



TRANSPORT TECHNICAL NOTE

JOB REF.
PL/LC/33660

CLIENT
Rurban Estates

SITE
Land East of Watermill Lane, Bexhill-on-Sea, East Sussex

1.1 INTRODUCTION

- 1.1.1 This Transport Technical Note (TTN) has been prepared in support of representations by Rurban Estates to the Rother Local Plan 2040 Regulation 18 consultation in relation to Land East of Watermill Lane, in Bexhill-on-Sea, East Sussex, which is being promoted for residential development.
- 1.1.2 The current proposals are for the development of up to 130no. dwellings on the land. 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 east of Watermill Lane and to the north of the A2691 Haven Brook Avenue, approximately 1.9km north of Bexhill-on-Sea town centre as the crow flies. The location of the site within a local context is shown in Figure 1 overleaf.

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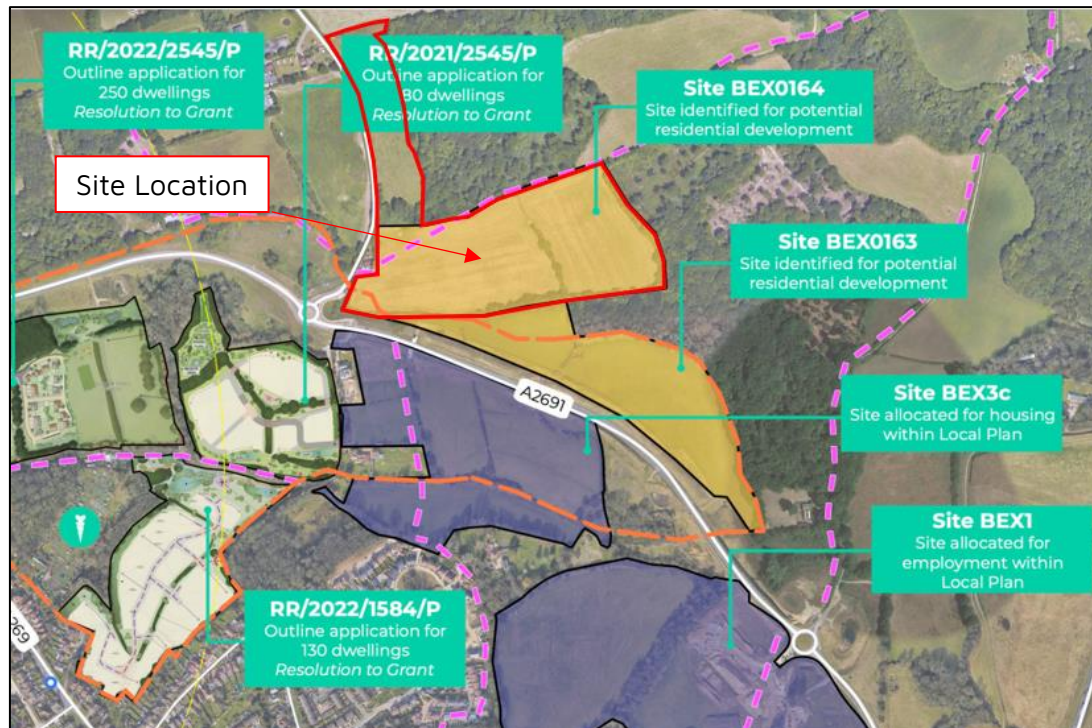


FIGURE 1: SITE LOCATION WITHIN LOCAL CONTEXT

1.2.2 The site currently comprises open fields and is bound to the north and east by woodland, to the south by an area of woodland and an open field, and to the west by Watermill Lane and a residential dwelling.

1.3 DEVELOPMENT PROPOSALS

1.3.1 The proposals comprise the development of up to 130no. dwellings with associated access, landscaping and open space. An indicative layout plan is included at **Appendix A**. The locations of the proposed site accesses can be seen in Figure 2 overleaf, with vehicular access points denoted in blue and pedestrian and cycle access points denoted in yellow.



FIGURE 2: PROPOSED SITE ACCESSSES (COURTESY OF GOOGLE MAPS)

- 1.3.2 It is proposed that vehicular access to the development would be achieved by way of a new priority junction with Watermill Lane, approximately 60m to the north of the roundabout junction with the A2691 Haven Brook Avenue. An indicative design is included at **Appendix B**. The access design would be subject to an independent Stage 1 Road Safety Audit as part of the preparation of any further planning application; no significant issues are foreseen.
- 1.3.3 In order to confirm the required visibility splays from the access, an Automatic Traffic Count (ATC) survey was completed by K&M Traffic Surveys Ltd. for the seven-day period commencing Thursday 20th June 2024. This survey recorded 85th percentile vehicle speeds of 30.30mph and 28.60mph for northbound and southbound traffic, respectively. Using these speeds and the calculations set out in Manual for Streets 2, visibility splays of 2.4 x 40m in both directions have been demonstrated within land that under the control of the applicant and the Local Highway Authority.
- 1.3.4 Pedestrian access to the site would be achievable at a total of three points, with two relating to an existing Public Right of Way (PRoW Reference: BEX/35/1) that would be retained and enhanced as part of the development, and one existing non-PRoW access. Pedestrian access would also be achievable via the proposed vehicular access, with the provision of a 2.0m wide footway connecting to the existing pedestrian and cycle infrastructure on the eastern side of Watermill Lane. There is the opportunity to safeguard additional pedestrian and cycle links to the neighbouring land to the south for further connectivity enhancements.
- 1.3.5 The site access and internal layout will give consideration to Local Transport Note 1/20, Manual for Streets and the East Sussex County Council (ESCC) Local Design Guide for Residential Development with respect to pedestrian and cycle infrastructure.

1.4 PEDESTRIAN AND CYCLE ACCESSIBILITY

1.4.1 As has been noted, Watermill Lane is afforded a shared footway/cycleway on its eastern side that routes approximately 60m north from the roundabout junction with the A2961 Haven Brook Avenue, at which point it terminates. This footway/cycleway measures approximately 3.2m in width, and routes east along the northern side of Haven Brook Avenue from the roundabout junction for approximately 60m, at which point it terminates at a controlled crossing point. From this crossing, a shared footway/cycleway on the southern side of the road is accessible. This measures approximately 3.0m in width and routes along the majority of the length of Haven Brook Avenue, from its junction with the A269 to the west to approximately 1.2km east of the aforementioned controlled crossing point, where it terminates at a PRow access point.

