



Land South of 74 Old Shoreham Road

TRANSPORT STATEMENT

**for Residential Development
on behalf of AY Developers**

2023/7464/TS02

July 2025

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1 INTRODUCTION

1.1 Background

1.1.1 RGP has been commissioned by AY Developers (the 'Client') to prepare a Transport Statement (TS) in relation to a proposed residential development at land south of 74 Old Shoreham Road, Lancing, West Sussex (the 'Site'). The site is situated within the administrative boundary of the Adur District Council (ADC), and the local highway authority is West Sussex County Council (WSCC).

1.1.2 The site is located on the southern side of the A27 Old Shoreham Road between Lancing and Shoreham-by-Sea, circa 300m to the east of Lancing Manor Leisure Centre and circa 1.7km to the north-east of Lancing railway station. The site's location is illustrated in **Figure 1**.



Figure 1 Site Location

1.1.3 The site currently comprises a small detached residential bungalow and an area of undeveloped land to its rear, as illustrated in **Figure 1**.

1.1.4 Vehicular access to 74 Old Shoreham Road is currently achieved via a service road directly south of the A27 Old Shoreham Road, which in turn provides access to 8 residential dwellings. Vehicular access is currently not afforded to the area of land to the south of 74 Old Shoreham Road.

1.1.5 The proposals include the demolition of 74 Old Shoreham Road to provide access to 9 residential dwellings on an empty plot of land to the south of the existing dwelling. A copy of the site layout plans can be found at **Appendix A**.

1.1.6 The existing dwelling achieves vehicular access from the A27 Old Shoreham Road, which forms part of the Strategic Highway Network and consequently falls within the purview of National Highways (NH).

1.2 Pre-Application Discussions

1.2.1 This Transport Statement follows extensive pre-application discussions. Due to the site being located in West Sussex and along the A27 Old Shoreham Road, it was necessary to engage with both WSCC and National Highways with regard to the acceptability of the emerging development proposals for the site. However, the discussions with WSCC revealed that further engagement with them was not necessary. To assist with pre-application discussions, RGP prepared a Pre-Application Technical Note for the consideration of both consultees (Ref. 2023/7464/TN01).

1.2.2 A summary of the points raised by NH as part of their formal advice note is provided below, whilst the full advice note can be found at **Appendix B**.

- (i) Further detailed information in regard to the site access;
- (ii) Demonstrate that service and emergency vehicles can access and egress the new access safely;
- (iii) Stopping Sight Distances of 140m are required in line with DMRB;
- (iv) A Stage 1 Road Safety Audit is required in line with GG 119;
- (v) A Walking, Cycling, and Horse-Riding Assessment and Review (WCHAR) is required in accordance with DMRB GG 142; and
- (vi) A Transport Statement prepared in line with DfT Circular 01/22.

1.2.3 This Transport Statement provides further detail in relation to the various points and further information required by NH.

1.3 Scope of this Report

1.3.1 This Transport Statement has been prepared to consider the acceptability of the proposal from a highway and transportation perspective, considering the accessibility credentials of the site, the proposed access, parking and servicing arrangements, and the impact of the proposed development on the local highway network.

1.3.2 Following this introduction, the remainder of this report comprises:

- (i) Section 2: Policy Review;
- (ii) Section 3: Baseline Conditions;
- (iii) Section 4: Development Proposals;
- (iv) Section 5: Trip Generation & Impact; and
- (v) Section 6: Summary & Conclusions.

2 POLICY REVIEW

2.1.1 This section summarises the key transport policies at a national (National Planning Policy Framework – NPPF), regional (The London Plan) and local level (LBE). These policies are assessed in relation to the scale and type of development proposed, as well as the site's location.

2.2 The National Planning Policy Framework (December 2024)

2.2.1 The latest National Planning Policy Framework (NPPF) came into effect in December 2024. The NPPF broadly covers all aspects of planning policy and the extracts below detail those relevant to this site and transport.

2.2.2 Paragraph 115 outlines the basic transport requirements for developments to provide, and states "*In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:*

- (i) Sustainable transport modes are prioritised taking account of the vision of the site, the type of development and its location;
- (ii) Safe and suitable access to the site can be achieved for all users; and
- (iii) 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 through a vision-led approach."

2.2.3 Paragraph 118 states "all developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored."

2.2.4 The development complies with the above in that a Transport Statement has been provided which fully assesses the impact of the proposed development.

2.2.5 Of further note, paragraph 116 of the NPPF states "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, following mitigation, would be severe, taking into account all reasonable future scenarios."

2.2.6 The findings of this report demonstrate that the proposals would not generate a 'severe' impact.

2.3 National Planning Practice Guidance

2.3.1 The National Planning Practice Guidance (NPPG) provides additional information to support the NPPF. In relation to Travel Plans, Transport Assessments and Transport Statements it notes:

2.3.2 "They support national planning policy which sets out that planning should actively manage patterns of growth in order to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable."

2.3.3 This Transport Statement provides an assessment of the proposed development in the context of its location and proposed use in **Section 3**.

2.4 West Sussex County Council Transport Plan 2022-2036

2.4.1 The West Sussex Transport Plan (WSTP) 2022-2036 is the primary strategic document for transport planning across the County. It sets out the vision, objectives, and policies for the County's transport network, with a strong emphasis on sustainability, carbon reduction, and active travel. The plan highlights the need to support sustainable growth and development while reducing the environmental impacts of transport.

2.4.2 The WSTP aims to promote active travel (walking, cycling, and wheeling) by enhancing infrastructure and encouraging modal shift and stresses the need for the transport network to support sustainable development and land-use planning.

2.4.3 Furthermore, Section 7 provides information on the Area Transport Strategy for Adur, which aims to enhance connectivity between Adur and surrounding areas and promote sustainable travel.

2.4.4 This report provides evidence that the development proposals support the WSTP.

2.5 West Sussex Walking and Cycling Strategy (2016-2026)

2.5.1 The West Sussex Walking and Cycling Strategy was adopted in 2016 and outlines the design and safety principles that are expected to be followed by developers. The strategy sets out a number of objectives, including:

- (i) To ensure that cycling and walking are recognised as important travel modes and therefore part of the transport mix;
- (ii) To make cycling and walking the natural choice for shorter journeys (such as journeys to school), or as part of a longer journey;
- (iii) To reduce the number of cyclists and pedestrians that are killed or seriously injured on our roads;
- (iv) To support economic development by facilitating travel to work and services without a car;
- (v) To reduce congestion and pollution by encouraging and enabling people to travel without a car;
- (vi) To increase levels of physical activity to help to improve physical health;
- (vii) To help maintain good mental health and staying independent later in life;
- (viii) To increase the vitality of communities by improving access by bicycle and on foot; and,
- (ix) To help people to access rural areas and enjoy walking and cycle.

2.5.2 The Walking and Cycling Strategy document also includes a list of each cycling scheme entered by stakeholders and assigns them a Scheme ID to assist in ranking and prioritisation.

2.6 West Sussex Local Cycle and Walking Infrastructure Plan

- 2.6.1 The West Sussex Local Cycle and Walking Infrastructure Plan (LCWIP) was adopted in 2016 and is expected to run until 2026. It was designed to complement the Cycling and Walking Investment Strategy and sets out aims and objectives for cycling and walking.
- 2.6.2 The LCWIP identified 6 inter-community strategic cycle route corridors within its geographical scope, which assisted in identifying priorities for the council's investment and delivering active travel infrastructure.
- 2.6.3 Whilst these routes do not directly impact the site, it is envisaged that future residents will be able to benefit from the Council delivered active travel infrastructure.

2.7 Adur District Council – Adur Local Plan (2017-2032)

- 2.7.1 The Adur Local Plan was adopted on 14th December 2017 and is anticipated to run until 2032. The Local Plan provides the framework for sustainable development in the district, with an emphasis on ensuring that new developments are well-served by sustainable transport options, minimizing congestion and encouraging modal shift from car use to walking, cycling, and public transport.
- 2.7.2 Policy 9 of the Local Plan relates to the future of Lancing village centre and details a number of improvements including improved cycle and pedestrian facilities. Whilst this policy does not directly affect the development proposals, future residents would be able to make use of the various improvements.
- 2.7.3 Policy 28 of the ADC Local Plan is related to transport and connectivity and aims to:
 - (i) Improve public transport and access to it where opportunities rise;
 - (ii) Provide improvements to the road network, including the A259 and A27 (including junction improvements);
 - (iii) Ensure that new development is located and designed to minimise the need for travel and facilitates and promotes the use of sustainable alternatives to the private car; and
 - (iv) Incorporate appropriate levels of car and cycle parking having regard to West Sussex County Council guidance.
- 2.7.4 The development proposals have been designed to accord to ADC's Local Plan, ensuring that sustainable travel is encouraged, and an appropriate level of car and cycle parking is provided.

2.8 Summary

- 2.8.1 This Transport Statement seeks to assess the development proposals against the criteria outlined in the above policy documents. Compliance with the policies will be referenced throughout this document.

3 BASELINE CONDITIONS

3.1 Site Location & Local Highway Network

3.1.1 The site is situated on the southern side of the A27 Old Shoreham Road between Lancing and Shoreham-by-Sea, circa 300m to the east of Lancing Manor Leisure Centre and circa 1.7km to the north-east of Lancing railway station. The location of the site in the context of the surrounding area and local facilities is illustrated in **Figure 2**.

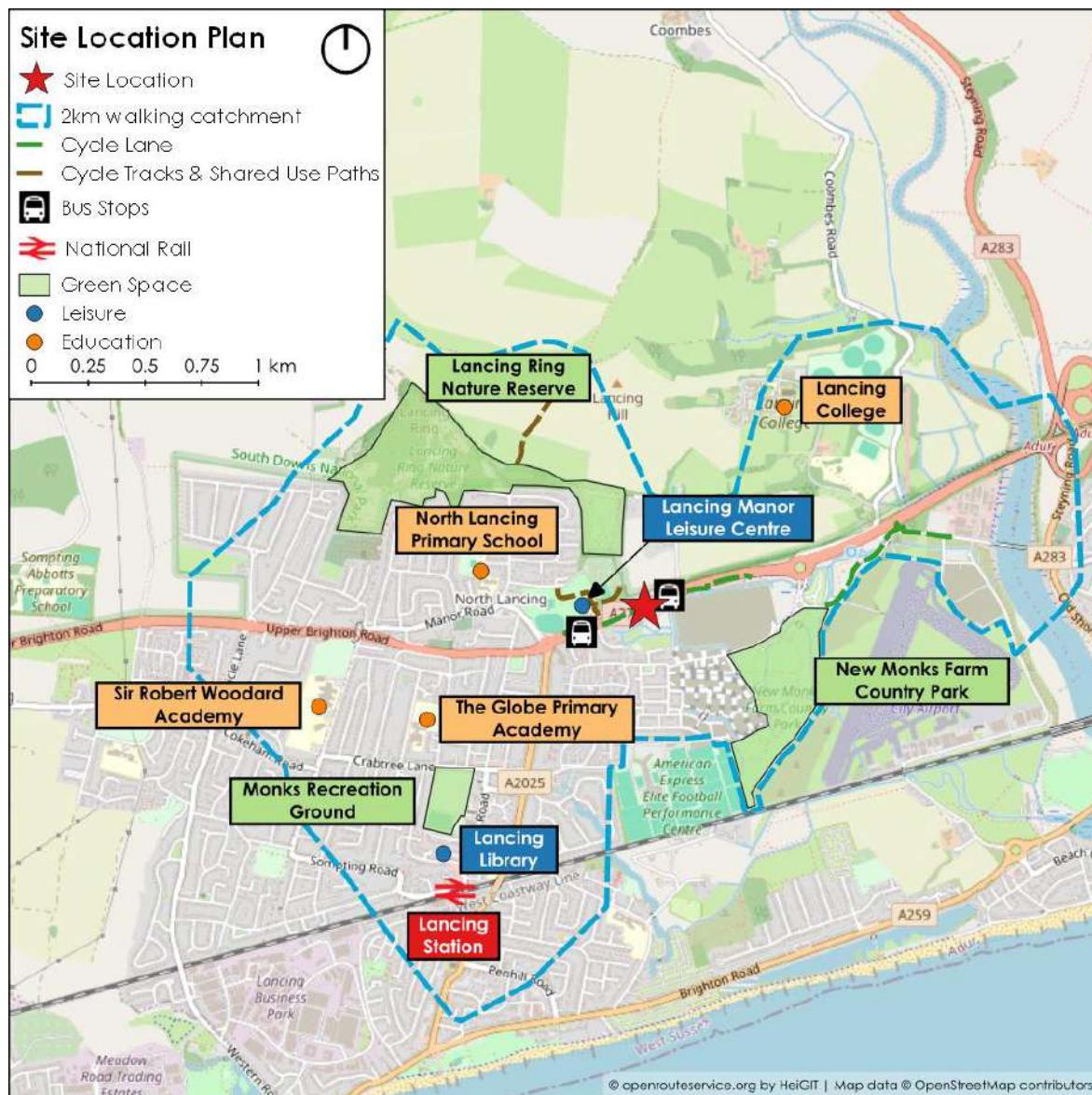


Figure 2 Local Facilities and Public Transport

- 3.1.2 The site is bound on its northern side by the A27 Old Shoreham Road and residential properties fronting Old Shoreham Road, on its eastern side by Mash Barn Lane, on its southern side by a field and on its western side by a field and further residential properties.
- 3.1.3 Vehicular access onto the site is achieved via a service road directly south of the A27 Old Shoreham Road, providing access onto 74 Old Shoreham Road's driveway. Vehicular access is currently not afforded to the area of land to the south of 74 Old Shoreham Road.

3.1.4 The A27 Old Shoreham Road is a two-lane dual carriageway trunk road, which in the vicinity of the site is subject to a speed limit of 40mph with footways on both sides of the carriageway. The A27 falls under the jurisdiction of National Highways, and subsequently, access design and visibility requirements should be considered in the context of the Design Manual for Roads and Bridges (DMRB) standards.

3.1.5 A number of service roads run parallel to the A27 Old Shoreham Road in intervals, which allows residents to access and egress their properties clear of the main A27 carriageway. Although it is assumed that these service roads currently operate in an in / out arrangement with vehicles entering via the eastern access and exiting via the western access, there are currently no restrictions / signs to indicate this arrangement.



Photograph 1 A27 Old Shoreham Road Service Road

3.1.6 The A27 Old Shoreham Road runs in a west-east alignment and is currently undergoing improvement works, which include the closure of right-turn / u-turn lane for eastbound traffic circa 275m east of the site frontage and the construction of a large roundabout designed to accommodate the future traffic demand and the New Monks Park Development.

3.1.7 The New Monks Park Development sits to the south / south-west of the site and comprises a circa 600 home development accompanied by a 52-acre country park, a primary school and a community hub.

