road safety and reduce congestion.

2.4.4 Policy NE18, regarding public parking, states that on and off-street parking for the public in or close to centres and transport interchanges should be permitted provided that it is balanced with the need to encourage the use of alternative transport modes to the private car.

2.4.5 In terms of development, policy DEV4 states that: *"(a) Development should not be permitted unless: the travel needs it generates are met; where possible, it reduces the need to travel; it achieves safe and convenient access by a choice of means of travel; and the number and impact of motorised journeys is minimised."* The policy then goes on to suggest how Local Plans will include policies to address this requirement, including where appropriate the preparation and implementation of Travel Plans.

2.4.6 Policy DEV 5 addresses parking provision associated with development, and states: *"Development should not be permitted unless the level of parking is compatible with the need to avoid environmental or safety problems and the need to encourage walking, cycling and the use of passenger transport, where this is, or can be, a realistic alternative."*

2.4.7 West Sussex County Parking Standards were adopted as Supplementary Planning Guidance (SPG) in November 2003. These were produced, with the District and Borough Councils. Whilst this document details precise standards for some land uses, for Hospitals the guidance proposes the following standard: *"Applications should be assessed individually and be based upon a Travel Plan"*. This provision has recently been clarified with the County Council's Development Control team.

WORTHING LOCAL PLAN SAVED POLICIES (2007)

2.4.8 There has been a history of supporting development on major Health Care sites within Worthing Borough. The Worthing Borough Local Plan was adopted in September 2003. It contained a specific reference to Worthing Hospital and supported proposals for the development of additional health care facilities at the site under Policy SC5.

2.4.9 The Planning and Compulsory Purchase Act 2004 made provision for the Plan to remain in force for three years following commencement of the Act. This three year period elapsed on 27th September 2007. The Worthing Local Plan in its entirety is therefore no longer applicable to the Borough. However, a number of Policies have been "saved" from the Local Plan. These do not include Policy SC5. However, a number of policies have been saved; those relevant to transportation and the potential redevelopment of Worthing Hospital are addressed below.

2.4.10 Policy TR9 relates to on-site parking provision. It states that consideration for need for on-site parking provision will be based on the standards in operation at the time of an application's submission.

2.4.11 It acknowledges that a provision lower than the adopted parking standards may be permitted if felt by the council to be appropriate; however, financial contributions to the improvement of transport accessibility by non-car modes will likely be required to justify this. Further, the Local Authority will have regard to the following when considering reduced on-site parking provision:

- The availability, type and proximity of public parking.
- The availability and proximity of alternative means of transport.
- Potential highway safety problems.
- Potential harm arising from the parking demand being accommodated elsewhere.
- The extent and nature of on street parking restrictions in the vicinity
- The type and scale of development proposed.

- The relationship of the proposal with, and the proximity to nearby land uses.

WORTHING LOCAL DEVELOPMENT FRAMEWORK

2.4.12 Under the Planning and Compulsory Purchase Act 2004, the Local Plan is to be replaced by the Local Development Framework (LDF). This will be a folder of development plan documents (DPD's) which are to include a Local Development Scheme (a timetable of when documents are to be prepared, consulted upon, and released), and a Statement of Community Involvement which will set out how the council will involve and engage the community in the production of LDF documents. The Core Strategy will be the key document within the LDF. .

2.4.13 In April 2010 a revised version of the Core Strategy was published and it is expected that it will have been submitted to the Secretary of State at the time of the submission of the planning applications to which this Transport Statement relates. It is anticipated that the Core Strategy will be adopted at the beginning of 2011.

2.4.14 In relation to healthcare in general it is stated that *the Core Strategy can contribute to improved health care provision as part of a broader strategy by providing an enabling policy framework for new facilities to come forward and helping to deal with pressures placed on existing health care and related services. The overarching aim is to improve health and the quality of health care provision by working closely with partners to identify suitable and accessible sites for new modern health care initiatives to meet the needs of all present and future communities.*

2.4.15 Furthermore, Policy 9 states that *the Core Strategy will seek to ensure the retention of the existing housing stock (…) unless the loss would facilitate the delivery of a needed community use.*

WORTHING EVOLUTION TOWN CENTRE & SEAFRONT MASTERPLAN

2.4.16 The Worthing Evolution Town Centre and Seafront Masterplan cites the improvement of Worthing Hospital as integral to the Borough's new community health focus, and makes reference to a new health centre on the Worthing Hospital site offering primary care functions. In particular it highlights:

- Proposals being developed for the rationalisation of accommodation on the Worthing Hospital Site.
- That the Masterplan is seeking to integrate the hospital with the town centre through improved pedestrian and cycle links and public transport facilities.
- Proposals for a primary care health centre that could potentially be provided on the Worthing Hospital site which could include a children's centre and a possible urgent care centre and accommodation for Homeless Services and health visitors.
- Proposes that within any redevelopment of the site, new entrance facilities are provided in the south-west corner of the site to promote integration with the town centre. Further this could be combined with catering facilities and primary care facilities to ensure good public access.
- Proposes a green link through the site as part of the network of green spaces.

PARKING STANDARDS

2.4.17 Worthing Borough Councils Parking Standards (2005) in relation to Hospitals, provides no specific standards and instead states that parking allocation will be 'Considered on Merit'

2.5 SUMMARY

2.5.1 There are common themes running through all national and local policy which relate to the proposed redevelopment of Worthing Hospital. These are summarised below:

- High support for Healthcare Provision
- The promotion of sustainable development;
- A ethos to combat congestion and pollution through demand management and reducing the need to travel by any mode;
- Improved accessibility for all; and
- The promotion of increased walking, cycling and the use of public transport and decrease in the use the car.

2.5.2 On a more local scale the aim is to encourage regeneration of land in existing urban areas and for accessibility improvement to major local health services to focus on walking, cycling and public transport facilities which are complimentary of the wider networks.

3 Existing Conditions

3.1 INTRODUCTION

3.1.1 This chapter sets out the existing conditions in the vicinity of the site in relation to access on foot, bicycle and by public transport. Furthermore the existing highway network, in particular the junctions of Lyndhurst Road with Park Road and Homefield Road, have been detailed.

3.2 BACKGROUND

3.2.1 On the 1st April 2009 Worthing and Southlands Hospitals merged with St Richards Hospital, Chichester to create the new Western Sussex Hospitals NHS Trust. This combined Trust covers an estimated population of 450,000 people with a catchment area covering most of West Sussex. Services include accident and emergency, children's services, day surgery, elderly, general and medical services, intensive care, maternity, ophthalmology, orthopaedics and rehabilitation.

3.3 WORTHING HOSPITAL

3.3.1 Worthing Hospital is located on Lyndhurst Road, to the east of the town. The main entrance to the hospital is off Lyndhurst Road. There are also secondary accesses for staff on Homefield Road and Park Road. A plan of the hospital is included as Figure 2.

3.3.2 The Worthing site is close to the town centre, located approximately 10 minutes walk away from Worthing railway station. It sits adjacent to residential areas with local retail facilities located nearby. It is currently served by local buses and walking routes.

3.3.3 The hospital has 804 car parking spaces available for public and staff parking including 14 drop off and 56 onsite residential spaces. A charge is made for public parking via a pay-on-exit system and a resident's parking scheme is in operation on roads close to the site to prevent hospital parking at inappropriate locations. Worthing Hospital currently has 2930 staff and 545 beds. The wards, accident and emergency centre and supporting facilities are currently arranged over four main wings, the main entrance lies off of Lyndhurst Road.

3.3.4 A summary of the hospital site characteristics is shown in Table 3.1.

Table 3.1: Summary of Existing Worthing Hospital Site Characteristics

	Worthing Hospital
Senior Medical / Managerial Staff	200
Nursing and Support Staff	2500
Total Staff	2700
Total Beds	545
Public / Visitor Car Parking	274
Employee Parking	516 (*359 on site*)
Other Parking / Drop-off	14

(Source – Worthing Hospital)

3.3.5 Of the 516 employee parking spaces, 56 are for sole use of residents on the hospital site, 16 spaces are for the Post Graduate Centre (which is barriered for sole use of visiting post-graduates) and a further 85 spaces are rented from the neighbouring Gas Board car park site (on a temporary lease). In reality this therefore results in existing on site employee parking provision of 359 spaces.

3.4 LOCAL HIGHWAY NETWORK

3.4.1 Worthing Hospital is situated a quarter of a mile from the town centre and a quarter of a mile inland from the seafront. Access and exit to the hospital's main entrance is achieved via a T-junction on Lyndhurst Road which leads to Park Avenue.

3.4.2 Exit from the hospital main entrance can also be achieved via the Lyndhurst Road/ Park Avenue priority controlled T-junction. However, if visitors enter the secured visitor parking, at the front (south) of the hospital, egress can only be achieved via Park Road (to the west of the hospital) which also leads south and back onto Lyndhurst Road.

3.4.3 Additional minor entrances to the hospital are also located to the east of the hospital off Homefield Road, to the west of the hospital off Park Road, and at the rear of the hospital, off Park Avenue. These minor entrances are reserved for staff parking and emergency vehicles and are not intended or promoted for public access.

3.4.4 Manual peak hour traffic counts were carried out on 16th June 2010 at the junctions of Lyndhurst Road with Homefield Road and with Park Road. The network peak hours have been identified as 0800-0900 and 1700-1800 using the traffic survey data. The 2010 base traffic flows for the morning and evening peak hours are shown in Figures 3 and 4 respectively. The traffic count data is included in Appendix A.

3.4.5 It is understood from West Sussex County Council that the Park Road junction can suffer from congestion during the peak periods.

3.5 CAR PARKING

3.5.1 Worthing Hospital has a resident's car-parking scheme in operation around the hospital to prevent hospital staff and visitors parking on street and creating congestion, and a 24 hour, pay-on-exit, visitor's car park within the hospital grounds, just off the main entrance from Lyndhurst Road.

3.5.2 The hospital rents 85 staff car parking spaces from the Gas Board car park, located on the opposite side of Lyndhurst Road to the hospital.

3.5.3 Table 3.2 shows the detailed breakdown of parking provision currently available on the Worthing site.

Table 3.2: Existing Hospital Car Parking

Worthing Hospital Parking	Spaces
Employee - Priority	238
Employee - Clinical	121
Employee - Gas Board (temporary)	85
Residents	56
Post-Graduate Centre	16
Standard Public	274
Drop-off	4
Ambulance	8
Hospital Bus	2
TOTAL	**804**

(Source – Worthing Hospital)

3.6 CYCLING AND CYCLE PARKING

3.6.1 The town of Worthing is located along the South Coast Cycle Route and most cycle routes within the town and around the hospital run along roads rather than on dedicated cycle paths.

3.6.2 However, Worthing Borough Council, West Sussex County Council and Sustrans have been working to develop a Seafront Cycle Route. The first phase of this route was opened in 2004 to provide a segregated cycle lane alongside the existing coast path running between Western Road, next to Brooklands park (to the east) and Splash Point, at the junction of Marine Parade and Warwick Road (to the west). The route was then further extended eastwards from Brooklands Park to Shoreham Beach during the summer of 2006.

3.6.3 The main hazards for cyclists in Worthing are posed by traffic on the busy coastal A259 and by the system of roundabouts in the north of the town.

3.6.4 Bicycle parking facilities at Worthing Hospital are located next to the car park, outside Accident and Emergency. The number of cycle parking spaces is summarised in Table 3.3:

Table 3.3: Existing Hospital Cycle Parking

Intended User	Spaces
Cycle Parking (Public)	64
Cycle Parking (Staff)	28
Motorbike (Staff / Public)	21

(Source – Worthing Hospital)

3.7 WALKING

3.7.1 There are good pedestrian facilities in the vicinity of Worthing Hospital. These include wide footways, which are generally in good condition, street lighting on all local roads and a pedestrian crossing along Lyndhurst Road opposite the hospital site. The main entrance to Worthing Hospital can be reached on foot via Lyndhurst Road and Park Avenue, or through the main car park. It can be accessed through the staff car park to the east of the hospital building along Homefield Avenue. The entrance to the North Wing of Worthing Hospital can be currently reached on foot via Homefield Avenue and Park Avenue. Access to the building is via a ramp.

3.7.2 Worthing town centre and rail station can be reached on foot (within 10 minutes) via Lyndhurst Road and North Street with pedestrian crossings and subways provided along the way.

3.8 PUBLIC TRANSPORT

BUS

3.8.1 The hospital is served by local bus operators Stagecoach Coastline and Compass.

3.8.2 Worthing Hospital has a bus stop lay-by located near the main entrance on Lyndhurst Road. Table 3.4 details the bus routes currently serving the hospital. These local bus routes provide a combined peak service frequency of 8 services per hour Monday to Saturday with an hourly service (Pulse) on Sundays and Public Holidays. Early morning and late daily services are catered for by these services. It is understood that a free staff only bus service operates half hourly between the two sites throughout the day. The existing bus routes are shown in Figure 5.

