



**TRANSPORT STATEMENT**  
PROPOSED MIXED-USE DEVELOPMENT  
FORMER SANDGATE NURSERIES, WEST END ROAD, HENFIELD

On behalf of **Sandgate Henfield Developments Ltd**  
Report Reference: **22/070/31A**  
January 2023

## REPORT CONTROL SHEET

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## 1 INTRODUCTION

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### 1.1 Purpose Of Report

1.1.1 Magna Transport Planning Ltd has been appointed by Sandgate Henfield Developments Ltd to prepare this Transport Statement (TS) to support an Outline planning application for a site located at former Sandgate Nurseries site, West End Lane, Henfield, West Sussex.

1.1.2 The description of the development is:

*Outline application for erection of a continuing care retirement community of up to 72 units of accommodation (Use Class C2) and up to 10 starter homes (Use Class C3) with associated community facilities including medical centre and on-site laundry and catering facilities, with access, infrastructure, open space, landscaping and associated works (all matters reserved except for access).*

1.1.3 This TS has been prepared in accordance with the Department for Transport's (DfT) *Overarching principles on Travel Plans, Transport Assessments and Statements*, the National Planning Policy Framework (2019), Horsham District Council's (HDC) Planning Framework and West Sussex County Council's (WSCC) Local Design Guide – Supplementary Guidance for Residential Development Proposals (March 2010) and Guidance on Parking at New Developments (September 2020).

1.1.4 The purpose of this report is to describe the proposed scheme in terms of access, parking and traffic impact. The report concludes that the proposed development will not have any severe traffic impact on the local road network.

### 1.2 Recent Planning History

1.2.1 The planning application (ref: DC/21/0908) for 51 dwellings comprising 100% affordable housing for key workers and the erection of a community centre was submitted in April 2021.

1.2.2 The main vehicular access to this development was proposed on West End Lane, opposite the existing residential development. This access was in the form of a simple priority junction. An emergency/pedestrian/cycle access was provided on Hollands Lane with removable bollards proposed to allow access for emergency vehicles.

1.2.3 WSCC Highways agreed that the trip generation of 25 two-way trips in the AM peak hour and 23 two-way trips in the PM peak hour would not warrant junction modelling or be considered to have a severe impact.

1.2.4 WSCC Highways requested following to further assess the application:

- Speed survey to identify if appropriate visibility splays could be provided at the site access on West End Lane
- Further details of how the site would integrate into adjoining pedestrian and cycle network
- Details of what off site highway improvements would be required to be secured at Outline stage.

1.2.5 The aforementioned additional information was not published on the Council's planning website, and hence it is assumed that it was not provided to WSCC Highways.

1.2.6 WSCC Public Right of Way (PRoW) Officer welcomed the pedestrian and cycle access onto Hollands Lane and advised that Hollands Lane being a Bridleway should be acknowledged as an important east-west link to and from the popular cycle route, the Downs Link (National Cycle Network Route 223) that links Henfield to Guildford in the north and Shoreham in the south.

1.2.7 The Officer also stated that any alteration to or replacement of the existing boundary with the PRoW, or the erection of new fence lines, must be done in consultation with the WSCC PRoW Team to ensure the legal width of the path is not reduced and there is no unlawful encroachment.

1.2.8 HDC refused the planning application in December 2021. The highways reason for refusal was:

***Insufficient information has been provided to demonstrate that the proposed access would not result in harm to the safety and function of the highway network, as required by Policies 40 and 41 of the Horsham District Planning Framework (2015) and paragraph 111 of the NPPF.***

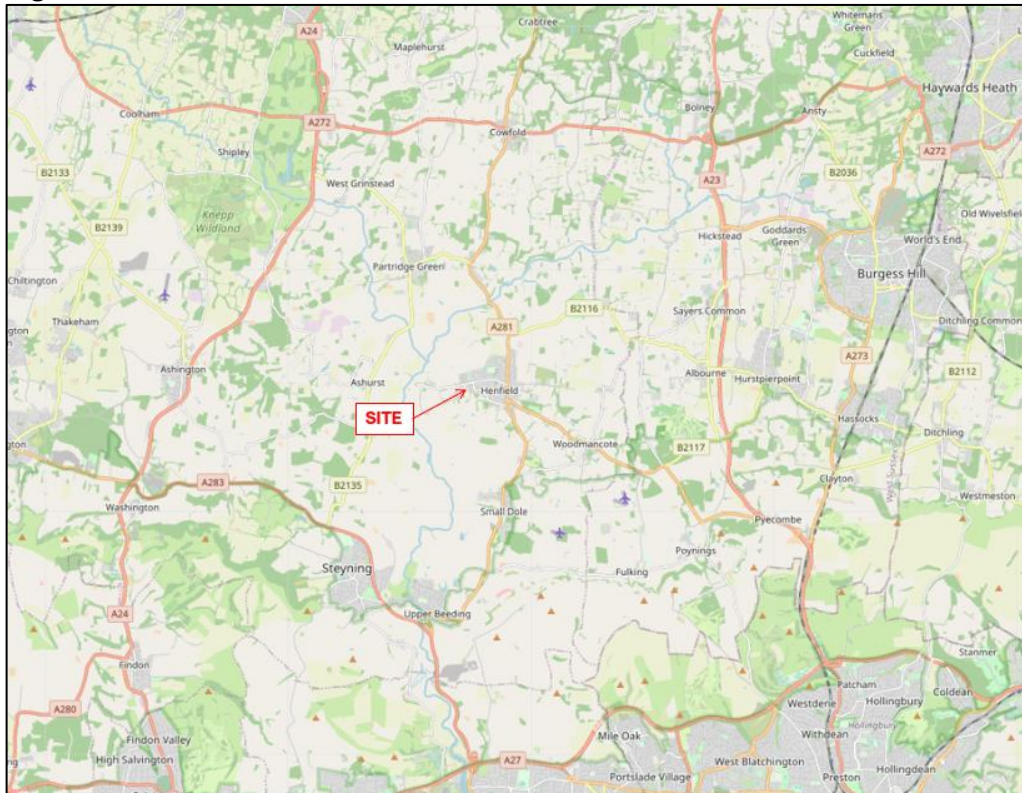
1.2.9 This Transport Statement provides all the necessary information relating to speed surveys and details on how the site integrates into adjoining pedestrian and cycle network, thereby fully addressing this earlier reason for refusal.

### **1.3 Structure of Report**

- 1.3.1 Section 2 describes the site in terms of its location and local highway network. It also analyses accidents that may have been reported in the vicinity of the site.
- 1.3.2 Section 3 outlines the baseline travel patterns for the site.
- 1.3.3 Section 4 calculates the trip generation associated with the permitted wedding venue at Dunston Hall.
- 1.3.4 Section 5 describes site's accessibility by non-car modes of transport.
- 1.3.5 Section 6 outlines details of the proposed development.
- 1.3.6 Section 7 sets out the traffic impact of the proposed development.
- 1.3.7 Section 8 concludes the report.

## 2.1 Site Description

### Figure 2A Site Location in Wider Context



2.1.4 The site location in its local context is shown in Figure 2B (on the next page).

**Figure 2B Site Location in Local Context**



2.1.5 There are a number of bus stops, schools, local shops and high-street style amenities within two kilometres walking distance (i.e., less than 30-minute walk) from the site. They are as follows:

- Industrial uses (employment uses) on Hollands Lane = opposite the site
- Bus stops on Station Road = 310 metres or 4-minute walk
- Public House (The Old Railway) = 200 metres or 3-minute walk
- St Peter's C of E Primary School = 700 metres or 10-minute walk
- Henfield Leisure Centre = 850 metres or 12-minute walk
- Henfield Youth Club (incl. Nursery) = 1.3 kilometres or 18-minute walk
- Henfield Medical Centre at Deer Park = 1.7 kilometres or 24-minute walk
- St Peter's Church on Church Lane = 900 metres or 13-minute walk
- Corpus Christi Catholic Church on Church Lane = 920 metres or 13-minute walk
- Local shops and amenities on village centre (Henfield centre) = between 1.1 and 1.8 kilometres or 15 and 25-minute walk

2.1.7 The local shops and amenities on High Street (Henfield centre) include:

- Public Houses, restaurants, cafés and takeaways
- Post Office
- Convenience stores
- Hair salon and barbers

## **2.2 Local Highway Network**

### West End Lane

2.2.1 West End Lane is a single carriageway road and is subject to 30mph. In the vicinity of the site, it is approximately five metres wide and benefits from street lighting. Directly opposite the site, is a priority junction which provides access to the residential development.

2.2.2 There is approximately two metres wide verge on the northern side of West End Lane which is within the extent of adopted highway.

2.2.3 To the east of the site, between the site boundary and Hollands Road junction, West End Lane provides direct accesses to four residential properties, by way of vehicular crossovers and pedestrian steps.

2.2.4 At approximately 60 metres east of the site, West End Lane connects to Hollands Road, which is a residential street. Past this junction, West End Lane continues eastwards as Upper Station Road.

2.2.5 Upper Station Road runs broadly in east-west direction and provides links to a number of minor residential streets before connecting to the A281 High Street as Church Street, approximately 1.1 kilometres east of the site.

### Hollands Lane

2.2.6 Hollands Lane is a minor access road and provides accesses to commercial businesses to the immediately south of the site and residential properties to the east.

2.2.7 Hollands Lane forms part of Bridleway (No. 2583). This Bridleway runs broadly in east-west direction. To the west, this bridleway provides connection to a number of footpaths in the wider area, including footpaths along the River Adur. To the east, this

bridleway, connects to Downs Link, approximately 120 metres east of the site. More information is provided in Section 4 of this report.

- 2.2.8 Further east, Hollands Lane connects to Station Road, prior to continuing in the southeasterly direction as Lower Station Road, Mill End and Nep Town Road.

#### A281

- 2.2.9 The A281 is a primary route that links Henfield to wider road network, such as the A272 to the north.

- 2.2.10 The A281 High Street connects with the A2037 at a mini-roundabout, approximately 400 metres south of the junction with Church Street. At this roundabout, the A281 continues in southeasterly direction towards the A27. The A2037 continues in southerly direction towards the A283, which in turn provides link to the A27.

### **2.3 Accident Analysis**

- 2.3.1 Crashmap website has been interrogated which has revealed that there have been no collisions recorded during the latest five-year period at or within 500 metres from the site on West End Lane and Hollands Lane.
- 2.3.2 As such, there are no known highway safety issues that need to be addressed as part of this planning application.

### 3 SPEED SURVEY

3.1 Magna Transport Planning instructed R D Services Ltd to undertake Automatic Traffic Count (ATC) survey on West End Lane adjacent to the proposed site access, for a week. The purpose of this survey was to record average and 85<sup>th</sup> percentile speeds.

3.2 The ATC locations are shown in Figure 3A.

**Figure 3A ATC Survey Locations**



3.3 The ATC data is provided as Appendix 1. The westbound speeds recorded at ATC 1 and eastbound speeds recorded at ATC 2 would dictate that visibility splay requirements for the proposed site access. These results are summarised in Table 3A.

**Table 3A West End Lane– Speed Summary**

| Day                | Average Speed | 85 <sup>th</sup> Percentile Speed |
|--------------------|---------------|-----------------------------------|
| Eastbound at ATC 1 | 23.3 mph      | 31.8 mph                          |
| Westbound at ATC 2 | 23.2 mph      | 28.9 mph                          |

3.4 Table 3A shows that the average speeds on West End Lane are well within the posted speed limit of 30 mph. The 85<sup>th</sup> percentile speeds are 31.8 mph in the eastbound direction and 28.9 mph in the westbound direction. Based on the Manual for Streets 2 standards, a site access on West End Lane would require visibility splays of:

- 2.4 metres x 49 metres (to the left)
- 2.4 metres x 42 metres (to the right)

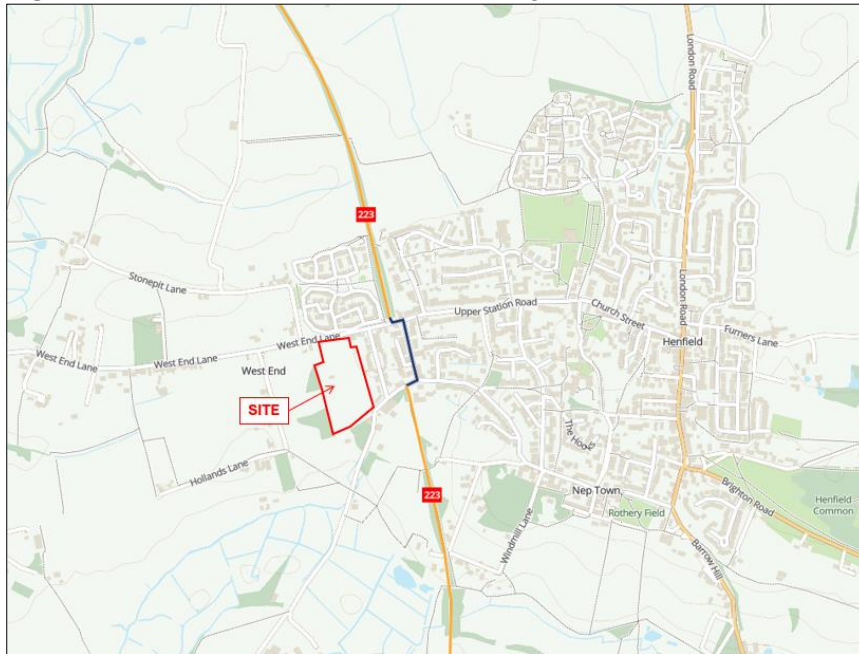
## **4 ACCESSIBILITY BY NON-CAR MODES OF TRANSPORT**

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### **4.1 Pedestrians and Cyclists**

- 4.1.1 There are currently no footways on West End Lane immediately opposite the site and to the east of site, for approximately 60 metres. The footway on this street (on southern side) starts past the junction with Hollands Road. There are footways on both sides of Hollands Road. There are bus stops located on Hollands Road.
- 4.1.2 Approximately 120 metres east of the site, footway on the northern side of West End Lane (or Upper Station Road) starts. From this point, there are footways on both sides of Upper Station Road, for approximately 300 metres up to the junction with Faircox Lane.
- 4.1.3 From this point onwards, there is footway on the northern side of the road only for approximately 470 metres up to the junction with Martyn Close. After this junction, Upper Street Road (which continues as Church Street) has footways on both sides, providing connection to High Street.
- 4.1.4 St Peter's C of E Primary School and Henfield Leisure Centre are accessed via Upper Station Road, Fabians Way and Northcroft. Both, Fabians Way and Northcroft have footways on both sides.
- 4.1.5 As discussed previously, Hollands Lane forms part of Bridleway (No. 2583). To the west, this bridleway provides connection to a number of footpaths in the wider area, including footpaths along the River Adur.
- 4.1.6 To the east, this bridleway, connects to Downs Link, approximately 120 metres east of the site.
- 4.1.7 Downs Link follows National Cycle Route (No. 223). It is an important and most popular shared-use long-distance route for walkers, horse riders and cyclists. In the vicinity of the site, Downs Link runs broadly in north-south direction, as shown in Figure 4A.

