

Highgate*Transportation*

**Proposed Residential Development
Land East of Sefter School House,
Sefter Road, Bognor Regis**

**Technical Note on Access
(TN/01)**

December 2019

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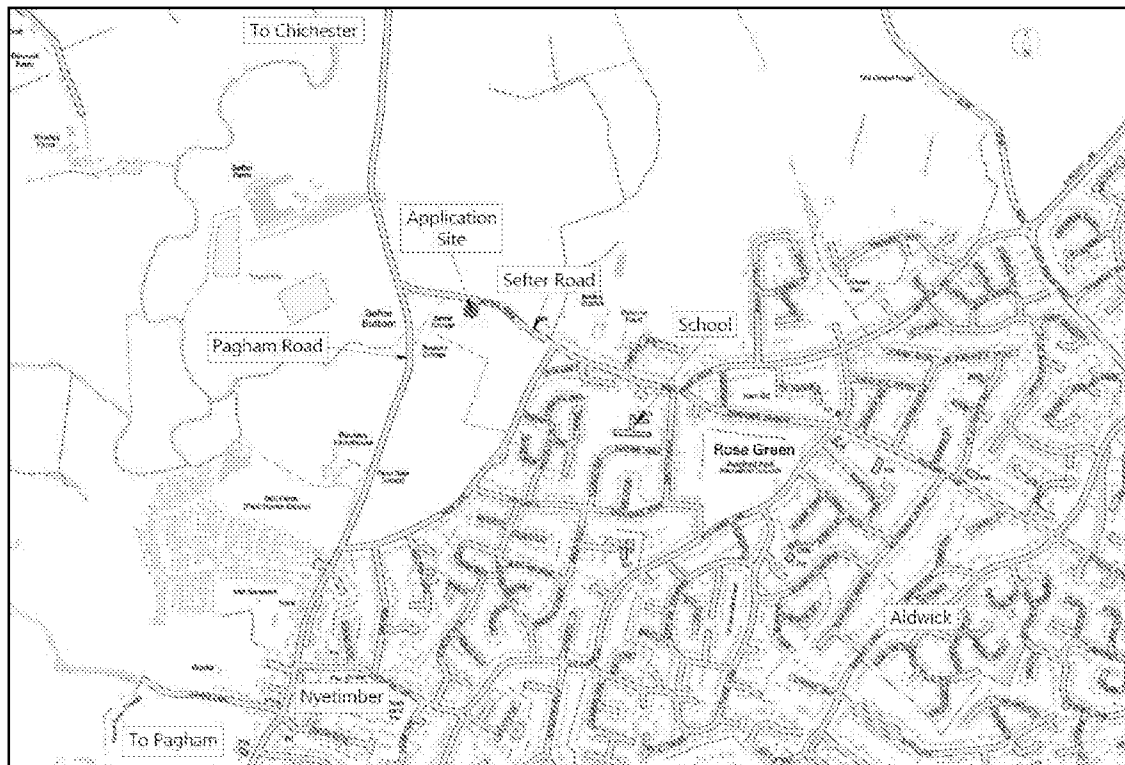
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1.0 Background

- 1.1 Highgate Transportation Limited have been appointed by Basing Partners Limited to undertake transport assessment work to support the residential development proposals on land to the east of Sefter School House, Sefter Road, Bognor Regis.
- 1.2 The development proposals include six residential dwellings, comprising four 3-bedroomed houses and two 4-bedroomed houses. This will be supported by 15 car parking spaces and secure covered cycle parking within garden cycle stores.
- 1.3 The site is currently a field which is accessed via a field gate from Sefter Road. This access will be stopped up and a new simple priority junction created with Sefter Road. **Figure 1.1** shows the site location and surrounding area.

Figure 1.1 – Site location and surrounding area

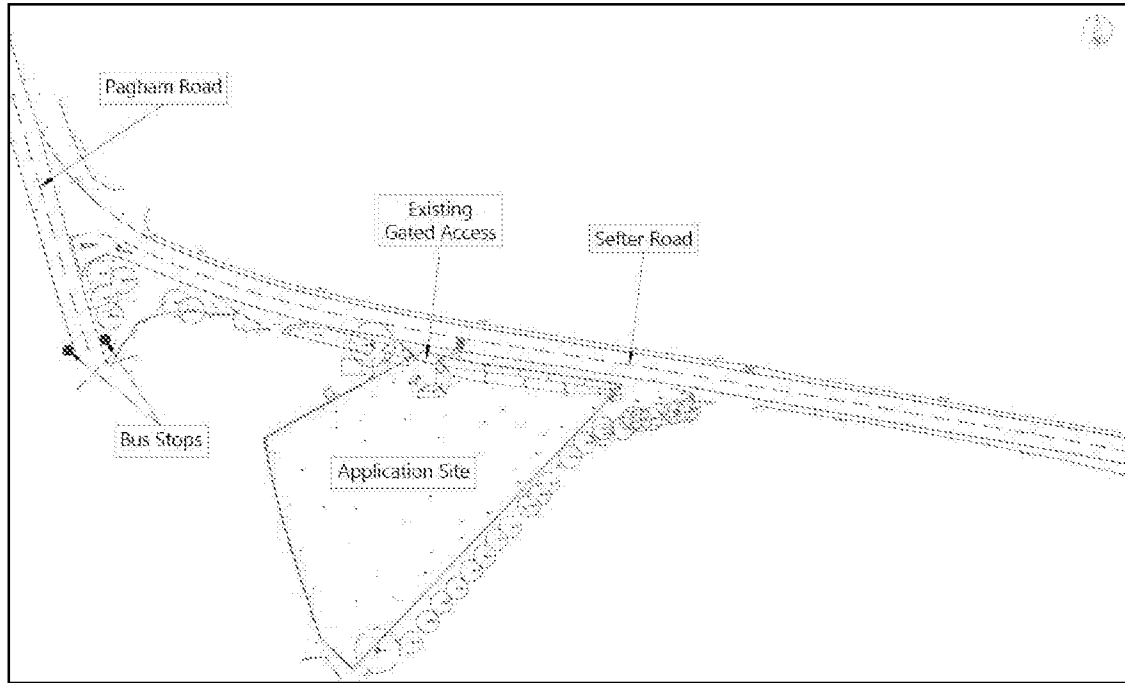


- 1.4 The issues that are addressed within this Technical Note on Access are:
 - i. The quantity of development traffic flows associated with the proposed uses.
 - ii. The appropriateness of the site access to serve the proposed development.
 - iii. Justification of the proposed parking provision for cars and cycles in terms of numbers of spaces and convenience of access.
 - iv. Strategy for the collection of waste and recycling.
- 1.5 This report concludes that the proposed development is acceptable in highway terms.

2.0 The Existing Situation and Transport Network

- 2.1 The application site is currently a field and accessed by means of a field gate from Sefter Road. **Figure 2.1** shows the existing site and immediate area.