Table 3.4: Existing Bus Routes to Worthing Hospital

Service	Route	Frequency			First Bus	Last Bus
		AM	PM	General		
The Pulse (Stagecoach)	West Durrington – Worthing – Hospital – Sompting - Lancing	6	6	Every 10 mins	06:28	23:27
9 (Stagecoach)	Littlehampton – Angmering – Worthing – Hospital – Lancing – Shoreham – Southlands Hospital - Southwick	1	1	Hourly	06:14	19:22
16 (Compass)	South Lancing – Lancing – Sompting – Hospital – Worthing – Tarring	1	1	Hourly	08:25	18:04
106 (Compass)	Cowfold – Henfield – Steyning – Lancing – Hospital - Worthing	1	1	1 every 2 hours	08:53	17:13

RAIL

3.8.3 The hospital is located 10 minutes walk south east of the Rail Station and is well signposted from it. Two train operating companies serve the station, Southern and First Great Western, with services predominately provided by Southern along its West Coastway and Arun Valley route.

3.8.4 Trains from Worthing Station run to:

- Brighton and Eastbourne in the east
- Littlehampton, Chichester, Portsmouth and Southampton in the west
- Haywards Heath, Gatwick Airport and London Victoria to the north

3.8.5 The frequency and journey times of key destinations from Worthing rail station are detailed in Table 3.5:

Table 3.5: Key Rail Destinations from Worthing Rail Station

Destination	Approximate Journey Time (in minutes)	Frequency	
		Peak	Off Peak
Littlehampton	20	2 per hour each way	2 per hour each way
Brighton	22	Every 10 minutes each way	Every 10 minutes each way
Eastbourne	75	3 per hour each way	3 per hour each way
Haywards Heath	35	3 per hour each way	2 per hour each way
London	70	3 per hour each way	2 per hour each way

3.9 PATIENT TRANSPORT

3.9.1 Worthing Hospital operates a patient transport service and there are guidelines to enable transport to be arranged for patients who have been clinically assessed as being unable to make their way to and from the hospital by either public or private transport.

3.10 SUMMARY

3.10.1 The key characteristics of Worthing Hospital's current transport situation are summarised below:

- Worthing Hospital's main public entrance/exit is accessed off of Lyndhurst Road. However, if visitors enter the secured visitor parking, exit can only be achieved via Park Road (to the west of the hospital), which also leads south and back onto Lyndhurst Road.
- Additional staff entrances to the hospital are also available to the east of the hospital off Homefield Road, and at the rear of the hospital, off Park Avenue close.

- Public transport provision at Worthing Hospital is of a good frequency and covers the immediate urban areas as well as settlements beyond the towns.
- Car parking for both visitors and staff is available on and off site.

4 Development Proposals

4.1 INTRODUCTION

4.1.1 This Section outlines the development proposals which this Transport Statement supports. Details are also provided of the wider expansion ambitions of the hospital.

4.2 DEVELOPMENT PROPOSALS

4.2.1 The Western Sussex Hospitals NHS Trust is currently developing plans to expand Worthing Hospital whilst relocating some facilities to other hospitals within the Trust.

4.2.2 It is proposed to demolish 16 existing residential properties on Site 1 and to provide a new breast screening clinic with associated parking as well as a separate temporary staff car park with 70 spaces on this site. These proposals relate to Planning Application 1 as mentioned in Section 1.

4.2.3 The proposals for Site 2 are for the construction of a new ward which will house up to 40 beds and relocated outpatient facilities. The new ward will replace an existing staff car park. As a result, 116 staff parking spaces will be unavailable during construction. 34 of these 116 spaces will then be reinstated when the building is complete. Therefore 82 staff car parking spaces will be displaced from this site. These proposals relate to Planning Application 2 as mentioned in Section 1.

4.2.4 It is envisaged that, initially, two wards within the existing the West Wing of the hospital would close for refurbishment and decant into the new ward on Site 2. Once the West Wing has been refurbished an additional 30 staff would potentially be employed. However the refurbishment and recruitment process is anticipated to be spread over approximately five years and run in parallel with the relocation of 30 Opthalmics staff and 20 finance staff to other hospitals within the Western Sussex Hospitals NHS Trust.

4.2.5 Given that there is likely to be an overall reduction in staff on site due to the relocation of employees from the ophthalmic and finance departments, as well as the introduction of the site wide Travel Plan, with its Car Park Management Strategy, the number of staff parking spaces that will be provided throughout the hospital, following construction of the proposed developments, is considered appropriate. The use of those car parking spaces will be managed through the Car Parking Management Strategy so that overall, spaces are not lost, but at the same time, spaces will not be over provided. The Trust are also currently in discussions with NCP regarding the option of renting further off-site car parking spaces, if these are required following completion of the new ward to maintain current levels of parking. This will ensure that there is no additional pressure from parking on local streets in the vicinity of the hospital.

4.2.6 Therefore for the purpose of this Transport Statement the following assumptions have been made:

- The overall reduction in staff car parking spaces on site will be offset by measures included within a site wide Travel Plan as well as through the reduction of staff in the ophthalmic and finance departments. The Trust will have the option to rent additional spaces off site if it is felt necessary;
- Visitors and patients of the breast screening clinic will be accommodated within the car park provided next to it;
- There will be no additional staff or visitors associated with the new ward; and

- The demolition of the existing houses will result in the removal of some car trips on the highway network

4.2.7 The following scenarios have been considered with regard to the development impact:

- Scenario 1 – Planning permission for development on both sites is granted;
- Scenario 2 – Planning permission is granted for Site 1 only; and
- Scenario 3 – Planning permission is granted for Site 2 only.

4.3 ACCESS ARRANGEMENTS

4.3.1 The existing housing at Site 1, which is to be demolished, is accessed from Park Avenue. Many of the houses have driveways resulting in multiple individual accesses along Park Avenue. The proposed temporary car park and the breast screening clinic will each have one access, therefore reducing the number of accesses off Park Avenue to two. These will be provided in accordance with all relevant design standards.

4.3.2 Footways will remain along Park Avenue in the vicinity of the breast screening clinic and the temporary car park to ensure safe pedestrian access to the new facilities and Homefield Park.

4.3.3 The existing access to the car park on Site 2 will remain in its current location and layout in order to continue to provide access to parking spaces north of the new ward.

4.3.4 Pedestrian access to the new ward will be from within the main hospital building. It is anticipated that visitors to the new ward would park their cars in the existing visitors' car park along Lyndhurst Road.

5 Development Trip Generation and Impact

5.1 INTRODUCTION

5.1.1 The total number of trips generated by all the elements of the proposed development are set out in this section.

5.1.2 This section of the report will consider the vehicular impact the development proposals will have on the local highway network and surrounding area. The impact on the pedestrian and cycle network will also be considered.

5.1.3 Altogether, three scenarios have been considered:

- Scenario 1 considers the vehicular impact on the local highway network if both sites are developed;
- Scenario 2 considers the vehicular impact if only Site 1 is developed; and
- Scenario 3 considers the vehicular impact if only Site 2 is developed

5.2 VEHICULAR TRIP GENERATION AND IMPACT

5.2.1 2010 observed traffic flows have been growthed to 2015 using growth factors obtained from Tempro in order to assess the percentage impact of the proposed development on the local highway network. Table 5.1 shows the growth factors whilst the resulting 2015 base traffic flows are shown in Figures 6 and 7.

Table 5.1: Tempro Growth Factors

Period	2010-2015
AM Peak	1.116
PM Peak	1.114

5.2.2 Two junctions have been considered within this assessment, namely the junctions of Lyndhurst Road with Homefield Road and Park Road.

5.2.3 The traffic surveys did not encompass accesses into and out of the visitor and staff car parks therefore the TRICS database has been used to establish trip generation where appropriate.

REMOVAL OF RESIDENTIAL DWELLINGS ON SITE 1

5.2.4 This planning application seeks consent for the removal of 16 semi detached family dwellings. These houses will have a trip generation associated with them which will be removed from the local highway network when they are demolished.

5.2.5 Using the TRICS database for mixed private / non private housing it is possible to calculate the likely number of morning and evening peak hour vehicle trips currently generated by this housing. Table 5.2 sets out the likely vehicle trip rates as taken from TRICS along with the likely trip generation whilst the full output from TRICS, detailing site selection information, is included in Appendix B.

Table 5.2: Peak Hour Vehicle Trip Rates per Dwelling and Trip Generation for the 16 Houses to be Demolished

	AM (0800 – 0900)			PM (1700 – 1800)		
	In	Out	Two Way	In	Out	Two Way
Trip Rates (Per Dwelling)	0.22	0.34	0.55	0.39	0.25	0.64
Trip Generation	4	5	9	6	4	10

5.2.6 Table 5.2 demonstrates that the demolition of the housing from Site 1 will result in approximately 9 two way vehicle trips in the morning peak and 10 two way vehicle trips in the evening peak being removed from the local highway network.

5.2.7 For the purpose of this Transport Statement it has been assumed that these trips are currently made via the Homefield Road / Lyndhurst Road junction as this route provides the shortest link to the major road network within Worthing. The assignment of the traffic at the Homefield Road and the Park Road junctions has been based on the observed turning proportions.

PROVISION OF BREAST SCREENING CLINIC

5.2.8 The application seeks approval for the construction of a new breast screening clinic with a maximum gross floor area (GFA) of 990sqm on Site 1 which currently accommodates 16 houses.

5.2.9 The provision of a new breast screening clinic will result in some additional car trips on the local highway network. Trip rates have been obtained from the TRICS database to enable calculation of the likely number of peak hour trips associated with this land use. The full TRICS output is included in Appendix B whilst the trip rates and resulting number of trips are shown in Table 5.3.

Table 5.3: Peak hour Vehicle Trip Rates per 100sqm GFA and Resulting Number of Trips Generated by the Breast Screening Clinic

	AM (0800 – 0900)			PM (1700 – 1800)		
	In	Out	Two Way	In	Out	Two Way
Trip Rates per 100 sqm	2.857	1.599	4.456	1.497	2.585	4.082
Trip Generation	28	16	44	15	26	40

Note: Minor errors due to rounding

5.2.10 It has been assumed that all traffic associated with the breast screening clinic would go through the Homefield Road / Lyndhurst Road junction. The assignment of the traffic has been done based on the observed turning proportions at each junction.

PROVISION OF NEW WARD

5.2.11 It is anticipated that no additional staff or visitors trips will result from the provision of the new ward on Site 2 due to two wards within the existing West Wing of the hospital closing for refurbishment and relocating into the new ward. The West Wing would ultimately be redeveloped and used again but staff from Opthalmics and finance would be relocated to other sites resulting in no net increase in staff on the hospital site. Therefore, it is assumed that overall there will be no increase in trips at the hospital as a result of the new ward.

DISPLACEMENT OF EXISTING STAFF CAR PARK AND PROVISION OF NEW TEMPORARY STAFF CAR PARK

5.2.12 As explained in Section 4 of this report, as part of the development of Site 2, 82 staff car parking spaces will be displaced to a new temporary car park within Site 1 which will provide 70 staff parking spaces.

5.2.13 Whilst it is possible that the reduction in staff parking, in combination with the introduction of a site wide Travel Plan, could result in a reduction in car trips, no allowance has been made for this in the calculation of the development flows.

DEVELOPMENT IMPACT - SCENARIO 1

5.2.14 Scenario 1 assesses the impact on the local highway network if both sites are developed.

5.2.15 Table 5.4 summarises the total flows through both the Homefield Road junction and the Park Road junction with and without the development. The total net development flows are shown in Figures 8 and 9 whilst the 2015 with development flows are shown in Figures 10 and 11.

Table 5.4: .2015 Traffic Flows Through Homefield Road and Park Road Junctions

	Homefield Road Junction		Park Road Junction	
	AM Peak	**PM Peak**	**AM Peak**	**PM Peak**
2015 Base Traffic flows	1610	1390	1600	1514
Total Development Flows	35	30	22	14
2015 with Development Flows	1646	1421	1623	1528
% Change	2%	2%	1%	1%

Note; minor errors due to rounding

5.2.16 Table 5.4 shows that the combination of both sites would result in an additional 35 and 30 trips during the AM and PM peaks respectively. Of these, 22 and 14 trips will then go towards and through the Lyndhurst Road / Park Road junction during the AM and PM peak hours respectively. Therefore the development traffic flows only account for a change of 2% at the Homefield Road junction and 1% at the Park Road junction. This change in traffic flow is no more than would be expected as a daily variation.