3.1.8 The site also has a frontage along Mash Barn Lane. Mash Barn Lane is a narrow private lane which runs in a north-south direction to the east of the site. Mash Barn Lane is subject to a speed limit of 40mph and is only wide enough to allow one vehicle to proceed (i.e. single-way working) and runs south from the A27 – Old Shoreham Road, for circa 260 metres, servicing a single residential dwelling.

3.1.9 The area surrounding the site is predominantly residential, with a small number of commercial establishments.

3.2 Personal Injury Accidents

3.2.1 In order to understand whether there are any underlying road safety issues in the vicinity of the site that could be exacerbated by the proposals, Personal Injury Accident (PIA) data has been obtained from the Sussex Safer Roads Partnership (SSRP) in order to identify if there are any patterns or clusters of accidents on the local highway network in the vicinity of the site. Full details of the data in the format received from SSRP together with a location plan are included in **Appendix C**.

3.2.2 **Figure 3** shows the SSRP location plot:



Figure 3 SSRP Extract

3.2.3 Analysis has been undertaken to determine if there are any trends in the types or locations of accidents on the local highway network in the vicinity of the application site. PIA data was secured for a complete five-year period up until 31st December 2024.

3.2.4 As shown in **Figure 3**, a total of 14 PIAs occurred within the assessment cordon, including two serious accidents, however there were no fatal accidents. A summary of the serious accidents is provided below:

- (i) Vehicle 2 was travelling east on the A27 when it came to a stop in Lane 1 and put its hazards on to let two passengers exit the car. Vehicle 1 was travelling east in lane 1 and collided with the rear of vehicle 2. The accident occurred during the night with street lights present in dry conditions. The primary causation factor was impairment by alcohol.
- (ii) Accident occurred on 20th April 2021 at 07:40 in daylight and in fine conditions. The accident involved a cyclist travelling along the Old Shoreham Road service road, when it collided with a pedestrian that was masked by a vehicle in the carriageway and did not look when emerging onto the carriageway. The primary causation factor was the pedestrian not looking properly.

3.2.5 A summary of the 12 slight accidents is also included below:

- (i) An accident involved a motorcycle travelling along the carriageway, which suddenly experienced its rear tyre locking, causing the rider to fall from lane 2 into lane 1. Vehicle 2 was approaching behind vehicle 1 and attempted to brake to avoid colliding with vehicle 1, but in doing so, its brakes locked, sending the vehicle head-on into a tree. The accident occurred in darkness with no street lights in icy conditions – the latter being the main causation for the collision.
- (ii) This location is often subject to slow moving traffic, as vehicles travelling westbound are reducing their speed as they approach the roundabout, and vehicles travelling eastbound are approaching the newly constructed roundabout to the east of the site. As a result of this, it is evident that 8 of the slight traffic accidents involve vehicles colliding with other vehicles in front (rear shunt type accidents), or vehicles changing lane and colliding with a vehicle queuing – all of which can be attributed to human error through causations such as not looking properly or reckless driving.
- (iii) Furthermore, 3 of the collisions recorded in the vicinity of the proposed site involve vehicles switching lanes without the drivers properly looking. This has a primary causation of individuals not properly checking the lane they are aiming to move into, and as a consequence, the vehicles have either collided with a vehicle that already existed in this lane, or led to a vehicle taking evasive action and subsequently colliding elsewhere.

3.2.6 The majority of accidents can be attributed to careless driving without the necessary care and attention. No accidents occurred at the junction of Mash Barn Lane with Old Shoreham Road or from vehicles entering or exiting the service road serving 74 Old Shoreham Road, suggesting that both junctions operate safely at present.

3.2.7 A further review of Crashmap has also been carried out to identify whether any further collisions have occurred since the SSRP report was received. One further serious collision has occurred adjacent to the site exit, which occurred on the 15th November 2023 in daylight hours and in wet or damp conditions. The accident involved vehicle 3, which was slowing down or coming to a stop, when vehicle 1 failed to stop, resulting in it colliding with the rear of vehicle 2 which in turn collided with the rear of vehicle 3. This accident can be attributed to human error, as the driver of vehicle 1 failed to observe that vehicle 2 and 3 had slowed down / stopped.

3.2.8 From this review, no significant patterns or trends have been observed from the analysis of the PIA data. Analysis of PIA data has not identified any abnormal causation factors for accidents in close proximity to the site.

3.3 Walking and Cycling

3.3.1 It is commonly accepted that walking and cycling can replace motorised transport for journeys of up to 2 kilometres and 5 kilometres respectively. These are considered the preferred maximum distances as outlined in the Chartered Institution of Highways and Transportation's Guidelines for Providing Journeys on Foot (2000).

3.3.2 Walking and cycling play a vital role in healthy and active lifestyles and if convenient and safe links are available there is significant opportunity to reduce the need for local car trips, thus reducing the traffic volumes on the surrounding highway network. **Figure 2** illustrates the range of services and facilities located in close proximity to the site.

3.3.3 The area surrounding the site displays a good level of pedestrian infrastructure. Wide and well-lit footways are located on either side of the A27 Old Shoreham Road, which comfortably enable two-way pedestrian movements to take place westward and eastward. In general, the footways are in good condition and provide an unobstructed route to nearby railway stations and local centres.



Photographs 2 & 3 Footway to West & East of Site

3.3.4 The footway to the west and east of the service road in front of the site is depicted within **Photographs 2 & 3**. Furthermore, a signalised crossing lies to the west of the site, as shown in **Photograph 4**, facilitating safe crossing of the A27 Old Shoreham Road and providing access to the Lancing Manor Leisure Centre.



Photograph 4 Signalised Pedestrian Crossing Opposite Leisure Centre

- 3.3.5 In addition, a number of Public Rights of Way (PRoW) exist in the vicinity of the site, including Footpath 2060, which provides access to several PRoW in the South Downs National Park that can be used for leisurely walks.
- 3.3.6 Over short distances, cycling is often quicker than using a car and more flexible than using public transport.
- 3.3.7 As shown in **Photograph 3**, the site has good connections to cycle routes in the vicinity of the site, with a shared cycleway located directly adjacent to the site. As part of the Stage 1 Road Safety Audit process, existing cycle road markings will be restriped to ensure all cyclists are clear on the routes in which they should travel in the vicinity of the site.
- 3.3.8 As part of the improvement works along the A27 Old Shoreham Road, a newly constructed wide shared cycleway is present on its northern side.
- 3.3.9 The National Cycle Network (NCN) – Route 2 passes to the south of the site, running adjacent to the seafront. NCN Route 2 is a long-distance cycle route that runs between Dover and the Cornwall. NCN – Route 223 passes to the east of the site and provides a route between Chertsey to the North and Shoreham-by-Sea to the south. These routes are predominantly traffic-free.
- 3.3.10 Additionally, some local roads are considered to be conducive to cycling given their flat topography and relatively low speeds. It is therefore considered that there are realistic opportunities for residents to travel to/from the site by active modes (walking/cycling) to a large number of everyday facilities.

3.4 WCHAR

3.4.1 As part of the pre-application process, a Walking, Cycling and Horse-riding Assessment and Review was requested, in order to facilitate the inclusion of these modes in the highway scheme development process and identify opportunities for new or improved facilities and their integration with the local and national network.

3.4.2 The WCHAR, which was prepared in accordance with the Design Manual for Roads and Bridges (DMRB) GG142, and is attached hereto at **Appendix D**. The WCHAR identified a number of deficiencies in the vicinity of the site, as follows:

- (i) Unofficial link between car park and the A27 presents a trip/fall hazard for pedestrians and cyclists;
- (ii) Evidence of encroachment of organic material onto the footway may reduce usable footway width
- (iii) Unclear directional signage for cyclists travelling westbound along the pedestrian / cycleway; and
- (iv) Access to bus stop on southern side of A27 Old Shoreham Road facilitates step only access.

3.4.3 The WCHAR report then provided a recommendation / opportunity for each of the identified deficiencies, which will all be considered / investigated as part of the design process.

3.5 Bus Services and Facilities

3.5.1 The closest bus stops to the site are the 'Hoe Court' bus stops, with the westbound stop being located 120m (a circa 1 ½ minute walk) to the east of the site and the eastbound stop located 220m to the east of the site. The 'Hoe Court' bus stops are demarcated by a flag and pole with timetable information and benefit from a dedicated bus layby. Despite being closest in proximity, the eastbound 'Hoe Court' bus stop requires a walk of circa 1km from the site as pedestrians would need to use the signalised crossing to the west of the site.

3.5.2 Therefore, the closest eastbound stop is the 'Leisure Centre' bus stop. This stop is demarcated by a flag and pole with timetable information and benefits from a dedicated bus layby and a shelter with seating.

3.5.3 Each stop is served by bus routes 9, 106 and 740. A summary of the services is presented in **Figure 4**.

Route No / Summary		Typical Frequency	Hours of Operation
9	Shoreham-by-Sea – Lancing – Worthing – Angering – Littlehampton – Arundel	Mon-Sat: every hour	Mon-Sat: 07:51-18:57
106	Henfield – Upper Beeding – Steyning – Lancing - Worthing	Mon, Wed & Fri: twice a day	Mon, Wed & Fri: 10:14-13:27
740	Lancing – Sompting – North Lancing – Upper Beeding - Steyning	Mon-Fri: twice a day	Mon-Fri: 08:07-15:43

Figure 4 Summary of Local Bus Services

3.5.4 The above summary confirms that the local area benefits from regular bus services, providing frequent connections to Shoreham-by-Sea, Worthing, Littlehampton and Arundel, for example. Timetables, route maps and fare information can be found at: <https://www.traveline.info/>.

3.6 Rail Services & Facilities

3.6.1 The nearest railway station to the site is Lancing railway station, which is located circa 1.7km (a circa 21-minutes' walk) to the south-west of the site. Lancing railway station sits on the West Coastway Line, and its services are operated by Southern.

3.6.2 A summary of the services from each station is contained in **Figure 5**.

Destination	Frequency	Duration	Calling Points
London Victoria	2 trains per hour	81 minutes	Shoreham-by-Sea, Hove, Hassocks, Burgess Hill, Haywards Heath, Gatwick Airport, East Croydon, Clapham Junction
Brighton	4 trains per hour	19-22 minutes	Shoreham-by-Sea, Southwick, Portslade, Hove
Littlehampton	2 trains per hour	26-28 minutes	Worthing, West Worthing, Durrington-on-Sea, Goring-by-Sea, Angering
Portsmouth & Southsea	1 trains per hour	62 minutes	Worthing, Goring-by-Sea, Angering, Barnham, Chichester, Havant, Fratton
Chichester	1 trains per hour	56 minutes	East Worthing, Worthing, West Worthing, Littlehampton, Ford, Barnham
Southampton Central	2 trains per hour	90 minutes	Worthing, Chichester, Havant, Fareham, Swanwick

Figure 5 Summary of Local Rail Services

3.6.3 Lancing railway station offers 24 cycle stands and various seating areas. Full details of routes, timetable and station facilities can be found at: www.nationalrail.co.uk.

3.7 Summary of Accessibility Credentials

3.7.1 The above review demonstrates that the site is accessible by a variety of modes of transport that have the potential to reduce reliance upon the private car and increase active travel. It is therefore considered that the proposals fully accord with the guiding principles of the NPPF, ESCC, and ADC policies.

4 DEVELOPMENT PROPOSALS

4.1.1 The proposed development comprises the demolition of the existing dwelling and the construction of nine new dwellings on the land to the rear of number 74 Old Shoreham Road. A copy of the proposed site layout plan is attached at **Appendix A**.

4.2 Access Arrangement

4.2.1 The site is currently accessed via a service road running parallel to the A27 Old Shoreham Road, which in turn affords access to a driveway. The service road facilitating access into the site is assumed to work in an in / out arrangement, although there is no signage or restrictions to enforce this ordering.

4.2.2 As shown in **Drawing 2023/7464/001**, appropriate signage and road markings would be implemented, including the installation of a left-turn only sign opposite the new access with the Service Road. This will illustrate to drivers that they are prohibited from exiting onto the A27 Old Shoreham Road from the eastern access and are prohibited from exiting the A27 Old Shoreham Road onto the service road from the western access. This will reduce the risk of vehicles having to wait in the A27 Old Shoreham Road's carriageway whilst a vehicle is waiting to join it.

4.2.3 Access to the proposed dwellings would be afforded via the demolition of the existing bungalow at 74 Old Shoreham Road. The access would be designed in accordance with the relevant design standards, ensuring that it can be used safely and functionally.

4.2.4 **Drawing 2023/7464/005** shows a refuse vehicle, the largest vehicle anticipated to regularly require access to the site, accessing and egressing the site in a forward gear using the turning head provided.

4.2.5 Furthermore, **Drawing 2023/7464/010** demonstrates a standard vehicle turning into the access and using a number of spaces before turning and egressing the site in a forward gear.

4.2.6 Since the A27 Old Shoreham Road is subject to a 40mph speed limit (design speed of 70kph) and the access is existing, no diverge or merge tapers would be necessary.

4.2.7 In respect of the intervisibility between vehicles emerging from the service road from the proposed residential development and traffic on the A27 Old Shoreham Road the two key elements to be assessed

4.2.8 Due to the use of the proposed access intensifying, a traffic speed survey was carried out adjacent to the site access. This was placed on the westbound carriageway of the A27 Old Shoreham Road opposite the site access and was carried out on Wednesday 15th November 2023 between the hours of 11:00am and 12:30pm during dry weather. The traffic survey recorded the speeds of 200 vehicles between the hours specified. The full results of the traffic speed survey are attached at **Appendix E**.

4.2.9 The weather was dry during each of the survey periods and consequently, in accordance with CA 185, the recorded 85th Percentile Speeds can be utilised as representative of the Design Speed for the road. The results show that the 85th percentile speeds are 45.0 mph for vehicles travelling westbound.

4.2.10 In terms of visibility, with reference to DMRB CD 123, at an 'x' distance of 2.4 metres, an approaching driver will have to slow to a virtual stop at the give way line to observe traffic on the major road without encroaching onto it. Consequently, only one vehicle at a time can safely exit from the minor road under these operating conditions. It is clearly evident that the volume of traffic emerging from the access will be low, as shown in the subsequent section, and assuming access for the retained 7 dwellings, in addition to the 9 proposed, the simple priority junction would experience circa 72 two-way daily movements and circa 8 during a peak hour (1 every 7-8 minutes). Therefore, a 2.4 metre 'x' distance is appropriate.

4.2.11 The 'y' distance is based upon stopping sight distances (SSD's) of traffic approaching on the major arm of a junction.

