



transport planning



Westmede Properties Ltd.

Preece House, Hove Transport Statement

January 2024



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Westmede Properties Ltd.

Preece House, Hove

Transport Statement

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CONTENTS

1.	Introduction	4
1.1	Overview	4
1.2	Planning History / Background	4
1.3	Report Structure	5
2.	Policy Context	6
2.1	Introduction	6
2.2	National Planning Policy Framework (2023)	6
2.3	Planning Practice Guidance	8
2.4	Brighton & Hove City Council's (BHCC) City Plan Part 2 (2022)	8
2.5	Brighton & Hove City Council's (BHCC) Local Transport Plan (2015)	9
2.6	Car Parking Standards	10
2.7	Summary	10
3.	Existing Conditions	11
3.1	Introduction	11
3.2	Site Context	11
3.3	Local Highway Network	12
3.4	Highway Safety	12
3.5	Sustainable Travel	15
3.6	Summary	22
4.	Development Proposals	23
4.1	Introduction	23
4.2	Proposed Development	23
4.3	Access	23
4.4	Parking	24
4.5	Delivery Bay	25
4.6	Servicing	25
5.	Travel Demand	26
5.1	Introduction	26
5.2	Vehicle Trip Rates / Traffic Generation	26
6.	Summary & Conclusion	29
6.1	Summary	29
6.2	Conclusion	30

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APPENDICES

APPENDIX A Delivery Bay Tracking

APPENDIX B TRICS Database Parameters

1. Introduction

1.1 Overview

- 1.1.1 mode transport planning (mode) has been commissioned by Westmede Properties Ltd to prepare a Transport Statement (TS) to accompany a prior approval application under Class MA, Part 3 of the General Permitted Development Order (GDPO) 2015 (as amended) for change of use of part of the first floor for nine (eight one-bed and one two-bed) residential units at Preece House, located at 91-103 Davigdor Road, Brighton.
- 1.1.2 The site is located c.1.6km northwest of Brighton city centre, and currently comprises of a five-storey office of c.3,254sqm commercial (office) space.
- 1.1.3 The proposed layout and floor plans, illustrating the development proposals for this application are contained within the suite of drawings (MCL Architecture drawings), submitted as part of the planning application, for reference.

1.2 Planning History / Background

- 1.2.1 The current proposal seeks to build upon the principle of residential development, previously permitted on the site. The site was granted Prior Approval consent (App Ref: BH2021/02667) under Class O (GDPO) in September 2021, for the change of use for the ground, first, second, third and fourth floors from office (B1a (now E(g)(i))) to provide 35 residential units (C3).
- 1.2.2 In July 2023, a further Prior Approval consent (App Ref: BH2023/01403) was granted under Class MA (GDPO) to create an uplift of six units from the 35 previously consented to 41 units, achieved through the approved reconfiguration / development of the second and fourth floors. It is detailed that the second floor will have an additional four units from the consented position to increase the total provision from 11 to 15 units, whilst an additional two units will be provided on the fourth floor from two to four units.
- 1.2.3 An additional Prior Approval application (App Ref: BH2023/02033) was submitted under Class AA for the construction of additional storeys (part single-storey and part two-storey, above the topmost storey of the commercial building to provide 12 residential units (C3). This Prior Approval application was withdrawn in August 2023, owing to non-transport related matters.
- 1.2.4 Most recently an additional Prior Approval application (App Ref: BH2023/02407) was submitted under Class AA for the construction of an additional single storey above the topmost storey of the commercial building to provide seven residential units (C3). This Prior Approval application was refused in October 2023, again, owing to non-transport related matters. A further Class AA prior approval application for seven units (Ref 2023/03140) was submitted in December 2023 and is currently awaiting a decision.

1.2.5 This TS has been prepared to accompany a new MA application, which proposes an uplift of two residential units (C3) from the 41 consented (as per Class O and MA applications) to a total of 43 units, attained through the proposed reconfiguration of part of the first floor. It is proposed that the first floor will have an additional two units from the consented position, to increase the total provision from 11 to 13 units.

1.3 Report Structure

1.3.1 Following the above introduction, the remainder of the TS is structured as follows:

- **Chapter 2** – Provides an overview of relevant national and local planning policies, in the context of the site;
- **Chapter 3** – Reviews the existing transport infrastructure in the area surrounding the site, with focus on opportunities for travel by sustainable modes;
- **Chapter 4** – Outlines the development proposals and access arrangements;
- **Chapter 5** – Assesses the traffic implications of the proposed development, utilising trip rates from the TRICS database; and,
- **Chapter 6** – Provide a summary and conclusion to the TS.

2. Policy Context

2.1 Introduction

2.1.1 The current national and local transport and land use planning policy documents that are relevant to Brighton / Hove and the development site are outlined within this chapter. Hence the following documents have been reviewed:

- National Planning Policy Framework (NPPF);
- National Planning Practice Guidance (NPPG);
- Brighton & Hove City Council's (BHCC) City Plan Part 2 (2022)
- Brighton & Hove City Council's Local Transport Plan (LTP4);
- Brighton & Hove City Council's Car Parking Standards Supplementary Planning Document (SPD).

2.2 National Planning Policy Framework (2023)

2.2.1 The GDPO makes it clear that for Class MA applications, the council must determine whether the prior approval of the Authority is required as to transport impacts of the development, particularly to safe access and in doing so have regard to the National Planning Policy Framework (NPPF).

2.2.2 The National Planning Policy Framework (NPPF) sets out the Government's key objectives for achieving sustainable development. The latest NPPF was updated in December 2023 and replaces the previous versions in order to streamline the national planning policies set out in previous policy guidance and a number of related circulars. These have been combined into a single document to make the planning system more accessible, whilst still protecting the environment and promoting sustainable growth.

2.2.3 The NPPF sets out the Government's planning policies for England, and how these are expected to be applied, stating that all developments generating significant amounts of movement should be supported by a Transport Assessment (TA) or Transport Statement (TS), alongside a Travel Plan (TP). Within the NPPF, it is suggested that economic, social and environmental objectives should be at the heart of the planning process.

2.2.4 Under the 'Promoting sustainable transport' Chapter 9 of the NPPF, it is stated that transport issues should be considered from the earliest stages of plan-making and development proposals (Para. 108). By doing this the potential impacts of development on transport networks can be addressed and the appropriate transport infrastructure can be implemented. By considering transport at the earliest stages, it allows the opportunity to promote walking, cycling and public transport, and to mitigate any problems.

2.2.5 Significant developments should be focused on being sustainable, this can be done through limiting the need to travel and offering a genuine choice of transport modes.

2.2.6 The NPPF states (Para. 110, pg.31) that planning policies should:

- *“Support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities;*
- *Be prepared with the active involvement of local highways authorities, other transport infrastructure providers and operators and neighbouring councils, so that strategies and investments for supporting sustainable transport and development patterns are aligned;*
- *Provide for attractive and well-designed walking and cycling networks with supporting facilities such as secure cycle parking, Local Cycling and Walking Infrastructure Plans.”*

2.2.7 Within the context of assessing sites for that may be allocated for development in plans, or specific applications for development, it should be ensured that (Para. 114, pg.32-33):

- *“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; 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.”*

2.2.8 Within this context, new developments should (Para. 116, pg.33):

- *“Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas... facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use.*
- *address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- *create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- *allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- *be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.”*

2.2.9 Paragraph 115 states that:

“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”

2.2.10 Paragraph 117 concludes that all developments expected to generate significant amounts of movement should provide a travel plan, and applications should also be supported by a Transport Statement or Transport Assessment to assess the likely impacts of the proposals.

2.2.11 The proposed development has been designed in accordance with the NPPF guidelines and this TS demonstrates that the above objectives will be satisfied by the development proposals.