DEVELOPMENT IMPACT - SCENARIO 2

5.2.17 Scenario 2 assesses the impact on the local highway network if only Site 1 (new 70 space temporary car park and breast screening clinic) is developed.

5.2.18 It has been assumed that the temporary car park would only open if the existing staff car park on site 2 was closed. It is likely that this would be a condition of the planning permission.

5.2.19 In terms of vehicular trips scenario 2 would result in the same number of trips as Scenario 1 and therefore the impact would be the same as assessed in Table 5.4.

DEVELOPMENT IMPACT - SCENARIO 3

5.2.20 Scenario 3 assesses the transport impact if only Site 2 (new 40 bed ward and relocated outpatient facilities) is developed.

5.2.21 This scenario would result in the displacement of 82 staff car parking spaces on Site 2 which would not be relocated to Site 1. It is anticipated that the Travel Plan, and in particular the Car Parking Management Strategy, would introduce sufficient measures to encourage staff to leave their cars at home and use alternative travel modes. Therefore the demand for staff car parking spaces would be significantly reduced.

5.2.22 As mentioned in Section 4, in order to ensure there is no increased parking pressure on the local highway, the Trust is currently in discussions with NCP regarding the option of renting further off-site car parking spaces, if these are required following completion of the new ward to maintain current levels of parking.

5.2.23 The Travel Plan, along with the option to rent additional parking if necessary, should mitigate the removal of 82 staff parking spaces on-site without a detrimental impact to on-street parking provision on the surrounding streets.

5.3 IMPACT ON WALKING AND CYCLING

5.3.1 It is not anticipated that these proposals will have an adverse impact on local walking and cycling facilities. Currently, Park Avenue provides pedestrian access to Homefield Park, a major leisure facility in the area. This access will not be affected by the proposals and will in fact result in pedestrians having to negotiate fewer vehicle crossing points as a result of the driveways being removed and consolidated into two access points. This should help to improve pedestrian safety in this area.

5.3.2 Should Site 1 not be developed (Scenario 3) there would be no change in pedestrian and cycling facilities.

5.4 SUMMARY

5.4.1 Within this section it has been shown that there would be a maximum change in traffic flows of 2% at the Homefield Road / Lyndhurst Road junction and a 1% change at the Park Road / Lyndhurst Road junction.

5.4.2 This is considered to be well within the daily variations in traffic flows and should easily be accommodated by the existing highway network.

6 Worthing Hospital Travel Plan

6.1 THE WORTHING HOSPITAL STAFF AND VISITOR TRAVEL PLAN

6.1.1 A Staff and Visitor Travel Plan has been developed for the Worthing Hospital site. The full details can be viewed in the 'Worthing Hospital Staff and Visitor Travel Plan' document. The implementation of measures, ongoing promotion and encouragement of sustainable travel and the identified management and monitoring strategy will help to discourage single occupancy car use to and from the site and support and create a culture of sustainable travel practices among staff and visitors.

6.1.2 The need for the Worthing Hospital Staff and Visitor Travel Plan was triggered by the development proposals assessed within this Transport Statement, and has been developed to consider the whole site. With the development proposals creating minimal highway impact, the intention of the Travel Plan, in respect of the proposals, is to continue to support sustainable travel rather than mitigate any specific issues. The Travel Plan outlines a Car Parking Management Strategy which is intended to deal with issues on the whole site.

6.1.3 The additional traffic generated as a result of the new development is within the bounds of acceptable impact. Therefore, the transport statement does not rely on the measures within the Travel Plan as mitigation, but with the changes in parking provision, the Travel Plan measures provide additional measures to encourage sustainable travel. This will both reduce the pressure on parking during this period of change as much as possible, and instil sustainable travel habits more widely amongst staff for the longer term.

6.2 SUMMARY OF TRAVEL PLAN

6.2.1 Worthing Hospital is committed to promoting and encouraging employees and visitors to travel sustainably to and from the Hospital Site.

6.2.2 With respect to both national and local policy guidance and best practice, the headline aim for the Travel Plan is to:

- To provide a tool for the provision of appropriate sustainable travel measures for both staff and visitors of Worthing Hospital
  - *To promote and encourage the use of alternative, more sustainable modes of transport and working practices amongst employees and visitors to reduce CO_2 emissions caused by the operation of the hospital*

6.2.3 The measures for encouraging sustainable travel that will be implemented within the Travel Plan are detailed below:

- Appointment of a Travel Plan Steering Group and Travel Plan Coordinator to oversee the implementation and ongoing management and monitoring of travel behaviour to and from the hospital;
- Provision of information – All employees will be given Welcome Packs and information sustainable travel information including pedestrian and cycle route maps and bus and rail timetables will be disseminated via sustainable travel notice boards, monthly emails and on the company intranet;
- Visitors will be made aware of sustainable travel opportunities through information displayed on the Sustainable Travel notice board in the reception to the building and through leaflets provided to patients through their confirmation letters;

- Car Parking Management Strategy – The strategy will ensure that the optimum use of the available resources is achieved. Measures to be implemented as part of the Management Strategy will be decided by the Steering Group and TPC but the overriding aim of these will be to ensure that those who genuinely need to drive are able while ensuring suitable alternatives are found for those who do not.
- Promoting walking and cycling by providing facilities on site to support travel to work by these modes. Including shower and changing facilities and 20 covered Sheffield style cycle stands close to the main entrance. Furthermore, Worthing Hospital will offer a tax efficient cycle purchase scheme.
- Car sharing –informal car sharing among employees will be promoted in association with the West Sussex PCT 'Liftshare' Scheme; and
- Promoting sustainable working practices including videoconferencing and centralising business travel booking.

6.2.4 These measures are in addition to existing opportunities for sustainable travel which include:

- Up to 34 rail services per hour throughout the day to various locations and settlements from which many staff , patients and visitors may commute;
- An excellent network of advisory cycle routes connecting the Hospital Site with Worthing town centre and bus and rail stations; and
- A range of bus services operating in the vicinity of the Hospital providing access between Worthing bus and rail stations and the wider area.

6.3 IMPLEMENTATION AND MANAGEMENT

6.3.1 Chapter 7 of the Travel Plan details the importance of an Action Plan for implementation of the Travel Plan in addition to a clear management structure. Without a clearly defined management process it is unlikely that benefits will be derived from the Travel Plan.

6.3.2 A Travel Plan Steering Group comprising senior management and representatives from WBC and/or WSCC and a Travel Plan Coordinator (TPC) will be identified to oversee the implementation and ongoing management of the plan. The TPC is responsible for the daily management of the plan and will work closely with WBC and WSCC to ensure the effective implementation of the plan.

6.4 MONITORING & TARGETS

6.4.1 Action Targets and a monitoring process for the Travel Plan have been identified. SMART targets will be set in consultation with WSCC following the initial employee travel surveys which will be undertaken six months from the date of implementation of the plan.

6.4.2 Monitoring will enable the measurement of travel patterns over time and will illustrate positive trends away from the private car for journeys to and from the Hospital site.

6.4.3 The Travel Plan Coordinator is responsible for undertaking the monitoring process with support provided by WSCC.

7 Summary and Conclusions

7.1 SUMMARY

7.1.1 WSP has been commissioned to provide transportation and highways advice in support of a planning application relating to two sites at the hospital in Worthing.

7.1.2 Section 2 of this Transport Statement set out the national, regional and local planning and transport policies against which the development proposals will be considered. The dominant theme throughout is one of sustainability and developing sites with the objective of creating a development which is accessible and reduces the need to travel, especially by car.

7.1.3 Section 3 outlined the existing situation surrounding the proposed development site in terms of transportation. A review of the pedestrian and cycle network has been undertaken and determined that existing facilities are of a good standard and encourage the use of non – car modes of travel. The existing bus and rail network has also been reviewed and shows that there is a good frequency of both bus and rail services in the area. These excellent opportunities for sustainable travel to and from the site are promoted through the site-wide Travel Plan.

7.1.4 Section 4 highlighted the specific characteristics of the proposed development sites. Currently Site 1 is occupied by 16 semi detached family homes whilst the development proposals include the provision of a 70 space temporary staff car park and the provision of a new breast screening clinic with associated parking.

7.1.5 Site 2 is currently an 82 space car park which will be replaced by a new ward with up to 40 beds. Although this site will require staff it is expected that initially, two wards from the west wing will relocate into the new ward and then as the west wing is renovated and reused staff from other areas of the hospital will be relocated to other sites meaning there will be no overall increase in staff on site.

7.1.6 Section 5 demonstrated that the removal of the housing will result in a reduction in vehicle trips on the local highway network whilst the provision of the breast screening clinic will result in a small number of additional trips. Overall there will be a small increase in the number of car trips on the surrounding highway network.

7.2 CONCLUSION

7.2.1 This report has concluded that existing transport facilities surrounding the hospital are good and provide a choice of travel mode other than the car.

7.2.2 The planned demolition of housing and construction of a new breast screening clinic, as well the provision of the new ward and the temporary car park will result in a maximum of 2% change in traffic flows in 2015 which is less than the daily variation in traffic flows on the local highway network.

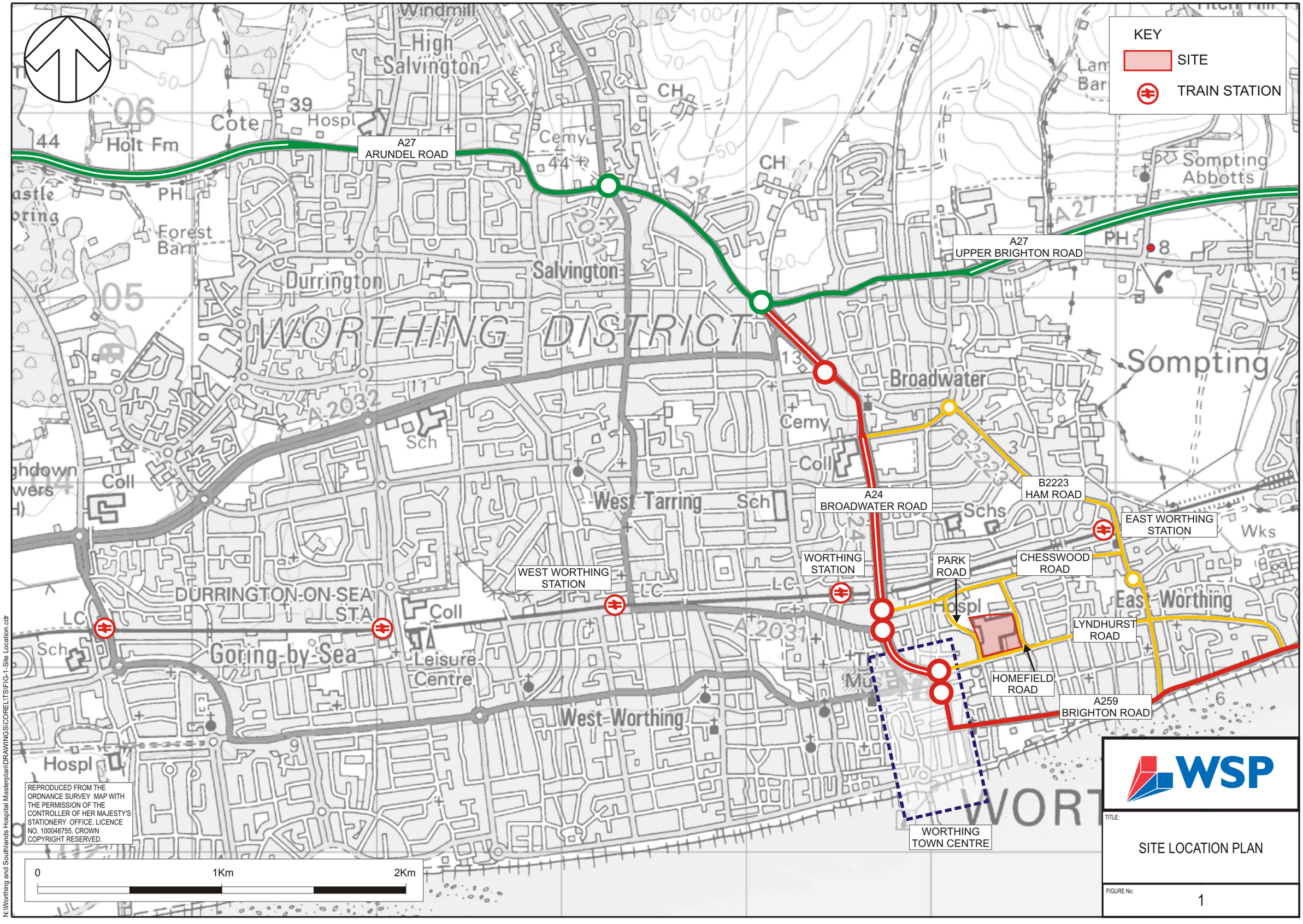
7.2.3 The changes in traffic volumes are within acceptable limits, and as such, these developments do not require specific mitigation packages. However, at a time of change for the Trust, and a time where short term pressure on parking will be evident, the measures within the Travel Plan will provide additional choice for staff and encourage travel by sustainable modes to reduce the demand for the available parking as much as possible.