4.2.12 Based on the above design speed assumption, and advice contained within the NH pre-application response, RGP has established the visibility y-distance criteria (SSD) as 2.4m x 140.0m. **Drawing 2023/7464/001** demonstrates that a visibility splay of 2.4m x 128.0m is achievable to the right along the A27 Old Shoreham Road viewing to the nearside kerbline.

4.2.13 Despite the achievable visibility falling short of the required y-distance of 140.0m, it is noted that CD 109 Table 2.10 confirms that a 'One step below desirable minimum' of 105.0m is allowed. The achievable y-distance of 128.0m is 23.0m in excess of the aforementioned one step below desirable minimum, and as such is seen as appropriate in the context of the development proposals. It is also noted that greater levels of visibility are achievable to the approaching vehicles in lane 1 and lane 2.

4.2.14 The proposed access arrangements therefore affords reasonable levels of visibility and are considered suitable to serve the proposed development. It represents an improvement to the existing arrangement and would maximise the achievable visibility for drivers emerging onto the A27 Old Shoreham Road.

4.2.15 In summary, the proposed access improvements shall amalgamate two points of vehicular access onto the A27 Old Shoreham Road into a single improved access and provide suitable levels of visibility, given the local context. The proposed junction arrangements are considered to be appropriate to accommodate a modest change in traffic flows associated with the proposed residential development.

4.2.16 On the basis of the above assessment, plus the absence of recorded accident clusters in the vicinity of the site, the proposed access arrangements are considered to be appropriate to serve the proposed residential development.

4.3 Car Parking

4.3.1 The current ADC parking guidance for residential developments can be found in Table 2 of WSCC's 'Guidance on Parking at New Developments' (September 2020). This assesses the level of parking that could be needed through the use of 'Parking Behaviour Zones' (PBZ). The Adur District PBZ plan is provided at Appendix A of the guidance and **Appendix F** of this report, and it identifies the site as being located in Zone 4.

4.3.2 **Figure 6** is an extract of WSCC's Table 2, which shows the anticipated level of parking demand for the site.

Number of Bedrooms	Number of Habitable Rooms	PBZ1	PBZ2	PBZ3	PBZ4	PBZ5
1	1 to 3	1.5	1.4	0.9	0.9	0.6
2	4	1.7	1.7	1.3	1.1	1.1
3	5 to 6	2.2	2.1	1.8	1.7	1.6
4+	7 or more	2.7	2.7	2.5	2.2	2.2

Figure 6 Residential Parking Demand

4.3.3 As shown in **Figure 6**, the site would generate a parking demand of 18.8 spaces across the whole development. As the car parking spaces will be allocated to each dwelling, WSCC's parking guidance states that it may be appropriate to provide an additional 0.2 spaces per dwelling for visitor parking. This could therefore require a total of 21 car parking spaces across the entire site.

4.3.4 As shown in **Appendix A**, the site would provide a total of 18 car parking spaces across the site, with 2 spaces being allocated to each dwelling. Whilst this is lower than the anticipated parking demand for the site, it is noted that WSCC's guidance does allow variations to 'the expected parking demand by 10% above or below'. Due to the site's constraints and convenient access to a range of amenities and public transport services locally and good walking infrastructure, the provision of 18 car parking spaces is seen as an appropriate level.

4.3.5 Furthermore, the proposed quantum of parking of 2 spaces per unit is considered to accord with the NPPF's [Section 109] vision-led approach that seeks to deliver well-designed, sustainable and popular places to live with regards to the 'Decide and Provide' methodology rather than 'Predict and Provide' that is otherwise advocated by the application of the West Sussex method of anticipating the level of parking demand a new residential development may create.

4.4 Cycle Parking

4.4.1 The cycle parking standards outlined in Table 1 of WSCC's Guidance on Parking at New Developments have been used to establish an appropriate level of cycle parking for the site, as summarised in **Figure 7** below.

Type	Dwelling Size	Cycle Provision (per unit)
Houses	Up to 4 rooms (1 & 2 bed)	1 space
Houses	5 + rooms (3+ bed)	2 spaces

Figure 7 Minimum Levels of Cycle Provision

4.4.2 Based on the standards outlined above and the mix of residential units proposed, the site would generate a requirement for a minimum of 18 long-stay cycle parking spaces. As such, the development would be designed to safely and securely accommodate two cycle parking spaces within the curtilage of each dwelling.

4.5 Stage 1 Road Safety Audit

4.5.1 As requested by NH during pre-application discussions, a Stage 1 Road Safety Audit (RSA) has been undertaken by an independent team to review the proposed access arrangements. The RSA was undertaken by The Safety Forum Limited on the 19th May 2025, including a site visit undertaken by the appointed Audit Team. The Audit Team was provided with all necessary drawings and information relating to the scheme (including a Road Safety Audit Brief) prior to commencement.

4.5.2 A copy of the Stage 1 RSA is contained within **Appendix G**. In accordance with the relevant Design Manual for Roads and Bridges Standard GG119 'Road Safety Audit', an RSA Response Report has been prepared by RGP as a review of the items raised in the RSA and confirmation of the actions to be taken to address any identified road safety concerns. A copy of the RSA Designers Response is also attached at **Appendix G**.

4.5.3 Furthermore, **Drawing 2023/7464/001 P7** demonstrates the various design changes that have been as a result of the findings from the Stage 1 RSA.

4.6 Delivery and Servicing Arrangements

4.6.1 The proposals allow for all servicing vehicles to turn around on-site, thereby minimising on-street servicing activity.

4.6.2 With regard to emergency access, the British standards require a fire tender to gain access to within 45m of each dwelling. This will be accommodated within the development proposals, in line with British standards.

4.6.3 **Drawing 2023/7464/005** demonstrates a refuse vehicle accessing the site in a forward gear whilst utilising the turning area provided to exit onto the A27 Old Shoreham Road in a forward gear. The refuse vehicle would have to reverse a short distance to be within a suitable distance of the eastern most dwelling, which would allow a carry distance of no greater than 10m. Double yellow lines will be implemented along the access road to ensure access for servicing / emergency vehicles is retained at all times.

5 TRIP GENERATION

5.1.1 A traffic generation assessment has been undertaken to understand the impact the proposed residential development could have on the operation of the local highway network.

5.1.2 The TRICS (Trip Rate Information Computer System) database has been interrogated to identify similar sample sites to the proposed development. TRICS is the industry-standard method to determine trip rates and provides a database of sites which can be used to estimate the trip generation potential for various development types across a range of land uses.

5.1.3 In addition to daily weekday trip generation, the potential vehicle trips during the weekday morning (0800-0900) and evening peak periods (1700-1800) have been assessed, representing the times during which the baseline network demand on the surrounding highway and transportation infrastructure is at its highest.

5.2 Existing Traffic

5.2.1 The existing site comprises a single residential dwelling. In order to assess the potential number of vehicle movements that could be generated by the existing dwelling, the following parameters were used to interrogate the TRICS database:

- (i) Use Class: 03 (Residential);
- (ii) Sub Class: A (Houses Privately Owned);
- (iii) Region: England (Excluding Greater London);
- (iv) Location: Suburban Area, Edge of Town;
- (v) Survey Days: Monday to Friday.

5.2.2 The full TRICS outputs from the assessment are attached at **Appendix H**, whilst the derived trip rate is shown in **Figure 8**.

Time Period	Arrivals	Departures	Total Two-Way
AM Peak Hour (08:00-09:00)	0	0	1
PM Peak Hour (17:00-18:00)	0	0	1
Daily (07:00-19:00)	2	2	5

Figure 8 Trip Rate (1 dwelling)

5.2.3 As shown in **Figure 8**, the existing dwelling is anticipated to generate 1 two-way vehicle movements in each peak hour and a total of 5 two-way vehicle movements during a typical weekday.

5.3 Proposed Traffic Generation

5.3.1 The proposed site will consist of 9 residential dwellings. In order to assess the potential number of vehicle movements that could be generated by the proposals, the same TRICS outputs from the previous assessment have been used. The derived trip generation is shown in **Figure 9**.

Time Period	Arrivals	Departures	Total Two-Way
AM Peak Hour (08:00-09:00)	1	3	5
PM Peak Hour (17:00-18:00)	3	1	5
Daily (07:00-19:00)	20	20	41

Figure 9 Trip Generation (9 dwellings)

5.3.2 As shown in **Figure 9**, the proposed development would be anticipated to generate a total of 5 two-way vehicle movements during the AM and PM peak hours and a total of 41 two-way vehicle movements over the course of a typical weekday.

5.4 Net Impact

5.4.1 **Figure 10** below presents the net impact of the development proposals against the existing site, based on the results outlined above.

Time Period	Arrivals	Departures	Total Two-Way
AM Peak Hour (08:00-09:00)	+1	+3	+4
PM Peak Hour (17:00-18:00)	+3	+1	+4
Daily (07:00-19:00)	+18	+18	+36

Figure 10 Net Impact

5.4.2 As shown in **Figure 10**, the development proposals are anticipated to lead to a slight increase of 4 two-way vehicle trips in both peak periods and a total increase of 36 two-way vehicle trips over the course of a typical weekday. This represents an additional vehicle movement every 15 minutes in each peak hour, demonstrating the minimal impact the development will have on the local highway network.

5.5 Distribution Assessment

5.5.1 A distribution assessment has been completed at the request of NH during pre-application discussions, in order to understand the impact of the site on the Strategic Road Network (SRN).

5.5.2 This was carried out using the 2011 Census 'Location of usual residence and place of work' dataset at the MSOA level (E01031358 : Adur 007A) (attached at **Appendix I**), and assessed to which Local Authority residents of this area travel to work. This demonstrated that residents travelled to / from Brighton & Hove, Worthing and within Adur.

5.5.3 An online journey planner was then used to find the quickest route to the destination in order to assign the trips to the network. The journey planner was set to a weekday 8am start time to ensure that peak period congestion was accounted for.

5.5.4 It is noted that the left-in / left-out access arrangement restricts site access to westbound movements only. As a result, vehicles approaching from the eastbound direction must first continue past the site, perform a U-turn at the newly constructed roundabout to the east, and then re-approach the site westbound to make a compliant left-turn entry. Similarly, those wishing to travel eastbound out of the site must first perform a U-turn at Lancing Manor Roundabout, before continuing toward Brighton & Hove, for example.

5.5.5 The distribution assessment found that during the AM peak hour, vehicle departures from the site are expected to make the following movements at Lancing Manor Roundabout:

- Left-turn movements for trips with destinations within Adur;
- Straight-ahead movements for trips travelling westbound toward Worthing; and
- U-turn manoeuvres to travel toward the newly constructed roundabout to the east of the site for trips heading eastbound toward Brighton & Hove, for example.

5.5.6 Additionally, one arrival during the AM peak hour would approach from Lancing town centre to the site via both Lancing Manor Roundabout and the new roundabout to the east.

5.5.7 In the PM peak hour, anticipated arrivals to the site include the following movements through Lancing Manor Roundabout:

- One straight-ahead movement from the A27 westbound (originating from Worthing); and
- One right-turn movement from the A2025 (originating within Adur).

5.5.8 Both movements would then complete a U-turn at the newly constructed roundabout east of the site before accessing the site. An additional arrival from Brighton & Hove is also expected to approach via this route.

5.5.9 One departure during the PM peak would make a left turn at Lancing Manor Roundabout, followed by a left turn toward Lancing town centre.

5.5.10 This demonstrates that the development proposals would lead to an additional four movements through Lancing Manor Roundabout in the AM peak hour, and an additional three movements through the newly constructed roundabout to the east of the site in the PM peak hour. This is a negligible increase in traffic at both roundabout junctions.

6 SUMMARY & CONCLUSIONS

6.1.1 This Transport Statement has considered the transport planning implications associated with the proposed residential development at land south of 74 Old Shoreham Road, Lancing, West Sussex (the 'site') to provide 9 dwellings with associated access, landscaping and parking provision and finds:

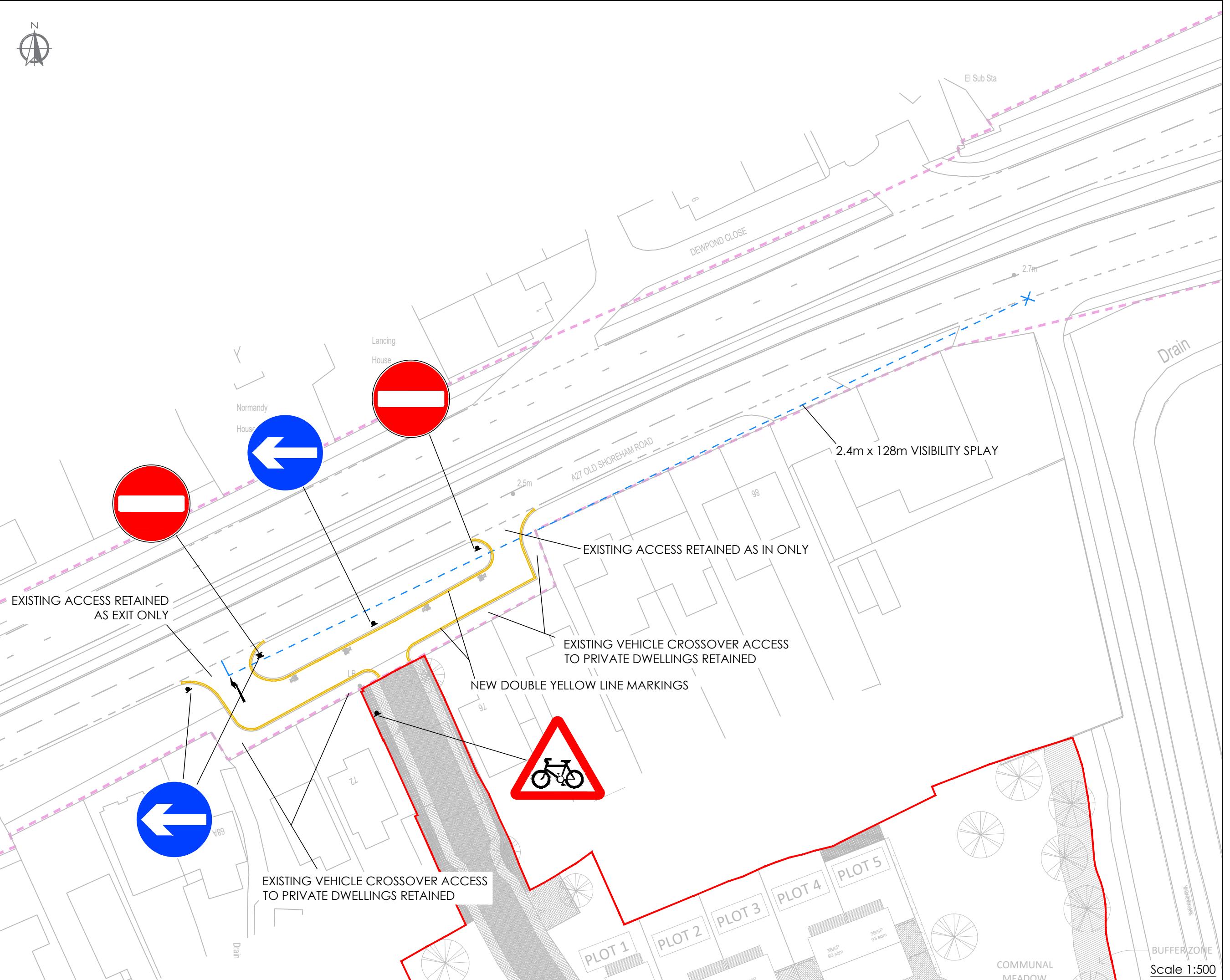
- (i) The site is located on the southern side of the A27 Old Shoreham Road between Lancing and Shoreham-by-Sea, circa 300m to the east of Lancing Manor Leisure Centre and circa 1.7km to the north-east of Lancing railway station. The site currently comprises a small detached residential bungalow, which is accessed via a service road off the A27 Old Shoreham Road, and an area of undeveloped land to its rear;
- (ii) Owing to the site's location within Lancing, it benefits from convenient access to a range of amenities and public transport services locally and good walking infrastructure in the vicinity of the site;
- (iii) A review of accident data over the most recently available five-year period has confirmed that no accident patterns or clusters are present on the local highway network in the vicinity of the site;
- (iv) Car parking would be provided on site with a total of 18 spaces, which closely aligns with the WSCC car parking standards and is sufficient to accommodate the likely demand for car parking at the site.
- (v) Secure and covered cycle parking would be provided within the curtilage of each dwelling, to encourage the use of this mode;
- (vi) Servicing for the site would be accommodated on-site, with a dedicated turning head provided to ensure vehicles can access and egress the site in a forward gear; and
- (vii) The proposals are anticipated to generate an additional 4 two-way vehicle movements during each peak hour, and an additional 36 two-way vehicle movements over the course of a typical weekday.
- (viii) A traffic distribution assessment identified a negligible increase in traffic around the Strategic Road Network in each peak hour.

