



TRANSPORT TECHNICAL NOTE

JOB REF.

PL/AH/LC/33377

CLIENT

Catesby Estates & Rurban Estates

SITE

Land at High House Farm, Bexhill-on-Sea, East Sussex

1.1 INTRODUCTION

- 1.1.1 This Transport Technical Note (TTN) has been prepared in support of representations by Catesby Estates and Rurban Estates to the Rother Local Plan 2040 Regulation 18 consultation in relation to Land at High House Farm, in Bexhill-on-Sea, East Sussex, which is being promoted for residential development.
- 1.1.2 East Sussex County Council's HELAA indicates a potential capacity of this land for the inclusion of 250 units. For the purposes of this TN, we have considered a development of up to 300 dwellings.
- 1.1.3 This TTN outlines the proposed multi-modal access strategy, considers the accessibility of the site, quantifies the likely vehicular trip generation of the development and identifies appropriate and proportionate mitigation measures.

1.2 PROPOSAL SITE

- 1.2.1 The site is located to the west of the A269 Ninfield Road and St Mary's Lane, approximately 3.0km north-west of the centre of Bexhill. The location of the site within a local context is shown in Figure 1 overleaf.



FIGURE 1: SITE LOCATION WITHIN LOCAL CONTEXT (COURTESY OF GOOGLE MAPS)

- 1.2.2 The site currently comprises open fields, as well as a single dwelling and a number of outbuildings and barns. Access to the site is achieved via Chestnut Meadow, which also serves Chestnut Meadow Country Park; however primary access to that site is derived from the A269 Ninfield Road to the north-west. The access also accommodates Public Right of Way BEX/47/1.
- 1.2.3 The site is bound to the north by the Chestnut Meadow Country Park, to the east by the A269 Ninfield Road, St Mary's Lane and a number of residential dwellings, to the south by the Istock brickworks, and to the west by further open fields.

1.3 DEVELOPMENT PROPOSALS

- 1.3.1 This TN considers the transport requirements for a development of up to 300 dwellings. The indicative layout plan is included at **Appendix A**.
- 1.3.2 It is proposed that vehicular access to the development would be achieved by way of a new priority junction with the A269 Ninfield Road. An indicative design is included at **Appendix B**, which has been the subject of initial pre-application engagement with East Sussex County Council (ESCC) Highways. The access design will be subject to an independent Stage 1 Road Safety Audit as part of the preparation of any forthcoming planning application. Chestnut Meadow and the associated PRow will be retained.
- 1.3.3 As part of the access design, it is proposed that Ninfield Road would be slightly realigned along the site frontage using the highway verge on the opposite side of the carriageway to maintain a 6.75m carriageway width and an appropriate

alignment. This would allow for footway widening to 2.0m along the site frontage and the provision of the required 2.4 x 43m visibility splays from both the proposed access and a new pedestrian crossing over Ninfield Road.

- 1.3.4 The access would incorporate an uncontrolled pedestrian crossing, comprising of dropped kerbs with tactile paving, as well as 2.0m wide footways on both sides of the 5.5m wide carriageway.
- 1.3.5 It is noted that there is the potential to install a 3.0m wide shared footway / cycleway on the eastern side of Ninfield Road, which would extend to the existing pedestrian and cycle infrastructure alongside the A2691 Haven Brook Avenue.

1.4 PEDESTRIAN AND CYCLE ACCESSIBILITY

- 1.4.1 Ninfield Road is afforded pedestrian footways on both sides of the carriageway that measure approximately 1.5m in width. These footways continue into Lunsford Cross to the north (on the eastern side of the road) and Sidley to the south-east.
- 1.4.2 Figure 2 below displays the local PROW network in the site vicinity, where purple routes indicate Public Footpaths.

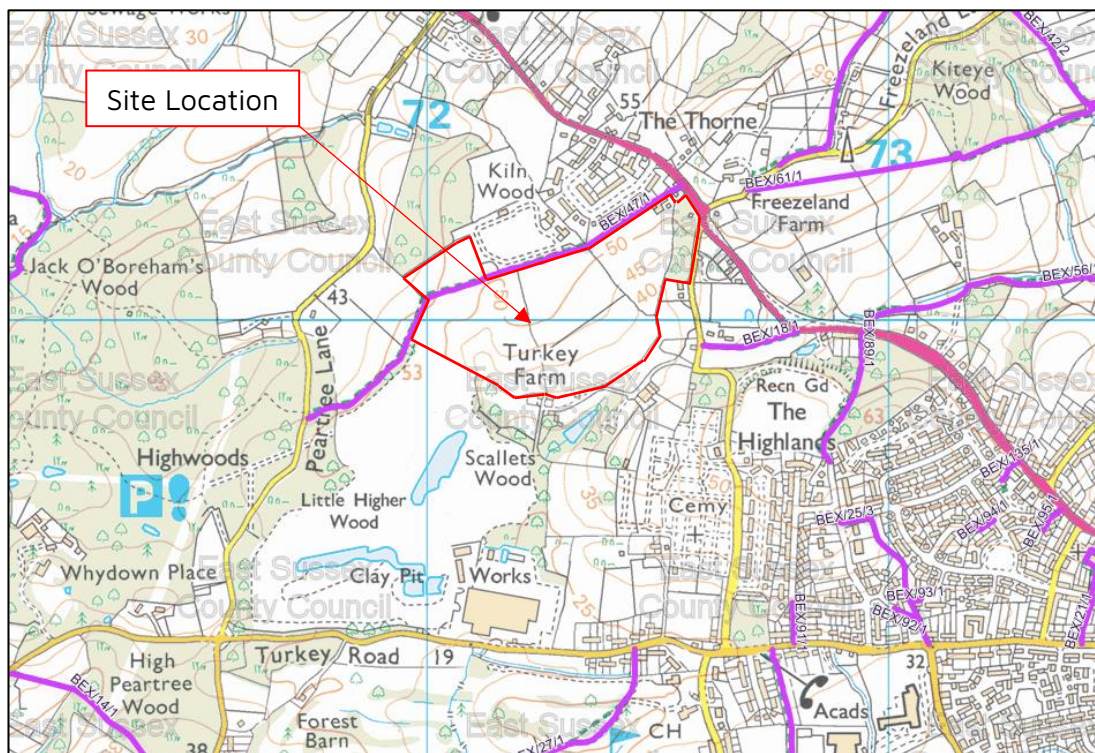


FIGURE 2: PROW NETWORK LOCAL TO SITE (COURTESY OF ESCC)

1.4.3 As has been noted, Footpath BEX/47/1 runs along the northern boundary of the site, providing a connection between Ninfield Road, Peartree Lane and the Highwoods Site of Special Scientific Interest to the west.