7.2.4 Given that there is likely to be an overall reduction in staff on site due to the relocation of employees from the ophthalmic and finance departments, as well as the introduction of the site wide Travel Plan, with its Car Park Management Strategy, the number of staff parking spaces that will be provided throughout the hospital, following construction of the proposed developments, is considered appropriate.

7.2.5 The use of these car parking spaces will be managed through the Car Parking Management Strategy so that overall, spaces are not lost, but at the same time, spaces will not be over provided. The Trust are also currently in discussions with NCP regarding the option of renting further off-site car parking spaces, if these are required following completion of the new ward to maintain current levels of parking. This will ensure that there is no additional pressure from parking on local streets in the vicinity of the hospital.

7.2.6 Given the benefits of the proposed facilities and only a minor increase in car trips the development should be approved on transport grounds.

Appendices, Figures & Tables



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WSP

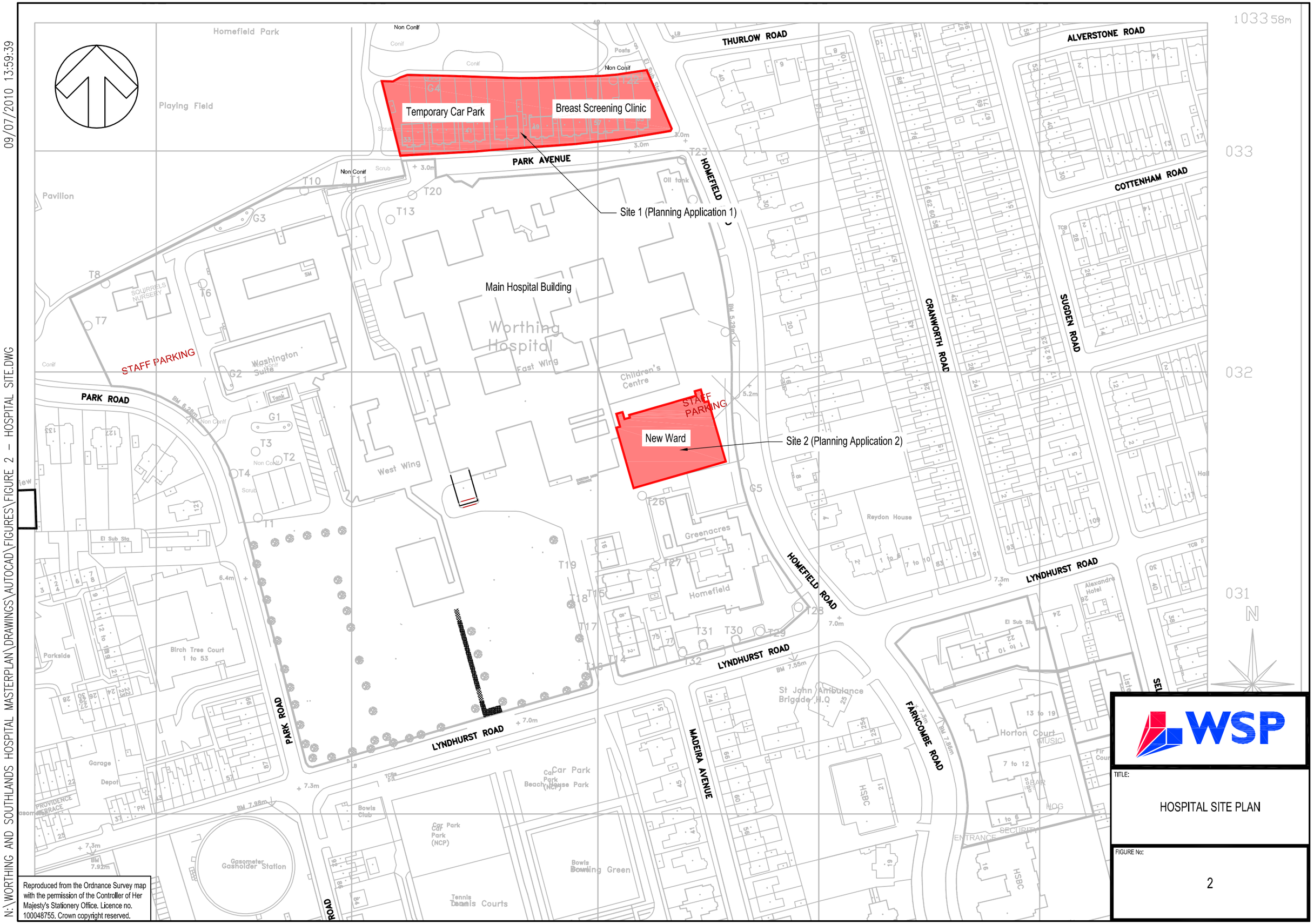
TITLE:

SITE LOCATION PLAN

FIGURE No:

1

N:\Worthing and Southlands Hospital Masterplan\DRAWINGS\COREL\TS\FIG-1-Site Location.cdr



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WSP

TITLE:

HOSPITAL SITE PLAN

FIGURE No:

2

N:\WORTHING AND SOUTHLANDS HOSPITAL MASTERPLAN\DRAWINGS\AUTOCAD\FIGURES\FIGURE 2 - HOSPITAL SITE.DWG

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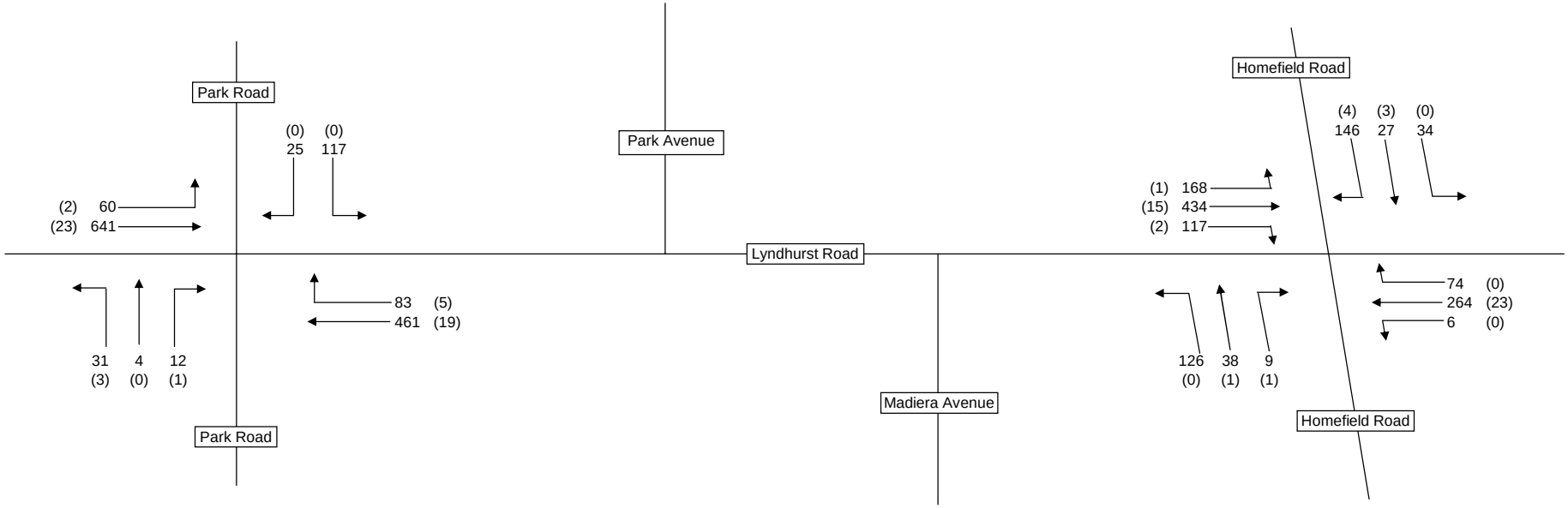

KEY

10 Light Vehicles
(10) Heavy Vehicles

WSP

TITLE

2010 Observed
Traffic Flows
AM Peak

FIGURE No:

3

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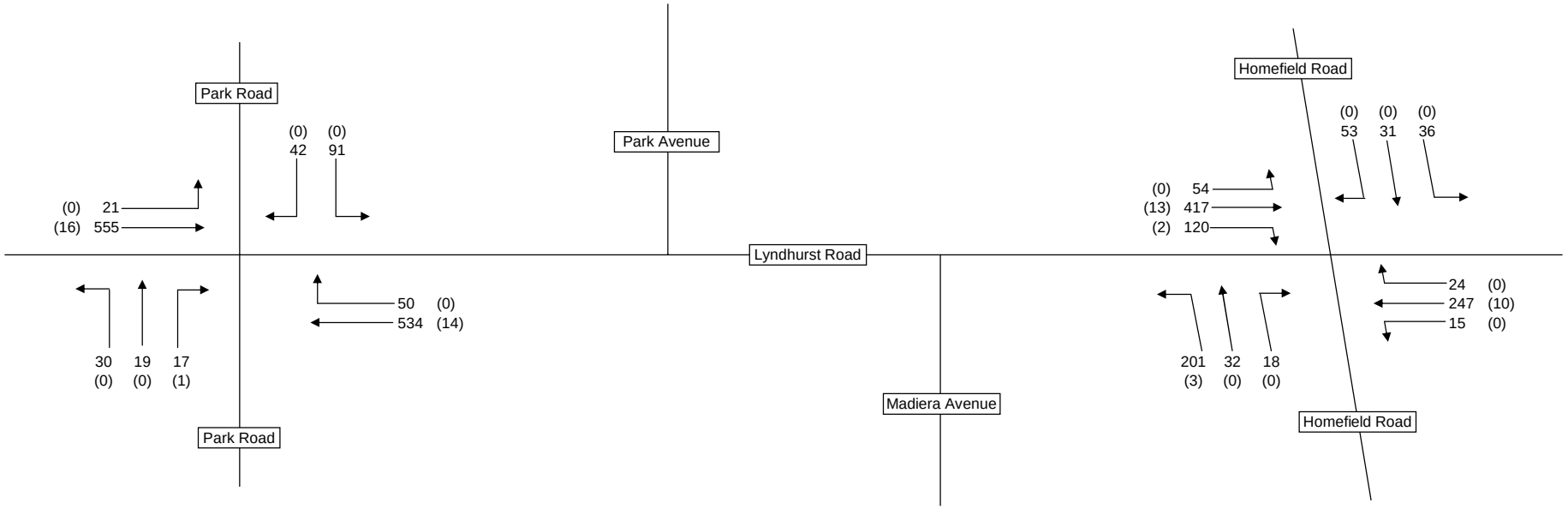

KEY

10 Light Vehicles
(10) Heavy Vehicles

WSP

TITLE

2010 Observed
Traffic Flows
PM Peak

FIGURE No:

