



Addendum to the Design and Access Statement dated 7 July 2017

Y/49/17 - Outline planning application for the demolition of all existing structures and redevelopment of the site with up to 45 dwellings (30% affordable (up to 14)) and 0.3 hectares of landscaped open space with vehicular access from Maypole Lane and pedestrian/cycle access only from North End Road.

Land at Street Buildings North End Road Yapton



Paul Collins MRTPI





Background

1. The proposal seeks Outline Planning permission for access only for up to 45 dwellings of which 30% would be affordable¹.
2. In the absence of an up to date adopted Local Plan and/or Neighbourhood Plan the relevant Transport issues associated with this proposal need to be considered in the context provided by Framework Paragraph 32.
3. The sustainability of Yapton as a location for housing growth, the sustainable location of the site relative to Yapton in terms of accessibility to existing transport networks and public transport and the degree to which opportunities for accessing sustainable transport modes can be taken up are fully explained in the submitted Design and Access Statement at paragraphs 3 – 5 and 30 – 33.
4. The access proposals and the manner in which these would ensure that safe and suitable access to the site can be achieved for all people is also fully explained in the Design and Access Statement at paragraphs 25 – 33.
5. The lack of need for any off site improvements to the existing Transport Infrastructure to accommodate this scheme is based on the view that the development would not generate significant amounts of movement that would result in any material impact on existing Transport Infrastructure requiring mitigation.
6. Following clarification of the interim consultation responses received from the West Sussex County Council Highway Authority, it is understood that the LHA would raise no significant concerns regarding the proposals subject to the provision of a Stage 1 Road Safety Audit in accordance with its adopted Road Safety Audit Policy and the provision of the TRICS Output data to support the accepted Trip Generation figures we have provided.
7. This addendum therefore provides the Stage 1 Road Safety Audit (RSA) and the TRICS Output data requested by the LHA.

¹ As defined in the NPPF



The TRICS Output data

8. The full TRICS Output data for this scheme for 45 dwellings comprising 30% affordable housing is provided at **Appendix 1**. TRICS separates data into that applying to private housing and that applying to affordable housing and bringing these two data sets together into a summary form produces the table below using the recognized AM peak hour of 08.00-09.00, PM peak hour 17.00- 18.00 and a 12 hour day.

Table 1 Total Trip Generation from all sources² using TRICS

	IN	OUT	TWO WAY
AM PEAK	6	17	23
PM PEAK	14	8	23
DAILY	94	97	191

9. 191 two way total movements over a 12 hour day equates to approximately 16 total two way movements an hour. Of these, circa 70% are likely to relate to vehicle trips meaning circa 134 two way vehicle trips per day and 11 two way vehicle trips per hour.
10. In our submission increases of this magnitude will not lead to any material impact on the local transport networks or junctions requiring mitigation, let alone the severe residual impact that is referred to within the NPPF as being a legitimate reason to resist a proposed development on highways and transportation grounds.
11. However, in view of some concerns raised by local residents regarding the safety of the Maypole Lane/North End Road Junction and its capacity to accommodate the traffic from the development proposed we have considered the Transport Statement submitted in support of the now approved scheme for an adjoining site (Y/92/15 PL) which considered this issue and the accident data supplied to WSCC by Sussex Police over a period of the last 3 years published on its web site.
12. Having reviewed this published information we can find no evidence to support the capacity and safety concerns raised by local residents.

² Multi modal Trips including those by Rail, Bus, Car/van driver, Car/van passenger, Motorcycle, Pedal Cycle, On foot and/or Other means



