

TRANSPORT NOTE

TUNBRIDGE WELLS BOROUGH LOCAL PLAN – POLICY AL/HA 8

SITE AT LIMES GROVE (MARCH'S FIELD), GILL'S GREEN

HAWKHURST, CRANBROOK

(ADL REF: 6079, 21.02.24)

1.0 INTRODUCTION

- 1.1 Tunbridge Wells Borough Council (TWBC) has prepared a new Local Plan to set out the spatial vision and strategic objectives for the borough, as well as the development strategy needed to meet those objectives. The Local Plan includes specific site allocations to deliver the strategy, Section 5 of the Local Plan sets out the Place Shaping Policies across the borough.
- 1.2 Policy AL/HA 8 refers to a Site at Limes Grove (March's Field), at Gill's Green in Hawkhurst. The Local Plan states that the site is reserved for employment uses (E/B2/B8), to be released for development if monitoring indicates that other employment allocations have not come forward, or there is evidence that further employment provision is required in the eastern part of the borough, or potentially at the 5-year review of the Local Plan.
- 1.3 TWBC's Local Plan is not yet adopted and is currently undergoing a consultation process, with a target adoption date at the end of 2024. With regard to the site allocation, the Local Plan Inspector provided the following comments (specific to Highways):

“Limes Grove is a narrow country lane, with limited visibility of oncoming traffic, and with no pedestrian footway to the main entrance of the adjacent business park or to bus stops on the main road (the A229). The Inspector, whilst concluding that the site would therefore be wholly unsuitable for unrestricted commercial uses where the loading and unloading of large vehicles was necessary, notes that the site is currently vacant and was formerly used for commercial purposes as a woodyard. It is also directly opposite the existing business park, is within the same ownership, and has been identified as suitable for commercial uses by the Council.”

It may be possible to identify the site for smaller, less-intensive ancillary uses associated with the business park. If appropriate uses can be identified, given that this is a small site (the net developable area is less than 0.5 hectares) that has a close physical and historical relationship with the remainder of the business park, the Inspector has advised there is no justification for restricting when it can come forward as representations by the site owners to the Local Plan examination have identified a current need for additional commercial space in this location.”

- 1.4 Following the Inspector’s initial comments, the Council (TWBC) has also liaised with Kent County Council (KCC) Highways to discuss the feasibility of the site at Limes Grove as summarised below:

“To establish whether there could be any suitable smaller, less-intensive ancillary uses associated with the business park that could form part of a site allocation in the TWBC Local Plan, the Council has (since receipt of the Inspector’s initial findings) liaised further with Kent County Council (KCC) Highways and requested that KCC Highways consider development options for this site. This was to inform decisions about the continued allocation of the site, given the initial findings of the Inspector. Given the findings of the Local Plan Inspector, vehicular and pedestrian access issues are considered as potential showstoppers to the development of this site.

Therefore, to assist with further consideration of the site, the following three options were presented to KCC Highways for consideration and its advice:

1. *The provision of parking for the occupiers of the adjacent Hawkhurst Station Business Park, to provide 55 – 93 spaces.*

This proposed use is informed by proposals put forward for the site by planning application 20/00821/F for the use and laying out as a car park with a new access to Limes Grove; surfacing, landscaping, security low level lighting and CCTV, and pedestrian access to the Business Park along its existing emergency/service access drive to Limes Grove. This proposed scheme was to provide x90 spaces to serve occupiers of the adjacent Hawkhurst Station Business Park. The planning application was subsequently withdrawn by the applicant. Although the proposal included options to realign the junction of Limes Grove with the A229, KCC Highways advised that due to the alignment of the main road and land constraints to the north of the junction, any realignment of the minor road would not bring forward any significant improvement. KCC Highways concluded that the significant increase in use of Limes Grove, that they described as a narrow lane without passing opportunities, coupled with the increased use of the junction with the A229 raised highway safety concerns. For these reasons the highway authority was unable to support the proposal.

2. *If the provision of 55 – 93 parking for the occupiers of the adjacent Hawkhurst Station Business Park is not supported by KCC Highways, is there a smaller scale of parking that would be supported? Or,*
3. *A small scale, less intrusive commercial use associated with the adjacent Hawkhurst Station Business Park, for example a B8 storage use.*

KCC Highways provided advice on these three site options in March 2023. This advice sets out that Limes Grove is a narrow country lane, its width is insufficient for two vehicles to pass and visibility at its junction with the A229 Cranbrook Road is substandard. There is no footway along Limes Grove and no footway link to the nearest bus stops along the A229 Cranbrook Road. KCC advised that the intensification of use of Limes Grove and its junction with the A229 by both traffic and pedestrians would be detrimental to highway safety. The Highways Authority would therefore not support any of the three options put forward for the allocation of the site in the Local Plan.

Given this advice from the Highways Authority, it is clear that there is unlikely to be an appropriate use for this site associated with the adjacent business park that would be supported by the Highways Authority, including as parking provision to serve the Business Park.”

- 1.5 Based on the above, KCC Highways have confirmed that they would not support planning proposals for the intensification of Limes Grove and its junction with Cranbrook Road (A229) by both traffic and pedestrians, concluding that such proposals would be detrimental to highway safety. Policy AL/HA 8, to allocate an employment site at Limes Grove, is therefore proposed to be deleted.
- 1.6 KLW Ltd have instructed ADL Traffic and Highways Engineering Ltd (ADL) to prepare this Transport Note (TN) to demonstrate that the site would not generate a significant highway impact and therefore to present an objective critique of TWBC’s decision to delete Policy AL/HA 8.