4

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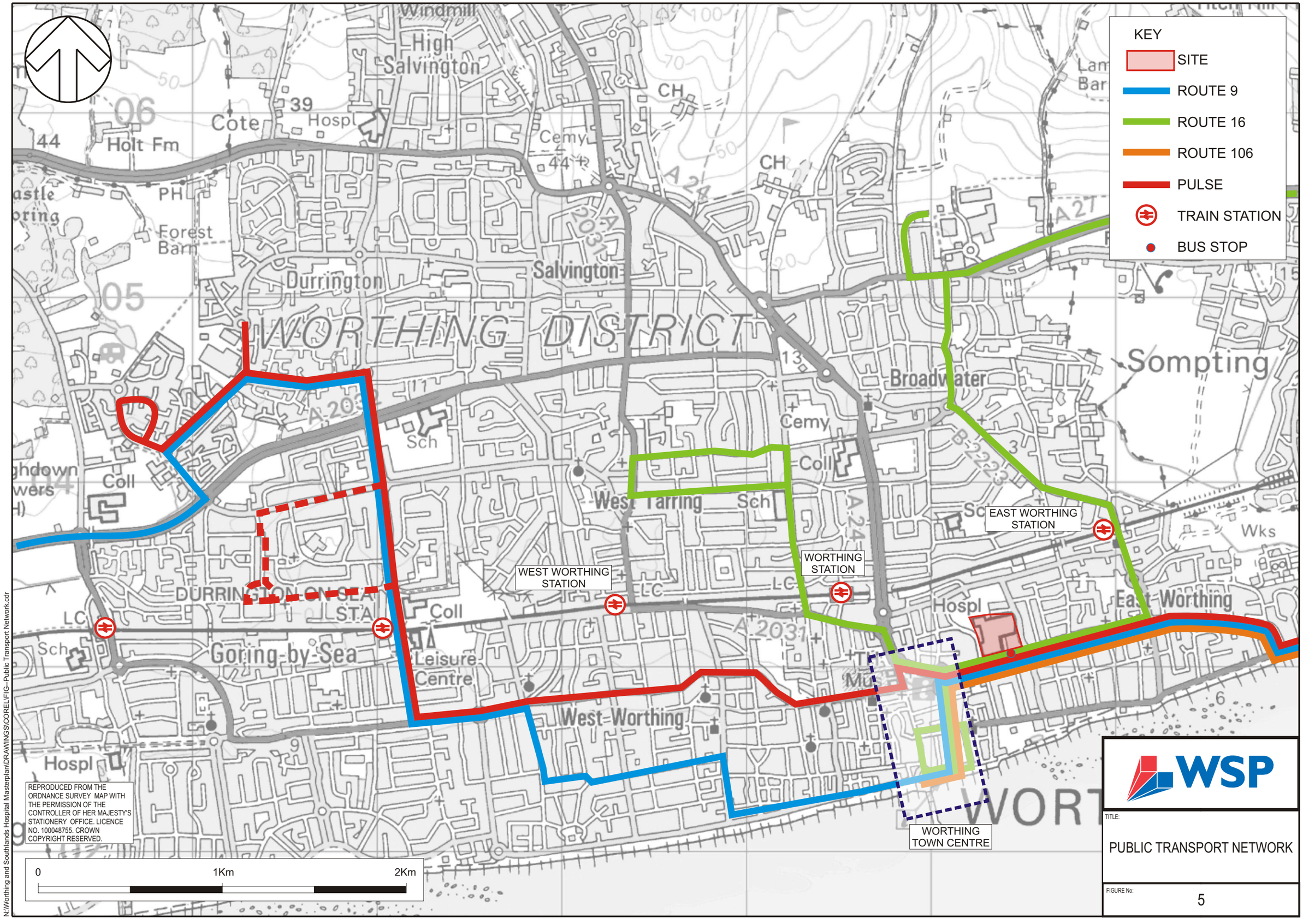

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WSP

TITLE:

PUBLIC TRANSPORT NETWORK

FIGURE No: 5

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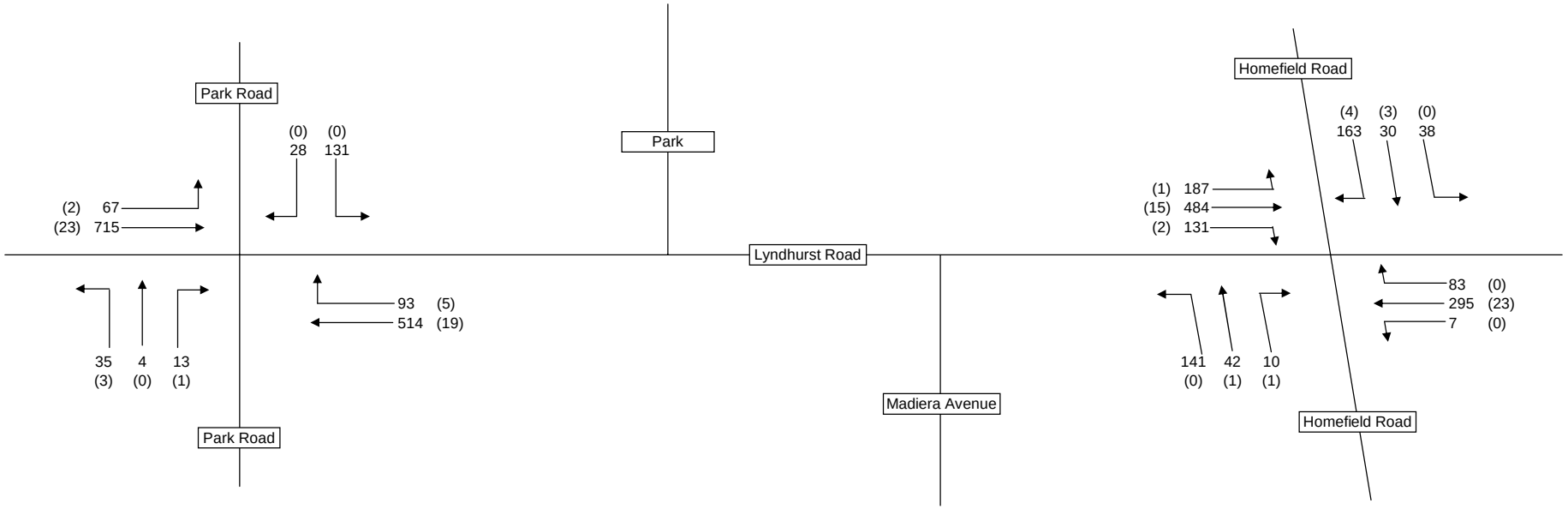

KEY

10 Light Vehicles
(10) Heavy Vehicles

WSP

TITLE

2015 Base
Traffic Flows
AM Peak

FIGURE No:

6

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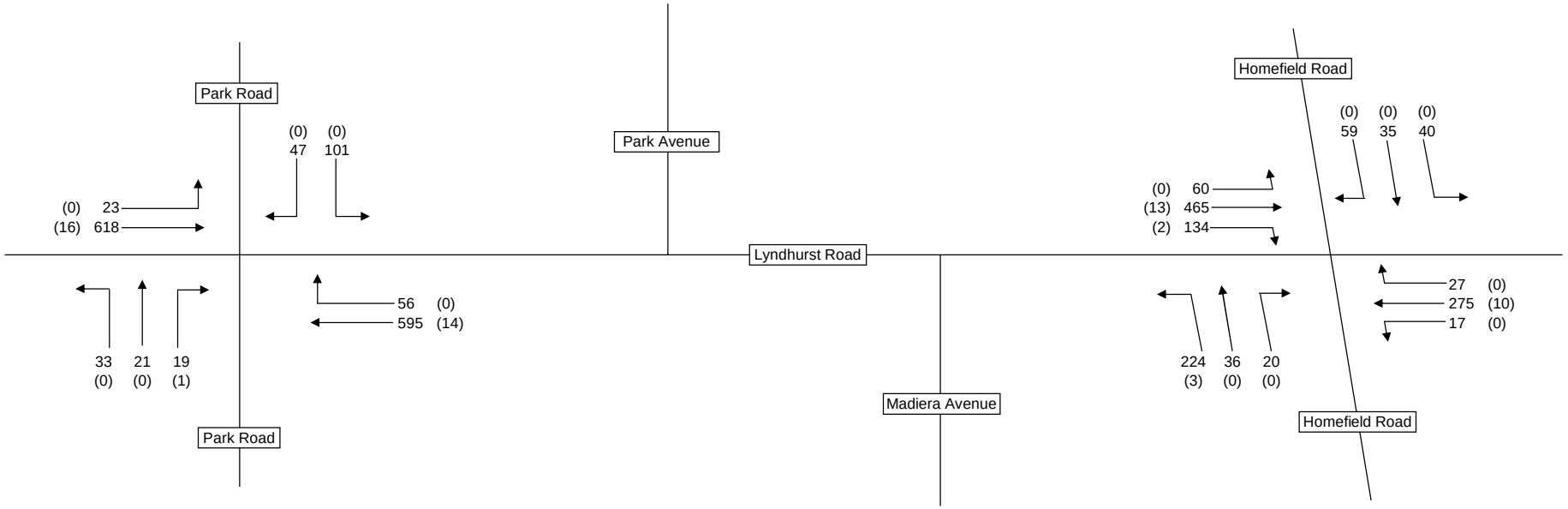

KEY

10 Light Vehicles
(10) Heavy Vehicles

WSP

TITLE

2015 Base
Traffic Flows
PM Peak

FIGURE No:

7

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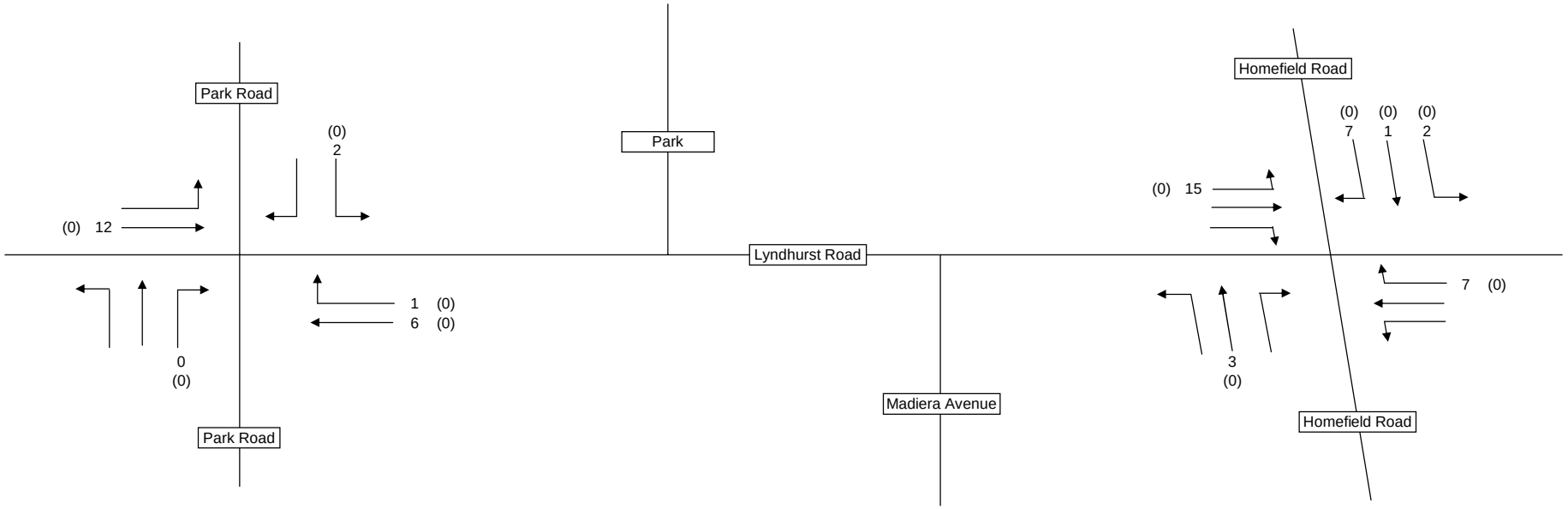


KEY

10 Light Vehicles
(10) Heavy Vehicles

Note: Discrepancies of 1 vehicle are due to rounding

WSP

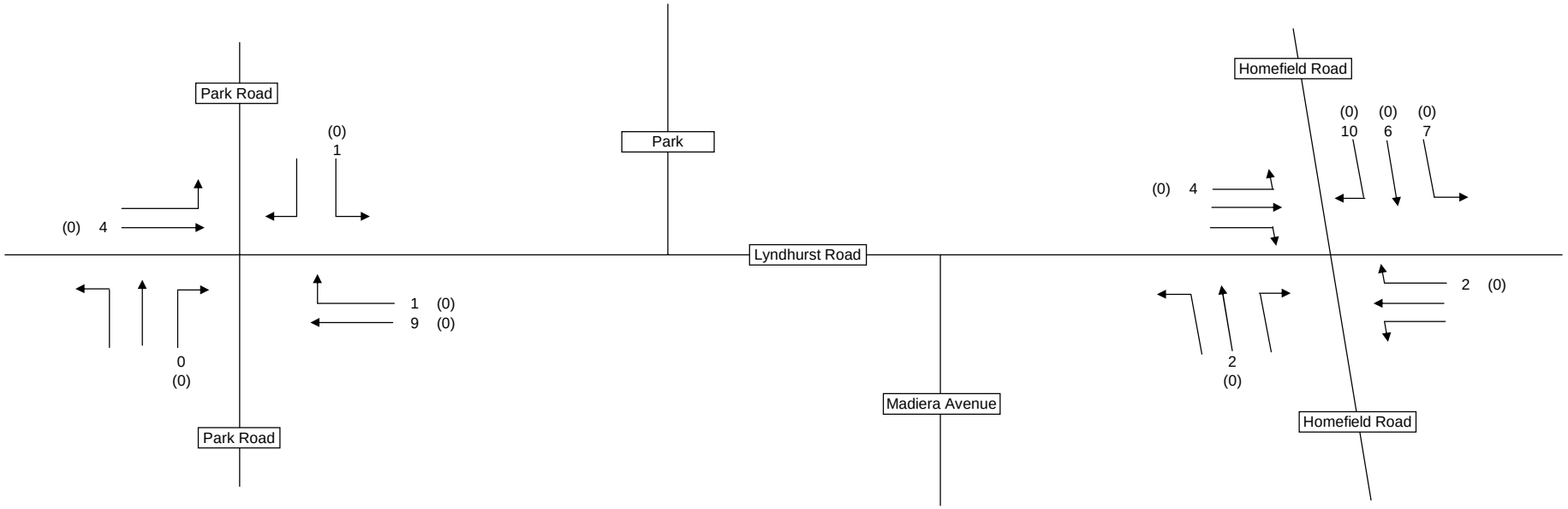
TITLE

Net Development
Traffic Flows
AM Peak

FIGURE No:

