Proposed Residential Development
Durrington Bridge House, Worthing

Transport Statement

For

DBH Worthing Limited

motion

Document Control Sheet

Proposed Residential Development

Durrington Bridge House, Worthing

DBH Worthing Limited

This document has been issued and amended as follows:

Date	Issue	Prepared by	Approved by
14th August 2024	1st Draft	GL	DM
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Motion
84 North Street
Guildford
GU1 4AU
T 01483 531300
F 01483 531333
E info@motion.co.uk
W www.motion.co.uk

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1.0 Introduction

1.1 This Transport Statement has been prepared on behalf of DBH Worthing Limited to accompany a prior approval application for the conversion of an existing office building to residential use at Durrington Bridge House, Worthing (herein after referred to as 'the site').

1.2 The site is located on the western side of Shaftesbury Avenue, to the south of Durrington-on-Sea railway station. The site falls within the administrative boundaries of Worthing Borough Council (WBC) and West Sussex County Council (WSCC).

1.3 The site currently has access taken from Barrington Road to the south of the site. The proposal seeks prior approval planning permission to convert the existing building (Ground - Fourth floor) into 107 residential flats. It is proposed that the existing access points taken from Barrington Road are retained. Appropriate levels of car and cycle parking will be provided in accordance with local policy standards.

1.4 This Transport Statement has been prepared to consider the highway and transportation aspects of the proposals, specifically the proximity of the site to sustainable transport modes, as well as access arrangements, parking and trip generation.

1.5 The remainder of this Transport Statement is structured as follows:

- Section 2 outlines the transport planning policies that are considered to be pertinent to this application;
- Section 3 considers the existing use of the site and reviews the accessibility of the site by all modes of transport;
- Section 4 provides an overview of the proposed development;
- Section 5 assesses the vehicular trip attraction of the development proposals and the likely effect on the local highway network; and,
- Section 6 summarises the key findings and conclusions of the report.

2.0 Policy Context

Overview

2.1 There are a number of documents that contain planning policies relevant to transport. The policy documents that set the context for the development proposals include:

- National Planning Policy Framework – December 2023;
- West Sussex Transport Plan 2022 to 2036 – April 2022;
- Worthing Local Plan 2020-2036 – March 2023; and,
- West Sussex County Council – Guidance on Parking at New Development – 2020.

National Policy

National Planning Policy Framework

2.2 The National Planning Policy Framework (NPPF) was most recently revised in December 2023 and sets out the Government's planning policies for England and how they are expected to be applied.

2.3 The NPPF presumes in favour of sustainable development and is a material consideration in planning decisions. Paragraph 108 states that:

"Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

a) the potential impacts of development on transport networks can be addressed;

b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;

c) opportunities to promote walking, cycling and public transport use are identified and pursued;

d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and

e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places."

"Off-street parking provision is referred to in Paragraph 111, which states that, in setting local parking standards for development, local planning authorities should take into account accessibility; the type, mix and use of the development; the availability of and opportunities for public transport; local car ownership levels; and an overall need to reduce the use of high-emission vehicles."

2.4 Paragraph 112 states:

"Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists."

2.5 Paragraph 114 states:

"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."

2.6 This is followed by Paragraph 115 stating:

"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."

Local Policy

West Sussex Transport Plan, 2022-2036

2.7 The West Sussex Transport Plan outlines the County Council's strategy and long-term vision for directing highway and transport infrastructure requirements associated with new developments. The Plan also includes an implementation plan identifying key issues and aims for improvements to the County's transport networks.

Worthing Local Plan 2020-2036

2.8 The Worthing Local Plan was adopted in March 2023 and outlines a strategy for sustainable development within Worthing. Within the plan Policy DM15 refers to Sustainable Transport and Active Travel and states;

"In order to manage the anticipated growth in demand for travel, development proposals which promote an improved and integrated transport network, with a re-balancing in favour of non-car modes as a means of access to jobs, homes, services and facilities, will be encouraged and supported.

- *a) Worthing Borough Council will promote and support development that prioritises active travel by walking, cycling, Non-Motorised User routes and public transport, and reduces the proportion of journeys made by car. This will help to achieve a rebalancing of transport in favour of sustainable modes by:*
  - *i) ensuring that new development is located in sustainable locations with good access to schools, shops, jobs and other key services by walking, cycling and public transport in order to reduce the need to travel by car;*
  - *ii) ensuring that the design and layout of new development prioritises the needs of pedestrians, cyclists and users of public transport over ease of access by the motorist;*
  - *iii) ensuring that new development minimises the need to travel and, where appropriate, incorporates measures to mitigate for any transport impacts which may arise from that development;*

iv) requiring new development to provide for an appropriate level of cycle parking, car parking and electric vehicle space allocations that takes into consideration the impact of development upon on-street parking residential amenity, highway safety and has regard to West Sussex County Council standards / guidance;

v) promoting the provision of, and participation in, car club schemes;

vi) requiring development which generates a significant demand for travel, and/or is likely to have other transport implications to;

• be supported by a Transport Assessment / Transport Statement and sustainable Travel Plan (in line with West Sussex County Council guidance and the NPPF);

• contribute to improved sustainable transport infrastructure, including the provision of safe and reliable sustainable transport modes; and

• provide facilities and measures to support sustainable travel modes.

vii) ensure new development contributes to the mitigation of air pollution, particularly in Air Quality Management Areas. New development should be located and designed to incorporate facilities for electric vehicle charging points, thereby extending the current network;

viii) ensuring that new development does not unacceptably prejudice planned highway improvement schemes.

b) The local planning authority will work with West Sussex County Council and other relevant agencies to encourage and support measures that promote improved accessibility, create safer roads, reduce the environmental impact of traffic movements, enhance the pedestrian environment, or facilitate highway improvements. In particular, the local planning authority will:

i) support the expansion and improvement of public transport services;

ii) encourage improvements to existing rail services, new or enhanced connections or interchanges between bus and rail services, and improvements to the quality and quantity of car and cycle parking at railway stations;

iii) support the development of a network of high quality walking and cycling routes throughout the borough, including those identified in the Local Cycling and Walking Infrastructure Plan, including improved access across the A27, and railway line and better connectivity with the South Downs National Park and green infrastructure network;

iv) support the development of key arterial cycle routes at: National Cycle Network Route 2; George V Avenue and Sea Lane and A24 Worthing Town Centre to Washington; phase 1 Findon Valley to Findon Village as identified in the WSCC Local Transport Investment Programme; and

v) pursue ways of managing the impact of HGVs and implement measures as appropriate;

vi) vi) support improvements to the road network including the A259 and A27 and, as identified in the Worthing Local Plan Transport Study, provide appropriate mitigation measures to address capacity issues at a number of key junctions and road safety impacts on identified road links;

vii) vii) ensure 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."

