Future Residential Development
Land at Rogers Farm, Fox Hill,
Haywards Heath

Transport Overview

for

Sigma Homes Limited

motion

Document Control Sheet

Transport Overview

Future Residential Development/Land at Rogers Farm, Fox Hill, Haywards Heath

Sigma Homes Limited

This document has been issued and amended as follows:

Date	Issue	Prepared by	Approved by
24/07/2020	1st Issue	FT	SGi
27/07/2020	2nd Issue	FT	SGi

Motion
84 North Street
Guildford
GU1 4AU
T 01483 531 300
E info@motion.co.uk
W www.motion.co.uk

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Appendices

1.0 Introduction

1.1 This Transport Overview report has been prepared on behalf of Sigma Homes Limited in relation to potential future residential development on land at Rogers Farm, Fox Hill, Haywards Heath (the site).

1.2 The site is undeveloped and is located within the District of Mid Sussex, within the County of West Sussex. The District Council is in the process of preparing a Site Allocations Development Plan Document (DPD). The draft Regulation 19 submission DPD includes an allocation for development of land at Rogers Farm with 25 dwellings. This report has been prepared to provide supporting information with respect of transport and highway matters pursuant to the draft allocation.

1.3 The report considers the transport and highway matters associated with residential development of the site with up to 25 homes (Land Use Class C3), in particular focusing on suitability of the site in terms of transport sustainability, feasibility of achieving safe and suitable access, and a high-level consideration of potential traffic generation and impact on the local highway network. An illustrative masterplan is included in **Appendix A**. In summary, this report demonstrates that:

- Land at Rogers Farm is located adjacent to existing residential development, approximately 1.6 kilometres to the south of Haywards Heath town centre
- The site has good connections to existing main routes through the District
- The site is accessible by sustainable modes of transport, including on foot, by cycle and public transport, providing connections to local amenities and employment opportunities in Haywards Heath and to the proposed 2-form entry primary school at Hurstwood Lane
- Enhancements to the local highway network, pedestrian routes and bus facilities have recently been implemented along Fox Hill in relation to a residential development recently completed to the north of the site
- Appropriate connections can be delivered as part of future development of the land to secure pedestrian and cycle links to the site, connecting into existing networks and providing connections to existing nearby bus stops
- Safe and suitable vehicular access to the site can be achieved in accordance with design guidance
- Any proposals for creation of new accesses to the land or other highway enhancements will be subject to relevant Road Safety Audit, in line with West Sussex County Council (WSCC) policy
- The impact of 25 residential units would not give rise to a requirement for more detailed junction modelling, in view of WSCC guidance; and the development could be accommodated within the existing operating capacity of the local highway network
- It is unlikely that any significant infrastructure or highway upgrades would be required to support potential future development of the site

1.4 The report follows the following structure:

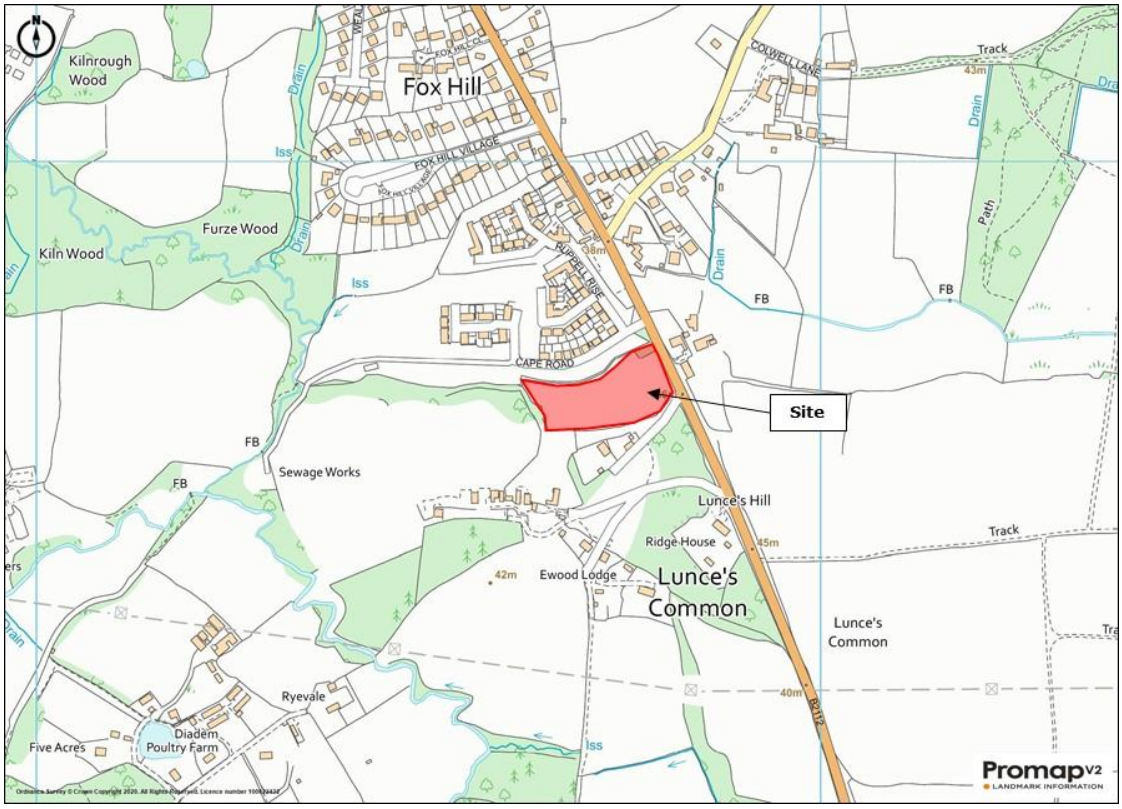
- **Section 2** provides information on the site and surrounding area, including a brief review of the relevant planning background with respect to transport matters and the emerging Local Plan
- **Section 3** describes the accessibility of the site to more sustainable forms of travel, including walking, cycling and public transport as well as access by these modes to local amenities
- **Section 4** considers the feasibility of achieving safe and suitable access to the site from Fox Hill/Lunce's Hill
- **Section 5** provides an assessment of traffic impact of potential future housing development of the site
- **Section 6** presents the summary and conclusions of this report

2.0 Background

Site & Surrounding Area

2.1 The site is located adjacent to existing residential development to the north and to the west of Fox Hill, within the administrative boundaries of Mid Sussex District Council and West Sussex County Council. The County boundary is a few metres to the south of the site boundary along Fox Hill/Lunce's Hill. The commercial centre of Haywards Heath is approximately 1.6 kilometres to the north of the site, via the B2112.

2.2 The site is located to the south of Cape Road and west of Lunce's Hill and comprises circa 1.3 hectares of land associated with Rogers Farm. Land to the south, west and east is generally undeveloped. Cape Road was constructed as part of the recent residential development to the north. The site in relation to the surrounding area is identified on the plan below.



Site & Surrounding Area

Highway Network

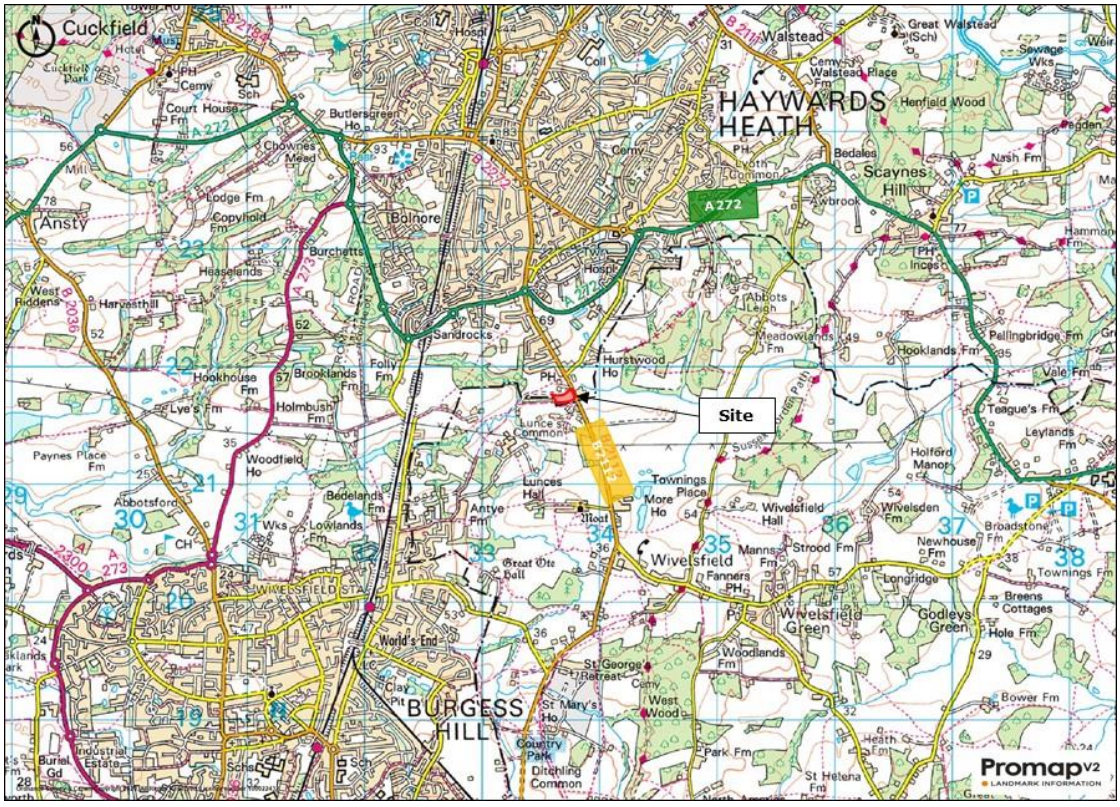
2.3 Existing access to Rogers Farm is via a private drive, which leads south-west off Lunce's Hill. There is no existing direct access from the development site to the public highway.

