

**NORTH END ROAD, YAPTON, WEST
SUSSEX**

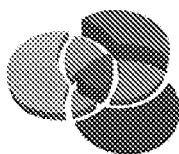
Residential Development

Transport Statement

**Prepared on behalf of Mr C White,
Miss K White, Ms H White & Mrs L
Millard**

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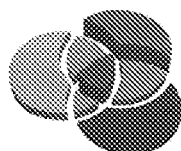
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PLANS

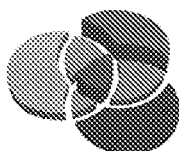
Plan 01 Accessibility Plan

DRAWINGS

2014/0732/001 Proposed Access and Visibility Splays
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APPENDICES

Appendix A Automatic Traffic Count Data – North End Road
 Appendix B Personal Injury Accident Data
 Appendix C Indicative Site Layout
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1 INTRODUCTION

- 1.1.1 This Transport Planning Statement (TPS) has been prepared by RGP on behalf of Mr C White, Miss K White, Ms H White & Mrs L Millard in association with a proposed development of 40 residential dwellings and associated access on land to the west of North End Road (B2132), Yapton, West Sussex.
- 1.1.2 The site's planning application is submitted in outline with all matters reserved for subsequent approval other than the proposed vehicular and pedestrian access arrangements. Accordingly the details pertaining to the development's internal layout, car and cycle parking requirements and servicing arrangements are indicative at this stage and may be subject to alteration.
- 1.1.3 This TPS outlines the key transport planning matters in accordance with the Department for Transport's (DfT) 'Guidance on Transport Assessments' (March 2007), reviewing site accessibility, proposed accommodation schedule, indicative car and cycle parking requirements, visibility and access arrangements, indicative servicing arrangements, proposed trip impact on the local road network and identification of any necessary mitigation measures, and draws conclusions from the assessment.
- 1.1.4 The application site is located on the northern periphery of Yapton in a semi-rural area approximately 800m from Yapton's village centre. The site has not been subject to any recent planning applications that would have implications for this application from a highways perspective. The site location and its immediate surroundings are demonstrated in **Figure 1.1**.

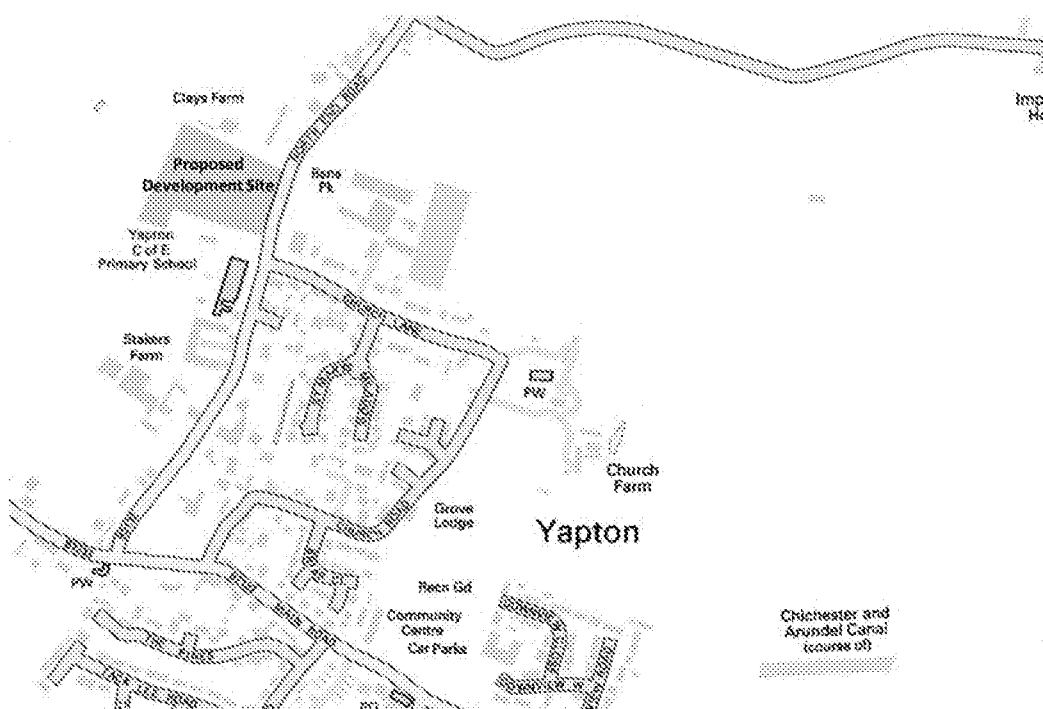
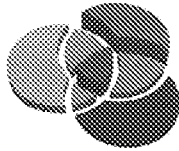


Figure 1.1: Site Location



2 SITE CONTEXT

2.1 Existing Site

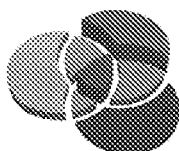
- 2.1.1 The application site is approximately 1.6ha and is comprised of an open field which was historically used to keep livestock, and more recently for horse grazing, although is presently unoccupied. The site is fronted by a thick hedge row which breaks for a gated access into the site. The existing access is served from North End Road which runs along the site's eastern boundary.
- 2.1.2 The site is immediately bordered by a variety of land uses including Yapton CoE Primary school to the south, residential properties to the north, agricultural land to the west and Orchard Business Park to the east which is situated on the opposite side of North End Road. The existing site frontage and access is shown in **Figure 2.1**.



Figure 2.1: Existing Site Frontage and Access

2.2 Local Road Network

- 2.2.1 The application site fronts onto North End Road which serves as a local distributor road through Yapton village connecting with a number of residential side roads and public facilities. The North End Road carriageway has a north – south alignment and is approximately 6m in width in the vicinity of the site. North End Road is subject to a 30mph speed restriction in the vicinity of the site. There are no parking restrictions along the site's frontage or the opposing side of the carriageway. However, zig-zag 'keep clear' markings are provided at the frontage of Yapton CoE primary school to the south.



- 2.2.2 An Automatic Traffic Count (ATC) survey was undertaken by The Safety Forum (TSF) during the week commencing 20th of September. The results identify North End Road to be moderately trafficked with an average of 2187 northbound vehicle movements per week day, and an average of 2177 southbound vehicle movements per day. The carriageway can become locally congested and exhibits a busy on-street parking environment during school start and finish times associated with student drop off and collection. The average volume of traffic on North End Road across the day is summarised in **Figure 2.2** whilst the full traffic data set is attached at **Appendix A** of this report.

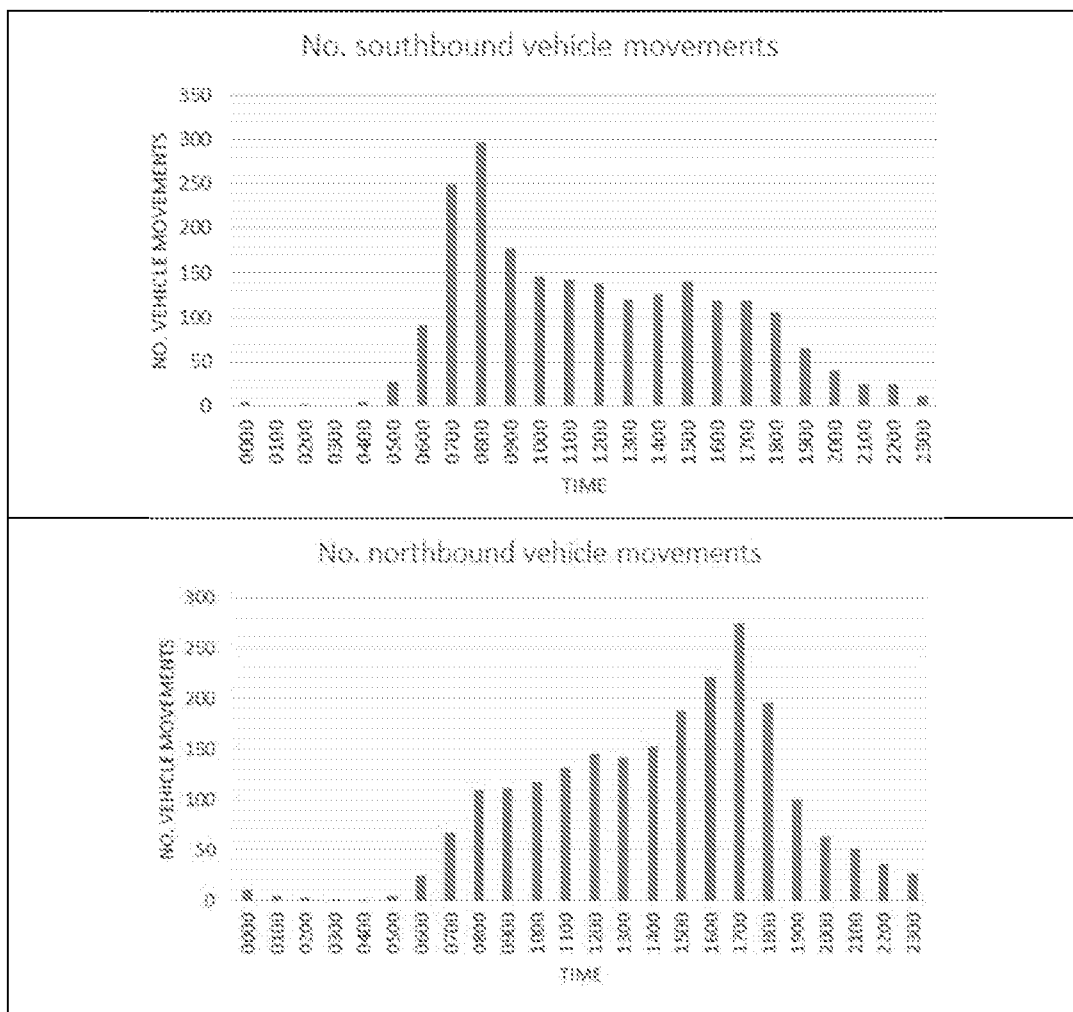


Figure 2.2: North End Road Flow Characteristics

- 2.2.3 The application site is approximately 450m north of the B2132's intersection with the B2233 via a small 3 arm roundabout. The B2233 provides a link to the centre of Barnham 1.9km to the west. The B2132 provides a link to Walberton village 2.2km to the North and Bognor Regis 5km to the south of the development site.
- 2.2.4 Both North End Road and the B2233 provide connections to the A27 trunk road c.5km to the north, which provides a link to key destinations and transport hubs at Chichester, Portsmouth and Brighton. The development site in relation to the key local road network is shown in **Figure 2.3**.