Parking Standards

2.9 Car and cycle parking standards for West Sussex are contained within WSCC's document entitled 'Guidance on Parking at New Development', which was adopted in September 2020.

2.10 The guidance takes into account expected future growth in parking demand using the Department for Transport's (DfT) National Trip End Model dataset for a forecast year of 2033. The guidance provides expected levels of car parking to be provided at residential development based on dwelling size and Parking Behaviour Zone (PBZ), which is based on the location of the site. The proposed development is in a PBZ 3 location. Table 2.1 below summarises WSCC's expected car parking standards.

Number of Bedrooms	Number of Habitable Rooms	Car Parking Provision per Unit
1	1 to 3	0.9
2	4	1.3
3	5 to 6	1.8
4+	7 or more	2.5

Table 2.1 – Expected Car Parking Standards

2.11 Visitor parking requirements will be influenced by the level of unallocated parking.

2.12 West Sussex's Cycle Parking Standards are provided in table 2.2 below.

Type	Dwelling Size	Cycle Provision
Flats	Up to 3 rooms (1 & 2 bed)	0.5 space (if communal storage otherwise same as 1 & 2 bed house)

Table 2.2 – Expected Cycle Parking Standards

Summary

2.13 On the basis of the above review, it is evident that the location of a site in relation to sustainable modes of transport is a key consideration when assessing the acceptability of a proposal. Furthermore, appropriate provision should be made for parking and facilitating access by more sustainable forms of travel by providing connections to existing networks.

3.0 Baseline Conditions

Overview

3.1 To put the site into context, a detailed review of the study area has been carried out. The following section provides a summary of the results of this review and refers to the location of the site, along with of the accessibility of the site by different modes of transport.

Site Location

3.2 The site is located on the western side of Shaftesbury Avenue, to the south of Durrington-on-Sea railway station. The site falls within the administrative boundaries of Worthing Borough Council (WBC) and West Sussex County Council (WSCC). The surrounding area is predominantly residential and commercial, with a number of retail units and sports facilities. The site is currently occupied by an office building with associated car park. The site location in relation to the surrounding area is shown in Figure 3.1.

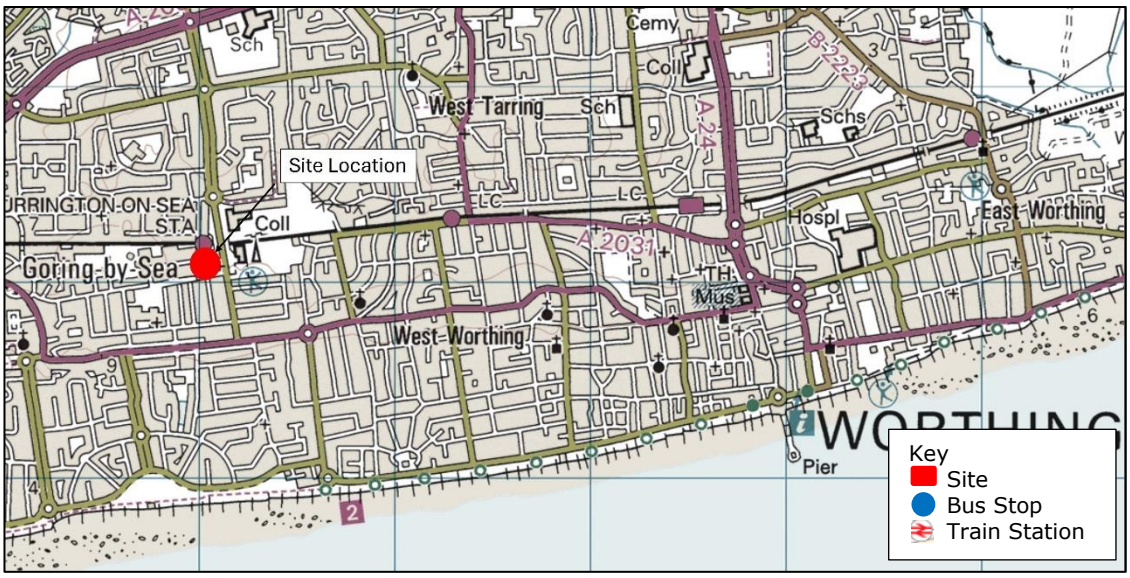


Figure 3.1 - Site Location

3.3 Barrington Road is a two-way single carriageway subject to a 30 miles per hour speed limit. To the west Barrington Road provides access to a number of residential roads. To the east Barrington Road connects directly onto Shaftesbury Avenue which is a two-way single carriageway subject to a 30mph speed limit; to the north this provides access towards Durrington and the A2032 and A259 towards Goring-by-Sea and Worthing.

3.4 The site is within close proximity to the A24 which provides access north towards Horsham and Dorking and eventually connects to the M25. The site is also within close proximity to the A27, a two-way carriageway providing access east towards Brighton and Eastbourne, and west towards Chichester and Portsmouth.

Sustainable Transport Accessibility

3.5 It is generally accepted that walking and cycling provide important alternatives to the private car and should be encouraged to form part of longer journeys via public transport. The Chartered Institution of Highways and Transportation released two documents, 'Planning for Walking' in April 2015 and 'Planning for Cycling' in October 2014. The documents provide an insight into the sustainable methods of transport, including:

- *"Across Britain about 80% of journeys shorter than 1 mile are made wholly on foot…but beyond that distance cars are the dominant modes"* (Planning for Walking, 2015).
- *"Majority of cycling trips are used for short distances, with 80% being less than five miles and with 40% being less than two miles"* (Planning for Cycling, 2014).

3.6 The NPPF recognises that *"the transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel"*. Furthermore, Manual for Streets identifies 'walkable neighbourhoods' as *"having a range of facilities within 10 minutes' (up to about 800m) walking distance of residential areas which residents may access comfortably on foot".*

3.7 Within Manual for Streets, it is noted that 800 metres is not considered the maximum walking distance for pedestrians, highlighting that walking can replace short car trips, particularly those under 2 kilometres. The National Travel Survey 2020 (NTS) also noted that *"81% of all trips under one mile are walks"*, making it the most frequent mode of travel for very short distances.

Accessibility on Foot and by Cycle

3.8 The site is accessible on foot via lit footways on both sides of Barrington Road, these provide direct access to the site and lead directly onto Shaftesbury Avenue, providing a continuous route to local amenities and the local bus stops/ train station. Dropped kerbs are provided at crossing points to aid accessibility. Footways are provided on all local roads providing access to a number of local amenities.

3.9 Although no on-road cycle facilities are provided within the vicinity of the site, it is considered that the local highway network is suitable for cycling due to the relatively low speed limit and flat topography. Close to the site is National Cycle Route (NCR) 2 which is approximately 1.3 kilometres south of the site which provides links from Cornwall across the South Coast to Dover.

Accessibility by Bus

3.10 The closest bus stop to the site is located 200 metres south of the site along Shaftesbury Avenue. These bus stops serve bus routes 9 and Pulse, these stops are provided with a flag pole and timetable. A summary of the destinations served and the approximate frequency of local bus services is provided below in Table 3.1.

Service	Route	Approximate Frequency		
		Weekdays	Saturday	Sunday
9	Shoreham – Lancing – Worthing – Goring – Angmering – Rustington – Littlehampton - Arundel	1 per hour	1 per hour	N/A
Pulse	Lancing – Sompting – Worthing - West Worthing – Durrington	4 per hour	4 per hour	2 per hour

Table 3.1 – Local Bus Services

3.11 Other services are provided from bus stops along Goring Road, The Strand and The boulevard.

Accessibility by Rail

3.12 Durrington-on-Sea railway station is located 100 metres north of the site, which equates to a 6-minute walk or 4-minute cycle. The station benefits from 26 cycle stands which are safeguarded by CCTV surveillance, as well as providing step-free access to all platforms. A summary of the direct rail services from both stations are provided in Table 3.2 below.

Service	Route	Approximate Frequency		
		Weekdays	Saturday	Sunday
Littlehampton	Durrington-on-Sea – Goring-by-Sea – Angmering – Littlehampton	4 per hour	4 per hour	1 per hour
Brighton	Durrington-on-Sea – West Worthing – Worthing – East Worthing – Lancing – Shoreham-by-Sea – Southwick – Fishergate – Portslade – Aldrington – Hove – Brighton	2 per hour	2 per hour	2 per hour
London Victoria	Durrington-on-Sea – West Worthing – Worthing – Lancing – Shoreham-by-Sea – Portslade – Hove – Preston Park – Hassocks – Burgess Hill – Haywards heath – Gatwick Airport – East Croydon – Clapham Junction – London Victoria	2 per hour	2 per hour	1 per hour
Chichester	Durrington-on-Sea – Goring-by-Sea – Angmering – Ford – Barnham - Chichester	2 per hour	2 per hour	2 per hour
Portsmouth & Southsea	Durrington-on-Sea – Goring-by-Sea – Angmering – Barnham – Chichester – Havant – Fratton – Portsmouth & Southsea	1 per hour	1 per hour	1 per hour

Table 3.2 – Local Rail Services

3.13 These services provide a convenient link to the transport hub of London Victoria and Portsmouth & Southsea, which in turn provide access to other train stations for onward travel services across the country.

3.14 West Worthing and Goring-by-Sea railway stations are both within 2 kilometres of the site, providing alternative means of transport which can be accessed by foot and cycle.

Access to Local Amenities

3.15 The site is located within a strategic area close to a number of everyday amenities including schools, sport facilities, health centres, conveniences stores and public transport options. Table 3.3 summarises the duration of travel to local facilities on foot and by cycle.

Amenity	Distance (metres)	Travel Time (minutes)	
		Walking	Cycling
Convenience Store/ Supermarket			
Co-op Express	800	11	3
Tesco Express	1000	14	4
Iceland	1100	14	4
Sainsburys Local	1500	21	8
Health Facilities			
Strand Medical Group	550	8	3
Allied Pharmacy – Worthing	650	9	3
Cornerways Surgery	750	10	3
Peppermint Dental	800	11	3
Education Facilities			
West Park CofE Primary School	750	10	2
Elms Grove Primary School	1100	15	4
The Marriotts Nursery School	1200	16	4
Durrington High School	1400	24	6
Leisure/ Sport/ Social Facilities			
Worthing Leisure Centre	350	5	2
Worthing Harriers Athletic Club	350	5	2
Worthing Town Football Club	1600	24	7

Table 3.3 – Local Amenities

Personal Injury Accident data

3.16 A review of personal injury collision (PIC) data for Aldwick Road has been carried out using the Crashmap online tool. This identified that only one accident occurred close to the junction of Barrington Road to Shaftesbury Avenue in the last 5 years. This incident was classed as slight suggesting that there are no inherent highway safety issues on the local surrounding roads.

Summary

3.17 The above review demonstrates that the site is accessible by transport modes that have the potential to reduce reliance upon the private car. In this regard, it is considered that the location of the site accords with the National Planning Policy Framework and local policy as set out in Section 2 and as such gives future residents a genuine choice about how they travel.

4.0 Development Proposal

Overview

4.1 The following section provides details of how the site is to be developed, along with details of the site access, servicing and parking strategy. The proposal seeks planning permission to convert the existing building (Ground - Fourth floor) into 107 flats (71x 1-beds and 36x 2-beds) utilising the current access points from Barrington Road. Appropriate levels of car and cycle parking will be provided in accordance with the local standards.

Access Arrangements

4.2 Access to the development site is proposed via the existing western access to the south of the site. Egress from the site will be to the south-east via the existing egress only junction. This creates a one-way movement through the site preventing congestion and allowing an easier and safer route for refuse and HGV vehicles, this layout is already in place at the site and was used via the previous occupiers.

4.3 A drawing illustrating the proposed access arrangements and site layout is included at **Appendix A**.

Car and Cycle parking Arrangements

Car Parking Arrangements

4.4 Car parking will be provided on site to ensure that it is appropriate for the development proposed. This approach recognises the need to provide sufficient parking spaces to avoid overspill parking that would adversely affect the operation of surrounding streets, but not providing parking to a level that would overly encourage car usage. This is a balanced approach that is consistent with local and national policies.