8

N:\Worthing and Southlands Hospital Masterplan\ANALYSIS\Traffic Flows.xls



KEY

10 Light Vehicles
(10) Heavy Vehicles

Note: Discrepancies of 1 vehicle are due to rounding

WSP

TITLE

Net Development
Traffic Flows
PM Peak

FIGURE No:

9

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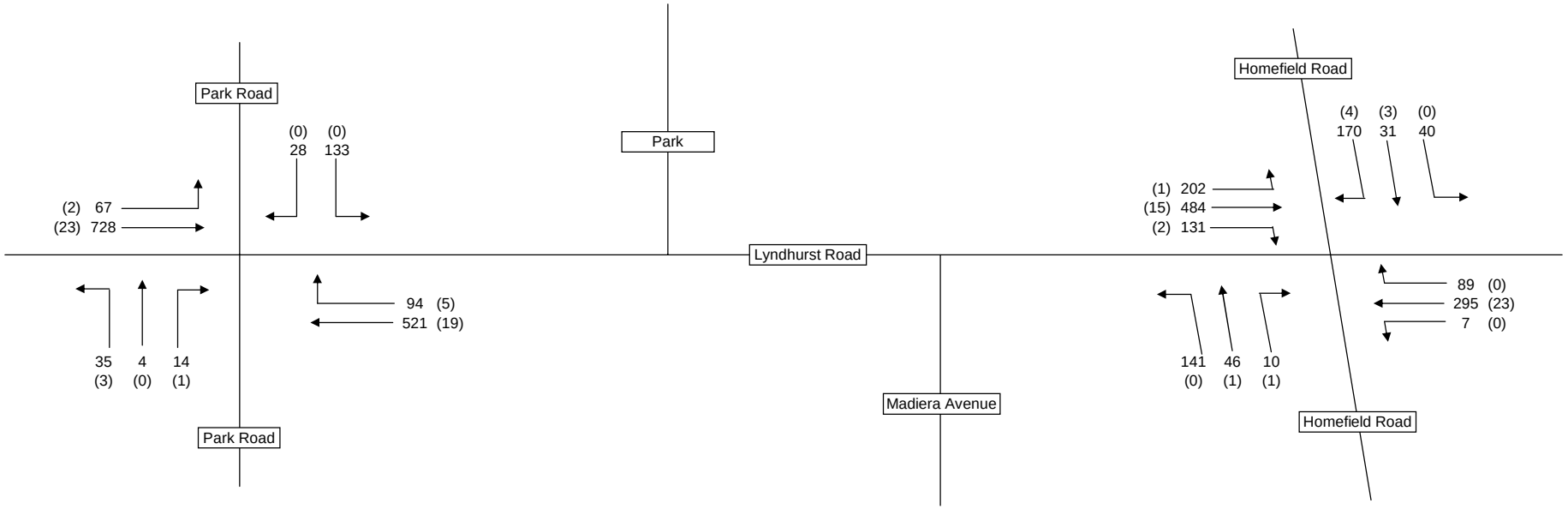

KEY

10 Light Vehicles
(10) Heavy Vehicles

WSP

TITLE

2015 Traffic Flows
with development
AM Peak

FIGURE No:

10

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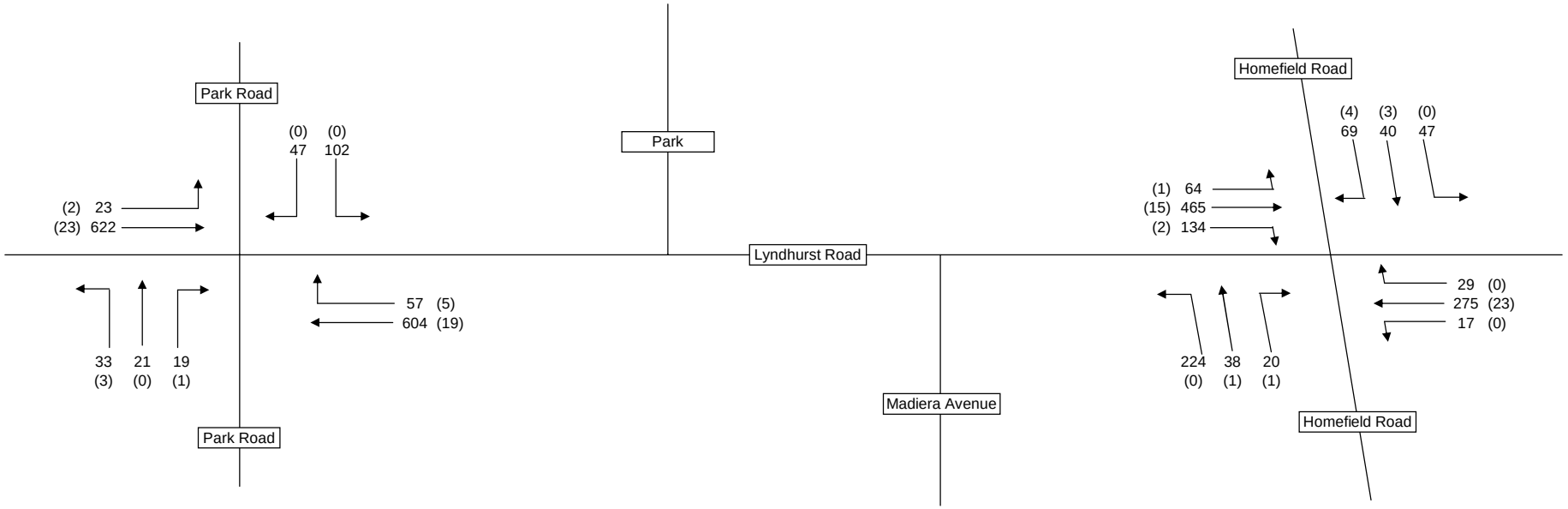

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10 Light Vehicles
(10) Heavy Vehicles

WSP

TITLE

2015 Traffic Flows
with development
PM Peak

FIGURE No:

11

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Appendix A Traffic Count Data

K&M TRAFFIC SURVEYS

DATE : 16th JUNE 2010

DAY : WEDNESDAY

LOCATION : WORTHING, EAST SUSSEX



K&M TRAFFIC SURVEYS

DATE : 16th JUNE 2010

DAY : WEDNESDAY

LOCATION : WORTHING, EAST SUSSEX

	MOVEMENT 1			MOVEMENT 2			MOVEMENT 3			MOVEMENT 4			MOVEMENT 5			MOVEMENT 6			MOVEMENT 7		
	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL
0700-0715	13	0	**13**	33	2	**35**	16	3	**19**	15	0	**15**	5	0	**5**	2	0	**2**	0	0	**0**
0715-0730	7	0	**7**	42	4	**46**	12	0	**12**	17	0	**17**	11	0	**11**	1	0	**1**	1	0	**1**
0730-0745	17	0	**17**	71	2	**73**	22	1	**23**	32	0	**32**	7	0	**7**	3	0	**3**	2	0	**2**
0745-0800	19	1	**20**	81	3	**84**	28	1	**29**	22	0	**22**	15	0	**15**	0	1	**1**	2	0	**2**
0800-0815	40	0	**40**	109	3	**112**	42	0	**42**	22	0	**22**	15	0	**15**	4	0	**4**	3	0	**3**
0815-0830	45	1	**46**	104	3	**107**	29	0	**29**	26	0	**26**	7	1	**8**	0	1	**1**	0	0	**0**
0830-0845	37	0	**37**	111	3	**114**	13	1	**14**	38	0	**38**	9	0	**9**	3	0	**3**	1	0	**1**
0845-0900	46	0	**46**	110	6	**116**	33	1	**34**	40	0	**40**	7	0	**7**	2	0	**2**	2	0	**2**
0900-0915	18	0	**18**	89	8	**97**	22	1	**23**	56	3	**59**	11	0	**11**	0	0	**0**	0	0	**0**
0915-0930	16	0	**16**	61	8	**69**	21	0	**21**	32	0	**32**	4	0	**4**	1	0	**1**	3	0	**3**
0930-0945	8	0	**8**	58	4	**62**	13	2	**15**	27	0	**27**	9	0	**9**	1	1	**2**	3	0	**3**
0945-1000	5	0	**5**	43	5	**48**	18	0	**18**	20	0	**20**	8	0	**8**	4	0	**4**	2	0	**2**
0700-1000	**271**	**2**	**273**	**912**	**51**	**963**	**269**	**10**	**279**	**347**	**3**	**350**	**108**	**1**	**109**	**21**	**3**	**24**	**19**	**0**	**19**
0700-0800	56	1	**57**	227	11	**238**	78	5	**83**	86	0	**86**	38	0	**38**	6	1	**7**	5	0	**5**
0715-0815	83	1	**84**	303	12	**315**	104	2	**106**	93	0	**93**	48	0	**48**	8	1	**9**	8	0	**8**
0730-0830	121	2	**123**	365	11	**376**	121	2	**123**	102	0	**102**	44	1	**45**	7	2	**9**	7	0	**7**
0745-0845	141	2	**143**	405	12	**417**	112	2	**114**	108	0	**108**	46	1	**47**	7	2	**9**	6	0	**6**
0800-0900	168	1	**169**	434	15	**449**	117	2	**119**	126	0	**126**	38	1	**39**	9	1	**10**	6	0	**6**
0815-0915	146	1	**147**	414	20	**434**	97	3	**100**	160	3	**163**	34	1	**35**	5	1	**6**	3	0	**3**
0830-0930	117	0	**117**	371	25	**396**	89	3	**92**	166	3	**169**	31	0	**31**	6	0	**6**	6	0	**6**
0845-0945	88	0	**88**	318	26	**344**	89	4	**93**	155	3	**158**	31	0	**31**	4	1	**5**	8	0	**8**
0900-1000	47	0	**47**	251	25	**276**	74	3	**77**	135	3	**138**	32	0	**32**	6	1	**7**	8	0	**8**

K&M TRAFFIC SURVEYS

DATE : 16th JUNE 2010

DAY : WEDNESDAY

LOCATION : WORTHING, EAST SUSSEX

	MOVEMENT 1			MOVEMENT 2			MOVEMENT 3			MOVEMENT 4			MOVEMENT 5			MOVEMENT 6			MOVEMENT 7		
	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL
1600-1615	20	0	**20**	65	5	**70**	23	0	**23**	42	0	**42**	7	2	**9**	7	1	**8**	5	0	**5**
1615-1630	9	0	**9**	63	2	**65**	30	1	**31**	23	0	**23**	3	0	**3**	2	0	**2**	1	0	**1**
1630-1645	10	0	**10**	97	3	**100**	28	0	**28**	29	0	**29**	11	0	**11**	2	0	**2**	2	0	**2**
1645-1700	14	0	**14**	83	3	**86**	31	0	**31**	30	2	**32**	8	0	**8**	3	0	**3**	3	0	**3**
1700-1715	20	0	**20**	120	7	**127**	35	1	**36**	70	1	**71**	13	0	**13**	8	0	**8**	7	0	**7**
1715-1730	9	0	**9**	101	2	**103**	28	0	**28**	33	0	**33**	3	0	**3**	2	0	**2**	3	0	**3**
1730-1745	17	0	**17**	113	1	**114**	25	0	**25**	49	1	**50**	12	0	**12**	2	0	**2**	4	0	**4**
1745-1800	8	0	**8**	83	3	**86**	32	1	**33**	49	1	**50**	4	0	**4**	6	0	**6**	1	0	**1**
1800-1815	7	0	**7**	77	4	**81**	23	0	**23**	32	1	**33**	8	0	**8**	0	0	**0**	2	0	**2**
1815-1830	11	0	**11**	60	3	**63**	28	1	**29**	28	2	**30**	8	0	**8**	4	0	**4**	2	0	**2**
1830-1845	2	0	**2**	76	4	**80**	14	0	**14**	26	0	**26**	4	0	**4**	2	0	**2**	2	0	**2**
1845-1900	11	0	**11**	61	5	**66**	12	0	**12**	18	0	**18**	6	0	**6**	2	0	**2**	4	0	**4**
1600-1900	**138**	**0**	**138**	**999**	**42**	**1041**	**309**	**4**	**313**	**429**	**8**	**437**	**87**	**2**	**89**	**40**	**1**	**41**	**36**	**0**	**36**
1600-1700	53	0	**53**	308	13	**321**	112	1	**113**	124	2	**126**	29	2	**31**	14	1	**15**	11	0	**11**
1615-1715	53	0	**53**	363	15	**378**	124	2	**126**	152	3	**155**	35	0	**35**	15	0	**15**	13	0	**13**
1630-1730	53	0	**53**	401	15	**416**	122	1	**123**	162	3	**165**	35	0	**35**	15	0	**15**	15	0	**15**
1645-1745	60	0	**60**	417	13	**430**	119	1	**120**	182	4	**186**	36	0	**36**	15	0	**15**	17	0	**17**
1700-1800	54	0	**54**	417	13	**430**	120	2	**122**	201	3	**204**	32	0	**32**	18	0	**18**	15	0	**15**
1715-1815	41	0	**41**	374	10	**384**	108	1	**109**	163	3	**166**	27	0	**27**	10	0	**10**	10	0	**10**
1730-1830	43	0	**43**	333	11	**344**	108	2	**110**	158	5	**163**	32	0	**32**	12	0	**12**	9	0	**9**
1745-1845	28	0	**28**	296	14	**310**	97	2	**99**	135	4	**139**	24	0	**24**	12	0	**12**	7	0	**7**
1800-1900	31	0	**31**	274	16	**290**	77	1	**78**	104	3	**107**	26	0	**26**	8	0	**8**	10	0	**10**