2.4 The local highway network in the vicinity of the site includes Lunce's Hill and Cape Road.

2.5 Lunce's Hill (B2112) adjoins the site to the east and is a single carriageway road subject to the national speed limit in the vicinity of the site (60 mph). The B2112 provides a main route into Haywards Heath town centre from the south. Lunce's Hill connects with the A272 approximately 1 kilometre to the north of the site, which provides onward connections to Ansty and the A23 to the west and Scaynes Hill and North Chailey to the east. To the south, the B2112 leads towards Wivelsfield and the east of Burgess Hill.

2.6 Highway enhancements were implemented on Lunce's Hill as part of the recently completed Cape Road development, including a re-aligned carriageway, enhanced road markings and installation of vehicle actuated signs.

2.7 The site in relation to the wider highway network is identified on the plan below:



Surrounding Highway Network

Planning Background

2.8 An outline planning application was submitted in 2016 for a residential development of 37 dwellings on the site (planning reference: DM/16/3998). Whilst the application was refused, it is notable that no objection was raised to the application in relation to highways and transport matters, subject to planning conditions, by West Sussex County Council in its capacity as local highway authority. Furthermore, given the location of the development at the County boundary, East Sussex County Council was consulted on the proposals and raised no objection, again subject to conditions.

2.9 Access to the 2016 scheme was proposed a short distance to the north of the existing access to Rogers Farm and included visibility splays of 2.4 metres by 160 metres in each direction. The application included proposals to enhance the existing footway on the western side of Lunce's Hill to connect into the footway enhancements secured as part of the residential development to the north.

2.10 In more recent times, land to the north of the site has been developed with 170 dwellings by Linden Homes, known as Fox Hill. Planning permission for 99 dwellings was originally granted in July 2016 (planning reference: DM/15/3448). The number of units was extended to 151 by a further planning permission granted in September 2017 (planning reference: DM/17/0331). Finally, an additional 19 dwellings were approved at the end of 2019 (planning reference: DM/19/2764). The Fox Hill development is now substantially complete and involved enhancements, including:

- Provision of an enhanced footway on the western side of Lunce's Hill from Cape Road (the site access) leading towards Haywards Heath

- Installation of informal pedestrian crossings (dropped kerbs and tactile paving) across junctions/accesses as well as across Lunce's Hill to enhance crossing for pedestrians to nearby bus stops
- Improved road markings and signage on Lunce's Hill
- Installation of vehicle actuated signs to encourage lower vehicle speeds
- Provision of new bus shelters at nearby bus stops (near the Fox and Hound public house) with real time passenger information

Draft Site Allocations DPD

2.11 The District Council is in the process of preparing a Site Allocations DPD. The draft Regulation 19 submission DPD includes an allocation for development of land at Rogers Farm with 25 dwellings (site reference: SA 21). This report has been prepared to provide supporting information in respect of transport and highway matters pursuant to the draft allocation.

2.12 In relation to 'Highways and Access', the draft allocation outlines the following requirements:

- Provide access to Lunce's Hill (B2112), the details of which will need to be investigated further.
- Provide a sustainable transport strategy to identify sustainable transport infrastructure improvements and how the development will integrate with the existing network, providing safe and convenient routes for walking, cycling and public transport through the development and linking with existing networks.

2.13 Under 'Urban Design Principles', the draft allocation also indicates:

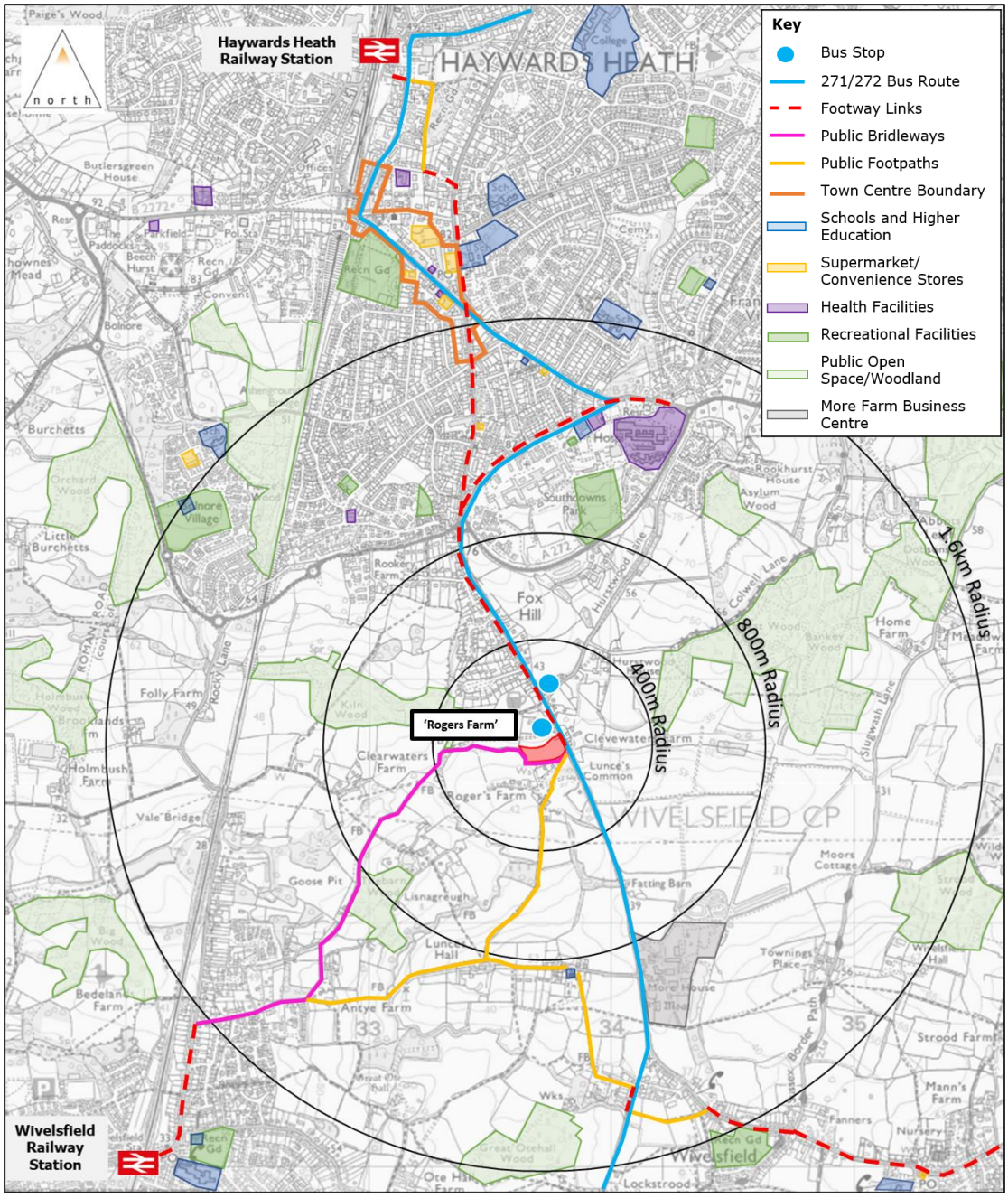
- Seek to enhance the connectivity of the site with Haywards Heath by providing pedestrian and/or cycle links adjacent to existing networks, including a connection to the bridleway to the south of the site.

3.0 Transport Sustainability

Sustainable Transport Strategy

3.1 The site is located on the south side of Haywards Heath and west of Fox Hill/Lunce's Hill (B2112). The B2112 is the main route into the town centre from the south and is served by regular bus services. These services are accessed by recently improved pedestrian facilities, delivered as part of residential development constructed to the north of the site. The town centre is approximately 1.6 kilometres to the north, within a comfortable cycle distance and accessible by existing pedestrian facilities.

3.2 The development has been designed to provide safe and convenient routes for walking and cycling to integrate with existing networks that offer opportunities for sustainable travel choices. This strategy seeks to ensure future residents can access a range of amenities on foot, by cycle and public transport.



Key Sustainable Transport Connections

3.3 A Travel Plan will be prepared to support the new residential development, which will seek to encourage more sustainable travel choices among residents, primarily through the provision of local information on pedestrian, cycle and public transport routes and facilities.