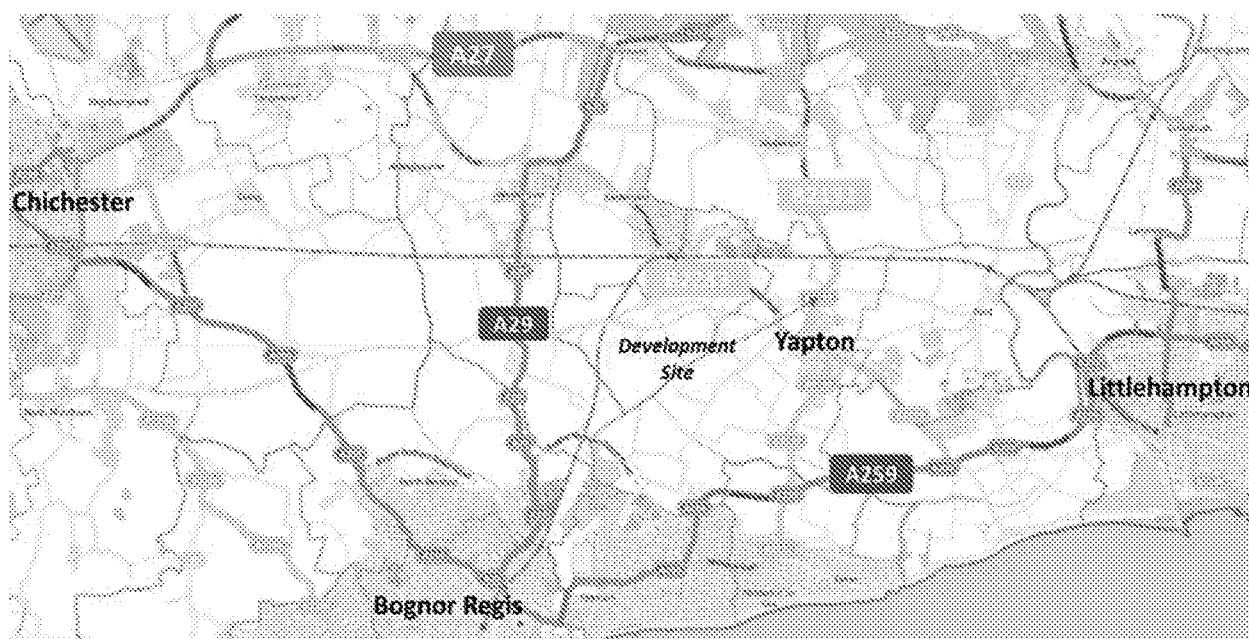
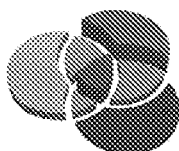


Figure 2.3: Local Road Network

- 2.2.5 There are 3 local junctions and accesses in relatively close proximity of the proposed development site, which are; Church Lane circa 45m to the south of the site on the opposite side of North End Road, Yapton CoE Primary School access 65m to the south, and Orchard Business Park directly opposite the site's frontage. A controlled level crossing facility is located c.800m north of the site. The crossing provides traffic signals to alert drivers/pedestrians of approaching trains and half barriers to prevent movement across the railway line when trains cross North End Road. The local carriageway features are demonstrated in **Figure 2.4**.

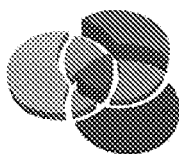


North End Road Carriageway



North End Road Level Crossing

Figure 2.4: Carriageway Features - North End Road



2.3 Accident Analysis

- 2.3.1 To determine highway safety on the local road network an assessment of Personal Injury Accidents (PIAs) has been undertaken for a five year period from 1st of September 2009 to the 31st August 2014. The area considered extends from North End Road junction with the B2233 c.450m to the south of the site to the North End Road Level Crossing c.800m north of the site.
- 2.3.2 Patterns displayed in the data can be assessed with regards to their proximity, frequency, severity and the cause of incident to establish any underlying highways design issues. In this assessment particular attention has been paid to incidents occurring at accesses and junctions on North End Road. The PIA data and analysis is attached as **Appendix B**.
- 2.3.3 Collisions are classified as slight, serious or fatal, depending on the severity of the injuries sustained. A total of 4 PIAs were recorded in the five year period, comprising of 3 'slight' injuries, 1 'serious' injury, and no fatal injuries. The distribution of the incidents relative to the site is displayed on **Figure 2.5**.

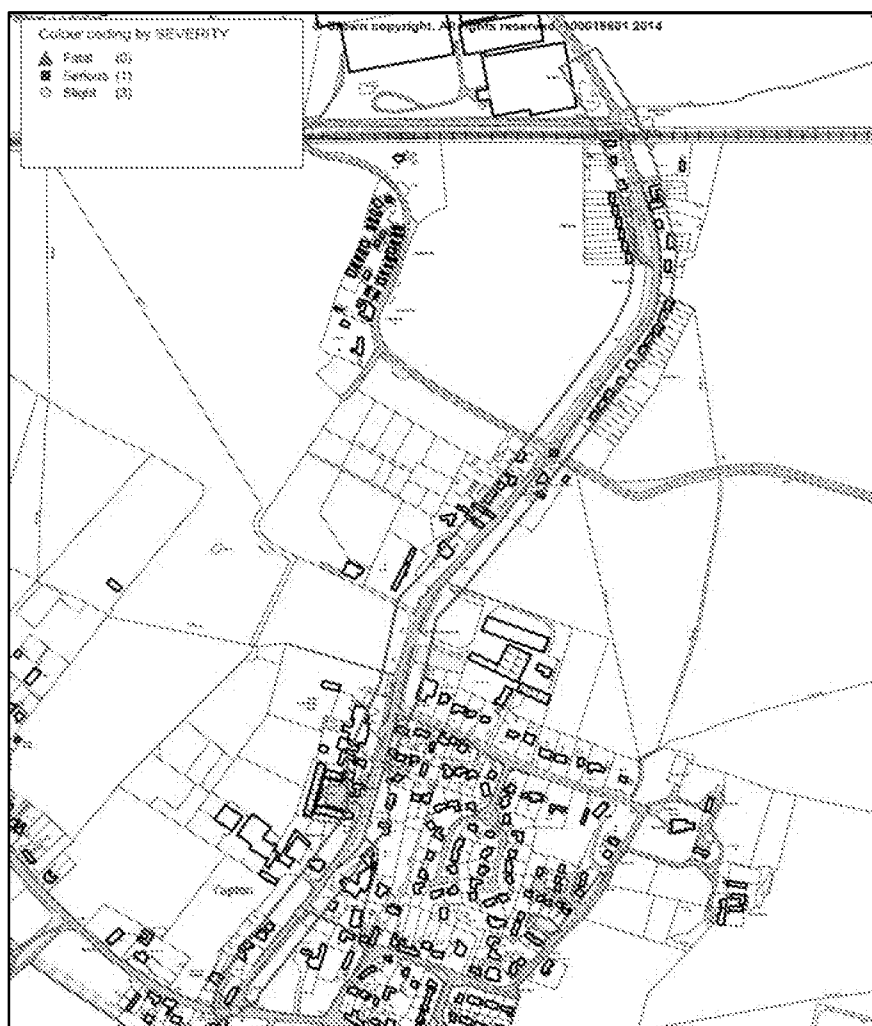
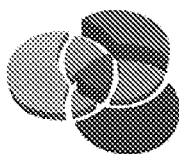


Figure 2.5: PIA Distribution



- 2.3.4 The recorded PIA incidents do not reveal any pattern that in terms of distribution, severity or cause that can be attributed to outstanding highway safety issues on the local road network. The low frequency of incidents also indicates that there are no outstanding highways safety issues in the vicinity of the site.

2.4 Site Accessibility

- 2.4.1 The application site is located on the northern periphery of Yapton, approximately 800m walking distances from Yapton village centre and its associated facilities and amenities, which equates to a 10 minute walking time (all walking times are based on the Chartered Institute for Highways and Transport guidance (CIHT)). The proximity of public transport, shopping services and amenities are demonstrated in **Plan 01** attached to this TPS.
- 2.4.2 The CIHT guidance states that facilities situated within 2km and 5km are accessible to pedestrians and cyclists respectively. **Plan 01** demonstrates that the development site is sustainably located within 2km of bus stops, food shops, pharmacies, ATM, schools, and community facilities.

2.5 Pedestrian Facilities

- 2.5.1 The site is not presently supported by footways across its frontage, although footways are provided on the opposite side of the North End Road carriageway, and on the near side of the carriageway 15m south of the site. The footways are approximately 1.5m wide and are supported by dropped kerbs. The footways on North End Road and wider infrastructure in Yapton provide a continuous link into the centre of Yapton and its associated services and amenities. The local footway infrastructure is demonstrated in **Figure 2.6**.

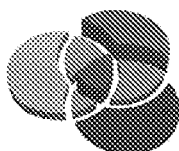


Near-Side Footway



Far-Side Footways

Figure 2.6: Local Footway Infrastructure



- 2.5.2 There are two public rights of way (PROWs) crossing the site, both of which emanate from the southeast corner of the site, with PROW 329 running along the site's southern boundary and PROW 326 diagonally crossing the site to the northwest corner. The course of the PROWs are demonstrated in **Figure 2.7**.

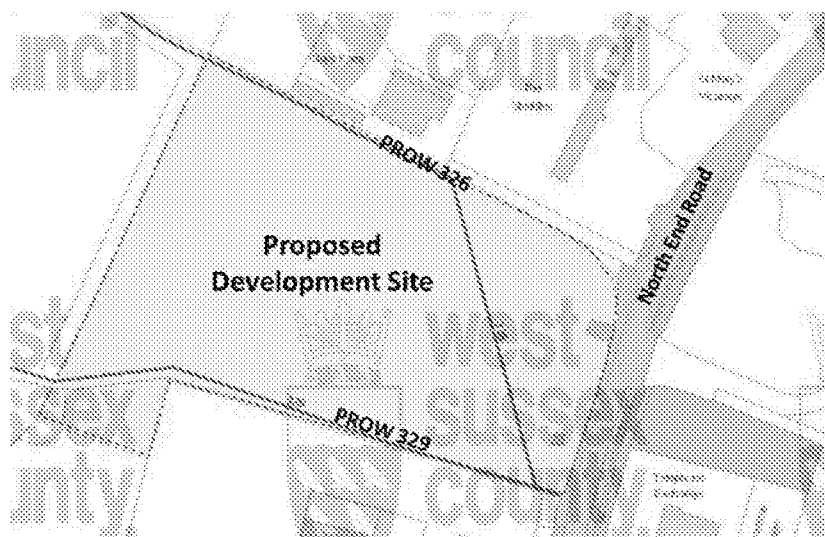


Figure 2.7: PROWs Through Application Site

2.6 Cycle Facilities

- 2.6.1 There are no dedicated cycle paths or routes in the immediate vicinity of the site, however National Cycle Network Route 2 (NCNR2) is located approximately 1km south of the development site. NCNR2 provides routes into Littlehampton 4.5km to the southeast of the site and Bognor Regis 5km to the southwest, and are therefore considered accessible under the CIHT guidelines which identifies journeys of 5km or less to be accessible by bicycle. The local cycle routes are shown in **Figure 2.8**.

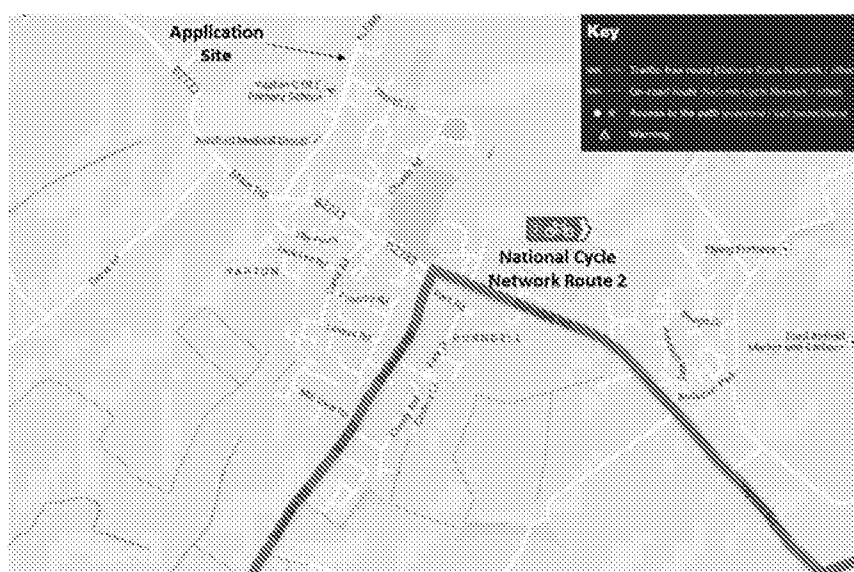
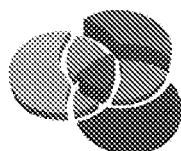


Figure 2.8: Local Cycle Network



2.7 Bus Services

- 2.7.1 The application site is well supported by bus services with the 'Yapton CoE Primary School' bus stops located within 150m of the application site. The stops provide frequent services to nearby towns including Bognor Regis, Littlehampton and Chichester. A summary of the local bus services are demonstrated in **Figure 2.8**.