**Figure 4A Downs Link in the vicinity of Site**



4.1.8 Downs Link provides access to a number of towns and villages, including Steyning and Shoreham to the south and Guildford to the north.

4.1.9 Hollands Lane has a short section of footpath (number 2583-3) along its northern side between the site boundary and Hollands Road, as shown in Figure 4B.

**Figure 4B Short Section of Footpath 2583\_3 along Hollands Lane**



## 4.2 Public Transport

- 4.2.1 There are bus stops located on Station Road (within 310 metres or less than four-minute walk). These bus stops are served by bus route No. 17 and 106.
- 4.2.2 Bus Route No. 17 runs between Horsham, Henfield and Brighton. Towards Horsham, this route stops twice at the Station Road bus stop on Weekday at 05:58 and 06:58 hours and once on Saturday at 06:58 hours. Towards Brighton, this route stops once at Station Road bus stop on weekday at 06:34 hours and twice on Saturday at 06:34 and 07:30 hours.
- 4.2.3 Bus Route No. 17 runs after these hours, but do not stop on Station Road. The nearest bus stop where this route stops is on High Street at approximately 1.2 kilometres east of the site (or less than 20-minute walk). At High Street bus stop, Route No. 17 provides an hourly service.
- 4.2.4 Bus Route No. 106 is run by Compass Travel bus operator and provides one service per day on Tuesdays, Wednesdays and Fridays.

### **4.3 Community Transport**

- 4.3.1 There are two community transport providers that serve Henfield:
- Bluebird Community Partnership
  - Henfield Medical Centre Link
- 4.3.2 The transport service provided by Bluebird Community Partnership, including Dial-A-Ride excursions and shopping trips to anyone regardless of age, who is rurally isolated, infirm or disabled. This service covers Henfield, Albourne, Ashurst, Blackstone, Bramber, Cowfold, Edburton, Fulking, Partridge Green, Poynings, Shermanbury, Small Dole, Steyning, Upper Beeding, Wineham and Woodmancote. The minibus is also available for hire.
- 4.3.3 The Henfield Medical Centre Link provides transport to hospital, dental and medical centre appointments for people in Henfield, Partridge Green and the surrounding villages who do not have other transport available to them. It is available to all local patients, whether within or outside NHS treatment, and it also serves the Woodlawn surgery in Partridge Green.

## **5 PROPOSED DEVELOPMENT**

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### **5.1 The Proposal**

- 5.1.1 The proposal comprises erection of a continuing care retirement community (CCRC) of 72 units of accommodation (C2 Use), and up to 10 starter homes (Use Class C3) with associated community facilities including medical centre and on-site laundry and catering facilities, with access, infrastructure, open space, landscaping and associated works (all matters reserved except for access).
- 5.1.2 The starter homes will two bedrooms each. 60% of CCRC units will have two-bedrooms each and the remaining 40% will have three-bedrooms each.
- 5.1.3 The medical centre and on-site laundry and catering facilities will be ancillary to the proposed CCRC i.e., the only visitors/users to these facilities will be those living within the CCRC units. There will however be external travel to these facilities associated with staff and deliveries.
- 5.1.4 The proposed site plan is provided in Appendix 2.

### **5.2 Access Arrangements**

#### West End Lane

- 5.2.1 The vehicular access to the development will be gained via West End Lane in the form of a simple priority junction. The access will be subject to a S278 agreement.
- 5.2.2 The proposed site access achieves visibility splay of 2.4 metres by 49 metres (to the left) and 2.4 metres by 42 metres (to the right), as shown in Appendix 3. The access therefore accords with the visibility splay requirement for West End Lane where the recorded 85<sup>th</sup> percentile speeds summarised in Table 3A (Section 3 of this report).
- 5.2.3 The section of West End Lane between the site access and the junction with Hollands Road was reviewed in great detail with a view to providing a footway on south side linking the site to the existing pedestrian infrastructure to the east. This inevitably requires widening/realigning of West End Lane.
- 5.2.4 The existing residential development to the north of West End Lane has a side road called Borrer Drive which runs in parallel to and very close to the adopted extent of

West End Lane. There is also a noticeable level differences between the carriageway of West End Lane, the highway boundary and Borrer Drive.

- 5.2.5 This creates a highway constraint which would make widening/realigning of West End Lane between the site and the junction with Hollands Road not feasible.
- 5.2.6 In order to provide a continuous footway along this section of West End Lane, a single-lane chicane arrangement has been adopted, whereby the westbound traffic would give-way to oncoming vehicles. This allows the carriageway of West End Lane along this section to be narrowed to 3.7 metres and provision of a two metres wide footway on the south side. A speed table would be provided on the western side of this section of West End Lane.
- 5.2.7 This arrangement not only provides a pedestrian connectivity, but also regulates traffic speeds, thus creating safe environment for all road users. These arrangements are provided in Appendix 3.

#### Hollands Lane

- 5.2.8 A secondary access could potentially be provided from Hollands Lane as shown in Appendix 4. This would be restricted to pedestrians, cyclists and emergency vehicles, by way of automatic bollards. Details of this would be discussed at Reserved Matters application. This access would provide a link to the Bridleway on Hollands Lane, as well as Downs Link (National Cycle Route 223), which is approximately 120 metres east of the site.

#### Internal Site Layout

- 5.2.9 The carriageway of internal access roads would be minimum 5.5 metres in width with two metres wide footways on both sides. An internal footpath will connect to the proposed footway on the south side of West End Lane at the southeastern part of the site.

### **5.3 Parking Arrangements**

#### Car Parking

- 5.3.1 There will be at least two car parking spaces provided per dwelling (both CCRC and Starter Homes).

### Cycle Parking

- 5.3.2 Each CCRC unit will be provided with sufficient space to accommodate at least one bike.
- 5.3.3 In addition to this, there will be two cycle stands provided externally adjacent to the medical centre, for staff to use.
- 5.3.4 The starter homes will be provided with space to accommodate bikes as per following:
- 1 cycle parking spaces per two-bedroom dwelling
  - 2 cycle parking spaces for all other dwellings
- 5.3.5 There will be further two cycle stands provided on site for visitors to the development.

## **5.4 Servicing Arrangements**

- 5.4.1 The layout has been designed to ensure that there are adequate turning facilities within the site to allow a 11.2 metres long refuse trucks to turn around so that they can exit the site in forward gear, as shown in Appendix 5.
- 5.4.2 Each dwelling will be within 45 metres from the internal access roads, thus ensuring fire appliance can reach each dwelling at the time of an emergency.

## 6 TRAFFIC IMPACT ASSESSMENT

### 6.1 CCRC (72 Units)

6.1.1 TRICS v7.9.4 database has been interrogated to estimate trips associated the proposed 72 CCRC units. Following criteria within TRICS database has been used:

- Main Land Use Residential
- Sub-Land Use Retirement and Care Community
- Regions England (excl. London), Wales and Scotland
- Locations Suburban and Edge of Town
- Sites with Travel Plans excluded

6.1.2 These criteria were also used with a similar CCRC development in Broadridge Heath, Horsham (planning reference: DC/19/1897) which was allowed at an Appeal (ref: APP/Z3825/W/20/3262938).

6.1.3 The TRICS report is provided in Appendix 6 and the trip generation associated with 72 CCRC units during typical weekday peak hours is summarised in Table 6A.

**Table 6A Proposed Trip Generation – CCRC (72 units)**

| Mode             | Hour                      | Trip Rates |       | Trips (72 Units) |     |         |
|------------------|---------------------------|------------|-------|------------------|-----|---------|
|                  |                           | In         | Out   | In               | Out | Two-way |
| Pedestrians      | AM Peak Hr<br>08:00-09:00 | 0.013      | 0.006 | 1                | 0   | 1       |
|                  | PM Peak Hr<br>17:00-18:00 | 0.023      | 0.019 | 2                | 1   | 3       |
| Cyclists         | AM Peak Hr<br>08:00-09:00 | 0.000      | 0.000 | 0                | 0   | 0       |
|                  | PM Peak Hr<br>17:00-18:00 | 0.000      | 0.000 | 0                | 0   | 0       |
| Public Transport | AM Peak Hr<br>08:00-09:00 | 0.006      | 0.000 | 0                | 0   | 0       |
|                  | PM Peak Hr<br>17:00-18:00 | 0.010      | 0.000 | 1                | 0   | 1       |
| Vehicles         | AM Peak Hr<br>08:00-09:00 | 0.106      | 0.068 | 8                | 5   | 13      |
|                  | PM Peak Hr<br>17:00-18:00 | 0.045      | 0.119 | 3                | 9   | 12      |

6.1.4 Table 6A shows that the proposed 72 CCRC units have a potential to generate up to three pedestrian trips, one public transport trip and 13 two-way vehicular trips during typical weekday peak hours.

Staff at Ancillary Community Facilities

6.1.5 The proposal includes medical centre and on-site laundry and catering facilities. These will be ancillary to the proposed CCRC development i.e., the only visitors/users to these facilities will be those living within the CCRC units.

6.1.6 The sites within TRICS database used to estimate trip generation associated with the proposed CCRC development comprise a number of ancillary community facilities and hence the staff travel, and deliveries and servicing trips associated with these ancillary facilities will be included in trip generation.

**6.2 Starter Homes (10 Units)**

6.2.1 TRICS v7.9.4 database has been interrogated to estimate trips associated the proposed 10 starter homes. Following criteria within TRICS database has been used:

- Main Land Use Residential
- Sub-Land Use Houses Privately Owned
- Regions England (excl. London), Wales and Scotland
- Locations Suburban and Edge of Town
- Parameters Sites with up to 40 houses chosen
- Sites with Travel Plans excluded
- Sites with bungalows excluded

6.2.2 The TRICS report is provided in Appendix 6 and the trip generation associated with 10 starter homes during typical weekday peak hours is summarised in Table 6B.

**Table 6B Proposed Trip Generation – Starter Homes (10 Units)**

| Mode                    | Hour                      | Trip Rates |       | Trips (10 Units) |     |         |
|-------------------------|---------------------------|------------|-------|------------------|-----|---------|
|                         |                           | In         | Out   | In               | Out | Two-way |
| <b>Pedestrians</b>      | AM Peak Hr<br>08:00-09:00 | 0.076      | 0.218 | 1                | 2   | 3       |
|                         | PM Peak Hr<br>17:00-18:00 | 0.056      | 0.066 | 1                | 1   | 2       |
| <b>Cyclists</b>         | AM Peak Hr<br>08:00-09:00 | 0.017      | 0.017 | 0                | 0   | 0       |
|                         | PM Peak Hr<br>17:00-18:00 | 0.020      | 0.013 | 0                | 0   | 0       |
| <b>Public Transport</b> | AM Peak Hr<br>08:00-09:00 | 0.007      | 0.053 | 0                | 1   | 1       |
|                         | PM Peak Hr<br>17:00-18:00 | 0.020      | 0.020 | 0                | 0   | 0       |
| <b>Vehicles</b>         | AM Peak Hr<br>08:00-09:00 | 0.188      | 0.416 | 2                | 4   | 6       |
|                         | PM Peak Hr<br>17:00-18:00 | 0.333      | 0.195 | 3                | 2   | 5       |

6.2.3 Table 6B shows that the proposed 10 starter homes have a potential to generate up to three pedestrian trips, one public transport trip and six two-way vehicular trips during typical weekday peak hours.

### 6.3 Combined Development: CCRC + Starter Homes

6.3.1 The combined development trip generation is provided in Table 6C.

**Table 6C Proposed Trip Generation – CCRC + Starter Homes**

| Mode             | Hour                      | CCRC |     | Starter Homes |     | Combined Development |     |         |
|------------------|---------------------------|------|-----|---------------|-----|----------------------|-----|---------|
|                  |                           | In   | Out | In            | Out | In                   | Out | Two-way |
| Pedestrians      | AM Peak Hr<br>08:00-09:00 | 1    | 0   | 1             | 2   | 2                    | 2   | 4       |
|                  | PM Peak Hr<br>17:00-18:00 | 2    | 1   | 1             | 1   | 3                    | 2   | 5       |
| Cyclists         | AM Peak Hr<br>08:00-09:00 | 0    | 0   | 0             | 0   | 0                    | 0   | 0       |
|                  | PM Peak Hr<br>17:00-18:00 | 0    | 0   | 0             | 0   | 0                    | 0   | 0       |
| Public Transport | AM Peak Hr<br>08:00-09:00 | 0    | 0   | 0             | 1   | 0                    | 1   | 1       |
|                  | PM Peak Hr<br>17:00-18:00 | 1    | 0   | 0             | 0   | 1                    | 0   | 1       |
| Vehicles         | AM Peak Hr<br>08:00-09:00 | 8    | 5   | 2             | 4   | 10                   | 9   | 19      |
|                  | PM Peak Hr<br>17:00-18:00 | 3    | 9   | 3             | 2   | 6                    | 11  | 17      |

6.3.2 Table 6C shows that the proposed overall development could generate up to five two-way pedestrian trips, one public transport trip and up to 19 two-way vehicular trips.

6.3.3 The proposed footway on the south side of West End Lane between the site access and the junction with Hollands Road enhances the site's pedestrian connectivity to the local amenities located to the east of the site.

6.3.4 Furthermore, the single lane chicane arrangement on this section creates a traffic-calmed environment which is conducive to walking and cycling. Therefore, the pedestrian demand generated by the proposed development would be accommodated safely within the local road network in the development scenario.

6.3.5 In terms of vehicular trips, the development's potential to generate up to 19 two-way vehicular trips equates to one trip every three to four minutes. This is imperceptible in traffic engineering terms and hence not considered to be severe.