1.4.4 Figure 3 below displays the cycle network local to the site.

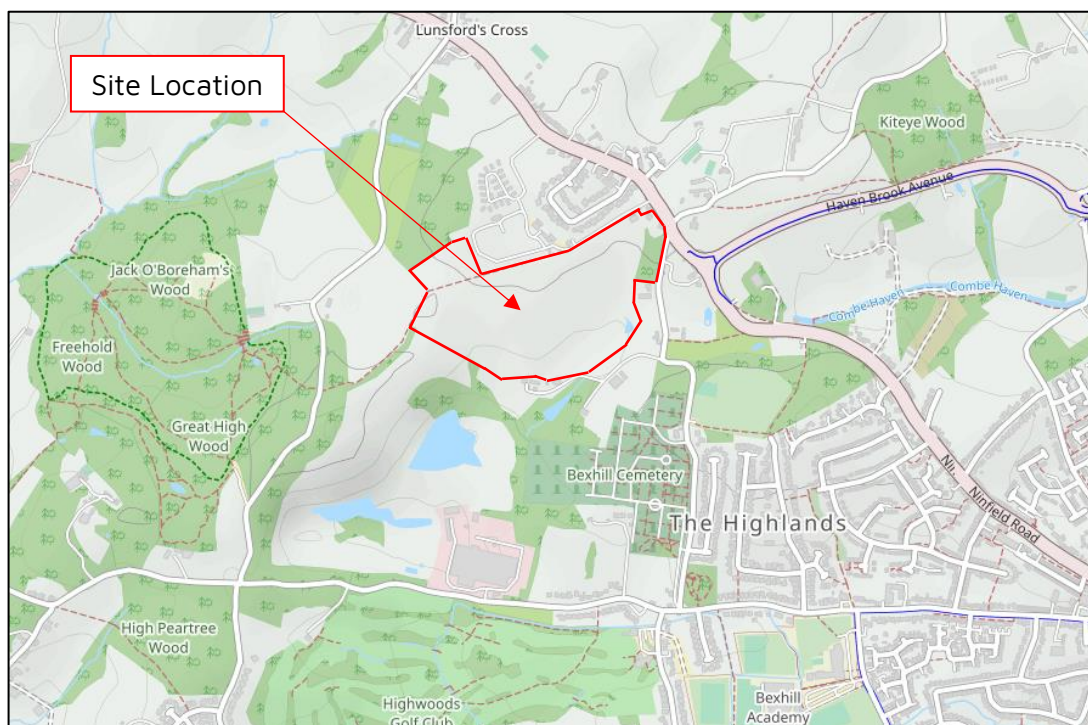


FIGURE 3: CYCLE NETWORK LOCAL TO SITE (COURTESY OF OPENCYCLEMAP)

1.4.5 A local cycle route is accessible at the junction between the A269 Ninfield Road and the A2691 Haven Brook Avenue. This route takes the form of a shared footway / cycleway, which routes south-east towards Sidley and Pebsham. As has been noted, there is the potential for the proposed development to provide a direct connection to this route alongside Ninfield Road.

1.4.6 National Cycle Route (NCR) 2 is also accessible approximately 4.2km (or a 14-minute cycle time) to the south of the proposed site access. NCR 2 is a long-distance cycle route that runs along the south coast of England between Dover and Cornwall, providing local connections to Hastings, Bexhill-on-Sea and Eastbourne.

1.5 PUBLIC TRANSPORT ACCESSIBILITY

1.5.1 A pair of bus stops are located on Ninfield Road, approximately 150m (or a two-minute walk) to the north of the proposed site access. Table 1 overleaf lists the services that are accessible from these stops, along with their frequencies.

SERVICE NO.	ROUTE	SERVICE FREQUENCY		
		WEEKDAY	SATURDAY	SUNDAY
95	Conquest Hospital – Little Common	One every two hours	One every two hours	No service
98	Hastings – Eastbourne	One per hour	One per hour	One every two hours

TABLE 1: BUS SERVICES AVAILABLE FROM NINFIELD ROAD

1.5.2 There is the potential to enhance the bus stops local to the site, with the provision of sheltered waiting facilities to the north-westbound stop and the installation of raised kerbs at both stops to permit level boarding.

1.5.3 Bexhill Railway Station is located approximately 3.9km (a 13-minute cycle or nine-minute drive time) to the south-east of the proposed site access, and is also accessible via the Route 95 and 98 bus services. This station is afforded 11 vehicle parking spaces along with one disabled space, plus 78 cycle parking spaces, which are subject to CCTV coverage. There is step-free access to both platforms. Table 2 below lists the direct train services that are available from this station, along with their weekday and weekend frequencies.

SERVICE	SERVICE FREQUENCY		
	WEEKDAY	SATURDAY	SUNDAY
London Victoria	One per hour	One per hour	One per hour
Ore	Three per hour	Three per hour	Two per hour
Brighton	One per hour	One per hour	No direct services
Ashford International	One per hour	One per hour	One per hour

TABLE 2: TRAIN SERVICE AVAILABILITY FROM BEXHILL

1.6 SITE ACCESSIBILITY

1.6.1 An extensive range of everyday services and facilities is available within Bexhill-on-Sea and Sidley, which can be accessed via the aforementioned pedestrian and cycle routes and bus services. Table 3 overleaf lists a selection of these services and facilities, along with their approximate distances and walking times from the proposed site access. An isochrone plan is also included at **Appendix C**.