BUS TIMETABLE			
Service	Route Summary	Typical Frequency	Hours of Operation
66	Bognor Regis - Yapton - Bognor Regis	Mon-Sat: every hour	Mon-Fri: 07:29-08:13
700	Littlehampton - Bognor Regis - Chichester	Mon-Sat: every 20 minutes	Mon-Fri: 5:34 - 22:43

Figure 2.8: Local Bus Service Summary

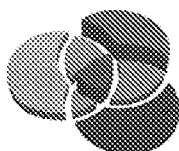
- 2.7.2 Services linking with Chichester bus station provide connections to wider bus, rail and National Express coach services. The frequency and range of bus services provided at local bus stops means that travel by bus is an attractive option for commuting and domestic purposes.

2.8 Rail Services

- 2.8.1 Barnham railway station is located c.2.5km to the west of the application site and provides the most immediate access to rail services. Barnham railway station is part of the West Coast Line and provides regular services to Brighton, Chichester, and Havant. Barnham railway station is supported by car and cycle parking and a taxi rank.
- 2.8.2 Rail services connecting with key 'hub' stations at Havant and Brighton provide connections to wider destinations in the south east region such as London, Portsmouth and Southampton. A summary of the local rail services are summarised in **Figure 2.9**.

Destination	Frequency	Duration	Calling Points
Bognor Regis	4 per hour	6-8 mins	-
Brighton	2 per hour	40-48 mins	Ford, Angerming, Goring-by-Sea, Durrington-on-Sea, West Worthing, Worthing, East Worthing, Lancing, Shoreham-by-Sea, Southwick, Fishersgate, Portslade, Alderington, Hove
Havant	7 per hour	18-29 mins	Chichester, Fishbourne, Bosham, Nutbourne, Southbourne, Emsworth, Warblington
Horsham	4 per hour	29-38 mins	Ford, Arundel, Amberley, Pulborough, Billingshurst, Christs Hospital
Littlehampton	2 per hour	9 mins	Ford

Figure 2.9: Local Rail Services



3 PROPOSED DEVELOPMENT

3.1 Accommodation Schedule

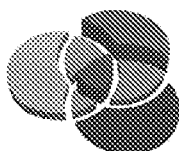
- 3.1.1 The outline application proposes the development of 40 residential dwellings of mixed size and tenure which would be served by a new access on to North End Road. The proposal also incorporates the provision of land for additional facilities for Yapton CoE Primary School. A summary of the mix and type of dwellings is shown in **Figure 3.1** whilst the Indicative site layout is attached at **Appendix C**.

Unit type	No. Private Units	No. Affordable Units	Total
1 bedroom	0	3	3
2 bedroom	3	7	10
3 bedroom	20	2	22
4 bedroom	5	0	5
Total	28	12	40

Figure 3.1: Indicative Accommodation Schedule

3.2 Proposed Access

- 3.2.1 The application site proposes a new access to be served from the western side of North End Road. The access would take the form of a simple priority T-junction arrangement. The proposed access design is demonstrated in **Drawing 2014/2270/001**. The existing site access would be stopped-up.
- 3.2.2 The access would have a combined lane width of 5.5m for the first 15m supported by 8m corner radii. The access geometries allow two standard car sized vehicles to concurrently turn in and out of the site, as well as large service vehicles to negotiate the access. A vehicle swept path analysis demonstrating these manoeuvres is attached to this report as **Drawing 2014/2270/002**.
- 3.2.3 The visibility requirements from the access have been based on the 85th percentile speeds recorded during the aforementioned ATC speed surveys taken between the 20th and 26th and September. The speed surveys revealed 85th percentile speeds of 38.3mph heading southbound and 35.1mph heading northbound.
- 3.2.4 The Department for Transport's (DfT) 'Manual for Streets 2' (MfS) entitled '*Wider Application of the Principles*' identifies calculation coefficients which are applicable to this particular scenario reflecting the design speed (60kph+ heading southbound) and the street environment as defined by MfS guidance (i.e. lined with buildings and public spaces).



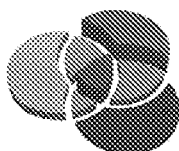
- 3.2.5 The MfS 2 visibility calculation coefficients fall between those set out in MfS 1 (speeds less than 60kph) and the DfT's 'Design Manual for Roads and Bridges' requirements (primarily for trunk roads), suggesting a minimum deceleration rate of 0.375g and a reaction time of 2 seconds which requires visibility splays of 2.4m x 76m in the secondary direction and 2.4m x 67m in the primary direction. The required visibility splays are achievable from the proposed access as demonstrated in **Drawing 2014/2270/001**.
- 3.2.6 A graded bank along the site's frontage is required to adjust for the height difference between the North End Road carriageway and the site's internal level. The graded bank would not exceed a 1:3 gradient thereby not requiring structural support irrespective of the subsoil type. The front edge of the graded bank would be set back to prevent an encroachment into the visibility envelope as shown in **Drawing 2014/2270/001**.
- 3.2.7 The access road would have a gradient of 1:20 for the first 25 meters, in line with MfS2 guidance which suggests a desirable gradient of 5% (1:20) on residential carriageways. The access road would narrow to 4.8m wide approximately 25m into the site, thus allowing an HGV and a standard car sized vehicle to pass one another as demonstrated in **Drawing 2014/2270/002**.

3.3 Pedestrian Access

- 3.3.1 Pedestrian access to the proposed development would be provided via a 2m wide footway running across the site frontage between the proposed site access and tying in with the existing footways 15m south of the site on the near side of North End Road. The sites access road would be flanked with 2m footways leading in to the main body of the site and would be supported by dropped kerbing and tactile paving at designated crossing points supporting pedestrian movements.

3.4 Proposed Yapton CoE Primary School Infrastructure

- 3.4.1 The proposed site incorporates the facility for a small parcel of land to be made available for the provision of additional parking facilities at Yapton CoE Primary School. The existing parking facilities at Yapton CoE Primary School are insufficient leading to an increase in on-street parking pressure particularly at school start and finish times associated with student drop-off and collection. The provision of the additional parking facility will therefore help to ease parking pressures during school start and finish times.
- 3.4.2 The provision of additional parking space at Yapton CoE would form part of a wider set of pedestrian and vehicle infrastructure improvements at the school, which includes improved crossing facilities. It has been identified through pre-application dialogue with WSCC that Section 106 developer 'Total Access Demand' (TAD) contributions could be put towards the provision of the improved crossing facilities, which would provide benefits to the school and the proposed development.



- 3.4.3 The precise design of the parking facility would be undertaken by WSCC, however the indicative land allocated for this parking facility is shown in **Appendix C**. The school's parking facility would not be served by a vehicle link to or from the development site and would therefore not have any highways impact for the development site.

3.5 Stage 1 Road Safety Audit

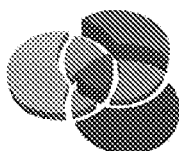
- 3.5.1 The proposed access arrangement have been subject to an independent Stage 1 Road Safety Audit (RSA). The Safety Forum (TSF) were appointed by RGP to conduct the Stage 1 RSA on the 5th November 2014.
- 3.5.2 The Stage 1 RSA identified 2 issues and recommendations based on **Drawings 2014.2270.001** and **2014.2270.002**, which are summarised below in **Figure 3.2**. A copy of the Stage 1 RSA including the 'Designer's Response' is attached at **Appendix D** of this report.

Location	Summary	Description	Recommendations
Western Verge	Risk of Slips and Trips	The existing vehicle crossover to which the proposed footway will lead is uneven and traps water and silt. Pedestrians passing over it could lose their footing and fall.	Ensure that the kerb for the proposed footway extends beyond the vehicle crossover, to the end of the existing kerb and, ensure that subsequent reinstatements eliminate the irregularities.
The proposed priority junction mouth.	Obstructed junction visibility.	During the site visit, which coincided with school travel time, parents were observed to park along the western side of North End Road up to and beyond the position of the proposed priority junction. It is likely that once the junction is built, parked vehicles could obstruct visibility for road users leaving the development, which could lead to conflict between vehicles at the junction. Whilst this problem will exist for limited periods, it will occur when the road is busy and the problem could be compounded by road users turning within the junction mouth.	Introduce waiting restrictions at the proposed junction. Consider alternative junction control, such as a mini roundabout.

Figure 3.2 Summary of Stage 1 RSA

3.6 Indicative Internal Layout

- 3.6.1 The detail design of the internal layout may be subject to change, however this section of the TPS considers the suitability of the indicative layout from a highways perspective which is attached to this report as **Appendix C**. The indicative internal layout shows the main body of the site to be served from a 4.8m wide spine road from which 5 short cul-de-sacs would branch. The spine road would provide 2.0m footways along either side of the carriageway extending 130m into the site. A turning facility is provided at the end of the spine road allowing large service vehicles to perform turning manoeuvres in a safe convenient manner.



- 3.6.2 The indicative cul-de-sacs would use shared surface arrangements with a c.3.0m carriageway width. Refuse vehicles would not be required to traverse the cul-de-sacs as bin carry distances would be within the maximum thresholds set out in MfS 1 from all properties (25m for collectors 30m for residents). Bin storage facilities would be conveniently located at each cul-de-sac to ensure the carry distances requirements are met.
- 3.6.3 The indicative site layout would incorporate the aforementioned PROWs which intersect the site. PROW 329 on the site's south boundary would keep its existing alignment providing an attractive route to pedestrians accessing or passing through the site. The existing route of PROW 326 would be slightly altered although the entry and exist points would be maintained. The altered route would require pedestrians to cross the area of open space, traverse the spine road footway and the cul-de-sac at the northeast corner of the site.

3.7 Parking Provision

- 3.7.1 The site's indicative layout shows that parking would be predominantly provided off street in a mixture of driveways and garages. The site also provides small parking courts and 1 large layby for visitor/over spill use.
- 3.7.2 The number of parking spaces would be provided in line with the WSCCs Residential Parking Demand Calculator which identified a parking requirement of 82 allocated spaces and 14 unallocated overspill/visitor spaces. The residential parking demand calculator output is attached as **Appendix E** for reference.

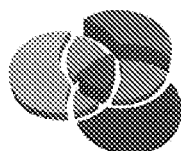
3.8 Trip Generation and Distribution

- 3.8.1 Guidance prepared by the Department for Transport in March 2007 states that when establishing the levels of trips associated with a proposed development:

"trip generation assessments are based on the identification of suitable (person or vehicle) trip rates, having regard to industry standard databases such as TRICS, GENERATE and TRAVL. These trip rates should be derived on the basis of site-specific details of the proposed development – for example, proposed gross floor area, number of dwelling units..." (DfT, 2007, paragraph 4.61).

- 3.8.2 As such, the TRICS database (version 2014c) has been interrogated in order to quantify the levels of traffic flows that are likely to be associated with the proposed development. For the purposes of this assessment the following search parameters have been used:

- (i) Land Use – Residential (Houses Privately Owned).
- (ii) Regions – England (excluding Greater London).



- (iii) Number of Units - 20-60 units.
- (iv) Date Range – 2006 Onwards.
- (v) Count Type – Manual.
- (vi) Selected Days – Weekdays.
- (vii) Selected Locations – Edge of Town, Neighbourhood Centre.

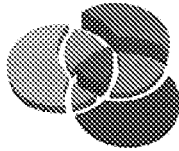
3.8.3 It is noteworthy that although the proposal includes affordable properties, however in order to present a worst case scenario in terms of traffic generation, all of the properties have been assessed as privately owned houses.

3.8.4 The results of the TRICS interrogation are provided at **Appendix F**, whilst a summary of the weekday peak hour and daily trip rates, along with the subsequent vehicle movements associated with 40 dwellings, is provided in **Figure 3.3**.