4.5 In accordance with West Sussex County Council's car parking standards set out in Section 2, a total of 111 car parking spaces have been provided for the flats. Guidance contained within WSCC's 'Guidance on Parking at New Developments' (September 2020) suggests that accessible parking spaces should be provided at a minimum of 5% of the total number of parking spaces being provided on site. A total of 15 accessible parking spaces are to be provided, which exceeds the aforementioned 5% threshold. It is noted that some of the existing accessible parking spaces do not meet the dimension requirements as per the guidance in 'Inclusive Mobility – A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure' (December 2021). The development proposals therefore represent a material benefit in the disabled parking arrangements.

4.6 Car parking is accommodated within a communal car parking area located around the site. At least 20% of all car parking spaces will be provided with a fast-charge electric vehicle charging point in accordance with the current minimum requirements. Swept path analysis of a car accessing a number of the car parking spaces is illustrated in the drawing within **Appendix B**.

Cycle Parking Arrangements

4.7 The WSCC Parking Standards states 0.5 spaces per dwelling which suggest 58 cycle parking spaces are required. The development has included 116 cycle parking spaces which is above the standard and will increase the resident's options of sustainable travel. Cycle parking will be provided in the form of 44x two-tiered cycle spaces and 14x Sheffield Stands, which will be delivered under a separate forthcoming application. All cycle parking will be covered and contained within a secure shelter.

Servicing and Delivery

4.8 Servicing and delivery will be occur on site. A new refuse store is proposed to the south-west of the building allowing easy collection for the refuse vehicle coming in from the south-west and exiting via the south-east access point. To test the suitability of the existing access and egress associated with the development, swept path analysis of a refuse vehicle and fire appliance accessing the site has been prepared and is included within **Appendix C**.

Summary

4.9 This section demonstrates that the proposals make provision for safe and suitable access for private cars, emergency vehicles, pedestrians and cyclists and integrate with the existing highway network.

5.0 Trip Generation

5.1 This section outlines the level of trips that are likely to be generated by the proposed development. When assessing the impacts of a residential development, it is generally considered that the peak traffic times are weekday mornings (08:00-09:00) and weekday evenings (17:00-18:00). It is during these periods that traffic flows associated with the development and those on the adjacent highway network are likely to be at their greatest. The information provided within this section considers these peak hours as well as the daily movements (07:00-19:00).

Existing Use

5.2 To calculate the current trip attraction of the office space for the total person and vehicle movements, an assessment utilising the TRICS database has been undertaken. The TRICS category '02 - Employment: A - Office' has been used with the following criteria:

- Sites located in England (excluding Greater London); and,
- Sites in areas classed as 'Suburban Area' and 'Edge of Town'.

5.3 Table 5.1 provides a summary of the peak hour total vehicular trip rates and resultant trips for the current office space (6,439 square metres). The TRICS output related to the Office use is included in **Appendix D**.

Mode of Travel	Weekday AM Peak (08:00-09:00)		Weekday PM Peak (17:00-18:00)		Weekday Daily Movements	
	Arr	Dep	Arr	Dep	Arr	Dep
Person Trip Rates	1.852	0.191	0.110	1.358	6.486	6.444
Person Trips	119	12	7	87	418	415
Vehicular Trip Rates	1.434	0.139	0.064	1.039	4.353	4.333
Vehicular Trips	92	9	4	67	280	279

Table 5.1 – Current Trip Rates – Office Space (6,439 square metres)

5.4 Table 5.1 indicates that the current office space could generate 131 total person movements in the morning, of which 101 could be vehicular. In the evening peak periods the current office space could generate 94 two-way movements, of which 71 could be vehicular. Over an average weekday, the current office space could generate approximately 833 two-way total movements, of which 559 could be vehicular trips.

Proposed Development

5.5 To calculate the trip attraction potential of the residential flats, an assessment utilising the TRICS database has been undertaken. The TRICS category '03 – Residential: C - Flats Privately Owned has been used, as a worst case scenario, with the following criteria:

- Sites located in England, excluding Greater London; and,
- Sites in areas classed as 'Suburban Area' and 'Edge of Town'.

5.6 Table 5.2 provides a summary of the peak hour total vehicular trip rates and resultant trips for the proposed 107 units and the full TRICS output related to the residential use is included at **Appendix E.**

Mode of Travel	Weekday AM Peak (08:00-09:00)		Weekday PM Peak (17:00-18:00)		Weekday Daily Movements	
	Arr	Dep	Arr	Dep	Arr	Dep
Person Trip Rates	0.097	0.541	0.406	0.184	2.449	2.659
Person Trips	10	58	43	20	262	285
Vehicular Trip Rates	0.056	0.190	0.163	0.080	1.059	1.132
Vehicular Trips	6	20	17	9	113	121

Table 5.2 – Proposed Trip Rates and Resultant Trips (Residential – 107 units)

5.7 Table 5.2 indicates that the proposed flats could generate 68 total person movements in the morning, of which 26 could be vehicular. In the evening peak periods the proposed flats could generate 63 total person movements, of which 26 could be vehicular. Over an average weekday, the proposed units could generate approximately 547 two-way total movements, of which 234 could be vehicular trips.

Net Change

5.8 Table 5.3 shows the net change in trips from the current office space to the proposed residential units.

Mode of Travel	Weekday AM Peak (08:00-09:00)		Weekday PM Peak (17:00-18:00)		Weekday Daily Movements	
	Arr	Dep	Arr	Dep	Arr	Dep
Current Person Trips	119	12	7	87	418	415
Proposed Person Trips	10	58	43	20	262	285
Net Change	**-109**	**+46**	**+36**	**-67**	**-156**	**-130**
Current Vehicle Trips	92	9	4	67	280	279
Proposed Vehicle Trips	6	20	17	9	113	121
Net Change	**-86**	**+11**	**+14**	**-58**	**-167**	**-158**

Table 3.3 – Net Change

5.9 Table 3.3 indicates that there would be a significant decrease in the number of person and vehicle movements over a typical day, as well as during the established peak hours.

Summary

5.10 In summary, it is anticipated that the proposed development will lead to a significant decrease in the number of person and vehicle movements on the local road network over a typical working day.

6.0 Summary and Conclusion

6.1 This Transport Statement has been prepared on behalf of DBH Worthing Limited to accompany a prior approval planning application for a proposed residential development at Durrington Bridge House, Worthing. The site is located on the western side of Shaftesbury Avenue, to the south of Durrington-on-Sea railway station. The site falls within the administrative boundaries of Worthing Borough Council and West Sussex County Council.

6.2 The site is currently occupied by an office building with access taken from Barrington Road to the south of the site. The proposal seeks prior approval planning permission to convert the existing building (Ground - Fourth floor) into 107 flats with access from Barrington Road. Appropriate levels of car and cycle parking will be provided in accordance with the local standards.