2.3 Planning Practice Guidance

2.3.1 The Planning Practice Guidance (PPG) was published in 2012 and most recently revised in 2023. The updated guidance aims to facilitate the development of a robust and well thought out site, enabling an assessment of the transport impacts of both existing and proposed developments. The guidance can inform sustainable approaches to transport. A strong assessment will establish evidence that may be useful in:

- Improving the sustainability of transport provision;
- Enhancing the levels of accessibility;
- Creating a choice amongst different modes of transport;
- Improving health and well-being;
- Supporting economic vitality;
- Improving public understanding of the transport implications of development;
- Enabling other highway and transport authority's/service providers to support and deliver the transport infrastructure that conforms to the Local Plan; and
- Supporting local businesses and the regional economy.

2.4 Brighton & Hove City Council's (BHCC) City Plan Part 2 (2022)

2.4.1 The BHCC Plan Part Two was adopted in October 2022 and forms part of the development plan for the city which complements BHCC Plan Part One, which was adopted in 2016.

2.4.2 Policy CP7 of BHCC Plan Part One outlines how new developments may be required to contribute to the improvement of existing infrastructure, including transport, should it be deemed inadequate for the increased traffic that the development is expected to produce.

2.4.3 Policy CP9 of BHCC Plan Part One is titled Sustainable Transport and considers measures that will benefit the local area which new developments will have to comply with. These measures are designed to help *"manage and improve mobility and lead to a transfer of people and freight onto sustainable forms of transport to reduce the impact of traffic and congestion, increase physical activity and therefore improve people's health, safety and quality of life."*

2.4.4 Policy DM33 of BHCC Plan Part Two refers to safe, sustainable and active travel and states, “the council will promote and provide for the use of sustainable transport and active travel by prioritising walking, cycling and public transport in the city... new developments should be designed in a way that is safe and accessible for all users, and encourages the greatest possible use of sustainable and active forms of travel”.

2.4.5 Policy DM33 continues and states that:

“planning permission will be granted for developments that meet all of the following criteria:

- *Do not create road safety problems or dangers for any road user, especially those who are most vulnerable;*
- *Provide inclusive access for disabled people, older people, and other vulnerable road users wherever it can be reasonably achieved having been afforded significant priority;*
- *Do not prejudice the implementation of proposed road safety improvements set out in the Local Transport Plan (and subsequent revisions/successor documents or programmes) and the council’s Road Safety/Safer Roads Strategy; and*
- *Create safe and secure layouts which minimise the risk of collision or potential conflict between road users”.*

2.4.6 Policy DM35 of BHCC Plan Part Two states that “all development proposals should include appropriate measures to ensure that journeys by private car are minimised and to make the greatest possible use of sustainable travel in order to deliver the objectives for sustainable transport set out in Policy CP9 of the City Plan Part One. Where necessary, planning obligations will be sought to facilitate or support such measures”.

2.4.7 Policy DM36 of BHCC Plan Part Two encompasses parking and servicing and states that “new developments should include infrastructure to support the use of low emission vehicles, including electric vehicle charging points... provision for large vehicles to service new developments should be provided on-site, including sufficient, safe manoeuvring space”.

2.5 Brighton & Hove City Council’s (BHCC) Local Transport Plan (2015)

2.5.1 BHCC’s fourth Local Transport Plan was adopted in March 2015 and covers the period 2015 – 2030. LTP4

2.5.2 The LTP sets out seven key objectives:

- *Economy: Ensure transport and travel contribute to the delivery of sustainable economic growth;*
- *Carbon Reduction: Reduce transport emissions that affect climate change and our local environment;*

- *Safety & Security: Create streets and neighbourhoods that are safe and welcoming for people to move around and use socially;*
- *Equality, Mobility & Accessibility: Create an accessible and inclusive transport system for everyone;*
- *Health & Well-being: Encourage and enable healthy and active travel choices;*
- *Public Realm: Design and create places that are inviting and attractive and enhance people's quality of life and regenerate the city;*
- *Respect & Responsibility: Increase people's awareness of others and change attitudes and behaviour when using the city's transport system;*

2.5.3 The Transport Vision for the LTP is set out with the aim of “*Promoting & providing sustainable travel*”:

‘We want to continue to develop an integrated and accessible transport system that is well maintained and enables people to travel around and access services as safely and freely as possible, while minimising damage to the environment and contributing to making our city a safer, cleaner, quieter, healthier and more attractive place.’

2.5.4 It should be noted that the LTP5 is currently in development which will replace the LTP4.

2.6 Car Parking Standards

2.6.1 In 2016, BHCC published its Parking Standards Supplementary Planning Document (SPD), setting out the new car and cycle parking standards within the city to be considered when planning for new developments.

2.6.2 The SPD sets maximum standards for car and minimum standards for cycle parking for new developments. The parking requirements and provision for the proposed residential development are detailed in **Chapter 4** of this TS.

2.7 Summary

2.7.1 In summary, national and local planning policy both aim to ensure that sustainable development is prioritised within the local area.

2.7.2 A key theme within the NPPF is for new developments to focus on transport by sustainable modes; to reduce carbon emissions but also to enhance public health and wellbeing. This can be done through limiting the need to travel and offering a genuine choice of transport modes.

2.7.3 The policy demonstrates that new developments should be supported by the necessary types of assessment and mitigation to ensure that traffic impacts are reduced (where applicable), and that sustainable transport is promoted.

2.7.4 This TS has been prepared in line with current best practice guidance, policy and methodology.

3. Existing Conditions

3.1 Introduction

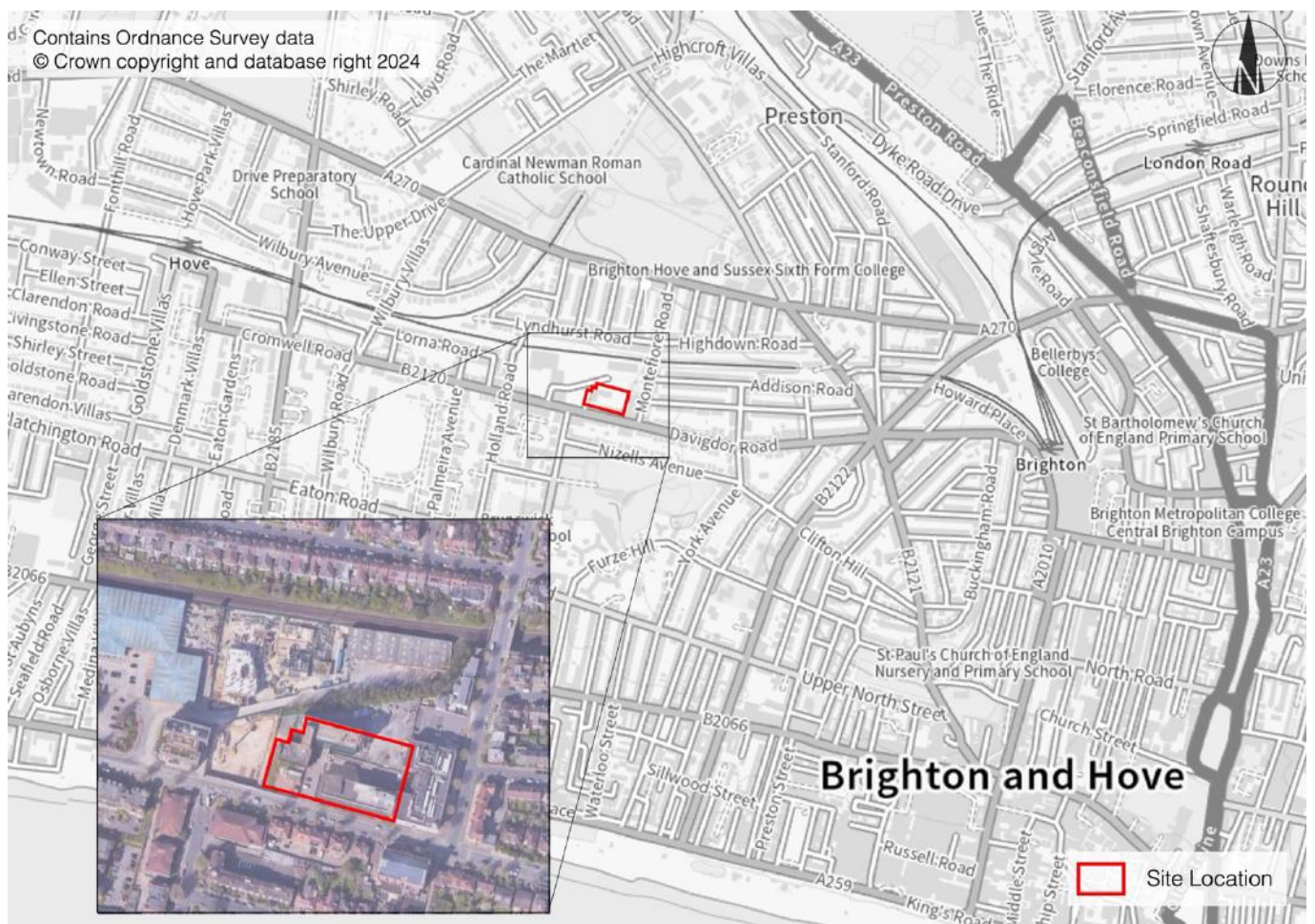
3.1.1 This chapter describes the existing conditions at the site, with consideration of access by all modes of transport, highway safety and accessibility to local facilities and amenities.