3.1 It is generally accepted that walking and cycling provide important alternatives to the private car and should also be encouraged to form part of longer journeys via public transport. The Chartered Institute of Highways and Transportation (CIHT) has prepared several guidance documents that provide advice with respect to the provision of sustainable travel in conjunction with new developments. Within these documents it is suggested that:

- Most people will walk to a destination that is less than one mile (circa 1.6 kilometres) - Planning for Walking, 2015
- The bicycle is a potential mode of transport for all journeys under five miles (circa 8 kilometres) - Planning for Cycling, 2015
- Walking distances to bus stops should not exceed 400 metres, whilst people are prepared to walk twice as far to rail stations - Planning for Walking, 2015

3.2 The site is accessible by sustainable modes of transport and local amenities are within walking distance of the site. The following paragraphs provide further information on access to the site on-foot, by cycle and public transport as well as further information on local services and facilities.

Walking & Cycling

3.3 There is an existing footway on the western side of Lunce's Hill, which leads north from the existing access to Rogers Farm and connects with the recently enhanced footway fronting the Fox Hill development and on towards nearby bus stops and Haywards Heath. Also installed as part of the development to the north, a new informal pedestrian crossing (involving dropped kerbs and tactile paving) has been installed to enhance crossing for pedestrians to the southbound bus stop opposite the Fox and Hounds public house, as well as additional dropped kerbs and tactile paving across a number of other accesses and local junctions.

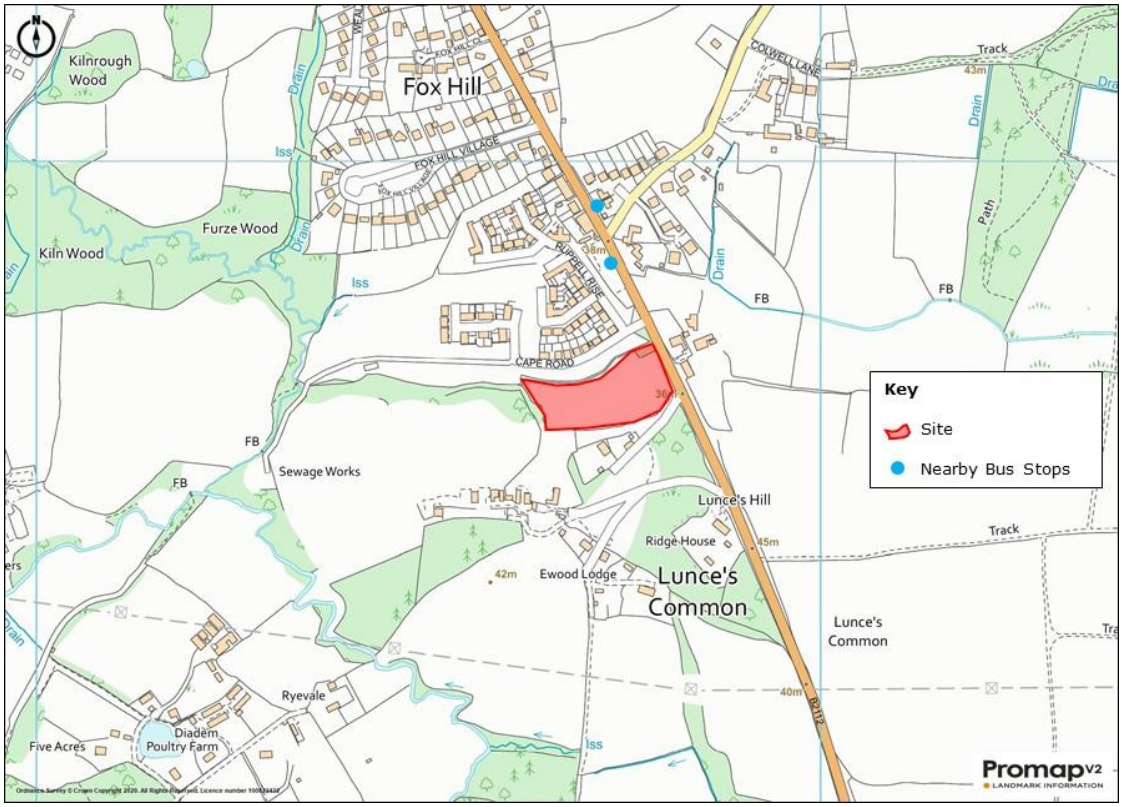
3.4 There are no dedicated cycle routes in the vicinity of the site. However, recent measures have been implemented on the B2112 to the north of the site, which seek to reduce vehicle speeds, including improved road marking and signage as well as installation of vehicle actuated signs. Lower vehicle speeds are likely to be conducive to encouraging an increase in cycling towards the town.

3.5 The site also benefits from access to an extensive network of public rights of way (PRoW) to the south of the site between the B2112 and Valebridge Road and beyond. This includes a bridleway (Wivelsfield 3), which leads along the southern boundary of the site and continues in a south-westerly direction to connect with Valebridge Road (a core route between Burgess Hill in the south and the A272 to the north) a short distance to the north of Wivelsfield railway station. A further public footpath (Wivelsfield 15) leads south from the existing access to Rogers Fam towards Lunce's Hall and connects with the wider PRoW network. These routes provide future residents with alternative pedestrian and/or cycle links to other nearby settlements, as well as for recreational purposes.

3.6 Within the site, the layout will be designed to encourage low vehicle speeds and to prioritise the needs of pedestrians and cyclists. A footway will lead into the development running along the northern side of the primary access road. Shared surface private drives will lead off this primary access route, which will connect with a footpath extending along the northern boundary of the site. These pedestrian routes will integrate into the existing and recently enhanced footway on the western side of Lunce's Hill, which leads north towards Haywards Heath and nearby bus stops. It is envisaged that the footway on the western side of Lunce's Hill between the new site access and recently enhanced section of footway will be improved, with localised widening and surface improvements.

Bus Services

3.7 The nearest bus stops to the site are located on Fox Hill within 400 metres of the entire site, identified on the plan below. These stops benefit from shelters with seating and are due to be installed with real time passenger travel information.



Location of Nearby Bus Stops

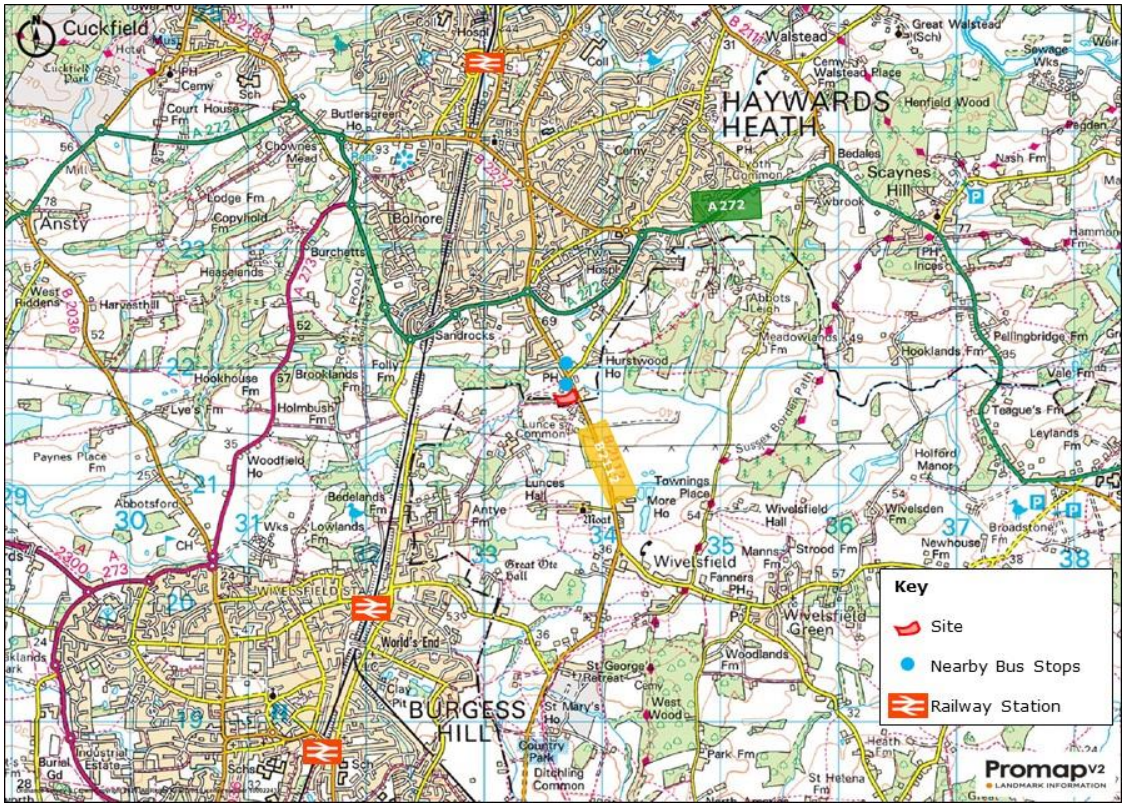
3.8 These stops provide access to regular bus services serving Haywards Heath as well as Brighton and Burgess Hill. A summary of existing services is provided in the table below based on information available online (West Sussex County Council and Traveline websites).