The Stage 1 Road Safety Audit

13. The independent, signed and dated RSA is copied at **(Appendix 2)**
14. This identified only one problem with the use of the Maypole Lane access in the manner proposed which is that it has a narrow road width which may cause side swipe collisions and the recommendation is to provide sufficient passing places over the length of Maypole Lane.
15. The Designers response to this problem is that the provision of such passing spaces between the site access and the junction with North End Road can all be achieved within Highway controlled land and can be secured and designed through the use of conditions.
16. The submitted RSA identifies only one problem with the closure of the existing vehicular access to vehicles and its sole use by NMUs as proposed which is that the proposed access may be misused, leading to conflicts with pedestrians or cyclists and that the spread of gravel from an adjoining driveway would be hazardous to cyclists and the recommendation is to provide measures to deter parking and injudicious use of the NMU access and a suitable surface for NMU's.
17. The Designers response to this problem is that it is intended that the detailed design for the proposed closure of the existing vehicular access and its sole use by NMU's would be subject to a controlling condition on any planning permission granted and therefore subject to later approval and Stage 2 Audit as required.
18. The previous 3 years personal injury accident data has been checked and no accidents have been recorded that involve pedestrians/cyclists in Yapton so no evidence suggests that existing arrangements for pedestrians/cyclists in Yapton are inadequate or unsafe for use by future users of the proposed pedestrian and cycle access onto North End Road.
19. Based on the foregoing it is submitted that subject to suitably worded conditions on any planning permission granted it has now been demonstrated that safe and suitable access from the proposed development to the existing highway network can be achieved for all people in accordance with Framework Paragraph 32.

APPENDIX 1 TRICS DATA

Calculation Reference: AUDIT-734001-170906-0909

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : B - AFFORDABLE/LOCAL AUTHORITY HOUSES

VEHICLES

Selected regions and areas:

07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	1 days
08	NORTH WEST	
	LC LANCASHIRE	1 days
	MS MERSEYSIDE	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: 15 to 29 (units:)
 Range Selected by User: 14 to 30 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/09 to 19/09/13

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
Tuesday	1 days
Thursday	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 Centre	1
Suburban Area (PPS6 Out of Centre)	1
Edge of Town	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	2
Built-Up Zone	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

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:

1,001 to 5,000	1 days
5,001 to 10,000	1 days
25,001 to 50,000	1 days

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

Population within 5 miles:

5,001 to 25,000	1 days
75,001 to 100,000	1 days
125,001 to 250,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	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:

No 3 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 3 days

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

LIST OF SITES relevant to selection parameters

1	LC-03-B-02	SEMI DETACHED/ TERRACED	LANCASHIRE
	BILLINGE STREET		
	BLACKBURN		
	Edge of Town Centre		
	Residential Zone		
	Total Number of dwellings:	15	
	Survey date: MONDAY	10/06/13	Survey Type: MANUAL
2	MS-03-B-01	TERRACED	MERSEYSIDE
	TARBOCK ROAD		
	SPEKE		
	LIVERPOOL		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	16	
	Survey date: TUESDAY	18/06/13	Survey Type: MANUAL
3	WY-03-B-03	TERRACED HOUSES	WEST YORKSHIRE
	LINCOLN GREEN ROAD		
	LEEDS		
	Suburban Area (PPS6 Out of Centre)		
	Built-Up Zone		
	Total Number of dwellings:	29	
	Survey date: THURSDAY	19/09/13	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/B - AFFORDABLE/LOCAL AUTHORITY HOUSES

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	20	0.117	3	20	0.100	3	20	0.217
08:00 - 09:00	3	20	0.167	3	20	0.367	3	20	0.534
09:00 - 10:00	3	20	0.150	3	20	0.133	3	20	0.283
10:00 - 11:00	3	20	0.083	3	20	0.117	3	20	0.200
11:00 - 12:00	3	20	0.117	3	20	0.117	3	20	0.234
12:00 - 13:00	3	20	0.150	3	20	0.150	3	20	0.300
13:00 - 14:00	3	20	0.167	3	20	0.150	3	20	0.317
14:00 - 15:00	3	20	0.150	3	20	0.200	3	20	0.350
15:00 - 16:00	3	20	0.317	3	20	0.317	3	20	0.634
16:00 - 17:00	3	20	0.150	3	20	0.250	3	20	0.400
17:00 - 18:00	3	20	0.267	3	20	0.233	3	20	0.500
18:00 - 19:00	3	20	0.150	3	20	0.083	3	20	0.233
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.985			2.217			4.202

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.

