

# Transport Technical Note

BRAEMAR - LAND TO THE NORTH, HIGH STREET, ETCHINGHAM

FEBRUARY 2024



Reeves Transport Planning

PRODUCED for C. J. Gowing & Sons Ltd

PRODUCED by REEVES TRANSPORT PLANNING LTD

TN\_SGR\_TOE\_140124\_V1

# 1. INTRODUCTION

- 1.1 Reeves Transport Planning is appointed to provide a Technical Note that addresses the questions raised by the Local Highway Authority (LHA) in respect of planning application RR/2023/2184/P. The consultation response dated 5<sup>th</sup> January 2024 is attached at Appendix 1. Subsequent discussions with the LHA confirmed that the primary issues that needed to be addressed were access to the site for fire appliances and refuse collection vehicles. A copy of the emailed communication is attached at Appendix 2.
- 1.2 In addition to information relating to the access by fire appliances and refuse collection vehicles the consultation response requested that *[t]he application should be supported by swept paths showing vehicles being able to pass each other.*
- 1.3 The application is for the erection of two four-bedroom dwellings to the rear of the dwellings named Circles, Mafeking, Braemar and Eastern House on High Street (A265) Etchingham.
- 1.4 This Technical Note will confirm that the proposal will not have a material impact on highway safety or capacity that would fail the tests of the planning process.

# 2. POLICY AND DESIGN FRAMEWORK

- 2.1 The **National Planning Policy Framework**, adopted in March 2012 and updated December 2023, details the Government's planning policy and is a material consideration in planning decisions. Its emphasis is on minimising the need to travel, reducing car use, and encouraging the use of sustainable transport. Paragraph 114 states that in assessing development sites it should be *'ensured that:*
- *appropriate opportunities to promote sustainable transport modes can be – or have been - taken up, given the type of development and its location;*
  - *safe and suitable access to the site can be achieved for all users;*
  - *the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code 46; and*

- *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.'*

2.2 At the heart of the NPPF is a presumption in favour of sustainable development, and decision makers, at all levels, are encouraged to seek approval where possible. Paragraph 115 emphasises this and states that *'development should only be prevented or refused on highway grounds if there would be an **unacceptable** impact on highway safety, or the residual cumulative impacts on the road network would be **severe**'.*

2.3 Appendix 2 observes that with regard to fire tender appliance and refuse collection the LHA would offer a comment if the guidance of Manual for Streets was not met. The following sets out the content of this guidance.

2.4 Paragraph 6.8.6 in Manual for Streets, states:

*While it is always possible to design new streets to take the largest [refuse collection] vehicle that could be manufactured, this would conflict with the desire to create quality places. It is neither necessary nor desirable to design new streets to accommodate larger waste collection vehicles...*

2.5 Paragraph 6.7.3 in Manual for Streets, states:

*The Association of Chief Fire Officers has expanded upon and clarified these [access] requirements as follows:*

- *a 3.7 m carriageway (kerb to kerb) is required for operating space at the scene of a fire. Simply to reach a fire, the access route could be reduced to 2.75 m over short distances, provided the pump appliance can get to within 45 m of dwelling entrances;*
- *residential sprinkler systems are highly regarded by the FRS and their presence allows a longer response time to be used. A site layout which has been rejected on the grounds of accessibility for fire appliances may become acceptable if its buildings are equipped with these systems.*

2.6 Building Regulations, which is the process for approving the details of refuse collection and access by fire appliances, notes that where the access to a dwelling is more than 45 metres from a fire appliance this distance can be extended to 90 metres where a fire suppression system is provided.

2.7 Paragraph 7.2.3 in Manual for Streets, states:

- *In lightly-trafficked streets, carriageways may be narrowed over short lengths to a single lane as a traffic-calming feature. ... In particular circumstances this may be reduced to a minimum value of 2.75 m, which will still allow for occasional large vehicles.*

### 3. ACCESS ARRANGEMENTS

3.1 The proposal is served via the existing crossover that serves the garages for the dwellings named Mafeking and Braemar.

3.2 The existing access is 2.75metres wide for a distance of circa 27 metres. At this point the access widens to circa seven metres. This area provides turning space for the garages that serve Mafeking and Braemar. After this section the access narrows to five metres for a distance of nine metres. Beyond the gates the access further narrows to 3.7 metres. There is then an area that provides access to the proposed car parking areas and turning facilities.

#### *Fire Appliance Access*

3.3 The front door of the furthest dwelling is circa 68 metres from the edge of the public highway. The furthest room is circa 77 metres from the edge of the public highway. This confirms that the proposed dwellings are close enough to the public highway to allow a fire appliance to attend a fire without using the access if a fire suppression system is installed. Equally so, a tracking plan of a fire appliance using the access and the turning area is attached at Appendix 3. While this manoeuvre is tight the plan confirms that a fire appliance can access the site, turn around and be provided with adequate operating space.

#### *Refuse Collection*

- 3.4 A review of the existing refuse collection conditions suggests that long carry distances to take bins to the side of the High Street, for a kerb side collection are not unusual. In the immediate vicinity of the application site there are dwellings named Old Rectory that is circa 104 metres from the kerb edge and Park Farm House that is circa 65 metres from the kerb side.
- 3.5 Extracts from Streetview indicating the accesses to these dwellings showing that bins are moved to the kerb edge on collection days is attached at Appendix 4. This also includes a Streetview of the application site that confirms bins are also moved to the kerb edge on collection days. Judging by the content of Streetview kerb side collection and extended carry distances are typical in Etchingham.
- 3.6 For completeness a tracking plan of a refuse vehicle access and turning within the site is attached at Appendix 5.

#### *Risk of Conflict*

- 3.7 As the access from High Street (A265) is 2.75 metres wide it is reasonable to be concerned that there may be a risk of a conflict that could cause a vehicle to reverse on to the public highway.
- 3.8 There are at least seven dwellings on this section of High Street (between Borders Lane and Oaks Close) that require vehicles to undertake a reversing manoeuvre to access private parking areas. The collision data attached at Appendix 6 highlights that in the most recent three year period there has been no collision on the relevant section of High Street. This confirms that a reversing manoeuvre does not cause a safety hazard.
- 3.9 To understand the potential risk of a conflict the latest version of the TRICS database has been interrogated. The data, based on four houses, attached at Appendix 7 confirms that in any hour there will be no more than two vehicles potentially using the access. This suggests that there is a minimal risk that there maybe a conflict over the initial 27 metres of the access.

- 3.10 The tracking plan attached at Appendix 8 shows that there is adequate space for more than two vehicles to pass each other if an emerging vehicle is faced with a vehicle entering the site.

## 4. SUMMARY AND CONCLUSION

- 4.1 Reeves Transport Planning have been commissioned to provide a Transport Technical Note that addresses the questions raised by the LHA in respect of planning application RR/2023/2184/P. The issues can be summarised into three areas, which are servicing by fire appliances, refuse collection access and risks associated with the single vehicle width access.
- 4.2 The tracking plan attached confirms that a fire appliance can access the site. It is also important to observe that the application site is close enough to High Street as to ensure that, with a fire suppression system installed, a tender can attend to a fire from the kerb edge. The installation requirements for a fire suppression system are controlled by the Buildings Regulations process.
- 4.3 Local practice for refuse collection confirms that residents move their bins to the kerb edge on collection days. There are numerous examples where the resident's 'carry distance' is greater than the recommended 30 metres. This proposal will be no different from these prevailing conditions. For completeness the tracking of a medium sized refuse truck confirms that such a vehicle can access the site. To reiterate the relevant design guidance, Manual for Streets states; *it is neither necessary nor desirable to design new streets to accommodate larger waste collection vehicles...*
- 4.4 There is a limited risk that more than one car would be using the access at any hour over a typical day. The data confirms that the impacts derived from four dwellings equates to less than two vehicles per hour. There is also ample space for more than two vehicles to pass each other after the first 27 metres of the access.
- 4.5 Taking all the information noted above into consideration it is evident that the proposal will not have a **severe** impact on highway capacity or an **unacceptable** impact on highway safety so should not be objected to, or refused, on transport grounds.

APPENDIX 1.  
ESCC CONSULTATION RESPONSE  
5<sup>TH</sup> JANUARY 2024



**To:** Head of Planning  
 Rother District Council  
 Town Hall, Bexhill on Sea

**FAO:** Ms A Chamberlin  
**Our Ref:** RR/2023/2184/P  
**District Ref:** RR/2023/2184/P

**Applicant:** Mr Philip Gowing  
**Location:** Braemar - land to the North, High Street, Etchingham  
**Development:** Outline permission with all matters reserved for the erection of 2x four bed, two storey detached dwelling houses, access drive, parking & turning area, refuse and cycle storage provisions, and private amenity spaces.

<b>Road Name or Number</b>		<b>Consultation Date</b>	December 13 <sup>th</sup> 2023
<b>National Grid Reference</b>		<b>Contact Officer</b>	Jeffrey Man 01273 482254 Jeffrey.man@eastsussex.gov.uk

**Recommendation:**

<b>No objection</b>		<b>Objection</b>	
<b>No objection subject to the imposition of conditions</b>		<b>Objection due to insufficient information</b>	X

**Executive summary**

The applicant seeks consent for the erection of 2x four bedroom dwellings at the land to the north of High Street, Etchingham. I wish to object this this application due to insufficient information.

The applicant has submitted insufficient information on access and refuse vehicles to satisfy me that the proposed development would not have a severe impact on the local highway network. Therefore, I object to this application on highways grounds. I would wish to be re-consulted once provided with information regarding access.

**Comments**

Development proposal

The site is located at High Street and currently has an existing access to garages and the majority of the site is an existing vacant orchard / brown field site. The application seeks planning permission for the erection of two 4-bedroom dwellings.



### Trip Generation

The applicant has not submitted trip generation data however due to the scale of the proposed development it would not be expected to produce a significant increase in trips, and is unlikely to result in a severe impact on the local highway network. This is considered acceptable.

### Vehicular Access

The site has an existing vehicular access from High Street to the south. This is to remain as existing for the proposed development. The access is 2.75m wide and widens to 5m to allow a passing place. Given the proposal is for two dwellings, it is unlikely that two vehicles will be entering and exiting at the same time. Access is also required to the garages for other residents. The Highway Authority would raise concern over the use of a narrow access. The application should be supported by swept paths showing vehicles being able to pass each other.

Furthermore, in accordance with Building Regulations B5, fire tenders should be able to access within 45m of the site. Swept paths for fire tenders accessing within 45m of the site and turning around should be provided.

### Car Parking

In accordance with the County Council's parking calculator, the proposed development would require 5 parking spaces for the two dwellings. The site has proposed 4 car parking spaces and this is considered acceptable in this instance.

ESCC parking guidance requires the minimum dimensions of parking bays to be 5m x 2.5m, with an additional 0.5m in either/both dimensions if the space is adjacent to a wall or fence.

### Cycle Parking

In terms of cycle parking provision, there would need to be storage for 2 bicycles for the dwelling, to be in accordance with the County Council's guidance. The proposal includes a cycle store in the garden of the proposed dwellings. The County Council requires cycle parking to be in a safe, secure and covered location. This should be secured via condition.

### Refuse Collection

East Sussex County Council's best practice guidance; 'Refuse & Recycling Storage at New Residential Developments within the Eastbourne, Hastings, Wealden and Rother Council Areas' states that any external bin store should be within 30m of an entrance of a property and within 25m of the collection point where the collection vehicle will stop.

The bin collection area is proposed to be north of the existing garages. This is 35m from the site access and is not in accordance with ESCC standards and is therefore unacceptable.

### Accessibility

The site is 900m west of Etchingam Railway Station which is served by Southeastern Railway and is accessible by footways. There is a bus stop 50m east of the site on High Street which provides access to bus services to Etchingam, Hurst Green and Wadhurst but there is a limited service. However, future residents would not be reliant on private car use by means of travel.

### Conclusion

Adequate information has not been submitted to satisfy the Local Planning Authority that the proposal is acceptable in terms of access and parking and would not therefore give rise to increased hazards to highway users.

I would wish to be re-consulted following the applicant's response to these comments.

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Signed: Jeffrey Man by email

Date: 5<sup>th</sup> January 2024

For Director of Communities, Economy and Transport  
On behalf of the Highway Authority

**HT401**

## APPENDIX 2.

## ADDITIONAL EMAILED COMMUNICATION

**From:** Jeffrey Man <[REDACTED]>  
**Sent:** Tuesday, February 6, 2024 3:08 PM  
**To:** Steve Reeves <[REDACTED]>  
**Cc:** Claire Warwick <[REDACTED]>  
**Subject:** RE: Braemar - land to the North, High Street, Etchingham RR/2023/2184/P

Good afternoon Steve,

Apologies for the delay in my response.

In general, for access for fire tenders and refuse vehicles, I would comment on these where they do not meet Manual for Streets guidance, and would generally advise that these are followed to maintain ease of use for future residents. If mitigating circumstances mean that these cannot be achieved, I would defer the decision on these matters to the planners and the service provider, in this case, the fire service and Rother's waste management team respectively.

Tracking for both vehicles would help, although again I would defer to the relevant service providers for their views.

Kind regards,

Jeff

**Jeffrey Man**

Senior Transport Development Control Officer  
Transport Development Control  
Communities, Economy & Transport  
[REDACTED] | [eastsussex.gov.uk](http://eastsussex.gov.uk)



**From:** Steve Reeves  
**Sent:** Tuesday, January 16, 2024 1:23 PM  
**To:** Jeffrey Man <[REDACTED]>  
**Cc:** Claire Warwick <[REDACTED]>  
**Subject:** Braemar - land to the North, High Street, Etchingham RR/2023/2184/P

Hello Jeff.

Happy new year. I hope this email finds you well.

I have been asked to look at your comments re the above proposal and try to overcome them. We can provide tracking that shows the existing garages can be used with a little considerate driving behaviour. I don't think there's a risk vehicles might have to reverse all the way out to High Street and have an impact on safety or free flow.

We will also be able to provide tracking that shows a fire appliance and small refuse vehicle can access the site.

I appreciate that the 'best practice guidance' provides specifics in terms of carry distances and type/size of vehicle but we can't achieve those requirements. I do believe that this matter isn't anything to do with planning, it's covered under Building Regs and if my client can't get a building regs sign off he'll be required to enter into an agreement with a private waste collection operator. I'm also mindful that the best practice hasn't been subject to public scrutiny and adopted. If it was subjected to some scrutiny, I know plenty who would object because of the above conflict with Building Regs. Equally so, the various street views indicate that bins appear to be stored in the back gardens of some houses and moved to the street edge on collection day. E.g. September 2018 shows bins by the road. No other street views shows bins anywhere to be seen. This suggests they're stored in back gardens and wheeled to the side of the road on collection days.

We'll let the planners decide whether they concur with my thoughts on refuse collection. Can you let me know if tracking described would overcome your concerns?

Feel free to call if you want to discuss.

**Steve Reeves BEng MBA MCIHT**

**Reeves Transport Planning**

Phone: [REDACTED]

Mobile: [REDACTED]



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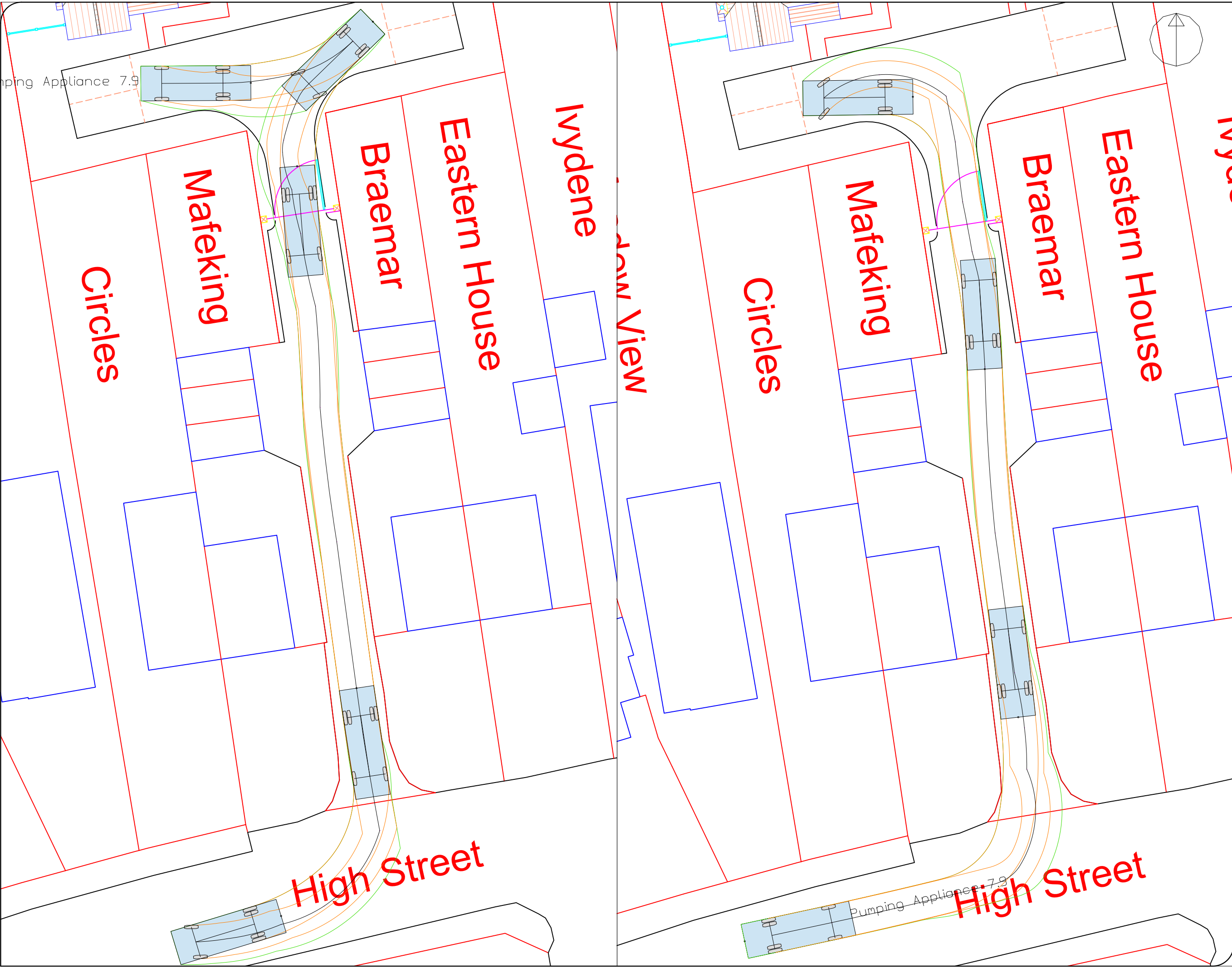
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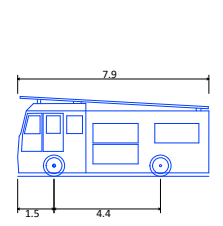
You can visit our website at <https://www.eastsussex.gov.uk>

## APPENDIX 3.

# VEHICLE TRACKING - FIRE APPLIANCE



VEHICLE DETAILS:



Green-line shows body  
Orange-line shows axle/wheels

PUMPING APPLIANCE

Overall Length	7.900m
Overall Width	2.500m
Overall Body Height	3.300m
Min Body Ground Clearance	0.140m
Track Width	2.500m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	7.750m

Design speed 5kph for all Forward movements  
Design speed 2.5kph for all Reverse movements

Rev	Date	Details Of Issue

Base mapping supplied by others. BTM shall not be responsible for any errors or omissions.



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Project		
The Orchard Etchingham		
Fire Appliance SPA		
Drawn	Date:	Scale (at A3)
BTM	05/02/2024	1:250
Dwg no.	Revision No.	
TOE/SR/6002	B	

## APPENDIX 4.

# STREETVIEW KERB EDGE REFUSE COLLECTIONS





Old Rectory



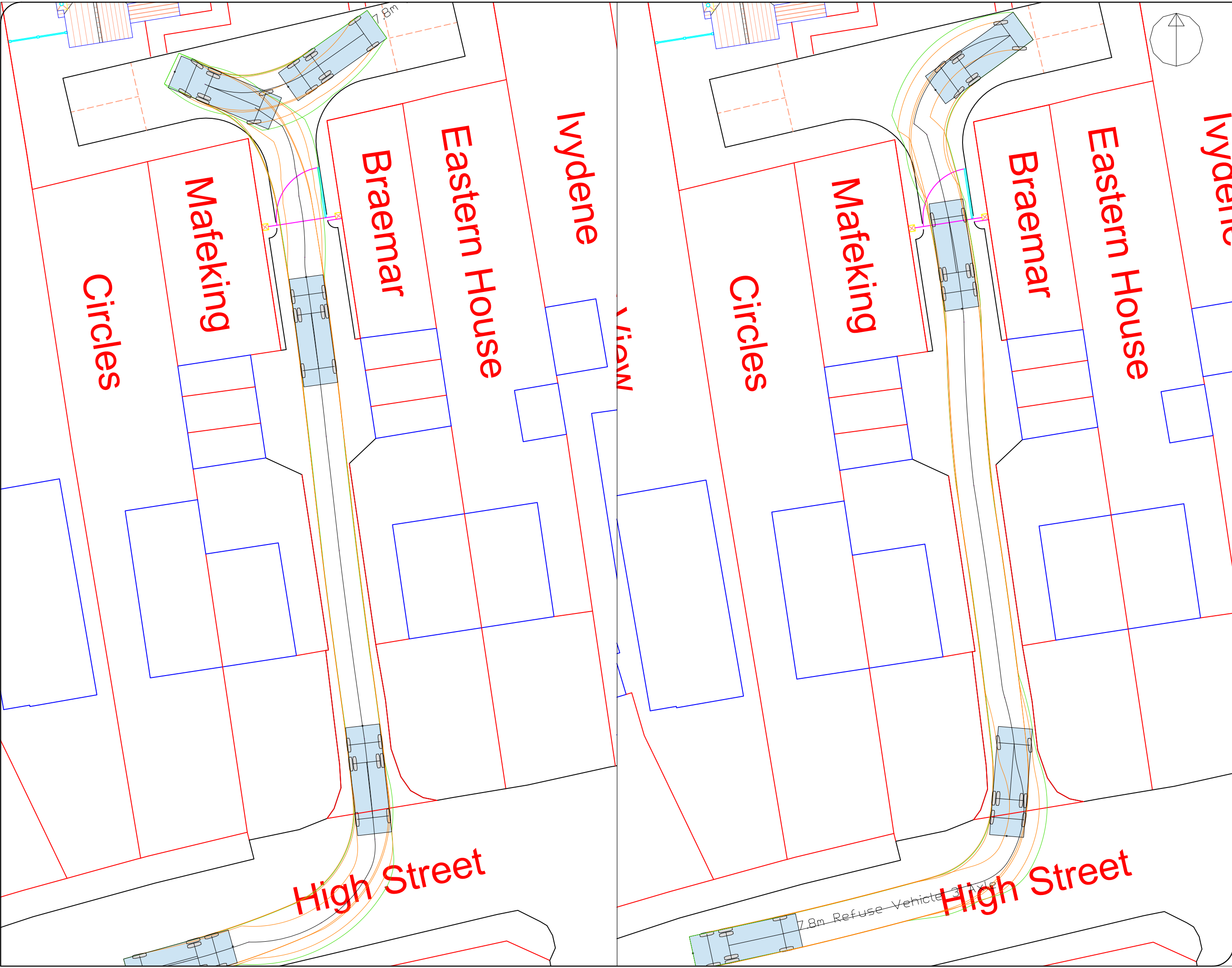
Park Farm House



Application Site

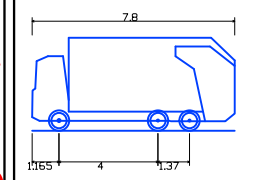
## APPENDIX 5.

### VEHICLE TRACKING – REFUSE TRUCK



VEHICLE DETAILS:

VEHICLE DETAILS:



Green line shows body

Orange line shows axle/wheels

7.8m REFUSE 3 AXLE

Overall Length	7.800m
Overall Width	2.530m
Overall Body Height	4.040m
Min Body Ground Clearance	0.416m
Track Width	2.530m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	8.650m

Design speed 5kph for all Forward movements  
Design speed 2.5kph for all Reverse movements

Rev	Date	Details Of Issue

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Project		
The Orchard Etchingham		
Refuse Vehicle SPA		
Drawn	Date:	Scale (at A3)
BTM	07/02/2024	1:250
Dwg no.	Revision No.	
TOE/SR/6003	A	

## APPENDIX 6. COLLISION DATA

**Collisions**

Sussex Safer Roads Partnership hold details of personal injury crashes reported to Sussex Police in accordance with DfT stats 19 requirements. Whilst the details of these crashes have been checked, they are subject to change should further information become available and may therefore not match figures published elsewhere.

**Which counties to display**

- West Sussex
- East Sussex
- Brighton and Hove

**Select which severities to display**

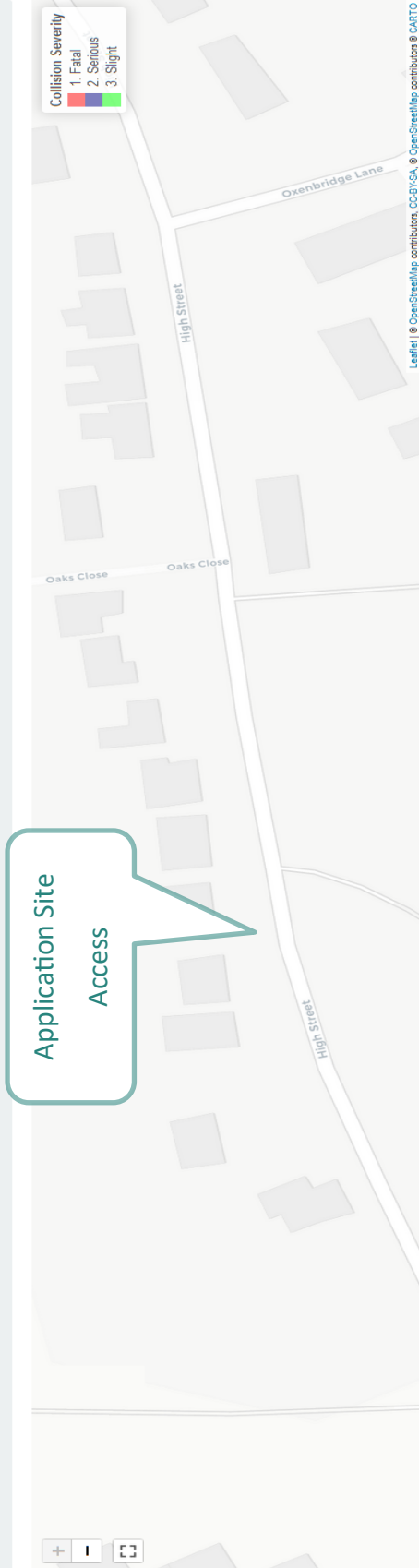
- 1. Fatal
- 2. Serious
- 3. Slight

**Change date range**

01/11/2020

to

31/10/2023



Data regarding personal injury crashes 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. Please also note that collisions where Sussex Police have not yet finished their investigations are not shown. While this can apply to the whole time period covered, it is particularly relevant to those collisions that occurred in the most recent month. 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 crash data either where there are no recorded casualties or the incident has not been reported to Sussex Police.

## APPENDIX 7.

### TRICS DATA SHEETS

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	KC KENT	1 days
	WS WEST SUSSEX	2 days
03	SOUTH WEST	
	DC DORSET	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	6 days

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

## Primary Filtering selection:

*This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.*

Parameter: No of Dwellings  
Actual Range: 26 to 321 (units: )  
Range Selected by User: 6 to 4334 (units: )

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/12/21 to 04/07/23

*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	4 days
Wednesday	2 days
Thursday	4 days

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

Selected survey types:

Manual count	11 days
Directional ATC Count	1 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	10
Neighbourhood Centre (PPS6 Local Centre)	2

*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	8
Village	2
Out of Town	1
No Sub Category	1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	X days - Selected
Servicing vehicles Excluded	35 days - Selected

## Secondary Filtering selection:

Use Class:

C3 12 days

*This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS@.*

Population within 500m Range:

All Surveys Included



Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	3 days
5,001 to 10,000	6 days
10,001 to 15,000	3 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	5 days
25,001 to 50,000	5 days
50,001 to 75,000	2 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
1.6 to 2.0	2 days

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

Travel Plan:

Yes	12 days
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*This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.*

PTAL Rating:

No PTAL Present	12 days
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*This data displays the number of selected surveys with PTAL Ratings.*

LIST OF SITES relevant to selection parameters

1	CA-03-A-08 GIDDING ROAD SAWTRY	DETACHED & SEMI -DETACHED		CAMBRI DGESHI RE
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings:		83	
	<i>Survey date: THURSDAY</i>		<i>13/10/22</i>	<i>Survey Type: MANUAL</i>
2	DC-03-A-10 ADDISON CLOSE GILLINGHAM	MIXED HOUSES		DORSET
	Edge of Town Residential Zone Total No of Dwellings:		26	
	<i>Survey date: WEDNESDAY</i>		<i>09/11/22</i>	<i>Survey Type: MANUAL</i>
3	ES-03-A-09 THE FAIRWAY NEWHAVEN	DETACHED & SEMI -DETACHED		EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:		47	
	<i>Survey date: MONDAY</i>		<i>13/03/23</i>	<i>Survey Type: MANUAL</i>
4	KC-03-A-10 HEADCORN ROAD STAPLEHURST	MIXED HOUSES		KENT
	Edge of Town Residential Zone Total No of Dwellings:		106	
	<i>Survey date: TUESDAY</i>		<i>09/05/23</i>	<i>Survey Type: MANUAL</i>
5	NF-03-A-31 BRANDON ROAD SWAFFHAM	MIXED HOUSES		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:		321	
	<i>Survey date: THURSDAY</i>		<i>22/09/22</i>	<i>Survey Type: DIRECTIONAL ATC COUNT</i>
6	NF-03-A-33 LONDON ROAD ATTLEBOROUGH	MIXED HOUSES		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:		143	
	<i>Survey date: THURSDAY</i>		<i>29/09/22</i>	<i>Survey Type: MANUAL</i>
7	NF-03-A-34 NORWICH ROAD SWAFFHAM	MIXED HOUSES		NORFOLK
	Edge of Town Out of Town Total No of Dwellings:		80	
	<i>Survey date: TUESDAY</i>		<i>27/09/22</i>	<i>Survey Type: MANUAL</i>
8	NF-03-A-36 LONDON ROAD WYMONDHAM	MIXED HOUSES		NORFOLK
	Edge of Town No Sub Category Total No of Dwellings:		75	
	<i>Survey date: THURSDAY</i>		<i>29/09/22</i>	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

9	NF-03-A-37 GREENFIELDS ROAD DEREHAM	MIXED HOUSES	NORFOLK
	Edge of Town Residential Zone Total No of Dwellings: 44 <i>Survey date: TUESDAY 27/09/22</i>		<i>Survey Type: MANUAL</i>
10	NF-03-A-39 HEATH DRIVE HOLT	MIXED HOUSES	NORFOLK
	Edge of Town Residential Zone Total No of Dwellings: 212 <i>Survey date: TUESDAY 27/09/22</i>		<i>Survey Type: MANUAL</i>
11	WS-03-A-16 BRACKLESHAM LANE BRACKLESHAM BAY	DETACHED & SEMI -DETACHED	WEST SUSSEX
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 58 <i>Survey date: WEDNESDAY 09/11/22</i>		<i>Survey Type: MANUAL</i>
12	WS-03-A-19 TURNERS HILL ROAD EAST GRINSTEAD	MIXED HOUSES & FLATS	WEST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 92 <i>Survey date: MONDAY 15/05/23</i>		<i>Survey Type: MANUAL</i>

*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.*

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
HC-03-A-31	Contains Flats
NF-03-A-32	Contains Flats
NF-03-A-47	Contains Flats
SC-03-A-09	Contains Flats

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

TOTAL VEHICLES

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 4 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	12	107	0.078	0.311	12	107	0.258	1.032	12	107	0.336	1.343
08:00 - 09:00	12	107	0.124	0.494	12	107	0.292	1.169	12	107	0.416	1.663
09:00 - 10:00	12	107	0.123	0.491	12	107	0.149	0.597	12	107	0.272	1.088
10:00 - 11:00	12	107	0.099	0.395	12	107	0.117	0.469	12	107	0.216	0.864
11:00 - 12:00	12	107	0.131	0.525	12	107	0.138	0.553	12	107	0.269	1.078
12:00 - 13:00	12	107	0.134	0.535	12	107	0.124	0.494	12	107	0.258	1.029
13:00 - 14:00	12	107	0.141	0.563	12	107	0.138	0.553	12	107	0.279	1.116
14:00 - 15:00	12	107	0.135	0.541	12	107	0.152	0.609	12	107	0.287	1.150
15:00 - 16:00	12	107	0.213	0.852	12	107	0.132	0.528	12	107	0.345	1.380
16:00 - 17:00	12	107	0.207	0.827	12	107	0.145	0.581	12	107	0.352	1.408
17:00 - 18:00	12	107	0.322	1.287	12	107	0.156	0.625	12	107	0.478	1.912
18:00 - 19:00	12	107	0.230	0.920	12	107	0.141	0.563	12	107	0.371	1.483
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
<b>Total Rates:</b>			1.937	7.741			1.942	7.773			3.879	15.514

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP\*FACT. Trip rates are then rounded to 3 decimal places.

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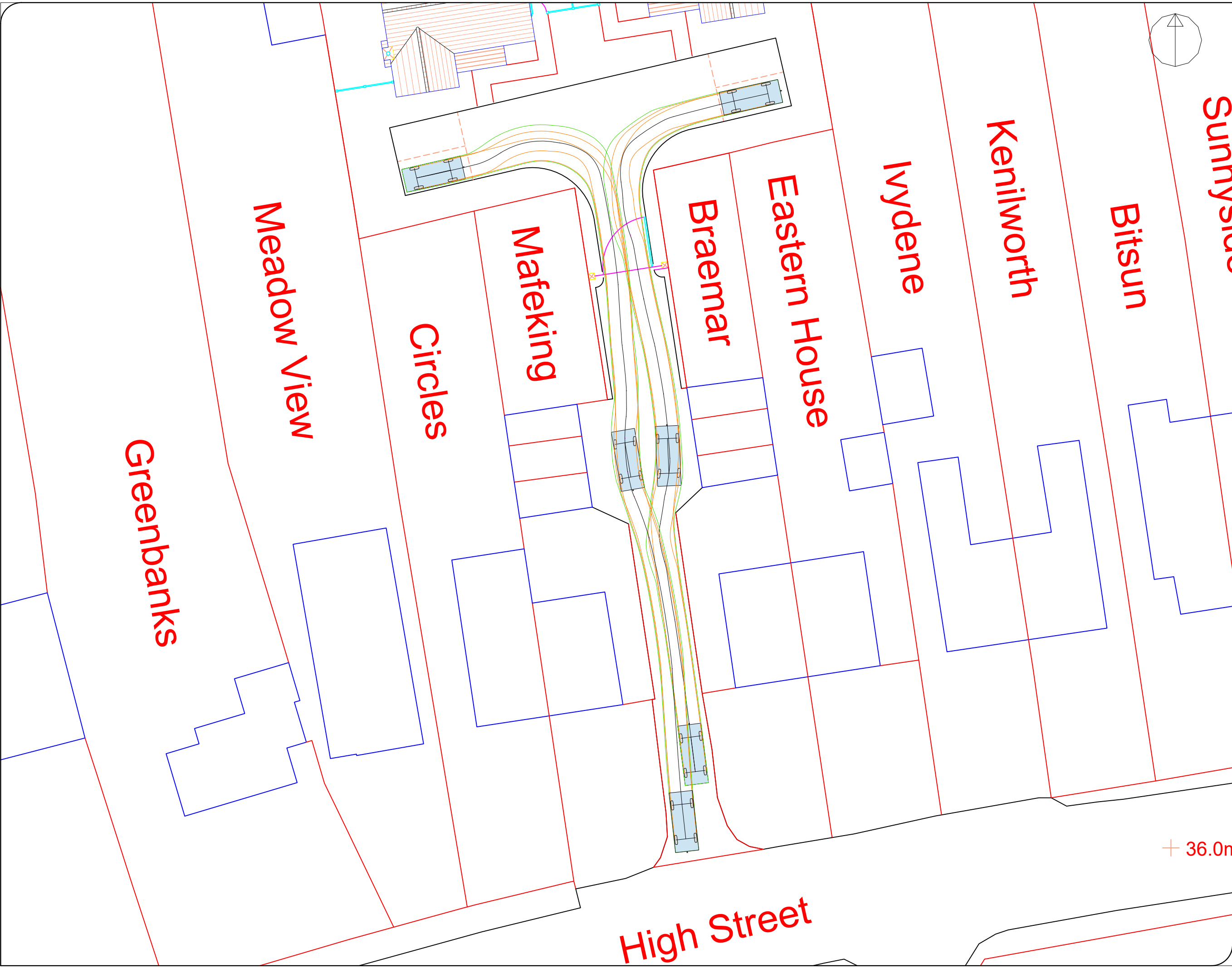
Parameter summary

Trip rate parameter range selected: 26 - 321 (units: )  
 Survey date range: 01/12/21 - 04/07/23  
 Number of weekdays (Monday-Friday): 12  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys automatically removed from selection: 0  
 Surveys manually removed from selection: 4

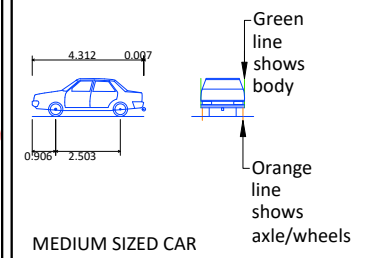
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected 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 8.

### VEHICLE TRACKING – CARS PASSING SPACE



VEHICLE SPECIFICATION:



MEDIUM SIZED CAR

Overall Length	4.319m
Overall Width	1.686m
Overall Body Height	1.466m
Min Body Ground Clearance	0.228m
Max Track Width	1.591m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	5.042m

Design speed 5kph for all Forward movements  
 Design speed 2.5kph for all Reverse movements

Rev	Date	Details Of Issue

Base mapping supplied by others. BTM shall not be responsible for any errors or omissions.



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Project		
The Orchard Etchingham		
Medium Car SPA		
Drawn	Date:	Scale (at A3)
BTM	05/02/2024	1:250
Dwg no.	Revision No.	
TOE/SR/6001	B	