1.4.2 Figure 3 below displays the local PRow network in the site vicinity, where purple lines indicate Public Footpaths.

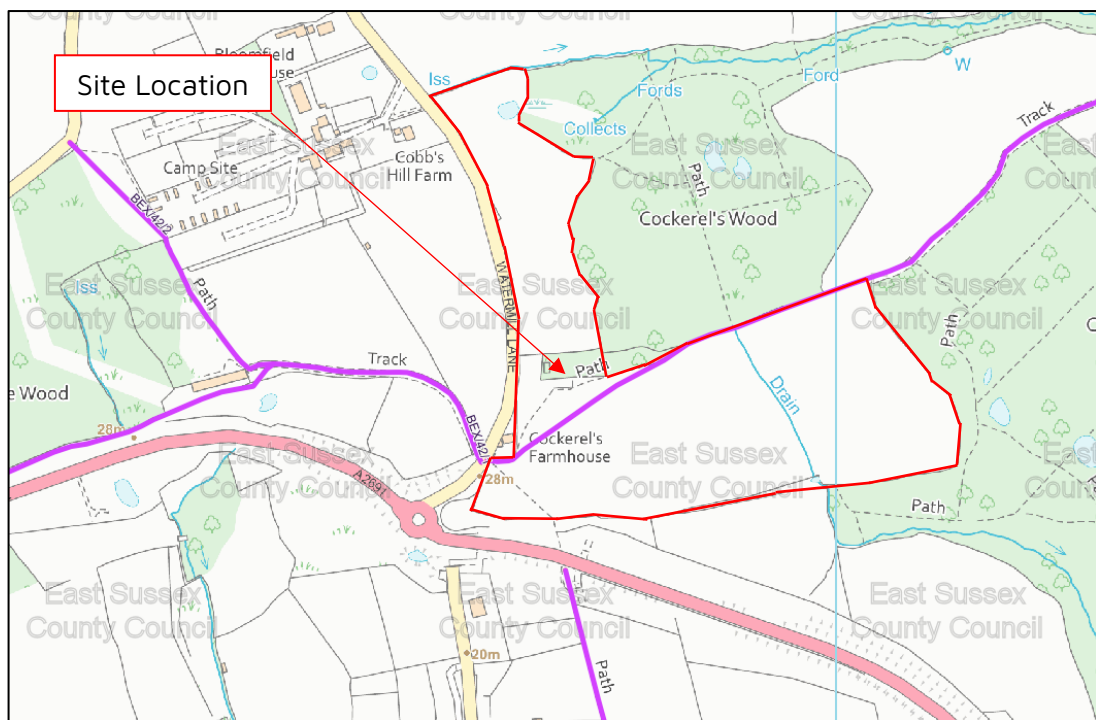


FIGURE 3: PRow NETWORK LOCAL TO SITE (COURTESY OF ESCC)

1.4.3 Footpath BEX/16/2 is accessible approximately 150m to the east of the roundabout junction between Haven Brook Avenue and Watermill Lane. This PRow provides a pedestrian route south into the suburban outskirts of Bexhill-on-Sea, at which point it joins the pedestrian infrastructure network of the town.

1.4.4 Figure 4 overleaf displays the designated cycle network local to the site.

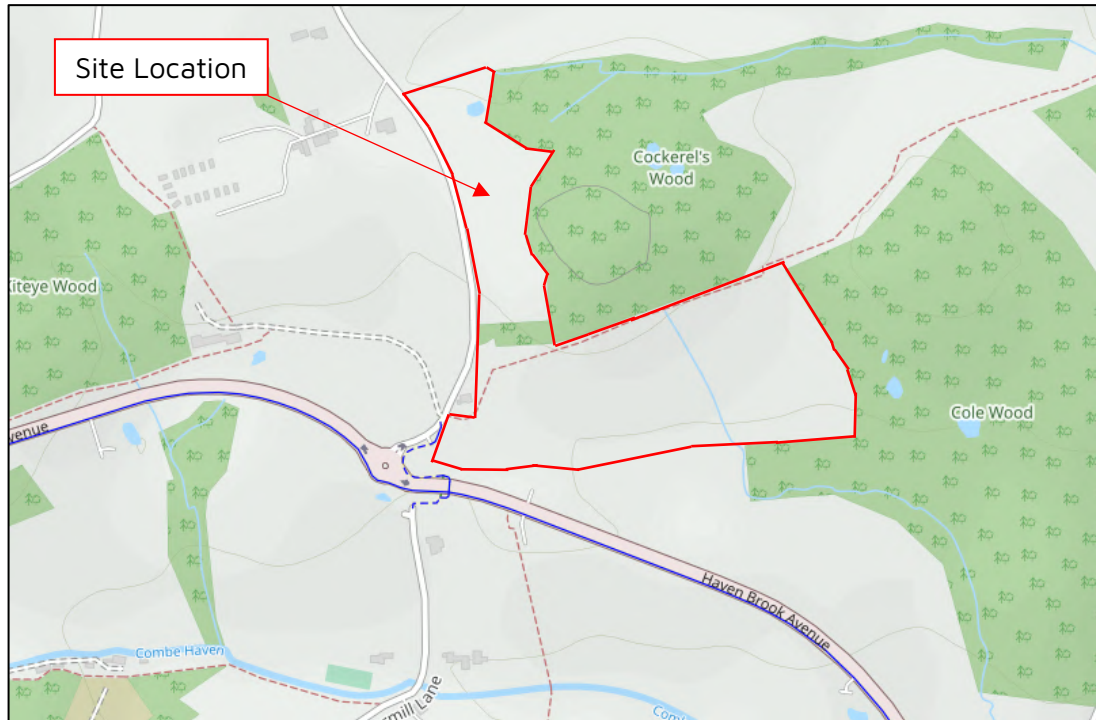


FIGURE 4: CYCLE NETWORK LOCAL TO SITE (COURTESY OF OPENCYCLEMAP)

1.4.5 National Cycle Route (NCR) 2 is accessible approximately 3.9km (representing a 16-minute cycle time) to the south of the proposed site access. NCR 2 is a long-distance 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 the A269 Ninfield Road, approximately 1.3km (or a 19-minute walk) to the south-west of the proposed site access. Table 1 below 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 It is noted that two new bus stops on Haven Brook Avenue are proposed as part of the residential development at Land at Mayo Lane, Bexhill (Planning Application Reference: RR/2022/1584/P), which benefits from a resolution to grant outline planning consent. These stops will be provided with raised kerbs, shelters, lighting, seating and real-time information displays, with the bus stop on the northern side of the road being provided with footway access from the controlled crossing to the south of the proposal site. These bus stops are proposed to be located immediately to the east of the controlled crossing. ESCC’s Bus Service Improvement Plan (BSIP, submitted in October 2021) proposes that an improved Route 98 service would be re-routed to run via Haven Brook Avenue and the Ashdown Business Centre rather than Sidley, thereby serving these new stops.
- 1.5.3 Bexhill Railway Station is located approximately 3.6km (a ten-minute drive or 15-minute cycle time) to the south 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	CYCLE DISTANCE	CYCLE TIME
Nursery – Dragonflies Community Nursery	1.3km	16 minutes	2.4km	9 minutes
Restaurant – Rother Grill	1.3km	16 minutes	2.2km	9 minutes
Convenience Store – One Stop	1.4km	18 minutes	2.3km	9 minutes
GP – Sidley Medical Practice	1.5km	19 minutes	2.4km	11 minutes
Supermarket – Lidl	1.5km	19 minutes	2.0km	9 minutes
Post Office – Sidley Post Office	1.5km	19 minutes	1.9km	9 minutes
Hairdresser – Garry Jarvis Hair Studio Ltd	1.5km	19 minutes	1.9km	9 minutes
Public House – Rose & Crown	1.6km	20 minutes	2.6km	11 minutes
Barber Shop – Sidley Street Barbers	1.6km	20 minutes	1.9km	8 minutes
Primary School – Glenleigh Park Primary Academy and Nursery	1.8km	23 minutes	2.6km	11 minutes