3.2 Site Context

3.2.1 The site is located c.1.6km northwest of Brighton city centre and is bound by Davigdor Road to the south, employment / residential units to the east and west and Lyon Close to the north, which provides a link to industrial / building merchant sites.

3.2.2 The location of the site is shown in **Figure 3.1**, below.

Figure 3.1 Site Location



3.3 Local Highway Network

Davigdor Road

- 3.3.1 Davigdor Road is a single carriageway road, with a width of c.9.5m and footways of c.3m on both sides of the carriageway, which runs in a roughly east-west direction; Davigdor Road is subject to a 20mph speed limit.
- 3.3.2 The road is subject to a number of public highway Traffic Regulation Order (TROs), in the form of double yellow lines on the north side of the carriageway, which extend from Davigdor Road junction with Loma Road and Davigdor Road junction with Montefiore Road.
- 3.3.3 On the southern side of the carriageway there are intermittent on-street parking spaces which are authorised for permit holders and local parking regulations apply.
- 3.3.4 500m east of the site, Davigdor Road becomes Goldsmid Road, which connects to Seven Dials roundabout. From here the roundabout links to the A23 (Preston Road), which acts as the main route into and out of Brighton. The A23 connects the A27 in the north, and Brighton city centre in the south.

Lyon Close

- 3.3.5 Lyon Close runs to the north / northwest of the site, which is a single carriageway with a width of c.6.5m subject to a 30mph speed limit. Lyon Close acts as service/ link to a number of industrial/ building merchant sites to the north / north-west of the site.

Montefiore Road

- 3.3.6 Montefiore Road meets Davigdor Road at a priority junction arrangement c.150m to the east of the site frontage. Montefiore Road is a single carriageway subject to a 30mph speed limit, with a carriageway width of 8.5m and footway widths on both sides of the carriageway of 2.5-3.0m. Montefiore Road serves as a link between Davigdor Road in the south and Old Shoreham Road (A270) in the north.
- 3.3.7 The road has a number of on-street parking spaces which are authorised for permit holders and local parking regulations.

3.4 Highway Safety

- 3.4.1 A review of Personal Injury Accidents (PIA) that have occurred within the vicinity of the site has been undertaken using CrashMap Pro software. This data is approved by the National Statistics Authority (NSA) and reported on by the Department for Transport (DfT) each year. The current dataset is complete for the period up to the end of 2022.
- 3.4.2 A review of PIAs on the local on the local highway network in the vicinity of the site has been undertaken for the most recent five-year period available (2018-2022).

Figure 3.2 PIA Data



Table 3.1 PIA Breakdown

Study Area (Junction (J) / Links (L))	Accident Severity			Sensitive Highways Users	
	Slight	Serious	Fatal	Peds	Cyclists
(J) Cromwell Road / Palmeria Avenue	2	0	0	0	0
(J) Cromwell Rd / Davigdor Road / Holland Road	4	2	0	0	1
(L) Davigdor Road (between Montefiore Road / Osmond Road)	1	0	0	1	0
(L) Montefiore Road (between Davigdor Road / Colbourne Road)	1	0	0	0	0
(J) Davigdor Road / Osmond Road	2	3	0	0	3
Total	10	5	0	1	4

PIA data accurate as of January 2024

3.4.3 The findings indicate that a total of 15 collisions were recorded within the study area between 2018 and 2022, of which, 10 were classified as 'slight' in severity and five classified as 'severe' in severity. Further information has been given below in relation to the collisions at the junctions / links summarised in **Table 3.1**.

Cromwell Road junction with Palmeria Avenue

3.4.4 There was a total of two collisions that occurred at the Cromwell Road / Palmeria Avenue, both classified as 'slight' in severity.

Cromwell Road / Davigdor Road junction with Holland Road

3.4.5 The Cromwell Road / Davigdor Road junction with Holland Road is a signalised controlled crossroads, where there was a total of six collisions identified, with two classified as 'serious' in severity and four classified as 'slight' in severity.

3.4.6 The first serious accident occurred in June 2019, when two vehicles collided in a frontal collision.

3.4.7 The second serious accident occurred in August 2021, involving a cyclist and a car turning left at the junction. The collision occurred on the vehicles nearside, whilst making the manoeuvre.

Davigdor Road link between Montefiore Road and Osmond Road

3.4.8 There was a single collision that occurred at this junction, classified as 'slight' in severity.

Montefiore Road link between Davigdor Road / Colbourne Road

3.4.9 There was a single collision that occurred at this junction, classified as 'slight' in severity.

Davigdor Road junction with Osmond Road

3.4.10 Of the five collisions identified at Davigdor Road / Osmond Road crossroads junction, three were classified as 'serious' in severity and two classified as 'slight' in severity.

3.4.11 The first serious accident occurred in June 2018, where the front of a motorbike collided with the nearside of a car at the junction.

3.4.12 The second serious accident occurred in September 2018, where the front of a motorbike collided with the offside of a car that was pulling off from the junction.

3.4.13 The third serious accident occurred in August 2021, as a van was making a right turn manoeuvre across the carriageway in front of a pedal cycle.

Summary

3.4.14 In light of the above PIA review, there are not considered to be any unusual patterns or trends of recorded collisions observed within the study area. Therefore, are not considered to be any safety concerns that need to be mitigated and/or addressed further by the development proposals.

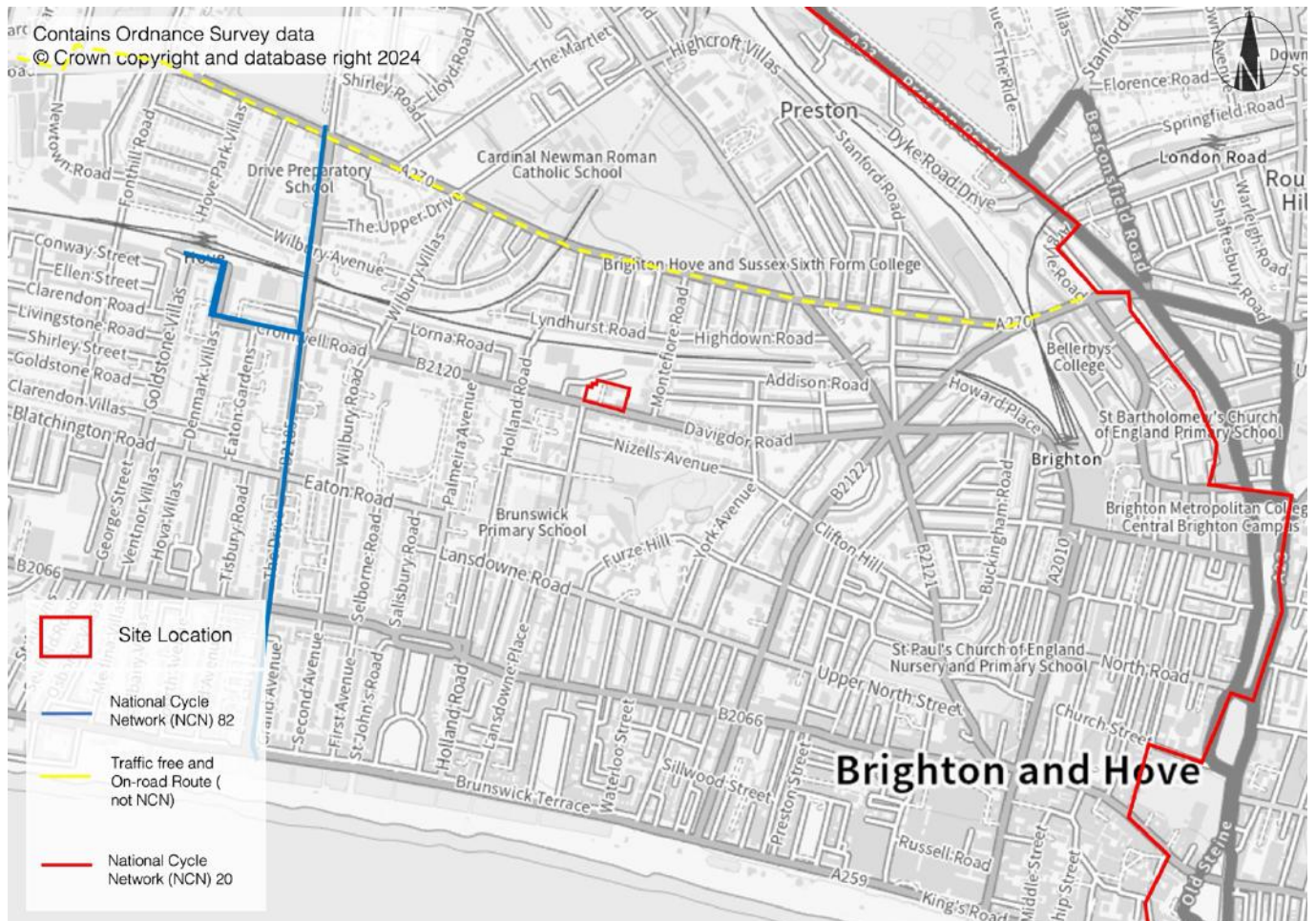
3.5 Sustainable Travel

Walking and Cycling

- 3.5.1 The site is highly accessible for residents and visitors with a number of opportunities for travel by sustainable modes.
- 3.5.2 The 'Guidelines for Providing for Journeys on Foot' produced by the Chartered Institution of Highways and Transportation document describes acceptable walking distances for pedestrians without mobility impairment. They suggest that, for commuting, up to 500m is the desirable walking distance, up to 1,000 m is an acceptable walking distance and 2,000m is the preferred maximum walking distance.
- 3.5.3 Walking is the most sustainable mode of transport and according to 2011 Census Journey to Work (JtW) statistics for the Brighton and Hove (020D) Lower Super Output Area within which the site is located, walking accounted for a substantial 33.4% of commuting journeys.
- 3.5.4 The site is located 1.7km walking distance from the centre of Brighton and therefore benefits from a high-quality footway network into the centre of Brighton and the surrounding area amenities. The footway in the vicinity of the site, are on both sides of the carriageway, are well lit and of good quality, providing safe and convenient access into the surrounding area.
- 3.5.5 Formal and informal pedestrian crossings are located along Davigdor Road, Montefiore Road and Lyon Close. These crossings include Zebra crossings, along with various dropped kerbs with tactile paving, providing pedestrian accessibility within the vicinity of the site, and throughout the wider areas of Brighton. Public transport links, such as a number of bus services and further Brighton, and Hove railways stations, can be accessed via the footways on Davigdor Road, in both an east and west direction from the site.
- 3.5.6 Cycling is also a highly sustainable mode of travel; with journeys of less than 8km in length considered an achievable distance to cycle for most people (source: LTN 1/20 Cycle Infrastructure Design – July 2020). According to the 2011 Census JtW statistics, cycling accounted for 7.7% of journeys in the Brighton and Hove (020D) Lower Super Output Area.

3.5.7 There are two sections of National Cycling Network (NCN) located within the vicinity of the site. NCN 82 is 750m west, found on The Drive, with NCN 20 located 1.25km east of the site. Both NCNs can be accessed by a section of cycle route that operates in traffic free and on road conditions, but is not part of the NCN, which is found 400m north of the site on Old Shoreham Road (A270). NCN 82 connects Brighton with countryside north of the A27, whilst NCN 20 connects Pyecombe and Brighton. A summary of the local NCNs is displayed in **Figure 3.3**.

Figure 3.3 National Cycle Network and Connecting Routes



Bus Services

3.5.8 The nearest bus stops to the site are located c.40m from the site on the southern side of the carriageway, and c.90m from the site on the northern side of the carriageway. Both stops are within an approximate one-minute walk from the site, where the N7 and 7 bus services can be accessed, providing frequent services between the site and the centres of Brighton and Hove. The 93-school bus service can also be accessed from these stops.

3.5.9 Further bus stops and services are located on Old Shoreham Road (A270), c.600m c.6-minute walk from the site. These bus stops are frequently served by the 47, 47A and 48 bus services, as well as the 59 and 52A bus services which all operate as school services.

3.5.10 A summary of local bus services which operate from these stops is provided in **Table 3.2**.

Table 3.2 Bus Service Summary for Local Routes

No.	Route	Typical Weekday Frequency	Typical Saturday Frequency	Typical Sunday Frequency
7	Brighton Marina – Hove George Street	1 every 7 minutes	1 every 8 minutes	1 every 10 minutes from 11.50am
N7	Brighton Marina – Hove George Street	1 an hour between 12am and 5am	1 an hour between 12am and 5am	1 an hour between 12am and 5am
93	Seven Dials – Hove, opp Blatchington Mill School	1 am and 1 pm service (School service)	-	-
47/A	Portslade, Sainsbury's West Hove – East Saltdean, Bannings Vale	1 per hour	1 per hour	-
48	Bevendean, opp School – Brighton, Imperial Arcade	3 per hour – 1 every 20 minutes	2 per hour - 1 every 30 minutes	2 per hour - 1 every 30 minutes
59	Shoreham-by-Sea, opp The Red Lion – Brighton, Churchill Square	1 am and 1 pm service (School service)	-	-
52A	Woodingdean, adj Downs Hotel Falmer Road – Hangleton, adj West Blatchington School	1 am and 1 pm service (School service)	-	-

Bus services, frequencies and times are accurate as of January 2024

3.5.11 An overview of the locations of the bus stops in the vicinity of the site, along with the service provision at each stop, is provided in **Figure 3.4**.

Figure 3.4 Bus Stops and Associated Services



3.5.12 On account of the proximity of the existing bus stops to the site, and provision of services operating from these locations, it is evident that there are good opportunities to access the site by bus.