TRICS Trip Rates Per Dwelling (40 units)			
	ARRIVALS	DEPARTURES	TOTAL
AM Peak Hour (08:00-09:00)	0.124	0.420	0.544
PM Peak Hour (17:00-18:00)	0.391	0.157	0.548
Daily Traffic	2.354	2.161	4.515
TRICS Vehicle Trip Generation			
AM Peak Hour (08:00-09:00)	5	17	22
PM Peak Hour (17:00-18:00)	16	6	22
Daily Traffic	94	86	181

Figure 3.3: Anticipated Trip Generation

3.8.5 The existing site use is considered to have a negligible trip generation, therefore all trips generated by the proposed development are considered to be new to the local road network. The TRICS assessment suggests the proposed development would generate in the region of 181 additional vehicle trips per day, with an additional 22 trips during the AM peak period (08:00 – 09:00) and 22 additional trips during the PM peak period (17:00 – 18:00), equating to 1 additional vehicle movement the site every 3 minutes during the AM peak hour and 1 addition vehicle movement every 3 minutes during the PM peak hour.



3.8.6 It is anticipated that c.60% of the site's traffic would depart/arrive to and from the south which provides a direct route to local employment centres and services in Littlehampton (4.5km) Bognor Regis (5km) Chichester (12km), Worthing (15km) and Portsmouth (37km), via the B2132, B2233 and A259. While, c. 40% of the sites traffic is anticipated to depart/arrive to and from the north which provides a link to further afield employment and service centres of Shoreham(32km), Brighton (38km) and Horsham (km) via the B2132 and A27.

3.8.7 The anticipated distributions of the site's vehicle trips would result in a maximum of 13 vehicle arrivals/departures to and from the south and 8 arrivals/departures to and from the north during peak hour periods. This number of vehicle trips is considered to have a negligible impact upon local road network in terms of junction capacity and safety. The anticipated traffic distribution is demonstrated in **Appendix G**.

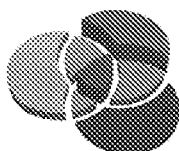
3.9 Traffic Impact on 'North End' Level Crossing

3.9.1 Consideration has been given to the impact of the proposed site's traffic on the 'North End' level crossing 800m north of the site in terms of capacity and safety. Based on the anticipated distribution of the site's traffic (**Section 3.8.6 – 3.8.7**) c.9 vehicle movements are anticipated to pass through the level crossing point during the peak hour periods. This quantum of traffic would have little impact upon any existing queue lengths during barrier down times and would have no detrimental impact upon safety or the functioning of the level crossing.

3.10 Servicing Arrangements

3.10.1 It is proposed that refuse servicing would be carried out from the indicative spine road. On-site turning facilities for refuse and emergency vehicles would be provided to ensuring that refuse vehicles can enter and exit the proposed development in a forward gear. Bin carry distances would not exceed MfS guidelines of 25m for refuse collectors or 30m for residents.

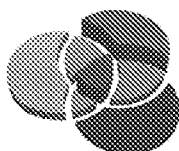
3.10.2 In keeping with access requirements for emergency service vehicles, the proposed development would provide access within 45m of all buildings, in line with Building Regulation requirements.



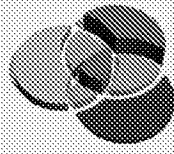
4 SUMMARY AND CONCLUSIONS

4.1.1 This Transport Planning Statement (TPS) has been prepared by RGP on behalf of Mr C White, Miss K White, Ms H White & Mrs L Millard in association with a proposed development of 40 residential dwellings and associated access on land to the west of North End Road (B2132), Yapton, West Sussex. The report conclusions are as follows:

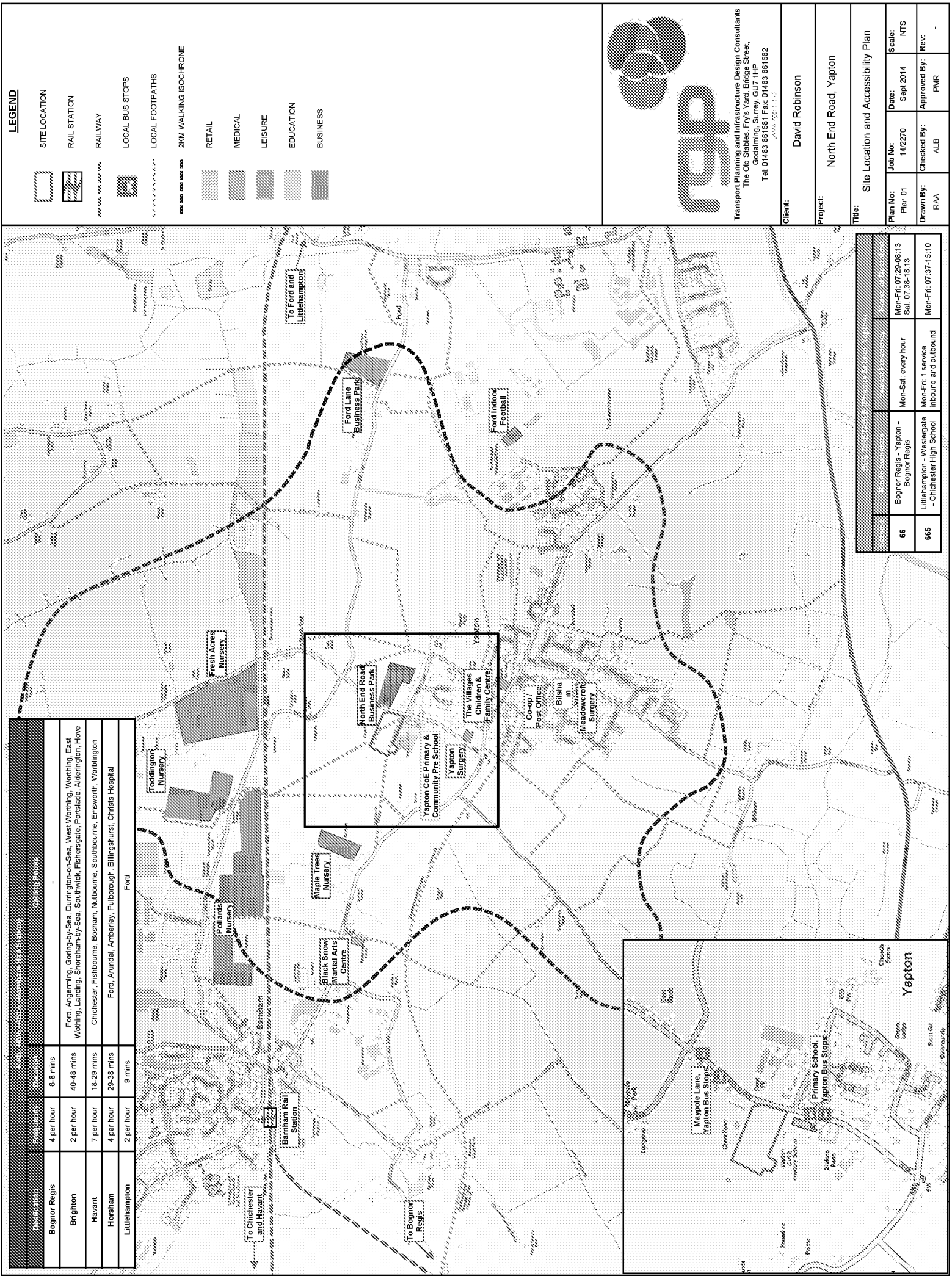
- (i) The application site is located on the northern periphery of Yapton approximately 800m walking distances from Yapton village centre and its associated facilities and amenity. The development site is sustainably located within walking and cycling distance of public transport, cycle routes, food shops, pharmacies, schools, and community facilities. Yapton is well supported by footways and pedestrian crossing facilities. Local bus and train services provide frequent services to local employment centres in Bognor Regis, Chichester and Littlehampton.
- (ii) An analysis of PIA incidents for the past 5 years does not reveal any pattern that in terms of frequency, distribution, severity or cause that can be attributed to outstanding highway safety issues on the local road network.
- (iii) The application site proposes a new access to be served from North End Road. The access would take the form of a simple priority T-junction arrangement. The access would have a combined lane width of 5.5m for the first 15m supported by 8m corner radii. The access geometries allow two standard car sized vehicles to concurrently turn in and out of the site, and large service vehicles to negotiate the access. The existing site access would be stopped up.
- (iv) The visibility requirements from the access have been based on the 85th percentile speeds recorded during 7 day ATC speed surveys. MfS 2 identifies calculation coefficients which are applicable to the accesses situation reflecting the design speeds of 60kph+ in the southbound direction and the street environment as defined by MfS guidance i.e. lined with buildings and public spaces. The MfS2 visibility calculation requires visibility splays of 2.4m x 67m in the Primary direction and 2.4m x 76m in the Secondary direction which is achievable from the proposed access.
- (v) The proposed site incorporates a small parcel of land which could be made available for for the provision of additional parking facilities at Yapton CoE Primary School. The existing parking facilities at Yapton CoE primary school are felt by WSCC to be insufficient leading to increased on-street parking pressure particularly at school start and finish times associated with student drop-off and collection. The provision of the additional parking facility will therefore help to ease parking pressures during school start and finish times.

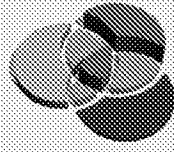


- (vi) Pedestrian access to the development site would be provided via a 2m wide footway extending from the proposed access and tying in with the existing footways 15m south of the site on the near side of North End Road. The site's access road would be flanked with 2m wide footways leading into the main body of the site and would be supported by dropped kerbing and tactile paving facilitating pedestrian movements across the carriageway.
- (vii) The indicative internal layout shows the main body of the site to be served from a 4.8m wide spine road from which 5 short cul-de-sacs would branch. A turning facility is provided at the top of the spine road allowing large service vehicles to perform turning manoeuvres. The indicative site layout incorporates two PROWs which cross the site. PROW 326 would have its course altered, although this would not significantly change the length of the route and would maintain the existing entrance and exit points on the site's boundary.
- (viii) The existing site use is considered to have a negligible trip generation, therefore all trips generated by the proposed development are considered to be new to the local road network. A TRICS assessment suggests the proposed development would generate in the region of 181 additional vehicle trips per day, with an additional 22 trips during the AM peak period (08:00 – 09:00) and 22 additional trips during the PM peak period (17:00 – 18:00).
- (ix) It is anticipated that c.60% of the site's traffic would depart/arrive to and from the south which provides a direct route to local employment centres and services, whilst c. 40% of the site's traffic is anticipated to depart/arrive to and from the north, which provides a link to further afield employment centres and services. The anticipated distribution of vehicle trips would result in a maximum of 13 vehicle arrivals/departures to and from the south and 9 arrivals/departures to and from the north during peak hour periods. This number of vehicle trips is considered to have a negligible impact upon local road network in terms of junction capacity and safety.
- (x) Consideration has been given to the impact of the proposed site's traffic on the 'North End' level crossing 800m north of the site in terms of capacity and safety. Based on the anticipated distribution of the site's traffic c.9 vehicle movements are anticipated to pass through the level crossing point during the peak hour periods. This quantum of traffic would have little impact upon existing queues during barrier down times and would have no detrimental impact upon safety or the functioning of the level crossing.
- (xi) It is proposed that refuse servicing would be carried out from the indicative spine road. On-site turning facilities ensure that refuse vehicles can enter and exit the proposed development in a forward gear. Bin carry distances do not exceed MfS guidelines of 25m for refuse collectors or 30m for residents.



PLANS





DRAWINGS

PROPOSED 2.0 METRE WIDE FOOTWAY FROM ACCESS TO TIE-IN WITH EXISTING FOOTWAY.



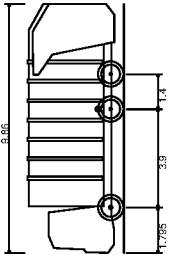
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Licence Number: AL100037123
This drawing is based upon Ordnance Survey mapping - RGP accept no liability for any inaccuracies with the data.