## **7 SUMMARY AND CONCLUSIONS**

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### **7.1 Summary**

- 7.1.1 Magna Transport Planning Ltd has been appointed by Sandgate Henfield Developments Ltd to prepare this Transport Statement (TS) in support of an outline planning application for the erection of a continuing care retirement community (CCRC) of 72 units of accommodation (C2 Use), and up to 10 starter homes (Use Class C3) with associated community facilities including medical centre and on-site laundry and catering facilities, with access, infrastructure, open space, landscaping and associated works (all matters reserved except for access).
- 7.1.2 The site is located in a sustainable location with a good access to medical centre, restaurants/takeaways, cafés, convenience stores and many other local services; all located within 30-minute walk from the site (based on walking speed of 1.2 metres per second).
- 7.1.3 The pedestrian infrastructure in the village is considered to be good. Downs Link (National Cycle Network Route 223), an important and most popular shared-use long-distance route for walkers, horse riders and cyclists runs through the village, and can be accessed at a distance of 120 metres east of the site from Hollands Lane.
- 7.1.4 Although the bus stops within 400 metres from the site provides infrequent bus services, there are hourly buses on High Street within 20-minute walk from the site that could be availed. In addition to this, two community transport operators provide service to those living in Henfield, which the residents could use, if required.
- 7.1.5 The proposed site access meets the Manual for Streets 2 standards for visibility splays based on the recorded 85<sup>th</sup> percentile speeds.
- 7.1.6 Currently, there are no footways on West End Lane between the site and the junction with Hollands Road. In order to provide a continuous footway along this section, a single-lane chicane arrangement has been adopted, whereby the westbound traffic would give-way to oncoming vehicles. This allows the carriageway along this section to be narrowed to 3.7 metres and provision of a two metres wide footway on the south side. A speed table would be provided on the western side of this section of West End Lane. This arrangement not only provides a pedestrian connectivity, but also regulates traffic speeds, thus creating safe environment for all road users.

- 7.1.7 A secondary access would be provided from Hollands Lane. This would be restricted to pedestrians, cyclists and emergency vehicles, by way of automatic bollards. Details of this would be discussed at Reserved Matters application. This access would provide a link to the Bridleway on Hollands Lane, as well as Downs Link (National Cycle Route 223), which is approximately 120 metres east of the site.
- 7.1.8 There will be two car parking spaces provided per dwelling (both CCRC and Starter Homes). Each dwelling will be provided with an electric vehicle charging point.
- 7.1.9 Each CCRC unit will be provided with sufficient space to accommodate at least one bike. In addition to this, there will be two cycle stands provided externally adjacent to the medical centre, for staff to use.
- 7.1.10 The starter homes will be provided with space to accommodate 1 cycle space (in case of two-bedroom dwellings) and two cycle parking spaces (in case of all other dwellings). There will be further two cycle stands provided on site for visitors to the development.
- 7.1.11 Based on TRICS assessment, the proposed overall development could generate up to five two-way pedestrian trips, one public transport trip and up to 19 two-way vehicular trips. This is imperceptible in traffic engineering terms and hence not considered to be severe. Hence, the proposed development will therefore not have any adverse traffic impact on the local road network. In fact, the proposed improvements to West End Lane by providing a footway connecting the site to the existing pedestrian infrastructure to the east and creating a traffic calmed environment will provide a safe and suitable access to all road users.

## 7.2 Conclusions

- 7.2.1 Paragraph 111 of the NPPF states that:

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

- 7.2.2 This TS demonstrates that the proposed development will not have any adverse traffic impact on the local road network. It is therefore concluded that there are no highways reasons to refuse this planning application.

## **Appendix 1. ATC SURVEY DATA**

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# Henfield ATC, West End Lane (Eastern Site)

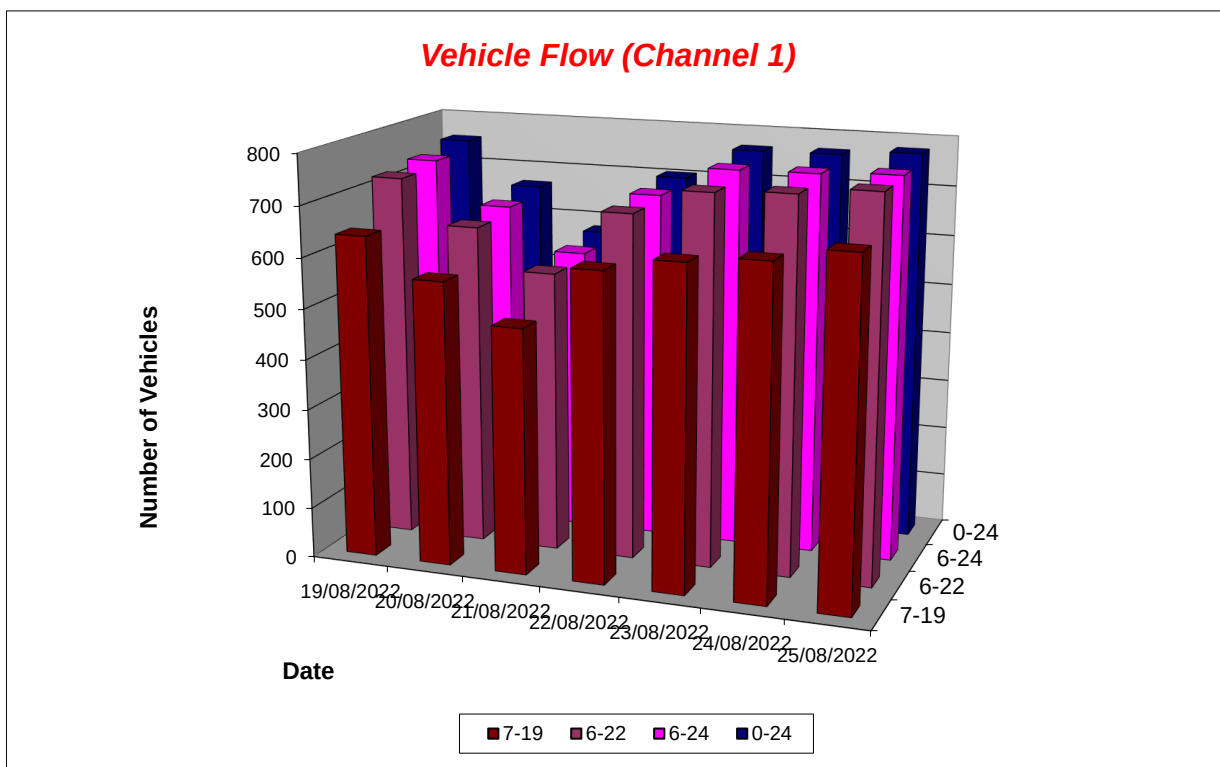
Produced by Road Data Services Ltd.

Channel 1 - Eastbound

Vehicle Flow

Week 1

| Hr Ending | 19/08/2022<br>Friday | 20/08/2022<br>Saturday | 21/08/2022<br>Sunday | 22/08/2022<br>Monday | 23/08/2022<br>Tuesday | 24/08/2022<br>Wednesday | 25/08/2022<br>Thursday | Weekday<br>Average | Average |
|-----------|----------------------|------------------------|----------------------|----------------------|-----------------------|-------------------------|------------------------|--------------------|---------|
| 1         | 4                    | 5                      | 3                    | 0                    | 3                     | 2                       | 1                      | 2                  | 3       |
| 2         | 0                    | 2                      | 3                    | 0                    | 0                     | 1                       | 4                      | 1                  | 1       |
| 3         | 3                    | 1                      | 3                    | 1                    | 2                     | 2                       | 1                      | 2                  | 2       |
| 4         | 2                    | 1                      | 0                    | 3                    | 3                     | 3                       | 4                      | 3                  | 2       |
| 5         | 3                    | 2                      | 2                    | 0                    | 4                     | 1                       | 1                      | 2                  | 2       |
| 6         | 6                    | 4                      | 1                    | 5                    | 1                     | 4                       | 6                      | 4                  | 4       |
| 7         | 18                   | 13                     | 6                    | 30                   | 31                    | 26                      | 22                     | 25                 | 21      |
| 8         | 61                   | 24                     | 9                    | 52                   | 68                    | 72                      | 52                     | 61                 | 48      |
| 9         | 62                   | 49                     | 31                   | 75                   | 100                   | 76                      | 87                     | 80                 | 69      |
| 10        | 59                   | 54                     | 40                   | 53                   | 59                    | 57                      | 62                     | 58                 | 55      |
| 11        | 53                   | 80                     | 62                   | 46                   | 52                    | 56                      | 56                     | 53                 | 58      |
| 12        | 58                   | 66                     | 56                   | 62                   | 41                    | 62                      | 56                     | 56                 | 57      |
| 13        | 59                   | 52                     | 47                   | 50                   | 56                    | 52                      | 60                     | 55                 | 54      |
| 14        | 60                   | 51                     | 45                   | 54                   | 32                    | 51                      | 47                     | 49                 | 49      |
| 15        | 38                   | 45                     | 48                   | 50                   | 49                    | 50                      | 62                     | 50                 | 49      |
| 16        | 41                   | 40                     | 42                   | 39                   | 39                    | 38                      | 45                     | 40                 | 41      |
| 17        | 60                   | 32                     | 40                   | 48                   | 43                    | 53                      | 46                     | 50                 | 46      |
| 18        | 42                   | 31                     | 25                   | 44                   | 59                    | 45                      | 65                     | 51                 | 44      |
| 19        | 47                   | 40                     | 42                   | 36                   | 38                    | 38                      | 39                     | 40                 | 40      |
| 20        | 34                   | 33                     | 39                   | 21                   | 39                    | 36                      | 29                     | 32                 | 33      |
| 21        | 22                   | 14                     | 21                   | 20                   | 19                    | 17                      | 19                     | 19                 | 19      |
| 22        | 11                   | 14                     | 5                    | 6                    | 11                    | 14                      | 10                     | 10                 | 10      |
| 23        | 9                    | 5                      | 6                    | 5                    | 11                    | 11                      | 4                      | 8                  | 7       |
| 24        | 2                    | 8                      | 3                    | 3                    | 6                     | 1                       | 0                      | 2                  | 3       |
| 7-19      | 640                  | 564                    | 487                  | 609                  | 636                   | 650                     | 677                    | 642                | 609     |
| 6-22      | 725                  | 638                    | 558                  | 686                  | 736                   | 743                     | 757                    | 729                | 692     |
| 6-24      | 736                  | 651                    | 567                  | 694                  | 753                   | 755                     | 761                    | 740                | 702     |
| 0-24      | 754                  | 666                    | 579                  | 703                  | 766                   | 768                     | 778                    | 754                | 716     |



# Henfield ATC, West End Lane (Eastern Site)

Produced by Road Data Services Ltd.

Channel 1 - Eastbound

Average Speed

Week 1

| Hr Ending | 19/08/2022<br>Friday | 20/08/2022<br>Saturday | 21/08/2022<br>Sunday | 22/08/2022<br>Monday | 23/08/2022<br>Tuesday | 24/08/2022<br>Wednesday | 25/08/2022<br>Thursday |
|-----------|----------------------|------------------------|----------------------|----------------------|-----------------------|-------------------------|------------------------|
| 1         | 23.9                 | 20.5                   | 21.5                 | -                    | 15.5                  | 28.2                    | 16.6                   |
| 2         | -                    | 21.5                   | 23.1                 | -                    | -                     | 33.3                    | 21.8                   |
| 3         | 15.1                 | 15.4                   | 22.7                 | 22.0                 | 19.8                  | 18.9                    | 11.9                   |
| 4         | 17.4                 | 15.6                   | -                    | 24.8                 | 23.2                  | 22.4                    | 26.7                   |
| 5         | 24.0                 | 17.8                   | 30.5                 | -                    | 27.1                  | 35.6                    | 35.2                   |
| 6         | 18.3                 | 19.5                   | 17.0                 | 35.4                 | 23.7                  | 23.7                    | 23.4                   |
| 7         | 18.3                 | 20.5                   | 20.0                 | 20.7                 | 20.7                  | 19.5                    | 20.1                   |
| 8         | 20.1                 | 22.0                   | 20.7                 | 22.0                 | 20.5                  | 21.4                    | 19.1                   |
| 9         | 20.8                 | 21.0                   | 20.0                 | 22.3                 | 20.8                  | 21.2                    | 20.6                   |
| 10        | 21.3                 | 22.4                   | 21.4                 | 22.0                 | 21.5                  | 22.5                    | 22.2                   |
| 11        | 20.7                 | 19.9                   | 21.2                 | 21.5                 | 21.7                  | 21.0                    | 18.3                   |
| 12        | 22.6                 | 21.4                   | 19.5                 | 20.4                 | 21.1                  | 20.8                    | 22.9                   |
| 13        | 21.1                 | 21.8                   | 20.6                 | 21.0                 | 21.6                  | 20.9                    | 21.4                   |
| 14        | 21.4                 | 19.2                   | 21.6                 | 21.6                 | 21.2                  | 20.3                    | 21.8                   |
| 15        | 20.9                 | 22.9                   | 18.8                 | 20.9                 | 21.0                  | 20.6                    | 22.6                   |
| 16        | 22.6                 | 21.7                   | 22.0                 | 21.1                 | 21.4                  | 21.8                    | 23.4                   |
| 17        | 22.1                 | 21.0                   | 21.3                 | 21.8                 | 19.8                  | 20.2                    | 22.2                   |
| 18        | 21.3                 | 20.2                   | 20.5                 | 22.1                 | 21.3                  | 22.3                    | 21.5                   |
| 19        | 19.1                 | 22.9                   | 19.9                 | 21.3                 | 18.2                  | 20.5                    | 20.7                   |
| 20        | 22.1                 | 20.1                   | 22.1                 | 19.3                 | 22.9                  | 20.5                    | 21.8                   |
| 21        | 21.0                 | 17.5                   | 21.2                 | 21.5                 | 21.1                  | 19.6                    | 20.6                   |
| 22        | 24.4                 | 22.8                   | 19.6                 | 20.5                 | 17.7                  | 19.5                    | 25.2                   |
| 23        | 24.7                 | 22.1                   | 24.3                 | 26.5                 | 21.4                  | 21.3                    | 16.8                   |
| 24        | 28.1                 | 17.9                   | 26.4                 | 21.5                 | 23.7                  | 17.1                    | -                      |
| 10-12     | 21.7                 | 20.6                   | 20.4                 | 20.9                 | 21.4                  | 20.9                    | 20.6                   |
| 14-16     | 21.8                 | 22.4                   | 20.3                 | 20.9                 | 21.2                  | 21.1                    | 22.9                   |
| 0-24      | 21.2                 | 21.1                   | 20.8                 | 21.6                 | 21.0                  | 21.0                    | 21.4                   |

|                    |      |
|--------------------|------|
| Average (ALL)      | 21.2 |
| Weekday Inter-Peak | 21.3 |