Figure 2.1 – Existing site and immediate area



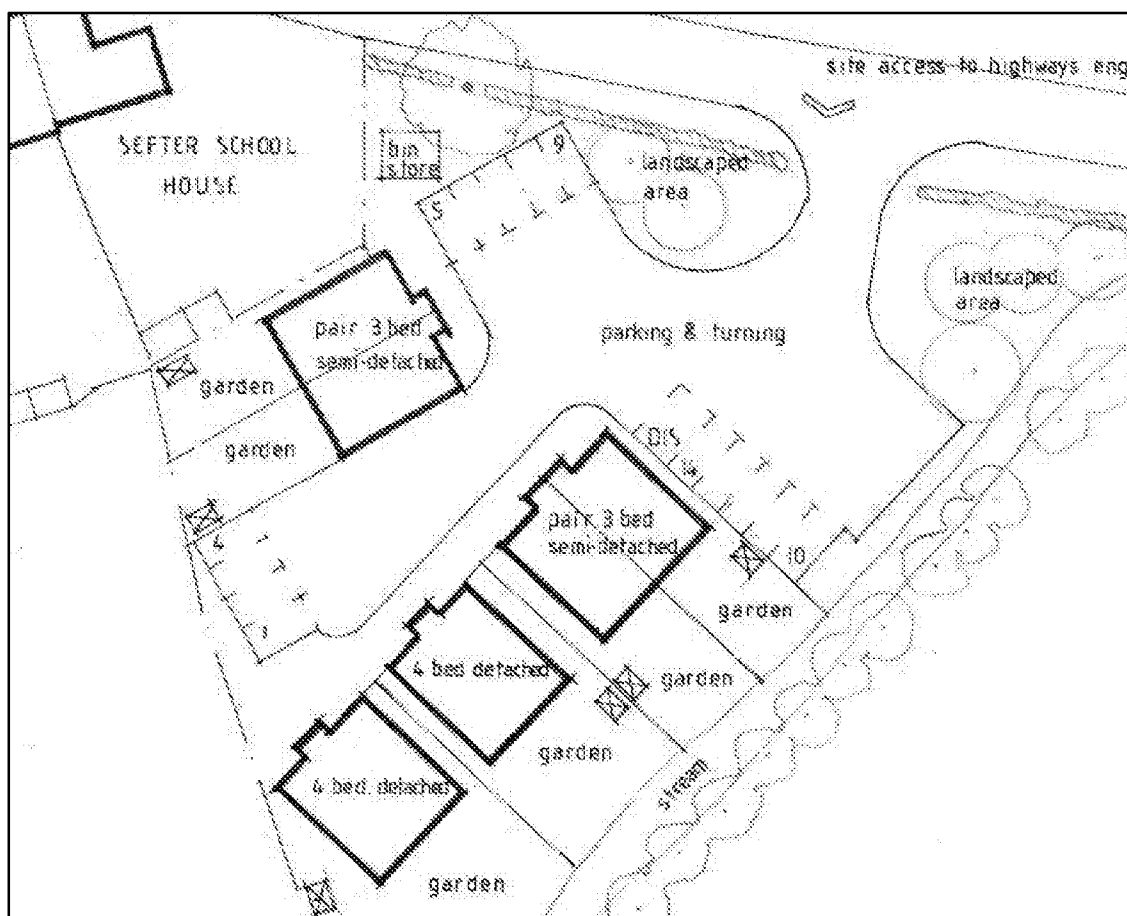
- 2.2 Sefter Road in the vicinity of the application site is a c6.0 metre wide two lane carriageway without footways or street lighting and is subject to the national speed limit of 60mph. However, given the site's location of c90 metres from the priority junction of Pagham Road (B2166) and Sefter Road, speeds are well below the national speed limit. This has been further confirmed by a speed survey which is discussed in detail at **paragraph 2.14**.
- 2.3 Sefter Road provides a route to central Bognor Regis to the east and has a priority junction with Pagham Road to the west. Pagham Road leads to the A27(T) to the north where it forms the Chichester Bypass and to the south with Pagham and Nyetimber.
- 2.4 The site is located approximately 5 kilometres cycle distance south east of National Cycle Network Route 2 which is a leisure walking and cycling route. When complete this route will connect St Austell in Cornwall with Dover in Kent along the South Coast.
- 2.5 The nearest bus stops to the application site are on Pagham Road immediately to the south of its junction with Sefter Road, these bus stops are approximately 100m walk distance from the proposed site access. The southbound bus stop is marked by a flag and timetable information while the northbound bus stop is unmarked. It is likely that users of northbound services will hail a bus from the southbound bus stop and cross the road to board and alight.

- 2.6 The Pagham Road bus stops are served by the 600 bus service between Chichester and central Bognor Regis. The bus service operates approximately every 20 minutes Monday-Saturday and hourly on Sundays.
- 2.7 Bognor Regis Railway Station is located in central Bognor Regis approximately 4.7km cycle distance west of the site. This terminus station is served by trains operating to/from locations including London Victoria, Horsham, Littlehampton, Gatwick Airport and Clapham Junction.
- 2.8 **Appendix 1** contains a plan showing highway ownership details which confirms that Sefter Road, including its verges, form part of the public highway.
- 2.9 **Appendix 2** contains details of personal injury road traffic accidents (PIAs) in the local area for the period 1st January 2014 to 31st December 2018. From this it can be seen that a total of three PIAs occurred within the study area during the five-year period.
- 2.10 All three of the accidents occurred at, or in the immediate vicinity of, the Sefter Road/Pagham Road priority junction. No PIAs were recorded in the vicinity of the proposed site access junction.
- 2.11 Of the three accidents, none were classified as 'fatal', two were classified as 'serious' and the remaining one was classified as 'slight'.
- 2.12 The two 'serious' accidents can be classified as follows:
- 2016471604729 – An eastbound vehicle who was turning left collided with a pedestrian. Based on the location of the accident it is considered likely that the vehicle was turning into a property and the pedestrian was walking along the verge/edge of carriageway.
 - 2017471705351 – A southbound motorcycle took avoiding action of a vehicle that turned left out of Sefter Road, and in doing so collided with a kerb.
- 2.13 The accident rate for the local area is clearly very low. Therefore, no road layout deficiency has been identified in the vicinity of the development site.
- 2.14 Speed surveys were undertaken along Sefter Road in the vicinity of the site access. The survey identified 85th percentile design speeds of 38.6mph and 38.5mph eastbound and westbound approaching the site access respectively. These speeds equate to a Sight Stopping Distance requirement of 2.4 x 98 metres in both directions.

3.0 Development Proposals

- 3.1 The development proposals include six residential dwellings, comprising four 3-bedroomed houses and two 4-bedroomed houses. This will be supported by 15 car parking spaces and secure covered cycle parking.
- 3.2 The existing field gate access will be replaced with a bellmouth junction approximately 18 metres to the east. The existing field gate access will be stopped up.
- 3.3 The Architect's site layout plan (ref: 2019/26/01) forms **Appendix 3** and an extract is shown in **Figure 3.1**.

3.4 **Figure 3.1 – Extract of plan showing the Architect's proposed site layout**



- 3.5 From this it can be seen that:
- A total of 15 car parking spaces will be provided, of which one will be enlarged and demarcated for the use of blue badge holders
 - Cycle stores suitable for two cycles will be provided within each garden.
 - A bin storage area will be provided towards the north eastern corner of the site.
- 3.6 It should be noted that the internal access road will not be offered for adoption and as such the refuse collection will be via a private collection. Car and cycle parking provision are considered in detail in **Section 4.0**.

4.0 Issues Arising

4.1 This section of the report addresses the issues identified in **paragraph 1.4**.

What is the likely quantity of development traffic arising from the proposed development and is this likely to have noticeable adverse impact on highway capacity or safety?

4.2 The TRICS database has been used to quantify the development traffic arising from the proposed development. The TRICS parameters used are as follows:

- i. TRICS category '03 – Residential'
- ii. TRICS subcategory 'A – Houses Privately Owned'
- iii. Multimodal surveys
- iv. All regions within Great Britain excluding Greater London
- v. Site with fewer than 20 houses
- vi. Weekday surveys only
- vii. Edge of town locations

4.3 The full TRICS outputs are provided at **Appendix 4**.

4.4 The vehicle trip rates (per dwelling) and resultant trip generation of six dwellings is are set out at **Table 4.1**.

Table 4.1 – Trip Rate and Trip Generation of Six Dwellings

	08:00-09:00		17:00-18:00		Daily Total
	Arrivals	Departures	Arrivals	Departures	
Vehicle Trip Rate (per dwelling)	0.192	0.274	0.205	0.096	4.300
Vehicle Trip Generation (six dwellings)	1	2	1	1	26

4.5 As shown above, the development is expected to generate up to three vehicle movements per hour at peak times and 26 vehicle movements per day. It is concluded that the quantity of trips generated by the development proposals are too low as to have an impact on highway safety.

Are the proposed access arrangements appropriate to serve the proposed development?

4.6 The site access has been located designed to ensure that the visibility splays commensurate with the 85th percentile surveyed vehicle speeds of Sefter Road in the vicinity of the site access. As set out at **paragraph 2.14**, the surveyed 85th percentile design speeds of 38.6mph eastbound and 38.5mph westbound equate to a Stopping Sight Distance requirement of 2.4 x 98 metres in both directions.