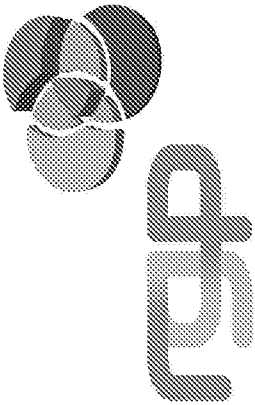


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REFUSE VEHICLE SPECIFICATION

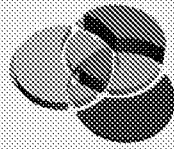


Large Refuse Vehicle (3 axle)
Overall Length 9.86m
Overall Width 2.45m
Min Body Height 3.81m
Min Body Ground Clearance 0.36m
Track Width 1.78m
Lock to Lock time 4.06s
Curb to Curb Turning Radius 9.50m



Transport Planners and Infrastructure Design Consultants
The Old Stables, Fry's Yard, Bridge Street, Godalming, Surrey, GU7 1HP
Tel: 01483 861681 Fax: 01483 861682 www.russelgillies.com

Client: David Robinson
Project: North End Road, Yapton
Drawing Title: Swept Path Analysis: Refuse Vehicle
Scale: 1:500 @ A3
Drawn By: RAA
Checked By: ALB
Approved By: PMR
Date: October 2014
Rev: A



APPENDIX A

NORTH END ROAD YAPTON

NORTHBOUND

Globals

Report Id	CustomList-37
Descriptor	RGF2
Created by	MetroCount Traffic Executive
Creation Time (UTC)	2014-10-03T13:14:28
Legal	Copyright (c)1997 - 2014 MetroCount
Graphic	
Language	English
Country	United States
Time	UTC + 60 min
Create Version	4.0.6.0
Metric	Part metric
Speed Unit	mph
Length Unit	metre
Mass Unit	tonne

Dataset

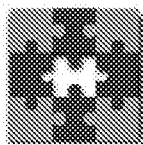
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Site Attribute	ATC 6
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File Type	Plus
Algorithm	Factory default axle
Description	North End Road
Lane	0
Direction	7
Direction Text	7 - North bound A/B, South bound B/A.
Layout Text	Axle sensors - Paired (Class/Speed/Count)
Setup Time	2014-09-19T14:43:25
Start Time	2014-09-19T14:43:25
Finish Time	2014-09-30T12:28:25
Operator	ZAP
Configuration	00000000 80 00 14 6a 00 00 00 00 00 , Standard

Profile

Name	RGF - Northbound
Title	MetroCount Traffic Executive
Graphic Logo	
Header	
Footer	
Percentile 1	85
Percentile 2	95
Pace	10
Filter Start	2014-09-22T00:00:00
Filter End	2014-09-28T23:00:00
Class Scheme	ARX
Low Speed	5
High Speed	100
Posted Limit	30
Speed Limits	30 30 30 30 30 30 30 30 30
Separation	0.000
Separation Type	Headway
Direction	North
Encoded Direction	1

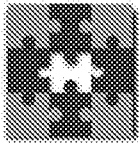
Column

Time	24-hour time (0000 - 2359)
Total	Number in time step
Cis 1	Class totals
Cis 2	Class totals
Cis 3	Class totals
Cis 4	Class totals
Cis 5	Class totals
Cis 6	Class totals
Cis 7	Class totals
Cis 8	Class totals
Cis 9	Class totals
Cis 10	Class totals
Cis 11	Class totals
Cis 12	Class totals
Cis 13	Class totals
RunTot	Cumulative total vehicles
Vbin 5 10	Speed bin totals
Vbin 10 15	Speed bin totals
Vbin 15 20	Speed bin totals
Vbin 20 25	Speed bin totals
Vbin 25 30	Speed bin totals
Vbin 30 35	Speed bin totals
Vbin 35 40	Speed bin totals
Vbin 40 45	Speed bin totals
Vbin 45 50	Speed bin totals
Vbin 50 55	Speed bin totals
Vbin 55 60	Speed bin totals
Vbin 60 65	Speed bin totals
Vbin 65 70	Speed bin totals
Vbin 70 75	Speed bin totals
Vbin 75 80	Speed bin totals
Vpp 85	Percentile speed



Time	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13	Total	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 65	Vbin 70	Vbin 75	Vbin 80	Vpp 85
0000	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	1	1	2	1	0	0	0	0	0	0	0	0	-
0100	0	5	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	0	2	1	2	0	0	0	0	0	0	0	0	-
0200	0	1	0	0	0	0	0	0	0	0	0	0	0	12	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-
0300	0	3	0	0	0	0	0	0	0	0	0	0	0	15	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	0	-
0400	0	2	0	1	0	0	0	0	0	0	0	0	0	18	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	-
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0600	4	17	0	5	0	0	0	0	0	0	0	0	0	48	0	0	2	2	1	1	13	3	4	0	0	0	0	0	0	0	39.4
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1500	2	155	0	18	1	0	0	0	0	0	0	1	2	1292	8	13	33	42	49	25	8	1	0	0	0	0	0	0	0	0	30.9
1600	4	216	2	23	0	1	0	0	0	1	0	0	1	1540	1	2	12	18	84	110	20	1	0	0	0	0	0	0	0	0	34
1700	11	301	2	14	1	0	0	0	0	0	0	0	0	1869	1	7	12	32	174	93	10	0	0	0	0	0	0	0	0	0	32
1800	4	175	2	9	0	0	0	0	1	0																					

[illegible]



Wednesday, September 24, 2014

[illegible]

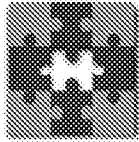
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05000	0	5	0	0	1	0	0	0	0	0	0	0	0	7153	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06000	3	23	1	5	1	0	0	0	0	0	0	0	0	7185	0	1	0	3	5	15	7	0	0	0	0	0	0	0	35.6
07000	0	81	1	17	2	0	1	0	0	0	0	0	0	7287	0	1	7	26	44	22	2	0	0	0	0	0	0	0	36.2
08000	1	117	1	5	0	3	0	0	0	0	0	0	0	7414	0	6	14	23	34	42	7	1	0	0	0	0	0	0	32.2
09000	1	103	1	15	1	0	0	0	0	0	0	0	0	7535	0	2	9	13	50	34	10	3	0	0	0	0	0	0	33.3
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16000	5	185	1	17	0	0	0	0	1	1	0	0	2	8657	1	12	11	9	61	71	38	9	1	0	0	0	0	0	36.5
17000	7	326	3	20	1	0	0	0	2	0	0	0	0	9018	0	6	9	7	108	174	51	5	1	0	0	0	0	0	35.1
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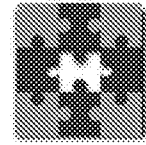
Description - North End Road

Direction - North



Saturday, September 27, 2014

[illegible]



Sunday, September 28, 2014

[illegible]

Report Id - CustomList-37

Site Name - Yapton

Description - North End Road

Direction - North

Grand Total[illegible]

NORTH END ROAD YAPTON

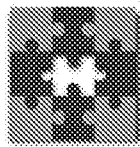
SOUTHBOUND

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	Legal	Copyright (c)1997 - 2014 MetroCount
	Graphic	
	Language	English
	Country	United States
	Time	UTC + 60 min
	Create Version	4.0.6.0
Dataset	Metric	Part metric
	Speed Unit	mph
	Length Unit	metre
	Mass Unit	tonne
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	Site Attribute	ATC 6
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	File Type	Plus
	Algorithm	Factory default axle
	Description	North End Road
Profile	Lane	0
	Direction	7
	Direction Text	7 - North bound A B, South bound B A.
	Layout Text	Axle sensors - Paired (Class/Speed/Count)
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	Start Time	2014-09-19T14:43:25
	Finish Time	2014-09-30T12:28:25
	Operator	ZAP
	Configuration	00000000 80 00 14 6a 00 00 00 00 00 00 , Standard
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	Title	MetroCount Traffic Executive
	Graphic Logo	
	Header	
	Footer	
	Percentile 1	85
	Percentile 2	95
	Pace	10
	Filter Start	2014-09-22T00:00:00
	Filter End	2014-09-28T23:00:00
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	Low Speed	5
	High Speed	100
	Posted Limit	40
	Speed Limits	40 40 40 40 40 40 40 40
	Separation	0.000
	Separation Type	Headway
	Direction	South
	Encoded Direction	4

Column	24-hour time (0000 - 2359)
Time	Number in time step
Total	Class totals
Cis 1	Class totals
Cis 2	Class totals
Cis 3	Class totals
Cis 4	Class totals
Cis 5	Class totals
Cis 6	Class totals
Cis 7	Class totals
Cis 8	Class totals
Cis 9	Class totals
Cis 10	Class totals
Cis 11	Class totals
Cis 12	Class totals
Cis 13	Class totals
RunTot	Cumulative total vehicles
Vbin 5 10	Speed bin totals
Vbin 10 15	Speed bin totals
Vbin 15 20	Speed bin totals
Vbin 20 25	Speed bin totals
Vbin 25 30	Speed bin totals
Vbin 30 35	Speed bin totals
Vbin 35 40	Speed bin totals
Vbin 40 45	Speed bin totals
Vbin 45 50	Speed bin totals
Vbin 50 55	Speed bin totals
Vbin 55 60	Speed bin totals
Vbin 60 65	Speed bin totals
Vbin 65 70	Speed bin totals
Vbin 70 75	Speed bin totals
Vbin 75 80	Speed bin totals
Vpp 85	Percentile speed

[illegible]

[illegible]

[illegible]



Friday, September 26, 2014

Times	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	RuntId	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	V
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[illegible]



Sunday, September 28, 2014

[illegible]

Time	Total	Dis 1	Dis 2	Dis 3	Dis 4	Dis 5	Dis 6	Dis 7	Dis 8	Dis 9	Dis 10	Dis 11	Dis 12	Dis 13	RunTot	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 65	Vbin 70	Vbin 75	Vbin 80	Vbin 85	Vbin 90		
0000	5	0	5	0	0	0	0	0	0	0	0	0	0	0	15240	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	-		
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	0	15240	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		
0200	2	0	1	0	0	0	0	0	0	0	0	0	0	0	15240	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		
0300	1	0	1	0	0	0	0	0	0	0	0	0	0	0	15240	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-		
0400	5	0	4	0	1	0	0	0	0	0	0	0	0	0	15240	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	-		
0500	27	1	23	0	3	0	0	0	0	0	0	0	0	0	15240	0	1	2	1	10	4	7	8	3	1	0	0	0	0	0	0	0	44.5		
0600	91	3	79	0	8	0	0	0	1	0	0	0	0	0	15240	0	2	0	0	1	12	35	17	4	1	0	0	0	0	0	0	0	41.8		
0700	250	6	219	0	23	1	1	0	0	0	0	0	0	0	15240	1	2	1	7	38	100	69	26	4	1	0	0	0	0	0	0	0	39.4		
0800	297	5	275	0	14	1	0	0	0	0	0	0	0	0	15240	2	10	21	40	87	92	37	10	1	0	0	0	0	0	0	0	0	0	35.1	
0900	177	3	161	1	11	0	0	0	0	0	0	0	0	0	15240	0	4	4	18	45	61	30	8	1	0	0	0	0	0	0	0	0	0	37.4	
1000	146	3	125	1	14	1	1	0	0	0	0	0	0	0	15240	1	1	2	9	35	59	28	8	2	0	0	0	0	0	0	0	0	0	37.1	
1100	142	2	122	1	14	1	1	0	0	0	0	0	0	1	15240	0	1	2	10	37	55	28	6	2	0	0	0	0	0	0	0	0	0	0	36.7
1200	138	4	116	1	15	1	1	0	0	0	0	0	0	0	15240	1	1	4	11	30	48	32	9	1	0	0	0	0	0	0	0	0	0	0	37.6
1300	2	104	0	12	0	1	0	0	0	0	0	0	0	0	15240	1	1	3	6	25	46	27	10	2	0	0	0	0	0	0	0	0	0	0	38
1400	127	4	110	1	11	0	0	0	0	0	0	0	0	0	15240	1	2	3	15	36	41	21	6	2	0	0	0	0	0	0	0	0	0	0	36.7
1500	141	4	125	1	8	1	1	0	0	0	0	0	0	0	15240	2	6	17	25	33	33	18	5	1	0	0	0	0	0	0	0	0	0	0	35.6
1600	118	2	102	0	11</																														

NORTHEND ROAD, YAPTON

Report Id - CustomList-36

Site Name - Yapton

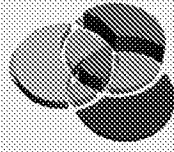
Description - North End Road

Direction - South



Grand Total

Time	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	RunTot	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	
1	1	2	3	4	5	6	7	8	9	10	11	12	13	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	
325	13504	67	1158	39	58	12	24	17	8	0	0	28	15240	75	254	455	1179	3301	5173	3227	1193	290	65	19	5	3	0	1	38.3			



APPENDIX B

North End Road – Yapton – RGP

Collision report 01/09/2009 – 31/08/2014

Date produced
26 September 2014

Sussex Safer Roads
P A R T N E R S H I P

Safer Roads
Safer Communities
Sharing the Responsibility

Produced by Sussex Safer Roads Partnership on behalf of Sussex Police

Data regarding personal injury collisions is recorded by Sussex Police in accordance with the DfT Stats 19 requirements. The data is subsequently used by Sussex Safer Roads Partnership for monitoring and planning. While every effort is made to ensure that this data is accurate, it is subject to change should further information become available.