Channel 1 - Eastbound

85th Percentile

| Hr Ending | 19/08/2022<br>Friday | 20/08/2022<br>Saturday | 21/08/2022<br>Sunday | 22/08/2022<br>Monday | 23/08/2022<br>Tuesday | 24/08/2022<br>Wednesday | 25/08/2022<br>Thursday |
|-----------|----------------------|------------------------|----------------------|----------------------|-----------------------|-------------------------|------------------------|
| 1         | 33.2                 | 22.4                   | 28.6                 | -                    | 18.8                  | 28.6                    | -                      |
| 2         | -                    | 24.5                   | 31.9                 | -                    | -                     | -                       | 24.2                   |
| 3         | 16.4                 | -                      | 23.5                 | -                    | 27.8                  | 26.2                    | -                      |
| 4         | 19.5                 | -                      | -                    | 31.6                 | 29.4                  | 29.9                    | 35.4                   |
| 5         | 37.9                 | 19.4                   | 44.0                 | -                    | 36.8                  | -                       | -                      |
| 6         | 26.0                 | 29.9                   | -                    | 45.4                 | -                     | 32.1                    | 28.6                   |
| 7         | 23.7                 | 26.5                   | 26.1                 | 27.6                 | 27.4                  | 25.5                    | 25.5                   |
| 8         | 26.7                 | 29.1                   | 26.1                 | 29.4                 | 27.6                  | 28.8                    | 25.2                   |
| 9         | 27.4                 | 27.4                   | 24.7                 | 29.3                 | 27.6                  | 28.1                    | 27.0                   |
| 10        | 27.7                 | 29.1                   | 28.1                 | 28.6                 | 28.3                  | 30.2                    | 30.1                   |
| 11        | 27.0                 | 27.0                   | 27.2                 | 28.3                 | 28.5                  | 28.0                    | 24.1                   |
| 12        | 29.4                 | 27.5                   | 25.0                 | 27.4                 | 27.0                  | 26.4                    | 29.3                   |
| 13        | 27.9                 | 30.2                   | 27.8                 | 28.5                 | 28.2                  | 29.2                    | 27.9                   |
| 14        | 28.4                 | 24.3                   | 29.1                 | 28.8                 | 27.7                  | 27.3                    | 28.9                   |
| 15        | 28.4                 | 30.2                   | 24.0                 | 28.0                 | 28.4                  | 27.7                    | 30.5                   |
| 16        | 29.9                 | 29.3                   | 30.0                 | 28.4                 | 28.2                  | 29.4                    | 31.4                   |
| 17        | 29.1                 | 26.9                   | 27.9                 | 29.3                 | 26.2                  | 26.8                    | 28.2                   |
| 18        | 28.8                 | 25.6                   | 27.3                 | 28.5                 | 28.5                  | 30.5                    | 28.3                   |
| 19        | 26.7                 | 29.9                   | 26.3                 | 27.7                 | 25.0                  | 26.5                    | 27.3                   |
| 20        | 28.3                 | 28.1                   | 29.1                 | 26.0                 | 31.1                  | 27.5                    | 28.1                   |
| 21        | 26.9                 | 23.6                   | 26.2                 | 27.2                 | 28.2                  | 26.3                    | 26.0                   |
| 22        | 30.0                 | 29.9                   | 25.6                 | 26.5                 | 23.3                  | 23.7                    | 34.0                   |
| 23        | 31.7                 | 29.4                   | 31.8                 | 34.5                 | 25.9                  | 28.1                    | 17.9                   |
| 24        | 45.4                 | 20.5                   | 33.2                 | 26.5                 | 30.7                  | -                       | -                      |
| 10-12     | 28.3                 | 27.3                   | 26.2                 | 27.8                 | 27.8                  | 27.2                    | 27.1                   |
| 14-16     | 29.3                 | 29.9                   | 27.1                 | 28.1                 | 28.3                  | 28.4                    | 30.9                   |
| 0-24      | 28.2                 | 28.0                   | 27.4                 | 28.8                 | 28.0                  | 28.1                    | 28.3                   |

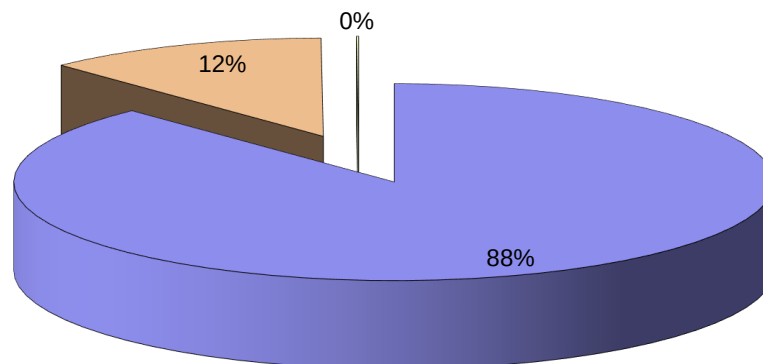
|                    |      |
|--------------------|------|
| 85th %ile (ALL)    | 28.2 |
| Weekday Inter-Peak | 28.3 |

# Henfield ATC, West End Lane (Eastern Site)

Produced by Road Data Services Ltd.

| Channel 1 - Eastbound |                         | Vehicle Class             |                       | Week 1       |
|-----------------------|-------------------------|---------------------------|-----------------------|--------------|
| Classes               | Car / LGV / Caravan - 1 | OGV1 / Bus - 2,3,5,6,7,12 | OGV2 - 4,8,9,10,11,13 | TOTAL - 1-13 |
| Day / Time            |                         |                           |                       |              |
| 19/08/2022            |                         |                           |                       |              |
| 7-19                  | 547                     | 91                        | 2                     | 640          |
| 6-22                  | 628                     | 95                        | 2                     | 725          |
| 6-24                  | 639                     | 95                        | 2                     | 736          |
| 0-24                  | 655                     | 97                        | 2                     | 754          |
| 20/08/2022            |                         |                           |                       |              |
| 7-19                  | 521                     | 43                        | 0                     | 564          |
| 6-22                  | 588                     | 50                        | 0                     | 638          |
| 6-24                  | 600                     | 51                        | 0                     | 651          |
| 0-24                  | 614                     | 52                        | 0                     | 666          |
| 21/08/2022            |                         |                           |                       |              |
| 7-19                  | 446                     | 40                        | 1                     | 487          |
| 6-22                  | 512                     | 45                        | 1                     | 558          |
| 6-24                  | 520                     | 46                        | 1                     | 567          |
| 0-24                  | 531                     | 47                        | 1                     | 579          |
| 22/08/2022            |                         |                           |                       |              |
| 7-19                  | 529                     | 80                        | 0                     | 609          |
| 6-22                  | 596                     | 90                        | 0                     | 686          |
| 6-24                  | 603                     | 91                        | 0                     | 694          |
| 0-24                  | 612                     | 91                        | 0                     | 703          |
| 23/08/2022            |                         |                           |                       |              |
| 7-19                  | 551                     | 84                        | 1                     | 636          |
| 6-22                  | 635                     | 100                       | 1                     | 736          |
| 6-24                  | 650                     | 102                       | 1                     | 753          |
| 0-24                  | 662                     | 103                       | 1                     | 766          |
| 24/08/2022            |                         |                           |                       |              |
| 7-19                  | 560                     | 90                        | 0                     | 650          |
| 6-22                  | 641                     | 102                       | 0                     | 743          |
| 6-24                  | 651                     | 104                       | 0                     | 755          |
| 0-24                  | 660                     | 108                       | 0                     | 768          |
| 25/08/2022            |                         |                           |                       |              |
| 7-19                  | 580                     | 96                        | 1                     | 677          |
| 6-22                  | 652                     | 104                       | 1                     | 757          |
| 6-24                  | 656                     | 104                       | 1                     | 761          |
| 0-24                  | 672                     | 105                       | 1                     | 778          |
| Average               |                         |                           |                       |              |
| 7-19                  | 533                     | 75                        | 1                     | 609          |
| 6-22                  | 607                     | 84                        | 1                     | 692          |
| 6-24                  | 617                     | 85                        | 1                     | 702          |
| 0-24                  | 629                     | 86                        | 1                     | 716          |

**Total Vehicle Class Distribution**



# Henfield ATC, West End Lane (Eastern Site)

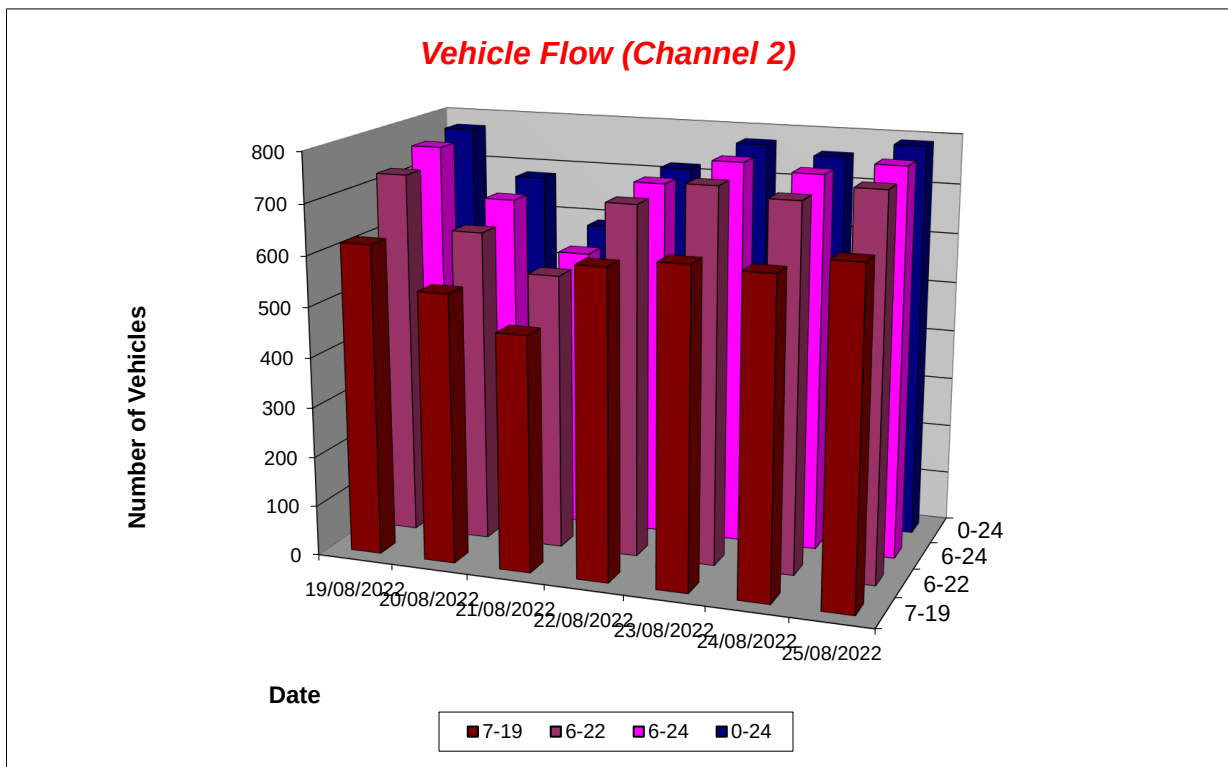
Produced by Road Data Services Ltd.

Channel 2 - Westbound

Vehicle Flow

Week 1

| Hr Ending | 19/08/2022<br>Friday | 20/08/2022<br>Saturday | 21/08/2022<br>Sunday | 22/08/2022<br>Monday | 23/08/2022<br>Tuesday | 24/08/2022<br>Wednesday | 25/08/2022<br>Thursday | Weekday<br>Average | Average |
|-----------|----------------------|------------------------|----------------------|----------------------|-----------------------|-------------------------|------------------------|--------------------|---------|
| 1         | 7                    | 10                     | 11                   | 3                    | 3                     | 2                       | 4                      | 4                  | 6       |
| 2         | 1                    | 5                      | 7                    | 0                    | 2                     | 1                       | 5                      | 2                  | 3       |
| 3         | 1                    | 0                      | 3                    | 0                    | 3                     | 2                       | 0                      | 1                  | 1       |
| 4         | 3                    | 1                      | 2                    | 0                    | 1                     | 0                       | 3                      | 1                  | 1       |
| 5         | 1                    | 1                      | 2                    | 1                    | 2                     | 1                       | 1                      | 1                  | 1       |
| 6         | 1                    | 2                      | 0                    | 0                    | 0                     | 2                       | 1                      | 1                  | 1       |
| 7         | 5                    | 3                      | 0                    | 9                    | 6                     | 6                       | 6                      | 6                  | 5       |
| 8         | 12                   | 15                     | 7                    | 13                   | 18                    | 19                      | 18                     | 16                 | 15      |
| 9         | 32                   | 18                     | 19                   | 39                   | 44                    | 37                      | 36                     | 38                 | 32      |
| 10        | 28                   | 36                     | 28                   | 28                   | 41                    | 45                      | 31                     | 35                 | 34      |
| 11        | 55                   | 58                     | 43                   | 48                   | 47                    | 41                      | 51                     | 48                 | 49      |
| 12        | 53                   | 47                     | 39                   | 55                   | 45                    | 52                      | 43                     | 50                 | 48      |
| 13        | 64                   | 55                     | 52                   | 46                   | 41                    | 45                      | 57                     | 51                 | 51      |
| 14        | 48                   | 47                     | 43                   | 55                   | 44                    | 51                      | 57                     | 51                 | 49      |
| 15        | 45                   | 44                     | 46                   | 53                   | 46                    | 55                      | 55                     | 51                 | 49      |
| 16        | 56                   | 51                     | 50                   | 49                   | 58                    | 49                      | 70                     | 56                 | 55      |
| 17        | 84                   | 58                     | 60                   | 71                   | 84                    | 78                      | 71                     | 78                 | 72      |
| 18        | 80                   | 64                     | 46                   | 97                   | 85                    | 91                      | 95                     | 90                 | 80      |
| 19        | 63                   | 44                     | 37                   | 58                   | 76                    | 61                      | 72                     | 66                 | 59      |
| 20        | 40                   | 38                     | 39                   | 46                   | 49                    | 49                      | 46                     | 46                 | 44      |
| 21        | 35                   | 30                     | 32                   | 21                   | 39                    | 30                      | 28                     | 31                 | 31      |
| 22        | 28                   | 16                     | 9                    | 12                   | 22                    | 18                      | 21                     | 20                 | 18      |
| 23        | 16                   | 20                     | 7                    | 12                   | 13                    | 19                      | 14                     | 15                 | 14      |
| 24        | 15                   | 17                     | 5                    | 1                    | 6                     | 4                       | 4                      | 6                  | 7       |
| 7-19      | 620                  | 537                    | 470                  | 612                  | 629                   | 624                     | 656                    | 628                | 593     |
| 6-22      | 728                  | 624                    | 550                  | 700                  | 745                   | 727                     | 757                    | 731                | 690     |
| 6-24      | 759                  | 661                    | 562                  | 713                  | 764                   | 750                     | 775                    | 752                | 712     |
| 0-24      | 773                  | 680                    | 587                  | 717                  | 775                   | 758                     | 789                    | 762                | 726     |



# Henfield ATC, West End Lane (Eastern Site)

Produced by Road Data Services Ltd.