TABLE 3: FACILITIES AND SERVICES LOCAL TO PROPOSAL SITE

- 1.6.2 The above walking distances are based on pedestrians utilising the pedestrian crossing on Haven Brook Avenue to the south of the proposal site and walking along Watermill Lane.
- 1.6.3 It is noted that due to the nature of Watermill Lane as a cul-de-sac and the low average vehicle volumes and speeds, it is conducive to on-carriageway walking to the point at which pedestrian footway infrastructure is introduced approximately 590m (or a seven-minute walk) to the south of the controlled crossing on Haven Brook Avenue. It is further noted that a pedestrian footway is proposed on the western side of Watermill Lane, with this routing from the Allocated Site BEX3c access to the junction between Watermill Lane and Mayo Lane. This footway would vary between 1.2m and 2m in width, and would commence approximately 210m to the south of the controlled crossing on Haven Brook Avenue. A plan of the proposed footway, as submitted alongside the Land at Mayo Lane, Bexhill application (Planning Application Reference: RR/2022/1584/P), is included at **Appendix D**.

- 1.6.4 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.
- 1.6.5 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 below. 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

1.7 TRIP GENERATION ASSESSMENT

- 1.7.1 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 E**.

PERIOD	ARRIVALS	DEPARTURES	TOTAL
PRIVATELY OWNED HOUSES			
AM Peak 08:00 – 09:00	0.146	0.372	0.518
PM Peak 17:00 – 18:00	0.353	0.159	0.512
Daily 07:00 – 19:00	2.225	2.215	4.440
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)

- 1.7.2 These trip rates have subsequently been factored by the upper limit of 130 dwellings proposed, at a policy-compliant split of 39 units of affordable housing and 91 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 (91 UNITS)			
AM Peak 08:00 – 09:00	13	34	47
PM Peak 17:00 – 18:00	32	14	47
Daily 07:00 – 19:00	202	202	404
AFFORDABLE / LOCAL AUTHORITY HOUSES (39 UNITS)			
AM Peak 08:00 – 09:00	6	13	20
PM Peak 17:00 – 18:00	8	6	13
Daily 07:00 – 19:00	75	79	153
TOTAL (130 UNITS)			
AM Peak 08:00 – 09:00	19	47	67
PM Peak 17:00 – 18:00	40	20	60
Daily 07:00 – 19:00	277	280	557

TABLE 6: TOTAL DEVELOPMENT TRIP GENERATION (130 NO. DWELLINGS)

- 1.7.3 It is noted that the proposed development could generate up to 67 vehicle movements during the weekday AM peak hour and 60 movements during the PM peak hour, with a total of 557 movements forecast across the 12-hour working day (07:00-19:00). This equates to approximately one movement per minute during the peak hours.
- 1.7.4 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 007'*, 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
Watermill Lane / A2691 Haven Brook Avenue	90%	60	54
A2691 Haven Brook Avenue / A269 Ninfield Road	45%	30	27
A2691 Haven Brook Avenue / A2690 Coombe Valley Way / Mount View Street	44%	30	27
A269 Ninfield Road / St Mary's Lane	26%	18	16
A2690 Coombe Valley Way / Queensway	25%	17	15
St Mary's Lane / Turkey Road	15%	10	9
Turkey Road / Peartree Lane / Whydown Road	12%	8	7
Peartree Lane / A259 Little Common Road / A259 Barnhorn Road / Cooden Sea Road	12%	8	7
Church Road / B2204 The Green	10%	7	6
A2960 Coombe Valley Way / A259 King Offa Way / A269 London Road / A259 Little Common Road	9%	6	6
B2095 Powdermill Lane / A2100 Lower Lake	8%	6	5

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 Peartree Lane, and the signalised crossroads with the A269. Table 7 above indicates that these junctions could experience eight and six movements during the AM peak hour and seven and six 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 future 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 future 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 Rurban Estates to the Rother Local Plan 2040 Regulation 18 consultation in relation to Land East of Watermill Lane, in Bexhill-on-Sea, East Sussex, which is being promoted for residential development.
- 1.10.2 The proposals comprise the development of c.130 residential dwellings and associated access, landscaping and open space.
- 1.10.3 Vehicular access to the site will be achieved by way of a new priority junction with Watermill Lane, which can demonstrate adequate visibility splays, as informed by an Automatic Traffic Count survey. The access will also incorporate a 2.0m wide pedestrian footway on its southern site, which will link to the existing pedestrian and cycle infrastructure on Watermill Lane and Haven Brook Avenue.
- 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-on-Sea. 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 66 vehicle movements during the weekday AM peak hour and 67 movements during the PM peak hour, with 557 movements generated across the twelve-hour working day (07:00-19:00). This equates to around one vehicle movement 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 structure 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
A





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DISCUSSION

- Site boundary (715ha)
HELAA: BEX0164
- Land within same ownership
- - - Public rights of way (PRoW)
- - - Proposed diversion of PRoW
- - - Proposed diverted section of PRoW
- - - Informal footpaths
- - - Surface water flooding
- Existing trees/hedgerows to be retained (where possible)
- - - Ancient woodland (with 15m buffer)
- Residential boundaries
- Existing speed limits
- Listed buildings
- Proposed access point
- Proposed new bus stops adjacent to equestrian crossing
- Potential primary street network
- Footpath connecting PRoWs
- Potential recreational route
- Existing pedestrian access
- Proposed future pedestrian/cycle connection
- Proposed pedestrian/cycle route
- Proposed area for community use
- Proposed residential development opportunities
3.66ha @ up to 35dph = 128 homes
- Proposed green space
- Proposed planting for woodland buffer
- Proposed planting for buffer to listed building
- Proposed meadow / orchard
- Proposed green corridor
- Indicative area reserved for attenuation
- Existing pond
- Existing ditches
- 11-33v High voltage electric cable proposed to be undergrounded (2m easment either side)
- Sites identified in the HELAA 2024 draft assessment
- Proposed area for play
- Area reserved for biodiversity enhancement and recreational use.