FACILITY / SERVICE	WALK DISTANCE	WALK TIME
Public House – Rose & Crown	1.5km	19 minutes
Convenience Store – One Stop	1.5km	19 minutes
Nursery – Dragonflies Community Nursery	1.5km	19 minutes
Restaurant – Rother Grill	1.7km	21 minutes
GP – Sidley Medical Practice	1.7km	21 minutes
Primary School – Glenleigh Park Primary and Nursery	1.7km	21 minutes
Supermarket – Lidl	1.9km	24 minutes
Post Office – Sidley Post Office	1.9km	24 minutes
Barber Shop – Sidley Street Barbers	1.9km	24 minutes
Hairdresser – Garry Jarvis Hair Studio Ltd	1.9km	24 minutes

TABLE 3: FACILITIES AND SERVICES LOCAL TO PROPOSAL SITE

- 1.6.2 The walk times provided above are based on a walk speed of 80m per minute; a figure which is widely used to estimate walk times and used within the London-based Public Transport Accessibility Level (PTAL) analysis. It aims to provide a typical average value that estimates it takes five minutes to walk 400m, ten minutes to walk 800m and so on.
- 1.6.3 The clearest national guidance on acceptable walking distances is provided in the Chartered Institution of Highways and Transportation (CIHT) 'Providing for Journeys on Foot' 2000, which is routinely quoted in Transport Assessments and appeal decisions and is summarised in Table 4 overleaf. It is noted that all of the existing local services and facilities listed in Table 3 are located within the 2km (or 25-minute) preferred maximum distance for commuting, school and sightseeing purposes.

	TOWN CENTRES (M)	COMMUTING / SCHOOL / SIGHT- SEEING (M)	ELSEWHERE (M)
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred Maximum	800	2,000	1,200

TABLE 4: CIHT SUGGESTED ACCEPTABLE WALKING DISTANCES

- 1.6.4 It is noted that the services and facilities listed in Table 3 are also all accessible via the Number 95 and 98 bus routes, in all cases with a walk of less than ten minutes after leaving the bus.

1.7 TRIP GENERATION ASSESSMENT

The potential vehicular trip generation of the proposed development has been forecast with reference to the national TRICS trip rate database. To ensure a robust initial assessment of the site, surveys in the categories '03 - RESIDENTIAL, A - HOUSES PRIVATELY OWNED' and '03 - RESIDENTIAL, B - AFFORDABLE/LOCAL AUTHORITY HOUSING' have been selected. Survey sites outside of Greater London within England, Scotland and Wales have been considered in 'Edge of Town' locations, and the population criteria refined to reflect the location of the proposal site. Surveys undertaken during the period of Covid-19 travel restrictions have been excluded. The resulting average TRICS trip rates are shown in Table 5 overleaf, with the full TRICS reports included at **Appendix D**.

PERIOD	ARRIVALS	DEPARTURES	TOTAL
PRIVATELY OWNED HOUSES			
AM Peak 08:00 – 09:00	0.138	0.375	0.513
PM Peak 17:00 – 18:00	0.342	0.163	0.505
Daily 07:00 – 19:00	2.191	2.214	4.405
AFFORDABLE / LOCAL AUTHORITY HOUSING			
AM Peak 08:00 – 09:00	0.157	0.343	0.500
PM Peak 17:00 – 18:00	0.200	0.143	0.343
Daily 07:00 – 19:00	1.914	2.015	3.929

TABLE 5: TRICS TRIP RATES (TRIPS / DWELLING)

- 1.7.1 These trip rates have subsequently been factored by the upper limit of 300 dwellings proposed, at a policy-compliant split of 90 units of affordable housing and 210 units of privately-owned housing, to provide the forecast vehicle trip generation in Table 6 overleaf. Please note that any inaccuracies are the result of rounding in MS Excel.

PERIOD	ARRIVALS	DEPARTURES	TOTAL
PRIVATELY OWNED HOUSES (210 UNITS)			
AM Peak 08:00 – 09:00	29	79	108
PM Peak 17:00 – 18:00	72	34	106
Daily 07:00 – 19:00	460	465	925
AFFORDABLE / LOCAL AUTHORITY HOUSING (90 UNITS)			
AM Peak 08:00 – 09:00	14	31	45
PM Peak 17:00 – 18:00	18	13	31
Daily 07:00 – 19:00	172	181	354
TOTAL (300 UNITS)			
AM Peak 08:00 – 09:00	43	110	153
PM Peak 17:00 – 18:00	90	47	137
Daily 07:00 – 19:00	632	646	1279

TABLE 6: TOTAL DEVELOPMENT TRIP GENERATION (300 NO. DWELLINGS)

- 1.7.2 It is noted that the proposed development could generate up to 153 vehicle movements during the weekday AM peak hour and 137 movements during the PM peak hour, with a total of 1,279 movements forecast across the twelve-hour working day (07:00–19:00). This equates to two-to-three vehicle movements per minute during the peak hours.
- 1.7.3 The above assessment can be considered robust due to the use of pre-Covid-19 pandemic trip rates, which do not account for the lower peak period commuting rates experienced subsequently. It is reiterated, moreover, that the site would be afforded access to high-quality sustainable and active travel infrastructure, enabling future residents to readily utilise modes of transport other than the private car. A site-wide Travel Plan would also be adopted, including both 'soft' and 'hard' interventions to incentivise the use of sustainable modes.