This data may not be fully validated and while every effort is made to ensure its accuracy any statistics provided may not match those published elsewhere.

Sussex Safer Roads Partnership does not hold collision data either where there are no recorded casualties or the incident has not been reported to Sussex Police.

For further information:

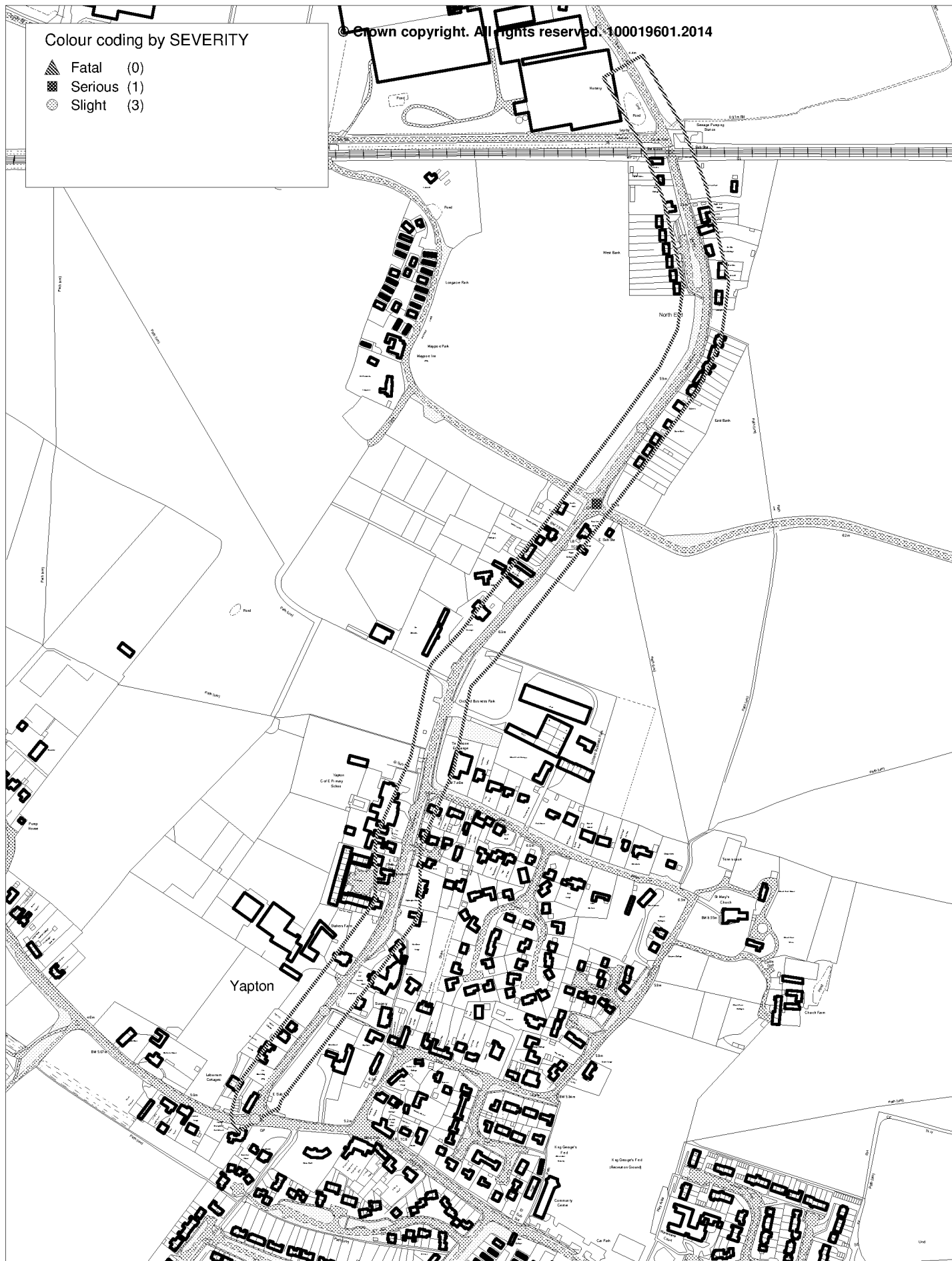
web: www.sussexsaferroads.gov.uk

email: data@sussexsaferroads.gov.uk

Colour coding by SEVERITY

- Fatal (0)
- Serious (1)
- Slight (3)

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Sussex Safer Roads
PARTNERSHIP

Collision data
North end Road - Yapton - RGP
01/09/2009 - 31/08/2014

SCALE	1 : 5661
DATE	26/09/2014
DRAWING No.	
DRAWN BY	

Details of Personal Injury Accidents for Period - 01/09/2009 to 31/08/2014 (60) months

Selection:

Notes:

Selected using Manual Selection

Police Ref.	Day	Location Description	Vehicles					Casualties				
			Veh No	Type	Age	Many	Dir	Class	Sex	Age	Sev	
Road No.	Date											
2nd Road No.	Time											
Grid Ref.	D/L											
	R.S.C											
	Weather											
	Speed											
	Account of Accident											
Causation Factor:												

1003037 Tuesday B2132 NORTH END ROAD 150m North
11/05/2010 of B2233 MAIN ROAD AVISFORD
0835 hrs DOCTORS SURGERY Veh 1 Car 25 Go/head S to N Ped M 7 Slight

R1: B 2132

E 497,710 Dry
N 103,428 Fine without high winds
30 mph

Causation Factor:

Participant:

Confidence:

1st: Failed to look properly
2nd: Dangerous action in carriageway
3rd: Careless/Reckless/In a hurry

Casualty 001
Casualty 001
Casualty 001

Possible
Possible

VEHICLE 1 TRAVELLING NORTH AT SLOW SPEED. CHILD PEDESTRIAN WALKING ON NEAR SIDE PAVEMENT SOUTHBOUND RAN INTO ROAD AFTER FOOTBALL COLLIDING WITH REAR NEAR SIDE OF CAR CAUSING INJURY TO RIGHT FOOT.

1006279 Tuesday B2233 YAPTON ROAD of B2132
21/09/2010 NORTH END ROAD OLIVE BRANCH Veh 1 Car 65 Go/head E to W Dri M 65 Slight
1547 hrs PH

R1: B 2233
R2: B 2132

E 497,632 Dry
N 103,307 Fine without high winds
40 mph

Causation Factor:

Participant:

Confidence:

1st: Other

Uninjured Pedestrian

Very Likely

V 1 DRIVING WEST ALONG YAPTON ROAD YAPTON, WHEN A STONE WAS THROWN UP BY CONTRACTOR STRIMMING GRASS VERGE. STONE HIT OFFSIDE DRIVERS WINDOW CAUSING IT TO SMASH.

1105747 Wednesday B2132 YAPTON LANE 50m North of C0
14/09/2011 FORD LANE Veh 1 M/C > 500 cc 60 Go/head S to N Dri M 60 Slight
2000 hrs

R1: B 2132

Darkness: street lighting

E 498,066 Dry
N 104,082 Fine without high winds
30 mph

Causation Factor:

Participant:

Confidence:

1st: Animal or object in carriageway

Vehicle 001

Very Likely

V1 DRIVING N COLLIDED WITH LOOSE DOG WHICH ENTERED CARRIAGEWAY FROM OFFSIDE.

Details of Personal Injury Accidents for Period - 01/09/2009 to 31/08/2014 (60) months

Selection:

Notes:

Selected using Manual Selection

Police Ref.	Day	Location Description	Vehicles							Casualties			
			Veh No	Type	Age	Many	Dir	Class		Sex	Age	Sev	
Road No.	Date												
2nd Road No.	Time												
Grid Ref.	D/L												
	R.S.C												
	Weather												
	Speed												
	Account of Accident												
Causation Factor:													

1306165	Friday	B2132 NORTH END ROAD YAPTON	Veh 1	M/C > 500 cc	21	O/take m/veh o/side N	to S	Dri	M	21	Serious
R1: B 2132	15/11/2013	AT JUNCTION OF U FORD LANE	Veh 2	Car	57	Turning right	E	to N			
R2: U	1401 hrs	OUTSIDE AT JUNCTION AS SHOWN	Veh 3	Goods > 7.5t	48	Go/head	N	to S			
E 498,015	Daylight:street lights present										
N 103,997	Dry										
	Fine without high winds										
	30 mph										

Causation Factor:

1st: Careless/Reckless/In a hurry
2nd: Poor turn or manoeuvre
3rd: Failed to look properly

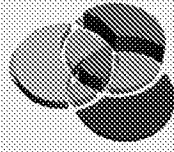
Participant:

Vehicle 1
Vehicle 1
Vehicle 2

Confidence:

Very Likely
Very Likely

V1 TRAVELLING SOUTH ON NORTH END ROAD, YAPTON ON MOTORCYCLE AND OVERTOOK V3(BIN LORRY). V2 WAS AT GIVE WAY OF FORD LANE TURNING RIGHT/NORTH INTO NORTH END ROAD WHEN AS IT CROSSED CARRAIGEWAY IT FOUND ONCOMING MOTORCYCLIST ON WRONG SIDE OF ROAD AND COLLIDED. V1 RIDER SUFFERED SERIOUS INJURIES.