Service	Route	Approximate Frequency	
		Monday - Saturday	Sunday
271/272	Brighton – Burgess Hill – Haywards Heath - Crawley	Hourly	Every 2 hours

Table 3.1 – Local Bus Service

Rail Services

3.9 Three railway stations are located within the distance recognised by the CIHT as convenient for cycling, including Haywards Heath (3.2 kilometres), Wivelsfield (2.8 kilometres via bridleway 3, or 4.5 kilometres by road) and Burgess Hill (6.1 kilometres).



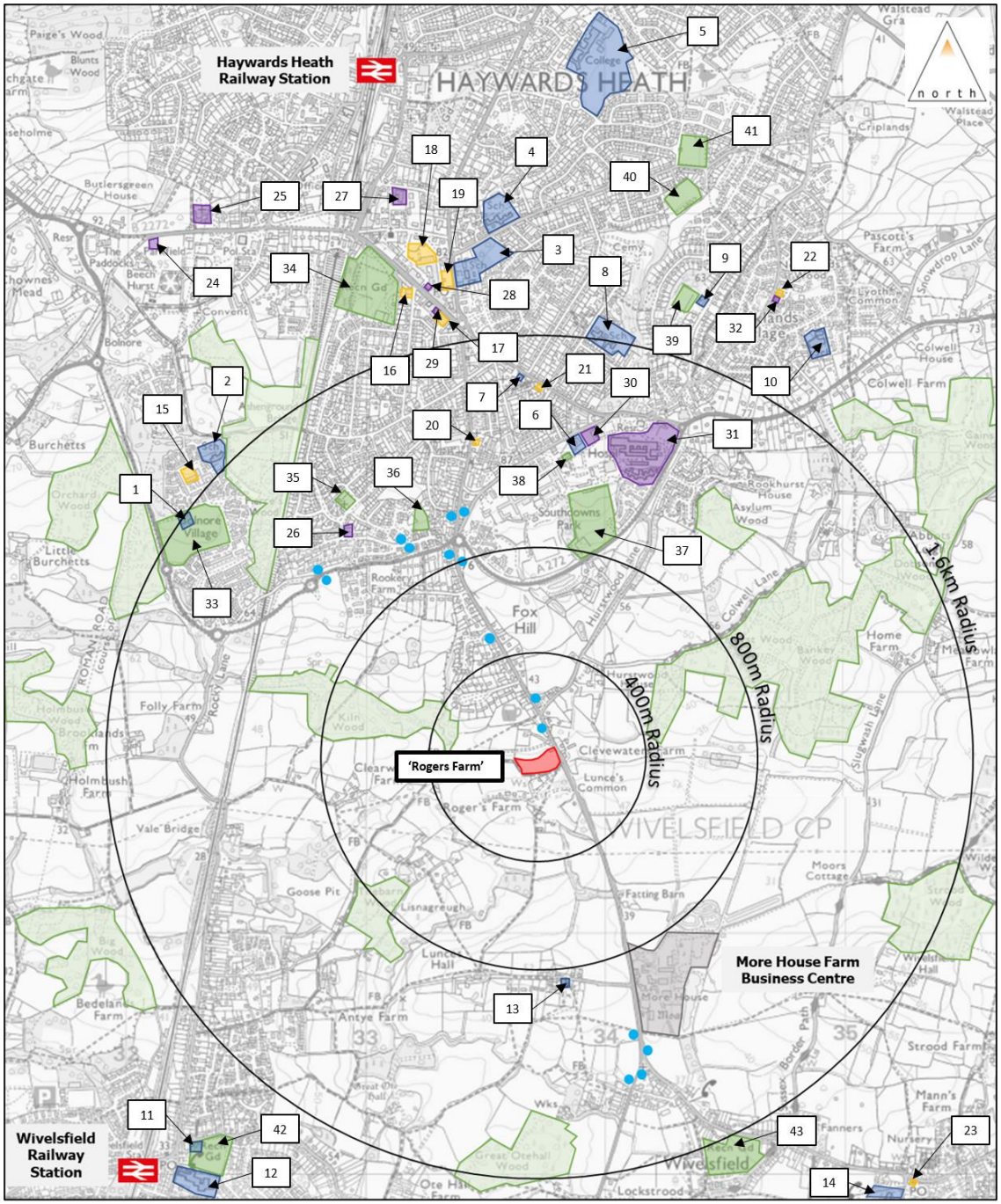
Site in relation to Nearby Railway Stations

3.10 These stations form part of the network managed by Southern and benefit from services to London Victoria, Bedford, and Brighton. Bus services 271/272 (described above) provide connections to Haywards Heath and Burgess Hill stations and stop close to Wivelsfield station in World's End. Each station also benefits from cycle storage.

Access to Local Amenities

3.11 Many local services and facilities are available within 1.6 kilometres of the site, the distance referenced in the CIHT guidance within which most people will walk to a destination. The plan below identifies the location of the site in relation to these amenities, as well as those available within a wider catchment and Haywards Heath.

3.12 Clearly, a wide range of amenities is available in Haywards Heath including retail, health, education, leisure, and recreation facilities as well as employment opportunities, located within 2 kilometres of the site. The town is within easy cycling distance of the site, based on CIHT guidance, and as identified above, is accessible by regular daily bus services. The 2-form entry primary school with Early Years provision, approved as part of the Hurstwood Farm planning application (reference DM/17/2739), will substantially enhance local education opportunities.



Local Amenities (key overleaf)

Key

Schools and Higher Education

1 Bolnore Village Pre-School
2 Bolnore Village Primary School
3 St Josephs Catholic Primary School
4 Warden Park Primary Academy
5 Othall Community College
6 Chalkhill Education Centre
7 Primrose House Montessori Nursery
8 Saint Wilfrid's C of E Primary School
9 Treetops Day Nursery
10 Northlands Wood Primary Academy
11 Little Explorers Nursery and Preschool
12 Manor Field Primary School
13 Mill Hall Day Nursery
14 Wivelsfield Primary School

Supermarket/ Convenience Stores

15 Co-op Food – Haywards Heath
16 Iceland Foods
17 Poundland
18 Marks & Spencer Haywards Heath
19 Tesco Express
20 Sainsbury's Local
21 The Co-operative Food
22 Tesco Express
23 Londis

Health Facilities

24 Haywards Heath Health Centre
25 Dolphins Practice
26 The Vale Surgery
27 Newton Surgery
28 Scrivens Opticians & Hearing Care
29 Boots Pharmacy
30 Sussex Orthopaedic Treatment Centre
31 Princess Royal Hospital
32 Northlands Wood Practice

Recreational Facilities

33 Tim Farmer Recreational Ground
34 Victoria Park
35 Ashenground Community Centre
36 Sandy Vale Open Space
37 St Francis Rangers Football Club/ St Francis Swimming Pool
38 St Francis Social & Sports Club
39 Recreational Area
40 Hanbury Football Stadium
41 Recreational Area and Playground
42 Worlds End Recreation Park
43 Wivelsfield Recreation Ground

Public Open Space/Woodland

Bus Stop

4.0 Access Strategy

Access Arrangements

4.1 The main access to the development for pedestrians, cyclists and vehicles is proposed at the south-eastern corner of the site. The access comprises a new simple priority junction with Lunce's Hill and has been positioned to ensure appropriate sightlines are achieved. The proposed access has been designed to provide safe and suitable access for all users and vehicles anticipated to require access to the development.

4.2 The access road is 5.5 metres in width and provided with appropriate bellmouth radii. A 2-metre-wide footway extends into the site on the northern side of the access. Swept path analysis in **Appendix B** demonstrates the ability of a refuse vehicle to enter the site access and exit in a forward gear. It is also evident that the access is wide enough for a refuse vehicle to pass a car at the access junction.

4.3 Visibility splays of 2.4 metres by 160 metres are achievable to the north and south of the access, within land forming the site and public highway, as shown on the plan in **Appendix C**. Provision of these sightlines will require some cutting back of vegetations within the public highway. These visibility splays were accepted as appropriate by both West Sussex and East Sussex County Councils in considering the Cape Road scheme in 2016. The Transport Statement submitted in support of the earlier application identified vehicle speeds of 49 mph northbound and 51 mph southbound (with a wet weather reduction). It is therefore apparent that the recorded speed of vehicles at the time of the earlier application were travelling below the posted speed limit and 160 metre sightlines are the appropriate splays for roads with vehicle speeds of 50 miles per hour.

4.4 The recent enhancements to the local highway in the vicinity of the site, including improved road markings and signage (as well as vehicle actuated signs), are designed to reduce the speeds of vehicles travelling on this section of the B2112.

4.5 As part of a future application, it is anticipated that updated speed data will be collected to establish appropriate sightlines for the new access based on current circumstances. However, it is considered safe and suitable access to the site can be achieved in accordance with relevant design guidance.

Internal Layout

4.6 Within the site, the layout will be designed to encourage low vehicle speeds and to prioritise the needs of pedestrians and cyclists, having regard to relevant design guidance. A footway will lead into the development running along the northern side of the primary access road. Shared surface private drives will lead off this primary access route, which will connect with a footpath extending along the northern boundary of the site. These pedestrian routes will integrate into the existing and recently enhanced footway on the western side of Lunce's Hill, which leads north towards Haywards Heath and nearby bus stops.

4.7 Appropriate provision will also be made for car and cycle parking based on local standards. The illustrative masterplan in **Appendix A** identifies suitable provision can be achieved to cater for the proposed quantum of development and ensure parking does not overspill onto the adjacent public highway.

4.8 Swept path analysis in **Appendix B**, indicates the ability of a 12-metre refuse vehicle to use the site access and turn within the illustrative layout. In this regard, it is evident that appropriate provision can be made for the largest vehicles anticipated to require access to the development.

Road Safety

4.9 To consider the standard of road safety in the vicinity of the site, personal injury collision (PIC) information was requested from Sussex Safer Road Partnership (SSRP). Data received from SSRP for the 5-year period 1st June 2015 to 31st May 2020 identifies a total of 11 PICs, two of serious and 9 of slight severity, were recorded on the section of Lunce's Hill between Rookery Way and Church Lane. These PICs resulted in 16 casualties, two of serious and 14 of slight severity. The PICs and conditions are summarised in the following table.

Year	Fatal	Serious	Slight	Wet	Dark
2015 (part)	0		1(1)		
2016	0		2(4)	1	1
2017	0	1(3)			1
2018	0		3(4)		
2019	0		2(2)	1	
2020 (part)	0	1(1)	1(1)	2	1
Total	0	2(4)	9(12)	4	3

Table 4.1 – PICs by year (casualties), and conditions

4.10 Further analysis has been carried out on each PIC, listed below from north to south.

30mph zone

- 31/01/2016 at 18.12hrs; south of Weald Rise, in dark and wet conditions, northbound car crossed centreline, clipping southbound car and colliding with following southbound car. Main causation - fatigue and distraction in vehicle.
- 25/01/2018 at 13.26hrs; south of Fox Hill Close, in dry and light conditions, southbound car hit stationary waiting vehicles. Main causation – failed to look properly and sudden braking.
- 07/01/2020 at 20.04hrs; Hurstwood Lane junction, in dark wet conditions, car turned right out of Hurstwood Lane in front of southbound (stolen) motorcycle. Main causation – defective lights (motorcycle).
- 11/03/2020 at 09.27hrs; Hurstwood Lane junction, in light wet conditions, car turned right across southbound car into Hurstwood Lane. Main causation – careless, reckless, in a hurry and failed to judge other persons path or speed.
- 25/08/2019 at 13.05hrs; Hurstwood Lane junction, in dry light conditions, car turned right out of Hurstwood Lane in front of southbound car (which was indicating left). Main causation – poor turn or manoeuvre.

60mph zone

- 23/06/2015 at 11.50hrs; Gamblemead access, in dry light conditions, car travelling slowly to turn right into Gamblemead is overtaken by following southbound car, when front car makes the right turn. Main causation – failed to look properly and failed to signal.
- 21/08/2018 at 17.07hrs; PH car park entrance, in dry light conditions, southbound car turning right into car park struck from behind by following car. Main causation – failed to judge other persons path or speed.
- 07/11/2019 at 08.14hrs; Lunce's Hill (near overhead lines) in wet light conditions, southbound LGV fails to see stationary vehicles in front and collides with oncoming car. Main causation – careless, reckless, in a hurry, failed to judge other persons path or speed, and travelling too fast.
- 07/03/2017 at 20.19hrs; North of Church Lane, in dark dry conditions, northbound car swerving into oncoming traffic strikes oncoming car. Main causation – impaired by alcohol.

- 08/09/2016 at 11.12hrs; North of Church Lane, in dry light conditions, northbound car collides with stationary car waiting for right turning car to make its manoeuvre. Main causation – following too close.
- 06/06/2018 at 21.56hrs; south of Church Lane, in light dry conditions, northbound car overtaking cyclist strikes oncoming car turning left from an access. Main causation – poor turn or manoeuvre.

4.11 No PICs involved pedestrians, one involved a defective stolen motorcycle and one involved a pedal cyclist, although they were not a casualty. One PIC involved a drunk driver. Three PICs occurred at Hurstwood Lane junction involving right turning vehicles.

4.12 Having regard to the review of PICs recorded on the local highway network outlined above, no trends have been identified and it appears that most PICs were the result of human error, rather than defects associated with the highway network. In this regard it is considered that there are no existing highway issues that contribute to the existing standard of road safety.

4.13 A Stage 3 road safety audit for the adjacent residential development at Cape Road (completed in August 2019) identified overgrown vegetation on the new section of footway to the south of Cape Road creating a hazard for pedestrians. This will be monitored when tying into the new section of footway linking to the new site access.

4.14 A new stage 1 road safety audit has been carried out on the proposed access, the report from which is attached as **Appendix D**. Two minor problems were raised, which are easily addressed as matters of detailed design as described within the Designer's Response at Appendix B of the RSA report.

5.0 Traffic Impact

Vehicle Movements

5.1 To establish potential vehicle movements arising from a future residential development at the site, reference has been made to the TRICS database. The assessment below considers vehicle movements during the traditional weekday morning and evening peak hours and across a typical weekday. These periods are generally accepted to be the times where movements associated with residential development and on the local highway networks are likely to be at their greatest.

5.2 The table below sets out weekday trip rates extracted from TRICS for private houses for sites in England (excluding Greater London) located in suburban and edge of town areas for developments up to 50 dwellings. The table also identifies the number of vehicle movements during weekday morning and evening peak hours associated with 25 private dwellings. Full TRICS outputs are also available in **Appendix E**.

Time Period	Trip Rate (per unit)			Traffic Generation (25 houses)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Morning Peak (08:00-09:00)	0.152	0.344	0.496	4	9	12
Evening Peak (17:00-18:00)	0.304	0.157	0.461	8	4	12

Table 5.1 – Weekday Trip Rates (Private Houses) and Traffic Generation

5.3 Based on the trip rate data summarised in the table above, a residential development of 25 dwellings will result in around 12 vehicle movements during the weekday morning and evening peak hours. This assessment is considered to be robust on the basis that the trip rates relate to private houses and therefore does not reflect the lower number of trips typically associated with affordable units, which could form part of a future residential development. Moreover, the proposed scheme includes flats, which also typically generate a lower number of vehicle movements than houses.

Traffic Impact

5.4 A more detailed assessment, such as junction modelling, is typically required where vehicle movements on any link/junction would increase by 30 or more movements in any hour. This is confirmed in guidance entitle, 'Transport Assessment Methodology', published by WSCC in June 2007.

5.5 On the basis that the proposals would not result in this level of vehicle movements during traditional weekday morning and evening peak hours, it is considered there would be no requirement for more detailed assessment and that additional traffic arising from the development would not give rise to any capacity concerns. Furthermore, no existing issues have been identified in relation to the existing highway network that result in a higher than average accident rate. It is therefore considered the impact of additional vehicle movements on the local highway network would not be detrimental to the existing standard of road safety.

5.6 In view of the estimated vehicle movements anticipated to arise, is not considered likely that any significant infrastructure or highway upgrades would be required to support potential future development of the site.

6.0 Summary and Conclusions

6.1 This Transport Overview report has been prepared on behalf of Sigma Homes Limited in relation to potential future residential development of land at Rogers Farm, Haywards Heath, and the Council's emerging Site Allocations DPD.

6.2 In respect of transport, this report demonstrates that:

- Land at Rogers Farm is located adjacent to existing residential development, approximately 1.6 kilometres to the south of Haywards Heath town centre
- The site has good connections to existing core routes through the District including the B2112 and A272
- The site is accessible by the more sustainable modes of transport, including on foot, by cycle and public transport that provide connections to local amenities and employment opportunities in Haywards Heath and to the proposed 2-form entry primary school at Hurstwood Lane
- Enhancements to the local highway network, pedestrian routes and bus facilities have recently been implemented along Fox Hill in relation to a residential development recently completed to the north of the site
- Appropriate connections can be delivered as part of future development of the land to secure pedestrian and cycle links to the site, connecting into existing networks and providing connections to existing nearby bus stops
- Safe and suitable vehicular access to the site can be achieved in accordance with relevant design guidance
- Any proposals for creation of new accesses to the land or other highway enhancements will be subject to relevant Road Safety Audit, in line with West Sussex County Council (WSCC) policy
- The impact of 25 residential units at this location would not give rise to a requirement for more detailed junction modelling and, on that basis, that future development could be accommodated within the existing operating capacity of the local highway network
- It is unlikely that any significant infrastructure or highway upgrades would be required to support potential future development of the site

6.3 In conclusion therefore, it is considered that development of land at Rogers Farm for housing purposes, in transport terms, is deliverable and would be consistent with the environmental, social, and economic considerations of the National Planning Policy Framework.