4.7 The proposed site access arrangements are shown on drawing HTp/19134/01 provided at **Appendix 5** and the visibility splays for this access are shown on drawing. This is shown on drawing HTp/19134/02 provided at **Appendix 6**.

- 4.8 The site access has also been designed to allow two cars to pass. This is shown on swept path analysis drawing HTP/19134/TR04 provided at **Appendix 7**.
- 4.9 It is therefore concluded that the proposed access arrangements are appropriate to serve the proposed development.

Is the proposed parking provision appropriate?

- 4.10 West Sussex County Council set out their parking standards within their document titled 'Guidance on Parking at New Developments' dated August 2019.

Cycle Parking

- 4.11 Table 1 of the Council's parking standards sets out that for dwellings with three or more bedrooms, storage for a minimum of two cycles should be provided.
- 4.12 Each dwelling will be provided with cycle storage sufficient for two cycles within the gardens.

Car Parking

- 4.13 Appendix A of the Council's parking standards sets out that the site lies within Zone 2.
- 4.14 Table 2 of the Council's parking standards sets out the target parking provision per dwelling depending on parking behaviour zone. The table sets out that for Zone 2:
- i. 2.1 spaces should be provided for each three bedroom dwelling
 - ii. 2.7 spaces should be provided for each three bedroom dwelling
- 4.15 For the proposed four 3-bedroomed and two 4-bedroomed dwellings a total of $((4 \times 2.1) + (2 \times 2.7)) = 13.8$ spaces should be provided.
- 4.16 The proposed 15 spaces, including one dedicated disabled car parking space is considered appropriate to ensure that the car parking is entirely contained within the site.

What is the strategy for the collection of waste and recycling?

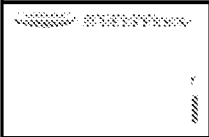
- 4.17 Each property will be provided with the appropriate refuse and recycling bins. These will be transported by residents to the edge of the car park for collection.
- 4.18 Refuse and recycling will be collected by means of a private collection. It is expected that a Waste Management Plan will be required and secured by means of a planning condition.
- 4.19 The swept path analysis drawings provided at **Appendix 8**, demonstrate that it is possible for a 11.2m refuse collection vehicle to:
- i. Enter the site in a forward gear
 - ii. Travel to the through the site and stop close to the bin store for loading
 - iii. Turn within the site
 - iv. Exit the site in a forward gear
- 4.20 It is concluded that the strategy for refuse collection is appropriate.

5.0 Conclusions

- 5.1 Highgate Transportation Limited have been appointed by Basing Partners Limited to undertake transport assessment work to support the residential development proposals on land south of Sefter Road, Bognor Regis.
- 5.2 The development proposals include six residential dwellings, comprising four 3-bedroomed houses and two 4-bedroomed houses. This will be supported by 14 car parking spaces and secure covered cycle parking.
- 5.3 The site will be accessed via a simple priority junction with Sefter Road which will be located approximately 18 metres to the east of the existing field gate access will be stopped up.
- 5.4 This Transport Note has considered the issues arising and concludes:
 - i. The application proposals will result in a negligible increase in vehicle on the local highway network and will not impact on highway safety.
 - ii. The proposed site access arrangements are appropriate to serve the proposed development.
 - iii. An appropriate parking provision for cars and cycles will be provided.
 - iv. The strategy for the collection and storage of waste and recycling is appropriate.
- 5.5 It is finally concluded that the proposed development is acceptable in highways terms.

Appendix 1

Highway Ownership Details



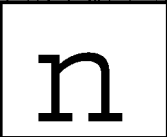
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Local Development
for Customers and Communities

04/10/2016

Information about the status of a highway, and in some circumstances the extent of the highway, may be taken from a number of sources held by the County Council. Unless taken from a legal agreement the information should be regarded as guidance only.

Scale: 1:2,500



Appendix 2

Road Traffic Accident Data

- ☺ Slight
- ☹ Serious

Figure 1. Variation of the normalized maximum value of the normalized velocity gradient, G_{max} , with the normalized maximum value of the normalized velocity, U_{max} . The solid line represents the present study and the dashed line represents the experimental data.

Summary

Name	Count	Area(m ²)	Length(m)
Crashes	3	N/A	N/A

Crashes

#	Carriageway_Hazards	Severity	Officer_Attended	Accident_DateTime	Year	Number_of_vehicles	Number_of_casualties	Highway_Authority
1	None	Serious	Police officer attended crash scene	7/8/2016 4:54 p.m.	2016	1	1	West Sussex
2	None	Serious	Police officer attended crash scene	22/9/2017 9:51 a.m.	2017	2	1	West Sussex
3	None	Slight	Police officer attended crash scene	3/3/2018 9:24 a.m.	2018	2	1	West Sussex

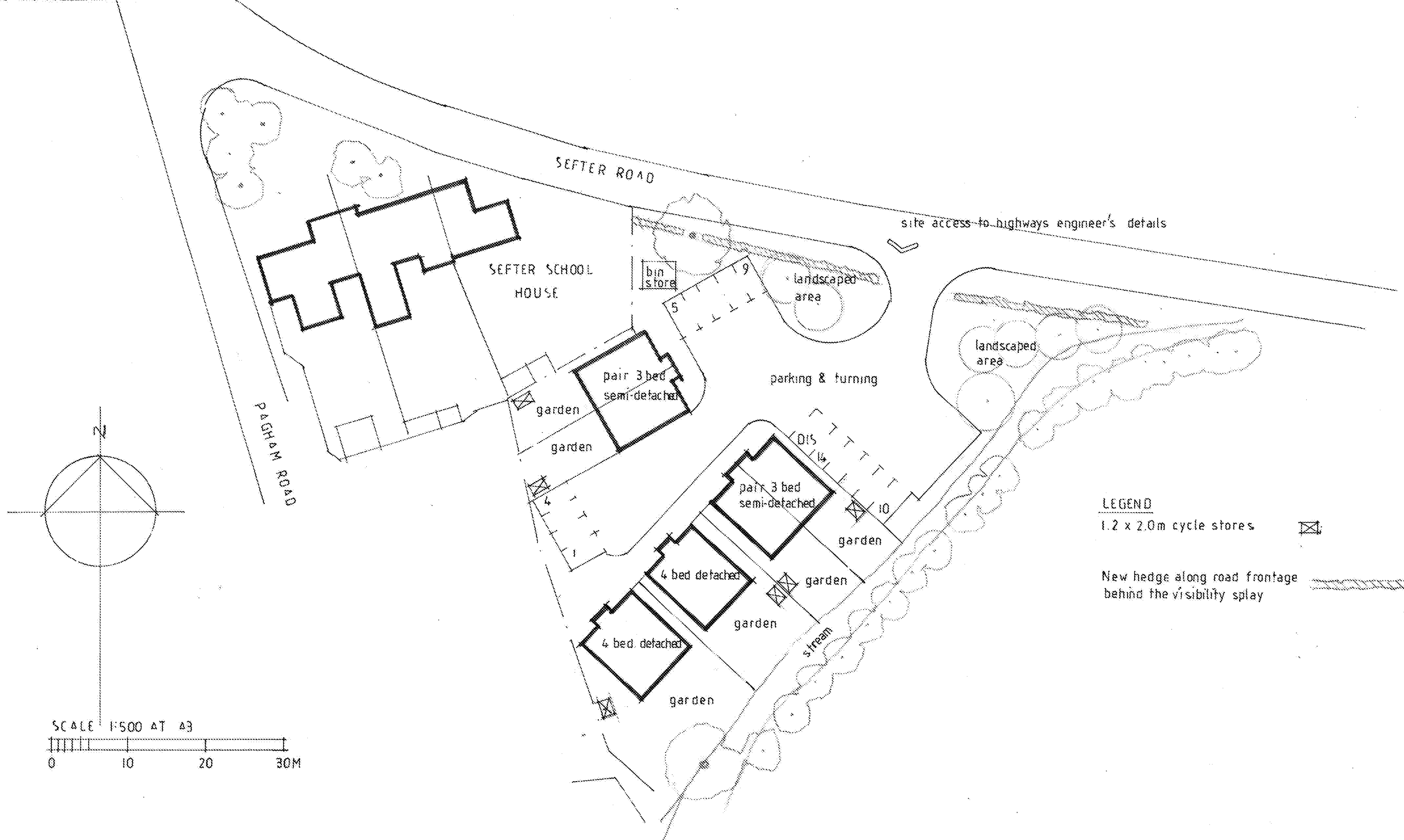
#	Road_Number	Weather_conditions	Road_Type	Road_surface	Speed_Limit	Light_conditions	Junction_detail	Pedestrian_Crossing
1	U0	Fine without high winds	Single carriageway	Dry	60	Daylight: regardless of presence of streetlights	T or staggered junction	No physical crossing facility within 50 metres
2	U0	Fine without high winds	Single carriageway	Wet or Damp	60	Daylight: regardless of presence of streetlights	T or staggered junction	No physical crossing facility within 50 metres
3	B2166	Fine without high winds	Single carriageway	Wet or Damp	60	Daylight: regardless of presence of streetlights	T or staggered junction	No physical crossing facility within 50 metres

#	Local_Authority_District	Junction_control	Is_Provisional	Web_Link	Count
1	Arun District	Give way or uncontrolled	No	https://www.crashmap.co.uk/reports/proreportservice?reportId=2016471604729	1
2	Arun District	Give way or uncontrolled	No	https://www.crashmap.co.uk/reports/proreportservice?reportId=2017471705351	1
3	Arun District	Give way or uncontrolled	No	https://www.crashmap.co.uk/reports/proreportservice?reportId=2018471801249	1

Report produced from CrashMap Pro

Appendix 3

Architect's Proposed Site Layout Plan



RJCA Chartered Architects
 The White House, 2 Lavant Road
 Chichester, West Sussex PO19 5RQ
 Tel: 01243 779600
 Mobile: 07973435493
 Email: rjcatkinson@btinternet.com

Project Name: Site adjacent to Seftor School House

Drawing: Block/site layout plan – scale 1:500 @ A3

Drawing Number: 2019/26/01

Rev.

Appendix 4

TRICS Outputs

Calculation Reference: AUDIT-355901-191216-1237

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

MULTI-MODAL VEHICLESSelected regions and areas:

04	EAST ANGLIA	
	NF NORFOLK	1 days
	SF SUFFOLK	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
	WK WARWICKSHIRE	1 days
10	WALES	
	VG VALE OF GLAMORGAN	1 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: 10 to 18 (units:)
 Range Selected by User: 6 to 20 (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 22/09/17

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	1 days
Wednesday	2 days
Thursday	2 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:

Edge of Town	5
--------------	---

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.

Secondary Filtering selection:Use Class:

C3	5 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®.

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	1 days
10,001 to 15,000	3 days
15,001 to 20,000	1 days

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

Population within 5 miles:

25,001 to 50,000	1 days
50,001 to 75,000	1 days
75,001 to 100,000	1 days
125,001 to 250,000	1 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	2 days

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

Travel Plan:

No	5 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	5 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	NF-03-A-03	DETACHED HOUSES	NORFOLK
	HALING WAY		
	THETFORD		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	10	
	Survey date: WEDNESDAY	16/09/15	Survey Type: MANUAL
2	SF-03-A-05	DETACHED HOUSES	SUFFOLK
	VALE LANE		
	BURY ST EDMUNDS		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	18	
	Survey date: WEDNESDAY	09/09/15	Survey Type: MANUAL
3	SH-03-A-06	BUNGALOWS	SHROPSHIRE
	ELLESMERE ROAD		
	SHREWSBURY		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	16	
	Survey date: THURSDAY	22/05/14	Survey Type: MANUAL
4	VG-03-A-01	SEMI-DETACHED & TERRACED	VALE OF GLAMORGAN
	ARTHUR STREET		
	BARRY		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	12	
	Survey date: MONDAY	08/05/17	Survey Type: MANUAL
5	WK-03-A-02	BUNGALOWS	WARWICKSHIRE
	NARBERTH WAY		
	COVENTRY		
	POTTERS GREEN		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	17	
	Survey date: THURSDAY	17/10/13	Survey Type: MANUAL

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

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

MULTI-MODAL 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	5	15	0.041	5	15	0.151	5	15	0.192
08:00 - 09:00	5	15	0.192	5	15	0.274	5	15	0.466
09:00 - 10:00	5	15	0.068	5	15	0.205	5	15	0.273
10:00 - 11:00	5	15	0.247	5	15	0.178	5	15	0.425
11:00 - 12:00	5	15	0.151	5	15	0.164	5	15	0.315
12:00 - 13:00	5	15	0.178	5	15	0.233	5	15	0.411
13:00 - 14:00	5	15	0.164	5	15	0.137	5	15	0.301
14:00 - 15:00	5	15	0.178	5	15	0.137	5	15	0.315
15:00 - 16:00	5	15	0.274	5	15	0.329	5	15	0.603
16:00 - 17:00	5	15	0.205	5	15	0.123	5	15	0.328
17:00 - 18:00	5	15	0.205	5	15	0.096	5	15	0.301
18:00 - 19:00	5	15	0.192	5	15	0.178	5	15	0.370
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.095			2.205			4.300

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 - 18 (units:)
 Survey date range: 01/01/11 - 22/09/17
 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/A - HOUSES PRIVATELY OWNED

MULTI-MODAL TAXIS

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	15	0.000	5	15	0.000	5	15	0.000
08:00 - 09:00	5	15	0.000	5	15	0.000	5	15	0.000
09:00 - 10:00	5	15	0.000	5	15	0.000	5	15	0.000
10:00 - 11:00	5	15	0.014	5	15	0.014	5	15	0.028
11:00 - 12:00	5	15	0.000	5	15	0.000	5	15	0.000
12:00 - 13:00	5	15	0.000	5	15	0.000	5	15	0.000
13:00 - 14:00	5	15	0.000	5	15	0.000	5	15	0.000
14:00 - 15:00	5	15	0.000	5	15	0.000	5	15	0.000
15:00 - 16:00	5	15	0.000	5	15	0.000	5	15	0.000
16:00 - 17:00	5	15	0.000	5	15	0.000	5	15	0.000
17:00 - 18:00	5	15	0.000	5	15	0.000	5	15	0.000
18:00 - 19:00	5	15	0.000	5	15	0.000	5	15	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.014			0.014			0.028

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 OGVS

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	15	0.000	5	15	0.000	5	15	0.000
08:00 - 09:00	5	15	0.000	5	15	0.000	5	15	0.000
09:00 - 10:00	5	15	0.000	5	15	0.000	5	15	0.000
10:00 - 11:00	5	15	0.027	5	15	0.000	5	15	0.027
11:00 - 12:00	5	15	0.000	5	15	0.014	5	15	0.014
12:00 - 13:00	5	15	0.000	5	15	0.000	5	15	0.000
13:00 - 14:00	5	15	0.000	5	15	0.000	5	15	0.000
14:00 - 15:00	5	15	0.000	5	15	0.000	5	15	0.000
15:00 - 16:00	5	15	0.000	5	15	0.000	5	15	0.000
16:00 - 17:00	5	15	0.000	5	15	0.000	5	15	0.000
17:00 - 18:00	5	15	0.014	5	15	0.014	5	15	0.028
18:00 - 19:00	5	15	0.000	5	15	0.000	5	15	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.041			0.028			0.069

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 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	15	0.000	5	15	0.014	5	15	0.014
08:00 - 09:00	5	15	0.000	5	15	0.000	5	15	0.000
09:00 - 10:00	5	15	0.000	5	15	0.000	5	15	0.000
10:00 - 11:00	5	15	0.000	5	15	0.055	5	15	0.055
11:00 - 12:00	5	15	0.000	5	15	0.027	5	15	0.027
12:00 - 13:00	5	15	0.027	5	15	0.000	5	15	0.027
13:00 - 14:00	5	15	0.014	5	15	0.000	5	15	0.014
14:00 - 15:00	5	15	0.014	5	15	0.000	5	15	0.014
15:00 - 16:00	5	15	0.014	5	15	0.000	5	15	0.014
16:00 - 17:00	5	15	0.000	5	15	0.000	5	15	0.000
17:00 - 18:00	5	15	0.000	5	15	0.000	5	15	0.000
18:00 - 19:00	5	15	0.000	5	15	0.000	5	15	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.069			0.096			0.165

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 VEHICLE OCCUPANTS
 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	15	0.041	5	15	0.247	5	15	0.288
08:00 - 09:00	5	15	0.342	5	15	0.466	5	15	0.808
09:00 - 10:00	5	15	0.096	5	15	0.288	5	15	0.384
10:00 - 11:00	5	15	0.342	5	15	0.260	5	15	0.602
11:00 - 12:00	5	15	0.247	5	15	0.247	5	15	0.494
12:00 - 13:00	5	15	0.219	5	15	0.342	5	15	0.561
13:00 - 14:00	5	15	0.192	5	15	0.164	5	15	0.356
14:00 - 15:00	5	15	0.219	5	15	0.164	5	15	0.383
15:00 - 16:00	5	15	0.425	5	15	0.630	5	15	1.055
16:00 - 17:00	5	15	0.301	5	15	0.164	5	15	0.465
17:00 - 18:00	5	15	0.315	5	15	0.137	5	15	0.452
18:00 - 19:00	5	15	0.233	5	15	0.219	5	15	0.452
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.972			3.328			6.300

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	5	15	0.055	5	15	0.096	5	15	0.151
08:00 - 09:00	5	15	0.219	5	15	0.301	5	15	0.520
09:00 - 10:00	5	15	0.000	5	15	0.041	5	15	0.041
10:00 - 11:00	5	15	0.055	5	15	0.082	5	15	0.137
11:00 - 12:00	5	15	0.055	5	15	0.041	5	15	0.096
12:00 - 13:00	5	15	0.014	5	15	0.041	5	15	0.055
13:00 - 14:00	5	15	0.027	5	15	0.027	5	15	0.054
14:00 - 15:00	5	15	0.055	5	15	0.068	5	15	0.123
15:00 - 16:00	5	15	0.507	5	15	0.233	5	15	0.740
16:00 - 17:00	5	15	0.123	5	15	0.041	5	15	0.164
17:00 - 18:00	5	15	0.027	5	15	0.137	5	15	0.164
18:00 - 19:00	5	15	0.055	5	15	0.082	5	15	0.137
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.192			1.190			2.382

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 BUS/ TRAM PASSENGERS
 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	15	0.000	5	15	0.000	5	15	0.000
08:00 - 09:00	5	15	0.000	5	15	0.014	5	15	0.014
09:00 - 10:00	5	15	0.000	5	15	0.027	5	15	0.027
10:00 - 11:00	5	15	0.014	5	15	0.014	5	15	0.028
11:00 - 12:00	5	15	0.000	5	15	0.014	5	15	0.014
12:00 - 13:00	5	15	0.014	5	15	0.000	5	15	0.014
13:00 - 14:00	5	15	0.000	5	15	0.000	5	15	0.000
14:00 - 15:00	5	15	0.000	5	15	0.000	5	15	0.000
15:00 - 16:00	5	15	0.000	5	15	0.000	5	15	0.000
16:00 - 17:00	5	15	0.082	5	15	0.014	5	15	0.096
17:00 - 18:00	5	15	0.014	5	15	0.014	5	15	0.028
18:00 - 19:00	5	15	0.000	5	15	0.014	5	15	0.014
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.124			0.111			0.235

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	5	15	0.000	5	15	0.000	5	15	0.000
08:00 - 09:00	5	15	0.000	5	15	0.014	5	15	0.014
09:00 - 10:00	5	15	0.000	5	15	0.027	5	15	0.027
10:00 - 11:00	5	15	0.014	5	15	0.014	5	15	0.028
11:00 - 12:00	5	15	0.000	5	15	0.014	5	15	0.014
12:00 - 13:00	5	15	0.014	5	15	0.000	5	15	0.014
13:00 - 14:00	5	15	0.000	5	15	0.000	5	15	0.000
14:00 - 15:00	5	15	0.000	5	15	0.000	5	15	0.000
15:00 - 16:00	5	15	0.000	5	15	0.000	5	15	0.000
16:00 - 17:00	5	15	0.082	5	15	0.014	5	15	0.096
17:00 - 18:00	5	15	0.014	5	15	0.014	5	15	0.028
18:00 - 19:00	5	15	0.000	5	15	0.014	5	15	0.014
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.124			0.111			0.235

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 TOTAL PEOPLE

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	15	0.096	5	15	0.356	5	15	0.452
08:00 - 09:00	5	15	0.562	5	15	0.781	5	15	1.343
09:00 - 10:00	5	15	0.096	5	15	0.356	5	15	0.452
10:00 - 11:00	5	15	0.411	5	15	0.411	5	15	0.822
11:00 - 12:00	5	15	0.301	5	15	0.329	5	15	0.630
12:00 - 13:00	5	15	0.274	5	15	0.384	5	15	0.658
13:00 - 14:00	5	15	0.233	5	15	0.192	5	15	0.425
14:00 - 15:00	5	15	0.288	5	15	0.233	5	15	0.521
15:00 - 16:00	5	15	0.945	5	15	0.863	5	15	1.808
16:00 - 17:00	5	15	0.507	5	15	0.219	5	15	0.726
17:00 - 18:00	5	15	0.356	5	15	0.288	5	15	0.644
18:00 - 19:00	5	15	0.288	5	15	0.315	5	15	0.603
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.357			4.727			9.084

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 CARS

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	15	0.000	5	15	0.082	5	15	0.082
08:00 - 09:00	5	15	0.055	5	15	0.178	5	15	0.233
09:00 - 10:00	5	15	0.027	5	15	0.123	5	15	0.150
10:00 - 11:00	5	15	0.123	5	15	0.110	5	15	0.233
11:00 - 12:00	5	15	0.110	5	15	0.110	5	15	0.220
12:00 - 13:00	5	15	0.123	5	15	0.192	5	15	0.315
13:00 - 14:00	5	15	0.055	5	15	0.082	5	15	0.137
14:00 - 15:00	5	15	0.096	5	15	0.027	5	15	0.123
15:00 - 16:00	5	15	0.137	5	15	0.151	5	15	0.288
16:00 - 17:00	5	15	0.151	5	15	0.068	5	15	0.219
17:00 - 18:00	5	15	0.178	5	15	0.082	5	15	0.260
18:00 - 19:00	5	15	0.151	5	15	0.110	5	15	0.261
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.206			1.315			2.521

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 LGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

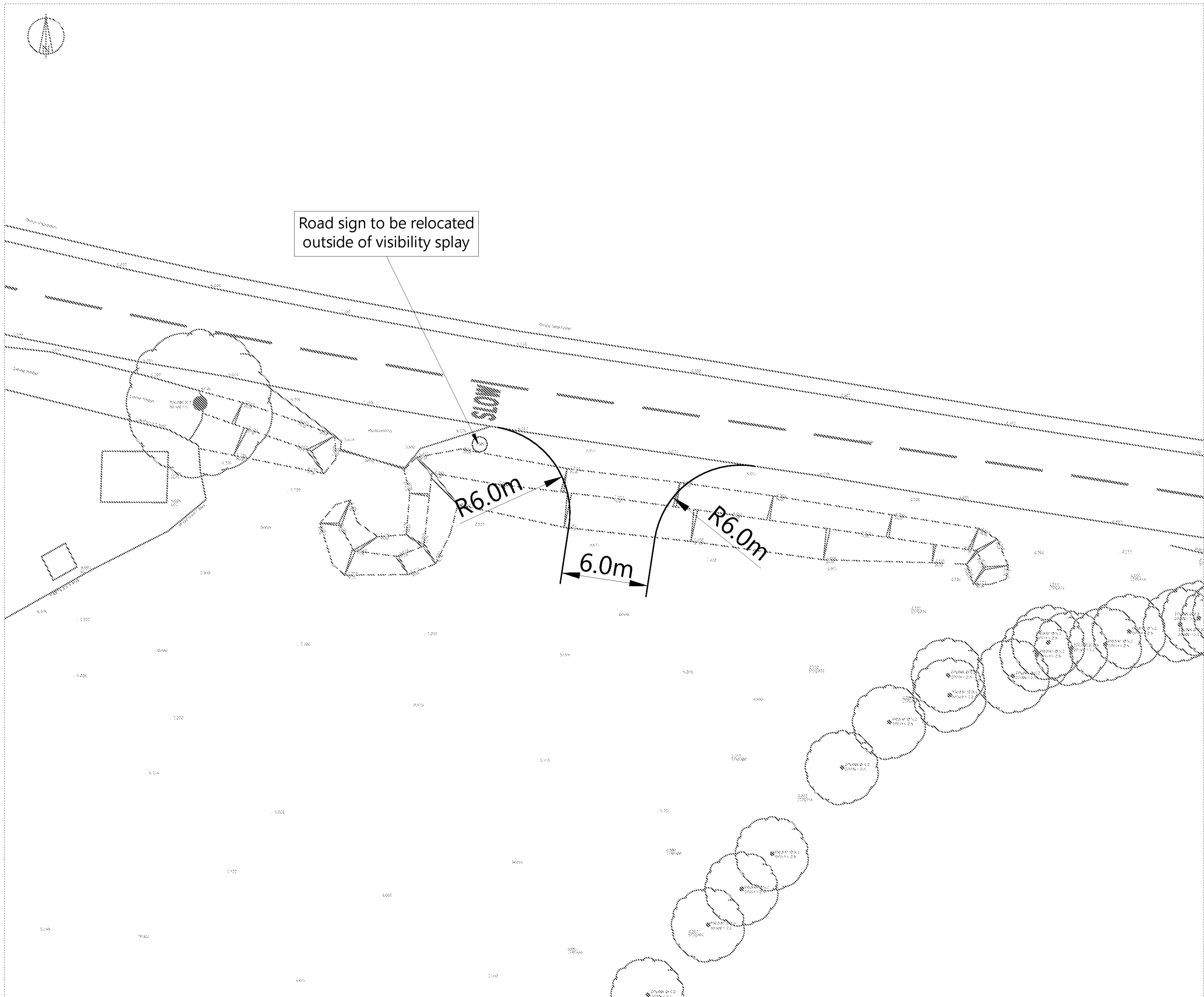
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	15	0.014	5	15	0.014	5	15	0.028
08:00 - 09:00	5	15	0.014	5	15	0.014	5	15	0.028
09:00 - 10:00	5	15	0.014	5	15	0.014	5	15	0.028
10:00 - 11:00	5	15	0.027	5	15	0.027	5	15	0.054
11:00 - 12:00	5	15	0.000	5	15	0.000	5	15	0.000
12:00 - 13:00	5	15	0.014	5	15	0.014	5	15	0.028
13:00 - 14:00	5	15	0.041	5	15	0.027	5	15	0.068
14:00 - 15:00	5	15	0.000	5	15	0.000	5	15	0.000
15:00 - 16:00	5	15	0.000	5	15	0.000	5	15	0.000
16:00 - 17:00	5	15	0.000	5	15	0.000	5	15	0.000
17:00 - 18:00	5	15	0.014	5	15	0.000	5	15	0.014
18:00 - 19:00	5	15	0.000	5	15	0.000	5	15	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.138			0.110			0.248

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 5

Proposed Site Access Arrangements



NOTES:
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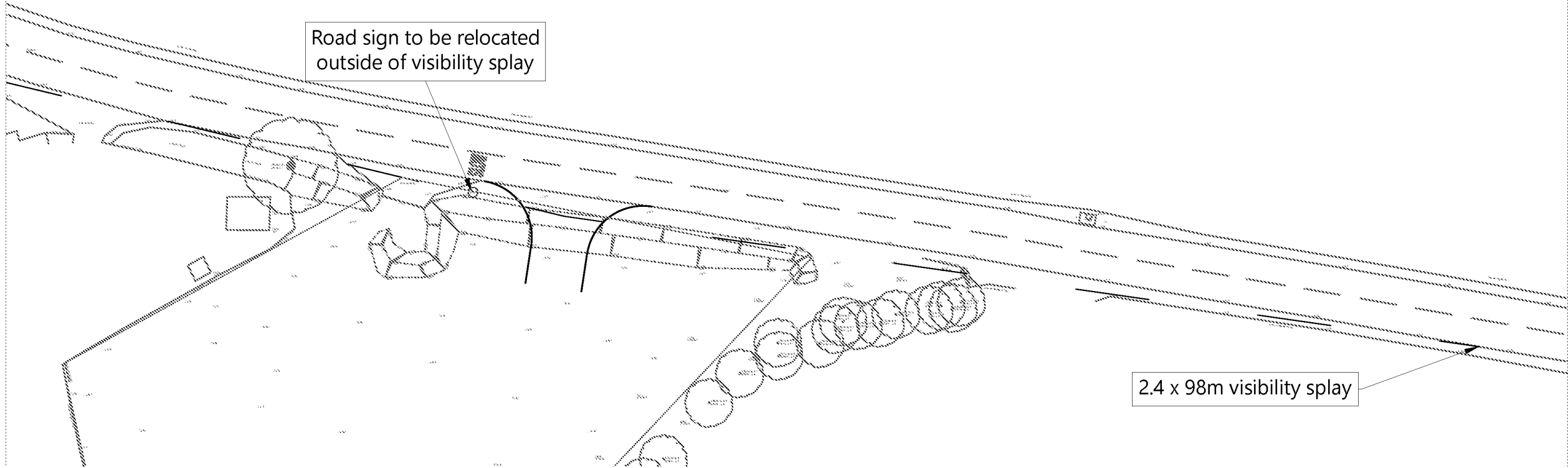
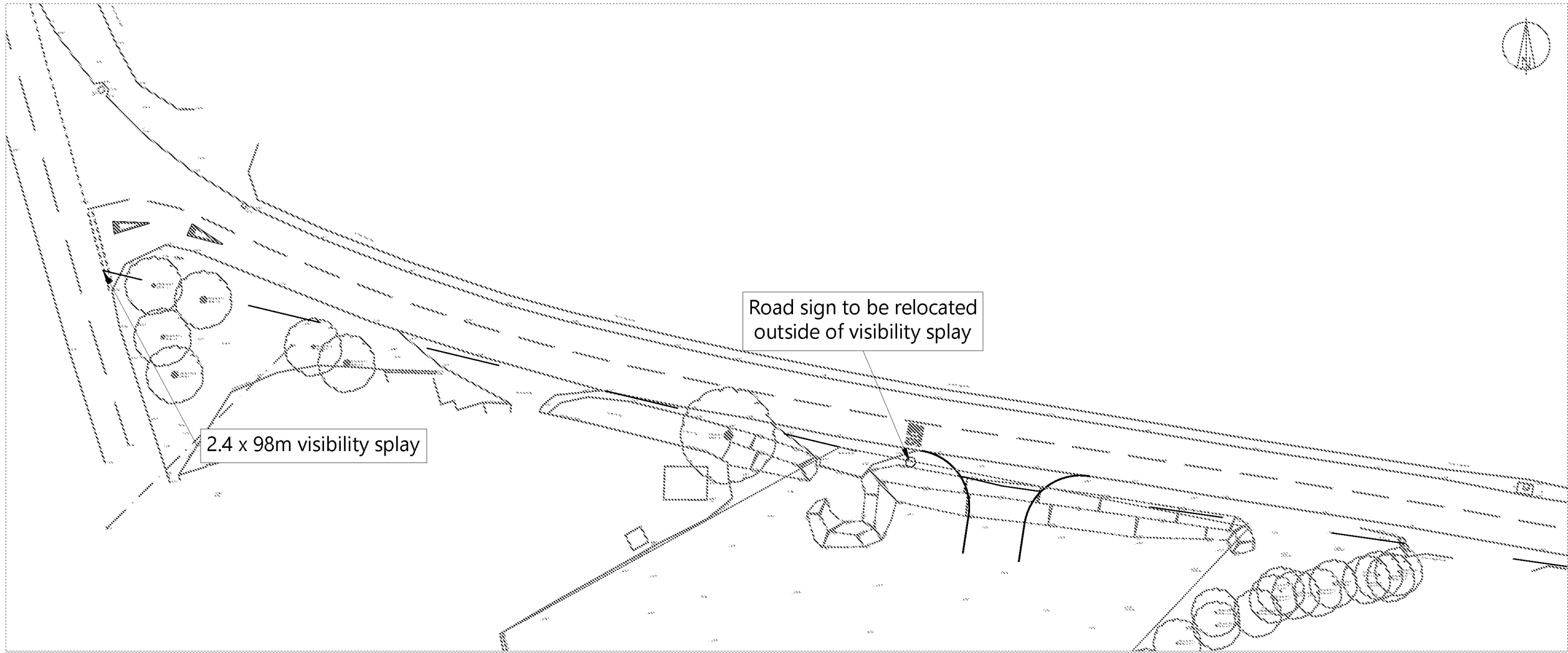
ISSUE	REASON FOR REVISION	DATE