K&M TRAFFIC SURVEYS

DATE : 16th JUNE 2010

DAY : WEDNESDAY

LOCATION : WORTHING, EAST SUSSEX

	MOVEMENT 8			MOVEMENT 9			MOVEMENT 10			MOVEMENT 11			MOVEMENT 12			MOVEMENT 13			MOVEMENT 14		
	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL
0700-0715	21	2	**23**	7	0	**7**	2	0	**2**	6	0	**6**	3	1	**4**	0	0	**0**	1	1	**2**
0715-0730	19	3	**22**	7	0	**7**	1	0	**1**	4	0	**4**	3	0	**3**	1	0	**1**	0	0	**0**
0730-0745	42	2	**44**	6	0	**6**	3	0	**3**	5	0	**5**	3	0	**3**	2	2	**4**	1	0	**1**
0745-0800	45	2	**47**	20	0	**20**	5	0	**5**	9	0	**9**	14	0	**14**	7	0	**7**	5	0	**5**
0800-0815	47	5	**52**	15	0	**15**	4	0	**4**	8	0	**8**	27	0	**27**	8	1	**9**	1	0	**1**
0815-0830	68	8	**76**	13	0	**13**	8	0	**8**	4	1	**5**	38	0	**38**	8	1	**9**	0	0	**0**
0830-0845	65	7	**72**	17	0	**17**	11	0	**11**	9	0	**9**	50	4	**54**	7	1	**8**	1	0	**1**
0845-0900	84	3	**87**	29	0	**29**	11	0	**11**	6	2	**8**	31	0	**31**	8	0	**8**	2	0	**2**
0900-0915	63	5	**68**	16	0	**16**	5	1	**6**	8	0	**8**	20	0	**20**	9	0	**9**	2	0	**2**
0915-0930	67	7	**74**	9	0	**9**	8	0	**8**	5	0	**5**	12	0	**12**	7	2	**9**	6	0	**6**
0930-0945	50	5	**55**	6	2	**8**	6	1	**7**	3	0	**3**	11	0	**11**	1	0	**1**	1	0	**1**
0945-1000	50	4	**54**	2	1	**3**	6	1	**7**	8	0	**8**	6	0	**6**	9	0	**9**	4	0	**4**
0700-1000	**621**	**53**	**674**	**147**	**3**	**150**	**70**	**3**	**73**	**75**	**3**	**78**	**218**	**5**	**223**	**67**	**7**	**74**	**24**	**1**	**25**
0700-0800	127	9	**136**	40	0	**40**	11	0	**11**	24	0	**24**	23	1	**24**	10	2	**12**	7	1	**8**
0715-0815	153	12	**165**	48	0	**48**	13	0	**13**	26	0	**26**	47	0	**47**	18	3	**21**	7	0	**7**
0730-0830	202	17	**219**	54	0	**54**	20	0	**20**	26	1	**27**	82	0	**82**	25	4	**29**	7	0	**7**
0745-0845	225	22	**247**	65	0	**65**	28	0	**28**	30	1	**31**	129	4	**133**	30	3	**33**	7	0	**7**
0800-0900	264	23	**287**	74	0	**74**	34	0	**34**	27	3	**30**	146	4	**150**	31	3	**34**	4	0	**4**
0815-0915	280	23	**303**	75	0	**75**	35	1	**36**	27	3	**30**	139	4	**143**	32	2	**34**	5	0	**5**
0830-0930	279	22	**301**	71	0	**71**	35	1	**36**	28	2	**30**	113	4	**117**	31	3	**34**	11	0	**11**
0845-0945	264	20	**284**	60	2	**62**	30	2	**32**	22	2	**24**	74	0	**74**	25	2	**27**	11	0	**11**
0900-1000	230	21	**251**	33	3	**36**	25	3	**28**	24	0	**24**	49	0	**49**	26	2	**28**	13	0	**13**

K&M TRAFFIC SURVEYS

DATE : 16th JUNE 2010

DAY : WEDNESDAY

LOCATION : WORTHING, EAST SUSSEX

	MOVEMENT 8			MOVEMENT 9			MOVEMENT 10			MOVEMENT 11			MOVEMENT 12			MOVEMENT 13			MOVEMENT 14		
	LIGHT	HEAVY	**TOTAL**	LIGHT	HEAVY	**TOTAL**	LIGHT	HEAVY	**TOTAL**	LIGHT	HEAVY	**TOTAL**	LIGHT	HEAVY	**TOTAL**	LIGHT	HEAVY	**TOTAL**	LIGHT	HEAVY	**TOTAL**
1600-1615	62	7	**69**	6	0	**6**	9	0	**9**	14	0	**14**	12	0	**12**	8	1	**9**	2	0	**2**
1615-1630	60	4	**64**	8	0	**8**	6	2	**8**	9	0	**9**	8	0	**8**	13	0	**13**	3	0	**3**
1630-1645	45	2	**47**	6	0	**6**	5	0	**5**	7	0	**7**	16	0	**16**	10	0	**10**	5	0	**5**
1645-1700	59	3	**62**	7	1	**8**	13	0	**13**	8	0	**8**	11	0	**11**	7	0	**7**	3	0	**3**
1700-1715	70	1	**71**	7	0	**7**	16	0	**16**	10	0	**10**	24	0	**24**	6	0	**6**	7	0	**7**
1715-1730	53	4	**57**	3	0	**3**	6	0	**6**	6	0	**6**	7	0	**7**	10	0	**10**	4	0	**4**
1730-1745	61	3	**64**	9	0	**9**	4	0	**4**	2	0	**2**	9	0	**9**	5	0	**5**	5	0	**5**
1745-1800	63	2	**65**	5	0	**5**	10	0	**10**	13	0	**13**	13	0	**13**	9	0	**9**	3	0	**3**
1800-1815	45	4	**49**	4	0	**4**	7	0	**7**	4	0	**4**	11	0	**11**	6	0	**6**	1	0	**1**
1815-1830	49	4	**53**	2	0	**2**	4	0	**4**	4	0	**4**	7	0	**7**	5	0	**5**	0	0	**0**
1830-1845	49	2	**51**	6	0	**6**	6	0	**6**	3	0	**3**	4	0	**4**	4	0	**4**	2	0	**2**
1845-1900	60	0	**60**	4	0	**4**	4	0	**4**	9	0	**9**	4	0	**4**	1	0	**1**	2	0	**2**
1600-1900	**676**	**36**	**712**	**67**	**1**	**68**	**90**	**2**	**92**	**89**	**0**	**89**	**126**	**0**	**126**	**84**	**1**	**85**	**37**	**0**	**37**
1600-1700	226	16	**242**	27	1	**28**	33	2	**35**	38	0	**38**	47	0	**47**	38	1	**39**	13	0	**13**
1615-1715	234	10	**244**	28	1	**29**	40	2	**42**	34	0	**34**	59	0	**59**	36	0	**36**	18	0	**18**
1630-1730	227	10	**237**	23	1	**24**	40	0	**40**	31	0	**31**	58	0	**58**	33	0	**33**	19	0	**19**
1645-1745	243	11	**254**	26	1	**27**	39	0	**39**	26	0	**26**	51	0	**51**	28	0	**28**	19	0	**19**
1700-1800	247	10	**257**	24	0	**24**	36	0	**36**	31	0	**31**	53	0	**53**	30	0	**30**	19	0	**19**
1715-1815	222	13	**235**	21	0	**21**	27	0	**27**	25	0	**25**	40	0	**40**	30	0	**30**	13	0	**13**
1730-1830	218	13	**231**	20	0	**20**	25	0	**25**	23	0	**23**	40	0	**40**	25	0	**25**	9	0	**9**
1745-1845	206	12	**218**	17	0	**17**	27	0	**27**	24	0	**24**	35	0	**35**	24	0	**24**	6	0	**6**
1800-1900	203	10	**213**	16	0	**16**	21	0	**21**	20	0	**20**	26	0	**26**	16	0	**16**	5	0	**5**

K&M TRAFFIC SURVEYS

DATE : 16th JUNE 2010

DAY : WEDNESDAY

LOCATION : WORTHING, EAST SUSSEX

	MOVEMENT 15			MOVEMENT 16			MOVEMENT 17			MOVEMENT 18			MOVEMENT 19			MOVEMENT 20			MOVEMENT 21		
	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL
0700-0715	1	0	**1**	21	2	**23**	4	1	**5**	7	1	**8**	3	0	**3**	5	0	**5**	68	5	**73**
0715-0730	1	0	**1**	42	3	**45**	8	0	**8**	6	0	**6**	3	3	**6**	6	1	**7**	64	6	**70**
0730-0745	3	1	**4**	66	3	**69**	8	0	**8**	5	0	**5**	3	1	**4**	10	0	**10**	109	10	**119**
0745-0800	7	1	**8**	79	3	**82**	5	2	**7**	8	1	**9**	3	0	**3**	15	0	**15**	115	1	**116**
0800-0815	1	0	**1**	93	1	**94**	21	1	**22**	32	0	**32**	3	0	**3**	15	1	**16**	162	4	**166**
0815-0830	4	0	**4**	110	7	**117**	24	0	**24**	24	0	**24**	5	0	**5**	28	0	**28**	152	1	**153**
0830-0845	4	0	**4**	136	6	**142**	19	3	**22**	28	0	**28**	11	0	**11**	11	1	**12**	170	10	**180**
0845-0900	3	1	**4**	122	5	**127**	19	1	**20**	33	0	**33**	6	0	**6**	6	0	**6**	157	8	**165**
0900-0915	3	1	**4**	101	7	**108**	11	2	**13**	24	2	**26**	3	0	**3**	9	0	**9**	142	6	**148**
0915-0930	3	1	**4**	77	6	**83**	14	0	**14**	23	0	**23**	5	0	**5**	6	0	**6**	112	6	**118**
0930-0945	2	0	**2**	76	1	**77**	7	0	**7**	15	0	**15**	12	0	**12**	10	1	**11**	103	9	**112**
0945-1000	3	1	**4**	92	7	**99**	5	0	**5**	20	1	**21**	7	1	**8**	4	0	**4**	101	8	**109**
0700-1000	**35**	**6**	**41**	**1015**	**51**	**1066**	**145**	**10**	**155**	**225**	**5**	**230**	**64**	**5**	**69**	**125**	**4**	**129**	**1455**	**74**	**1529**
0700-0800	12	2	**14**	208	11	**219**	25	3	**28**	26	2	**28**	12	4	**16**	36	1	**37**	356	22	**378**
0715-0815	12	2	**14**	280	10	**290**	42	3	**45**	51	1	**52**	12	4	**16**	46	2	**48**	450	21	**471**
0730-0830	15	2	**17**	348	14	**362**	58	3	**61**	69	1	**70**	14	1	**15**	68	1	**69**	538	16	**554**
0745-0845	16	1	**17**	418	17	**435**	69	6	**75**	92	1	**93**	22	0	**22**	69	2	**71**	599	16	**615**
0800-0900	12	1	**13**	461	19	**480**	83	5	**88**	117	0	**117**	25	0	**25**	60	2	**62**	641	23	**664**
0815-0915	14	2	**16**	469	25	**494**	73	6	**79**	109	2	**111**	25	0	**25**	54	1	**55**	621	25	**646**
0830-0930	13	3	**16**	436	24	**460**	63	6	**69**	108	2	**110**	25	0	**25**	32	1	**33**	581	30	**611**
0845-0945	11	3	**14**	376	19	**395**	51	3	**54**	95	2	**97**	26	0	**26**	31	1	**32**	514	29	**543**
0900-1000	11	3	**14**	346	21	**367**	37	2	**39**	82	3	**85**	27	1	**28**	29	1	**30**	458	29	**487**