6.2 Conclusion

6.2.1 In conclusion, the National Planning Policy Framework (December 2024) Section 116 states: "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, following mitigation, would be severe, taking into account all reasonable future scenarios." This report has established that the development at land south of 74 Old Shoreham Road, Lancing, West Sussex would not result in an unacceptable impact on highway safety and nor would it lead to a severe impact on the surrounding highway network.



DRAWINGS



NOTES

This drawing has been prepared for the purpose of planning discussions and does not constitute a detailed design drawing, or construction drawing. A Design Hazard Inventory has been prepared by RGP setting out the hazards which have been designed out. This is available upon request.

— SITE BOUNDARY
×— Visibility Splay
--- HIGHWAY BOUNDARY

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RESIDUAL HAZARDS

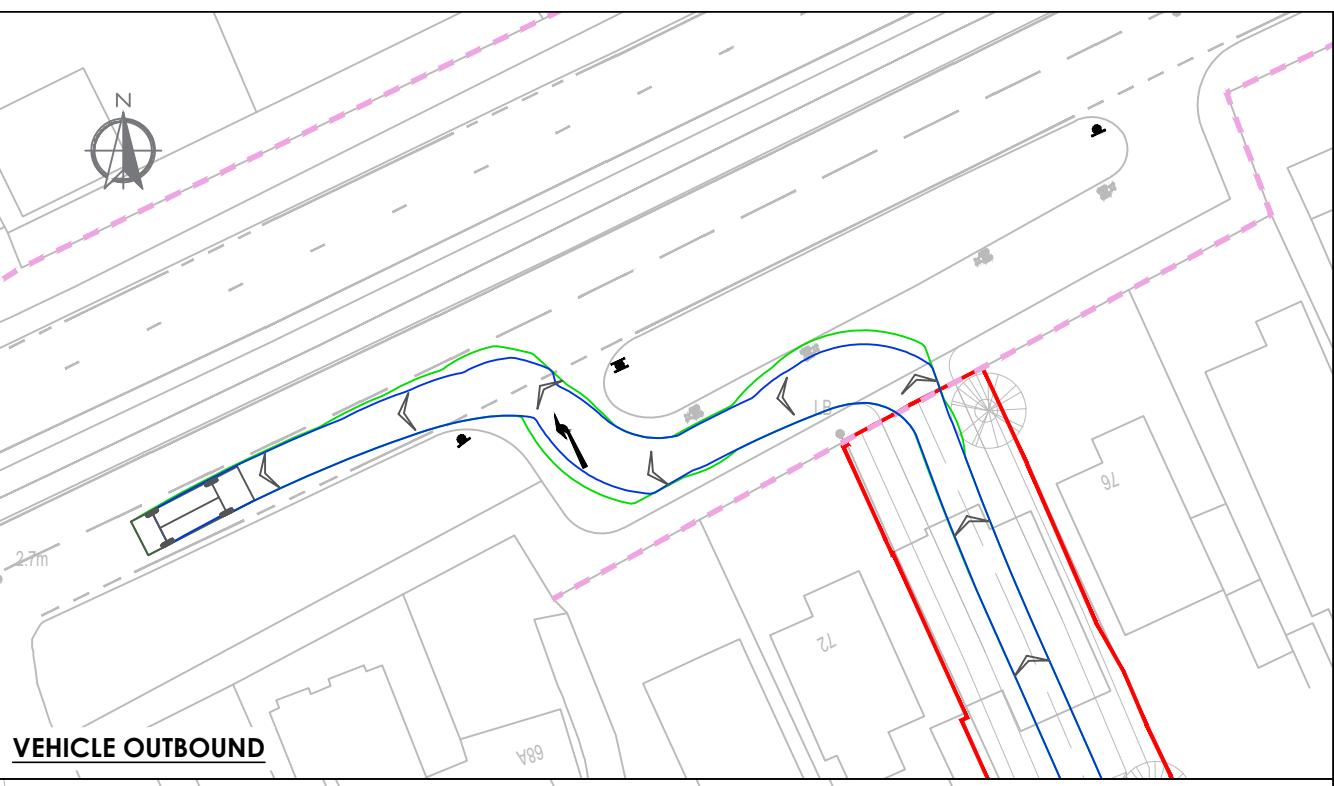
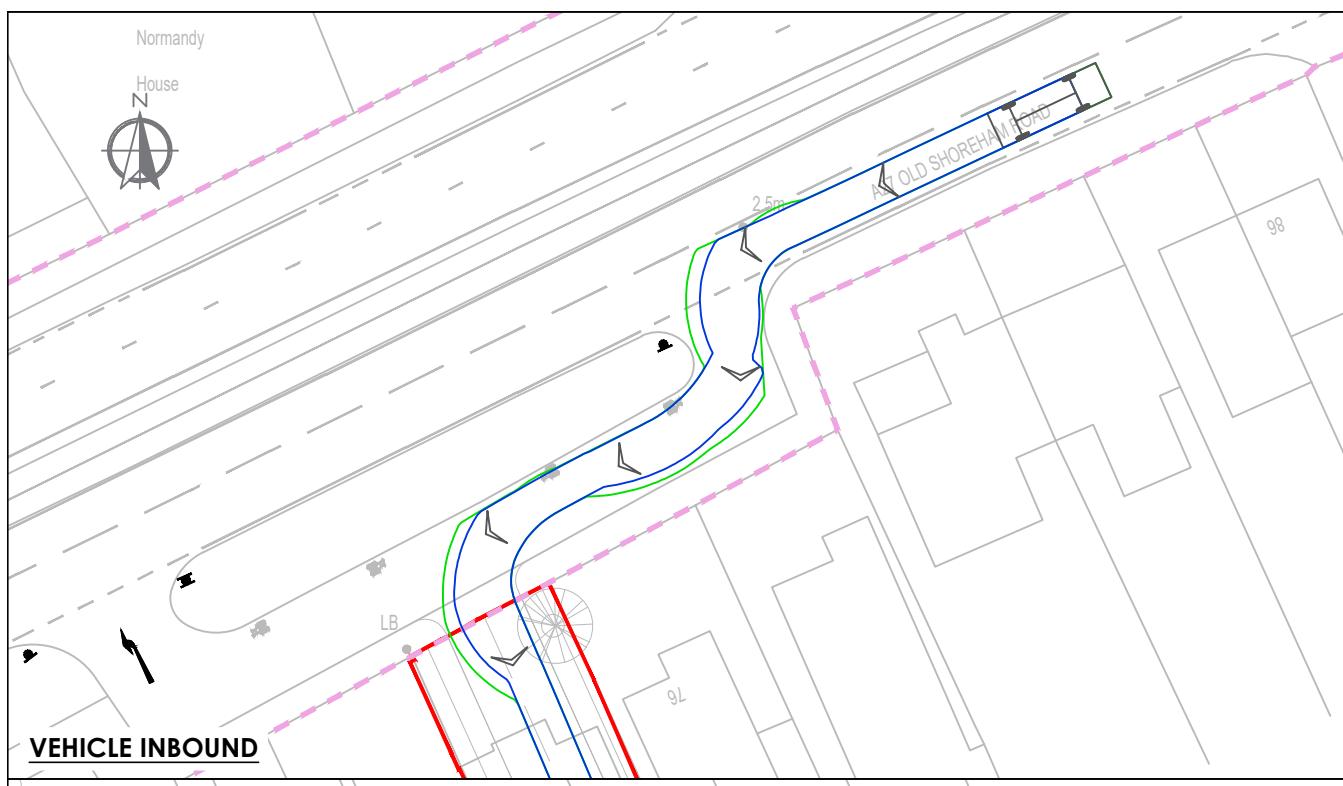
In addition to the hazards/risks normally associated with the type of work detailed on this drawing, please note the following residual hazards:

assumed that all works will be carried out by a competent contractor working, where appropriate, an approved risk assessment and method statement.

7	DLH	DETAIL AMENDMENTS	14/07/25
6	DLH	LAYOUT UPDATED	10/04/25
5	DLH	DETAIL AMENDMENTS	24/03/25
4	DLH	DETAIL AMENDMENTS	12/02/25
3	DLH	DETAIL AMENDMENTS	10/02/25
2	DLH	HIGHWAY BOUNDARY ADDED	20/10/24
1	DLH	FIRST ISSUE	09/10/24
v.	Drawn	Comments	Date



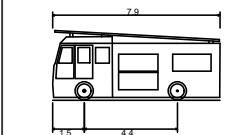
nt	A Y Developers		
ect	Mash Barn Lane, Lancing		
ing Title	Proposed Access Arrangement and Visibility Splays		
ing No.	2023/7464/001		Rev.
As shown	Drawn By	Checked By	P7
	DLH	BCC	A3



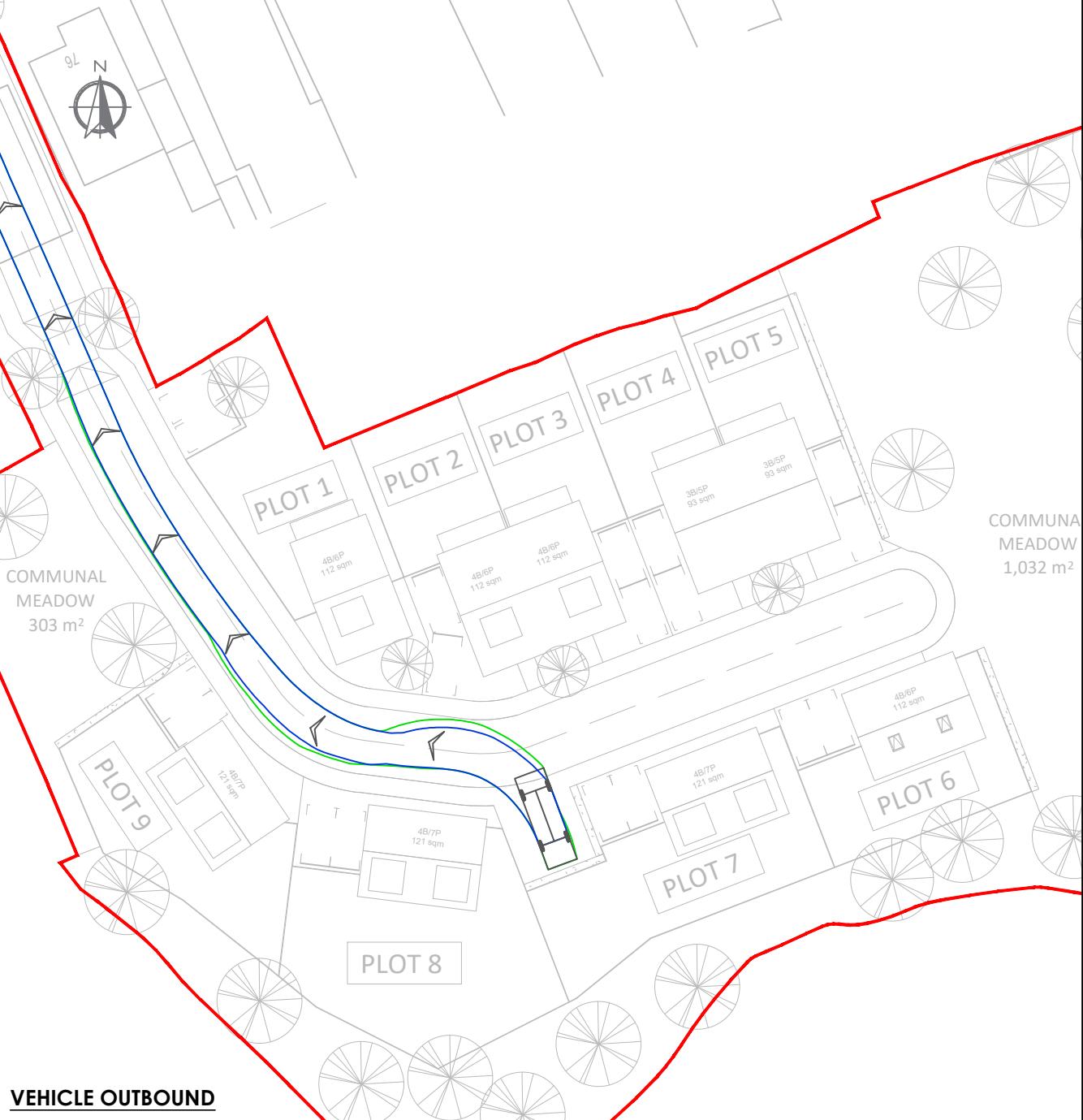
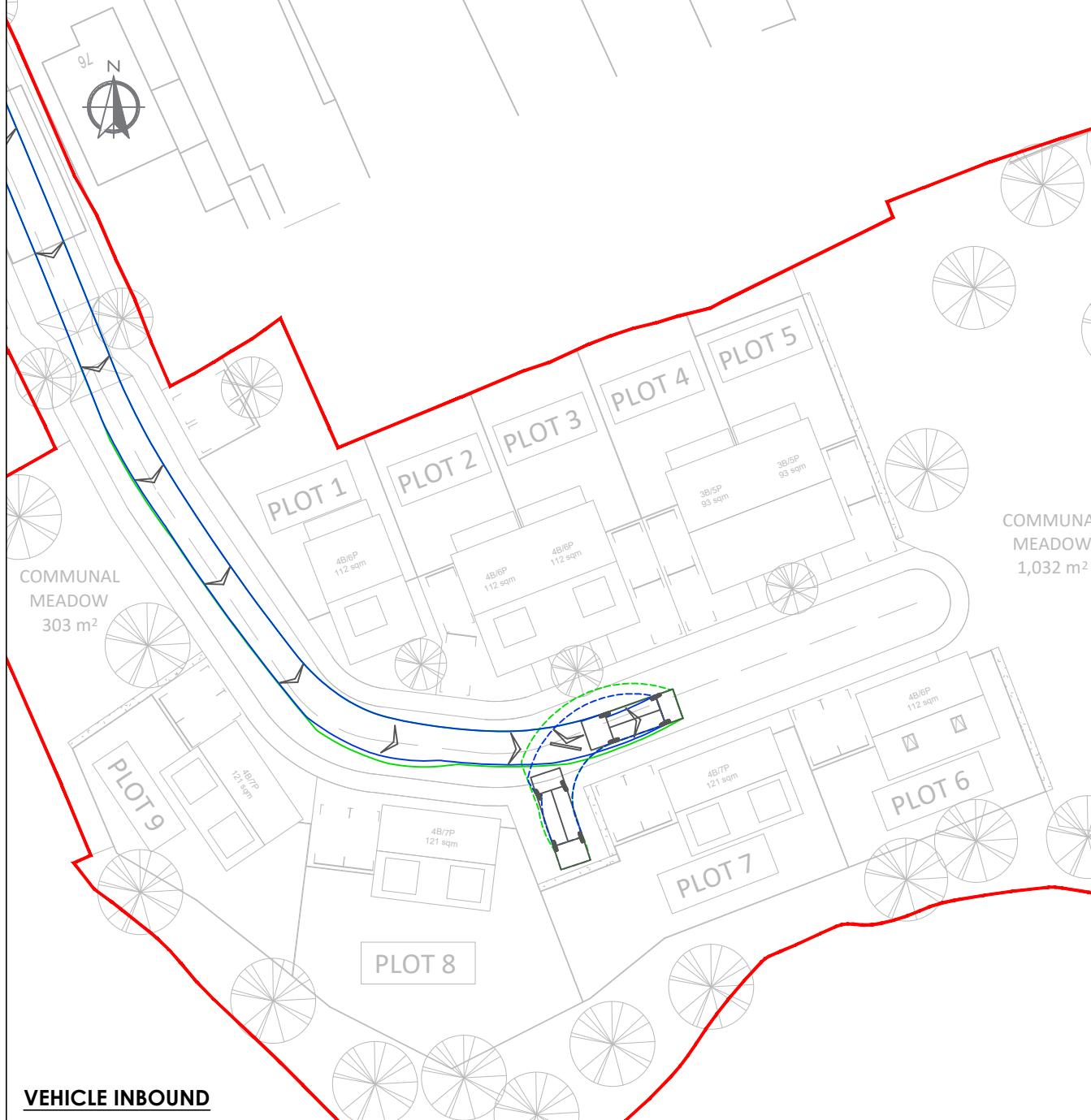
NOTES

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— SITE BOUNDARY



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

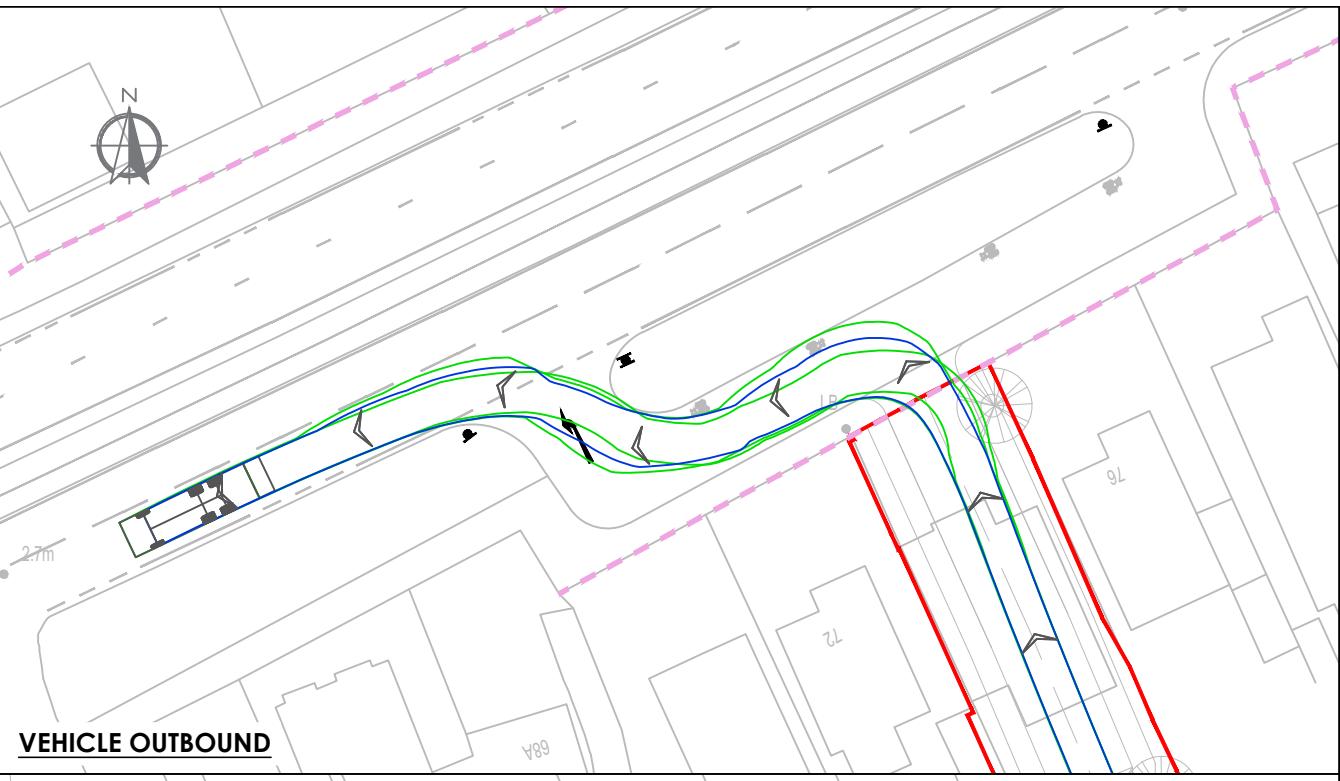
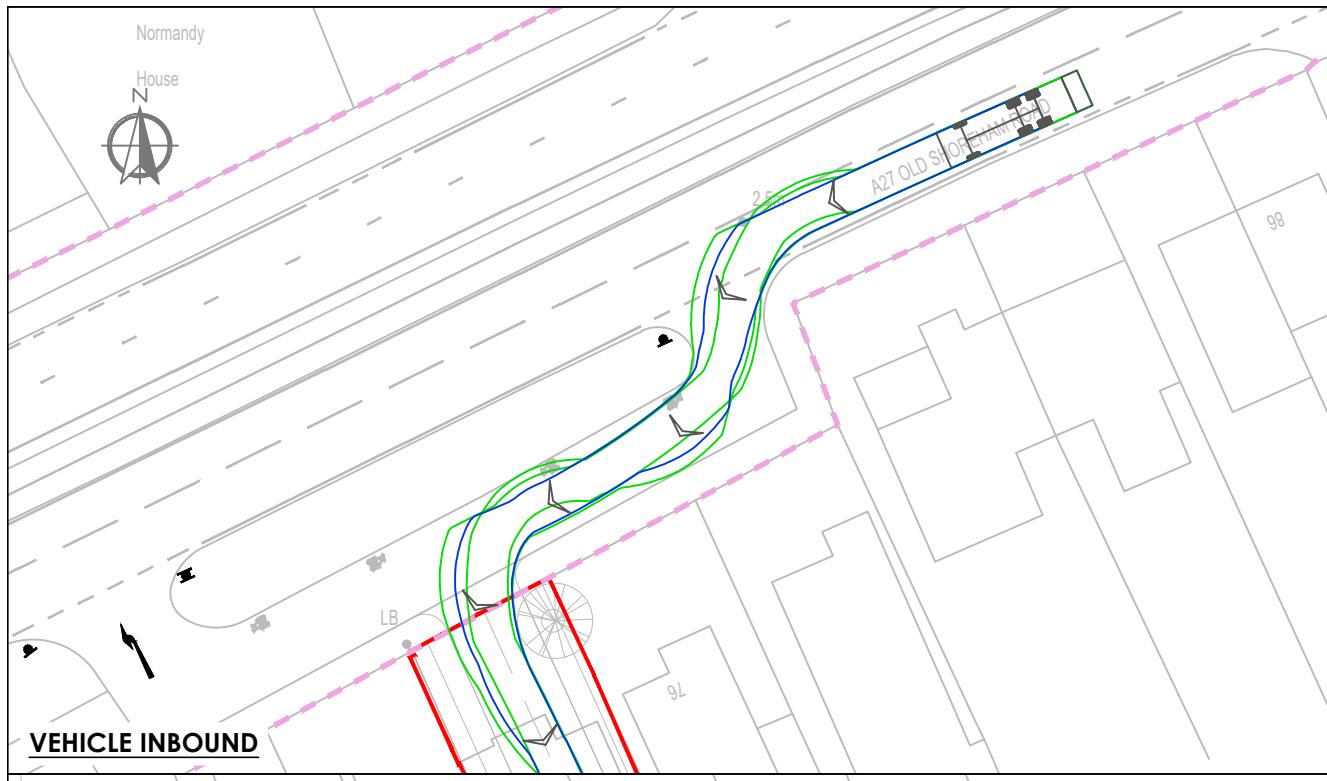


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P3	DH	LAYOUT UPDATED	10/04/25
P2	DH	LAYOUT UPDATED	28/02/25
P1	DH	FIRST ISSUE	10/02/25
Rev.	Drawn	Comments	Date



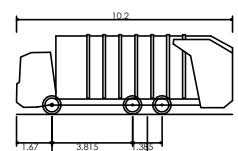
Client	A Y Developers		
Project	Mash Barn Lane, Lancing		
Drawing Title	Swept Path Analysis - Fire Tender		
Drawing No.	2023/7464/004	Rev.	P3
Scale	1:500	Drawn By	DK
		Checked By	A3



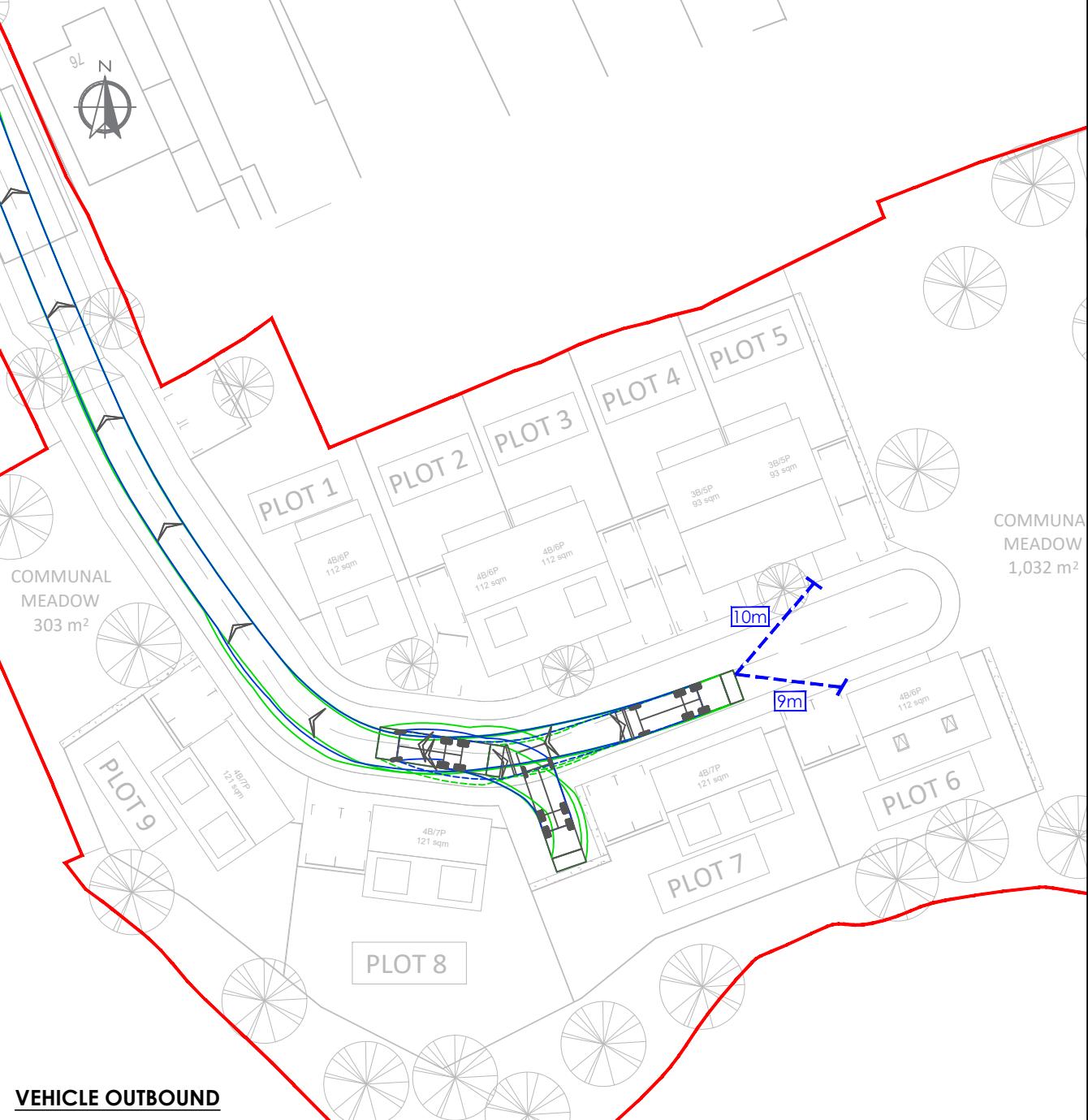
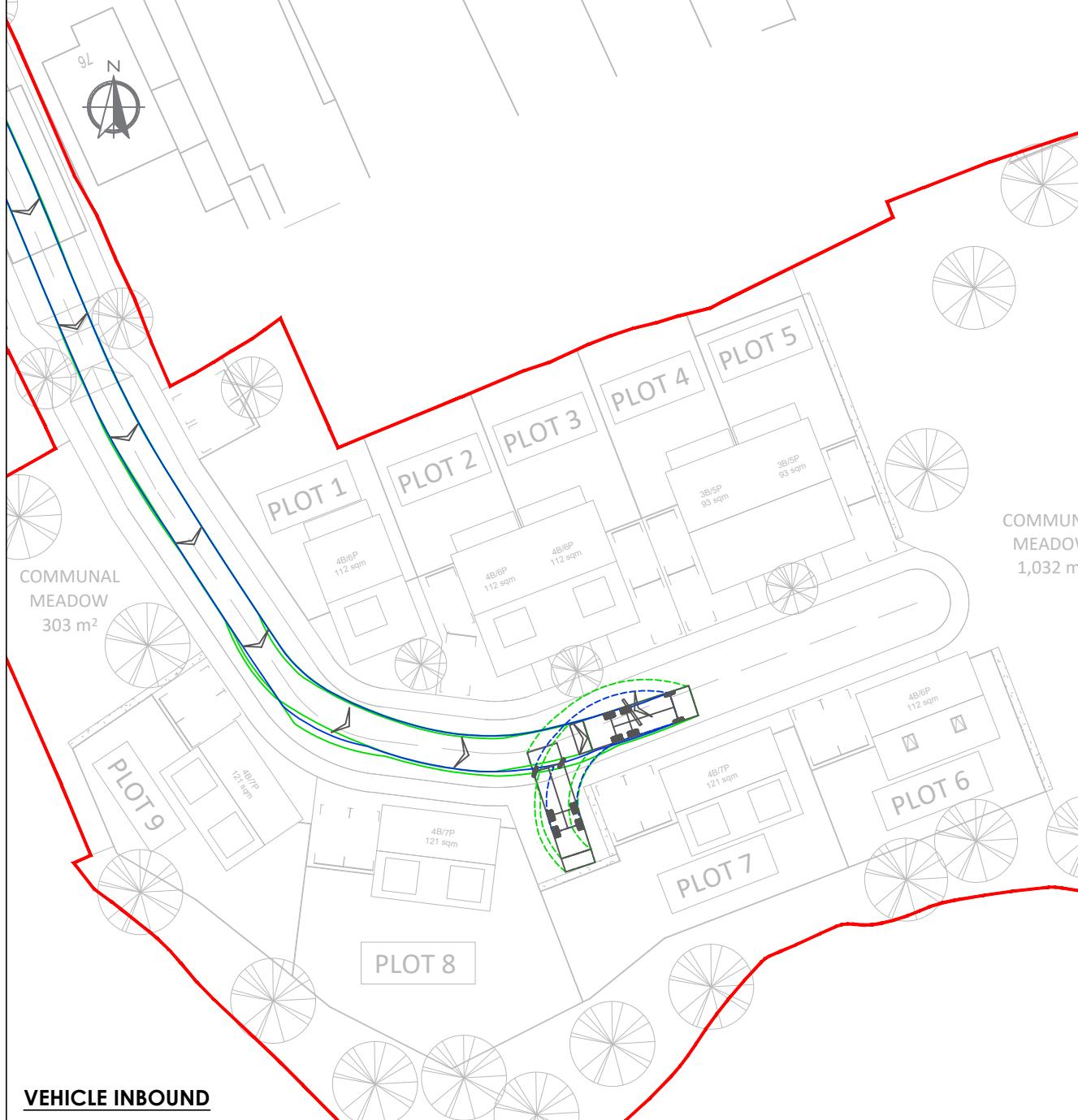
NOTES