Rev.	Date	Description
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Land east of Watmill Lane (north), BEXHILL

Constraints and Opportunities

Job ref: 631	Drawing number: SK01	Revision:
Scale: 1:2500 @ A3	Date: July 2024	



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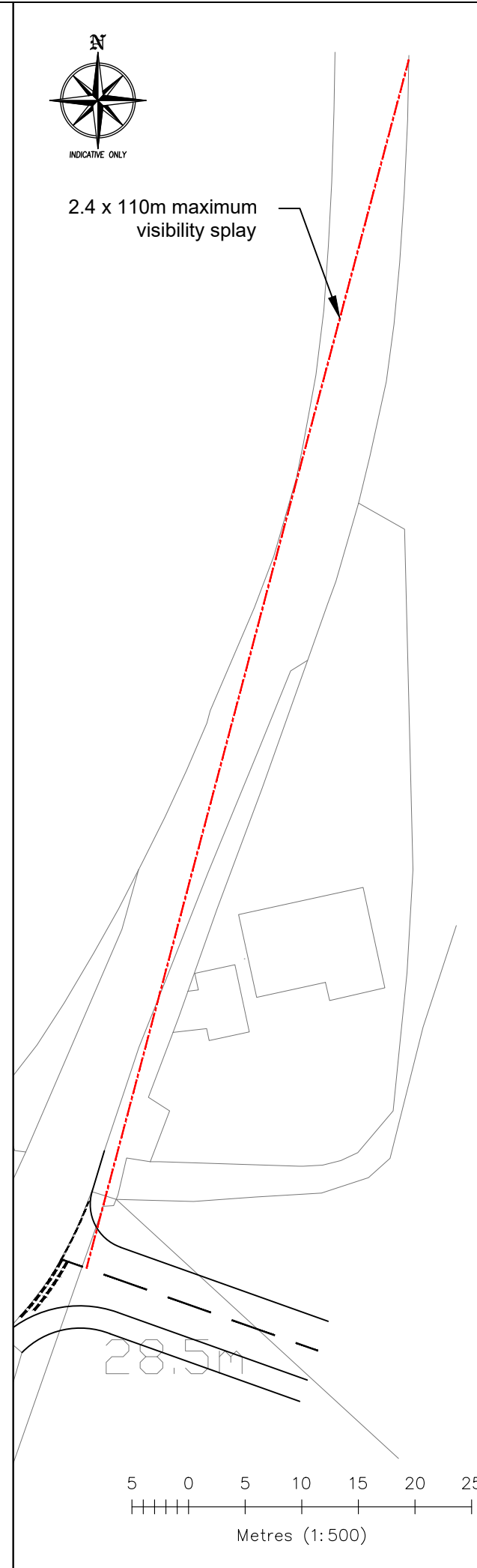
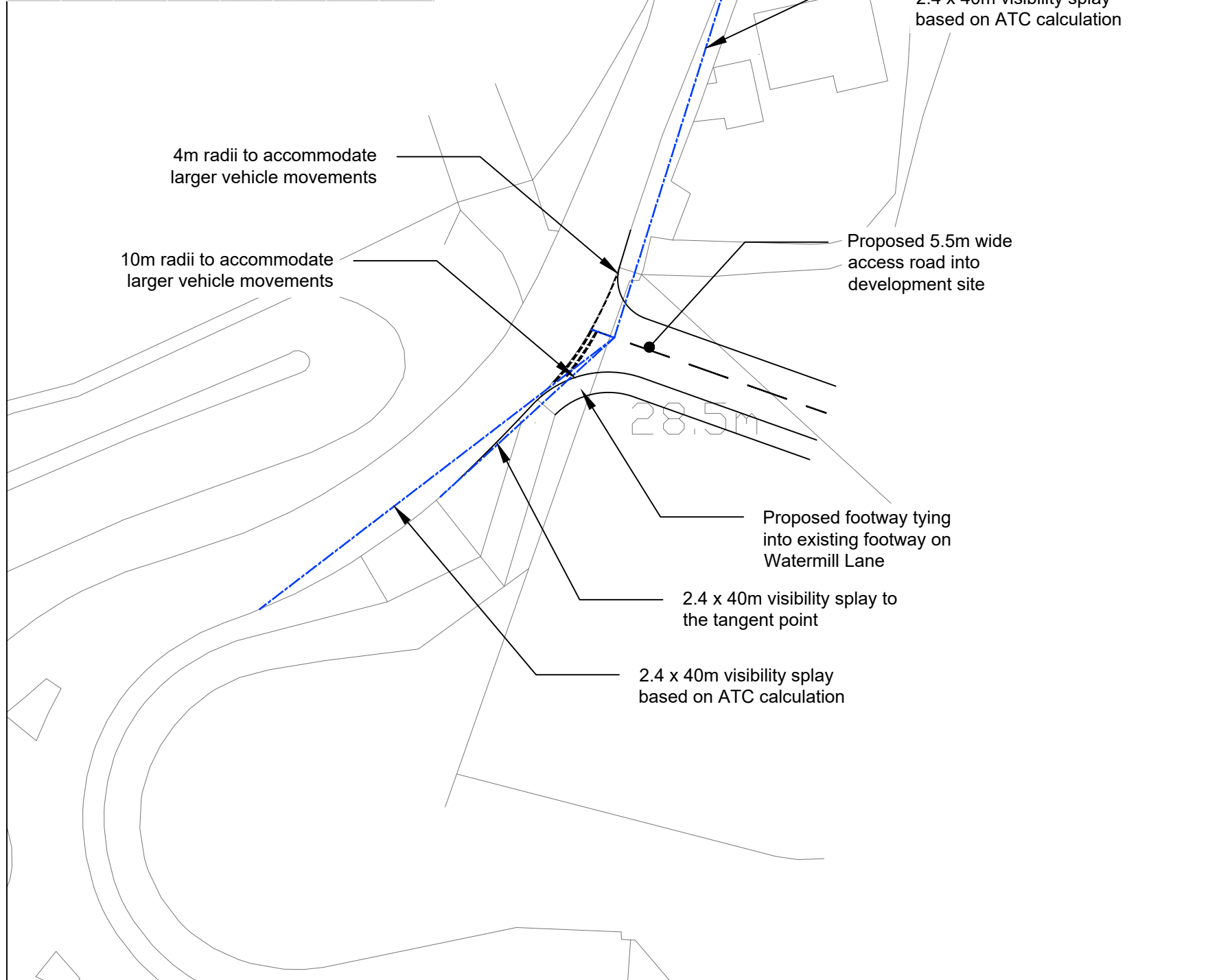
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APPENDIX
B



Northbound	Southbound
85%ile 30.30 mph 48.75 kph	85%ile 28.60 mph 46.02 kph
$SSD=vt+v^2/2d$	$SSD=vt+v^2/2d$
where: v = speed (m/s) t = driver reaction time (s) d = deceleration (m/s ²) 1kph= 0.278 m/s	where: v = speed (m/s) t = driver reaction time (s) d = deceleration (m/s ²) 1kph= 0.278 m/s
v= 13.54 t= 1.5 d= 4.41 a= 0	v= 12.78 t= 1.5 d= 4.41 a= 0
vt= 20.31 v ² = 183.40 2(d+0.1) 8.82	vt= 19.17 v ² = 163.40 2(d+0.1) 8.82
SSD= 41.11 m plus 2.4 43.51 inc bonet length	SSD= 37.70 m plus 2.4 40.10 inc bonet length

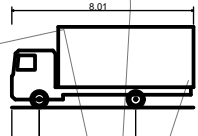


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Notes:

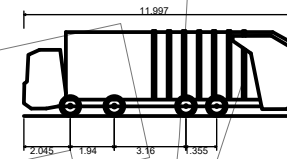
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- Drawing is based on OS data.
- Visibility splays have been based on a week long ATC Survey completed by K&M Traffic Surveys Ltd. The speed survey recorded 85th percentile speeds of 30.3mph and 28.6mph for northbound and southbound traffic respectively. These speed have been used within calculations set out in Manual for Streets 2 to determine the required visibility splays.
- Highway definition plans have been provided by East Sussex Highways.