1.8 TRIP DISTRIBUTION AND ASSIGNMENT

- 1.8.1 A vehicular trip distribution and assignment exercise has been completed using *'Location of usual residence and place of work by method of travel to work'* data from 2011 Census for Middle-Layer Super Output Area (MSOA) *'Rother 009'*, in which the site is located.
- 1.8.2 It is noted that whilst equivalent data from the 2021 Census has subsequently been released, this was obtained during the Covid-19 pandemic when travel demand was suppressed. The 2011 data has therefore been used in the interest of robustness.
- 1.8.3 On this basis, the total vehicular trip generation set out in Table 6 has been distributed and assigned to the local highway network as summarised in Table 7 overleaf.

JUNCTION	% DISTRIBUTION	AM PEAK HOUR	PM PEAK HOUR
A269 Ninfield Road / St Mary's Lane	71%	108	97
A269 Ninfield Road / A2691 Haven Brook Avenue	41%	63	57
A269 Bexhill Road / /A269 The Green / B2204	28%	43	38
A2691 Haven Brook Avenue / Watermill Lane	27%	41	37
A2691 Haven Brook Avenue / Buckholt Lane	27%	41	37
A2691 Haven Brook Avenue / A2690 Combe Valley Way / Mount View Street	27%	41	37
St Mary's Lane / Turkey Road	26%	40	36
Turkey Road / Peartree Lane / Whydown Road	20%	30	27
A259 Little Common Road / Peartree Lane / Cooden Sea Road / A259 Barnhorn Road	20%	30	27
A269 Ninfield Road / Turkey Road	18%	27	24
A269 / A259	6%	9	8

TABLE 7: VEHICLE TRIP DISTRIBUTION

1.8.4 The Rother District Local Plan Draft Settlement Study (2024) notes that the A259 through Bexhill often operates at capacity during peak periods. It is anticipated that vehicle trips associated with the proposed development would either enter or cross the A259 at two junctions; the roundabout junction with Cooden Sea Road and Roundtree Lane, and the signalised crossroads with the A269. Table 7 above indicates that these junctions could experience 30 and nine movements during the AM peak hour and 27 and eight movements during the PM peak hour, respectively, as a result of the proposed development, which is well within daily variation in traffic flow and would not materially impact their operation.

- 1.8.5 As part of any forthcoming planning application, a full Transport Assessment (TA) would be prepared which would consider the highway capacity impacts of the proposed development in combination with other local committed and allocated developments on the local highway network. Proportionate contributions to transport mitigation measures identified through the Local Plan process would be made where necessary, with an emphasis on highway safety improvements and enhancements to sustainable and active travel infrastructure, in line with the principles of Department for Transport Circular 01/2022. These could include frequency improvements to local bus services, for example.

1.9 TRANSPORT STRATEGY

- 1.9.1 As has been noted, the proposed development would be subject to a Travel Plan; a draft of which would accompany a forthcoming planning application. This would give consideration to the ongoing changes in travel behaviours which were hastened by the Covid-19 pandemic, as well as potential 'soft' and 'hard' interventions to lock-in this shift away from peak period vehicle use, in accordance with the overarching sustainability objective of the emerging Local Plan. These could include financial incentives to encourage the uptake of walking, cycling, public transport and car clubs, as well as home shopping services, and the implementation of facilities to promote home-based and flexible working patterns.
- 1.9.2 The implementation of cycle-to-work schemes by both employers and local authorities has achieved an increase in the number of people who are opting to cycle either their full commute or part of it. This will be facilitated by the provision of secure cycle storage facilities for every dwelling and enhanced cycle infrastructure within the site.
- 1.9.3 The design of the internal site layout is also critical to the uptake of active and sustainable travel modes. To this end, the street network will prioritise non-car modes at every opportunity, with wide, direct, landscaped and well-surveilled walking and cycling routes to provide along principal route corridors and shared surfaces and 'home zones' within lightly trafficked areas. The existing PRow route that crosses the site will also be maintained and enhanced to promote walking for utility as well as leisure purposes.
- 1.9.4 Where the use of a car remains necessary, the increased uptake of electric and low-emission vehicles will progressively reduce their environmental impact, and these will be promoted through the installation of 'active' charging infrastructure for every dwelling. The potential to introduce an on-site car club will also be explored to seek to reduce car ownership and parking demand.