Parameter summary

Trip rate parameter range selected:	15 - 29 (units:)
Survey date range:	01/01/09 - 19/09/13
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.

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES

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	3	20	0.000	3	20	0.000	3	20	0.000
08:00 - 09:00	3	20	0.000	3	20	0.000	3	20	0.000
09:00 - 10:00	3	20	0.000	3	20	0.000	3	20	0.000
10:00 - 11:00	3	20	0.000	3	20	0.000	3	20	0.000
11:00 - 12:00	3	20	0.000	3	20	0.000	3	20	0.000
12:00 - 13:00	3	20	0.033	3	20	0.033	3	20	0.066
13:00 - 14:00	3	20	0.000	3	20	0.000	3	20	0.000
14:00 - 15:00	3	20	0.000	3	20	0.000	3	20	0.000
15:00 - 16:00	3	20	0.000	3	20	0.000	3	20	0.000
16:00 - 17:00	3	20	0.000	3	20	0.000	3	20	0.000
17:00 - 18:00	3	20	0.000	3	20	0.000	3	20	0.000
18:00 - 19:00	3	20	0.000	3	20	0.000	3	20	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.033			0.033			0.066

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: 15 - 29 (units:)
 Survey date date range: 01/01/09 - 19/09/13
 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.

Calculation Reference: AUDIT-734001-170906-0910

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

VEHICLES

Selected regions and areas:

02 SOUTH EAST	
ES EAST SUSSEX	1 days
HC HAMPSHIRE	1 days
03 SOUTH WEST	
DC DORSET	1 days
DV DEVON	1 days
SM SOMERSET	1 days
06 WEST MIDLANDS	
SH SHROPSHIRE	1 days
07 YORKSHIRE & NORTH LINCOLNSHIRE	
NY NORTH YORKSHIRE	2 days
08 NORTH WEST	
CH CHESHIRE	1 days
GM GREATER MANCHESTER	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: 16 to 37 (units:)
Range Selected by User: 15 to 45 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/09 to 13/11/15

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	2 days
Tuesday	1 days
Wednesday	3 days
Thursday	3 days
Friday	1 days

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

Selected survey types:

Manual count	10 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	2
Edge of Town	8

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	9
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:

C1	1 days
C3	9 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:

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

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

Population within 5 miles:

5,001 to 25,000	2 days
25,001 to 50,000	1 days
50,001 to 75,000	1 days
75,001 to 100,000	3 days
125,001 to 250,000	1 days
250,001 to 500,000	1 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:

1.1 to 1.5	10 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:

Yes	2 days
No	8 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	10 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	CH-03-A-09	TERRACED HOUSES	CHESHI RE
	GREYSTOKE ROAD		
	HURDSFIELD		
	MACCLESFIELD		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	24	
	Survey date: MONDAY	24/11/14	Survey Type: MANUAL
2	DC-03-A-08	BUNGALOWS	DORSET
	HURSTDENE ROAD		
	CASTLE LANE WEST		
	BOURNEMOUTH		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	28	
	Survey date: MONDAY	24/03/14	Survey Type: MANUAL
3	DV-03-A-01	TERRACED HOUSES	DEVON
	BRONSHILL ROAD		
	TORQUAY		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	37	
	Survey date: WEDNESDAY	30/09/15	Survey Type: MANUAL
4	ES-03-A-02	PRIVATE HOUSING	EAST SUSSEX
	SOUTH COAST ROAD		
	PEACEHAVEN		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	37	
	Survey date: FRIDAY	18/11/11	Survey Type: MANUAL
5	GM-03-A-10	DETACHED/ SEMI	GREATER MANCHESTER
	BUTT HILL DRIVE		
	PRESTWICH		
	MANCHESTER		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	29	
	Survey date: WEDNESDAY	12/10/11	Survey Type: MANUAL
6	HC-03-A-17	HOUSES & FLATS	HAMPSHIRE
	CANADA WAY		
	LIPHOK		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	36	
	Survey date: THURSDAY	12/11/15	Survey Type: MANUAL
7	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

LIST OF SITES relevant to selection parameters (Cont.)