P1	04.07.24	JM	First Issue	CS	CS
REV	DATE	BY	DESCRIPTION	CHK	APD
client					
RURBAN ESTATES LTD					
project					
LAND AT WATERMILL LANE, BEXHILL					
title					
ACCESS PROPOSALS					
project		drwg		rev	
33660		H-02		P1	
Drawn	Checked	Approved	scale @ A3	date	
JM	CS	CS	1:500	04.07.24	
status					P
FOR INFORMATION					
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e: info@dhaplanning.co.uk			w: www.dhaplanning.co.uk		
CAD Reference:					A3



7.5t Box Van
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Track Width
Lock to lock time
Kerb to Kerb Turning Radius

8.010m
2.100m
3.556m
0.351m
2.064m
4.00s
7.400m



Vulture 3025(N) (with Scania P94GB 8x4 NB300 chassis)
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Track Width
Lock to lock time
Kerb to Kerb Turning Radius

11.997m
2.500m
3.751m
0.304m
2.500m
4.00s
10.800m

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REV	DATE	BY	DESCRIPTION	CHK	APD
	04.07.24	JM	First Issue	CS	CS

client
RURBAN ESTATES LTD

project
LAND AT WATERMILL LANE, BEXHILL

title
**VEHICLE SWEEP PATH ANALYSIS
PROPOSED ACCESS ARRANGEMENT**

project	drwg	rev
33660	T-01	P1

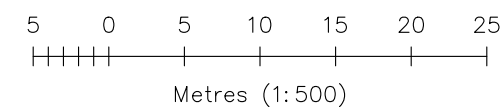
Drawn	Checked	Approved	scale @ A3	date
JM	CS	CS	1:500	04.07.24

status	P
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CAD Reference: **A3**



28.5m

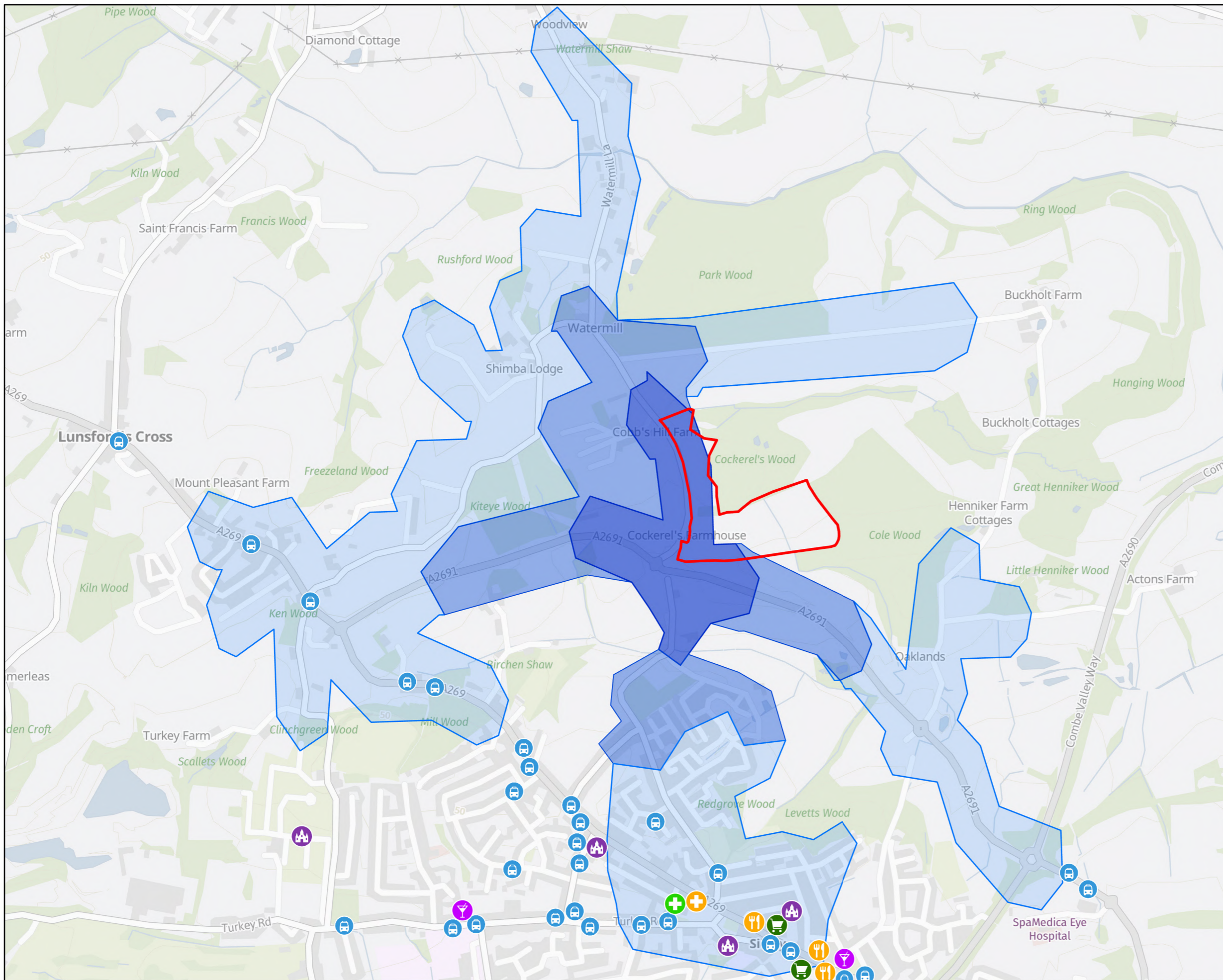
28.5m

28.5m

28.5m

APPENDIX
C





Key

- Site Location
- 5 minute walk time (400m) from the site access
- 10 minute walk time (800m) from the site access
- 20 minute walk time (1600m) from the site access
- + GP Surgeries
- 🍴 Restaurants
- + Pharmacies
- ⛪ Places Of Worship
- 🚌 Bus Stops
- 🛒 Groceries
- 🍷 Pubs