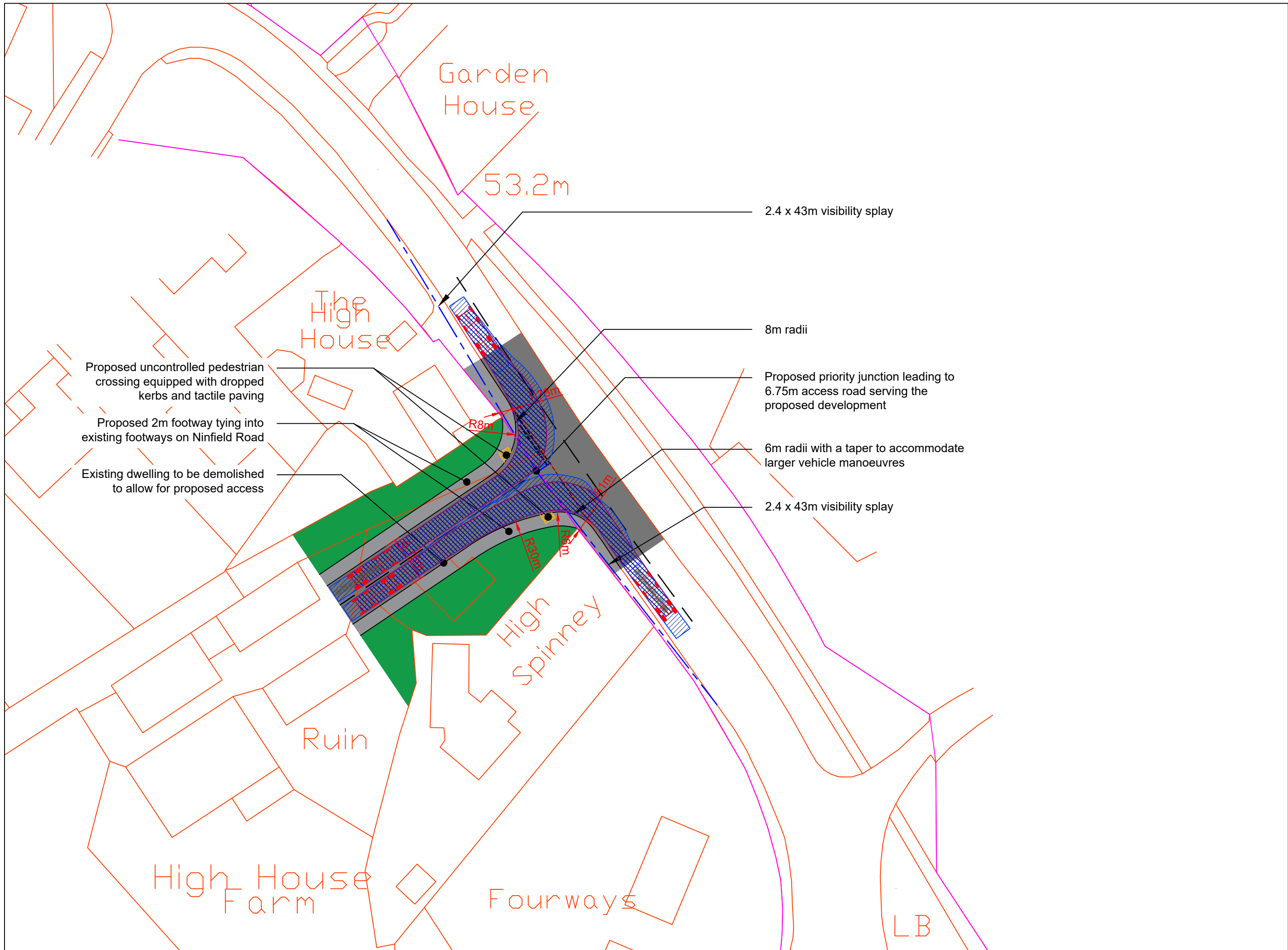
1.10 SUMMARY AND CONCLUSION

- 1.10.1 This Transport Technical Note (TTN) has been prepared in support of representations by Catesby Estates and Rurban Estates to the Rother Local Plan 2040 Regulation 18 consultation in relation to Land at High Hill Farm, in Bexhill-on-Sea, East Sussex, which is being promoted for residential development.

- 1.10.2 A proposal for up to 300 dwellings has been considered for the purposes of this TN.
- 1.10.3 Vehicular access to the site will be achieved by way of a new priority junction with the A269 Ninfield Road. This access would incorporate an uncontrolled pedestrian crossing, as well as pedestrian footways measuring 2.0m that will tie into the existing pedestrian infrastructure on Ninfield Road.
- 1.10.4 A review of the existing local pedestrian, cycle and public transport infrastructure has demonstrated that the site is afforded the opportunity for many everyday journeys to take place by active and sustainable travel modes, with a range of local services and facilities located within a reasonable walking and cycling distance in Sidley and Bexhill. There are also opportunities to enhance this infrastructure as part of the implementation of the proposed development.
- 1.10.5 An initial trip generation assessment has been completed for the proposals, which indicates that the development has the potential to generate approximately 153 vehicle movements during the weekday AM peak hour and 137 movements during the PM peak hour, with 1,279 movements generated across the twelve-hour working day (07:00–19:00). This equates to two-to-three vehicle movements per minute during the peak hours.
- 1.10.6 These vehicle trips have been distributed and assigned to the local highway network using 2011 Census data. As part of any forthcoming planning application, a full Transport Assessment would be prepared, which would consider the highway capacity impacts of the proposed development in combination with other local committed and allocated developments on the local and strategic highway networks. Proportionate contributions to off-site highway mitigation measures identified through the Local Plan process would be made where necessary, with an emphasis on highway safety improvements and enhancements to sustainable and active travel infrastructure.
- 1.10.7 In summary, it has been demonstrated that the site represents a viable and sustainable location for developments in transport planning terms.