Appendix A

Illustrative Site Masterplan

Scale:

0 10 30 50m

Sketch Site Layout

Proposed Residential Development, Land at Rogers Farm, Lunce's Hilll, Haywards Heath

ON ARCHITECTURE
onarchitecture.co.uk
info@onarchitecture.co.uk
01227 634334

Client Details
Sigma Homes Ltd

Project Title
Proposed Residential Development,
Land at Rogers Farm, Lunce's Hilll, Haywards Heath

Drawing Title
Sketch Site Layout

Scale	Date	Drawn	Checked
1:500@A3(approx)	June 2020	KE	

Project Number	Drawing Number	Drawing Revision
20.212	SK02	A

Canterbury Studio:Logan House, St Andrews Close, Canterbury, CT1 2RP
London Studio:Ink Rooms, 25–37 Easton Street, Clerkenwell, WC1X 0DS

Appendix B

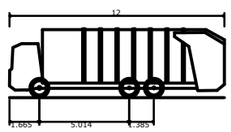
Swept Path Analysis

ARCH ITECTURE
info@onarchitecture.co.uk
01227 634334

Client Details
Sigma Homes Ltd

Project Title
Proposed Residential Development,
Land at Rogers Farm, Lunce's Hilll, Haywards Heath

Drawing Title
Sketch Site Layout



Future ESCC Vehicle	
Overall Length	12.000m
Overall Width	3.000m
Overall Body Height	3.839m
Min Body Ground Clearance	0.391m
Track Width	3.000m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	11.550m

motion

84 North Street
Guildford
Surrey
GU1 4AU
T: 01483 531 300

Cargo Works
1-2 Hatfields
London
SE1 9PG
T: 020 8065 5208

www.motion.co.uk

Project:
Rogers Farm, Fox Hill, Haywards Heath

Title:
Swept Path Analysis
Refuse Vehicle

Scale: 1:500 (@ A3)

Notes:

Drawing:
2006082-TK01

Revision:
A

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Appendix C

Access Arrangement & Visibility Splays

north

Assumed Highway Boundary

2m footway leading into the site

2.4m x 160m Visibility Splay set 1m into the carriageway

2.4m x 160m Visibility Splay set 1m into the carriageway

5.5m

Lunce's Common

LUNCE'S HILL

Def

motion

84 North Street
Guildford
Surrey
GU1 4AU

T: 01483 531 300

Cargo Works
1-2 Hatfields
London
SE1 9PG

T: 020 8065 5208

www.motion.co.uk

Project:
Rogers Farm, Fox Hill, Haywards Heath

Title:
Proposed Access Arrangements

Scale: 1:250 (@ A3)

Drawing: 2006082-SK01

Revision: -

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Appendix D

Stage 1 Road Safety Audit

ROGERS FARM, FOX HILL, HAYWARDS HEATH

Proposed Access Arrangements

Stage 1 Road Safety Audit
Requested by Motion

July 2020

Gateway TSP

Road Safety Engineering

Project:	Rogers Farm, Fox Hill, Haywards Heath Proposed Access Arrangements
Client:	Motion
Project Sponsor:	West Sussex County Council
Document:	Stage 1 Road Safety Audit
Gateway TSP ref:	WP/JS/2006082 RSA1 v1.0
Issue date:	23rd July 2020
Status:	Issued as version 1.0
Authorised by:	WP

Road Safety Engineering

84 North Street
Guildford
Surrey
GU1 4AU
01483 679350
admin@gateway-tsp.co.uk
www.gateway-tsp.co.uk

Gateway TSP is part of Motion Consultants Limited, registered in England Number 05185065
Registered Office: 84 North Street, Guildford GU1 4AU

CONTENTS

Appendices

1 INTRODUCTION

1.1 This report describes a Stage 1 Road Safety Audit (RSA) of proposed access arrangements onto Lunce's Hill, Haywards Heath in West Sussex.

1.2 The highway works considered by this Audit comprise a new 5.5m wide access for a development of 25 residential units and a 2m wide footway linking to the adjacent Cape Road footway and junction.

1.3 B2112 Lunce's Hill is two-way single carriageway with no parking restrictions. The speed limit is 60mph reducing to 30mph to the north at Hurstwood Lane. The carriageway is generally unlit with one lighting unit opposite the access. A narrow footway is provided on the western side between the Cape Road development and the existing access just to the south of the proposed access. Speed activated signs are located either side of the Cape Road junction, indicating a warning of the side road.

1.4 This Road Safety Audit was carried out by Wendy Palmer and Julian Smith and consisted of a desktop study and a site visit, which was carried out on Monday 20th July 2020 between the hours of 16.15 and 16.45, when the weather was fine and the road surface dry. Traffic flows were regular and no significant traffic congestion was observed during the site visit.

1.5 The terms of reference for this RSA are as described in the Design Manual for Roads and Bridges (DMRB) document GG119. The Audit Team is independent of the project design team and has not been involved in the design process in any other capacity. The audit considers only the potential road safety implications of the scheme and has not verified compliance of the design with any other criteria.

1.6 The Audit Team has not been made aware of any Departures from Standard. Whilst reference may be made to design standards, this report is not intended to provide a design check.

1.7 Recommendations are aimed at addressing the identified potential road safety problems. However, there may be other acceptable ways to overcome a problem, considering wider constraints and opportunities; the Auditors would be pleased to discuss such alternative solutions as appropriate. The recommendations contained herein do not absolve the Designer of his/her responsibilities.

2 ITEMS CONSIDERED BY THIS ROAD SAFETY AUDIT

Document ref.	Rev.	Originator	Title
2006082-01	-	Motion	Proposed Access Arrangements
2006082-SK01	-	Motion	Proposed Access Arrangements
2006082-TK01	-	Motion	Swept Path Analysis, Refuse Vehicle

Additional/background information provided to the Audit Team

- None

3 COLLISION DATA

3.1 Personal Injury Collision (PIC) information was requested from Sussex Safer Road Partnership (SSRP). Data received from SSRP for the 5-year period 1st June 2015 to 31st May 2020 identifies a total of 11 PICs, two of serious and 9 of slight severity, were recorded on the section of Lunce's Hill between Rookery Way and Church Lane. These PICs resulted in 16 casualties, two of serious and 14 of slight severity. The PICs in the vicinity of the access are extracted from the Transport Overview, detailed below.

- 23/06/2015 at 11.50hrs; Gamblemead access, in dry light conditions, car travelling slowly to turn right into Gamblemead is overtaken by following southbound car, when front car makes the right turn. Main causation – failed to look properly and failed to signal.
- 21/08/2018 at 17.07hrs; PH car park entrance, in dry light conditions, southbound car turning right into car park struck from behind by following car. Main causation – failed to judge other persons path or speed.
- 07/11/2019 at 08.14hrs; Lunce's Hill (near overhead lines) in wet light conditions, southbound LGV fails to see stationary vehicles in front and collides with oncoming car. Main causation – careless, reckless, in a hurry, failed to judge other persons path or speed, and travelling too fast.

4 PREVIOUS ROAD SAFETY AUDITS

4.1 The Audit Team is unaware of any previous road safety audits on these proposals. GTSP did however carry out the RSAs on the adjacent scheme at Cape Road between 2017 and 2019.

5 PROBLEMS IDENTIFIED BY THIS ROAD SAFETY AUDIT

General Matters

5.1 The Audit Team raises no concerns at this Stage 1 RSA in respect of general matters.

Local Alignment

5.2 The Audit Team raises no concerns at this Stage 1 RSA in respect of local alignment.

Junctions

5.3 The Audit Team raises no concerns at this Stage 1 RSA in respect of junctions.

Walking, Cycling and Horse Riding

5.4 Problem

Narrow length of footway may lead to pedestrians being struck by a passing vehicle

Location: proposed footway

It is proposed to provide a short section of footway leading from the new access along Lunce's Hill. This would leave a narrow section of footway prior to the Cape Road site boundary footway. This may lead to pedestrians stepping into the footway and being struck by a passing vehicle.

Recommendation

The mid-section of footway should be improved joining the new sections.

Traffic Signs, Carriageway Markings and Lighting

5.5 Problem

Lack of advance warning to the junction may lead to t-bone or nose to tail collisions.

Location: approaches to the access

The junction at Cape Road has speed activated signs on both approaches warning of the access on this 60mph section of carriageway. The drivers eye view to these signs illuminating may distract from the proposed access, leading to t-bone or nose to tail collisions.

Recommendation

Advance warning of the new access should be provided.

6 AUDIT TEAM STATEMENT

6.1 We certify that this Road Safety Audit has been carried out in accordance with DMRB document GG119.

Audit Team Leader

Wendy Palmer
MCIHT, MSoRSA, HE Cert Comp
Road Safety Engineer

Signed: 

Date: 22nd July 2020

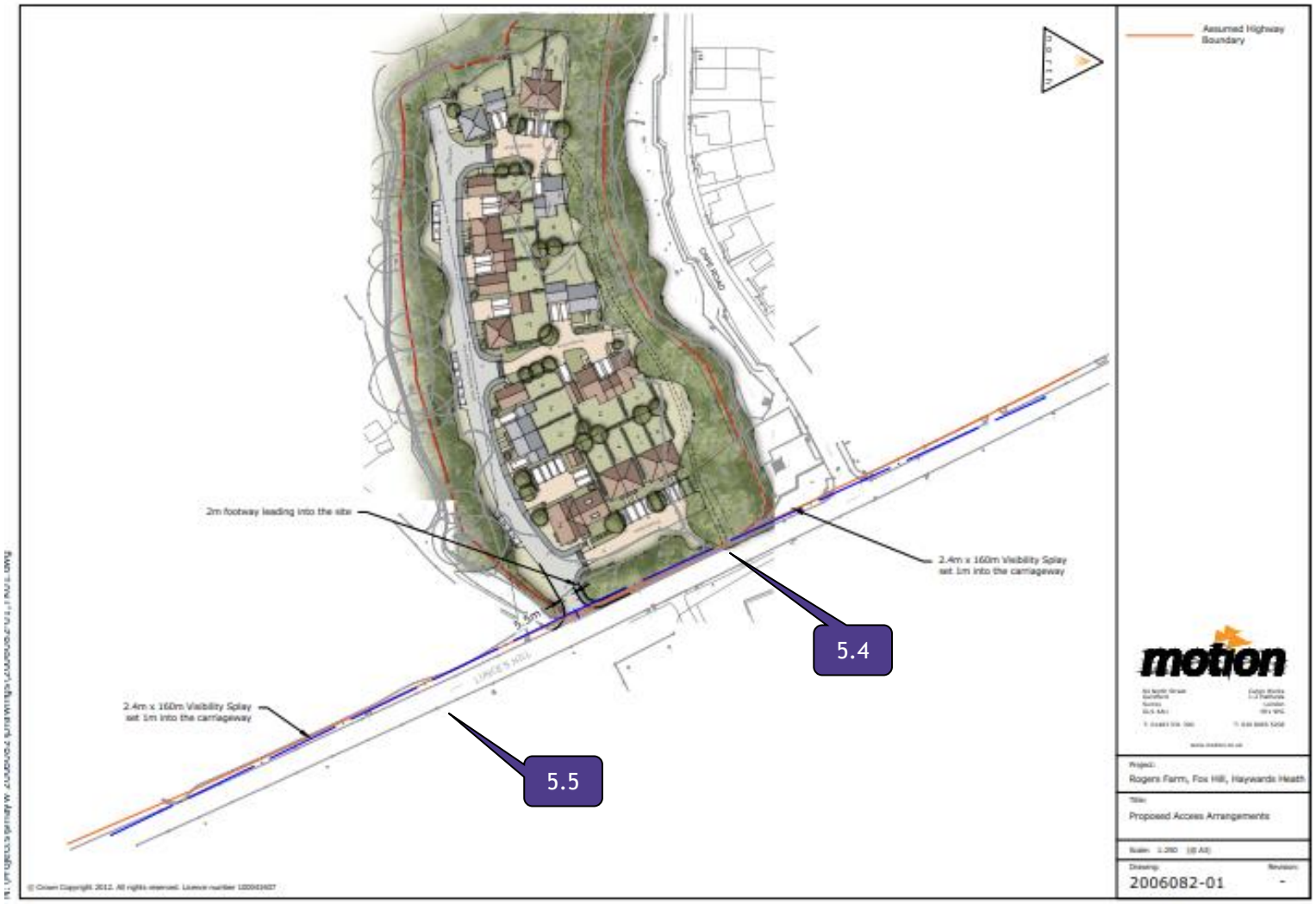
Audit Team Member(s)

Julian Smith
BEng MCIHT
Road Safety Engineer

Signed: 

Date: 22nd July 2020

APPENDIX A
Location Plan(s)


Assumed Highway Boundary
2m footway leading into the site
2.4m x 160m Visibility Splay set 1m into the carriageway
2.4m x 160m Visibility Splay set 1m into the carriageway
5.4
5.5
motion
Project:
Rogers Farm, Fox Hill, Haywards Heath
Title:
Proposed Access Arrangements
Drawing:
2006082-01
Revision:
-

APPENDIX B
Designer's Response

Project: Rogers Farm, Fox Hill, Haywards Heath
Proposed Access Arrangements
Client: Motion
Document: Stage 1 Road Safety Audit
Gateway TSP ref: WP/JS/2006082 RSA1 v1.0
Status: Issued as version 1.0
Issue date: 23rd July 2020

Item No.	Audit Team Recommendation	Designer's Response	Highway Authority's Comments
5.1	n/a		
5.2	n/a		
5.3	n/a		
5.4	The mid-section of footway should be improved joining the new sections.	Agreed – the footway will be improved along the site frontage to match the footway constructed as part of the Cape Road scheme.	
5.5	Advance warning of the new access should be provided.	Agreed – a junction ahead advance warning sign will be included in the detailed design proposals, for discussion with and approval by the Highway Authority.	

Project:	Rogers Farm, Fox Hill, Haywards Heath Proposed Access Arrangements
Client:	Motion
Document:	Stage 1 Road Safety Audit
Gateway TSP ref:	WP/JS/2006082 RSA1 v1.0
Status:	Issued as version 1.0
Issue date:	23rd July 2020

Designer's Statement:
I confirm that I have considered the items that have arisen in the Stage 1 Road Safety Audit Report and my response to its recommendations are set out above.

.....

Designer: Steve Giles, Director, Motion

Date: 27th July 2020

Highway Authority/Project Sponsor/ Client Organisation Statement:
I accept/do not accept the Designer's Response (delete as appropriate)

.....

[Name], on behalf of Highway Authority/Project Sponsor/Client Organisation
(delete as appropriate)

Date:

Appendix E

TRICS Output Report

Calculation Reference: AUDIT-734001-200715-0748

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST		
	HC	HAMPSHIRE	3 days
	KC	KENT	1 days
	WS	WEST SUSSEX	1 days
03	SOUTH WEST		
	DC	DORSET	1 days
	DV	DEVON	1 days
	SM	SOMERSET	3 days
	WL	WILTSHIRE	1 days
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 days
	NF	NORFOLK	3 days
	SF	SUFFOLK	3 days
05	EAST MIDLANDS		
	LN	LINCOLNSHIRE	1 days
06	WEST MIDLANDS		
	SH	SHROPSHIRE	1 days
	ST	STAFFORDSHIRE	1 days
	WK	WARWICKSHIRE	2 days
	WM	WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	3 days
	WY	WEST YORKSHIRE	1 days
08	NORTH WEST		
	CH	CHESHIRE	4 days
	GM	GREATER MANCHESTER	1 days
	LC	LANCASHIRE	1 days
	MS	MERSEYSIDE	1 days
09	NORTH		
	DH	DURHAM	1 days
	TW	TYNE & WEAR	2 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: 7 to 50 (units:)
Range Selected by User: 6 to 50 (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: 01/01/12 to 25/09/19

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	7 days
Tuesday	9 days
Wednesday	10 days
Thursday	7 days
Friday	5 days

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

Selected survey types:

Manual count	38 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

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	33
Village	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.

Secondary Filtering selection:

Use Class:

C3	38 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	5 days
5,001 to 10,000	9 days
10,001 to 15,000	7 days
15,001 to 20,000	4 days
20,001 to 25,000	5 days
25,001 to 50,000	6 days
50,001 to 100,000	1 days

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

Population within 5 miles:

5,001 to 25,000	2 days
25,001 to 50,000	3 days
50,001 to 75,000	6 days
75,001 to 100,000	8 days
100,001 to 125,000	1 days
125,001 to 250,000	10 days
250,001 to 500,000	7 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	16 days
1.1 to 1.5	21 days
1.6 to 2.0	1 days

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

Travel Plan:

Yes	7 days
No	31 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	38 days

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

LIST OF SITES relevant to selection parameters

1 CA-03-A-05 DETACHED HOUSES CAMBRIDGESHIRE
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*

2 CH-03-A-08 DETACHED CHESHIRE
WHITCHURCH ROAD
CHESTER
BOUGHTON HEATH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 11
Survey date: TUESDAY *22/05/12* *Survey Type: MANUAL*

3 CH-03-A-09 TERRACED HOUSES CHESHIRE
GREYSTOKE ROAD
MACCLESFIELD
HURDSFIELD
Edge of Town
Residential Zone
Total No of Dwellings: 24
Survey date: MONDAY *24/11/14* *Survey Type: MANUAL*

4 CH-03-A-10 SEMI-DETACHED & TERRACED CHESHIRE
MEADOW DRIVE
NORTHWICH
BARNTON
Edge of Town
Residential Zone
Total No of Dwellings: 40
Survey date: TUESDAY *04/06/19* *Survey Type: MANUAL*

5 CH-03-A-11 TOWN HOUSES CHESHIRE
LONDON ROAD
NORTHWICH
LEFTWICH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 24
Survey date: THURSDAY *06/06/19* *Survey Type: MANUAL*

6 DC-03-A-08 BUNGALOWS DORSET
HURSTDENE ROAD
BOURNEMOUTH
CASTLE LANE WEST
Edge of Town
Residential Zone
Total No of Dwellings: 28
Survey date: MONDAY *24/03/14* *Survey Type: MANUAL*

7 DH-03-A-01 SEMI DETACHED DURHAM
GREENFIELDS ROAD
BISHOP AUCKLAND

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 50
Survey date: TUESDAY *28/03/17* *Survey Type: MANUAL*

8 DV-03-A-01 TERRACED HOUSES DEVON
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*

9 GM-03-A-11 TERRACED & SEMI-DETACHED GREATER MANCHESTER
RUSHFORD STREET
MANCHESTER
LEVENSHULME
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total No of Dwellings: 37
Survey date: MONDAY *26/09/16* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

10 HC-03-A-17 HOUSES & FLATS HAMPSHIRE
CANADA WAY
LIPHOOK

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 36
Survey date: THURSDAY *12/11/15* *Survey Type: MANUAL*

11 HC-03-A-21 TERRACED & SEMI-DETACHED HAMPSHIRE
PRIESTLEY ROAD
BASINGSTOKE
HOUNDMILLS
Edge of Town
Residential Zone
Total No of Dwellings: 39
Survey date: TUESDAY *13/11/18* *Survey Type: MANUAL*

12 HC-03-A-22 MIXED HOUSES HAMPSHIRE
BOW LAKE GARDENS
NEAR EASTLEIGH
BISHOPSTOKE
Edge of Town
Residential Zone
Total No of Dwellings: 40
Survey date: WEDNESDAY *31/10/18* *Survey Type: MANUAL*

13 KC-03-A-05 DETACHED & SEMI-DETACHED KENT
ROCHESTER ROAD
NEAR CHATHAM
BURHAM
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 8
Survey date: FRIDAY *22/09/17* *Survey Type: MANUAL*

14 LC-03-A-31 DETACHED HOUSES LANCASHIRE
GREENSIDE
PRESTON
COTTAM
Edge of Town
Residential Zone
Total No of Dwellings: 32
Survey date: FRIDAY *17/11/17* *Survey Type: MANUAL*

15 LN-03-A-03 SEMI DETACHED LINCOLNSHIRE
ROOKERY LANE
LINCOLN
BOULTHAM
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 22
Survey date: TUESDAY *18/09/12* *Survey Type: MANUAL*

16 MS-03-A-03 DETACHED MERSEYSIDE
BEMPTON ROAD
LIVERPOOL
OTTERSPOOL
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 15
Survey date: FRIDAY *21/06/13* *Survey Type: MANUAL*

17 NF-03-A-01 SEMI DET. & BUNGALOWS NORFOLK
YARMOUTH ROAD
CAISTER-ON-SEA

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 27
Survey date: TUESDAY *16/10/12* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

18 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*

19 NF-03-A-05 MIXED HOUSES NORFOLK
HEATH DRIVE
HOLT

Edge of Town
Residential Zone
Total No of Dwellings: 40
Survey date: THURSDAY *19/09/19* *Survey Type: MANUAL*

20 NY-03-A-08 TERRACED HOUSES NORTH YORKSHIRE
NICHOLAS STREET
YORK

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 21
Survey date: MONDAY *16/09/13* *Survey Type: MANUAL*

21 NY-03-A-11 PRIVATE HOUSING NORTH YORKSHIRE
HORSEFAIR
BOROUGHBRIDGE

Edge of Town
Residential Zone
Total No of Dwellings: 23
Survey date: WEDNESDAY *18/09/13* *Survey Type: MANUAL*

22 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*

23 SF-03-A-04 DETACHED & BUNGALOWS SUFFOLK
NORMANSTON DRIVE
LOWESTOFT

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 7
Survey date: TUESDAY *23/10/12* *Survey Type: MANUAL*

24 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*

25 SF-03-A-06 DETACHED & SEMI-DETACHED SUFFOLK
BURY ROAD
KENTFORD

Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 38
Survey date: FRIDAY *22/09/17* *Survey Type: MANUAL*

26 SH-03-A-06 BUNGALOWS SHROPSHIRE
ELLESMERE ROAD
SHREWSBURY

Edge of Town
Residential Zone
Total No of Dwellings: 16
Survey date: THURSDAY *22/05/14* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

27 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*

28 SM-03-A-02 MIXED HOUSES SOMERSET
HYDE LANE
NEAR TAUNTON
CREECH SAINT MICHAEL
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 42
Survey date: TUESDAY *25/09/18* *Survey Type: MANUAL*

29 SM-03-A-03 MIXED HOUSES SOMERSET
HYDE LANE
NEAR TAUNTON
CREECH ST MICHAEL
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 41
Survey date: TUESDAY *25/09/18* *Survey Type: MANUAL*

30 ST-03-A-08 DETACHED HOUSES STAFFORDSHIRE
SILKMORE CRESCENT
STAFFORD
MEADOWCROFT PARK
Edge of Town
Residential Zone
Total No of Dwellings: 26
Survey date: WEDNESDAY *22/11/17* *Survey Type: MANUAL*

31 TW-03-A-02 SEMI-DETACHED TYNE & WEAR
WEST PARK ROAD
GATESHEAD

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 16
Survey date: MONDAY *07/10/13* *Survey Type: MANUAL*

32 TW-03-A-03 MIXED HOUSES TYNE & WEAR
STATION ROAD
NEAR NEWCASTLE
BACKWORTH
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 33
Survey date: FRIDAY *13/11/15* *Survey Type: MANUAL*

33 WK-03-A-02 BUNGALOWS WARWICKSHIRE
NARBERTH WAY
COVENTRY
POTTERS GREEN
Edge of Town
Residential Zone
Total No of Dwellings: 17
Survey date: THURSDAY *17/10/13* *Survey Type: MANUAL*

34 WK-03-A-03 DETACHED HOUSES WARWICKSHIRE
BRESE AVENUE
WARWICK
GUYS CLIFFE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 23
Survey date: WEDNESDAY *25/09/19* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

35 WL-03-A-02 SEMI DETACHED WILTSHIRE
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*

36 WM-03-A-04 TERRACED HOUSES WEST MIDLANDS
OSBORNE ROAD
COVENTRY
EARLSDON
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total No of Dwellings: 39
Survey date: MONDAY *21/11/16* *Survey Type: MANUAL*

37 WS-03-A-05 TERRACED & FLATS WEST SUSSEX
UPPER SHOREHAM ROAD
SHOREHAM BY SEA

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 48
Survey date: WEDNESDAY *18/04/12* *Survey Type: MANUAL*

38 WY-03-A-01 MIXED HOUSING WEST YORKSHIRE
SPRING VALLEY CRESCENT
LEEDS
BRAMLEY
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total No of Dwellings: 46
Survey date: WEDNESDAY *21/09/16* *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/A - HOUSES PRIVATELY OWNED
VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
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	38	28	0.080	38	28	0.271	38	28	0.351
08:00 - 09:00	38	28	0.152	38	28	0.344	38	28	0.496
09:00 - 10:00	38	28	0.152	38	28	0.190	38	28	0.342
10:00 - 11:00	38	28	0.155	38	28	0.144	38	28	0.299
11:00 - 12:00	38	28	0.162	38	28	0.179	38	28	0.341
12:00 - 13:00	38	28	0.161	38	28	0.174	38	28	0.335
13:00 - 14:00	38	28	0.172	38	28	0.171	38	28	0.343
14:00 - 15:00	38	28	0.173	38	28	0.200	38	28	0.373
15:00 - 16:00	38	28	0.254	38	28	0.213	38	28	0.467
16:00 - 17:00	38	28	0.265	38	28	0.166	38	28	0.431
17:00 - 18:00	38	28	0.304	38	28	0.157	38	28	0.461
18:00 - 19:00	38	28	0.226	38	28	0.133	38	28	0.359
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.256			2.342			4.598

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.*

Parameter summary

Trip rate parameter range selected:	7 - 50 (units:)
Survey date date range:	01/01/12 - 25/09/19
Number of weekdays (Monday-Friday):	38
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
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	38	28	0.003	38	28	0.002	38	28	0.005
08:00 - 09:00	38	28	0.007	38	28	0.005	38	28	0.012
09:00 - 10:00	38	28	0.005	38	28	0.007	38	28	0.012
10:00 - 11:00	38	28	0.005	38	28	0.003	38	28	0.008
11:00 - 12:00	38	28	0.003	38	28	0.005	38	28	0.008
12:00 - 13:00	38	28	0.000	38	28	0.001	38	28	0.001
13:00 - 14:00	38	28	0.002	38	28	0.002	38	28	0.004
14:00 - 15:00	38	28	0.001	38	28	0.001	38	28	0.002
15:00 - 16:00	38	28	0.001	38	28	0.001	38	28	0.002
16:00 - 17:00	38	28	0.001	38	28	0.001	38	28	0.002
17:00 - 18:00	38	28	0.002	38	28	0.002	38	28	0.004
18:00 - 19:00	38	28	0.000	38	28	0.000	38	28	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.030			0.030			0.060

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.*