2.0 SITE AND SURROUNDING AREA

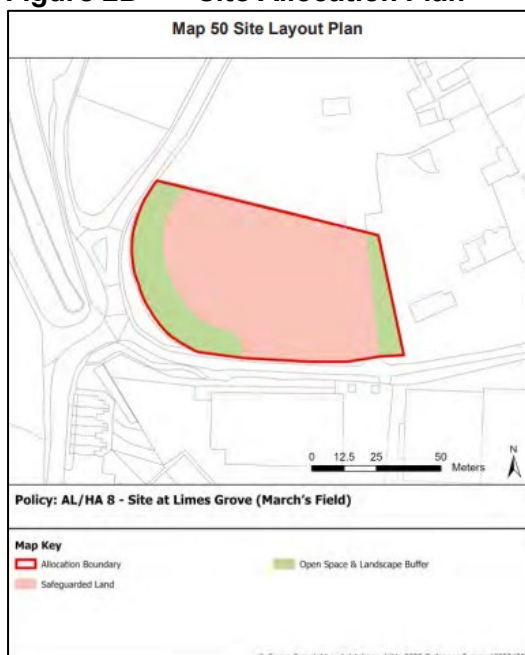
- 2.1 The site is a former woodyard (now vacant) and is located opposite, to the north, of Station Business Park, Gill's Green, Hawkhurst. The area of the site is 0.63 hectares (ha).
- 2.2 The location of the site is shown in Figure 2A.

Figure 2A Site Location



- 2.3 The site allocation boundary, as per Map 50 of TWBC's Submission Local Plan, is shown in Figure 2B.

Figure 2B Site Allocation Plan



2.4 The site is bounded by open greenfield/agricultural land to the north, residential properties to the east, Limes Grove to the south, and Slip Mill Road to the west. There is an existing vehicular access at the southeast corner of the site off Limes Grove, located approx. 100 metres west of the Limes Grove junction with Cranbrook Road (A229).

Highway Extents

2.5 As part of a permitted planning application (ref. 23/00855/FULL) at Unit 11, Station Business Park, Gill's Green (south of the site allocation), ADL obtained adopted highway extents from Kent County Council (KCC) which also included Limes Grove, shown below:

Figure 2C Adopted Public Highway Extent



*Red line indicates Hawkhurst Station Business Park Boundary, to the south of the AL/HA 8 allocation.

Accident Analysis

- 2.6 In order to understand the highway safety situation on the surrounding network, ADL have reviewed <https://www.crashmap.co.uk/> for the most recently available 5-year period (i.e., 2018 – 2021 inclusive). The search extent and collision plot is shown in Figure 2D below.

Figure 2D Crashmap Search Extent



- 2.7 As shown in Figure 2D, there are 3 recorded accidents within the search extent occurring on Slip Mill Lane and Cranbrook Road during the latest 5-year period. Importantly, no collisions have occurred on Limes Grove or near the site access.
- 2.8 The accident on Cranbrook Road, east of the site, occurred in September 2020 near the junction with Potters Lane, 65 metres north of the junction with Limes Grove and involved a single vehicle collision. There have been no collisions at the Cranbrook Road/Limes Grove junction.
- 2.9 The accident to the north on Slip Mill Lane, which occurred in August 2022 at the northwest corner of the site, 65 metres north of the junction with Limes Grove and involved one vehicle. The collision to the south on Slip Mill Lane occurred in August 2021, 40 metres south of the junction with Limes Grove and involved two vehicles. Importantly, all collisions within the search extent were classified as being of “Slight” severity.

- 2.10 There are not any apparent clusters, patterns, or trends of traffic accidents which suggest an existing road safety issue proximal to the site on Limes Grove or at the junction with Cranbrook Road (A229) which requires mitigation as a result of the proposed allocation.

3.0 LOCAL HIGHWAY NETWORK AND POTENTIAL IMPROVEMENTS

Context

- 3.1 The site is located off Limes Grove, a narrow country lane, approximately 100 metres west of the junction with Cranbrook Road (A229). There are no footways on Limes Grove.
- 3.2 Cranbrook Road (A229), to the east of the site, is subject to a posted 50-mph speed limit in the vicinity of the junction with Limes Grove. The speed limit on the A229 is reduced to 40-mph approx. 100 metres south of the junction with Limes Grove (at the southeast corner of the business park).
- 3.3 The speed limit on the A229 is unchanged onto Limes Grove, however, due to the carriageway width and proximity to the Cranbrook Road junction, prevailing traffic speeds are likely to be considerably lower in the vicinity of the site access.
- 3.4 Limes Grove meets Slip Mill Road at a priority-controlled junction approximately 100 metres west of the site. Slip Mill Road connects the A229 to the north with the A268 High Street at Beal's Green to the south.
- 3.5 The A229 is a trunk road which connects Junction 6 of the M20 at Maidstone to the north with the A21 at Cooper's Corner to the southwest (via Hawkhurst).