APPENDIX C

PROPOSED DEVELOPMENT OF LAND ADJACENT TO YAPTON C of E SCHOOL,
NORTH END ROAD, YAPTON
INDICATIVE LAYOUT FOR ERECTION OF 5 NO 4 BEDROOM, 22 NO 3 BEDROOM,
10 NO 2 BEDROOM AND 3 NO 1 BEDROOM HOUSES EACH WITH A GARAGE(S) OR
PARKING SPACE(S)
NOT PART OF APPLICATION EXCEPT FOR ACCESS DETAILS
DRAWING NO YAP/DR/1 NOVEMBER 2014 SCALE: 1/500 AT A3



3.0m WIDE

LANDSCAPED

BUFFER

PUBLIC FOOTPATH NO 329 RETAINED ON EXISTING ROUTE

PUBLIC
OPEN
SPACE
& PLAY
AREA

YAPTON
C of E
PRIMARY
SCHOOL

PUBLIC FOOTPATH NO 326
TO BE DIVERTED THROUGH
DEVELOPMENT AS NECESSARY

PROPOSED LINK FROM SCHOOL

CLAYS
FARM

SYCAMORE TREE
TO BE REMOVED

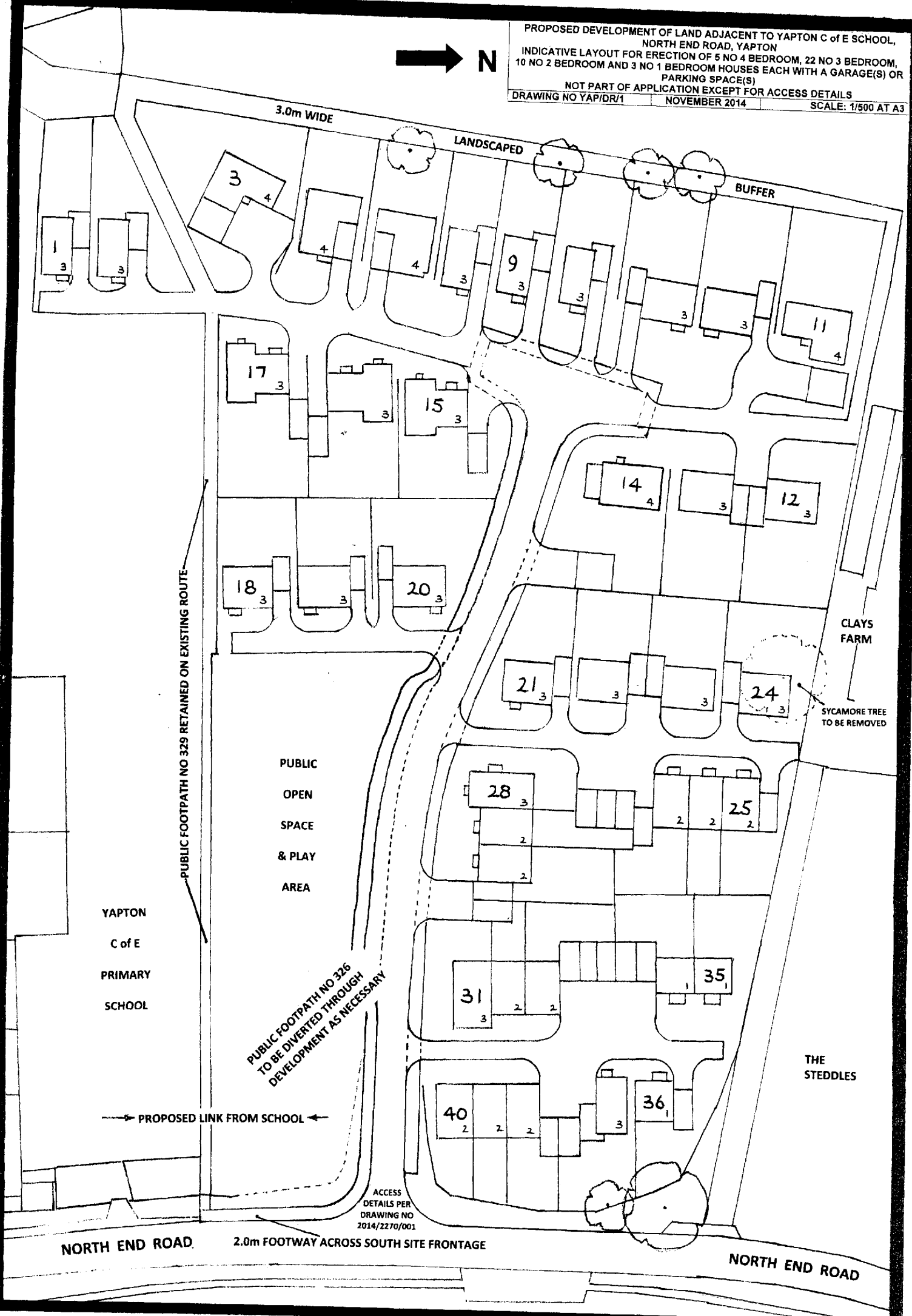
THE
STEDDLES

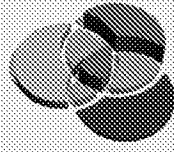
NORTH END ROAD

2.0m FOOTWAY ACROSS SOUTH SITE FRONTAGE

NORTH END ROAD

ACCESS
DETAILS PER
DRAWING NO
2014/2270/001





APPENDIX D

PROPOSED DEVELOPMENT ACCESS NORTH END ROAD, YAPTON

Stage 1 Road Safety Audit

November 2014

DAH/LS/14/0915/RSA1

Revision Status	Prepared by: (Name)	Checked by: (Name)	Approved by: (Signature)	Date Approved:
Original	D Hubbard	L Shaw		06/11/14
Designer's Response				
Authority's Response				
Audit Response				

Client:	
Russell Giles Partnership	The Safety Forum Ltd
The Old Stables Fry's Yard Bridge Street Godalming Surrey GU7 1HP	PO Box 744 Godalming Surrey GU7 9DU
Date: 6 th November 2014	

TABLE OF CONTENTS

1.0	INTRODUCTION.....	3
2.0	ITEMS CONSIDERED	5
3.0	MATTERS ARISING FROM THIS STAGE 1 AUDIT.	6
4.0	AUDITOR STATEMENT	8

APPENDIX A Location Plan

APPENDIX B Designer's Response

1.0 INTRODUCTION

1.1 General

- 1.1.1 This report results from a Stage 1 Road Safety Audit (RSA) carried out on the access arrangements for the proposed residential development at North End Road, Yapton, West Sussex.
- 1.1.2 The Stage 1 RSA was carried out at the request of the Russell Giles Partnership, Godalming.
- 1.1.3 The Audit was carried out between 5th – 6th November 2014 by consultants working on behalf of The Safety Forum Limited. The Audit Team, which is established from THE SAFETY FORUM LTD and independent of the project design team, has had no involvement with the project. The Auditors were:
- Dave Hubbard
- Laurence Shaw
- 1.1.4 The report has been prepared in accordance with the Design Manual for Roads and Bridges (DMRB) Highways Directive (HD) 19/03.
- 1.1.5 Whilst reference is made to certain design standards, where safety may be compromised by a reduction in standard, this report is not intended to provide a design check. The Auditors have only reported on matters that might have an adverse effect on road safety in the context of the chosen design. No attempt has been made to comment on the justification of the scheme or the appropriateness of the design. Consequently, the Auditors accept no responsibility for the design or construction of the scheme.
- 1.1.6 The Audit consisted of a desktop study and a site visit. The site visit was carried out on 5th November 2014, between 14:45 and 15:30. The weather was dry and fine with good visibility and the road surface was dry.
- 1.1.7 The proposals being audited are a proposed priority junction, connecting with the existing highway network, and a footway extending from the junction along the western side of North End Road.
- 1.1.8 The recommendations in this report are aimed at addressing the road safety problems; however there may be other alternative acceptable ways to overcome a specific problem, when other practical issues are considered. The recommendations contained herein do not absolve the Designer of his/her responsibilities.

- 1.1.9 The Auditors would be pleased to discuss the acceptability of alternative solutions to problems identified during the Audit, and would encourage the Designer to consult them on this matter.
- 1.1.10 The LHA response to the RSA should be formally recorded and reported to the Designer and the RSA Team so that a record of the Audit process is contained in the *As Built* design pack to be provided and retained by the LHA on final completion.

2.0 ITEMS CONSIDERED

- 2.1 The Road Safety Audit was undertaken on the scheme detailed in the following Russell Giles Partnership's documentation.

Drawing No.	Rev	Title
2014/2270/001	B	Proposed Access Arrangement
'TRICS' Vehicle trip estimation for 40 dwellings.		

- 2.2 No departures from standards have been submitted to the Audit Team.

3.0 MATTERS ARISING FROM THIS STAGE 1 AUDIT.

3.1 PROBLEM

LOCATION: Western verge.

SUMMARY: Risk of slips or trips.

The existing vehicle crossover to which the proposed footway will lead is uneven and traps water and silt. Pedestrians passing over it could lose their footing and fall.

RECOMMENDATIONS

Ensure that the kerb for the proposed footway extends beyond the vehicle crossover, to the end of the existing kerb and, ensure that subsequent reinstatements eliminate the irregularities.



3.2 PROBLEM

LOCATION: The proposed priority junction mouth.

SUMMARY: Obstructed junction visibility.

During the site visit, which coincided with school travel time, parents were observed to park along the western side of North End Road up to and beyond the position of the proposed priority junction. It is likely that once the junction is built, parked vehicles could obstruct visibility for road users leaving the development, which could lead to conflict between vehicles at the junction. Whilst this problem will exist for limited periods, it will occur when the road is busy and the problem could be compounded by road users turning within the junction mouth.

RECOMMENDATIONS

Introduce waiting restrictions at the proposed junction. Consider alternative junction control, such as a mini roundabout.

4.0 AUDITOR STATEMENT

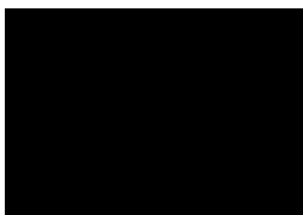
4.1 I certify that this audit has been carried out in accordance with HD 19/03.

AUDIT TEAM LEADER

D Hubbard
The Safety Forum Ltd
PO Box 744
Godalming
Surrey
GU7 9DU

AUDIT TEAM MEMBER

L Shaw

Signed:  R Westhead PP on behalf of the Audit Team

Date: 6th November 2014

APPENDIX B: DESIGNERS RESPONSE

Auditors: Dave Hubbard (Team Leader) and Laurie Shaw (Team Member). Date Audit Completed: 6th November 2014

Scheme: Proposed Development Access at North End Road, Yapton for Russell Giles Partnership

This response is to a Stage 1 Road Safety Audit to the design standard detailed within HD19/03 of Volume 5, Section 2, Part 2, of the Design Manual for Roads and Bridges, as detailed by the Highways Agency.

Problem no. in safety audit report	Problem accepted (yes/no)	Recommended measure accepted (yes/no)	Alternative measure (detail description)
3.1		Yes	The provision of the new footway at the site frontage would include the replacement of the crossover into the school field which is recognised as being in a poor condition.
3.2		No	The provision of additional parking facility within the proposed development site for Yapton CoE Primary School is intended to alleviate on-street parking pressures on the local road network, thus reducing the intensity of parking along North End Road and at the site frontage. It is however recognised that the exact nature and scale of the additional parking facility is not known at this stage and therefore the impact cannot be quantified. Irrespective of the potential reduction to street parking 'Manual for Streets' (MfS) 1 and 2 design guidance provides justification that the impairment to visibility caused by street parking is not to the detriment of highways safety in practice. MfS 1 design guidance section 7.8.5 and 7.8.6 states that: <i>'Parking within visibility splays is common in built up areas, yet it does not appear to create significant problems in practice...where speeds are low, encroachment may be acceptable'.</i>

			MfS 2 section 10.7 elaborates on this point, identifying that: <i>'at urban junctions where visibility is limited by buildings and parked cars, drivers of vehicles on the minor arm tend to nose out carefully until they can see oncoming traffic...Drivers on the major route will also be able to see the vehicle pulling forward slowly and may slow down or stop to allow it to pull out'</i> The MfS guidance regarding parking within visibility splays is considered to be particularly salient to the scenario at the junction of North End Road and the Site Access based on the following factors:- • The potential obstruction to visibility caused by parked cars would be temporary in nature (busy dropping off and collection periods were observed to last between 15 and 20 minutes). • During this period the vehicle speeds are significantly reduced as a result of the school warning sign and flashing beacon which indicates a temporary 20mph speed limit, and the busy on-street parking scenario. This reduction in vehicle speeds effectively reduces the required stopping site distances and visibility requirements, and reflects a more cautious approach by drivers during school start and finish times. The reduction to vehicle speeds is reflected in the speed surveys in Appendix A (it is worth noting the most significant reduction in speed lasts c.15 – 20 minutes, however the speeds are recorded at hourly intervals thereby diminishing the full impact of reduced speeds at school start and finish times). • The on-street parking associated with Yapton CoE Primary School also encroaches visibility envelope from the adjacent Orchard Business Park access, which has a far higher intensity of vehicular use than the proposed site access would. The absences of PLA incidents at the Orchard Business Park access as demonstrated in the section 2.3 of the Transport Statement serves to demonstrate that on-street parking is not detrimental to highways safety in practice.
--	--	--	---

Principal Engineer's Statement:

Proposed Residential Development Access, North End Road, Yapton for Russell Giles Partnership

I certify that I have considered the items raised in the Stage 1 Road Safety Audit Report and I am content to accept all of its recommendations except for the ones listed above. I have stated my reasons for not accepting them and I seek the Chief Engineer's endorsement of my proposals.