TITLE
Facilities Within Walking Distances From The Site

CLIENT
Rurban Estates Limited

PROJECT
Land at Watermill Lane, Bexhill

SCALE AT A3	DATE	JOB NO.	DRWG NO.
1:10,750	July 2024	33660	G-01

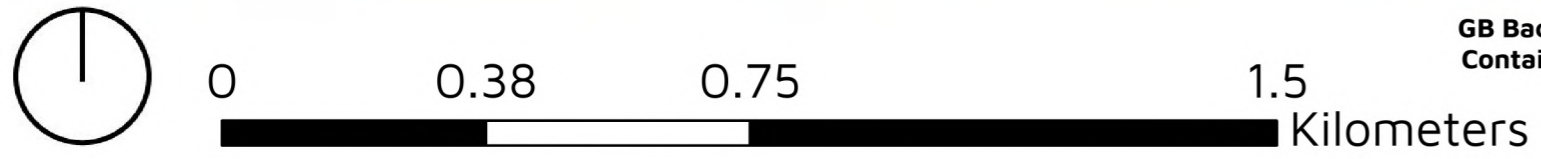


Eclipse House, Eclipse Park, Sittingbourne Road
 Maidstone, Kent ME14 3EN

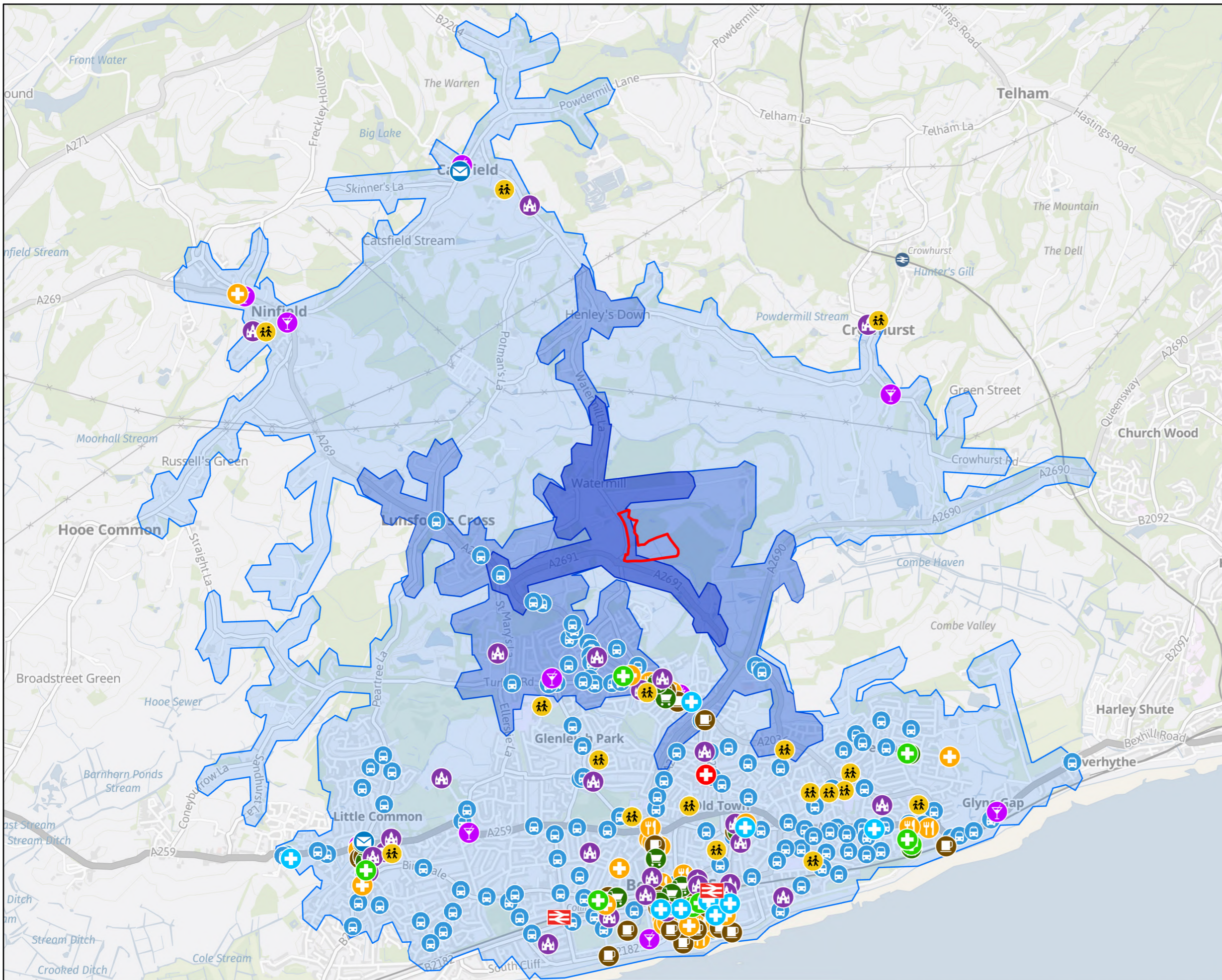
t: 01622 776226
 e: info@dhaplanning.co.uk
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Key

- Site Location
- 5 minute cycle time (1333m) from the site access
- 10 minute cycle time (2666m) from the site access
- 20 minute cycle time (5333m) from the site access
- Train Stations
- Library
- Hospitals
- GP Surgeries
- Cafe
- Restaurants
- Post Offices
- Pharmacies
- Dentists
- Places Of Worship
- Bus Stops
- Groceries
- Pubs
- Schools

TITLE
Facilities Within Cycling Distances From The Site
 CLIENT
Rurban Estates Limited