Adopted Highway Extent

- 3.6 The Department for Transport (DfT) Inclusive Mobility document (2021) states the following with regard to footway width requirements:

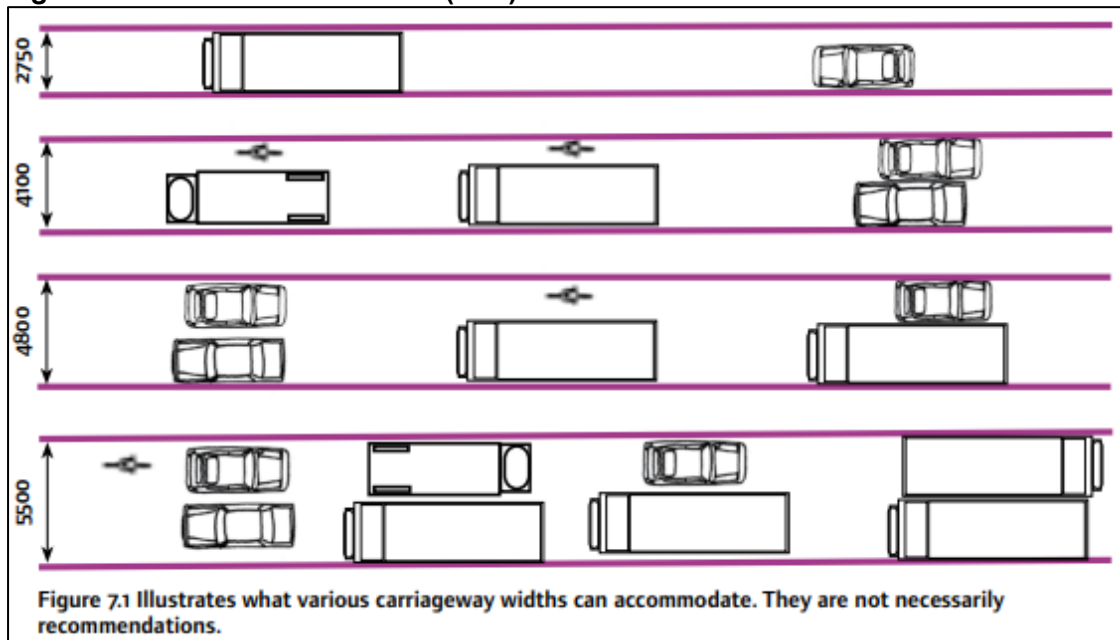
“Footways and footpaths should be made as wide as is practicable, but under normal circumstances, a width of 2000mm is the minimum that should be provided, as this allows enough space for two wheelchair users to pass, even if they are using larger electric mobility scooters. If this is not feasible due to physical constraints, then a minimum width of 1500mm could be regarded as the minimum acceptable under most circumstances, as this should enable a wheelchair user and a walker to pass each other.”

Where there is an obstacle, such as lamp columns, sign posts or electric vehicle charging points, the absolute minimum width should be 1000mm, but the maximum length of such a restricted space should be 6 metres.”

3.7 Based on the above, it is considered reasonable that a 1.5-metre footway could be provided on Limes Grove which would connect the site at March’s Field with the business park.

3.8 Manual for Streets (2007) sets out guidance regarding road dimensions to accommodate different vehicle types, as shown below:

Figure 3A Manual for Street (MfS) Road Dimension Guidance



3.9 Figure 3A demonstrates that a carriageway width can accommodate two goods vehicles passing simultaneously.

3.10 As mentioned previously, Limes Grove is currently a narrow country lane, but the adopted highway extent (shown in Figure 2C) provides scope to widen the existing carriageway to accommodate vehicle movements safely.

3.11 ADL have prepared a drawing, provided as **Attachment 1**, which demonstrates the existing carriageway width and adopted highway extent along Limes Grove in the vicinity of the site.

- 3.12 As shown in **Attachment 1**, there is scope to widen the carriageway on Limes Grove and also to provide a new footway between the site access and the junction with Cranbrook Road (A229) to the east.
- 3.13 ADL have therefore prepared a feasibility drawing to demonstrate that a 5.5-metre carriageway and a 1.5-metre footway can be provided on Limes Grove, either within the adopted highway extent or the landowner's demise, connecting the site with the northeast corner of Hawkhurst Station Business Park. The drawing is provided as **Attachment 2**.
- 3.14 **Attachment 2** shows that a 1.5m footway can be provided from the site access onto the north side of Limes Grove which would continue east to a pedestrian crossing where the footway would then continue on the south side of the road and onto the A229 at the access to Unit 11.
- 3.15 It should be noted that the footway on Limes Grove would connect to the Unit 11 site access from the north, and, as part of permitted application ref. 23/00855/FULL, the existing footway on the west side of Cranbrook Road will be extended northwards connecting with the Unit 11 access from the south.
- 3.16 The pedestrian improvements shown above, together with the committed improvements as part of the Unit 11 application, would provide continuous access between the site at March's Field, Hawkhurst Station Business Park, and the nearby bus stops on Cranbrook Road.
- 3.17 In addition, achievable visibility splays of 2.4m × 43m from the indicative site access onto Limes Grove are demonstrated in both directions in accordance with the likely vehicle speeds which are anticipated to be no more than 30-mph.
- 3.18 The carriageway width is shown as 5.5m between the indicative site access and the junction with Cranbrook Road, this arrangement (along with minor improvements to the A229/Limes Grove junction) will facilitate two-way traffic flow more efficiently, accommodating goods vehicles travelling in opposing directions.