K&M TRAFFIC SURVEYS

DATE : 16th JUNE 2010

DAY : WEDNESDAY

LOCATION : WORTHING, EAST SUSSEX

	MOVEMENT 15			MOVEMENT 16			MOVEMENT 17			MOVEMENT 18			MOVEMENT 19			MOVEMENT 20			MOVEMENT 21		
	LIGHT	HEAVY	**TOTAL**	LIGHT	HEAVY	**TOTAL**	LIGHT	HEAVY	**TOTAL**	LIGHT	HEAVY	**TOTAL**	LIGHT	HEAVY	**TOTAL**	LIGHT	HEAVY	**TOTAL**	LIGHT	HEAVY	**TOTAL**
1600-1615	1	0	**1**	107	3	**110**	9	0	**9**	16	0	**16**	15	0	**15**	7	0	**7**	108	9	**117**
1615-1630	6	0	**6**	126	5	**131**	11	0	**11**	22	0	**22**	20	0	**20**	9	0	**9**	98	4	**102**
1630-1645	6	0	**6**	92	2	**94**	14	0	**14**	23	0	**23**	13	0	**13**	5	0	**5**	128	4	**132**
1645-1700	3	0	**3**	77	4	**81**	10	1	**11**	17	0	**17**	9	0	**9**	9	0	**9**	108	5	**113**
1700-1715	7	1	**8**	148	3	**151**	14	0	**14**	18	0	**18**	15	0	**15**	6	0	**6**	151	2	**153**
1715-1730	4	0	**4**	130	5	**135**	9	0	**9**	33	0	**33**	13	0	**13**	8	0	**8**	131	4	**135**
1730-1745	5	0	**5**	119	3	**122**	17	0	**17**	23	0	**23**	8	0	**8**	5	0	**5**	153	4	**157**
1745-1800	1	0	**1**	137	3	**140**	10	0	**10**	17	0	**17**	6	0	**6**	2	0	**2**	120	6	**126**
1800-1815	2	0	**2**	86	2	**88**	8	0	**8**	14	0	**14**	12	0	**12**	5	0	**5**	107	2	**109**
1815-1830	5	0	**5**	88	4	**92**	2	0	**2**	24	0	**24**	6	0	**6**	11	0	**11**	114	4	**118**
1830-1845	0	0	**0**	80	3	**83**	0	0	**0**	21	0	**21**	10	0	**10**	4	0	**4**	91	5	**96**
1845-1900	2	0	**2**	62	2	**64**	4	0	**4**	9	0	**9**	5	0	**5**	5	0	**5**	79	2	**81**
1600-1900	**42**	**1**	**43**	**1252**	**39**	**1291**	**108**	**1**	**109**	**237**	**0**	**237**	**132**	**0**	**132**	**76**	**0**	**76**	**1388**	**51**	**1439**
1600-1700	16	0	**16**	402	14	**416**	44	1	**45**	78	0	**78**	57	0	**57**	30	0	**30**	442	22	**464**
1615-1715	22	1	**23**	443	14	**457**	49	1	**50**	80	0	**80**	57	0	**57**	29	0	**29**	485	15	**500**
1630-1730	20	1	**21**	447	14	**461**	47	1	**48**	91	0	**91**	50	0	**50**	28	0	**28**	518	15	**533**
1645-1745	19	1	**20**	474	15	**489**	50	1	**51**	91	0	**91**	45	0	**45**	28	0	**28**	543	15	**558**
1700-1800	17	1	**18**	534	14	**548**	50	0	**50**	91	0	**91**	42	0	**42**	21	0	**21**	555	16	**571**
1715-1815	12	0	**12**	472	13	**485**	44	0	**44**	87	0	**87**	39	0	**39**	20	0	**20**	511	16	**527**
1730-1830	13	0	**13**	430	12	**442**	37	0	**37**	78	0	**78**	32	0	**32**	23	0	**23**	494	16	**510**
1745-1845	8	0	**8**	391	12	**403**	20	0	**20**	76	0	**76**	34	0	**34**	22	0	**22**	432	17	**449**
1800-1900	9	0	**9**	316	11	**327**	14	0	**14**	68	0	**68**	33	0	**33**	25	0	**25**	391	13	**404**

Appendix B TRICS Output

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : M - MIXED PRIVATE/NON-PRIVATE HOUSING

VEHICLES

Selected regions and areas:

01	**GREATER LONDON**		
	WF	WALTHAM FOREST	1 days
06	**WEST MIDLANDS**		
	HE	HEREFORDSHIRE	1 days
	WO	WORCESTERSHIRE	1 days
07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	NY	NORTH YORKSHIRE	1 days
08	**NORTH WEST**		
	LC	LANCASHIRE	1 days
	MS	MERSEYSIDE	1 days
09	**NORTH**		
	CB	CUMBRIA	1 days
	DH	DURHAM	1 days

Filtering Stage 2 selection:

Parameter: Number of dwellings
Range: 14 to 126 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/02 to 12/10/09

Selected survey days:

Monday	3 days
Wednesday	2 days
Thursday	2 days
Friday	1 days

Selected survey types:

Manual count	8 days
Directional ATC Count	0 days

Selected Locations:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	4
Edge of Town	2
Neighbourhood Centre (PPS6 Local Centre)	1

Selected Location Sub Categories:

Industrial Zone	1
Residential Zone	4
Built-Up Zone	1
Village	1
No Sub Category	1

Filtering Stage 3 selection:

Use Class:

C3	8 days

Filtering Stage 3 selection (Cont.):

Population within 1 mile:

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

Population within 5 miles:

25,001 to 50,000	1 days
50,001 to 75,000	1 days
75,001 to 100,000	3 days
125,001 to 250,000	1 days
250,001 to 500,000	1 days
500,001 or More	1 days

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	5 days
1.1 to 1.5	2 days

Travel Plan:

Not Known	1 days
No	7 days

LIST OF SITES relevant to selection parameters

1 CB-03-M-03 SEMI-DETACHED, WORKINGTON CUMBRIA
MOORCLOSE ROAD
SALTERBECK
WORKINGTON
Edge of Town
No Sub Category
Total Number of dwellings: 82
Survey date: MONDAY 20/06/05 Survey Type: MANUAL

2 DH-03-M-01 SEMI DETACHED/FLATS, DURHAM DURHAM
CHURCH STREET

DURHAM
Edge of Town Centre
Built-Up Zone
Total Number of dwellings: 49
Survey date: MONDAY 09/06/03 Survey Type: MANUAL

3 HE-03-M-01 SEMI D./TERRACED, HEREFORD HEREFORDSHIRE
WHITECROSS ROAD
WIDEMARSH
HEREFORD
Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Number of dwellings: 57
Survey date: WEDNESDAY 01/03/06 Survey Type: MANUAL

4 LC-03-M-03 MIXED HOUSES, NR LANCASTER LANCASHIRE
HIGH ROAD
HALTON
NEAR LANCASTER
Neighbourhood Centre (PPS6 Local Centre)
Village
Total Number of dwellings: 81
Survey date: WEDNESDAY 14/06/06 Survey Type: MANUAL

5 MS-03-M-01 HOUSING, LIVERPOOL MERSEYSIDE
OFF KINGSWAY
PRECOT
LIVERPOOL
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 40
Survey date: MONDAY 25/06/07 Survey Type: MANUAL

6 NY-03-M-03 SEMI D./TERRACED, HARROGATE NORTH YORKSHIRE
CAWTHORN AVENUE

HARROGATE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 14
Survey date: THURSDAY 11/09/08 Survey Type: MANUAL

7 WF-03-M-01 TERRACED, CHINGFORD WALTHAM FOREST
LARSHALL ROAD

CHINGFORD
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 40
Survey date: THURSDAY 15/11/07 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8 WO-03-M-02 SEMI DETACHED, WORCESTER WORCESTERSHIRE
PRESTWICH AVENUE
PERRYWOOD
WORCESTER
Edge of Town
Residential Zone
Total Number of dwellings: 126
Survey date: FRIDAY *08/03/02* *Survey Type: MANUAL*

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/NON-PRIVATE HOUSING

VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	8	61	0.078	8	61	0.200	8	61	0.278
08:00 - 09:00	8	61	0.215	**8**	**61**	**0.335**	8	61	0.550
09:00 - 10:00	8	61	0.174	8	61	0.213	8	61	0.387
10:00 - 11:00	8	61	0.198	8	61	0.215	8	61	0.413
11:00 - 12:00	8	61	0.207	8	61	0.204	8	61	0.411
12:00 - 13:00	8	61	0.204	8	61	0.247	8	61	0.451
13:00 - 14:00	8	61	0.243	8	61	0.196	8	61	0.439
14:00 - 15:00	8	61	0.249	8	61	0.225	8	61	0.474
15:00 - 16:00	8	61	0.307	8	61	0.254	8	61	0.561
16:00 - 17:00	8	61	0.331	8	61	0.284	8	61	0.615
17:00 - 18:00	**8**	**61**	**0.391**	8	61	0.245	**8**	**61**	**0.636**
18:00 - 19:00	8	61	0.266	8	61	0.256	8	61	0.522
19:00 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			2.863			2.874			5.737

Parameter summary

Trip rate parameter range selected:	14 - 126 (units:)
Survey date date range:	01/01/02 - 12/10/09
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	10

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH
Category : E - CLINICS
VEHICLES

Selected regions and areas:

03	SOUTH WEST		
	DC	DORSET	1 days
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 days
06	WEST MIDLANDS		
	WO	WORCESTERSHIRE	1 days

Filtering Stage 2 selection:

Parameter: Gross floor area
Range: 500 to 1790 (units: sqm)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/02 to 23/06/06

Selected survey days:

Tuesday	1 days
Wednesday	1 days
Thursday	1 days

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

Selected Locations:

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

Selected Location Sub Categories:

No Sub Category	3

LIST OF SITES relevant to selection parameters

1 CA-05-E-01 CLINIC, ST NEOTS CAMBRIDGESHIRE
ALMOND ROAD

ST NEOTS
Edge of Town
No Sub Category
Total Gross floor area: 650 sqm
Survey date: THURSDAY 06/03/03 Survey Type: MANUAL

2 DC-05-E-01 MEDICAL CENTRE, SHAFTESBURY DORSET
SALISBURY ROAD

SHAFTESBURY
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Gross floor area: 1790 sqm
Survey date: TUESDAY 02/09/03 Survey Type: MANUAL

3 WO-05-E-01 CLINIC, BROMSGROVE WORCESTERSHIRE
NEW ROAD

BROMSGROVE
Edge of Town Centre
No Sub Category
Total Gross floor area: 500 sqm
Survey date: WEDNESDAY 26/02/03 Survey Type: MANUAL

TRIP RATE for Land Use 05 - HEALTH/E - CLINICS
VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	3	980	0.680	3	980	0.136	3	980	0.816
08:00 - 09:00	3	980	2.857	3	980	1.599	3	980	4.456
09:00 - 10:00	3	980	5.442	3	980	3.878	3	980	9.320
10:00 - 11:00	3	980	4.558	3	980	4.830	3	980	9.388
11:00 - 12:00	3	980	3.367	3	980	3.878	3	980	7.245
12:00 - 13:00	3	980	2.313	3	980	3.095	3	980	5.408
13:00 - 14:00	3	980	2.415	3	980	2.109	3	980	4.524
14:00 - 15:00	3	980	2.993	3	980	2.925	3	980	5.918
15:00 - 16:00	3	980	2.449	3	980	2.585	3	980	5.034
16:00 - 17:00	3	980	2.857	3	980	2.959	3	980	5.816
17:00 - 18:00	3	980	1.497	3	980	2.585	3	980	4.082
18:00 - 19:00	2	1220	1.352	2	1220	1.844	2	1220	3.196
19:00 - 20:00	1	1790	0.112	1	1790	0.279	1	1790	0.391
20:00 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			32.892			32.702			65.594

Parameter summary

Trip rate parameter range selected:	500 - 1790 (units: sqm)
Survey date date range:	01/01/02 - 23/06/06
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0