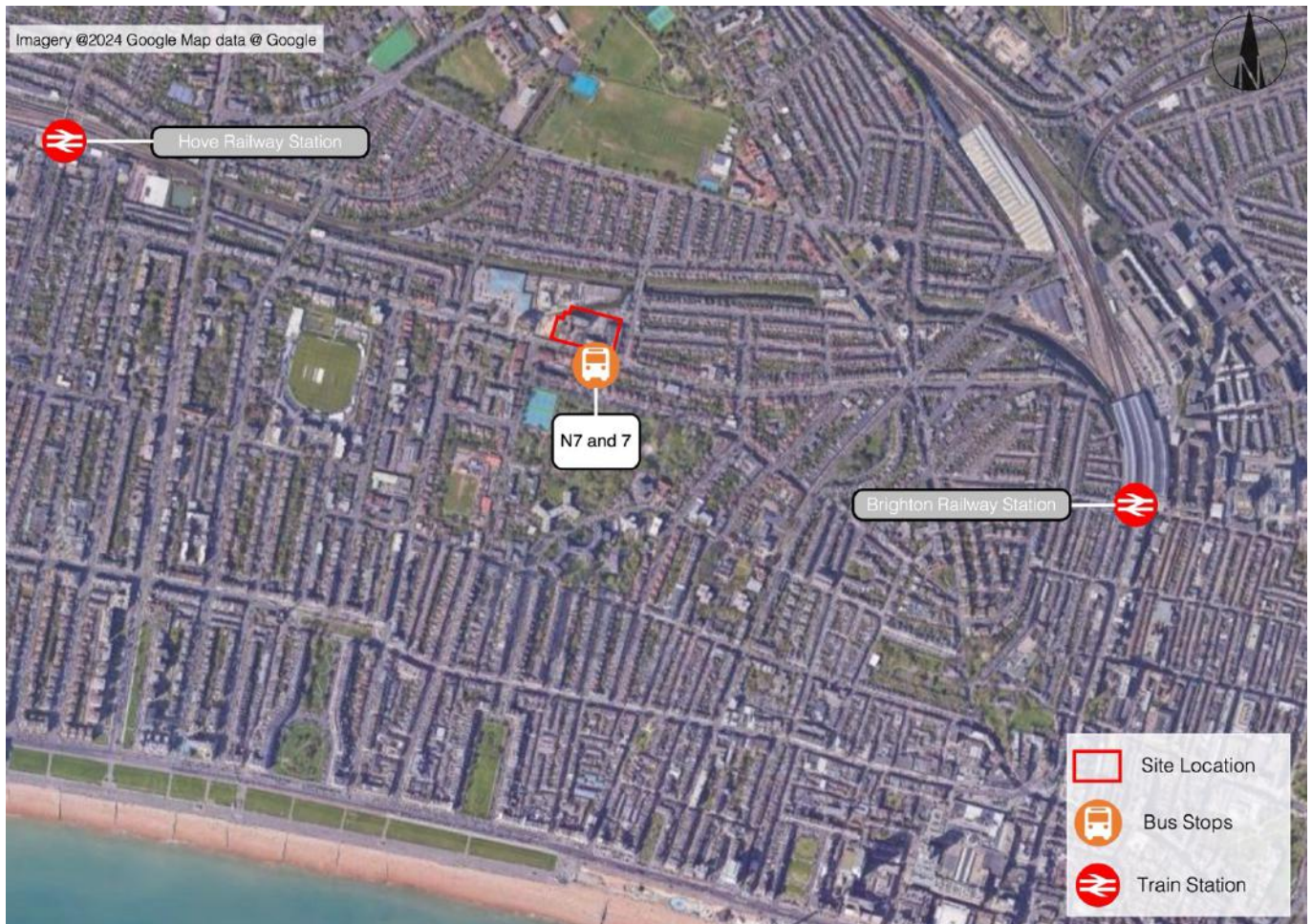
Rail Services

3.5.13 Brighton Railway Station is located c.1.2km east of the site, which can be accessed within an approximate 16-minute walk, 7-minute cycle or a 7-minute bus journey on the No.7 bus service. An overview of station proximity is provided in **Figure 3.5**.

3.5.14 The station managed by Southern Railway and is served by Thameslink, Gatwick Express, Southern and GWR trains, offering regular services to London Victoria, London Bridge, Cambridge, Seaford, Hastings, Southampton Central, Portsmouth & Southsea, Eastbourne and Bedford.

3.5.15 The station benefits from the provision of a purpose-built cycle hub with capacity for 740 cycles, covered by CCTV. There is a 633-space car park where charges apply, and a further 26 accessible spaces. The station is staffed Monday-Sunday, to provide information and assistance.

Figure 3.5 Railway Station Locations



3.5.16 A summary of the services accessible from Brighton Railway Station is provided in **Table 3.3**, below.

Table 3.3 Summary of Train Services from Brighton Railway Station

Destination	Peak Hour Frequency	Typical Journey Time
London Victoria	2 per hour	1 hour 5 minutes
Bedford (via London Bridge)	2 per hour	2 hours 16 minutes
Cambridge	2 per hour	2 hours 32 minutes
Seaford	2 per hour	41 minutes
Hastings	1 per hour	1 hour 10 minutes
Southampton Central	1 per hour	1 hour 50 minutes
Portsmouth & Southsea	1 per hour	1 hour 20 minutes
Eastbourne	2 per hour	38 minutes

Train services and frequencies accurate as of January 2024

3.5.17 Hove Railway Station is also located c.1.2km west of the site, which can be accessed within a 16-minute walk, 4-minute cycle or a 9-minute bus journey on the No.7 bus service. An overview of station proximity is provided in **Figure 3.5**.

3.5.18 The station managed by Southern Railway and is served by Southern and Thameslink (only during peak hours), offering regular services to London Victoria, Portsmouth Harbour, Southampton Central, Fratton, Littlehampton and Brighton.

3.5.19 The station has access to cycle storage, with CCTV covering 122 cycle spaces. There is staff available Monday-Sunday to offer information and assistance. There are 123 car parking spaces, where charges apply, with the provision of four accessible spaces.

3.5.20 A summary of the services accessible from Hove Railway Station is provided in **Table 3.4**, below.

Table 3.4 Summary of Train Services from Hove Station

Destination	Peak Hour Frequency	Typical Journey Time
London Victoria	2 per hour	1 hour 9 minutes
Southampton Central	1 per hour	1 hour 46 minutes
Portsmouth & Southsea	1 per hour	1 hour 18 minutes
Fratton	1 per hour	1 hour 13 minutes
Littlehampton	1 per hour	45 minutes
Brighton	6 per hour	5 minutes

Train services and frequencies accurate as of January 2024

Local Amenities / Facilities

3.5.21 On account of the residential element of the development, it is important to consider the potential opportunities for access to local amenities. In transport planning terms, the most sustainable sites are those generating the lowest number of single occupancy private vehicle trips, which can be achieved by facilitating a greater proportion of walking, cycling and public transport journeys.

3.5.22 Planning guidance highlights the emphasis being placed on the integration of land use, transport and planning decisions. Specifically, NPPF (2023) states that “significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes”.

3.5.23 In order to achieve good integration, developments should be encouraged in areas with good accessibility to local facilities, employment opportunities and public transport. This section demonstrates the amenities, employment and education facilities that can be accessed from the site by sustainable modes, as well as describing the existing public transport, pedestrian and cycle connections.

3.5.24 The site is well served by a range of community, educational, recreational and retail facilities. These facilities are situated off site within the accessible walking distances detailed below. Additional facilities can be accessed within the centre of Brighton, which can be accessed via the local N7, 7 and 48 bus services.