..... Date.....07/11/2014.....

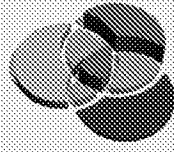
Principal Engineer

Chief Engineer's Decision:

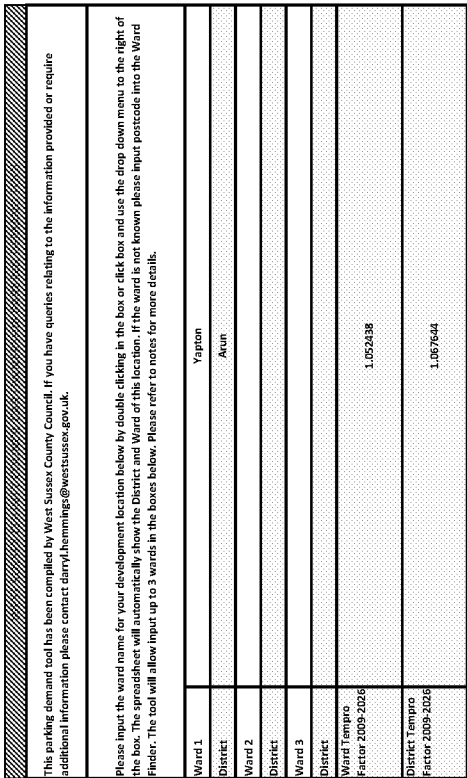
I accept these proposals by the Principal Engineer.

..... Date.....

Chief Engineer



APPENDIX E

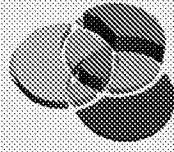


Houses	Flats
1 bed = 3 rooms	Studio = 1 room
2 bed = 4 rooms	1 bed = 2 rooms
3 bed = 5 rooms	2 bed = 3 rooms
4 bed = 6 rooms	3 bed = 4 rooms
5 bed = 7 rooms	4 bed = 5 rooms

Word data used can be checked by the user by referring to the District Word Data Tables. The tables highlight if the Census data does not include data for certain dwelling types. In such cases, the ownership values have been obtained using the nearest sized dwelling with same tenure and value. For example, if no data is available for a private house with 1 room then data for a private house with 2 rooms has been used. The Car Ownership Data is highlighted in purple where such an approach has been used. Where Census data contains small samples for certain sized dwellings this is highlighted in red (represent <50 in the Total Demand column). In such cases, other samples should be selected to achieve a representative sample size.

DEVELOPMENT MIX					ALLOCATED PARKING						
Ref.	Unit Type	Unit Tenure	Habitable Rooms (Per Unit)	No. of Units (Total)	Spaces (Per Unit)	PARKING DEMAND					
						Allocated No.	Unallocated for Residents		Unallocated for Visitors		Total Demand
							per unit	Total	per unit	Total	
A	Houses	Council/Housing Association (not including shared ownership)	3	3	1	3	1	2	0	1	4
B	Houses	Council/Housing Association (not including shared ownership)	4	7	2	14	0	0	0	1	16
C	Houses	Council/Housing Association (not including shared ownership)	5	2	2	4	0	0	0	0	4
D	Houses	Private	4	3	2	6	0	0	0	1	7
E	Houses	Private	5	20	2	40	0	3	0	4	47
F	Houses	Private	6	5	3+	15	0	0	0	1	16
G											
H											
I											
J											
K											
L											
M											
N											
O											
P											
Q											
R											
S						82		6.02		8.00	96
Total				40							

PROJECT
CENTRE
PEOPLE | PASSION | PLACES



APPENDIX F

RGP Fry's Yard Godalming

Licence No: 728001

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

VEHICLESSelected regions and areas:

02 SOUTH EAST	
ES EAST SUSSEX	1 days
05 EAST MIDLANDS	
DS DERBYSHIRE	1 days
06 WEST MIDLANDS	
SH SHROPSHIRE	1 days
WO WORCESTERSHIRE	1 days
07 YORKSHIRE & NORTH LINCOLNSHIRE	
NY NORTH YORKSHIRE	2 days
08 NORTH WEST	
GM GREATER MANCHESTER	1 days
09 NORTH	
CB CUMBRIA	1 days

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

Filtering Stage 2 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: 20 to 54 (units:)
 Range Selected by User: 20 to 60 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/06 to 24/10/13

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:

Tuesday	2 days
Wednesday	2 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	8 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	7
Neighbourhood Centre (PPS6 Local Centre)	1

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	6
No Sub Category	2

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.

Filtering Stage 3 selection:Use Class:

C3	8 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	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
75,001 to 100,000	2 days
100,001 to 125,000	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:

0.6 to 1.0	1 days
1.1 to 1.5	7 days

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

Travel Plan:

Yes	1 days
No	7 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.

RGP Fry's Yard Godalming

Licence No: 728001

LIST OF SITES relevant to selection parameters

1	CB-03-A-03	SEMI DETACHED	CUMBRIA
	HAWKSHEAD AVENUE		
	WORKINGTON		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	40	
	Survey date: THURSDAY	20/11/08	Survey Type: MANUAL
2	DS-03-A-01	SEMI D./ TERRACED	DERBYSHIRE
	THE AVENUE		
	HOLMESDALE		
	DRONFIELD		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total Number of dwellings:	20	
	Survey date: THURSDAY	22/06/06	Survey Type: MANUAL
3	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
4	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
5	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
6	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
7	SH-03-A-05	SEMI-DETACHED/ TERRACED	SHROPSHIRE
	SANDCROFT		
	SUTTON HILL		
	TELFORD		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	54	
	Survey date: THURSDAY	24/10/13	Survey Type: MANUAL

RGP Fry's Yard Godalming

Licence No: 728001

LIST OF SITES relevant to selection parameters (Cont.)

8	WO-03-A-02	SEMI DETACHED	WORCESTERSHIRE
	MEADOWHILL ROAD		
	REDDITCH		
	Edge of Town		
	No Sub Category		
	Total Number of dwellings:	48	
	Survey date: TUESDAY	02/05/06	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.

RGP Fry's Yard Godalming

Licence No: 728001

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	8	34	0.091	8	34	0.252	8	34	0.343
08:00 - 09:00	8	34	0.124	8	34	0.420	8	34	0.544
09:00 - 10:00	8	34	0.186	8	34	0.182	8	34	0.368
10:00 - 11:00	8	34	0.099	8	34	0.128	8	34	0.227
11:00 - 12:00	8	34	0.175	8	34	0.175	8	34	0.350
12:00 - 13:00	8	34	0.142	8	34	0.106	8	34	0.248
13:00 - 14:00	8	34	0.142	8	34	0.142	8	34	0.284
14:00 - 15:00	8	34	0.153	8	34	0.150	8	34	0.303
15:00 - 16:00	8	34	0.230	8	34	0.164	8	34	0.394
16:00 - 17:00	8	34	0.358	8	34	0.172	8	34	0.530
17:00 - 18:00	8	34	0.391	8	34	0.157	8	34	0.548
18:00 - 19:00	8	34	0.263	8	34	0.113	8	34	0.376
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.354			2.161			4.515

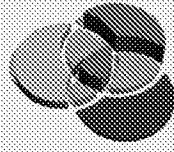
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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

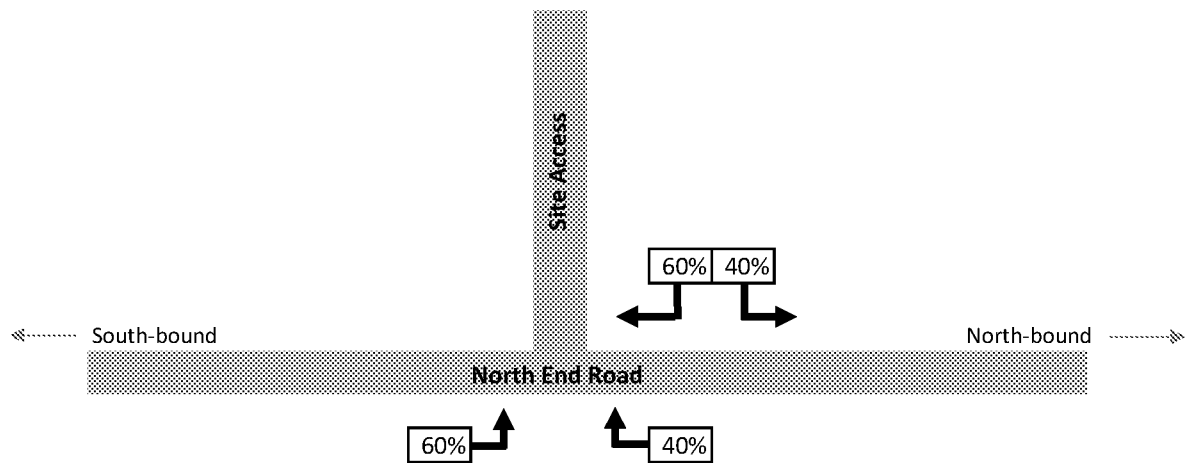
Trip rate parameter range selected: 20 - 54 (units:)
 Survey date date range: 01/01/06 - 24/10/13
 Number of weekdays (Monday-Friday): 8
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

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.



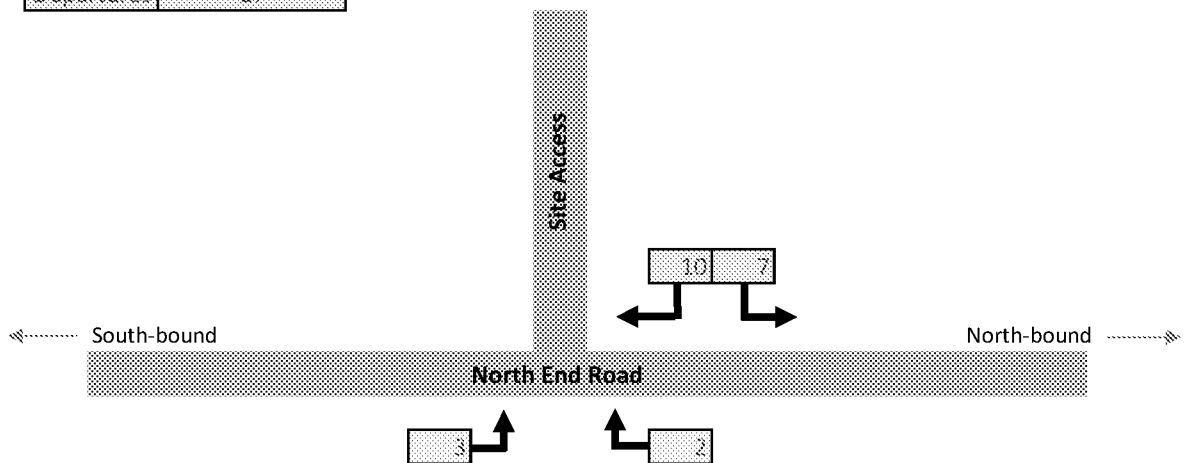
APPENDIX G

DISRIBUTIONS



AM PEAK

Arrivals	5
Departures	17



PM PEAK

Arrivals	16
Departures	6