8	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
9	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
10	SM-03-A-01	DETACHED & SEMI	SOMERSET
	WEMBDON ROAD		
	NORTHFIELD		
	BRIDGWATER		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	33	
	Survey date: THURSDAY	24/09/15	Survey Type: MANUAL

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

TRIP RATE for Land Use 03 - RESIDENTIAL/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	10	29	0.084	10	29	0.266	10	29	0.350
08:00 - 09:00	10	29	0.112	10	29	0.395	10	29	0.507
09:00 - 10:00	10	29	0.143	10	29	0.161	10	29	0.304
10:00 - 11:00	10	29	0.147	10	29	0.119	10	29	0.266
11:00 - 12:00	10	29	0.150	10	29	0.164	10	29	0.314
12:00 - 13:00	10	29	0.157	10	29	0.150	10	29	0.307
13:00 - 14:00	10	29	0.147	10	29	0.178	10	29	0.325
14:00 - 15:00	10	29	0.129	10	29	0.150	10	29	0.279
15:00 - 16:00	10	29	0.224	10	29	0.147	10	29	0.371
16:00 - 17:00	10	29	0.325	10	29	0.150	10	29	0.475
17:00 - 18:00	10	29	0.346	10	29	0.154	10	29	0.500
18:00 - 19:00	10	29	0.185	10	29	0.094	10	29	0.279
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.149			2.128			4.277

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.

Parameter summary

Trip rate parameter range selected: 16 - 37 (units:)
 Survey date range: 01/01/09 - 13/11/15
 Number of weekdays (Monday-Friday): 10
 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

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	10	29	0.000	10	29	0.000	10	29	0.000
08:00 - 09:00	10	29	0.003	10	29	0.003	10	29	0.006
09:00 - 10:00	10	29	0.003	10	29	0.003	10	29	0.006
10:00 - 11:00	10	29	0.007	10	29	0.003	10	29	0.010
11:00 - 12:00	10	29	0.003	10	29	0.003	10	29	0.006
12:00 - 13:00	10	29	0.003	10	29	0.003	10	29	0.006
13:00 - 14:00	10	29	0.000	10	29	0.000	10	29	0.000
14:00 - 15:00	10	29	0.000	10	29	0.000	10	29	0.000
15:00 - 16:00	10	29	0.000	10	29	0.000	10	29	0.000
16:00 - 17:00	10	29	0.000	10	29	0.000	10	29	0.000
17:00 - 18:00	10	29	0.000	10	29	0.000	10	29	0.000
18:00 - 19:00	10	29	0.000	10	29	0.000	10	29	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.019			0.015			0.034

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.

Parameter summary

Trip rate parameter range selected: 16 - 37 (units:)
 Survey date date range: 01/01/09 - 13/11/15
 Number of weekdays (Monday-Friday): 10
 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.

APPENDIX 2 Completed RSA

LAND AT STREET BUILDINGS,
NORTH END ROAD, YAPTON BN18 0DT

Proposed Access

Stage 1 Road Safety Audit
Requested by Keith Langmead Ltd

September 2017



Road Safety Engineering

Project: Land at Street Buildings,
North End Road, Yapton BN18 0DT
Proposed Access

Client: Keith Langmead Ltd

Document: Stage 1 Road Safety Audit

Gateway TSP ref: WP/VP/1708-J RSA1 v1.1

Issue date: 6th September 2017

Status: Final v1.1

Authorised by: VP

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Appendices

- Appendix A: Location Plan(s)
Appendix B: Designer's Response

3 INTRODUCTION

~~3.1~~ This report describes a Stage 1 Road Safety Audit (RSA) of two accesses onto North End Road and Maypole Lane, near Yapton, West Sussex.

~~3.2~~ The highway works considered by this Audit comprise vehicular access to a proposed residential development from Maypole Lane, and proposed pedestrian and cycle access onto North End Road.