6.3 In summary, this Transport Statement identifies the following:

- Pedestrian facilities in the surrounding area are provided and create safe links between the site and key local amenities as well numerous shops and restaurants;
- The site is located close to bus links and rail services, which connects the site with the local area and provides access to local facilities;
- Vehicular and pedestrian access to the site will be achieved via the existing separate entry and egress crossovers;
- Sufficient car and cycle parking will be provided on site;
- Servicing and refuse collection will be undertaken on site; and,
- The proposal will result in a significant decrease in the number of person and vehicle movements from the site.

6.4 On the basis of the above review, it is concluded that the proposals accord with national and local transport related policies and can be accommodated without detriment to the safety and operating capacity of the local highway network. As such, it is considered that there is no reason why the proposals should be resisted on traffic and transportation grounds.

Appendix A

Site Layout and Access Arrangements

REV.	AMENDMENT	BY:	DATE

Application Site

Demise owned by client

Roof section to be removed
(REF: AWDM/0991/24))

20m
10
0
0 10 20m

Proposed Site Plan
1:500@A3

N

Brooks Murray Architects
41 Tabernacle Street, London, EC2A 4AA
+44 (0)2077399955 admin@brooksmurray.com

brooks murray

CLIENT:
PRIVATE CLIENT

JOB:
Durrington Bridge House
Worthing
BN12 4SE

DRAWING TITLE:
Proposed Site Plan

SCALE:
1:500 @ A3

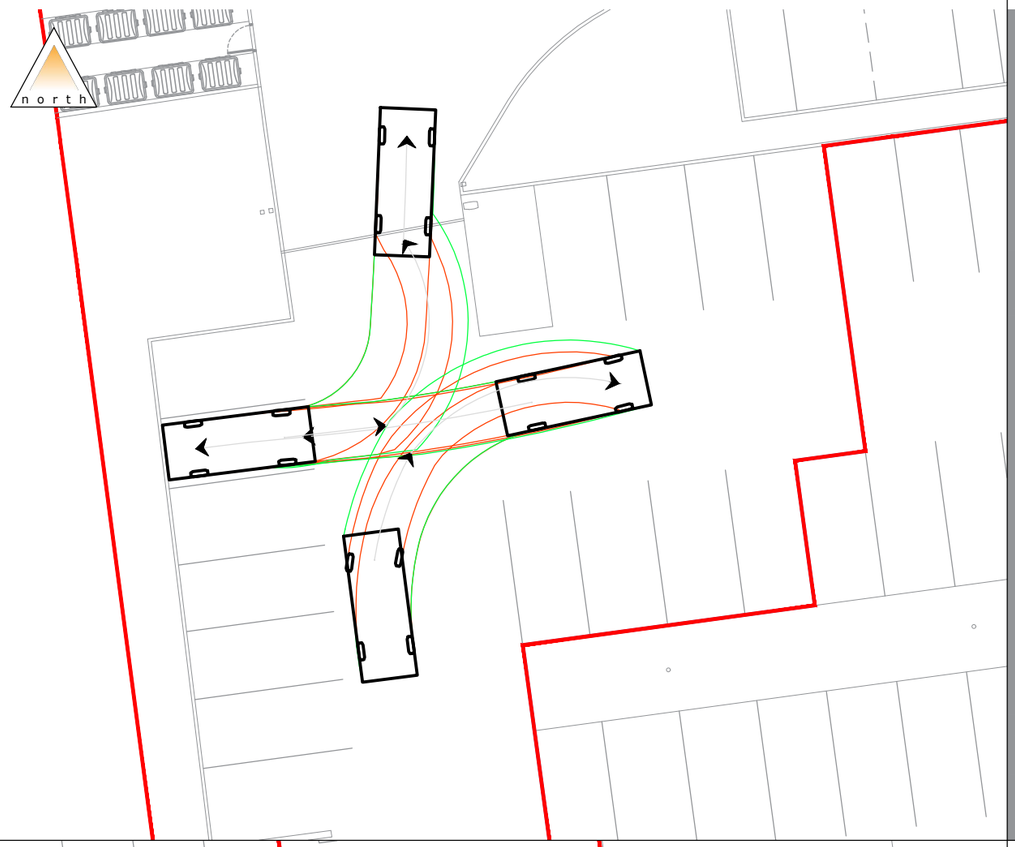
DATE:
August 2024

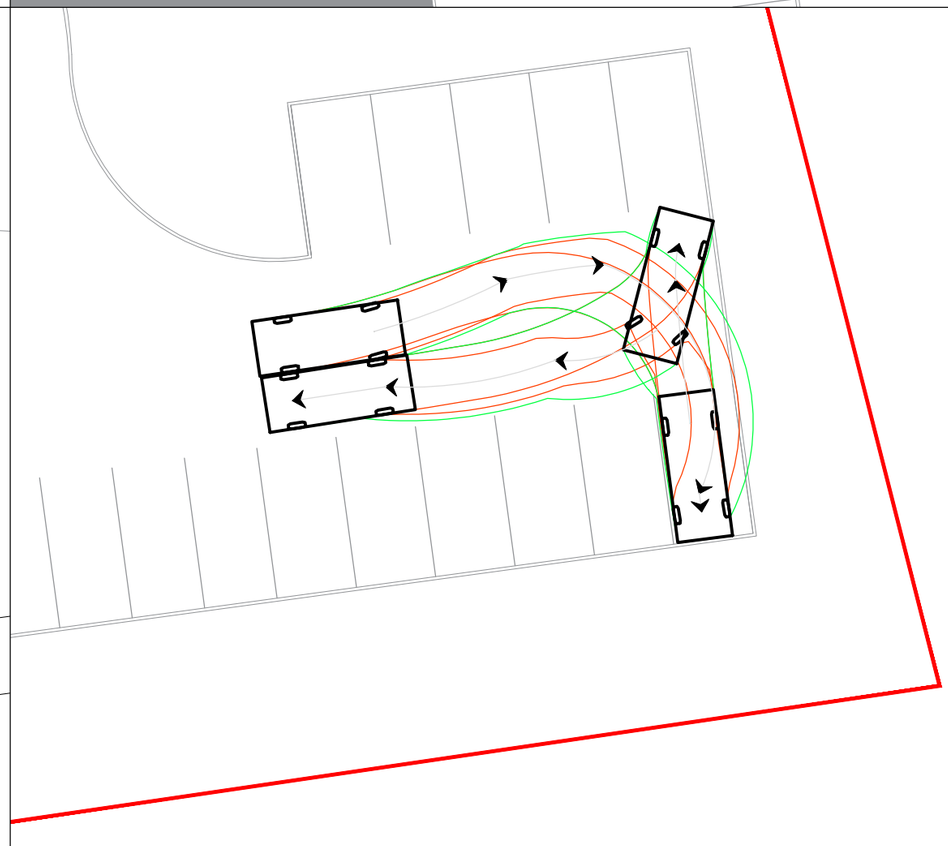
STATUS:
Permitted Development

DRAWING NUMBER: 1367 - 003
REV:
ISSUED BY: CF

Appendix B

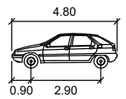
Swept Path Analysis - Car





Notes

1. All levels and dimensions to be checked on site before any work commences. All dimensions in metres unless stated otherwise.
2. This drawing is based on OS mapping and Motion cannot guarantee the accuracy of the data.



SDV

	meters
Width	: 1.80
Track	: 1.80
Lock to Lock Time	: 6.0
Steering Angle	: 37.8

Rev.	Description	Drn	Chk	App	Date
-	First Issue	GL	DM	DM	12/08/2024

Drawing Status:

FOR PLANNING
NOT FOR CONSTRUCTION

motion
Guildford - Reading - London
www.motion.co.uk

Client:
Brooks Murray Architect

Project:
Durrington House, Worthing

Title:
Swept Path Analysis
Large Car

Scale: 1:200 (@ A3)

Drawing: 2406112-TK03

Revision: -

C:\Users\glester.MOTION\Motion\StaffSite - Bmwort 2406112\Drawings\2406112-TK01.dwg

Appendix C

Swept Path Analysis – Refuse Vehicle and Fire Appliance

Refuse Vehicle

Fire Appliance

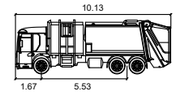
north

0 10 20 30 40m

SCALE IN METRES
1:500

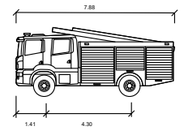
Notes

1. All levels and dimensions to be checked on site before any work commences. All dimensions in metres unless stated otherwise.
2. This drawing is based on OS mapping and Motion cannot guarantee the accuracy of the data.
3. Motion accepts no liability for any vehicle specification errors or inaccuracies within the vehicle tracking software used / or it's vehicle libraries. The vehicles speeds used for the analysis are as follows: forward 10mph / reversing 10mph.



Worthing Refuse Vehicle

	meters
Width	: 2.50
Track	: 2.50
Lock to Lock Time	: 6.0
Steering Angle	: 38.7



Fire Appliance Scania Emergency One

meters

Width	: 2.45
Track	: 2.45
Lock to Lock Time	: 6.0
Steering Angle	: 33.7

Rev.	Description	Drn	Chk	App	Date