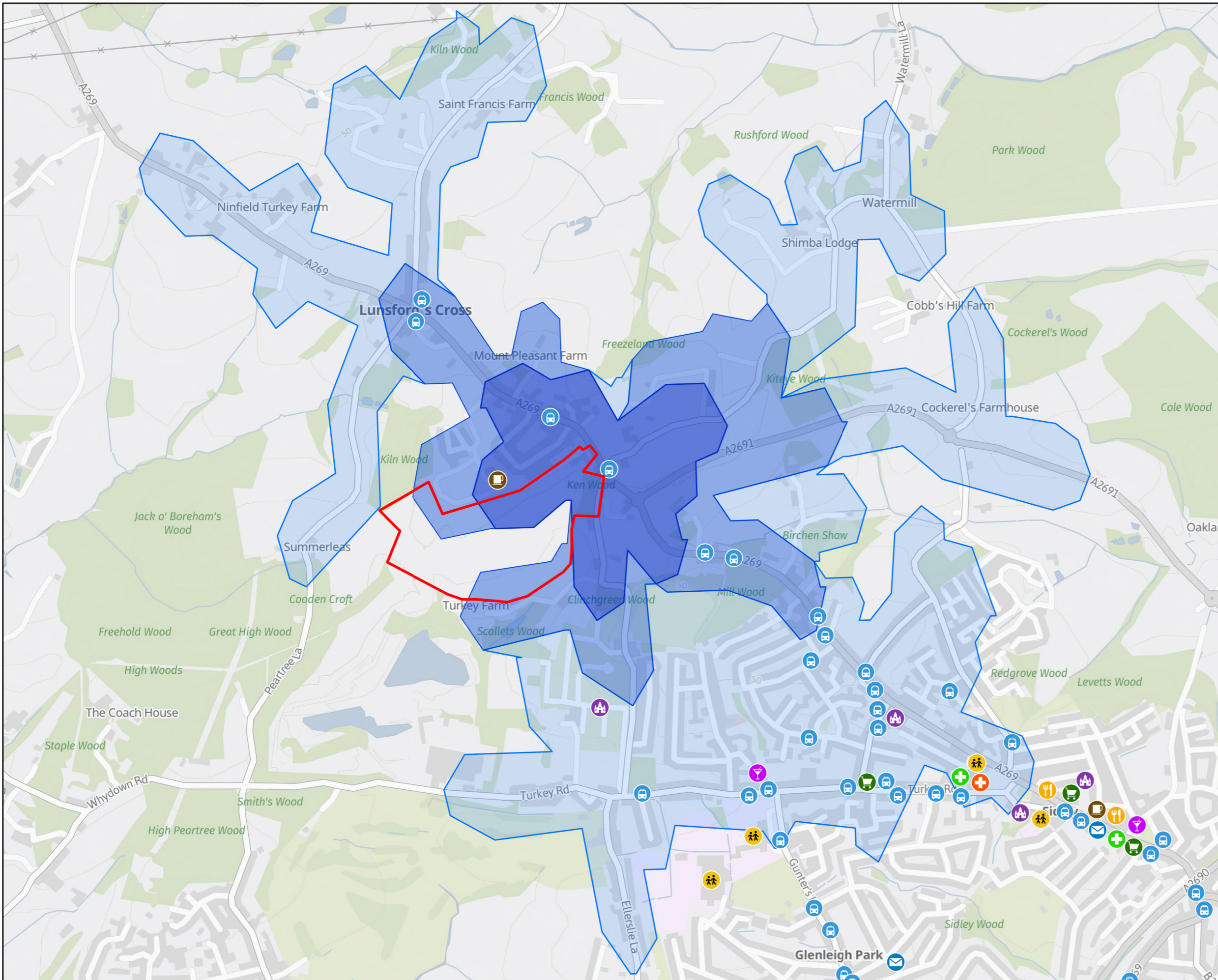
APPENDIX
B





















APPENDIX
C





Key

-  Site Location
-  5 Minute (400m) Walk Distances From The Site
-  10 Minute (800m) Walk Distances From The Site
-  20 Minute (1600m) Walk Distances From The Site
-  Places Of Worship
-  Hospitals
-  GP Surgeries
-  Pharmacies
-  Post Offices
-  Cafes
-  Pubs
-  Groceries
-  Dentists
-  Restaurants
-  Schools
-  Bus Stops

TITLE
Facilities Within Walking Distances Of The Site Access

CLIENT
Catesby Estates Plc

PROJECT
Ninfield Road

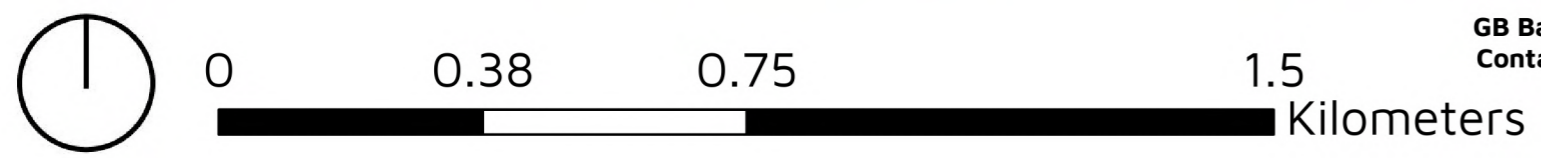
SCALE AT A3 1:10,750 DATE **June 2024** JOB NO. **33377** DRWG NO. **G-01**



Eclipse House, Eclipse Park, Sittingbourne Road
 Maidstone, Kent ME14 3EN

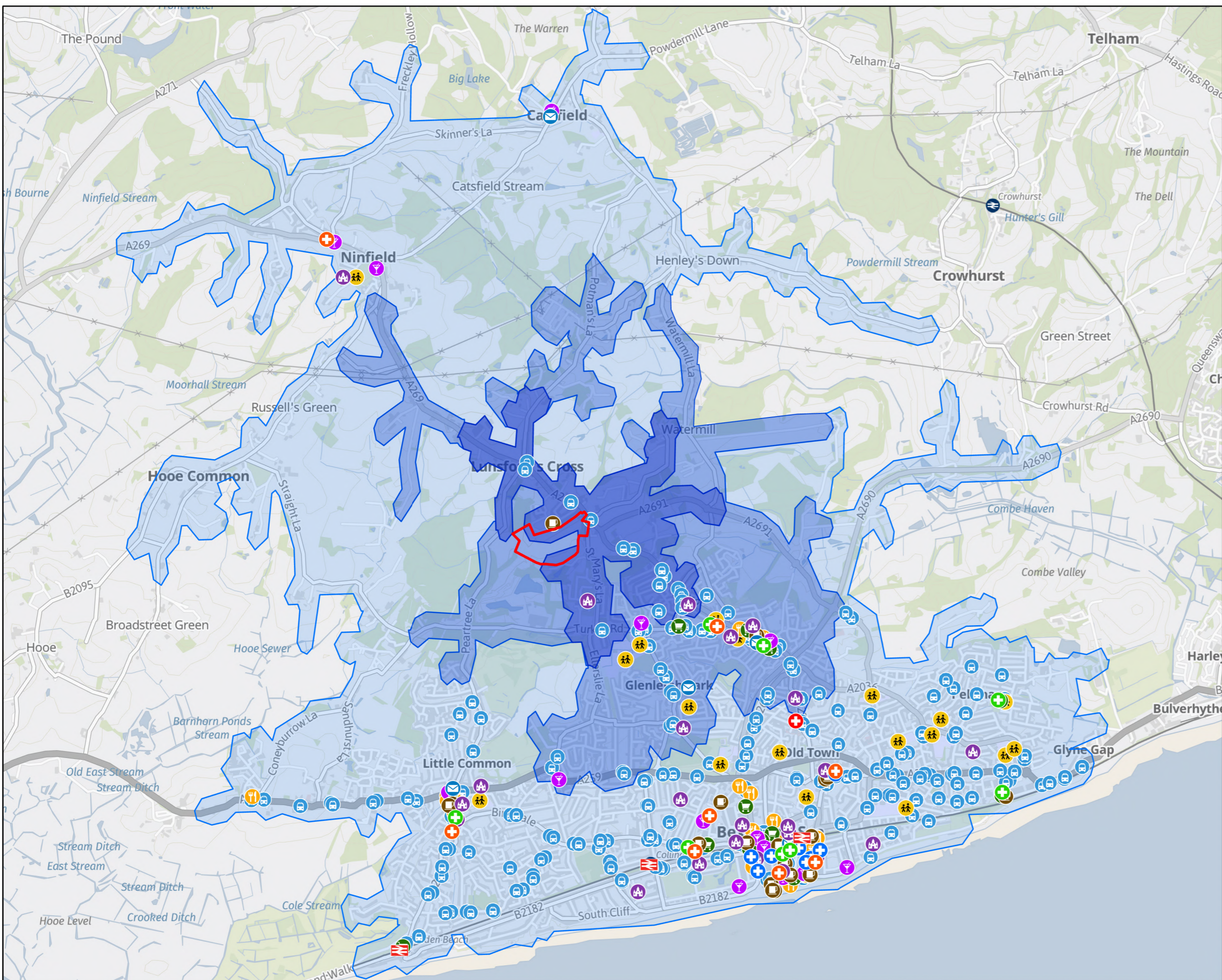
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Key

- Site Location
- 5 Minute (1333m) Cycling Distances From The Site
- 10 Minute (2666m) Cycling Distances From The Site
- 20 Minute (5333m) Cycling Distances From The Site
- Train Stations
- Places Of Worship
- Hospitals
- GP Surgeries
- Pharmacies
- Post Offices
- Cafes
- Pubs
- Groceries
- Dentists
- Restaurants
- Schools
- Bus Stops

TITLE
Facilities Within Cycling Distances Of The Site Access

CLIENT
Catesby Estates Plc

PROJECT
Ninfield Road

SCALE AT A3 DATE JOB NO. DRWG NO.
 1:31,500 June 2024 33377 G-02



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APPENDIX
D



Calculation Reference: AUDIT-704001-240613-0629

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : B - AFFORDABLE/LOCAL AUTHORITY HOUSES
TOTAL VEHICLES

Selected regions and areas:

07	YORKSHIRE & NORTH LINCOLNSHIRE	
	KS KIRKLEES	1 days
08	NORTH WEST	
	MS MERSEYSIDE	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: No of Dwellings
Actual Range: 16 to 54 (units:)
Range Selected by User: 10 to 516 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 07/06/23

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:

Tuesday 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:

Edge of Town 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 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 X days - Selected
Servicing vehicles Excluded 6 days - Selected

Secondary Filtering selection:

Use Class:

C3 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

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	1 days
10,001 to 15,000	1 days

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

Population within 5 miles:

5,001 to 25,000	1 days
75,001 to 100,000	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	2 days
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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:

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	KS-03-B-01	MIXED HOUSES		KIRKLEES
	WHITEACRE STREET			
	HUDDERSFIELD			
	DEIGHTON			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		54	
	Survey date: TUESDAY		17/09/13	Survey Type: MANUAL
2	MS-03-B-01	TERRACED		MERSEYSIDE
	TARBOCK ROAD			
	LIVERPOOL			
	SPEKE			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		16	
	Survey date: TUESDAY		18/06/13	Survey Type: MANUAL

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

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	35	0.057	2	35	0.086	2	35	0.143
08:00 - 09:00	2	35	0.157	2	35	0.343	2	35	0.500
09:00 - 10:00	2	35	0.286	2	35	0.329	2	35	0.615
10:00 - 11:00	2	35	0.200	2	35	0.200	2	35	0.400
11:00 - 12:00	2	35	0.157	2	35	0.157	2	35	0.314
12:00 - 13:00	2	35	0.171	2	35	0.157	2	35	0.328
13:00 - 14:00	2	35	0.086	2	35	0.071	2	35	0.157
14:00 - 15:00	2	35	0.214	2	35	0.143	2	35	0.357
15:00 - 16:00	2	35	0.129	2	35	0.171	2	35	0.300
16:00 - 17:00	2	35	0.114	2	35	0.129	2	35	0.243
17:00 - 18:00	2	35	0.200	2	35	0.143	2	35	0.343
18:00 - 19:00	2	35	0.143	2	35	0.086	2	35	0.229
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.914			2.015			3.929

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: 16 - 54 (units:)
 Survey date range: 01/01/10 - 07/06/23
 Number of weekdays (Monday-Friday): 2
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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

Calculation Reference: AUDIT-704001-240613-0600

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	HC HAMPSHIRE	1 days
	HF HERTFORDSHIRE	1 days
	KC KENT	2 days
	WS WEST SUSSEX	2 days
04	EAST ANGLIA	
	NF NORFOLK	7 days
06	WEST MIDLANDS	
	ST STAFFORDSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NE NORTH EAST LINCOLNSHIRE	1 days
11	SCOTLAND	
	AS ABERDEENSHIRE	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: No of Dwellings
Actual Range: 106 to 918 (units:)
Range Selected by User: 100 to 4334 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 14/11/23

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	5 days
Wednesday	6 days
Thursday	3 days

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

Selected survey types:

Manual count	12 days
Directional ATC Count	4 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	16
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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	14
Out of Town	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	12 days - Selected
Servicing vehicles Excluded	61 days - Selected

Secondary Filtering selection:

Use Class:

C3	16 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	5 days
5,001 to 10,000	6 days
10,001 to 15,000	5 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	7 days
25,001 to 50,000	3 days
50,001 to 75,000	3 days
75,001 to 100,000	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	2 days
1.1 to 1.5	12 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.