PROJECT
Land at Watermill Lane, Bexhill

SCALE AT A3	DATE	JOB NO.	DRWG NO.
1:32,000	July 2024	33660	G-02



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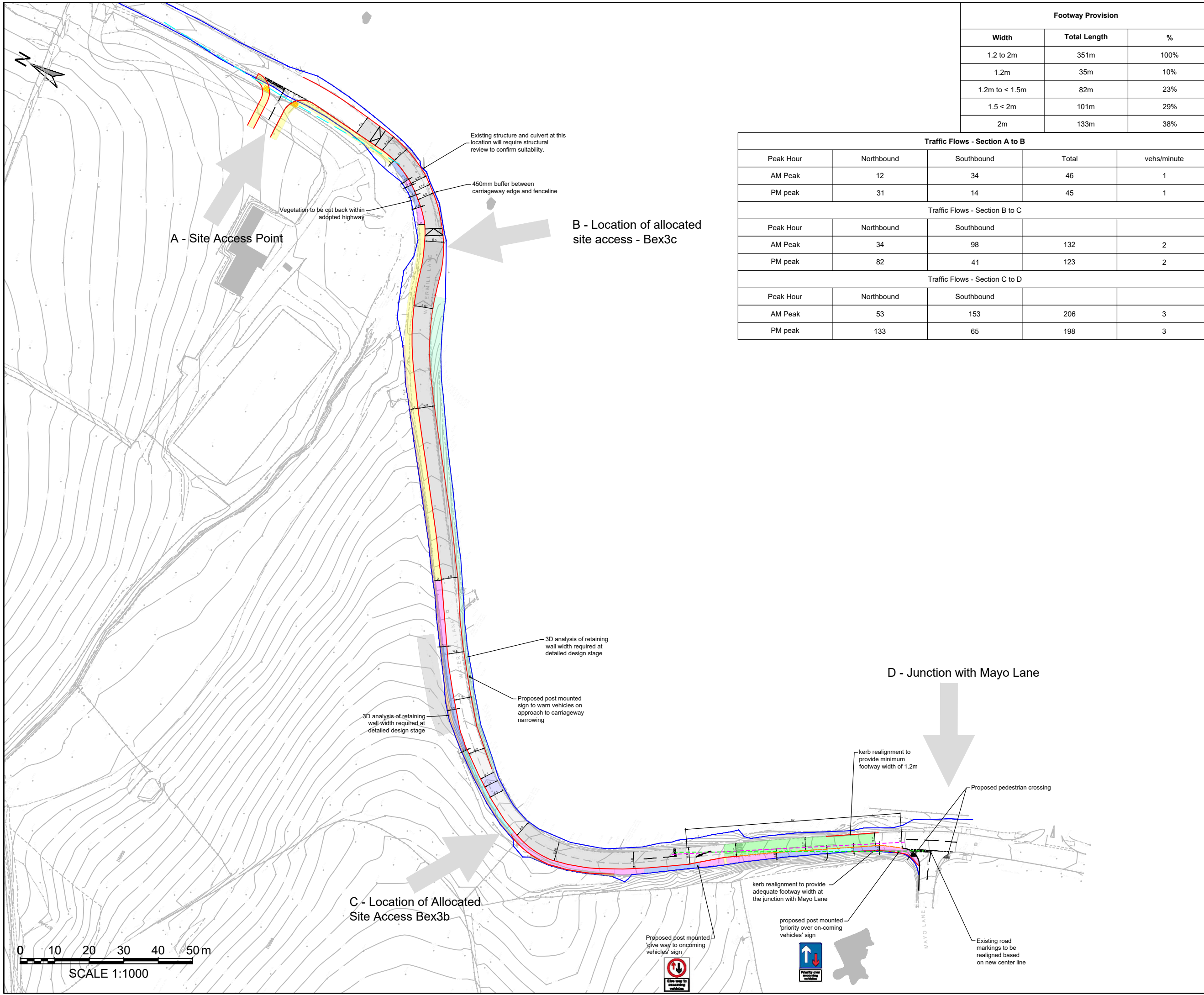
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APPENDIX
D





Footway Provision		
Width	Total Length	%
1.2 to 2m	351m	100%
1.2m	35m	10%
1.2m to < 1.5m	82m	23%
1.5 < 2m	101m	29%
2m	133m	38%

Traffic Flows - Section A to B				
Peak Hour	Northbound	Southbound	Total	vehs/minute
AM Peak	12	34	46	1
PM peak	31	14	45	1
Traffic Flows - Section B to C				
Peak Hour	Northbound	Southbound	Total	vehs/minute
AM Peak	34	98	132	2
PM peak	82	41	123	2
Traffic Flows - Section C to D				
Peak Hour	Northbound	Southbound	Total	vehs/minute
AM Peak	53	153	206	3
PM peak	133	65	198	3

- Notes:
- All dimensions in metres unless stated otherwise.
 - This drawing is based on topographical survey. Tetra Tech does not take responsibility for any discrepancies.
 - The adopted highway extents have been sketched onto the topographical survey based on East Sussex County Council Highway Extents Plans provided on 7th January 2020, Ref LQ/RD/BX and 8th February 2022 Ref LQ/RR/BX
- Key:
- Sketch of extent of Adopted Highway
 - Proposed Footway: 1.2m wide
 - Proposed Footway: 1.21 to <1.5m wide
 - Proposed Footway: 1.5 to <2m wide
 - Proposed Footway: 2m wide
 - Carriageway width 3.7m
 - Carriageway width: 3.7m to <4.1m
 - Carriageway width: 4.1m to <4.8m
 - Carriageway width: 4.8m to <5.5m
 - Carriageway width: 5.5m+
 - min 0.5m working width - for retaining structure adjacent to footway edge
 - min 1.2m working width - for retaining structure adjacent to carriageway edge
 - Reduced kerb upstand to enable easier over-run for Emergency Access
 - Lateral Visibility Splays at Site Access
 - Inter-visibility across Shuttle Working
 - Inter-visibility between vehicle emerging from Mayo Lane and the shuttle working northern give way

PRELIMINARY ISSUE

P03	Inc Stage 1 RSA Comments	10.03.2023	MT	MT	LB
P02	Minor Edits	28.02.2023	MT	MT	LR
P01	Preliminary First Issue	27.02.2023	MT	MT	LR
Rev	Description	Date	Iss	MT	LR
				Rev	Ctrl

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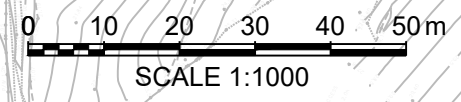


Client
Gladman Development Ltd

Project Name
**Proposed Residential Development
 Land off Watermill Lane, Bexhill
 Northern Site**

Sheet Title
**Access Layout:
 No Connection to Adjacent Site**

TTE Project Number	Drawn By	Date	Checked By	Date	Approved By	Date	Scale @	Suitability
B027940	MT	FEB '23	MT	FEB '23	LR	FEB '23	As Shown	S0
Client Project Number	Originator	Volume/System Level/Location	Type/Code	Role	Number	Revision		
B027940	TTE	- 00 - XX - PL - D - 006	P03					



Existing road markings to be realigned based on new center line

APPENDIX
E



Calculation Reference: AUDIT-704001-240704-0746

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	2 days
	HC HAMPSHIRE	3 days
	HF HERTFORDSHIRE	1 days
	KC KENT	3 days
	WS WEST SUSSEX	2 days
03	SOUTH WEST	
	DC DORSET	2 days
04	EAST ANGLIA	
	NF NORFOLK	10 days
06	WEST MIDLANDS	
	ST STAFFORDSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	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: 17 to 918 (units:)
Range Selected by User: 5 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: 01/01/16 to 27/03/24

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

Selected survey days:

Monday	3 days
Tuesday	9 days
Wednesday	9 days
Thursday	4 days
Friday	1 days

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

Selected survey types:

Manual count	22 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	26
--------------	----

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	22
Out of Town	2
No Sub Category	2

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	21 days - Selected
Servicing vehicles Excluded	89 days - Selected

Secondary Filtering selection:

Use Class:

C3	26 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	6 days
5,001 to 10,000	11 days
10,001 to 15,000	9 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	10 days
25,001 to 50,000	7 days
50,001 to 75,000	7 days
75,001 to 100,000	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	21 days
1.6 to 2.0	3 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	21 days
No	5 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	26 days
-----------------	---------