A	Updated Site Layout	WMC	DM	DM	29/08/2024
-	First Issue	GL	DM	DM	12/08/2024

Drawing Status:

FOR PLANNING
NOT FOR CONSTRUCTION

motion

Guildford - Reading - London
www.motion.co.uk

Client:
Brooks Murray Architect

Project:
Durrington House, Worthing

Title:
Swept Path Analysis
Refuse Vehicle and
Fire Appliance

Scale: 1:500 (@ A3)

Drawing: 2406112-TK01

Revision: A

C:\Users\williammcaney\Motion\StaffSite - Bmwort 2406112\Drawings\2406112-TK01A, TK03A.dwg

Appendix D

TRICS Output – 02 – Employment: A – Office

Motion High Street Guildford Licence No: 734001

Calculation Reference: AUDIT-734001-240814-0843

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : A - OFFICE
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	WS	WEST SUSSEX	1 days
04	EAST ANGLIA		
	NF	NORFOLK	2 days
06	WEST MIDLANDS		
	WK	WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	AK	WAKEFIELD	1 days
08	NORTH WEST		
	GM	GREATER MANCHESTER	1 days
09	NORTH		
	TW	TYNE & WEAR	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:	Gross floor area
Actual Range:	500 to 5700 (units: sqm)
Range Selected by User:	178 to 70291 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 23/11/22

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	1 days
Wednesday	3 days
Friday	1 days

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

Selected survey types:

Manual count	7 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 undertaking using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	2
Edge of Town	5

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	1
Commercial Zone	1
Residential Zone	3
No Sub Category	2

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	4 days - Selected
Servicing vehicles Excluded	3 days - Selected

Secondary Filtering selection:

Use Class:

Not Known	7 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®.

Filter by Site Operations Breakdown:
All Surveys Included

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

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

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

Population within 5 miles:

100,001 to 125,000	1 days
125,001 to 250,000	4 days
250,001 to 500,000	1 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	6 days
1.1 to 1.5	1 days

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

Travel Plan:

No	7 days

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

PTAL Rating:

No PTAL Present	7 days

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

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

LIST OF SITES relevant to selection parameters

1 AK-02-A-01 OFFICES WAKEFIELD
PIONEER WAY
CASTLEFORD
WHITWOOD
Edge of Town
No Sub Category
Total Gross floor area: 1230 sqm
Survey date: TUESDAY 23/05/17 Survey Type: MANUAL

2 GM-02-A-10 ACCOUNTANTS GREATER MANCHESTER
CHORLEY NEW ROAD
BOLTON
HEATON
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 500 sqm
Survey date: MONDAY 19/04/21 Survey Type: MANUAL

3 NF-02-A-04 BUILDING CONSULTANT NORFOLK
WHITING ROAD
NORWICH

Edge of Town
Commercial Zone
Total Gross floor area: 500 sqm
Survey date: WEDNESDAY 13/11/19 Survey Type: MANUAL

4 NF-02-A-05 COUNCIL OFFICES NORFOLK
YARMOUTH ROAD
NORWICH

Edge of Town
Residential Zone
Total Gross floor area: 3697 sqm
Survey date: MONDAY 12/09/22 Survey Type: MANUAL

5 TW-02-A-08 HOUSING ASSOCIATION OFFICE TYNE & WEAR
BENTON PARK ROAD
NEWCASTLE UPON TYNE
LONGBENTON
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 4800 sqm
Survey date: FRIDAY 19/10/18 Survey Type: MANUAL