Travel Plan:

Yes	12 days
No	4 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
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	AS-03-A-02 FARROCHIE ROAD STONEHAVEN	MIXED HOUSES		ABERDEENSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		131	
	<i>Survey date: WEDNESDAY</i>		<i>20/04/22</i>	<i>Survey Type: MANUAL</i>
2	HC-03-A-33 CROW LANE RINGWOOD CROW	MIXED HOUSES & FLATS		HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		195	
	<i>Survey date: TUESDAY</i>		<i>04/07/23</i>	<i>Survey Type: MANUAL</i>
3	HF-03-A-03 HARE STREET ROAD BUNTINGFORD	MIXED HOUSES		HERTFORDSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		160	
	<i>Survey date: MONDAY</i>		<i>08/07/19</i>	<i>Survey Type: MANUAL</i>
4	KC-03-A-07 RECVLVER ROAD HERNE BAY	MIXED HOUSES		KENT
	Edge of Town Residential Zone Total No of Dwellings:		288	
	<i>Survey date: WEDNESDAY</i>		<i>27/09/17</i>	<i>Survey Type: MANUAL</i>
5	KC-03-A-10 HEADCORN ROAD STAPLEHURST	MIXED HOUSES		KENT
	Edge of Town Residential Zone Total No of Dwellings:		106	
	<i>Survey date: TUESDAY</i>		<i>09/05/23</i>	<i>Survey Type: MANUAL</i>
6	NE-03-A-02 HANOVER WALK SCUNTHORPE	SEMI DETACHED & DETACHED		NORTH EAST LINCOLNSHIRE
	Edge of Town No Sub Category Total No of Dwellings:		432	
	<i>Survey date: MONDAY</i>		<i>12/05/14</i>	<i>Survey Type: MANUAL</i>
7	NF-03-A-16 NORWICH COMMON WYMONDHAM	MIXED HOUSES & FLATS		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:		138	
	<i>Survey date: TUESDAY</i>		<i>20/10/15</i>	<i>Survey Type: DIRECTIONAL ATC COUNT</i>

LIST OF SITES relevant to selection parameters (Cont.)

8	NF-03-A-23 SILFIELD ROAD WYMONDHAM	MIXED HOUSES & FLATS		NORFOLK
	Edge of Town Out of Town Total No of Dwellings:		514	
	<i>Survey date: WEDNESDAY</i>		<i>22/09/21</i>	<i>Survey Type: MANUAL</i>
9	NF-03-A-31 BRANDON ROAD SWAFFHAM	MIXED HOUSES		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:		321	
	<i>Survey date: THURSDAY</i>		<i>22/09/22</i>	<i>Survey Type: DIRECTIONAL ATC COUNT</i>
10	NF-03-A-32 HUNSTANTON ROAD HUNSTANTON	MIXED HOUSES & FLATS		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:		164	
	<i>Survey date: WEDNESDAY</i>		<i>21/09/22</i>	<i>Survey Type: DIRECTIONAL ATC COUNT</i>
11	NF-03-A-33 LONDON ROAD ATTLEBOROUGH	MIXED HOUSES		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:		143	
	<i>Survey date: THURSDAY</i>		<i>29/09/22</i>	<i>Survey Type: MANUAL</i>
12	NF-03-A-39 HEATH DRIVE HOLT	MIXED HOUSES		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:		212	
	<i>Survey date: TUESDAY</i>		<i>27/09/22</i>	<i>Survey Type: MANUAL</i>
13	NF-03-A-47 BURGH ROAD AYLSHAM	MIXED HOUSES & FLATS		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:		300	
	<i>Survey date: WEDNESDAY</i>		<i>21/09/22</i>	<i>Survey Type: DIRECTIONAL ATC COUNT</i>
14	ST-03-A-07 BEACONSIDE STAFFORD MARSTON GATE	DETACHED & SEMI-DETACHED		STAFFORDSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		248	
	<i>Survey date: WEDNESDAY</i>		<i>22/11/17</i>	<i>Survey Type: MANUAL</i>
15	WS-03-A-04 HILLS FARM LANE HORSHAM BROADBRIDGE HEATH	MIXED HOUSES		WEST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:		151	
	<i>Survey date: THURSDAY</i>		<i>11/12/14</i>	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

16 WS-03-A-11 MIXED HOUSES WEST SUSSEX
 ELLIS ROAD
 WEST HORSHAM
 S BROADBRIDGE HEATH
 Edge of Town
 Residential Zone
 Total No of Dwellings: 918
Survey date: TUESDAY 02/04/19 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.

MANUALLY DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
WS-03-A-12	16/06/21	Covid-19

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 TOTAL VEHICLES
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	16	276	0.072	16	276	0.283	16	276	0.355
08:00 - 09:00	16	276	0.138	16	276	0.375	16	276	0.513
09:00 - 10:00	16	276	0.133	16	276	0.153	16	276	0.286
10:00 - 11:00	16	276	0.118	16	276	0.141	16	276	0.259
11:00 - 12:00	16	276	0.129	16	276	0.135	16	276	0.264
12:00 - 13:00	16	276	0.138	16	276	0.129	16	276	0.267
13:00 - 14:00	16	276	0.147	16	276	0.142	16	276	0.289
14:00 - 15:00	16	276	0.161	16	276	0.179	16	276	0.340
15:00 - 16:00	16	276	0.260	16	276	0.178	16	276	0.438
16:00 - 17:00	16	276	0.272	16	276	0.164	16	276	0.436
17:00 - 18:00	16	276	0.342	16	276	0.163	16	276	0.505
18:00 - 19:00	16	276	0.281	16	276	0.172	16	276	0.453
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.191			2.214			4.405

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Parameter summary

Trip rate parameter range selected: 106 - 918 (units:)
 Survey date date range: 01/01/13 - 14/11/23
 Number of weekdays (Monday-Friday): 17
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 23
 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.