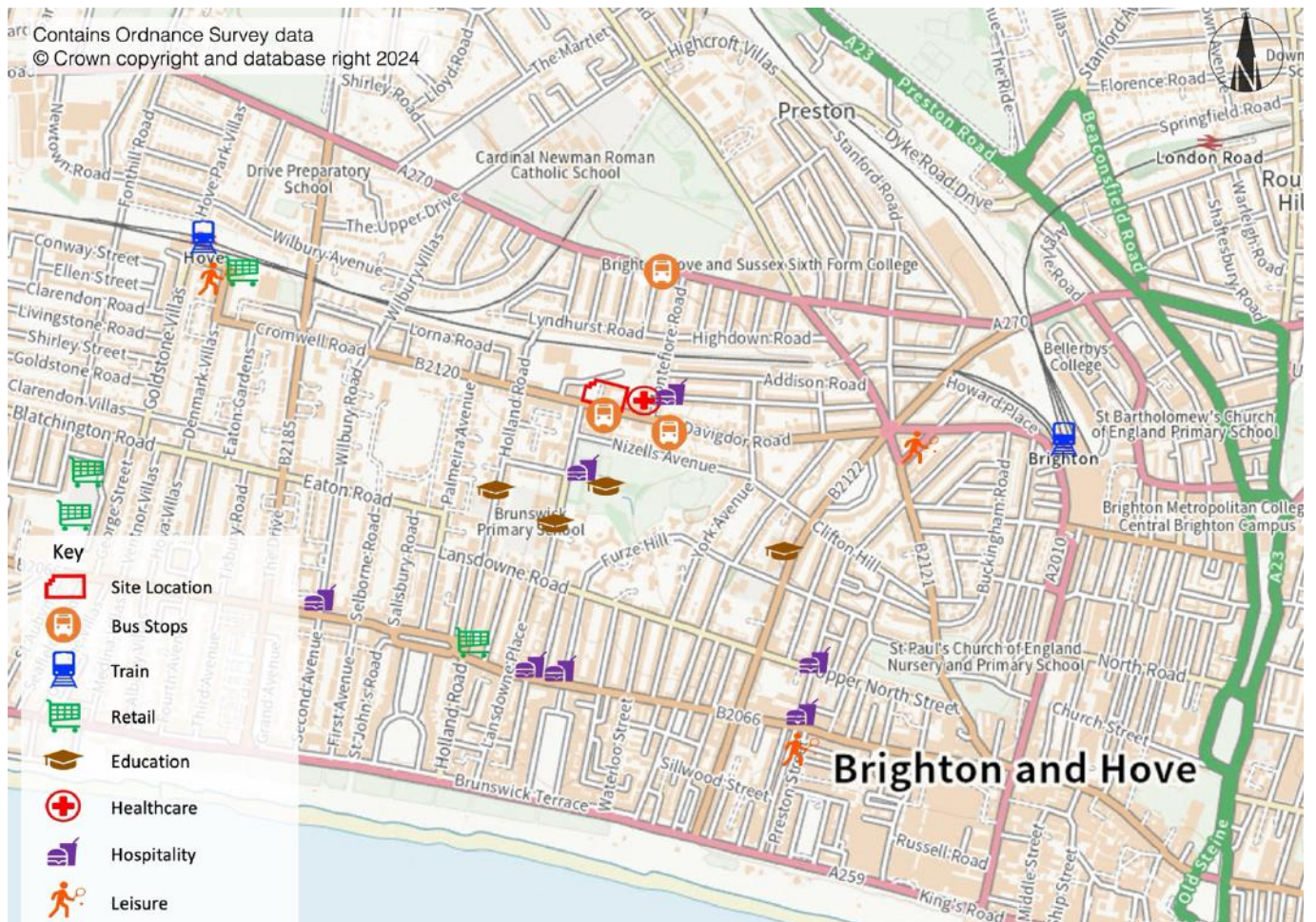
3.5.25 **Table 3.5** provides a summary of the distances and associated approximate walking/cycling journey times from the site to a range of local amenities. Journey times have been taken from the site frontage onto Davigdor Road.

Table 3.5 Summary of Local Amenities / Facilities

Amenity/Service	Distance (Metres)	Approx. Walking Time (mins)	Approx. Cycle Time (mins)
Charter Medical Centre	140	2	1
St Ann's Well Gardens and The Garden Café	260	3	1
Little Forest Nursery	280	3	1
Brunswick Primary School	400	5	1
Hove Junior School	500	6	1
Brighton Girls School	650	9	4
Sainsburys Local	800	11	3
Tesco Express	800	11	3
Iceland	1600	21	6
Tesco Superstore	1900	24	7

3.5.26 **Table 3.5** and **Figure 3.6** (overleaf) demonstrates that a number of facilities are within an approximate 20-minute walk and 10-minute cycle of the site. It is considered that the sustainable accessibility to these facilities and the overall town centre location of the site will help reduce the reliance on the private car.

Figure 3.6 Local Amenities



3.6 Summary

- 3.6.1 The site is located in an accessible location with walking and public transport access to and from a variety of local amenities. There are a number of local schools, recreational facilities, and retail opportunities, with a wider range of amenities which can be found in Brighton City Centre, which can be accessed with regular public transport services.
- 3.6.2 The site is located in proximity to two railway stations, which provide direct access to a number of significant destinations across England.
- 3.6.3 In summary, the site is situated in an accessible location, with ample opportunities for residents and visitors to access the site by sustainable modes of travel, providing genuine alternatives to private car use.
- 3.6.4 In addition, analysis of the local highway network in the vicinity of the site has demonstrated that there are no existing safety concerns and therefore no highway safety issues that will be exacerbated by the development proposals.

4. Development Proposals

4.1 Introduction

4.1.1 This section of the report provides details of the proposed development including access arrangements and parking.

4.2 Proposed Development

4.2.1 The proposal will involve the development within the existing Preece House office building to provide a new high-quality and sustainable residential accommodation in Brighton/ Hove City centre. The proposed scheme (associated with this application) seeks for change of use of part of the first floor for nine residential apartments (eight one bed and one two bed apartments), as part of a change of use of the current, consented, first floor plans, by reconfiguration of the consented first floor layout.

As referenced previously, the site benefits from a Class O consent for a total of 35 residential units (App Ref: *BH2021/02667*), for the change of use of the ground, first, second, third and fourth floors from office (B1a) to residential (C3) uses. The site also benefits from a Class MA approval for 41 units (App Ref: *BH2023/01403*). The current proposals (reconfiguration of the first floor) represent an uplift of two units from 41 units (approved MA application as per **Para 1.2.2**), equating to a total of 43 units. It is proposed that the first floor will now comprise an additional two units, for a total of 13 units.

4.2.2 The approved planning application for external alterations (Ref *2023/02121*) to the site includes the construction of a refuse store, adjacent to the site entrance. This is illustrated on the ground floor plans.

4.2.3 The proposed layout and floor plans, illustrating the development proposals for this application are contained within the suite of drawings (MCL Architecture drawings), submitted as part of the planning application, for reference.

4.3 Access

4.3.1 The vehicular access point will utilise the existing access taken off Davigdor Road, as per the previously consented Class O and MA applications. The change of land use from Class E(g)(i) Office to residential dwellings (C3) is not forecast to lead to an intensification of use, and therefore the existing access is considered to be appropriate and suitable. The proposed access arrangements can be seen within the suite of floor plan drawings (by MCL Architecture), submitted as part of the planning application.

4.3.2 Pedestrian access will also be retained along the site frontage onto Davigdor Road, with a communal entrance to the east of the vehicular access.

4.3.3 The vehicle and pedestrian accesses were deemed acceptable in line with transport and highway comments made by BHCC for the previous MA application (App Ref: BH2023/01403).

4.4 Parking

4.4.1 The BHCC Local Development Framework Supplementary Planning Document (SPD) Parking Standards (October 2016) defines the appropriate provision of parking to serve various types of development and defines maximum standards for parking.

Car Parking

4.4.2 The parking SPD sets maximum standards (for 'Key Public Transport Corridors', within which the site is located) for C3 Dwelling Houses (1-2 beds) at a ratio of 0.5 spaces per dwelling plus one space per two dwellings for visitors. Based on the additional residential units proposed at the site, this would equate to a maximum of 43 allocated spaces at the site, when considering an uplift of two units from the consented Class O and MA application position of 41 units.

4.4.3 A total of 39 spaces will be provided for the residential development of the site, with the proposals involving the retention of the consented Class O and MA car parking arrangement on-site, which meets the maximum standards (of 43 spaces). This level of provision will also ensure that all potential car parking demand from the residential units will be accommodated within the red line boundary of the site.

4.4.4 The SPD specifically states, *"in most instances if disabled car parking is required a minimum of two spaces should be provided to ensure that alternative provision is available should one bay be in use"*. In line with the approved MA application (App Ref: BH2023/01403) there will be four designated disabled spaces at the site, of which users of the scheme current scheme will have access to use. This level of provision is therefore considered suitable for access for both the consented MA and this current MA applications.