6 WK-02-A-03 ENGINEERING CONSULTANTS WARWICKSHIRE
BUDBROOKE ROAD
WARWICK

Edge of Town
Industrial Zone
Total Gross floor area: 796 sqm
Survey date: WEDNESDAY 23/11/22 Survey Type: MANUAL

7 WS-02-A-06 SOUTHERN WATER OFFICES WEST SUSSEX
YEOMAN ROAD
WORTHING

Edge of Town
No Sub Category
Total Gross floor area: 5700 sqm
Survey date: WEDNESDAY 18/05/22 Survey Type: MANUAL

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.49

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	7	2460	0.197	7	2460	0.029	7	2460	0.226
07:30 - 08:00	7	2460	0.581	7	2460	0.023	7	2460	0.604
08:00 - 08:30	7	2460	0.842	7	2460	0.052	7	2460	0.894
08:30 - 09:00	7	2460	0.592	7	2460	0.087	7	2460	0.679
09:00 - 09:30	7	2460	0.377	7	2460	0.075	7	2460	0.452
09:30 - 10:00	7	2460	0.192	7	2460	0.070	7	2460	0.262
10:00 - 10:30	7	2460	0.093	7	2460	0.110	7	2460	0.203
10:30 - 11:00	7	2460	0.087	7	2460	0.041	7	2460	0.128
11:00 - 11:30	7	2460	0.093	7	2460	0.093	7	2460	0.186
11:30 - 12:00	7	2460	0.081	7	2460	0.099	7	2460	0.180
12:00 - 12:30	7	2460	0.116	7	2460	0.250	7	2460	0.366
12:30 - 13:00	7	2460	0.203	7	2460	0.273	7	2460	0.476
13:00 - 13:30	7	2460	0.163	7	2460	0.139	7	2460	0.302
13:30 - 14:00	7	2460	0.215	7	2460	0.110	7	2460	0.325
14:00 - 14:30	7	2460	0.058	7	2460	0.128	7	2460	0.186
14:30 - 15:00	7	2460	0.058	7	2460	0.105	7	2460	0.163
15:00 - 15:30	7	2460	0.099	7	2460	0.232	7	2460	0.331
15:30 - 16:00	7	2460	0.041	7	2460	0.180	7	2460	0.221
16:00 - 16:30	7	2460	0.070	7	2460	0.360	7	2460	0.430
16:30 - 17:00	7	2460	0.075	7	2460	0.557	7	2460	0.632
17:00 - 17:30	7	2460	0.023	7	2460	0.604	7	2460	0.627
17:30 - 18:00	7	2460	0.041	7	2460	0.435	7	2460	0.476
18:00 - 18:30	6	2666	0.031	6	2666	0.181	6	2666	0.212
18:30 - 19:00	6	2666	0.025	6	2666	0.100	6	2666	0.125
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			4.353			4.333			8.686

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

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

Parameter summary

Trip rate parameter range selected:	500 - 5700 (units: sqm)
Survey date date range:	01/01/16 - 23/11/22
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. 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/A - OFFICE
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.49

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	7	2460	0.273	7	2460	0.035	7	2460	0.308
07:30 - 08:00	7	2460	0.720	7	2460	0.041	7	2460	0.761
08:00 - 08:30	7	2460	1.074	7	2460	0.081	7	2460	1.155
08:30 - 09:00	7	2460	0.778	7	2460	0.110	7	2460	0.888
09:00 - 09:30	7	2460	0.511	7	2460	0.105	7	2460	0.616
09:30 - 10:00	7	2460	0.285	7	2460	0.128	7	2460	0.413
10:00 - 10:30	7	2460	0.203	7	2460	0.215	7	2460	0.418
10:30 - 11:00	7	2460	0.122	7	2460	0.064	7	2460	0.186
11:00 - 11:30	7	2460	0.174	7	2460	0.139	7	2460	0.313
11:30 - 12:00	7	2460	0.128	7	2460	0.163	7	2460	0.291
12:00 - 12:30	7	2460	0.221	7	2460	0.366	7	2460	0.587
12:30 - 13:00	7	2460	0.325	7	2460	0.453	7	2460	0.778
13:00 - 13:30	7	2460	0.372	7	2460	0.406	7	2460	0.778
13:30 - 14:00	7	2460	0.464	7	2460	0.232	7	2460	0.696
14:00 - 14:30	7	2460	0.128	7	2460	0.168	7	2460	0.296
14:30 - 15:00	7	2460	0.093	7	2460	0.197	7	2460	0.290
15:00 - 15:30	7	2460	0.139	7	2460	0.308	7	2460	0.447
15:30 - 16:00	7	2460	0.046	7	2460	0.238	7	2460	0.284
16:00 - 16:30	7	2460	0.110	7	2460	0.552	7	2460	0.662
16:30 - 17:00	7	2460	0.116	7	2460	0.766	7	2460	0.882
17:00 - 17:30	7	2460	0.035	7	2460	0.795	7	2460	0.830
17:30 - 18:00	7	2460	0.075	7	2460	0.563	7	2460	0.638
18:00 - 18:30	6	2666	0.056	6	2666	0.206	6	2666	0.262
18:30 - 19:00	6	2666	0.038	6	2666	0.113	6	2666	0.151
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			6.486			6.444			12.930

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.*

Appendix E

TRICS Output – 03 – Residential: C – Flats Privately Owned

Motion High Street Guildford Licence No: 734001

Calculation Reference: AUDIT-734001-240812-0822

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	CT	CENTRAL BEDFORDSHIRE	3 days
	HF	HERTFORDSHIRE	1 days
	PO	PORTSMOUTH	1 days
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 days
	NF	NORFOLK	1 days
	SF	SUFFOLK	1 days
05	EAST MIDLANDS		
	DY	DERBY	1 days
	NG	NOTTINGHAM	2 days
06	WEST MIDLANDS		
	SH	SHROPSHIRE	2 days
08	NORTH WEST		
	MS	MERSEYSIDE	3 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:	9 to 184 (units:)
Range Selected by User:	6 to 184 (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: 01/01/16 to 02/10/23

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	4 days
Tuesday	7 days
Wednesday	3 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	16 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 undertaking using machines.