Channel 2 - Westbound

Average Speed

Week 1

| Hr Ending | 19/08/2022<br>Friday | 20/08/2022<br>Saturday | 21/08/2022<br>Sunday | 22/08/2022<br>Monday | 23/08/2022<br>Tuesday | 24/08/2022<br>Wednesday | 25/08/2022<br>Thursday |
|-----------|----------------------|------------------------|----------------------|----------------------|-----------------------|-------------------------|------------------------|
| 1         | 26.0                 | 22.9                   | 25.6                 | 21.2                 | 20.4                  | 23.0                    | 21.0                   |
| 2         | 12.1                 | 25.8                   | 20.9                 | -                    | 20.6                  | 25.4                    | 23.0                   |
| 3         | 24.8                 | -                      | 23.5                 | -                    | 24.7                  | 23.1                    | -                      |
| 4         | 21.4                 | 24.7                   | 18.8                 | -                    | 20.7                  | -                       | 30.5                   |
| 5         | 37.3                 | 27.9                   | 31.3                 | 38.7                 | 36.9                  | 39.6                    | 30.1                   |
| 6         | 24.1                 | 33.7                   | -                    | -                    | -                     | 24.6                    | 31.1                   |
| 7         | 25.9                 | 25.9                   | -                    | 26.5                 | 26.0                  | 26.5                    | 25.4                   |
| 8         | 25.0                 | 26.2                   | 25.2                 | 25.9                 | 23.1                  | 25.1                    | 25.1                   |
| 9         | 22.5                 | 25.7                   | 22.2                 | 24.4                 | 24.9                  | 24.1                    | 25.1                   |
| 10        | 23.9                 | 23.5                   | 23.3                 | 26.3                 | 23.0                  | 24.7                    | 22.5                   |
| 11        | 23.1                 | 22.2                   | 22.1                 | 23.4                 | 23.0                  | 24.2                    | 22.4                   |
| 12        | 22.1                 | 22.2                   | 23.8                 | 23.1                 | 25.2                  | 21.5                    | 24.3                   |
| 13        | 24.5                 | 22.1                   | 22.9                 | 24.1                 | 23.5                  | 23.0                    | 23.3                   |
| 14        | 22.2                 | 22.3                   | 22.6                 | 23.6                 | 24.2                  | 22.6                    | 23.4                   |
| 15        | 24.0                 | 23.2                   | 21.4                 | 22.7                 | 22.7                  | 23.8                    | 25.2                   |
| 16        | 22.4                 | 22.7                   | 22.9                 | 24.3                 | 23.7                  | 22.7                    | 23.6                   |
| 17        | 21.5                 | 22.8                   | 21.8                 | 22.2                 | 22.6                  | 24.2                    | 22.8                   |
| 18        | 23.4                 | 22.3                   | 22.7                 | 21.3                 | 22.3                  | 22.9                    | 22.8                   |
| 19        | 24.4                 | 24.1                   | 21.0                 | 23.6                 | 22.5                  | 22.9                    | 23.0                   |
| 20        | 23.9                 | 23.5                   | 23.8                 | 24.2                 | 23.4                  | 22.7                    | 23.2                   |
| 21        | 24.0                 | 22.8                   | 22.3                 | 24.5                 | 22.9                  | 21.1                    | 22.6                   |
| 22        | 20.8                 | 24.5                   | 28.6                 | 19.6                 | 21.5                  | 23.4                    | 24.0                   |
| 23        | 24.2                 | 25.6                   | 24.6                 | 25.3                 | 23.3                  | 21.9                    | 24.1                   |
| 24        | 25.6                 | 23.2                   | 29.1                 | 19.7                 | 23.8                  | 22.6                    | 29.5                   |

|       |      |      |      |      |      |      |      |
|-------|------|------|------|------|------|------|------|
| 10-12 | 22.6 | 22.2 | 22.9 | 23.3 | 24.1 | 22.7 | 23.3 |
| 14-16 | 23.1 | 23.0 | 22.2 | 23.5 | 23.2 | 23.2 | 24.3 |
| 0-24  | 23.2 | 23.1 | 22.8 | 23.4 | 23.2 | 23.2 | 23.5 |

|                    |      |
|--------------------|------|
| Average (ALL)      | 23.2 |
| Weekday Inter-Peak | 23.3 |

Channel 2 - Westbound

85th Percentile

| Hr Ending | 19/08/2022<br>Friday | 20/08/2022<br>Saturday | 21/08/2022<br>Sunday | 22/08/2022<br>Monday | 23/08/2022<br>Tuesday | 24/08/2022<br>Wednesday | 25/08/2022<br>Thursday |
|-----------|----------------------|------------------------|----------------------|----------------------|-----------------------|-------------------------|------------------------|
| 1         | 34.1                 | 26.4                   | 31.0                 | 24.2                 | 25.6                  | 30.0                    | 24.4                   |
| 2         | -                    | 31.7                   | 24.6                 | -                    | 26.2                  | -                       | 30.7                   |
| 3         | -                    | -                      | 28.1                 | -                    | 28.7                  | 29.3                    | -                      |
| 4         | 22.7                 | -                      | 19.5                 | -                    | -                     | -                       | 35.9                   |
| 5         | -                    | -                      | 46.2                 | -                    | 38.9                  | -                       | -                      |
| 6         | -                    | 37.3                   | -                    | -                    | -                     | 31.1                    | -                      |
| 7         | 29.7                 | 34.6                   | -                    | 31.0                 | 31.7                  | 29.6                    | 30.9                   |
| 8         | 30.4                 | 32.1                   | 30.8                 | 31.0                 | 27.5                  | 28.4                    | 30.9                   |
| 9         | 26.7                 | 32.9                   | 28.0                 | 30.4                 | 30.1                  | 31.0                    | 28.9                   |
| 10        | 30.6                 | 28.3                   | 29.9                 | 31.7                 | 28.6                  | 30.5                    | 27.5                   |
| 11        | 28.1                 | 28.1                   | 28.0                 | 28.3                 | 27.5                  | 29.7                    | 27.6                   |
| 12        | 27.4                 | 27.7                   | 30.0                 | 27.9                 | 29.7                  | 27.1                    | 29.1                   |
| 13        | 30.7                 | 27.7                   | 28.7                 | 30.7                 | 29.5                  | 28.6                    | 28.3                   |
| 14        | 28.7                 | 28.0                   | 27.2                 | 29.8                 | 29.9                  | 27.6                    | 29.0                   |
| 15        | 29.6                 | 28.7                   | 26.2                 | 28.5                 | 28.1                  | 29.0                    | 32.5                   |
| 16        | 29.0                 | 27.9                   | 27.6                 | 30.5                 | 30.3                  | 27.7                    | 29.6                   |
| 17        | 26.6                 | 28.1                   | 27.9                 | 27.5                 | 28.2                  | 29.7                    | 28.2                   |
| 18        | 29.1                 | 27.2                   | 29.0                 | 26.1                 | 26.9                  | 28.3                    | 28.4                   |
| 19        | 31.2                 | 29.3                   | 25.5                 | 28.9                 | 28.7                  | 28.7                    | 29.3                   |
| 20        | 29.2                 | 28.9                   | 29.2                 | 30.3                 | 28.6                  | 27.8                    | 26.8                   |
| 21        | 28.4                 | 26.7                   | 28.5                 | 29.7                 | 28.9                  | 26.2                    | 28.2                   |
| 22        | 26.4                 | 28.5                   | 35.6                 | 23.9                 | 28.4                  | 27.0                    | 29.7                   |
| 23        | 30.9                 | 29.9                   | 29.4                 | 31.6                 | 27.0                  | 28.0                    | 31.1                   |
| 24        | 35.2                 | 28.1                   | 35.2                 | -                    | 27.8                  | 27.0                    | 37.0                   |

|       |      |      |      |      |      |      |      |
|-------|------|------|------|------|------|------|------|
| 10-12 | 27.8 | 27.9 | 29.0 | 28.1 | 28.7 | 28.4 | 28.4 |
| 14-16 | 29.3 | 28.4 | 27.0 | 29.6 | 29.3 | 28.3 | 30.9 |
| 0-24  | 29.2 | 28.6 | 28.7 | 29.1 | 28.8 | 28.8 | 29.2 |

|                    |      |
|--------------------|------|
| 85th %ile (ALL)    | 28.9 |
| Weekday Inter-Peak | 29.0 |

# Henfield ATC, West End Lane (Eastern Site)

Produced by Road Data Services Ltd.

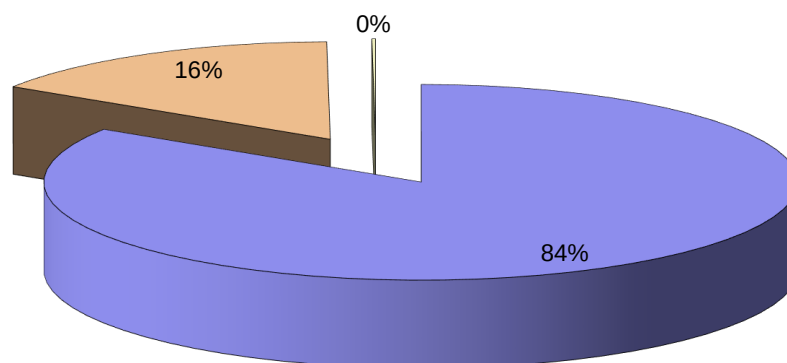
Channel 2 - Westbound

Vehicle Class

Week 1

| Classes<br>Day / Time | Car / LGV /<br>Caravan - 1 | OGV1 / Bus<br>- 2,3,5,6,7,12 | OGV2<br>- 4,8,9,10,11,13 | TOTAL<br>- 1-13 |
|-----------------------|----------------------------|------------------------------|--------------------------|-----------------|
| 19/08/2022            |                            |                              |                          |                 |
| 7-19                  | 514                        | 105                          | 1                        | 620             |
| 6-22                  | 608                        | 118                          | 2                        | 728             |
| 6-24                  | 638                        | 119                          | 2                        | 759             |
| 0-24                  | 650                        | 121                          | 2                        | 773             |
| 20/08/2022            |                            |                              |                          |                 |
| 7-19                  | 466                        | 70                           | 1                        | 537             |
| 6-22                  | 542                        | 81                           | 1                        | 624             |
| 6-24                  | 577                        | 83                           | 1                        | 661             |
| 0-24                  | 595                        | 84                           | 1                        | 680             |
| 21/08/2022            |                            |                              |                          |                 |
| 7-19                  | 413                        | 57                           | 0                        | 470             |
| 6-22                  | 487                        | 63                           | 0                        | 550             |
| 6-24                  | 496                        | 66                           | 0                        | 562             |
| 0-24                  | 517                        | 70                           | 0                        | 587             |
| 22/08/2022            |                            |                              |                          |                 |
| 7-19                  | 514                        | 97                           | 1                        | 612             |
| 6-22                  | 592                        | 107                          | 1                        | 700             |
| 6-24                  | 605                        | 107                          | 1                        | 713             |
| 0-24                  | 609                        | 107                          | 1                        | 717             |
| 23/08/2022            |                            |                              |                          |                 |
| 7-19                  | 507                        | 120                          | 2                        | 629             |
| 6-22                  | 607                        | 136                          | 2                        | 745             |
| 6-24                  | 623                        | 139                          | 2                        | 764             |
| 0-24                  | 632                        | 141                          | 2                        | 775             |
| 24/08/2022            |                            |                              |                          |                 |
| 7-19                  | 500                        | 124                          | 0                        | 624             |
| 6-22                  | 588                        | 139                          | 0                        | 727             |
| 6-24                  | 608                        | 142                          | 0                        | 750             |
| 0-24                  | 614                        | 144                          | 0                        | 758             |
| 25/08/2022            |                            |                              |                          |                 |
| 7-19                  | 535                        | 119                          | 2                        | 656             |
| 6-22                  | 624                        | 131                          | 2                        | 757             |
| 6-24                  | 640                        | 133                          | 2                        | 775             |
| 0-24                  | 653                        | 134                          | 2                        | 789             |
| Average               |                            |                              |                          |                 |
| 7-19                  | 493                        | 99                           | 1                        | 593             |
| 6-22                  | 578                        | 111                          | 1                        | 690             |
| 6-24                  | 598                        | 113                          | 1                        | 712             |
| 0-24                  | 610                        | 114                          | 1                        | 726             |

**Total Vehicle Class Distribution**



## **Appendix 2. PROPOSED SITE PLAN**

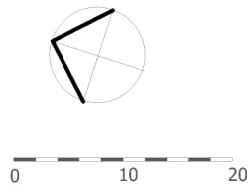
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**SANDGATE NURSERIES,  
WEST END LANE, HENFIELD BN5 9RD**

**PROPOSED SITE LAYOUT**

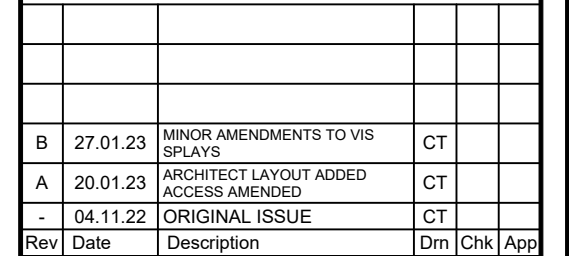
Scale 1:1000 at A3

Drawing No. SNH / P23 / 02



## **Appendix 3. PROPOSED HIGHWAY IMPROVEMENTS**

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**MAGNA**  
MAGNA TRANSPORT PLANNING

Project

WEST END LANE  
HENFIELD

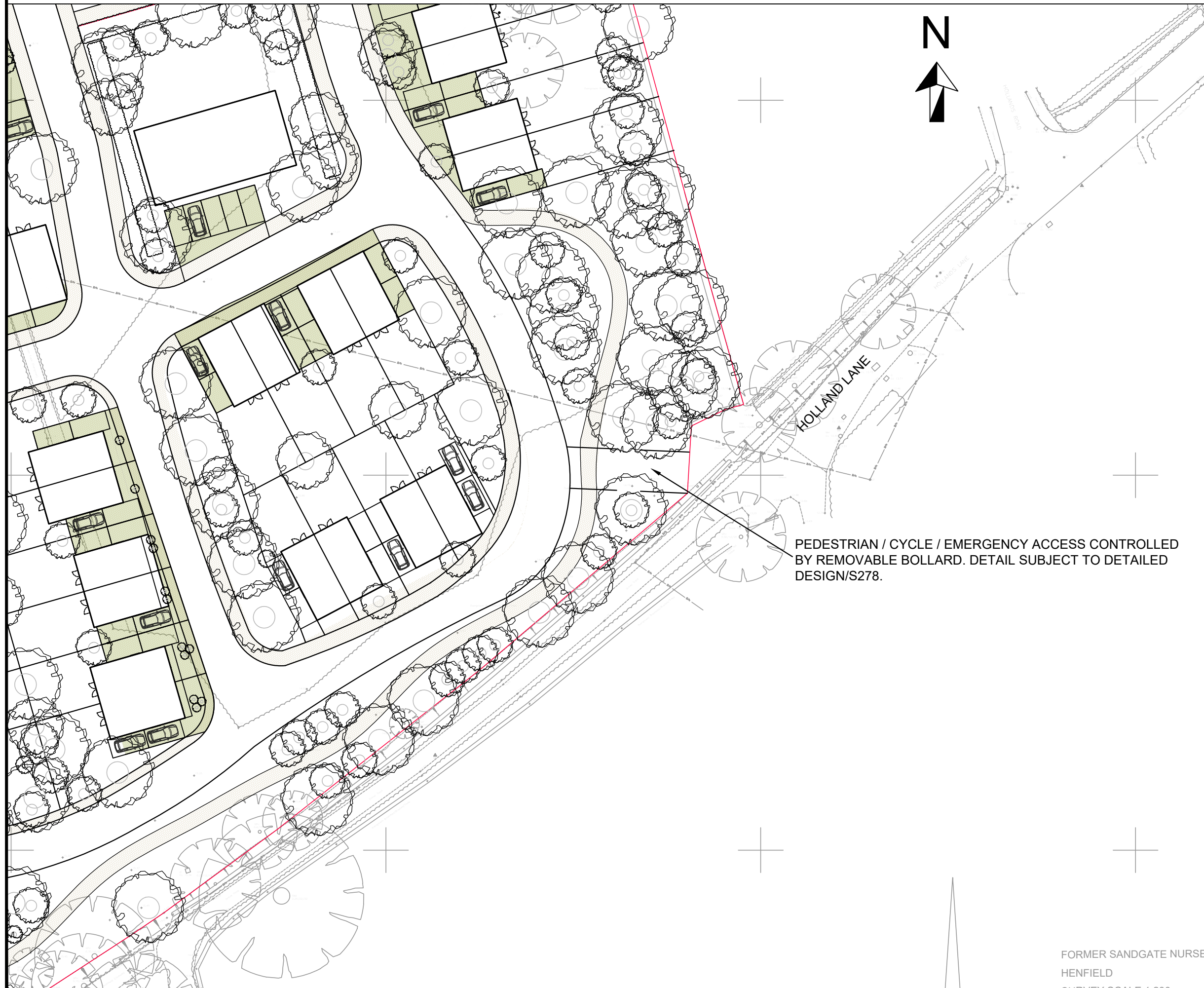
### VISIBILITY SPLAYS & ACCESS ARRANGEMENTS

FOR INFORMATION

|                                        |          |                  |                |            |
|----------------------------------------|----------|------------------|----------------|------------|
| Drawn<br>CT                            | Designed | Date<br>04.11.22 | Scale<br>1:500 | Size<br>A3 |
| Drawing No.<br>22-070-SK02 REV B BOUND |          |                  |                | Rev<br>B   |

## **Appendix 4. POTENTIAL SECONDARY EMERGENCY/PEDESTRIAN/CYCLE ACCESS**

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FORMER SANDGATE NURSER  
HENFIELD



|     |          |                |     |     |     |
|-----|----------|----------------|-----|-----|-----|
|     |          |                |     |     |     |
|     |          |                |     |     |     |
|     |          |                |     |     |     |
|     |          |                |     |     |     |
|     |          |                |     |     |     |
| -   | 27.01.23 | ORIGINAL ISSUE | CT  |     |     |
| Rev | Date     | Description    | Drn | Chk | App |



**MAGNA**  
MAGNA TRANSPORT PLANNING

Client

Project

WEST END LANE  
HENFIELD

Drawing Title

HOLLAND LANE  
PEDESTRIAN / CYCLE / EMERGENCY ACCESS

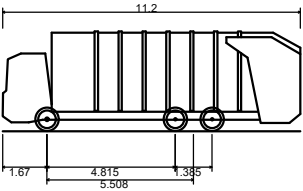
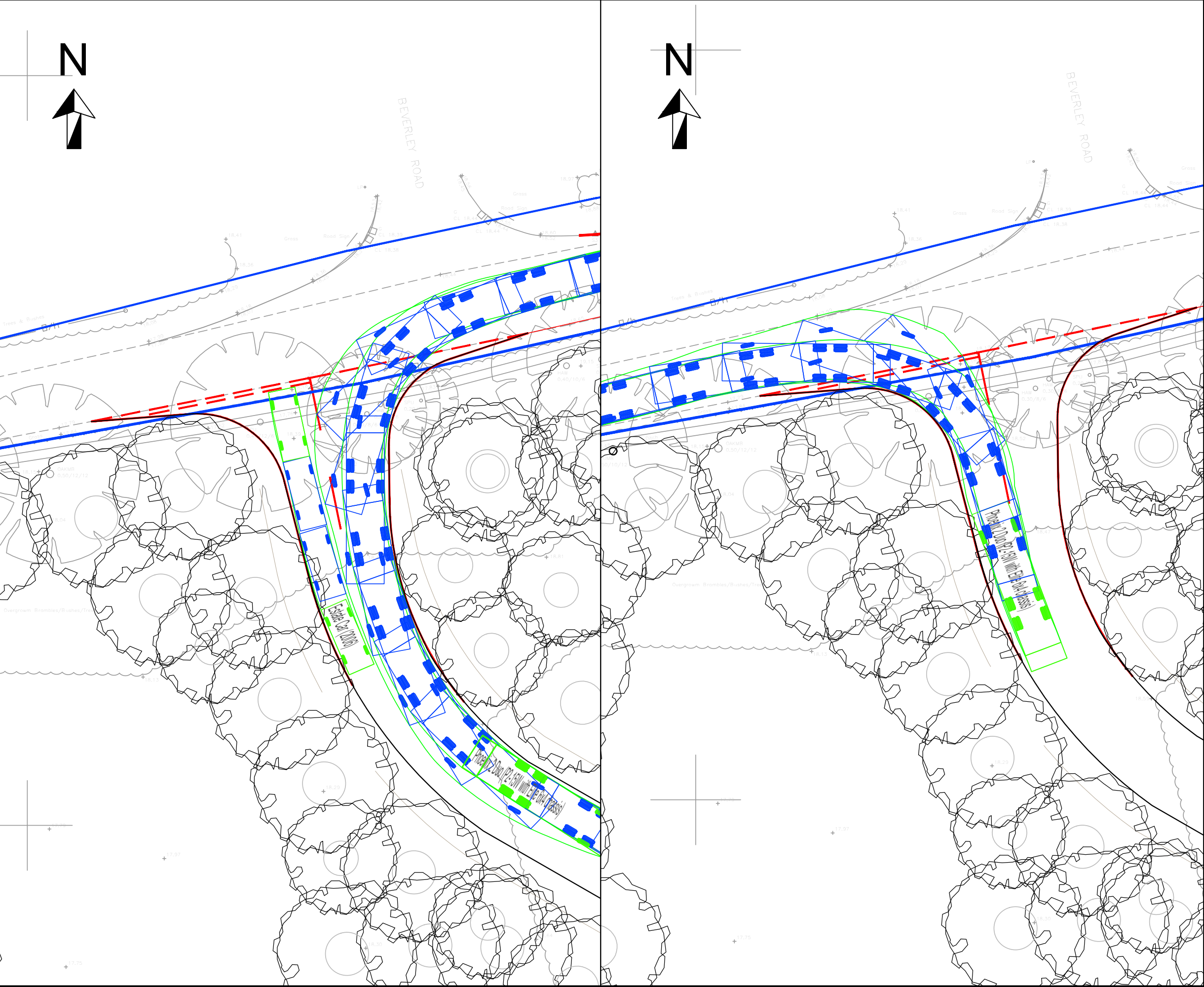
Drawing Status

FOR INFORMATION

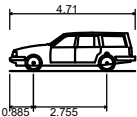
|                            |          |                  |                |            |
|----------------------------|----------|------------------|----------------|------------|
| Drawn<br>CT                | Designed | Date<br>27.01.23 | Scale<br>1:500 | Size<br>A3 |
| Drawing No.<br>22-070-SK03 |          |                  |                | Rev<br>-   |

## **Appendix 5. SWEPT PATH ASSESSMENT: REFUSE TRUCK**

---



Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)  
Overall Length 11.200m  
Overall Width 2.530m  
Overall Body Height 3.751m  
Min Body Ground Clearance 0.304m  
Track Width 2.500m  
Lock to lock time 4.00s  
Kerb to Kerb Turning Radius 9.500m



Estate Car (2006)  
Overall Length 4.710m  
Overall Width 1.804m  
Overall Body Height 1.442m  
Min Body Ground Clearance 0.207m  
Max Track Width 1.756m  
Lock to lock time 4.00s  
Kerb to Kerb Turning Radius 9.500m

|     |          |                  |     |     |     |
|-----|----------|------------------|-----|-----|-----|
|     |          |                  |     |     |     |
|     |          |                  |     |     |     |
| B   | 27.01.23 | MINOR AMENDMENTS | CT  |     |     |
| A   | 23.01.23 | MINOR AMENDMENTS | CT  |     |     |
| -   | 04.11.22 | ORIGINAL ISSUE   | CT  |     |     |
| Rev | Date     | Description      | Drn | Chk | App |



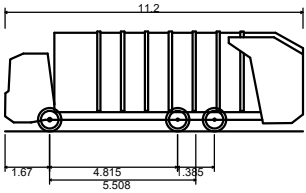
Client

Project  
WEST END LANE  
HENFIELD

Drawing Title  
SWEPT PATH ANALYSIS  
11.2m REFUSE VEHICLE &  
ESTATE CAR

Drawing Status  
FOR INFORMATION

|                            |          |                  |                |            |
|----------------------------|----------|------------------|----------------|------------|
| Drawn<br>CT                | Designed | Date<br>04.11.22 | Scale<br>1:250 | Size<br>A3 |
| Drawing No.<br>22-070-TR01 |          |                  |                | Rev<br>B   |



Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)  
Overall Length 11.200m  
Overall Width 2.530m  
Overall Body Height 3.751m  
Min Body Ground Clearance 0.304m  
Track Width 2.500m  
Lock to lock time 4.00s  
Kerb to Kerb Turning Radius 9.500m

|     |          |                            |     |     |     |
|-----|----------|----------------------------|-----|-----|-----|
|     |          |                            |     |     |     |
|     |          |                            |     |     |     |
|     |          |                            |     |     |     |
|     |          |                            |     |     |     |
| A   | 27.01.23 | MINOR AMENDMENTS TO LAYOUT | CT  |     |     |
| -   | 20.02.23 | ORIGINAL ISSUE             | CT  |     |     |
| Rev | Date     | Description                | Drn | Chk | App |



Client

Project  
WEST END LANE  
HENFIELD

Drawing Title  
SWEPT PATH ANALYSIS  
11.2m REFUSE VEHICLE

Drawing Status  
**FOR INFORMATION**

|                            |          |                  |                 |            |
|----------------------------|----------|------------------|-----------------|------------|
| Drawn<br>CT                | Designed | Date<br>04.11.22 | Scale<br>1:1000 | Size<br>A3 |
| Drawing No.<br>22-070-TR02 |          |                  |                 | Rev<br>A   |

## **Appendix 6. TRICS: CCRC**

---

Calculation Reference: AUDIT-213601-230116-0146

**TRIP RATE CALCULATION SELECTION PARAMETERS:**

Land Use : 03 - RESIDENTIAL  
 Category : O - RETIREMENT AND CARE COMMUNITY  
**MULTI-MODAL TOTAL VEHICLES**

Selected regions and areas:

|    |                   |        |
|----|-------------------|--------|
| 02 | SOUTH EAST        |        |
|    | KC KENT           | 1 days |
|    | SC SURREY         | 1 days |
| 03 | SOUTH WEST        |        |
|    | BR BRISTOL CITY   | 1 days |
|    | NS NORTH SOMERSET | 1 days |
|    | TB TORBAY         | 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: 39 to 137 (units: )  
 Range Selected by User: 36 to 327 (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: 01/01/14 to 17/10/21

*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   | 1 days |
| Wednesday | 1 days |
| Thursday  | 2 days |
| Friday    | 1 days |

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

Selected survey types:

|                       |        |
|-----------------------|--------|
| Manual count          | 5 days |
| Directional ATC Count | 0 days |

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

Selected Locations:

|                                    |   |
|------------------------------------|---|
| Suburban Area (PPS6 Out of Centre) | 3 |
| 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 | 5 |
|------------------|---|

*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 |
|-----------------------------|-------------------|

Secondary Filtering selection:

Use Class:

|     |        |
|-----|--------|
| n/a | 5 days |
|-----|--------|

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

|                 |        |
|-----------------|--------|
| 5,001 to 10,000 | 1 days |
|-----------------|--------|

|                  |        |
|------------------|--------|
| 20,001 to 25,000 | 1 days |
|------------------|--------|

|                  |        |
|------------------|--------|
| 25,001 to 50,000 | 3 days |
|------------------|--------|

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

Population within 5 miles:

|                    |        |
|--------------------|--------|
| 100,001 to 125,000 | 2 days |
|--------------------|--------|

|                    |        |
|--------------------|--------|
| 125,001 to 250,000 | 2 days |
|--------------------|--------|

|                 |        |
|-----------------|--------|
| 500,001 or More | 1 days |
|-----------------|--------|

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

Car ownership within 5 miles:

|            |        |
|------------|--------|
| 0.6 to 1.0 | 1 days |
|------------|--------|

|            |        |
|------------|--------|
| 1.1 to 1.5 | 4 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 | 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 | 5 days |
|-----------------|--------|

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

LIST OF SITES relevant to selection parameters

|   |                                    |                    |                     |
|---|------------------------------------|--------------------|---------------------|
| 1 | BR-03-O-02                         | RETIREMENT VILLAGE | BRISTOL CITY        |
|   | MEG THATCHERS GARDENS              |                    |                     |
|   | BRISTOL                            |                    |                     |
|   | Suburban Area (PPS6 Out of Centre) |                    |                     |
|   | Residential Zone                   |                    |                     |
|   | Total No of Dwellings:             | 49                 |                     |
|   | Survey date: FRIDAY                | 18/09/15           | Survey Type: MANUAL |
| 2 | KC-03-O-01                         | RETIREMENT VILLAGE | KENT                |
|   | RUMFIELDS ROAD                     |                    |                     |
|   | BROADSTAIRS                        |                    |                     |
|   | Suburban Area (PPS6 Out of Centre) |                    |                     |
|   | Residential Zone                   |                    |                     |
|   | Total No of Dwellings:             | 40                 |                     |
|   | Survey date: THURSDAY              | 19/11/15           | Survey Type: MANUAL |
| 3 | NS-03-O-01                         | RETIREMENT VILLAGE | NORTH SOMERSET      |
|   | DIAMOND BATCH                      |                    |                     |
|   | WESTON SUPER MARE                  |                    |                     |
|   | WORLE                              |                    |                     |
|   | Edge of Town                       |                    |                     |
|   | Residential Zone                   |                    |                     |
|   | Total No of Dwellings:             | 137                |                     |
|   | Survey date: THURSDAY              | 24/09/15           | Survey Type: MANUAL |
| 4 | SC-03-O-01                         | RETIREMENT VILLAGE | SURREY              |
|   | WESTFIELD ROAD                     |                    |                     |
|   | WOKING                             |                    |                     |
|   | Edge of Town                       |                    |                     |
|   | Residential Zone                   |                    |                     |
|   | Total No of Dwellings:             | 39                 |                     |
|   | Survey date: WEDNESDAY             | 18/11/15           | Survey Type: MANUAL |
| 5 | TB-03-O-01                         | RETIREMENT VILLAGE | TORBAY              |
|   | ST MARYCHURCH ROAD                 |                    |                     |
|   | TORQUAY                            |                    |                     |
|   | ST MARYCHURCH                      |                    |                     |
|   | Suburban Area (PPS6 Out of Centre) |                    |                     |
|   | Residential Zone                   |                    |                     |
|   | Total No of Dwellings:             | 45                 |                     |
|   | Survey date: TUESDAY               | 29/09/15           | 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/O - RETIREMENT AND CARE COMMUNITY  
**MULTI-MODAL TOTAL VEHICLES**  
 Calculation factor: 1 DWELLS  
 BOLD print indicates peak (busiest) period  
 Total People to Total Vehicles ratio (all time periods and directions): 1.58

| 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       | 5        | 62          | 0.045        | 5          | 62          | 0.019        | 5        | 62          | 0.064        |
| 08:00 - 09:00       | 5        | 62          | 0.106        | 5          | 62          | 0.068        | 5        | 62          | 0.174        |
| 09:00 - 10:00       | 5        | 62          | 0.184        | 5          | 62          | 0.110        | 5        | 62          | 0.294        |
| 10:00 - 11:00       | 5        | 62          | 0.152        | 5          | 62          | 0.132        | 5        | 62          | 0.284        |
| 11:00 - 12:00       | 5        | 62          | 0.129        | 5          | 62          | 0.139        | 5        | 62          | 0.268        |
| 12:00 - 13:00       | 5        | 62          | 0.097        | 5          | 62          | 0.129        | 5        | 62          | 0.226        |
| 13:00 - 14:00       | 5        | 62          | 0.148        | 5          | 62          | 0.174        | 5        | 62          | 0.322        |
| 14:00 - 15:00       | 5        | 62          | 0.171        | 5          | 62          | 0.171        | 5        | 62          | 0.342        |
| 15:00 - 16:00       | 5        | 62          | 0.126        | 5          | 62          | 0.142        | 5        | 62          | 0.268        |
| 16:00 - 17:00       | 5        | 62          | 0.126        | 5          | 62          | 0.126        | 5        | 62          | 0.252        |
| 17:00 - 18:00       | 5        | 62          | 0.045        | 5          | 62          | 0.119        | 5        | 62          | 0.164        |
| 18:00 - 19:00       | 5        | 62          | 0.065        | 5          | 62          | 0.058        | 5        | 62          | 0.123        |
| 19:00 - 20:00       | 5        | 62          | 0.039        | 5          | 62          | 0.048        | 5        | 62          | 0.087        |
| 20:00 - 21:00       | 5        | 62          | 0.029        | 5          | 62          | 0.052        | 5        | 62          | 0.081        |
| 21:00 - 22:00       |          |             |              |            |             |              |          |             |              |
| 22:00 - 23:00       |          |             |              |            |             |              |          |             |              |
| 23:00 - 24:00       |          |             |              |            |             |              |          |             |              |
| <b>Total Rates:</b> |          |             | <b>1.462</b> |            |             | <b>1.487</b> |          |             | <b>2.949</b> |

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:           | 39 - 137 (units: )  |
| Survey date date range:                       | 01/01/14 - 17/10/21 |
| Number of weekdays (Monday-Friday):           | 5                   |
| Number of Saturdays:                          | 0                   |
| Number of Sundays:                            | 0                   |
| Surveys automatically removed from selection: | 0                   |
| Surveys manually removed from selection:      | 0                   |

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

TRIP RATE for Land Use 03 - RESIDENTIAL/O - RETIREMENT AND CARE COMMUNITY  
 MULTI-MODAL CYCLISTS  
 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 | 5        | 62          | 0.006     | 5          | 62          | 0.006     | 5        | 62          | 0.012     |
| 08:00 - 09:00 | 5        | 62          | 0.000     | 5          | 62          | 0.000     | 5        | 62          | 0.000     |
| 09:00 - 10:00 | 5        | 62          | 0.000     | 5          | 62          | 0.003     | 5        | 62          | 0.003     |
| 10:00 - 11:00 | 5        | 62          | 0.000     | 5          | 62          | 0.000     | 5        | 62          | 0.000     |
| 11:00 - 12:00 | 5        | 62          | 0.003     | 5          | 62          | 0.000     | 5        | 62          | 0.003     |
| 12:00 - 13:00 | 5        | 62          | 0.000     | 5          | 62          | 0.000     | 5        | 62          | 0.000     |
| 13:00 - 14:00 | 5        | 62          | 0.000     | 5          | 62          | 0.000     | 5        | 62          | 0.000     |
| 14:00 - 15:00 | 5        | 62          | 0.000     | 5          | 62          | 0.000     | 5        | 62          | 0.000     |
| 15:00 - 16:00 | 5        | 62          | 0.000     | 5          | 62          | 0.000     | 5        | 62          | 0.000     |
| 16:00 - 17:00 | 5        | 62          | 0.000     | 5          | 62          | 0.000     | 5        | 62          | 0.000     |
| 17:00 - 18:00 | 5        | 62          | 0.000     | 5          | 62          | 0.000     | 5        | 62          | 0.000     |
| 18:00 - 19:00 | 5        | 62          | 0.003     | 5          | 62          | 0.000     | 5        | 62          | 0.003     |
| 19:00 - 20:00 | 5        | 62          | 0.000     | 5          | 62          | 0.003     | 5        | 62          | 0.003     |
| 20:00 - 21:00 | 5        | 62          | 0.000     | 5          | 62          | 0.000     | 5        | 62          | 0.000     |
| 21:00 - 22:00 |          |             |           |            |             |           |          |             |           |
| 22:00 - 23:00 |          |             |           |            |             |           |          |             |           |
| 23:00 - 24:00 |          |             |           |            |             |           |          |             |           |
| Total Rates:  |          |             | 0.012     |            |             | 0.012     |          |             | 0.024     |

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/O - RETIREMENT AND CARE COMMUNITY  
 MULTI-MODAL PEDESTRIANS  
 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 | 5        | 62          | 0.023     | 5          | 62          | 0.016     | 5        | 62          | 0.039     |
| 08:00 - 09:00 | 5        | 62          | 0.013     | 5          | 62          | 0.006     | 5        | 62          | 0.019     |
| 09:00 - 10:00 | 5        | 62          | 0.052     | 5          | 62          | 0.035     | 5        | 62          | 0.087     |
| 10:00 - 11:00 | 5        | 62          | 0.026     | 5          | 62          | 0.055     | 5        | 62          | 0.081     |
| 11:00 - 12:00 | 5        | 62          | 0.071     | 5          | 62          | 0.071     | 5        | 62          | 0.142     |
| 12:00 - 13:00 | 5        | 62          | 0.058     | 5          | 62          | 0.058     | 5        | 62          | 0.116     |
| 13:00 - 14:00 | 5        | 62          | 0.048     | 5          | 62          | 0.052     | 5        | 62          | 0.100     |
| 14:00 - 15:00 | 5        | 62          | 0.032     | 5          | 62          | 0.058     | 5        | 62          | 0.090     |
| 15:00 - 16:00 | 5        | 62          | 0.029     | 5          | 62          | 0.035     | 5        | 62          | 0.064     |
| 16:00 - 17:00 | 5        | 62          | 0.035     | 5          | 62          | 0.006     | 5        | 62          | 0.041     |
| 17:00 - 18:00 | 5        | 62          | 0.023     | 5          | 62          | 0.019     | 5        | 62          | 0.042     |
| 18:00 - 19:00 | 5        | 62          | 0.010     | 5          | 62          | 0.023     | 5        | 62          | 0.033     |
| 19:00 - 20:00 | 5        | 62          | 0.003     | 5          | 62          | 0.026     | 5        | 62          | 0.029     |
| 20:00 - 21:00 | 5        | 62          | 0.006     | 5          | 62          | 0.003     | 5        | 62          | 0.009     |
| 21:00 - 22:00 |          |             |           |            |             |           |          |             |           |
| 22:00 - 23:00 |          |             |           |            |             |           |          |             |           |
| 23:00 - 24:00 |          |             |           |            |             |           |          |             |           |
| Total Rates:  |          |             | 0.429     |            |             | 0.463     |          |             | 0.892     |

*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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/O - RETIREMENT AND CARE COMMUNITY  
 MULTI-MODAL PUBLIC TRANSPORT USERS  
 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 | 5        | 62          | 0.003     | 5          | 62          | 0.000     | 5        | 62          | 0.003     |
| 08:00 - 09:00 | 5        | 62          | 0.006     | 5          | 62          | 0.000     | 5        | 62          | 0.006     |
| 09:00 - 10:00 | 5        | 62          | 0.016     | 5          | 62          | 0.016     | 5        | 62          | 0.032     |
| 10:00 - 11:00 | 5        | 62          | 0.058     | 5          | 62          | 0.000     | 5        | 62          | 0.058     |
| 11:00 - 12:00 | 5        | 62          | 0.006     | 5          | 62          | 0.023     | 5        | 62          | 0.029     |
| 12:00 - 13:00 | 5        | 62          | 0.006     | 5          | 62          | 0.006     | 5        | 62          | 0.012     |
| 13:00 - 14:00 | 5        | 62          | 0.016     | 5          | 62          | 0.029     | 5        | 62          | 0.045     |
| 14:00 - 15:00 | 5        | 62          | 0.006     | 5          | 62          | 0.048     | 5        | 62          | 0.054     |
| 15:00 - 16:00 | 5        | 62          | 0.035     | 5          | 62          | 0.042     | 5        | 62          | 0.077     |
| 16:00 - 17:00 | 5        | 62          | 0.003     | 5          | 62          | 0.003     | 5        | 62          | 0.006     |
| 17:00 - 18:00 | 5        | 62          | 0.010     | 5          | 62          | 0.000     | 5        | 62          | 0.010     |
| 18:00 - 19:00 | 5        | 62          | 0.003     | 5          | 62          | 0.000     | 5        | 62          | 0.003     |
| 19:00 - 20:00 | 5        | 62          | 0.006     | 5          | 62          | 0.003     | 5        | 62          | 0.009     |
| 20:00 - 21:00 | 5        | 62          | 0.000     | 5          | 62          | 0.000     | 5        | 62          | 0.000     |
| 21:00 - 22:00 |          |             |           |            |             |           |          |             |           |
| 22:00 - 23:00 |          |             |           |            |             |           |          |             |           |
| 23:00 - 24:00 |          |             |           |            |             |           |          |             |           |
| Total Rates:  |          |             | 0.174     |            |             | 0.170     |          |             | 0.344     |

*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.*

## **Appendix 7. TRICS: HOUSES**

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Calculation Reference: AUDIT-213601-230116-0145

## TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

|    |                                |        |
|----|--------------------------------|--------|
| 03 | SOUTH WEST                     |        |
|    | SD SWINDON                     | 1 days |
|    | SM SOMERSET                    | 1 days |
|    | TB TORBAY                      | 1 days |
| 04 | EAST ANGLIA                    |        |
|    | NF NORFOLK                     | 1 days |
|    | PB PETERBOROUGH                | 1 days |
|    | SF SUFFOLK                     | 1 days |
| 05 | EAST MIDLANDS                  |        |
|    | NT NOTTINGHAMSHIRE             | 1 days |
| 07 | YORKSHIRE & NORTH LINCOLNSHIRE |        |
|    | NY NORTH YORKSHIRE             | 1 days |
| 08 | NORTH WEST                     |        |
|    | EC CHESHIRE EAST               | 1 days |
| 10 | WALES                          |        |
|    | PS POWYS                       | 1 days |
|    | VG VALE OF GLAMORGAN           | 1 days |
| 11 | SCOTLAND                       |        |
|    | HI HIGHLAND                    | 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: 10 to 40 (units: )  
 Range Selected by User: 6 to 40 (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: 01/01/14 to 14/10/22

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

Selected survey days:

|           |        |
|-----------|--------|
| Monday    | 5 days |
| Wednesday | 5 days |
| Thursday  | 2 days |

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

Selected survey types:

|                       |         |
|-----------------------|---------|
| Manual count          | 12 days |
| Directional ATC Count | 0 days  |

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

Selected Locations:

|                                    |   |
|------------------------------------|---|
| Suburban Area (PPS6 Out of Centre) | 6 |
| Edge of Town                       | 6 |

*This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and*

*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 | 5 days - Selected  |
| Servicing vehicles Excluded | 17 days - Selected |

Secondary Filtering selection:

Use Class:

|    |         |
|----|---------|
| C3 | 12 days |
|----|---------|

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

|                  |        |
|------------------|--------|
| 5,001 to 10,000  | 1 days |
| 10,001 to 15,000 | 4 days |
| 15,001 to 20,000 | 3 days |
| 20,001 to 25,000 | 2 days |
| 25,001 to 50,000 | 2 days |

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

Population within 5 miles:

|                    |        |
|--------------------|--------|
| 5,001 to 25,000    | 1 days |
| 25,001 to 50,000   | 1 days |
| 50,001 to 75,000   | 4 days |
| 75,001 to 100,000  | 1 days |
| 125,001 to 250,000 | 5 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 | 4 days |
| 1.1 to 1.5 | 8 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 | 12 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 | 12 days |
|-----------------|---------|

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

LIST OF SITES relevant to selection parameters

|   |                                    |                          |                     |
|---|------------------------------------|--------------------------|---------------------|
| 1 | EC-03-A-06                         | TERRACED HOUSES          | CHESHIRE EAST       |
|   | GREYSTOKE ROAD                     |                          |                     |
|   | MACCLESFIELD                       |                          |                     |
|   | HURDSFIELD                         |                          |                     |
|   | Edge of Town                       |                          |                     |
|   | Residential Zone                   |                          |                     |
|   | Total No of Dwellings:             | 24                       |                     |
|   | Survey date: MONDAY                | 24/11/14                 | Survey Type: MANUAL |
| 2 | HI-03-A-14                         | SEMI-DETACHED & TERRACED | HIGHLAND            |
|   | KING BRUDE ROAD                    |                          |                     |
|   | INVERNESS                          |                          |                     |
|   | SCORGUIE                           |                          |                     |
|   | Suburban Area (PPS6 Out of Centre) |                          |                     |
|   | Residential Zone                   |                          |                     |
|   | Total No of Dwellings:             | 40                       |                     |
|   | Survey date: WEDNESDAY             | 23/03/16                 | Survey Type: MANUAL |
| 3 | NF-03-A-03                         | DETACHED HOUSES          | NORFOLK             |
|   | HALING WAY                         |                          |                     |
|   | THETFORD                           |                          |                     |
|   | Edge of Town                       |                          |                     |
|   | Residential Zone                   |                          |                     |
|   | Total No of Dwellings:             | 10                       |                     |
|   | Survey date: WEDNESDAY             | 16/09/15                 | Survey Type: MANUAL |
| 4 | NT-03-A-08                         | DETACHED HOUSES          | NOTTINGHAMSHIRE     |
|   | WIGHAY ROAD                        |                          |                     |
|   | HUCKNALL                           |                          |                     |
|   | Edge of Town                       |                          |                     |
|   | Residential Zone                   |                          |                     |
|   | Total No of Dwellings:             | 36                       |                     |
|   | Survey date: MONDAY                | 18/10/21                 | Survey Type: MANUAL |
| 5 | NY-03-A-13                         | TERRACED HOUSES          | NORTH YORKSHIRE     |
|   | CATTERICK ROAD                     |                          |                     |
|   | CATTERICK GARRISON                 |                          |                     |
|   | OLD HOSPITAL COMPOUND              |                          |                     |
|   | Suburban Area (PPS6 Out of Centre) |                          |                     |
|   | Residential Zone                   |                          |                     |
|   | Total No of Dwellings:             | 10                       |                     |
|   | Survey date: WEDNESDAY             | 10/05/17                 | Survey Type: MANUAL |
| 6 | PB-03-A-04                         | DETACHED HOUSES          | PETERBOROUGH        |
|   | EASTFIELD ROAD                     |                          |                     |
|   | PETERBOROUGH                       |                          |                     |
|   | Suburban Area (PPS6 Out of Centre) |                          |                     |
|   | Residential Zone                   |                          |                     |
|   | Total No of Dwellings:             | 28                       |                     |
|   | Survey date: MONDAY                | 17/10/16                 | Survey Type: MANUAL |
| 7 | PS-03-A-02                         | DETACHED / SEMI-DETACHED | POWYS               |
|   | GUNROG ROAD                        |                          |                     |
|   | WELSHPOOL                          |                          |                     |
|   | Suburban Area (PPS6 Out of Centre) |                          |                     |
|   | Residential Zone                   |                          |                     |
|   | Total No of Dwellings:             | 28                       |                     |
|   | Survey date: MONDAY                | 11/05/15                 | Survey Type: MANUAL |

LIST OF SITES relevant to selection parameters (Cont.)

|    |                                    |                          |                     |
|----|------------------------------------|--------------------------|---------------------|
| 8  | SD-03-A-01                         | SEMI DETACHED            | SWINDON             |
|    | HEADLANDS GROVE                    |                          |                     |
|    | SWINDON                            |                          |                     |
|    | Suburban Area (PPS6 Out of Centre) |                          |                     |
|    | Residential Zone                   |                          |                     |
|    | Total No of Dwellings:             | 27                       |                     |
|    | Survey date: THURSDAY              | 22/09/16                 | Survey Type: MANUAL |
| 9  | SF-03-A-05                         | DETACHED HOUSES          | SUFFOLK             |
|    | VALE LANE                          |                          |                     |
|    | BURY ST EDMUNDS                    |                          |                     |
|    | Edge of Town                       |                          |                     |
|    | Residential Zone                   |                          |                     |
|    | Total No of Dwellings:             | 18                       |                     |
|    | Survey date: WEDNESDAY             | 09/09/15                 | Survey Type: MANUAL |
| 10 | SM-03-A-01                         | DETACHED & SEMI          | SOMERSET            |
|    | WEMBDON ROAD                       |                          |                     |
|    | BRIDGWATER                         |                          |                     |
|    | NORTHFIELD                         |                          |                     |
|    | Edge of Town                       |                          |                     |
|    | Residential Zone                   |                          |                     |
|    | Total No of Dwellings:             | 33                       |                     |
|    | Survey date: THURSDAY              | 24/09/15                 | Survey Type: MANUAL |
| 11 | TB-03-A-01                         | TERRACED HOUSES          | TORBAY              |
|    | BRONSHILL ROAD                     |                          |                     |
|    | TORQUAY                            |                          |                     |
|    | Suburban Area (PPS6 Out of Centre) |                          |                     |
|    | Residential Zone                   |                          |                     |
|    | Total No of Dwellings:             | 37                       |                     |
|    | Survey date: WEDNESDAY             | 30/09/15                 | Survey Type: MANUAL |
| 12 | VG-03-A-01                         | SEMI-DETACHED & TERRACED | VALE OF GLAMORGAN   |
|    | ARTHUR STREET                      |                          |                     |
|    | BARRY                              |                          |                     |
|    | Edge of Town                       |                          |                     |
|    | Residential Zone                   |                          |                     |
|    | Total No of Dwellings:             | 12                       |                     |
|    | Survey date: MONDAY                | 08/05/17                 | Survey Type: MANUAL |

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

MANUALLY DESELECTED SITES

| Site Ref   | Reason for Deselection |
|------------|------------------------|
| BC-03-A-02 | bungalows excluded     |
| SH-03-A-06 | bungalows excluded     |

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED  
**MULTI-MODAL TOTAL VEHICLES**  
 Calculation factor: 1 DWELLS  
 BOLD print indicates peak (busiest) period  
 Total People to Total Vehicles ratio (all time periods and directions): 1.75

| 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       | 12       | 25          | 0.079        | 12         | 25          | 0.277        | 12       | 25          | 0.356        |
| 08:00 - 09:00       | 12       | 25          | 0.188        | 12         | 25          | 0.416        | 12       | 25          | 0.604        |
| 09:00 - 10:00       | 12       | 25          | 0.152        | 12         | 25          | 0.221        | 12       | 25          | 0.373        |
| 10:00 - 11:00       | 12       | 25          | 0.201        | 12         | 25          | 0.172        | 12       | 25          | 0.373        |
| 11:00 - 12:00       | 12       | 25          | 0.175        | 12         | 25          | 0.191        | 12       | 25          | 0.366        |
| 12:00 - 13:00       | 12       | 25          | 0.208        | 12         | 25          | 0.238        | 12       | 25          | 0.446        |
| 13:00 - 14:00       | 12       | 25          | 0.191        | 12         | 25          | 0.228        | 12       | 25          | 0.419        |
| 14:00 - 15:00       | 12       | 25          | 0.205        | 12         | 25          | 0.208        | 12       | 25          | 0.413        |
| 15:00 - 16:00       | 12       | 25          | 0.310        | 12         | 25          | 0.238        | 12       | 25          | 0.548        |
| 16:00 - 17:00       | 12       | 25          | 0.343        | 12         | 25          | 0.215        | 12       | 25          | 0.558        |
| 17:00 - 18:00       | 12       | 25          | 0.333        | 12         | 25          | 0.195        | 12       | 25          | 0.528        |
| 18:00 - 19:00       | 12       | 25          | 0.248        | 12         | 25          | 0.165        | 12       | 25          | 0.413        |
| 19:00 - 20:00       |          |             |              |            |             |              |          |             |              |
| 20:00 - 21:00       |          |             |              |            |             |              |          |             |              |
| 21:00 - 22:00       |          |             |              |            |             |              |          |             |              |
| 22:00 - 23:00       |          |             |              |            |             |              |          |             |              |
| 23:00 - 24:00       |          |             |              |            |             |              |          |             |              |
| <b>Total Rates:</b> |          |             | <b>2.633</b> |            |             | <b>2.764</b> |          |             | <b>5.397</b> |

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:           | 10 - 40 (units: )   |
| Survey date range:                            | 01/01/14 - 14/10/22 |
| Number of weekdays (Monday-Friday):           | 12                  |
| Number of Saturdays:                          | 0                   |
| Number of Sundays:                            | 0                   |
| Surveys automatically removed from selection: | 0                   |
| Surveys manually removed from selection:      | 2                   |

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED  
 MULTI-MODAL CYCLISTS  
 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 | 12       | 25          | 0.017     | 12         | 25          | 0.023     | 12       | 25          | 0.040     |
| 08:00 - 09:00 | 12       | 25          | 0.017     | 12         | 25          | 0.017     | 12       | 25          | 0.034     |
| 09:00 - 10:00 | 12       | 25          | 0.003     | 12         | 25          | 0.000     | 12       | 25          | 0.003     |
| 10:00 - 11:00 | 12       | 25          | 0.003     | 12         | 25          | 0.000     | 12       | 25          | 0.003     |
| 11:00 - 12:00 | 12       | 25          | 0.000     | 12         | 25          | 0.007     | 12       | 25          | 0.007     |
| 12:00 - 13:00 | 12       | 25          | 0.013     | 12         | 25          | 0.017     | 12       | 25          | 0.030     |
| 13:00 - 14:00 | 12       | 25          | 0.010     | 12         | 25          | 0.007     | 12       | 25          | 0.017     |
| 14:00 - 15:00 | 12       | 25          | 0.007     | 12         | 25          | 0.007     | 12       | 25          | 0.014     |
| 15:00 - 16:00 | 12       | 25          | 0.017     | 12         | 25          | 0.020     | 12       | 25          | 0.037     |
| 16:00 - 17:00 | 12       | 25          | 0.003     | 12         | 25          | 0.000     | 12       | 25          | 0.003     |
| 17:00 - 18:00 | 12       | 25          | 0.020     | 12         | 25          | 0.013     | 12       | 25          | 0.033     |
| 18:00 - 19:00 | 12       | 25          | 0.010     | 12         | 25          | 0.007     | 12       | 25          | 0.017     |
| 19:00 - 20:00 |          |             |           |            |             |           |          |             |           |
| 20:00 - 21:00 |          |             |           |            |             |           |          |             |           |
| 21:00 - 22:00 |          |             |           |            |             |           |          |             |           |
| 22:00 - 23:00 |          |             |           |            |             |           |          |             |           |
| 23:00 - 24:00 |          |             |           |            |             |           |          |             |           |
| Total Rates:  |          |             | 0.120     |            |             | 0.118     |          |             | 0.238     |

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED  
**MULTI-MODAL PEDESTRIANS**  
 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 | 12       | 25          | 0.046     | 12         | 25          | 0.083     | 12       | 25          | 0.129     |
| 08:00 - 09:00 | 12       | 25          | 0.076     | 12         | 25          | 0.218     | 12       | 25          | 0.294     |
| 09:00 - 10:00 | 12       | 25          | 0.056     | 12         | 25          | 0.073     | 12       | 25          | 0.129     |
| 10:00 - 11:00 | 12       | 25          | 0.056     | 12         | 25          | 0.063     | 12       | 25          | 0.119     |
| 11:00 - 12:00 | 12       | 25          | 0.046     | 12         | 25          | 0.066     | 12       | 25          | 0.112     |
| 12:00 - 13:00 | 12       | 25          | 0.066     | 12         | 25          | 0.050     | 12       | 25          | 0.116     |
| 13:00 - 14:00 | 12       | 25          | 0.059     | 12         | 25          | 0.069     | 12       | 25          | 0.128     |
| 14:00 - 15:00 | 12       | 25          | 0.073     | 12         | 25          | 0.063     | 12       | 25          | 0.136     |
| 15:00 - 16:00 | 12       | 25          | 0.201     | 12         | 25          | 0.135     | 12       | 25          | 0.336     |
| 16:00 - 17:00 | 12       | 25          | 0.089     | 12         | 25          | 0.040     | 12       | 25          | 0.129     |
| 17:00 - 18:00 | 12       | 25          | 0.056     | 12         | 25          | 0.066     | 12       | 25          | 0.122     |
| 18:00 - 19:00 | 12       | 25          | 0.059     | 12         | 25          | 0.046     | 12       | 25          | 0.105     |
| 19:00 - 20:00 |          |             |           |            |             |           |          |             |           |
| 20:00 - 21:00 |          |             |           |            |             |           |          |             |           |
| 21:00 - 22:00 |          |             |           |            |             |           |          |             |           |
| 22:00 - 23:00 |          |             |           |            |             |           |          |             |           |
| 23:00 - 24:00 |          |             |           |            |             |           |          |             |           |
| Total Rates:  |          |             | 0.883     |            |             | 0.972     |          |             | 1.855     |

*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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED  
 MULTI-MODAL PUBLIC TRANSPORT USERS  
 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 | 12       | 25          | 0.013     | 12         | 25          | 0.033     | 12       | 25          | 0.046     |
| 08:00 - 09:00 | 12       | 25          | 0.007     | 12         | 25          | 0.053     | 12       | 25          | 0.060     |
| 09:00 - 10:00 | 12       | 25          | 0.007     | 12         | 25          | 0.020     | 12       | 25          | 0.027     |
| 10:00 - 11:00 | 12       | 25          | 0.017     | 12         | 25          | 0.013     | 12       | 25          | 0.030     |
| 11:00 - 12:00 | 12       | 25          | 0.010     | 12         | 25          | 0.010     | 12       | 25          | 0.020     |
| 12:00 - 13:00 | 12       | 25          | 0.017     | 12         | 25          | 0.017     | 12       | 25          | 0.034     |
| 13:00 - 14:00 | 12       | 25          | 0.003     | 12         | 25          | 0.000     | 12       | 25          | 0.003     |
| 14:00 - 15:00 | 12       | 25          | 0.013     | 12         | 25          | 0.003     | 12       | 25          | 0.016     |
| 15:00 - 16:00 | 12       | 25          | 0.026     | 12         | 25          | 0.010     | 12       | 25          | 0.036     |
| 16:00 - 17:00 | 12       | 25          | 0.043     | 12         | 25          | 0.007     | 12       | 25          | 0.050     |
| 17:00 - 18:00 | 12       | 25          | 0.020     | 12         | 25          | 0.020     | 12       | 25          | 0.040     |
| 18:00 - 19:00 | 12       | 25          | 0.017     | 12         | 25          | 0.007     | 12       | 25          | 0.024     |
| 19:00 - 20:00 |          |             |           |            |             |           |          |             |           |
| 20:00 - 21:00 |          |             |           |            |             |           |          |             |           |
| 21:00 - 22:00 |          |             |           |            |             |           |          |             |           |
| 22:00 - 23:00 |          |             |           |            |             |           |          |             |           |
| 23:00 - 24:00 |          |             |           |            |             |           |          |             |           |
| Total Rates:  |          |             | 0.193     |            |             | 0.193     |          |             | 0.386     |

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.