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— SITE BOUNDARY
- - - REFUSE CARRY DISTANCE



Phoenix 2 Duo (P2-12W with Elite 6x4 chassis)
Overall Length 10.200m
Overall Width 2.530m
Overall Body Height 3.751m
Min Body Ground Clearance 0.304m
Track Width 2.500m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 7.800m

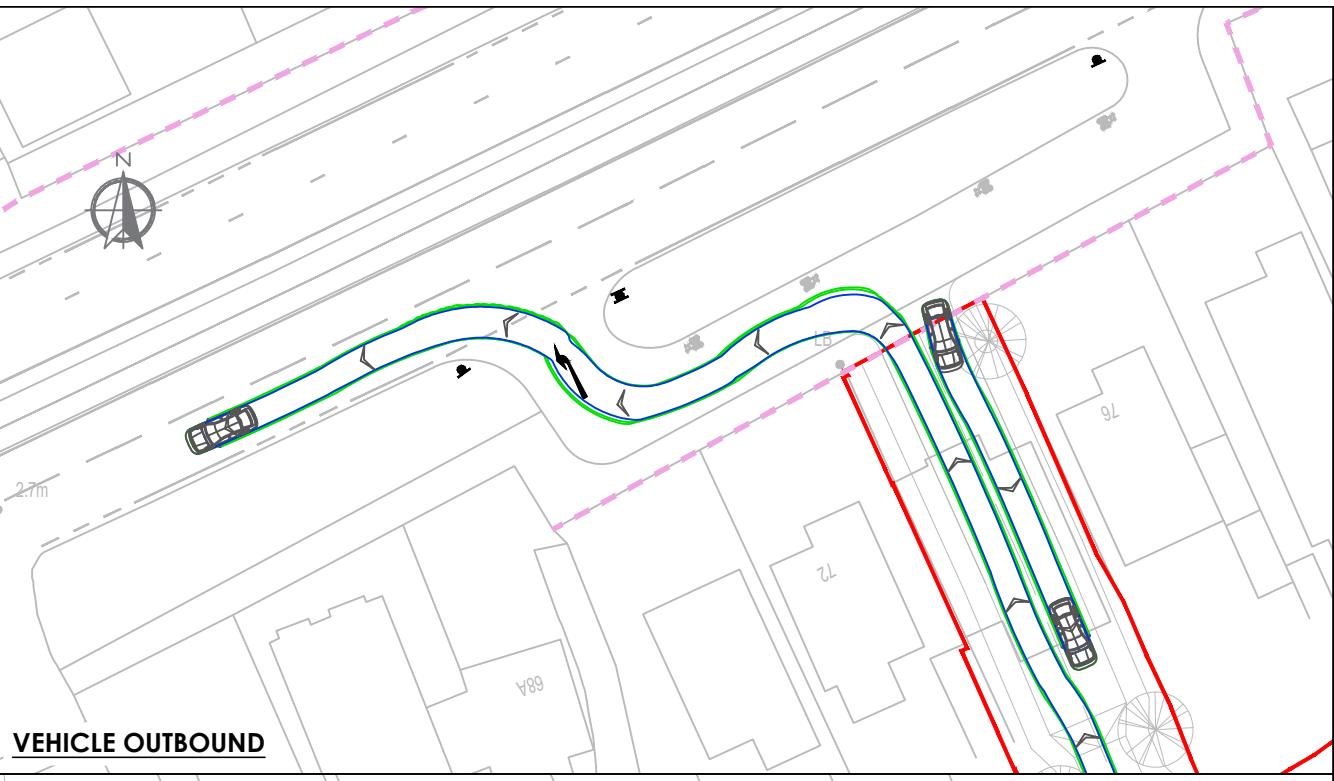
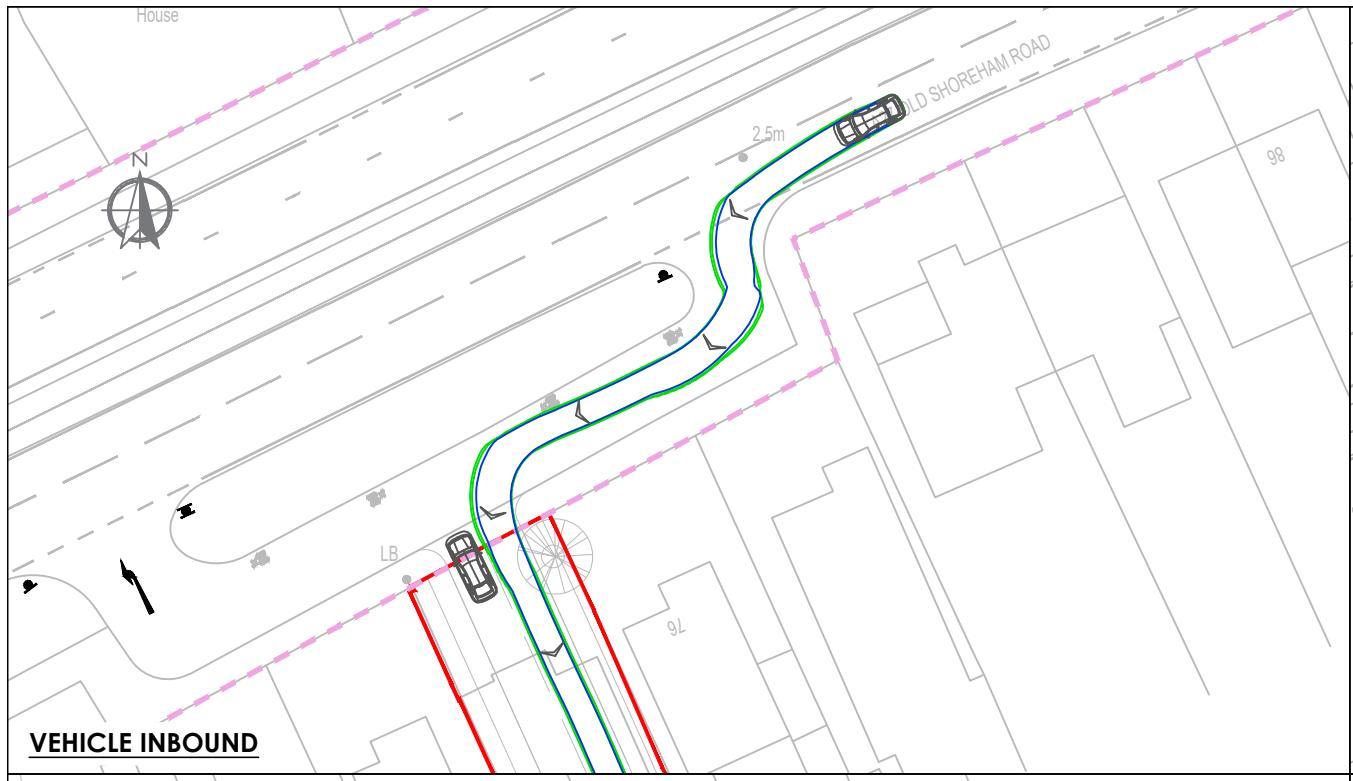


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P3	DH	LAYOUT UPDATED	10/04/25
P2	DH	LAYOUT UPDATED	28/02/25
P1	DH	FIRST ISSUE	10/02/25
Rev.	Drawn	Comments	Date