PROJECT: SEFTER ROAD, PAGHAM		
CLIENT: BASING PARTNERS LIMITED		
PROJECT REFERENCE: 19134	DRAWING NUMBER: 01	SCALE: 1:250 @A3

Highgate <i>Transportation</i> www.highgatetransportation.co.uk First Floor, 43-45 Park Street Bristol BS1 5NL 01179 349 121 © Highgate Transportation Limited		
TITLE: PROPOSED SITE ACCESS ARRANGEMENTS		
DATE: 16/12/19	DRAWN BY: BL	CHECKED: DT

Appendix 6

Visibility Splays of Proposed Site Access



NOTES:
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Red line Indicative

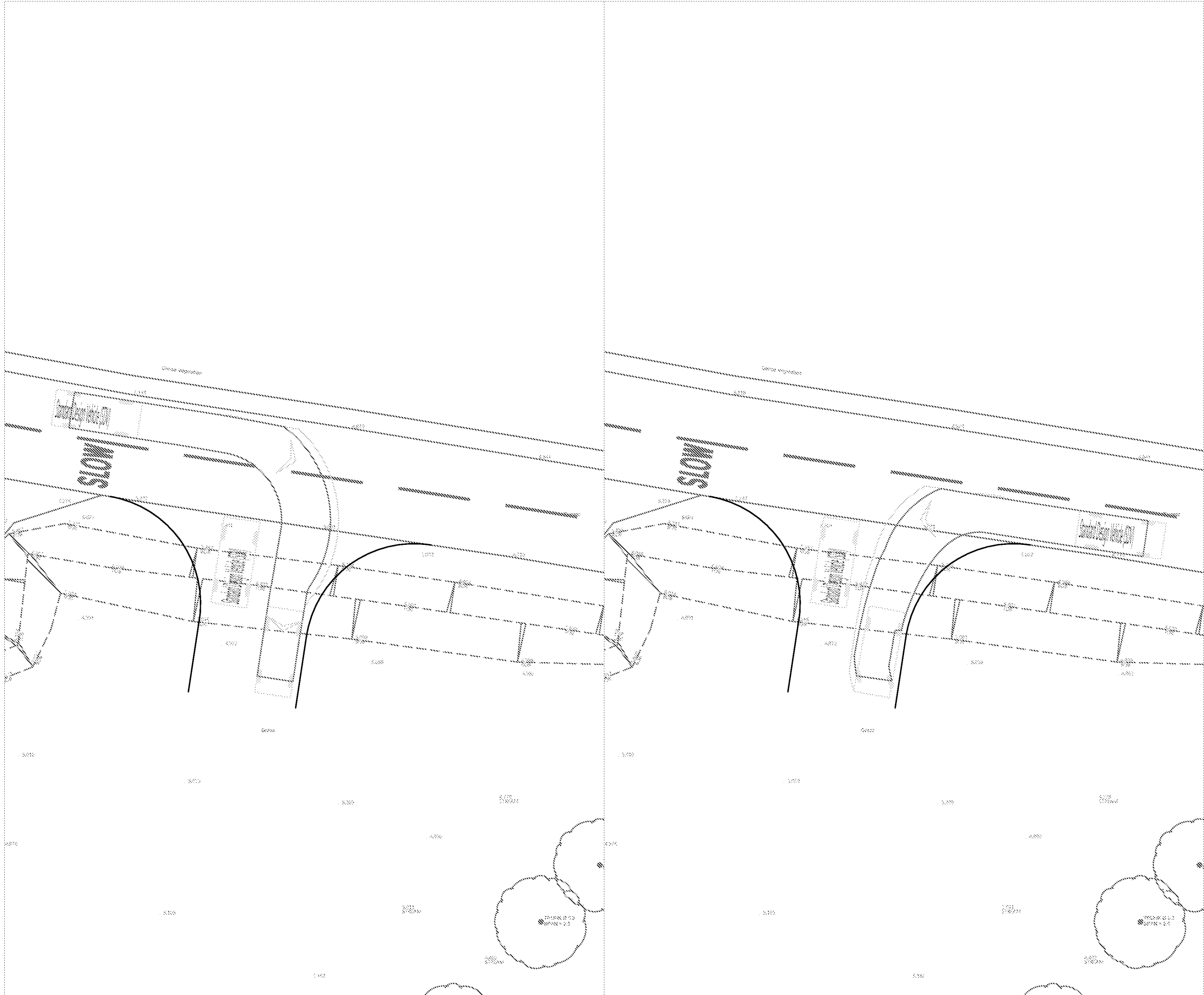
ISSUE	REASON FOR REVISION	DATE

PROJECT: SEFTER ROAD, PAGHAM		
CLIENT: BASING PARTNERS LIMITED		
PROJECT REFERENCE: 19134	DRAWING NUMBER: 02	SCALE: 1:500 @A3

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TITLE: PROPOSED SITE ACCESS VISIBILITY SPLAY		
DATE: 16/12/19	DRAWN BY: BL	CHECKED: DT

Appendix 7

Swept Path Analysis – Two Cars Passing at the Site Access



NOTES:
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Standard Design Vehicle (SDV)

Overall Length4.800m
Overall Width2.000m
Overall Body Height1.950m
Min Body Ground Clearance0.100m
Track Width2.000m
Lock to lock time4.00s
Wall to Wall Turning Radius6.000m

ISSUE	REASON FOR REVISION	DATE
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PROJECT:

SEFTER ROAD, PAGHAM

CLIENT:

BASING PARTNERS LIMITED

PROJECT REFERENCE	DRAWING NUMBER	SCALE
19134	TR04	1:200 @A3

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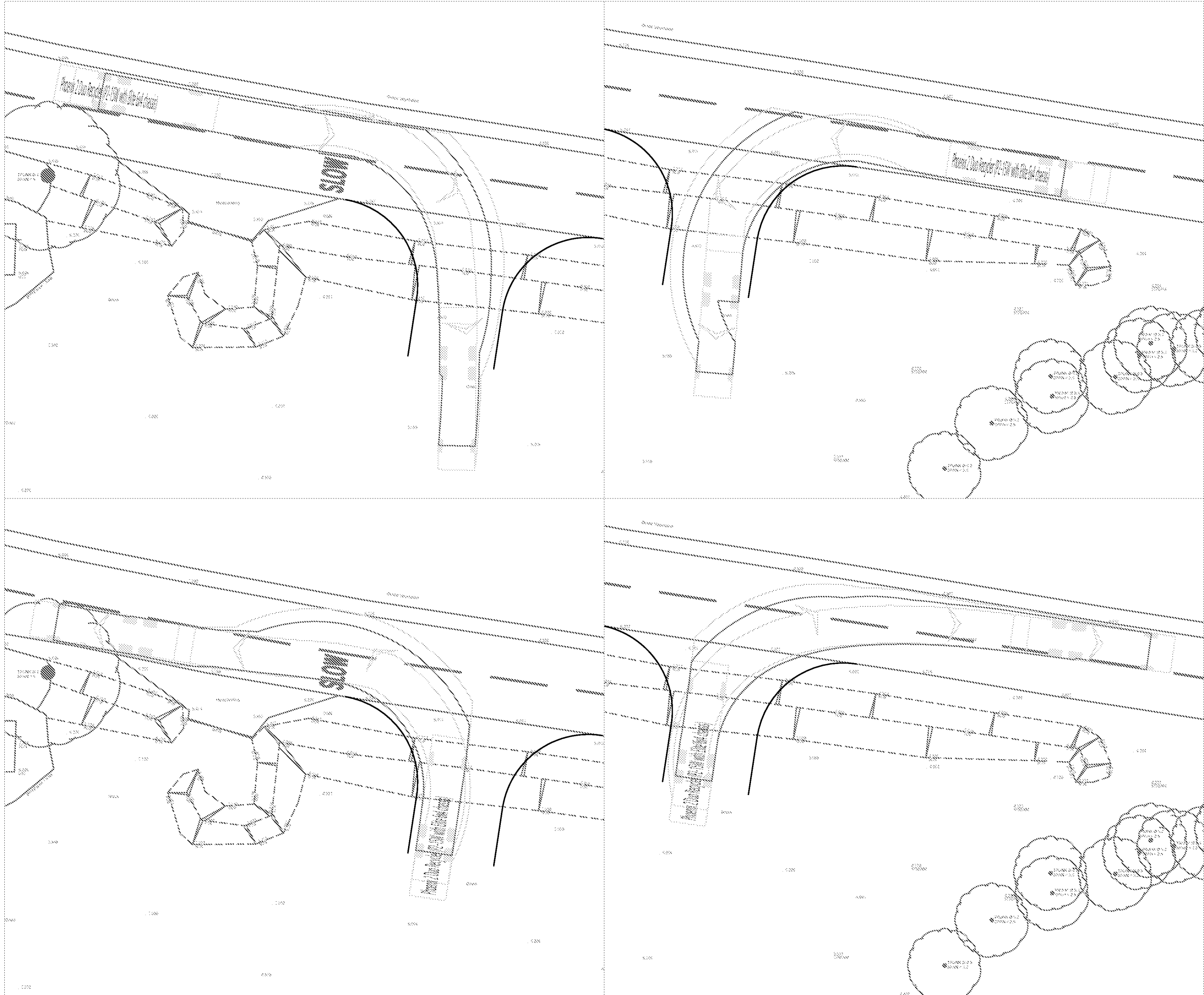
TITLE:

PROPOSED SITE ACCESS - SWEEP
PATH ANALYSIS OF TWO CARS

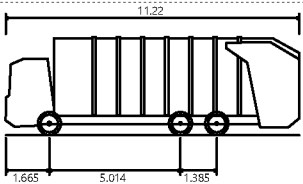
DATE	DRAWN BY	CHECKED
19/12/19	BL	DT

Appendix 8

Swept Path Analysis – 11.2 Metre Refuse Collection Vehicle



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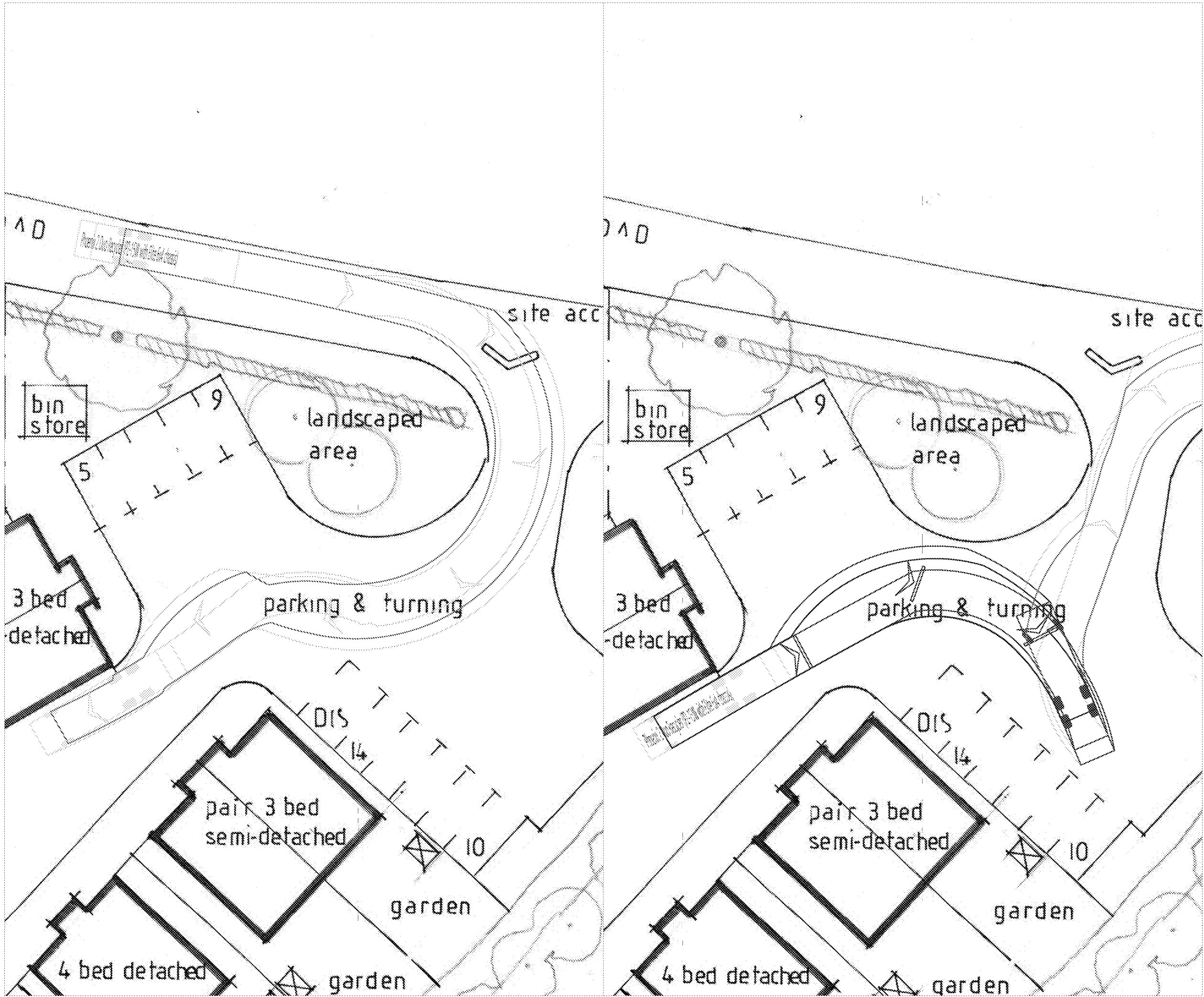


Phoenix 2 Duo Recycler (P2-15W with Elite 6x4 chassis)
Overall Length 11.220m
Overall Width 2.530m
Overall Height 3.756m
Min Body Ground Clearance 0.309m
Track Width 2.530m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 11.550m

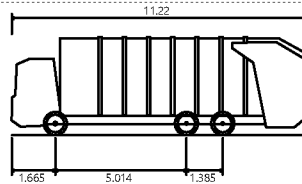
ISSUE	REASON FOR REVISION	DATE
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PROJECT: SEFTER ROAD, PAGHAM		
CLIENT: BASING PARTNERS LIMITED		
PROJECT REFERENCE: 19134	DRAWING NUMBER: TR02	SCALE: 1:250 @A3

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TITLE: PROPOSED SITE ACCESS - SWEPT PATH ANALYSIS OF REFUSE VEHICLE		
DATE: 19/12/19	DRAWN BY: BL	CHECKED: DT



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Phoenix 2 Duo Recycler (P2-15W with Elite 6x4 chassis)

Overall Length 11.220m
Overall Width 2.530m
Overall Body Height 3.756m
Min Body Ground Clearance 0.309m
Track Width 2.530m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 11.550m

ISSUE	REASON FOR REVISION	DATE

PROJECT: SEFTER ROAD, PAGHAM		
CLIENT: BASING PARTNERS LIMITED		
PROJECT REFERENCE: 19134	DRAWING NUMBER: TR03	SCALE: 1:250 @A3

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TITLE: PROPOSED SITE LAYOUT - SWEEP PATH ANALYSIS OF REFUSE VEHICLE		
DATE: 19/12/19	DRAWN BY: BL	CHECKED: DT