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	DC-03-A-10 ADDISON CLOSE GILLINGHAM	MIXED HOUSES		DORSET
	Edge of Town Residential Zone Total No of Dwellings:		26	
	<i>Survey date: WEDNESDAY</i>		<i>09/11/22</i>	<i>Survey Type: MANUAL</i>
3	DC-03-A-11 A350 SHAFTESBURY	MIXED HOUSES		DORSET
	Edge of Town No Sub Category Total No of Dwellings:		141	
	<i>Survey date: TUESDAY</i>		<i>31/10/23</i>	<i>Survey Type: MANUAL</i>
4	ES-03-A-07 NEW ROAD HAILSHAM HELLINGLY	MIXED HOUSES & FLATS		EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:		91	
	<i>Survey date: THURSDAY</i>		<i>07/11/19</i>	<i>Survey Type: MANUAL</i>
5	ES-03-A-09 THE FAIRWAY NEWHAVEN	DETACHED & SEMI-DETACHED		EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:		47	
	<i>Survey date: MONDAY</i>		<i>13/03/23</i>	<i>Survey Type: MANUAL</i>
6	HC-03-A-27 DAIRY ROAD ANDOVER	MIXED HOUSES		HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		73	
	<i>Survey date: TUESDAY</i>		<i>16/11/21</i>	<i>Survey Type: MANUAL</i>
7	HC-03-A-31 KILN ROAD LIPHOOK	MIXED HOUSES & FLATS		HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		44	
	<i>Survey date: FRIDAY</i>		<i>07/10/22</i>	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

8	HC-03-A-33 CROW LANE RINGWOOD CROW Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: TUESDAY</i>	MIXED HOUSES & FLATS	195 <i>04/07/23</i>	HAMPSHIRE	<i>Survey Type: MANUAL</i>
9	HF-03-A-03 HARE STREET ROAD BUNTINGFORD Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: MONDAY</i>	MIXED HOUSES	160 <i>08/07/19</i>	HERTFORDSHIRE	<i>Survey Type: MANUAL</i>
10	KC-03-A-07 RECULVER ROAD HERNE BAY Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: WEDNESDAY</i>	MIXED HOUSES	288 <i>27/09/17</i>	KENT	<i>Survey Type: MANUAL</i>
11	KC-03-A-10 HEADCORN ROAD STAPLEHURST Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: TUESDAY</i>	MIXED HOUSES	106 <i>09/05/23</i>	KENT	<i>Survey Type: MANUAL</i>
12	KC-03-A-12 WESTERN LINK FAVERSHAM DAVINGTON Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: TUESDAY</i>	MIXED HOUSES & FLATS	186 <i>19/09/23</i>	KENT	<i>Survey Type: MANUAL</i>
13	NF-03-A-10 HUNSTANTON ROAD HUNSTANTON Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: WEDNESDAY</i>	MIXED HOUSES & FLATS	17 <i>12/09/18</i>	NORFOLK	<i>Survey Type: DIRECTIONAL ATC COUNT</i>
14	NF-03-A-23 SILFIELD ROAD WYMONDHAM Edge of Town Out of Town Total No of Dwellings: <i>Survey date: WEDNESDAY</i>	MIXED HOUSES & FLATS	514 <i>22/09/21</i>	NORFOLK	<i>Survey Type: MANUAL</i>
15	NF-03-A-31 BRANDON ROAD SWAFFHAM Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: THURSDAY</i>	MIXED HOUSES	321 <i>22/09/22</i>	NORFOLK	<i>Survey Type: DIRECTIONAL ATC COUNT</i>
16	NF-03-A-32 HUNSTANTON ROAD HUNSTANTON Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: WEDNESDAY</i>	MIXED HOUSES & FLATS	164 <i>21/09/22</i>	NORFOLK	<i>Survey Type: DIRECTIONAL ATC COUNT</i>

LIST OF SITES relevant to selection parameters (Cont.)

17	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>
18	NF-03-A-34 NORWICH ROAD SWAFFHAM	MIXED HOUSES		NORFOLK
	Edge of Town Out of Town Total No of Dwellings:		80	
	<i>Survey date: TUESDAY</i>		<i>27/09/22</i>	<i>Survey Type: MANUAL</i>
19	NF-03-A-36 LONDON ROAD WYMONDHAM	MIXED HOUSES		NORFOLK
	Edge of Town No Sub Category Total No of Dwellings:		75	
	<i>Survey date: THURSDAY</i>		<i>29/09/22</i>	<i>Survey Type: MANUAL</i>
20	NF-03-A-37 GREENFIELDS ROAD DEREHAM	MIXED HOUSES		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:		44	
	<i>Survey date: TUESDAY</i>		<i>27/09/22</i>	<i>Survey Type: MANUAL</i>
21	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>
22	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>
23	NY-03-A-14 PALACE ROAD RIPON	DETACHED & BUNGALOWS		NORTH YORKSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		45	
	<i>Survey date: WEDNESDAY</i>		<i>18/05/22</i>	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

24	ST-03-A-07 BEACONSIDE STAFFORD MARSTON GATE Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: WEDNESDAY</i>	DETACHED & SEMI -DETACHED 248 <i>22/11/17</i>	STAFFORDSHIRE <i>Survey Type: MANUAL</i>
25	WS-03-A-11 ELLIS ROAD WEST HORSHAM S BROADBRIDGE HEATH Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: TUESDAY</i>	MIXED HOUSES 918 <i>02/04/19</i>	WEST SUSSEX <i>Survey Type: MANUAL</i>
26	WS-03-A-19 TURNERS HILL ROAD EAST GRINSTEAD Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: MONDAY</i>	MIXED HOUSES & FLATS 92 <i>15/05/23</i>	WEST SUSSEX <i>Survey Type: MANUAL</i>

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	26	179	0.079	26	179	0.292	26	179	0.371
08:00 - 09:00	26	179	0.146	26	179	0.372	26	179	0.518
09:00 - 10:00	26	179	0.137	26	179	0.159	26	179	0.296
10:00 - 11:00	26	179	0.120	26	179	0.139	26	179	0.259
11:00 - 12:00	26	179	0.133	26	179	0.138	26	179	0.271
12:00 - 13:00	26	179	0.146	26	179	0.134	26	179	0.280
13:00 - 14:00	26	179	0.152	26	179	0.147	26	179	0.299
14:00 - 15:00	26	179	0.162	26	179	0.181	26	179	0.343
15:00 - 16:00	26	179	0.261	26	179	0.173	26	179	0.434
16:00 - 17:00	26	179	0.265	26	179	0.160	26	179	0.425
17:00 - 18:00	26	179	0.353	26	179	0.159	26	179	0.512
18:00 - 19:00	26	179	0.271	26	179	0.161	26	179	0.432
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.225			2.215			4.440

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:	17 - 918 (units:)
Survey date range:	01/01/16 - 27/03/24
Number of weekdays (Monday-Friday):	27
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	28
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-704001-240704-0726

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
------------	--------

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

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.