- 3.19 **Attachment 3** shows vehicle tracking of 7.5T rigid vehicles travelling in opposing directions on Limes Grove and Cranbrook Road (A229).
- 3.20 The drawing demonstrates that the minor junction improvements and widening of Limes Grove would suitably accommodate the type of vehicles expected for employment uses without any detrimental impact to the highway.
- 3.21 Based on the assessment provided above, ADL have demonstrated that an employment site at March's Field can be delivered without causing a detrimental impact to highway safety. The carriageway on Limes Grove can be widened to accommodate two-way movements of goods vehicles and a continuous pedestrian route is achievable from the site access onto Cranbrook Road (and associated bus stops).

4.0 ACCESSIBILITY BY NON-CAR MODES OF TRANSPORT

Pedestrians

- 4.1 The site is situated on the north side of Limes Grove and north of Hawkhurst Station Business Park, approximately 2.0 kilometres north of Hawkhurst village and 5.0 kilometres south of Cranbrook in rural Kent. There are no footways on Limes Grove, although pedestrian improvements are achievable as discussed in Chapter 3.0.
- 4.2 There is an existing footway on the west side of Cranbrook Road (A229) which terminates at the southeast corner of the business park, this footway connects Hawkhurst village to the south with Hawkhurst Station Business Park.
- 4.3 As mentioned previously, as part of permitted application ref. 23/00855/FULL, the existing footway will be extended northwards to the access for Unit 11 at the east boundary of the business park (near the junction with Limes Grove).

Cyclists

- 4.4 Kent is served by the National Cycle Network (NCN); Route 18 is located 1.3km north of the site on Park Lane via an unclassified narrow track which continues northwest from Slip Mill Lane. Route 18 is a mostly on-road route and is aligned broadly in an east-west direction, connecting Royal Tunbridge Wells and Canterbury. It should be noted Route 18 is traffic-free on Park Lane locally through Bedgebury Forest.

Bus

- 4.5 CIHT Buses in Urban Developments states that 300 metres is the recommended maximum walking distance to bus stops with less frequent routes.
- 4.6 The nearest bus stops to the site are located to the south on Cranbrook Road (A229) both within comfortable walking distance in accordance with CIHT guidance.

- 4.7 The stops are served by Route 5, which provides hourly services in each direction between Maidstone to the north and Sandhurst to the south. Both stops are equipped with a bus flag and offer timetable information.

5.0 TRAFFIC IMPACT ASSESSMENT

5.1 In order to determine the potential traffic generation of the site, ADL consulted the industry standard TRICS database. To be representative of the site, the following parameters have been selected:

- Main Land Use Employment
- Sub Land Use Industrial Unit
- Regions England (excl. Greater London)
- Site Area 0.2 – 1.8ha
- Available Dates 01/01/10 – 29/09/22
- Location Edge of Town

5.2 The site at Limes Grove would be reserved for E/B2/B8 employment uses. The industrial unit (B2) sub-category has been selected in TRICS to determine the trip generation based on the total area, as the gross floor area or no. of employees is unknown. The hourly trip rates and traffic generation are summarised in Table 5A below. The TRICS output is provided as **Attachment 4**.

Table 5A Trip Rates and Traffic Generation – Industrial Unit

	Trip Rate (Per Hectare)		Traffic Generation (0.63 Hectares)	
	In	Out	In	Out
05:00-06:00	3.797	0.000	2	0
06:00-07:00	5.063	1.266	3	1
07:00-08:00	12.995	2.853	8	2
08:00-09:00	19.810	4.279	12	3
09:00-10:00	13.946	5.864	9	4
10:00-11:00	10.301	8.399	6	5
11:00-12:00	5.864	6.815	4	4
12:00-13:00	6.656	7.765	4	5
13:00-14:00	9.033	10.460	6	7
14:00-15:00	4.596	6.498	3	4
15:00-16:00	4.437	4.913	3	3
16:00-17:00	2.536	12.995	2	8
17:00-18:00	1.902	17.591	1	11
18:00-19:00	2.219	9.826	1	6
19:00-20:00	7.595	7.595	5	5
20:00-21:00	3.797	5.063	2	3
Total	114.547	112.182	71	71

- 5.3 The assessment outlined above considers occupation of the allocated AL/HA 8 (0.63ha) site for industrial (Use Class B2) purposes, as this use enables traffic generation to be calculated based on site area. As mentioned by TWBC officers in their comments, despite the former use of the site as a woodyard, there are not considered to be any extant uses applicable to the site. Therefore, traffic generation associated with the Limes Grove site allocation is considered to be additional to the local highway network.
- 5.4 Table 5A demonstrates that the site at Limes Grove could generate up to 15 and 12 vehicular trips during typical AM and PM peak hours, respectively. This is not considered to be significant and would be imperceptible (i.e., one new trip every 4 minutes).
- 5.5 It should be noted that, during a typical working day, but outside of peak hours (between 09:00 – 17:00), the site would generate an average of up to 10 two-way vehicle trips per hour which is not considered to be significant.
- 5.6 As part of the permitted application for Unit 11 (ref. 23/00855/FULL), ADL commissioned Auto Surveys Ltd to undertake an Automatic Traffic Count (ATC) survey on Cranbrook Road (A229) near the junction with Limes Grove for the 7-day period inclusive of 6th – 12th June 2023. The results are provided as **Attachment 5**.
- 5.7 The ATC survey results demonstrate that there were a total of 613 and 655 two-way vehicle movements on the A229 during AM and PM network peak hours (i.e., 08:00 – 09:00 and 17:00 – 18:00), respectively. Therefore, an increase of 15 and 12 trips associated with the site allocation at March's Field would not represent a significant intensification of the local highway network.
- 5.8 Based on the vehicular traffic, there is no reason to delete the site allocation given the existing road safety situation, imperceptible increase in trips, and scope to provide highways improvements on Limes Grove (as discussed in Chapter 3.0).

6.0 SUMMARY

- 6.1 KLW Ltd have instructed ADL Traffic and Highways Engineering Ltd (ADL) to prepare this Transport Note (TN) to demonstrate that the site would not generate a significant highway impact and therefore to present an objective critique of TWBC's decision to delete Policy AL/HA 8.
- 6.2 KCC Highways have stated that they would not support planning proposals for the intensification of Limes Grove and its junction with Cranbrook Road (A229) by both traffic and pedestrians, concluding that such proposals would be detrimental to highway safety.
- 6.3 The site is located off Limes Grove, a narrow country lane, approximately 100 metres west of the junction with Cranbrook Road (A229). There are no footways on Limes Grove.
- 6.4 There are not any apparent clusters, patterns, or trends of traffic accidents which suggest an existing road safety issue proximal to the site on Limes Grove or at the junction with Cranbrook Road (A229) which requires mitigation as a result of the proposed allocation. Importantly, no accidents have occurred on Limes Grove and none of the collisions shown within the site vicinity involved pedestrians.
- 6.5 ADL have prepared a feasibility drawing to demonstrate that a 5.5-metre carriageway and a 1.5-metre footway can be provided on Limes Grove, either within the adopted highway extent or the landowner's demise, connecting the site with the northeast corner of Hawkhurst Station Business Park.
- 6.6 The achievable pedestrian improvements, together with committed improvements as part of the Unit 11 application, would provide continuous access between the site at March's Field, Hawkhurst Station Business Park, and the nearby bus stops on Cranbrook Road.
- 6.7 Minor improvements to the A229/Limes Grove junction and widening of Limes Grove to 5.5m would suitably accommodate two-way goods vehicle (7.5T rigid) movements without detrimental impacts to highway safety.

6.8 Based on TRICS, the 0.63ha site at Limes Grove could generate up to 15 and 12 vehicular trips during typical AM and PM peak hours, respectively. This is not considered to be significant and would be imperceptible (i.e., one new trip every 4 minutes).

6.9 Regarding sites allocated for development in Local Plans, the National Planning Policy Framework (NPPF, 2023) states:

“114. In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;***
- b) safe and suitable access to the site can be achieved for all users;***
- c) 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***
- d) 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.”***

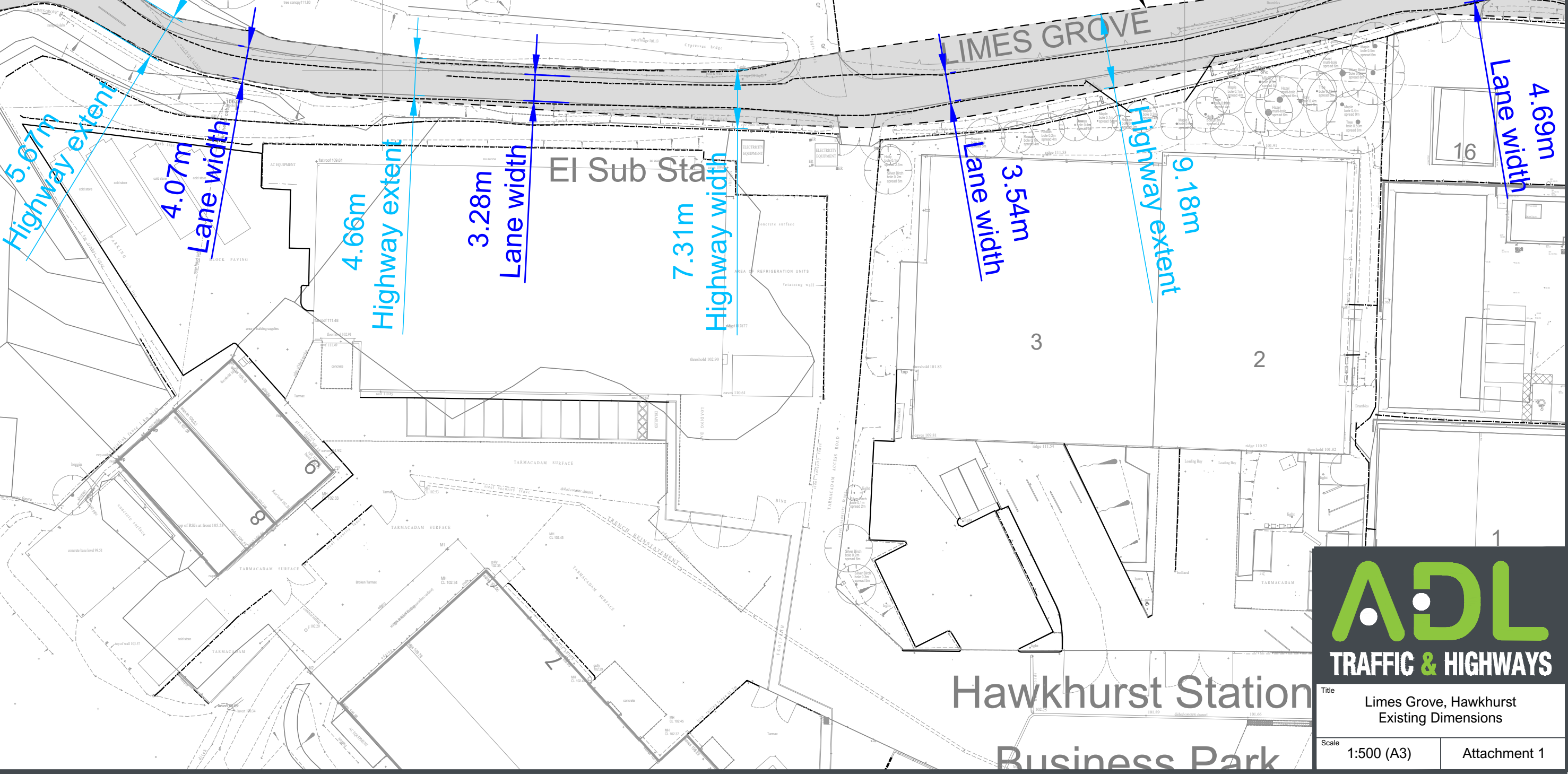
6.10 ADL have demonstrated that minor off-site highways improvements can be made to Limes Grove and its junction with the A229 to provide continuous pedestrian access from the existing bus stops on Cranbrook Road and the site access and to accommodate two-way vehicle movements associated with employment uses safely. There are no existing safety concerns, based on accident analysis, on Limes Grove and the surrounding network and the site would not generate a significant number of vehicle trips to intensify or adversely impact highway safety.

6.11 In summary, this TN demonstrates that Policy AL/HA 8 should not be deleted on highway grounds based on deliverable improvements to both pedestrian and vehicle accessibility, existing road safety, and insignificant increase in vehicular traffic associated with the allocation.

March's Field,
Limes Grove site

Highway extents shown with
hatched grey, and outlined
with dashed black line.

Pond



Hawkhurst Station

Business Park

Title Limes Grove, Hawkhurst Existing Dimensions	
Scale 1:500 (A3)	Attachment 1

Highway extents shown with hatched grey, and outlined with dashed black line.

March's Field,
Limes Grove site

Existing junction, with marginal widening to improve two-way traffic flow.

Indicative Site Access

1.5m Footway

Pedestrian Crossing

Carriageway widened to 5.5m

2.4m x 43m Visibility Splay

Achievable visibility splays of 2.4m x 43m in accordance with 30mph speeds

1.5m Footway

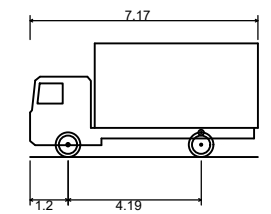


Title
Limes Grove, Hawkhurst
Possible Off-site Improvements

Scale
1:500 (A3) Attachment 2

March's Field,
Limes Grove site

Pond



FTA Design 7.5 Tonne Rigid Vehicle (2016)
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Track Width
Lock to lock time
Kerb to Kerb Turning Radius

7.170m
2.300m
3.580m
0.375m
2.120m
3.00s
7.000m

ADL
TRAFFIC & HIGHWAYS

Title
Limes Grove, Hawkhurst
Vehicle Tracking

Scale
1:500 (A3) Attachment 3

Calculation Reference: AUDIT-733701-240220-0241

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : C - INDUSTRIAL UNIT
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	HC HAMPSHIRE	1 days
03	SOUTH WEST	
	BR BRISTOL CITY	1 days
04	EAST ANGLIA	
	PB PETERBOROUGH	1 days
06	WEST MIDLANDS	
	HE HEREFORDSHIRE	1 days
	WM WEST MIDLANDS	1 days
08	NORTH WEST	
	AC CHESHIRE WEST & CHESTER	1 days
	EC CHESHIRE EAST	1 days
09	NORTH	
	FU WESTMORLAND & FURNESS	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: Site area
 Actual Range: 0.26 to 1.63 (units: hect)
 Range Selected by User: 0.2 to 1.8 (units: hect)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 29/09/22

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	1 days
Tuesday	4 days
Wednesday	1 days
Thursday	2 days

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

Selected survey types:

Manual count	8 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town	8
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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:

Industrial Zone	6
Commercial Zone	1
Development Zone	1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	X days - Selected
Servicing vehicles Excluded	12 days - Selected

Secondary Filtering selection:

Use Class:

Not Known	8 days
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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®.