Selected Locations:

Edge of Town Centre	7
Suburban Area (PPS6 Out of Centre)	9

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:

Development Zone	3
Residential Zone	7
Built-Up Zone	2
No Sub Category	4

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	12 days - Selected
Servicing vehicles Excluded	4 days - Selected

Secondary Filtering selection:

Use Class:

C3	16 days

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

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	2 days
20,001 to 25,000	7 days
25,001 to 50,000	7 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
75,001 to 100,000	2 days
125,001 to 250,000	5 days
250,001 to 500,000	5 days
500,001 or More	2 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	9 days
1.1 to 1.5	6 days
1.6 to 2.0	1 days

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

Travel Plan:

Yes	2 days
No	14 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	16 days

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

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

LIST OF SITES relevant to selection parameters

1 CA-03-C-03 BLOCKS OF FLATS CAMBRIDGESHIRE
CROMWELL ROAD
CAMBRIDGE

Suburban Area (PPS6 Out of Centre)
No Sub Category
Total No of Dwellings: 82
Survey date: MONDAY *18/09/17* *Survey Type: MANUAL*

2 CT-03-C-01 BLOCKS OF FLATS CENTRAL BEDFORDSHIRE
WING ROAD
LEIGHTON BUZZARD
LINSLADE
Edge of Town Centre
Residential Zone
Total No of Dwellings: 175
Survey date: TUESDAY *15/05/18* *Survey Type: MANUAL*

3 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*

4 CT-03-C-03 BLOCKS OF FLATS CENTRAL BEDFORDSHIRE
COURT DRIVE
DUNSTABLE

Edge of Town Centre
No Sub Category
Total No of Dwellings: 146
Survey date: TUESDAY *15/05/18* *Survey Type: MANUAL*

5 DY-03-C-03 BLOCKS OF FLATS DERBY
CAESAR STREET
DERBY

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 30
Survey date: WEDNESDAY *25/09/19* *Survey Type: MANUAL*

6 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*

7 MS-03-C-02 BLOCKS OF FLATS MERSEYSIDE
SOUTH FERRY QUAY
LIVERPOOL
BRUNSWICK DOCK
Suburban Area (PPS6 Out of Centre)
Development Zone
Total No of Dwellings: 184
Survey date: TUESDAY *13/11/18* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

8 MS-03-C-03 BLOCK OF FLATS MERSEYSIDE
MARINERS WHARF
LIVERPOOL
QUEENS DOCK
Suburban Area (PPS6 Out of Centre)
Development Zone
Total No of Dwellings: 9
Survey date: TUESDAY 13/11/18 Survey Type: MANUAL

9 MS-03-C-04 BLOCK OF FLATS MERSEYSIDE
HOY DRIVE
NEWTON-LE-WILLOWS
EARLESTOWN
Edge of Town Centre
Residential Zone
Total No of Dwellings: 24
Survey date: MONDAY 12/04/21 Survey Type: MANUAL

10 NF-03-C-02 MIXED FLATS & HOUSES NORFOLK
HALL ROAD
NORWICH
LAKENHAM
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 82
Survey date: MONDAY 18/11/19 Survey Type: MANUAL

11 NG-03-C-01 HOUSES (SPLIT INTO FLATS) NOTTINGHAM
LAWRENCE WAY
NOTTINGHAM

Suburban Area (PPS6 Out of Centre)
No Sub Category
Total No of Dwellings: 56
Survey date: TUESDAY 08/11/16 Survey Type: MANUAL

12 NG-03-C-02 HOUSES (SPLIT INTO FLATS) NOTTINGHAM
CASTLE MARINA ROAD
NOTTINGHAM

Suburban Area (PPS6 Out of Centre)
No Sub Category
Total No of Dwellings: 135
Survey date: WEDNESDAY 09/11/16 Survey Type: MANUAL

13 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

14 SF-03-C-05 BLOCKS OF FLATS SUFFOLK
FORE STREET
IPSWICH
IPSWICH WATERFRONT
Edge of Town Centre
Development Zone
Total No of Dwellings: 69
Survey date: WEDNESDAY 23/06/21 Survey Type: MANUAL

15 SH-03-C-01 BLOCK OF FLATS SHROPSHIRE
ABBEY FOREGATE
SHREWSBURY

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 47
Survey date: MONDAY 19/06/23 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

16 SH-03-C-02 BLOCK OF FLATS SHROPSHIRE
ABBEY FOREGATE
SHREWSBURY

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 12
Survey date: FRIDAY *16/06/23* *Survey Type: MANUAL*

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 2.33

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	16	81	0.046	16	81	0.164	16	81	0.210
08:00 - 09:00	16	81	0.056	16	81	0.190	16	81	0.246
09:00 - 10:00	16	81	0.071	16	81	0.090	16	81	0.161
10:00 - 11:00	16	81	0.064	16	81	0.082	16	81	0.146
11:00 - 12:00	16	81	0.063	16	81	0.077	16	81	0.140
12:00 - 13:00	16	81	0.080	16	81	0.087	16	81	0.167
13:00 - 14:00	16	81	0.060	16	81	0.071	16	81	0.131
14:00 - 15:00	16	81	0.061	16	81	0.066	16	81	0.127
15:00 - 16:00	16	81	0.101	16	81	0.063	16	81	0.164
16:00 - 17:00	16	81	0.123	16	81	0.070	16	81	0.193
17:00 - 18:00	16	81	0.163	16	81	0.080	16	81	0.243
18:00 - 19:00	16	81	0.171	16	81	0.092	16	81	0.263
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.059			1.132			2.191

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

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

Parameter summary

Trip rate parameter range selected:	9 - 184 (units:)
Survey date date range:	01/01/16 - 02/10/23
Number of weekdays (Monday-Friday):	16
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 2.33

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	16	81	0.071	16	81	0.379	16	81	0.450
08:00 - 09:00	16	81	0.097	16	81	0.541	16	81	0.638
09:00 - 10:00	16	81	0.146	16	81	0.230	16	81	0.376
10:00 - 11:00	16	81	0.143	16	81	0.171	16	81	0.314
11:00 - 12:00	16	81	0.127	16	81	0.172	16	81	0.299
12:00 - 13:00	16	81	0.185	16	81	0.186	16	81	0.371
13:00 - 14:00	16	81	0.143	16	81	0.155	16	81	0.298
14:00 - 15:00	16	81	0.154	16	81	0.163	16	81	0.317
15:00 - 16:00	16	81	0.272	16	81	0.138	16	81	0.410
16:00 - 17:00	16	81	0.287	16	81	0.142	16	81	0.429
17:00 - 18:00	16	81	0.406	16	81	0.184	16	81	0.590
18:00 - 19:00	16	81	0.418	16	81	0.198	16	81	0.616
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.449			2.659			5.108

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.*