~~3.3~~ North End Road is a two-way single carriageway with a 30mph posted speed limit and no parking restrictions. The carriageway is lit and there is an existing footway on the eastern side. Maypole Lane meets North End Road opposite the Ford Lane junction, and is two-way but narrow single lane carriageway, with several passing places, serving The Maypole Inn and Longacre Caravan Park. It is unlit and signed with national speed limit.

~~3.4~~ This Road Safety Audit was carried out by Wendy Palmer and Vimal Patel and consisted of a desktop study and a site visit, which was carried out on Tuesday 5th September 2017, when the weather was drizzly and the road surface damp.

~~3.5~~ The terms of reference for this RSA are as described in the Design Manual for Roads and Bridges (DMRB) document HD19/ 15. 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.

~~3.6~~ 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.

~~3.7~~ 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.

わ ITEMS CONSIDERED BY THIS ROAD SAFETY AUDIT

Document ref.	Rev.	Originator	Title
02017_TOPO	-	Shaw Colegate Surveyors	Topographical Survey
160602-05	-	Motion	Access Arrangement

Additional/background information provided to the Audit Team

- ∫ Design and Access Statement ' Phoenix Planning Consultants
- ∫ PPC2 Existing Block Plan
- ∫ Location Plan
- ∫ Transport Statement for Proposed Glasshouse, Longacre, for Eric Wall Holdings Ltd dated 2015
- ∫ Arun District Council Decision Notice ref Y/ 92/ 15/ PL
- ∫ Planning Services consultation correspondence ref Y/ 49/ 17/ OUT

COLLISION DATA

Personal Injury Collision (PIC) information was provided as an appendix to the Transport Statement (Motion; 2015), for the 60 month period 01/01/2010 to 31/12/2014. This indicates that there were three collisions, one resulting in slight and two in serious injuries.

The slight collision (ref: 1105747) occurred during dark dry conditions on North End Road approximately 50 metres to the north of the junction with Maypole Lane/ Ford Lane when a southbound motorcycle collided with a dog which had entered the carriageway.

A serious collision was recorded on North End road at the junction with Maypole Lane/Ford Lane. This incident occurred during dry and light conditions when a motorcycle travelling south on North End Road overtook a refuse vehicle and collided with a car turning right (northbound) out of Ford Lane.

A further serious collision occurred on Lake Lane approximately 200 metres to the east of the junction with Park Lane when a car travelling westbound lost control negotiating a bend due to ice and left the road before colliding with a tree and wall.

 PREVIOUS ROAD SAFETY AUDIT

 The Audit Team is unaware of any previous road safety audits on these proposals.



PROBLEMS IDENTIFIED BY THIS ROAD SAFETY AUDIT

General Matters



Problem

Narrow road width may cause side swipe collisions

Location: Maypole Lane

It is proposed to use Maypole Lane access as the vehicular entry / exit from the development. Existing traffic flows on Maypole Lane are very low and it is not anticipated that the development traffic will create high traffic flows, even during peak times. Maypole Lane is however narrow and it will be necessary for drivers to give way to oncoming traffic on occasion, or risk a side swipe collision.

Recommendation

Provide sufficient passing places over the length of Maypole Lane.

Local Alignment



The Audit Team raises no concerns at this Stage 1 RSA in respect of local alignment. However, full details should be prepared in detailed design, for the purposes of Stage 2 RSA.

Junctions



The Audit Team raises no concerns at this Stage 1 RSA in respect of junctions. However, full details should be prepared in detailed design, for the purposes of Stage 2 RSA.

Non-motorised User Provision



Problem

Proposed access may be misused, leading to conflicts with pedestrians or cyclists

Location: North End Road proposed pedestrian/ cycle access

It is proposed to close the existing access to the site on North End Road to vehicles and provide pedestrian/ cycle access only. At the time of the site visit a vehicle was parked across the gate, as shown in the background of Figure 1. The existing route is also wide enough for motorised vehicles to continue to use, or for injudicious use by powered two wheelers.

Additionally, the adjacent driveway is surfaced in gravel which has spread and would be hazardous to cyclists.