4.4.5 The parking standard for electric vehicles (EV) states that 10% of car parking provision should have electric vehicle charging provision, whilst another 10% should have passive provision to allow conversion at a later date. In line with the consented Class O and MA car parking arrangement, a total of six spaces are already consented to be designated for EV charging points for the whole site (the combination of the consented Class O and MA applications and this MA application – total of 29 spaces), whilst a further six will have passive provision for future conversion if required. Therefore, the EV provision meets (and exceeds) the requirements.

4.4.6 The car parking provision (as detailed above) was deemed acceptable in line with transport and highway comments made by BHCC for the previous MA application (App Ref: BH2023/01403).

Cycle Parking

- 4.4.7 The Parking Standards SPD specifies minimum standards for cycle parking at a ratio of one long stay space per unit for residents, and one short-stay space per three units for visitors. A total of 60 long stay spaces will be provided at the site, where this number exceeds the required minimum of 43 spaces (associated with this the combined applications – 43 units), in the form of a dedicated covered stacking cycle store, located at ground level. In addition, 14 short stay spaces will also be provided in the form of Sheffield stands, again at the ground level, in the car parking area. A total of 74 cycle parking spaces will be provided on site, which exceeds the requirements, in accordance with the cycle parking standards.
- 4.4.8 In addition, cycle parking is provided throughout Hove town centre, Brighton city centre and the rail stations, including 122 spaces at Hove Railway Station, covered by CCTV, as well as a purpose-built cycle hub at Brighton Railway Station, with capacity for 740 cycles.

4.5 Delivery Bay

- 4.5.1 To accommodate and facilitate the delivery and servicing needs of the overall development, a delivery bay is proposed at the rear of the building. Tracking of the proposed delivery bay arrangements (MCL Architecture Drawing *PH-P-70-0G-01-02-REV P4*) is referenced in **Appendix A**; which illustrates that a 7.5t box van can access and egress the site in a forward gear.
- 4.5.2 The proposed delivery bay arrangements can be seen within the suite of floor plan drawings (by MCL Architecture), submitted as part of the planning application.

4.6 Servicing

- 4.6.1 Refuse collection is expected to operate in line with neighbouring properties, and in a similar fashion to the existing Class E(g)(i) (former B1a) Office use; with refuse vehicles emptying 1,100L bins from Davigdor Road at kerbside.

5. Travel Demand

5.1 Introduction

5.1.1 This chapter summarises the methodology for establishing multi-modal trip generation associated with the proposed development.

5.2 Vehicle Trip Rates / Traffic Generation

Proposed Residential Development

5.2.1 Forecast trip rates for the proposed residential development have been extracted from the approved Syntegra Consulting Transport Note (July 2021) associated with the approved Class O application at the site. Within the approved note, the calculated trip rates were presented as total person rates, and using 2011 Census modal split data, were then converted to all modes of transport.

5.2.2 The trip rates from the consented note (aforementioned above) have been applied to the proposed uplift of seven residential units at the site. For reference, the following parameters had been used within the TRICS database, which has been attached to this report at **Appendix B**:

- Residential, Flats Privately Owned;
- Multi-modal Surveys;
- Sites located in England and Wales only (with sites in Greater London excluded);
- 6-40 Units;
- Surveys undertaken 01/01/11 – 01/05/21;
- Town Centre and Edge of Town centre locations only; and,
- Car Ownership: 0.6 – 1.0.

5.2.3 The trip rates and resulting trip generation for the uplift of two units has been summarised in **Table 5.1**, below, for the traditional highway network weekday AM (08:00 – 09:00) and PM (17:00 – 18:00) peak hours, in addition to the daily total.

Table 5.1 Proposed Residential Development – Trip Rates and Trip Generation (Total Person)

	AM Peak (08:00 – 09:00)			PM Peak (17:00 – 18:00)			Daily		
	In	Out	2-Way	In	Out	2-Way	In	Out	2-Way
Person Trip Rate (per dwelling)	0.151	0.601	0.752	0.495	0.294	0.789	3.290	3.561	6.851
Person Trip Generation (2 dwelling uplift - MA)	1	2	2	1	1	2	7	8	14

5.2.4 **Table 5.1** demonstrates that the proposed development is forecasted to generate an additional two two-way person trips in both the AM and PM peaks and a total of 14 two-way trips throughout a full day.

5.2.5 Furthermore, journey to work (JtW) proportions from the Census 2011 data for the Lower Super Output Area (LSOA) within which the site is located (Brighton and Hove 020D) have been utilised to calculate the number of private car trips that the site is forecast to generate in the peak hours and across a typical day. The proportions have been taken from the consented Transport Note for the Class O application, as shown in **Table 5.2**.

Table 5.2 Modal Split – Brighton and Hove LSOA 020D

Mode of Travel	Proportion
Train/Underground	18%
Bus	9%
Taxi	0%
Motorcycle	1%
Car Driver	28%
Car Passenger	3%
Bicycle	8%
On foot	33%
Other	0%

5.2.6 The above proportion of ‘Car Driver’ trips (28%) has been applied to the trip generation figures from **Table 5.1** as detailed in **Table 5.3** below.

Table 5.3 Proposed Residential Trip Generation – Car Driver Trips

	AM Peak (08:00 – 09:00)			PM Peak (17:00 – 18:00)			Daily		
	In	Out	2-Way	In	Out	2-Way	In	Out	2-Way
Car Driver Trips (2 units - MA)	0	1	1	1	0	1	2	2	4

- 5.2.7 **Table 5.3** indicates that the uplift in development is forecast to generate one additional two-way trips during both the AM and PM peak periods, which equates to approximately one additional vehicle movement every 60 minutes. The uplift in units is also forecasted to generate a total of 4 two-way car trips across a full day.

- 5.2.8 Based on the negligible uplift in forecasted car driver trips as a result of the additional two units, it is not envisaged that the proposed development and uplift in units will have a material impact on the operation or safety of the adjacent highway network.

- 5.2.9 The vehicle trip generation (as prescribed above) was deemed acceptable in line with transport and highway comments made by BHCC for the previous MA application (App Ref: BH2023/01403).

6. Summary & Conclusion

6.1 Summary

- 6.1.1 mode transport planning (mode) has been commissioned by Westmede Properties Ltd to prepare a Transport Statement to accompany a new Class MA prior approval application, in association with an approved MA application for a new residential development at Preece House on Davigdor Road, Brighton and Hove. The proposed scheme seeks to provide a total of nine (one-bed) residential units, as part of a change of use of the current, consented, first floor plans, by reconfiguration of the first-floor layout.
- 6.1.2 The site has recently benefitted from both a Class O consent for a total of 35 residential units (App Ref: BH2021/02667), which was granted in September 2021, and an approved MA application (App Ref: BH2023/01403), granted in July 2023, and the current proposals represent an uplift of two units to a total of 43 residential units, when considering this MA application. It is proposed that the first floor will now comprise an additional two units, for a total of 13 units.
- 6.1.3 An analysis of the existing transportation infrastructure within the vicinity of the site has demonstrated that the site is accessible by car via the local highway network. Nonetheless, the site predominantly benefits from its city centre location and excellent sustainable transport connections.
- 6.1.4 The site is highly accessible by bus and rail; with numerous services offering frequent routes, all within a c.15-minute walk. High quality pedestrian and cycle links surround the site and provide good connections to an abundance of local facilities in the city centre.
- 6.1.5 A review of the PIA data for the highway network surrounding the development site has concluded that there are not any inherent highway safety issues which would likely be exacerbated by the development proposals.
- 6.1.6 A total of 39 spaces will be provided for the residential development of the site, with the proposals involving the retention of the consented Class O and MA car parking arrangement on-site, which meets the maximum standards (of 43 spaces). This level of provision will also ensure that all potential car parking demand from the residential units will be accommodated within the red line boundary of the site. Access to four disabled bays and six EV charging bays is provided as part of the wider site. This is in accordance with the required parking standards.
- 6.1.7 In line with the Brighton and Hove City Council Local Development Framework Supplementary Planning Document Parking Standards SPD (October 2016) a total of 60 long-stay cycle parking spaces will be provided for the whole site, in the form of a dedicated covered cycle store at ground level, with 14 short stay spaces provided in the form of Sheffield stands. In accordance with the cycle parking standards.