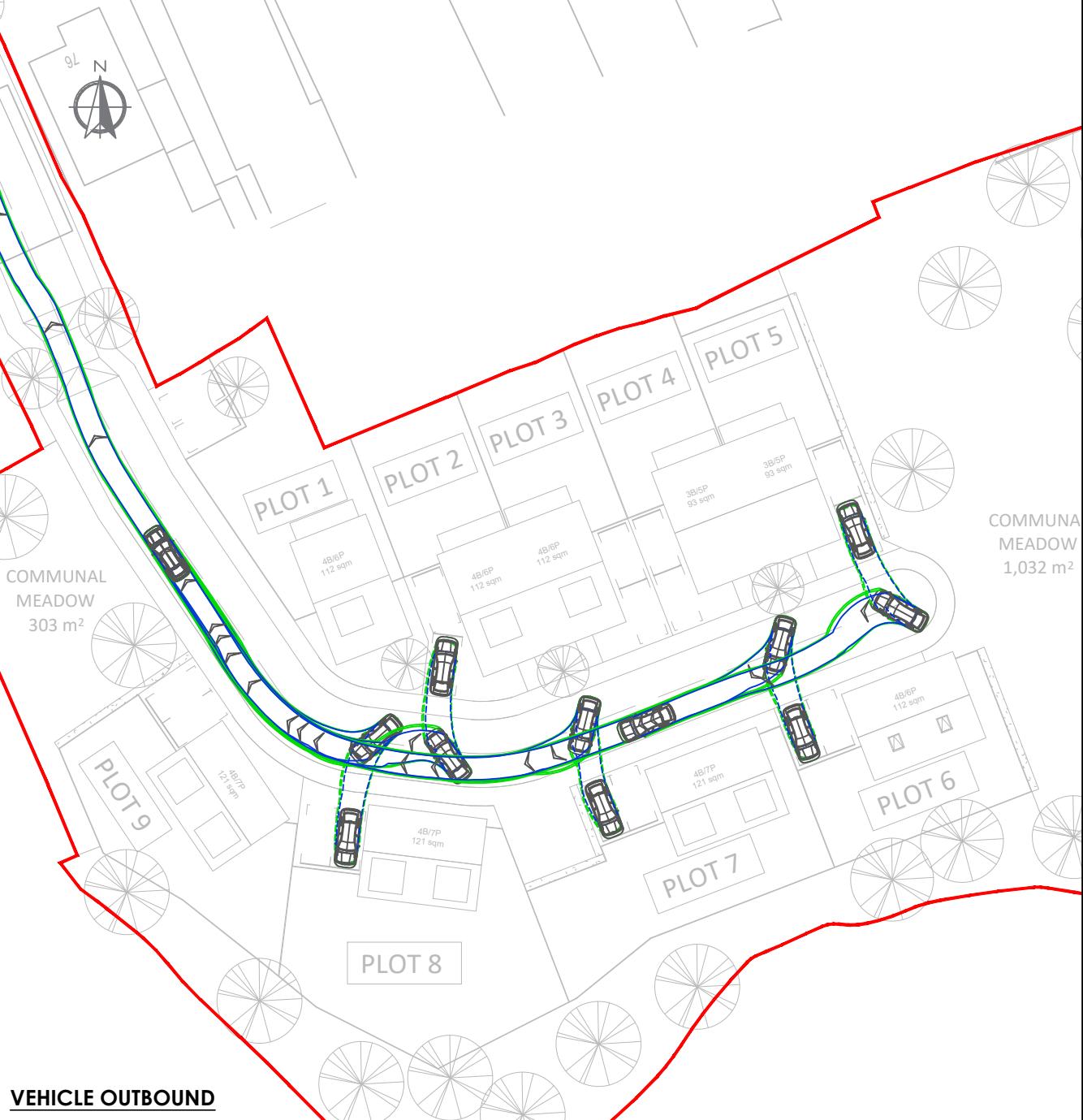
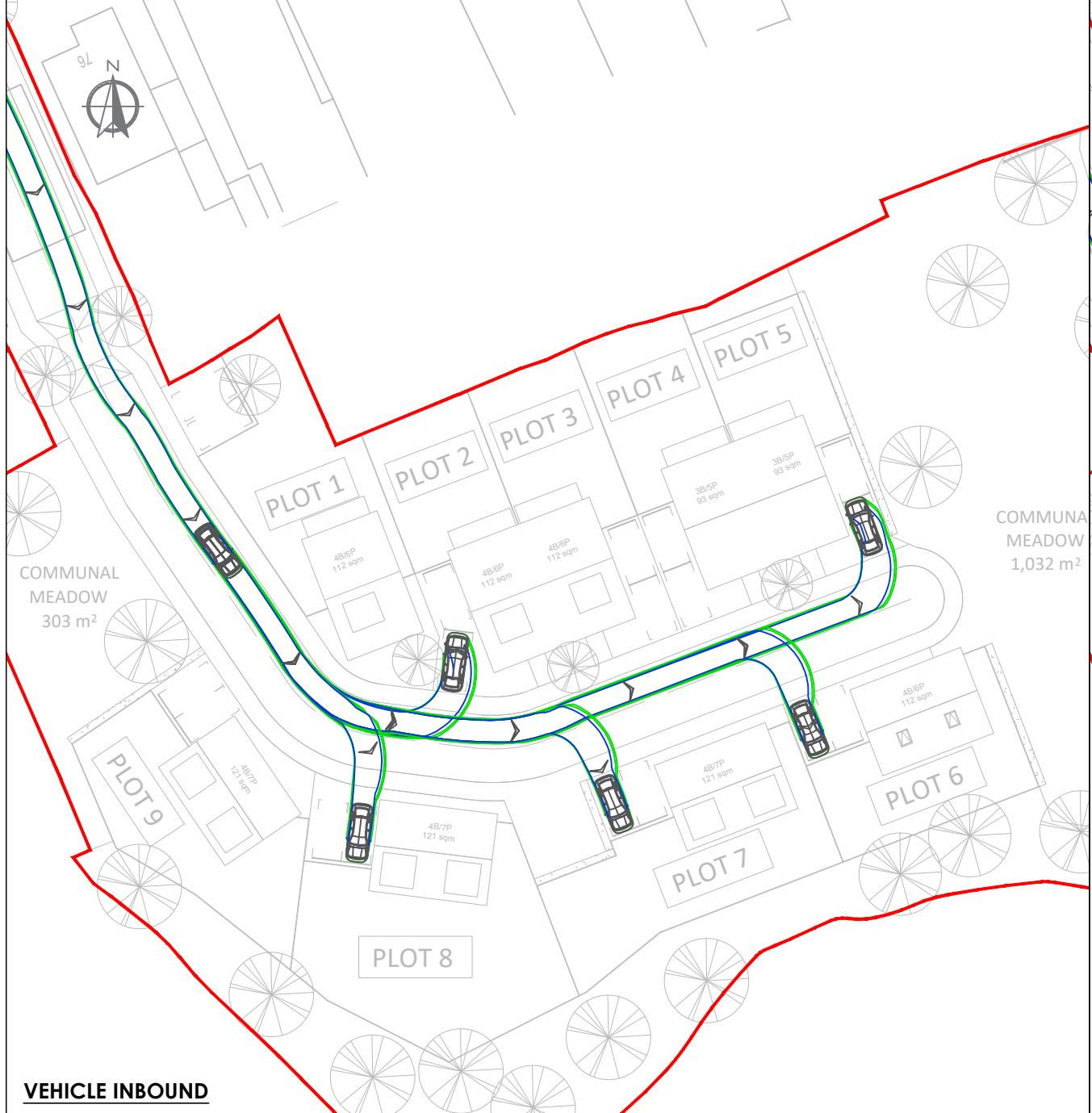
Client	A Y Developers		
Project	Mash Barn Lane, Lancing		
Drawing Title	Swept Path Analysis - Refuse Vehicle		
Drawing No.	2023/7464/005		
Scale	1:500	Drawn By	Checked By
	DH	TK	A3



NOTES

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SITE BOUNDARY



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P1	DH	FIRST ISSUE	10/04/25
Rev.	Drawn	Comments	Date

RGP
Transport Planning and Infrastructure Design Consultants
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10 York Road, London, SE1 7ND
Tel: 01483 861681 / 020 7078 9662 www.rgp.co.uk

Client
A Y Developers

Project
Mash Barn Lane,
Lancing

Drawing Title
Swept Path Analysis
- Standard Car

Drawing No.
2023/7464/010

Rev.
P1

Scale
1:500

Drawn By
DH

Checked By
TK

A3



APPENDIX A





APPENDIX B

Timothy King

From: Timothy King
Sent: 30 July 2025 11:06
To: Timothy King
Subject: RE: National Highways response re (our ref NH/25/10034) Pre Application 74: Old Shoreham Road, Lancing BN15 0QZ

From: Darren Kirkman <Darren.Kirkman1@nationalhighways.co.uk>
Sent: 06 March 2025 13:57
To: Timothy King <t.king@rgp.co.uk>
Cc: Elizabeth Cleaver <Elizabeth.Cleaver@nationalhighways.co.uk>; Planning SE <planningse@nationalhighways.co.uk>; Ben Chimes <b.chimes@rgp.co.uk>
Subject: National Highways response re (our ref NH/25/10034) Pre Application 74: Old Shoreham Road, Lancing BN15 0QZ

Dear Mr. King,

Thank you for your email of 17 February 2025 submitting documents for a pre-application enquiry relating to land to the south of the A27 74 Old Shoreham Road, Lancing.

We have reviewed the Pre-Application Transport Report and have made the following observations. The action points that require attention are highlighted in **bold and underlined**.

Access to development through the 74 Old Shoreham Road bungalow

The access to the proposed development is planned to be from the service road adjacent to the site, passing through the 74 Old Shoreham Road bungalow site. Measurements taken from the CAD file indicate that the service road has a width of 4.7 meters, while the proposed access will be 5.5 meters wide. However, there are currently no details provided regarding the site access arrangement, and there is a lack of evidence to demonstrate that service vehicles, such as refuse or fire vehicles, can access the proposed development. We will require a swept path analysis to ensure that these vehicles can navigate the access route effectively.

Additionally, we note the intention for the proposed access to remain private. However, since the works will require modifications to the current public highway, your client will need to enter into a Section 278 agreement with National Highways. This agreement will facilitate the necessary changes to the public highway to accommodate the proposed access while ensuring compliance with relevant DMRB standards.

Therefore:

- **We require detailed information of the proposed highway arrangement that will serve the development. The proposal needs to be in accordance with DMRB CD 123 requirements.**
- **You will need to demonstrate that service and emergency vehicles can access and egress the new access safely from the A27. Thus, a swept path analysis must be undertaken to the proposed development access with the service and emergency vehicles.**
- **Your client will be required to enter into a Section 278 Agreement with National Highways before any works to form the proposed access are commenced.**

Signage

We note the intention to retain the existing service road that provides access to the properties fronting it. The proposal includes formalising this service road to allow only one-way movements. The western access is intended to serve vehicles accessing the A27 Old Shoreham Road, while the eastern access will accommodate vehicles entering the service road. We acknowledge that appropriate traffic signs will be implemented to facilitate this arrangement, though we are still reflecting on the implications of this on the (two-way) unsegregated cycle lane. Nonetheless, a **Traffic Regulation Order will be needed to establish a one-way street.**

Design speed / Visibility

The speed survey indicates an 85th percentile speed of 45mph. As the SSD for 40 mph design speed is 120 metres and for 50 mph design speed is 160 metres, the SSD for a 45 mph design speed is 140 metres. Please amend the visibility splays shown on Drawing 2023/7464/001 Rev P4 to accordingly. If a 'Y' distance of 140 metres is not achievable, please provide a drawing demonstrating the maximum achievable 'Y' distance.

Response to queries

We have the following comments in response to the following points set out in paragraph 4.4 of the Pre-Application Transport Report:

- Item 1: The proposed access arrangements are acceptable in principle

Further information needs to be provided before we will be in a position to form a view on the acceptability of the proposed arrangement.

- Item 2: Given the scale of the development confirm whether a Stage 1 Road Safety Audit is required

A RSA 1 will need to be undertaken strictly in accordance with GG 119. The audit brief and the audit team must be approved by NH prior to the RSA being carried out.

- Item 3: Given the scale of the development confirm whether a Walking, Cycling and Horse-Riding Assessment & Review (WCHAR) is required.

The exemptions from the requirements of the assessment and review phases of the WCHAR process are stated in paragraph 1.2 of GG 142. None of the exemptions are applicable to this proposal, therefore a **Walking, Cycling, and Horse-Riding Assessment and Review (WCHAR) is required in accordance with DMRB GG 142.**

- Item 4: Identify any other transport planning requirements for a forthcoming planning application on the site.

The application should be supported by a Transport Statement, to be prepared in accordance with DfT Circular 01/22.

Anticipated content of a TS:

- **Existing site information, including but not necessarily limited to site location plan, existing use/consent for the site, existing site access arrangements**
- **Baseline Traffic Data, including but not necessarily limited to accident analysis for the latest 5 year period for which data is available; details of existing road, pedestrian and cyclist movements/provision; existing public transport provision**
- **Proposed Development Information, including but not necessarily limited to development land use/quanta, means of access; vehicle and person trip generation forecast, vehicle trip distribution/assignment, proposed improvements in relation to sustainable modes, parking and servicing**

Thank you for engaging with us at the pre-application stage and I hope that the comments above are helpful. Should you want to follow up on any of these points, please do so via our inbox planningse@nationalhighways.co.uk

Kind regards,

Darren Kirkman, Assistant Spatial Planner
South East Region, Operations Directorate
National Highways



APPENDIX C

Accidents between dates **01/01/2020** and **31/12/2024** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex all consultant requests 2025 ("Old Shoreham Road Lancing (RGP)")

Notes:

Selected Polygon:Old Shoreham Road Lancing (RGP)

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
15/06/2020	1623	Fine without high winds	20958546	1	Not applicable	Not within 20M

Location: OLD SHOREHAM ROAD (A27)

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Back	Not at, or within 20M of Jct
Other vehicle - specify	Going ahead other	Front	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates **01/01/2020** and **31/12/2024** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex all consultant requests 2025 ("Old Shoreham Road Lancing (RGP)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
10/09/2020	0820	Fine without high winds	20979570	1	Not applicable	Not within 20M

Location: OLD SHOREHAM ROAD (A27) - 39 METRES FROM JUNCTION WITH HOE COURT

Vehicles:

Type	Manvres	Impact	Junct_loc
Goods 7.5 tonnes mgw and over	Going ahead other	Front	Not at, or within 20M of Jct
Car	Going ahead other	Back	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
14/09/2020	0935	Fine without high winds	20980656	1	Not applicable	Not within 20M

Location: OLD SHOREHAM ROAD (A27) - 165 METRES FROM JUNCTION WITH A27

Vehicles:

Type	Manvres	Impact	Junct_loc
Other vehicle - specify	Going ahead other	Nearside	Not at, or within 20M of Jct
Goods over 3.5 tonnes and under 7.5 tonnes mgw	Parked	Back	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates **01/01/2020** and **31/12/2024** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex all consultant requests 2025 ("Old Shoreham Road Lancing (RGP)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
28/09/2020	0745	Fine without high winds	20985093	1	Not applicable	Not within 20M

Location: OLD SHOREHAM ROAD (A27) - 58 METRES FROM JUNCTION WITH HOE COURT

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Changing lane to right	Front	Not at, or within 20M of Jct
Car	Going ahead other	Back	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
20/04/2021	0740	Fine without high winds	211037181	2	Not applicable	Not within 20M

Location: OLD SHOREHAM ROAD - 31 METRES FROM JUNCTION WITH MANOR CLOSE

Vehicles:

Type	Manvres	Impact	Junct_loc
Pedal Cycle	Going ahead other	Front	Not at, or within 20M of Jct

Casualties:

Class	Severity
Pedestrian	Serious
Driver / Rider	Slight

Accidents between dates **01/01/2020** and **31/12/2024** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex all consultant requests 2025 ("Old Shoreham Road Lancing (RGP)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
11/06/2021	1420	Fine without high winds	211054959	1	Give way or Uncontrolled	T & Stag Jct

Location: OLD SHOREHAM ROAD (A27) NEAR JUNCTION WITH OLD SHOREHAM ROAD

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Back	Jct Approach
Motorcycle over 500cc	Going ahead other	Front	Jct Approach
Car	Going ahead but held up	Did not impact	Jct Approach

Casualties:

Class	Severity
Driver / Rider	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
26/11/2021	0725	Fine without high winds	211114420	1	Not applicable	Not within 20M

Location: OLD SHOREHAM ROAD (A27)

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Front	Not at, or within 20M of Jct
Car	Going ahead other	Back	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates 01/01/2020 and 31/12/2024 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex all consultant requests 2025 ("Old Shoreham Road Lancing (RGP)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
22/01/2022	0957	Fine without high winds	221135206	1	Not applicable	Not within 20M

Location: OLD SHOREHAM ROAD (A27)

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Changing lane to right	Offside	Not at, or within 20M of Jct
Car	Going ahead other	Nearside	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
17/02/2022	1430	Unknown	221145187	1	Not applicable	Not within 20M

Location: OLD SHOREHAM ROAD (A27) - 191 METRES FROM JUNCTION WITH DEWPOND CLOSE

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Front	Not at, or within 20M of Jct
Car	Stopping	Back	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates **01/01/2020** and **31/12/2024** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex all consultant requests 2025 ("Old Shoreham Road Lancing (RGP)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
01/03/2022	0814	Raining without high winds	221150375	2	Not applicable	Not within 20M

Location: OLD SHOREHAM ROAD (A27) - 81 METRES FROM JUNCTION WITH HOE COURT

Vehicles:

Type	Manvres	Impact	Junct_loc
Goods vehicle - unknown weight	Changing lane to right	Did not impact	Not at, or within 20M of Jct
Car	Going ahead other	Front	Not at, or within 20M of Jct
Car	Going ahead other	Front	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight
Driver / Rider	Slight

Accidents between dates **01/01/2020** and **31/12/2024** (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex all consultant requests 2025 ("Old Shoreham Road Lancing (RGP)")

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
14/08/2022	0435	Fine without high winds	221208957	2	Give way or Uncontrolled	Other junction

Location: OLD SHOREHAM ROAD (A27) NEAR JUNCTION WITH OLD SHOREHAM ROAD, LANCING, WEST SUSSEX

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Front	Cleared junction or waiting/parked at junction exit
Car	Parked	Back	Cleared junction or waiting/parked at junction exit