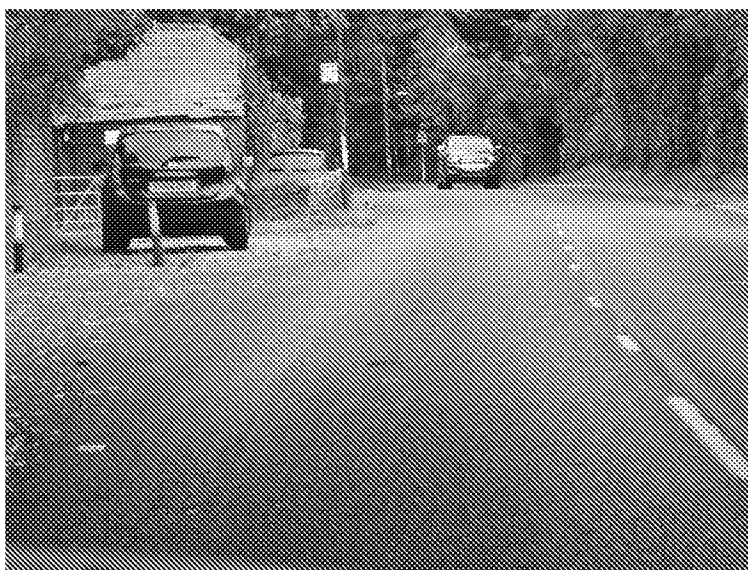


Figure 1: view towards the proposed pedestrian/ cycle access, behind the bus stop.

Recommendation

Provide measures to deter parking and injudicious use of the NMU access. Also provide a suitable surface for NMU's.

Road Signs, Carriageway Markings and Lighting



The Audit Team raises no concerns at this Stage 1 RSA in respect of road signs, carriageway markings and lighting. However, full details should be prepared in detailed design, for the purposes of Stage 2 RSA.

を AUDIT TEAM STATEMENT

を We certify that this Road Safety Audit has been carried out in accordance with DMRB document HD 19/15.

Audit Team Leader

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

Signed:



Date: 6th September 2017

Audit Team Member(s)

Vimal Patel
BEng (Hons), FIHE, RegRSA, CoC

Signed:



Date: 6th September 2017

APPENDIX A Location Plan(s)



APPENDIX B

Designer's Response

Project: Land at Street Buildings,
North End Road, Yapton BN18 0DT
Proposed Access
Client: Keith Langmead Ltd
Document: Stage 1 Road Safety Audit
Gateway TSP ref: WP/VP/1708-J RSA1 v1.1
Status: Final v1.1
Issue date: 6th September 2017

Item No.	Audit Team Recommendation	Designer's Response
5.1	Provide sufficient passing places over the length of Maypole Lane.	The provision of such passing spaces between the site access and the junction with North End Road can all be achieved within Highway controlled land and can be secured and designed through the use of conditions imposed on any planning permission granted
5.2	n/ a	n/ a
5.3	n/ a	n/ a
5.4	Provide measures to deter parking and injudicious use of the NMU access. Also provide a suitable surface for NMU's.	It is intended that the detailed design for the proposed closure of the existing vehicular access and its sole use by NMU's would be subject to a controlling condition on any planning permission granted and therefore subject to later approval and Stage 2 Audit as required
5.5	n/ a	n/ a

Project: Land at Street Buildings,
North End Road, Yapton BN18 0DT
Proposed Access
Client: Keith Langmead Ltd
Document: Stage 1 Road Safety Audit
Gateway TSP ref: WP/VP/1708-J RSA1 v1.1
Status: Final v1.1
Issue date: 6th September 2017

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: Paul Collins BA (Hons) DipTP MRTPI Phoenix Planning Consultancy

Date: 6 September 2017

Highway Authority/Project Sponsor/ Client Organisation Statement:

I accept/do not accept the Designer's Response (delete as appropriate)

.....
On behalf of Highway Authority/ Project Sponsor/ Client Organisation
(delete as appropriate)

Date: