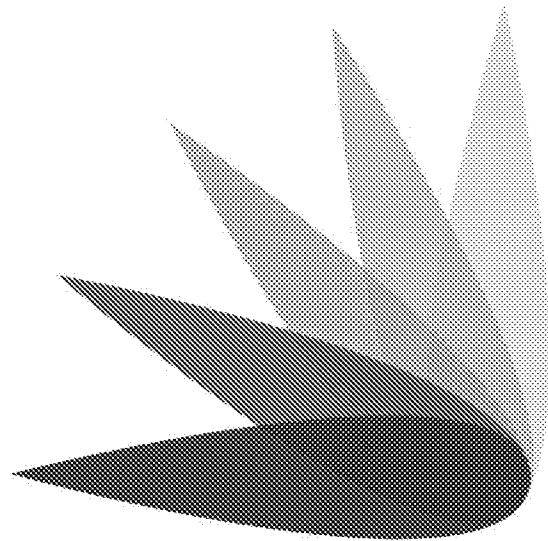


Technical Note

Land at the Old Blacksmith's Yard, Angmering

April 2019



Reeves Transport Planning

PRODUCED for MR. ESPEZEL

PRODUCED by REEVES TRANSPORT PLANNING LTD

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1. Introduction

- 1.1 Reeves Transport Planning is commissioned to provide a Technical Note to investigate the possibility of constructing an appropriate access, on land at the Old Blacksmith's Yard, to enable land development. The land is located close to Angmering village centre on Water Lane and a site location plan is attached, as Appendix 1.
- 1.2 The site is in a semi-rural location within the built up area boundary that is due to be developed for mostly residential development. The land is currently vacant but is occasionally used, by the adjacent angling shop, for unauthorised overspill car parking.
- 1.3 This Technical Note will present the traffic volume and speed survey that was undertaken to collect data and it will examine whether a safe vehicular access can be provided to the site.

2. Existing Conditions

- 2.1 The Local Planning Authority considers the application site to be *'sustainable due to the proximity to essential facilities'* and enhanced due to the presence of an existing footway running along the northern side of Water Lane close to the proposed development.
- 2.2 Angmering Train Station is two kilometres from the land, which has frequent and regular services to Brighton, Worthing, Littlehampton and London Victoria. The nearest bus stop, on Weavers Hill, is an approximate 200metre walk and provides an hourly link to Littlehampton and Arundel, and Worthing and Shoreham. Additional bus stops are a 500metre walk into Angmering village centre.

- 2.3 The pre-application comments confirm that there is a transport choice for the residents of the proposed development and *'as such it is considered that a refusal on sustainability of location could not be supported'*.
- 2.4 The site currently consists of a small retail shop. Arun Angling is a specialist shop selling fishing tackle shop. The development site forms an unused section of car park associated with the shop. The existing access to the shop and it's car park will be retained. The retained car park can accommodate up to ten vehicles, which we have been advised exceeds the typical parking demand generated by the shop.
- 2.5 The site access is within the village 20mph zone, which is controlled by speed cushions, signage and road markings. Circa 70metres to the west of the proposed access the junction of Water Lane and Weavers Hill is formed by a 'Table Top' speed cushion. The speed cushions and table top junction are particularly effective, as they reduce vehicle speeds to less than 20mph, in both directions, when passing the site.

3. Proposed Development and Traffic Impact

- 3.1 The proposal involves the erection of two semi-detached three bedroom dwellings with associated landscaping and a new access. Car parking is allocated on the basis of two spaces per unit, including a car port, which will also accommodate cycle parking.
- 3.2 There is ample space on site to allow vehicles to enter and leave the site in a forward gear.
- 3.3 Visibility splays, from a setback distance of 2.4metres, are in excess of 100metres to the west and, with some minor trimming of the hedgerow adjacent to the

carriageway, 36metres to the east. Manual for Streets notes that visibility splays within a 20mph zone should be no less than 25metres in both directions.



Photograph 1: Left Hand Visibility Splay



Photograph 2: Right Hand Visibility Splay

- 3.4 The TRICS database, version 7.6.1, has been interrogated to assess the likely traffic impact of the proposed development. TRICS is considered the national standard for trip generation analysis.
- 3.5 Using sites of similar characteristics, use class and scale it is considered that the proposed development will generate a daily vehicular trip rate of approximately nine movements, with one movement in the AM peak and two movements in the PM peak.
- 3.6 The TRICS data is attached at Appendix 2.

4. Summary and Conclusion

- 4.1 Reeves Transport Planning is commissioned to investigate whether an access can be provided to serve the land at the Old Blacksmith's Yard, Water Lane, Angmering.
- 4.2 Observations of the traffic speeds passing the site confirm that the newly introduced 20mph speed limit is adhered to. This is primarily due to the proximity of speed cushions

at the start of the 20mph zone, which are circa nine metres to the east of the proposed access.

- 4.3 Visibility splay at the proposed access location that meets the required design standards can be met. There are phoneline poles and sign posts within the visibility splays, but the photographs demonstrate that these do not have a material impact of the overall visibility envelopes. In line with the observations noted in paragraph 7.8.5 of Manual for Streets, this encroachment should be acceptable given the very low vehicle speeds.
- 4.4 Ample car and cycle parking facilities and turning space can be provided which ensures that traffic can enter and leave the site in a forward gear.
- 4.5 The assessment concludes that the proposed development area can be provided with a safe access that has a minimal impact on the transport network. It is evident that an access can be designed and constructed, to meet appropriate standards, to enable the land at the Old Blacksmith's Yard to be utilised for future development.

APPENDIX 1:
SITE LOCATION



APPENDIX 2:

TRICS ANALYSIS AND DATA SHEETS

TRICS 7.6.1

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Calculation Factor: 1 DWELLS

Count Type: VEHICLES

Time Range	ARRIVALS	DEPARTURES	TOTALS
07:00-08:00	0.083	0.286	0.369
08:00-09:00	0.048	0.369	0.417
09:00-10:00	0.143	0.095	0.238
10:00-11:00	0.143	0.155	0.298
11:00-12:00	0.119	0.119	0.238
12:00-13:00	0.143	0.119	0.262
13:00-14:00	0.071	0.071	0.142
14:00-15:00	0.083	0.143	0.226
15:00-16:00	0.238	0.19	0.428
16:00-17:00	0.262	0.179	0.441
17:00-18:00	0.417	0.143	0.56
18:00-19:00	0.321	0.107	0.428
Daily Trip Rates:	2.071	1.976	4.047

Number fo Units 2

Time Range	ARRIVALS	DEPARTURES	TOTALS
07:00-08:00	0.2	0.6	0.7
08:00-09:00	0.1	0.7	0.8
09:00-10:00	0.3	0.2	0.5
10:00-11:00	0.3	0.3	0.6
11:00-12:00	0.2	0.2	0.5
12:00-13:00	0.3	0.2	0.5
13:00-14:00	0.1	0.1	0.3
14:00-15:00	0.2	0.3	0.5
15:00-16:00	0.5	0.4	0.9
16:00-17:00	0.5	0.4	0.9
17:00-18:00	0.8	0.3	1.1
18:00-19:00	0.6	0.2	0.9
Daily Trip Rates:	4.1	4.0	8.1

Calculation Reference: AUDIT-753101-190408-0451

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

VEHICLESSelected regions and areas:

04	EAST ANGLIA	
	SF SUFFOLK	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	2 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Secondary 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: Number of dwellings
 Actual Range: 23 to 38 (units:)
 Range Selected by User: 5 to 50 (units:)

Parking Spaces Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/11 to 13/11/18

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
Friday	1 days

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

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town	2
Neighbourhood Centre (PPS6 Local Centre)	1

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	1
Village	1
No Sub Category	1

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

Secondary Filtering selection:Use Class:

C3	3 days
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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®.

Secondary Filtering selection (Cont.):Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	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	2 days
25,001 to 50,000	1 days

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

Car ownership within 5 miles:

1.1 to 1.5	3 days
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This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No	3 days
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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	3 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	NY-03-A-07	DETACHED & SEMI DET.	NORTH YORKSHIRE
	CRAVEN WAY		
	BOROUGHBRIDGE		
	Edge of Town		
	No Sub Category		
	Total Number of dwellings:	23	
	Survey date: TUESDAY	18/10/11	Survey Type: MANUAL
2	NY-03-A-11	PRIVATE HOUSING	NORTH YORKSHIRE
	HORSEFAIR		
	BOROUGHBRIDGE		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	23	
	Survey date: WEDNESDAY	18/09/13	Survey Type: MANUAL
3	SF-03-A-06	DETACHED & SEMI-DETACHED	SUFFOLK
	BURY ROAD		
	KENTFORD		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total Number of dwellings:	38	
	Survey date: FRIDAY	22/09/17	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.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

VEHICLES**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	28	0.083	3	28	0.286	3	28	0.369
08:00 - 09:00	3	28	0.048	3	28	0.369	3	28	0.417
09:00 - 10:00	3	28	0.143	3	28	0.095	3	28	0.238
10:00 - 11:00	3	28	0.143	3	28	0.155	3	28	0.298
11:00 - 12:00	3	28	0.119	3	28	0.119	3	28	0.238
12:00 - 13:00	3	28	0.143	3	28	0.119	3	28	0.262
13:00 - 14:00	3	28	0.071	3	28	0.071	3	28	0.142
14:00 - 15:00	3	28	0.083	3	28	0.143	3	28	0.226
15:00 - 16:00	3	28	0.238	3	28	0.190	3	28	0.428
16:00 - 17:00	3	28	0.262	3	28	0.179	3	28	0.441
17:00 - 18:00	3	28	0.417	3	28	0.143	3	28	0.560
18:00 - 19:00	3	28	0.321	3	28	0.107	3	28	0.428
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.071			1.976			4.047

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: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected:	23 - 38 (units:)
Survey date range:	01/01/11 - 13/11/18
Number of weekdays (Monday-Friday):	3
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.