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

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

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	6 days

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

Travel Plan:

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
BO-02-C-01	covid
EC-02-C-02	covid
GS-02-C-02	covid

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

TOTAL VEHICLES

Calculation factor: 1 hect

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	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	1	0.79	3.797	1	0.79	0.000	1	0.79	3.797
06:00 - 07:00	1	0.79	5.063	1	0.79	1.266	1	0.79	6.329
07:00 - 08:00	8	0.79	12.995	8	0.79	2.853	8	0.79	15.848
08:00 - 09:00	8	0.79	19.810	8	0.79	4.279	8	0.79	24.089
09:00 - 10:00	8	0.79	13.946	8	0.79	5.864	8	0.79	19.810
10:00 - 11:00	8	0.79	10.301	8	0.79	8.399	8	0.79	18.700
11:00 - 12:00	8	0.79	5.864	8	0.79	6.815	8	0.79	12.679
12:00 - 13:00	8	0.79	6.656	8	0.79	7.765	8	0.79	14.421
13:00 - 14:00	8	0.79	9.033	8	0.79	10.460	8	0.79	19.493
14:00 - 15:00	8	0.79	4.596	8	0.79	6.498	8	0.79	11.094
15:00 - 16:00	8	0.79	4.437	8	0.79	4.913	8	0.79	9.350
16:00 - 17:00	8	0.79	2.536	8	0.79	12.995	8	0.79	15.531
17:00 - 18:00	8	0.79	1.902	8	0.79	17.591	8	0.79	19.493
18:00 - 19:00	8	0.79	2.219	8	0.79	9.826	8	0.79	12.045
19:00 - 20:00	1	0.79	7.595	1	0.79	7.595	1	0.79	15.190
20:00 - 21:00	1	0.79	3.797	1	0.79	5.063	1	0.79	8.860
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			114.547			112.182			226.729

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:	0.26 to 1.63 (units: hect)
Survey date range:	01/01/10 - 29/09/22
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	3

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

OGVS

Calculation factor: 1 hect

BOLD print indicates peak (busiest) period

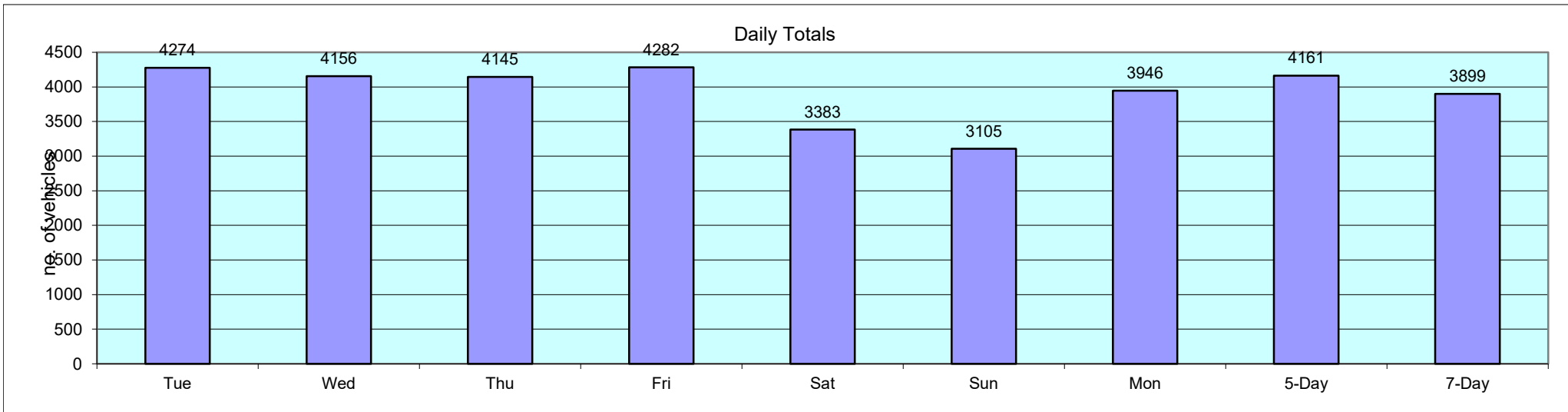
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	0.79	0.000	1	0.79	0.000	1	0.79	0.000
06:00 - 07:00	1	0.79	2.532	1	0.79	0.000	1	0.79	2.532
07:00 - 08:00	8	0.79	0.634	8	0.79	0.792	8	0.79	1.426
08:00 - 09:00	8	0.79	2.219	8	0.79	1.109	8	0.79	3.328
09:00 - 10:00	8	0.79	1.902	8	0.79	1.109	8	0.79	3.011
10:00 - 11:00	8	0.79	2.219	8	0.79	2.060	8	0.79	4.279
11:00 - 12:00	8	0.79	1.426	8	0.79	1.902	8	0.79	3.328
12:00 - 13:00	8	0.79	0.951	8	0.79	1.585	8	0.79	2.536
13:00 - 14:00	8	0.79	1.743	8	0.79	1.109	8	0.79	2.852
14:00 - 15:00	8	0.79	0.475	8	0.79	0.475	8	0.79	0.950
15:00 - 16:00	8	0.79	0.792	8	0.79	0.634	8	0.79	1.426
16:00 - 17:00	8	0.79	0.475	8	0.79	0.792	8	0.79	1.267
17:00 - 18:00	8	0.79	0.158	8	0.79	0.158	8	0.79	0.316
18:00 - 19:00	8	0.79	0.158	8	0.79	0.158	8	0.79	0.316
19:00 - 20:00	1	0.79	0.000	1	0.79	7.595	1	0.79	7.595
20:00 - 21:00	1	0.79	0.000	1	0.79	3.797	1	0.79	3.797
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			15.684			23.275			38.959

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.