6.1.8 Traffic generation analysis has forecast that the proposed uplift in development (uplift of two units above the consented combined Class O and Class MA (41 unit) scheme) will see a negligible increase in car driver trips, with a total of one additional two-way car trip movements on the during both the AM (08:00 – 09:00) and PM (17:00 – 18:00) peak hours. The uplift in units is also forecasted to generate a total of 4 two-way car trips across a full day. It is therefore considered that the development proposals will not have a detrimental and/or significant impact on the surrounding local highway network.

6.2 Conclusion

6.2.1 Based on the information presented in this report it is considered that the proposed development is situated in a sustainable location and can be comfortably accommodated within the local highway network. It is concluded that the proposed development will not have a significant adverse impact on the operation nor safety of the surrounding highway network and as a result, in accordance with NPPF, the proposal should be considered acceptable in transport terms.

APPENDICES

APPENDIX A

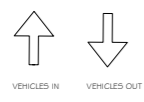
Delivery Bay Tracking



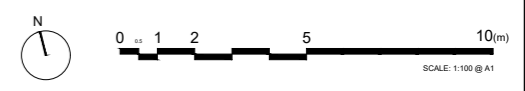
LEGEND

- CLASS MA
- NOT PART OF THIS APPLICATION - SEE PREVIOUSLY CONSENTED CLASS O SCHEME
- SITE BOUNDARY

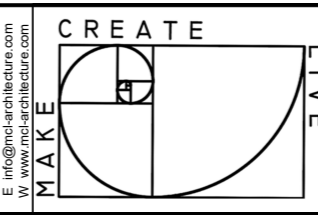
FOR INFO ONLY



DAVIGDOR ROAD



Date	Rev	By	Description	Date	Rev	By	Description	Date	Rev	By	Description
09.03.23	IN1	DM	ISSUED FOR INFORMATION								
10.03.23	IN2	DM	ISSUED FOR INFORMATION								
22.03.23	IN3	PH	ISSUED FOR INFORMATION								
23.03.23	IN4	PH	ISSUED FOR INFORMATION								
14.04.23	IN5	PH	ISSUED FOR INFORMATION								
27.04.23	IN6	PH	ISSUED FOR INFORMATION								
04.05.23	P1	PH	ISSUED FOR PLANNING								
05.05.23	P2	PH	ISSUED FOR PLANNING								
26.06.23	P3	PH	ISSUED FOR PLANNING								
09.01.24	P4	PH	ISSUED FOR PLANNING								



Job Title		PREECE HOUSE, BRIGHTON	
Drawing Title		PROPOSED GROUND FLOOR / SITE PLAN	
Client		WESTMEDE	
Scale	Date	Drawn	Rev
1:100@A1	09.01.24	PH	P4
Project No.	Sheet Number		
2228	PH-P-70-0G-01-02		

GENERAL ARRANGEMENT

APPENDIX B

TRICS Database Parameters

Calculation Reference: AUDIT-754101-230411-0459

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : C - FLATS PRIVATELY OWNED

TOTAL VEHICLESSelected regions and areas:

02 SOUTH EAST		
CT	CENTRAL BEDFORDSHIRE	1 days
HF	HERTFORDSHIRE	1 days
PO	PORTSMOUTH	1 days
03 SOUTH WEST		
DV	DEVON	1 days
06 WEST MIDLANDS		
WM	WEST MIDLANDS	1 days
10 WALES		
CO	CONWY	1 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: 27 to 91 (units:)
 Range Selected by User: 6 to 100 (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: 01/01/15 to 11/05/22

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	2 days
Thursday	1 days
Friday	1 days

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

Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	6
---------------------	---

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	3
Built-Up Zone	3

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

Secondary Filtering selection:Use Class:

C3 6 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

Population within 1 mile:

10,001 to 15,000 1 days

25,001 to 50,000 5 days

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

Population within 5 miles:

50,001 to 75,000 2 days

125,001 to 250,000 1 days

250,001 to 500,000 3 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 4 days

1.1 to 1.5 2 days

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

Travel Plan:

Yes 2 days

No 4 days

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

PTAL Rating:

No PTAL Present 6 days

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

LIST OF SITES relevant to selection parameters

1	CO-03-C-01	BLOCKS OF FLATS	CONWY
	MOSTYN BROADWAY LLANDUDNO		
	Edge of Town Centre Built-Up Zone		
	Total No of Dwellings:	37	
	Survey date: MONDAY	26/03/18	Survey Type: MANUAL
2	CT-03-C-02	BLOCKS OF FLATS	CENTRAL BEDFORDSHIRE
	STANBRIDGE ROAD LEIGHTON BUZZARD		
	Edge of Town Centre Residential Zone		
	Total No of Dwellings:	62	
	Survey date: TUESDAY	15/05/18	Survey Type: MANUAL
3	DV-03-C-01	BLOCK OF FLATS	DEVON
	BONHAY ROAD EXETER		
	Edge of Town Centre Residential Zone		
	Total No of Dwellings:	27	
	Survey date: MONDAY	10/07/17	Survey Type: MANUAL
4	HF-03-C-03	BLOCK OF FLATS	HERTFORDSHIRE
	SHENLEY ROAD BOREHAMWOOD		
	Edge of Town Centre Built-Up Zone		
	Total No of Dwellings:	91	
	Survey date: THURSDAY	14/11/19	Survey Type: MANUAL
5	PO-03-C-01	BLOCKS OF FLATS	PORTSMOUTH
	CROSS STREET PORTSMOUTH		
	Edge of Town Centre Built-Up Zone		
	Total No of Dwellings:	90	
	Survey date: TUESDAY	05/06/18	Survey Type: MANUAL
6	WM-03-C-04	BLOCKS OF FLATS	WEST MIDLANDS
	GILLQUART WAY COVENTRY PARKSIDE		
	Edge of Town Centre Residential Zone		
	Total No of Dwellings:	55	
	Survey date: FRIDAY	11/11/16	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.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
MS-03-C-04	Covid-19
SF-03-C-05	Covid-19

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

TOTAL 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	6	60	0.039	6	60	0.149	6	60	0.188
08:00 - 09:00	6	60	0.036	6	60	0.238	6	60	0.274
09:00 - 10:00	6	60	0.066	6	60	0.094	6	60	0.160
10:00 - 11:00	6	60	0.061	6	60	0.069	6	60	0.130
11:00 - 12:00	6	60	0.069	6	60	0.086	6	60	0.155
12:00 - 13:00	6	60	0.130	6	60	0.122	6	60	0.252
13:00 - 14:00	6	60	0.077	6	60	0.077	6	60	0.154
14:00 - 15:00	6	60	0.050	6	60	0.075	6	60	0.125
15:00 - 16:00	6	60	0.113	6	60	0.058	6	60	0.171
16:00 - 17:00	6	60	0.138	6	60	0.064	6	60	0.202
17:00 - 18:00	6	60	0.149	6	60	0.075	6	60	0.224
18:00 - 19:00	6	60	0.207	6	60	0.105	6	60	0.312
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.135			1.212			2.347

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: 27 - 91 (units:)
 Survey date range: 01/01/15 - 11/05/22
 Number of weekdays (Monday-Friday): 6
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 2

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.



transport planning

keep up with mode:



Birmingham

☎ 0121 794 8390

London

☎ 020 7293 0217

Manchester

☎ 0161 464 9495

Reading

☎ 0118 211 8180

✉ info@modetransport.co.uk 📍 modetransport.co.uk 🐦 [@mode_transport](https://twitter.com/mode_transport)