12435	HAWKHURST		Site No: 12375001		Location		A429 Cranbrook Rd, Hawkhurst			
Channel: Northbound										
TIME PERIOD	Tue 06/06/23	Wed 07/06/23	Thu 08/06/23	Fri 09/06/23	Sat 10/06/23	Sun 11/06/23	Mon 12/06/23	5-Day Av	7-Day Av	
Week Begin: 06-Jun-23										
00:00	26	17	10	13	25	23	9	15	18	
01:00	22	13	7	9	13	14	12	13	13	
02:00	25	25	16	18	8	4	3	17	14	
03:00	33	18	21	19	11	8	18	22	18	
04:00	38	27	19	23	14	5	29	27	22	
05:00	72	92	96	72	31	13	69	80	64	
06:00	215	190	182	193	64	41	214	199	157	
07:00	396	401	389	315	115	85	347	370	293	
08:00	375	348	352	337	176	134	333	349	294	
09:00	236	269	239	255	258	208	245	249	244	
10:00	276	235	253	253	265	238	236	251	251	
11:00	243	222	233	253	282	273	261	242	252	
12:00	233	263	264	291	281	242	269	264	263	
13:00	254	258	255	276	231	219	264	261	251	
14:00	310	292	266	273	204	205	240	276	256	
15:00	282	281	286	294	239	248	263	281	270	
16:00	294	280	301	310	219	262	284	294	279	
17:00	308	319	336	294	225	275	268	305	289	
18:00	200	212	199	222	213	198	201	207	206	
19:00	133	137	121	183	177	174	121	139	149	
20:00	99	105	107	129	116	108	104	109	110	
21:00	103	70	85	105	95	67	81	89	87	
22:00	69	51	77	99	76	46	50	69	67	
23:00	32	31	31	46	45	15	25	33	32	
12H,7-19	3407	3380	3373	3373	2708	2587	3211	3349	3148	
16H,6-22	3957	3882	3868	3983	3160	2977	3731	3884	3651	
18H,6-24	4058	3964	3976	4128	3281	3038	3806	3986	3750	
24H,0-24	4274	4156	4145	4282	3383	3105	3946	4161	3899	
Am	07:00	07:00	07:00	08:00	11:00	11:00	07:00			
Peak	396	401	389	337	282	273	347			
Pm	14:00	17:00	17:00	16:00	12:00	17:00	16:00			
Peak	310	319	336	310	281	275	284			

12435	HAWKHURST		Site No: 12375001	Location	A429 Cranbrook Rd, Hawkhurst				
			Channel: Northbound						
TIME PERIOD	Tue	Wed	Thu	Fri	Sat	Sun	Mon	5-Day	7-Day
	06/06/23	07/06/23	08/06/23	09/06/23	10/06/23	11/06/23	12/06/23	Av	Av



12435	HAWKHURST		Site No: 12375001		Location		A429 Cranbrook Rd, Hawkhurst			
Channel: Southbound										
TIME PERIOD	Tue 06/06/23	Wed 07/06/23	Thu 08/06/23	Fri 09/06/23	Sat 10/06/23	Sun 11/06/23	Mon 12/06/23	5-Day Av	7-Day Av	
Week Begin: 06-Jun-23										
00:00	27	45	13	8	20	29	9	20	22	
01:00	20	26	7	11	13	15	7	14	14	
02:00	16	7	11	9	11	6	2	9	9	
03:00	19	14	8	10	11	5	8	12	11	
04:00	38	35	33	34	15	8	40	36	29	
05:00	44	40	48	42	14	14	41	43	35	
06:00	147	141	146	122	50	43	158	143	115	
07:00	324	315	318	314	106	72	306	315	251	
08:00	391	391	377	353	201	148	369	376	319	
09:00	294	272	316	270	292	248	261	283	279	
10:00	266	296	278	297	343	300	260	279	291	
11:00	278	258	315	340	454	356	264	291	324	
12:00	269	304	265	326	344	347	295	292	307	
13:00	251	292	287	309	334	290	295	287	294	
14:00	286	310	324	323	325	240	280	305	298	
15:00	360	343	336	417	315	210	327	357	330	
16:00	414	402	403	429	247	219	410	412	361	
17:00	410	438	416	448	242	202	403	423	366	
18:00	284	285	284	424	210	139	273	310	271	
19:00	178	204	203	204	156	121	170	192	177	
20:00	194	126	131	102	96	83	101	131	119	
21:00	153	88	109	84	81	73	62	99	93	
22:00	96	69	42	62	58	38	45	63	59	
23:00	46	34	31	24	50	14	9	29	30	
12H,7-19	3827	3906	3919	4250	3413	2771	3743	3929	3690	
16H,6-22	4499	4465	4508	4762	3796	3091	4234	4494	4194	
18H,6-24	4641	4568	4581	4848	3904	3143	4288	4585	4282	
24H,0-24	4805	4735	4701	4962	3988	3220	4395	4720	4401	
Am	08:00	08:00	08:00	08:00	11:00	11:00	08:00			
Peak	391	391	377	353	454	356	369			
Pm	16:00	17:00	17:00	17:00	12:00	12:00	16:00			
Peak	414	438	416	448	344	347	410			

12435	HAWKHURST		Site No: 12375001	Location	A429 Cranbrook Rd, Hawkhurst				
			Channel: Southbound						
TIME PERIOD	Tue	Wed	Thu	Fri	Sat	Sun	Mon	5-Day	7-Day
	06/06/23	07/06/23	08/06/23	09/06/23	10/06/23	11/06/23	12/06/23	Av	Av