Casualties:

Class	Severity
Driver / Rider	Slight
Vehicle	Serious
Passenger	

Accidents between dates **01/01/2020** and **31/12/2024** (60) months

Selection:**Notes:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex all consultant requests 2025 ("Old Shoreham Road Lancing (RGP)")

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
17/12/2022	1650	Fine without high winds	221255062	1	Give way or Uncontrolled	Other junction

Location: OLD SHOREHAM ROAD (A27) NEAR JUNCTION WITH DEWPOND CLOSE, LANCING, WEST SUSSEX

Vehicles:

Type	Manvres	Impact	Junct_loc
Motor Cycle over 50 cc and up to 125cc	Going ahead other	Front	Cleared junction or waiting/parke d at junction exit
Car	Going ahead other	Back	Cleared junction or waiting/parke d at junction exit

Casualties:

Class	Severity
Vehicle	Slight
Passenger	

Accidents between dates 01/01/2020 and 31/12/2024 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex all consultant requests 2025 ("Old Shoreham Road Lancing (RGP)")

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
17/01/2023	2010	Other	231264639	2	Not applicable	Not within 20M

Location: OLD SHOREHAM ROAD (A27), LANCING, WEST SUSSEX

Vehicles:

Type	Manvres	Impact	Junct_loc
Motor Cycle over 125 cc and up to 500cc	Going ahead other	Did not impact	Not at, or within 20M of Jct
Car	Going ahead other	Front	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight
Vehicle	Slight
Passenger	

Accidents between dates 01/01/2020 and 31/12/2024 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex all consultant requests 2025 ("Old Shoreham Road Lancing (RGP)")

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
11/05/2024	1139	Fine without high winds	241445447	2	Not applicable	Not within 20M

Location: OLD SHOREHAM ROAD (A27), LANCING, WEST SUSSEX

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead but held up	Back	Not at, or within 20M of Jct
Car	Going ahead other	Front	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight
Vehicle	Slight
Passenger	

Number of records in selection: 14

**Highest Injury Severity:**

Serious

Highway Authority:

West Sussex

Local Authority:

Adur

Weather Description:

Other

Road Surface Description:

Wet or Damp

Speed Limit:

40

Light Conditions:

Daylight: regardless of presence of streetlights

Carriageway Hazards:

None

Junction Detail:

Not at or within 20 metres of junction

Junction Pedestrian Crossing:

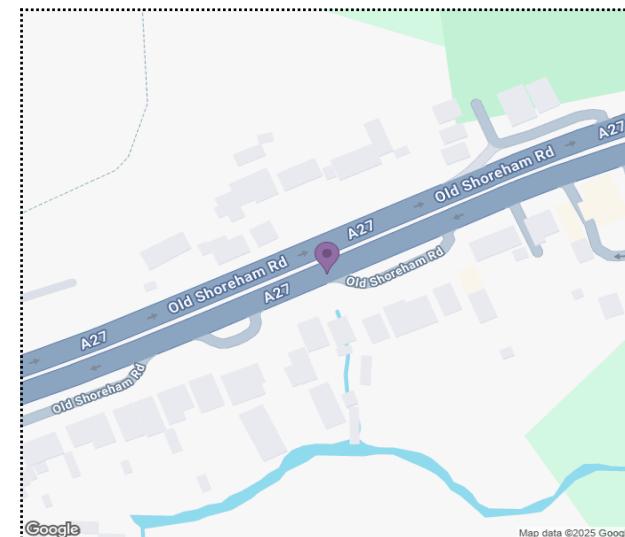
No physical crossing facility within 50 metres

Road Type:

Dual carriageway

Junction Control:

Unknown

Road Number: A27**Casualties:** 1**Vehicles:** 3**OS Grid Reference:** 518968 105654

For more information about the data please visit: www.crashmap.co.uk/home/faq

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Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	6	Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None
2	Car (excluding private hire cars 2005 onwards)	1	Female	56 - 65	Vehicle is waiting to proceed normally but is held up	Back	Other	None	None
3	Car (excluding private hire cars 2005 onwards)	12	Female	26 - 35	Vehicle is slowing down or stopping	Back	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Vehicle or pillion passenger	Female	36 - 45	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faq

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APPENDIX D



Land South of 74 Old Shoreham Road

WALKING CYCLING & HORSE-RIDING ASSESSMENT AND REVIEW (WCHAR)

for Residential Development
on behalf of AY Developers

2023/7464/WCHAR01

April 2025

DOCUMENT CONTROL

Project: Land South of 74 Old Shoreham Road
for Residential Development

Report Type: Walking Cycling & Horse-riding Assessment and Review (WCHAR)

Client: AY Developers

Reference: 2023/7464/WCHAR01

DOCUMENT REVIEW

Author:  Date: 24/03/2025

Checked by:  Date: 01/04/2025

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Issue	Date	Status	Issued by
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1 INTRODUCTION

1.1 Background

1.1.1 RGP has been commissioned by AY Developers (the 'Client') to prepare a Walking, Cycling and Horse-Riding Assessment (WCHAR) Report in accordance with GG142 associated with the proposed 9-unit residential development at land south of 74 Old Shoreham Road, Lancing, West Sussex (the 'Site'). The site is situated within the administrative boundary of the Adur District Council (ADC), and the local highway authority is West Sussex County Council (WSCC).

1.1.2 The A27 Old Shoreham Road forms part of the Strategic Road Network (SRN) and therefore falls within the purview of National Highways (NH). The site currently comprises a small detached residential bungalow and an area of undeveloped land to its rear, **Figure 1** illustrates the location and extents of the site.



Figure 1 Site Location and Context

1.1.3 Vehicular access to 74 Old Shoreham Road is currently achieved via a service road directly south of the A27 Old Shoreham Road, which in turn provides access to 8 residential dwellings. Vehicular access is currently not afforded to the area of land to the south of 74 Old Shoreham Road.

1.1.4 The proposals include the demolition of 74 Old Shoreham Road to provide access to 9 residential dwellings on an empty plot of land to the south of the existing dwelling. A copy of the site layout plans can be found at **Appendix A**.

1.1.5 Throughout this WCHAR, 'the site' refers to the land at the aforementioned address and the 'development' refers to the new vehicle access that is proposed to be constructed in the future.

1.1.1 In addition to this WCHAR, the following documents have been prepared to support the planning submission:

- i) Transport Statement – 2023/7464/TS02.

1.1.2 These documents should be read in conjunction with this WCHAR.

1.2 Scope of Assessment

1.2.1 The purpose of a WCHAR is to facilitate the inclusion of all walking, cycling and horse-riding modes in the highway scheme development process from the earliest stage, to identify opportunities for new or improved facilities and their integration with the local and national network and to provide increased collaboration, interaction and engagement with key stakeholders.

1.2.2 The purpose of a WCHAR is not to catalogue highway improvement schemes that should be delivered at the applicant's expense but to inform future enhancement opportunities for all users.

1.2.3 A WCHAR replaces Non-motorised User (NMU) Audits (HD 42/05 withdrawn) and applies during the design stage and concludes prior to the commencement of construction.

1.3 WCHAR Methodology

1.3.1 This WCHAR has been prepared in accordance with Design Manual for Roads and Bridges (DMRB) GG142 in which Section 2.2.1 categorizes highway schemes into two categories namely 'large' and 'small' highway schemes.

1.3.2 Large highway schemes comprise new road construction (including new motorways), significant changes to an existing all-purpose trunk road (APTR) or significant changes to an urban environment consisting of both the trunk road network and local highway network. In addition, any scheme aimed principally at providing for pedestrians, cyclists or equestrians.

1.3.3 Small highway schemes comprise minor changes to an existing all-purpose trunk road, or changes to existing motorway or trunk road junctions that affect the local highway network in a rural area.

1.3.4 The A27 forms part of the Strategic Road Network (SRN) and the Lead Assessor has determined that the scheme has the potential impact on pedestrians, cyclists or equestrians on their road network and therefore GG142 applies. The scale of the scheme has been assessed by the Lead Assessor and is considered to qualify as a 'small scheme' for the purposes of this assessment.

1.4 WCHAR Study Area

1.4.1 The WCHAR study area should typically extend 1km surrounding a small highway scheme and 5km surrounding a large highway scheme. **Figure 2** illustrates the location and extents of the study area.



Figure 2 WCHAR Study Area

1.4.2 The study area for this 'Walking, Cycling and Horse Riding Assessment' has been set by the Lead Assessor in association with RGP Consulting Engineers Limited.

1.5 Assessment of Walking, Cycling and Horse-Riding Policies and Strategies

1.5.1 Walking, cycling and horse-riding users include:

- (i) Pedestrians, including mobility impaired and vulnerable pedestrians;
- (ii) Cyclists, including mobility impaired and vulnerable cyclists;
- (iii) Equestrians, including mobility impaired and vulnerable equestrians;
- (iv) Non-motorised scooter riders;
- (v) Electrically-assisted pedal cycle riders; and
- (vi) Powered wheelchair users.

1.5.2 The following documents have been considered as part of the Assessment:

- (i) National Planning Policy Framework; and
- (ii) Adur Local Plan 2017.

1.5.3 The Adur area has a Local Cycling and Walking Infrastructure Plan (LCWIP). In December 2018, Sustrans was commissioned by Adur & Worthing Councils to develop this plan, focusing on utility trips such as commuting to work, education, and shopping within a 5km radius. The review of relevant documents did not identify any applicable Right of Way Improvement Plans in relation to Lancing.

1.5.4 The following relevant standards and guidance have been considered:

- (i) Manual for Streets (2007);
- (ii) Manual for Streets 2 (2010);
- (iii) Traffic Signs Manual, Chapter 6 (2019);
- (iv) Cycle infrastructure design (LTN 1/20);
- (v) Moving the Nation (June 2018); and
- (vi) Sustrans Design Manual Handbook for cycle-friendly design (April 2014).

1.5.5 The policies and guidance documents listed herein have been given consideration as part of this WCHAR process.

2 WALKING, CYCLING & HORSE-RIDING ASSESSMENT TEAM STATEMENT

2.1.1 An appointed and competent practitioner is responsible for the completion of the WCHAR process in accordance with Table 3.1.1 of GG142. The Lead Assessor provides specific advice on the provision for pedestrians, cyclists and equestrians within a highway scheme.

2.1.2 The Design Team Leader is a person within the design organisation responsible for the development of the highway scheme. The walking, cycling and horse-riding assessment was undertaken by the following Assessment and Review Team:

2.2 Design Team Leader

2.2.1 As the Design Team Leader, I confirm that the assessment has been undertaken at the appropriate stage of the highway scheme development. I confirm that in my professional opinion the appointed Lead Assessor has the appropriate experience for the role making reference to the expected competencies contained in GG142:

2.2.2 Name: Timothy King BA (Hons)

2.2.3 Position: Graduate Consultant at RGP Consulting Engineers Limited

2.2.4 Signed:



2.2.5 Date: March 2025

2.3 Lead Assessor

2.3.1 As Lead Assessor, I confirm that this Walking, Cycling and Horse-riding Assessment Review has been compiled in accordance with DMRB GG142.

2.3.2 Name: Ben Chimes BSc (Hons) MTPS CTPP FCIHT

2.3.3 Position: Associate Director at RGP Consulting Engineers Limited

2.3.4 Signed:



2.3.5 Date: March 2025

2.4 Assessor

2.4.1 An additional Assessor is a practitioner who is appointed to assist the Lead Assessor.

2.4.2 No additional assessors have been appointed for this WCHAR.

3 SCHEME DESCRIPTION AND BACKGROUND

3.1.1 The site is located on the southern side of the A27 Old Shoreham Road between Lancing and Shoreham-by-Sea, circa 300m to the east of Lancing Manor Leisure Centre and circa 1.7km to the north-east of Lancing railway station.

3.2 Surrounding Highway Network

3.2.1 The site access is served from the A27 where the road transitions from a single two-way carriageway to a dual carriageway. The A27 forms part of the Strategic Road Network (SRN) providing a busy east-west route along the south coast. This provides access to the local settlements of Chichester, Worthing, Portsmouth, Brighton and Eastbourne.

3.2.2 A central reservation within the A27 commences 60m to the west of the site access, where the A27 transitions from a single carriageway road to a two-lane dual carriageway. The A27 is subject to the national speed limit (60mph) in the vicinity of the access and is circa 10m wide at the site access and is flanked on the southern side by a footway circa 1.5m wide providing a link to adjacent properties.

3.2.3 The site's existing vehicular access takes the form of a simple bellmouth junction 3.1m wide on the south side of the A27, although the corner radii are frequently overrun by vehicles and the full width of the access road is habitually used, which measures 6.5m wide within the site boundary.

3.2.4 Approximately 65m to the west of the existing site, two residential dwellings (no. 56a and 57a) take direct access from the southern side of the A27 Chichester Road. Similarly, the junction of Long Lane serving Park Farm is served from the northern side of the A27 Chichester Road c. 180m east of the site access. An informal break in the central reservation is provided to facilitate right turns into and out of the Long Lane junction.

3.3 Proposed Highway Scheme

3.3.1 The proposed access would be located in the position of the existing access on the southern side of the A27 Old Shoreham Road. The proposed development comprises the demolition of the existing dwelling and the construction of nine new dwellings on the land to the rear of number 74 Old Shoreham Road. A copy of the proposed site layout plan is attached at **Appendix A**.

3.3.2 The site is currently accessed via a service road running parallel to the A27 Old Shoreham Road, which in turn affords access to a driveway. The service road facilitating access into the site is assumed to work in an in / out arrangement, although there is no signage or restrictions to enforce this ordering.

3.3.3 As shown in **Drawing 2023/7464/001**, appropriate signage and road markings would be implemented, illustrating to drivers that they are prohibited from exiting onto the A27 Old Shoreham Road from the eastern access and are prohibited from exiting the A27 Old Shoreham Road onto the service road from the western access. This will reduce the risk of vehicles having to wait in the A27 Old Shoreham Road's carriageway whilst a vehicle is waiting to join it.

3.3.4 Access to the proposed dwellings would be afforded via the demolition of the existing bungalow at 74 Old Shoreham Road. The access would be designed in accordance with the relevant design standards, ensuring that it can be used safely and functionally.

3.4 Personal Injury Accident (PIA) Data

3.4.1 In order to understand whether there are any underlying road safety issues in the vicinity of the site that could be exacerbated by the proposals, Personal Injury Accident (PIA) data has been obtained from the Sussex Safer Roads Partnership (SSRP) in order to identify if there are any patterns or clusters of accidents on the local highway network in the vicinity of the site. Full details of the data in the format received from SSRP together with a location plan are included in **Appendix B**.

3.4.2 **Figure 3** shows the SSRP location plot:

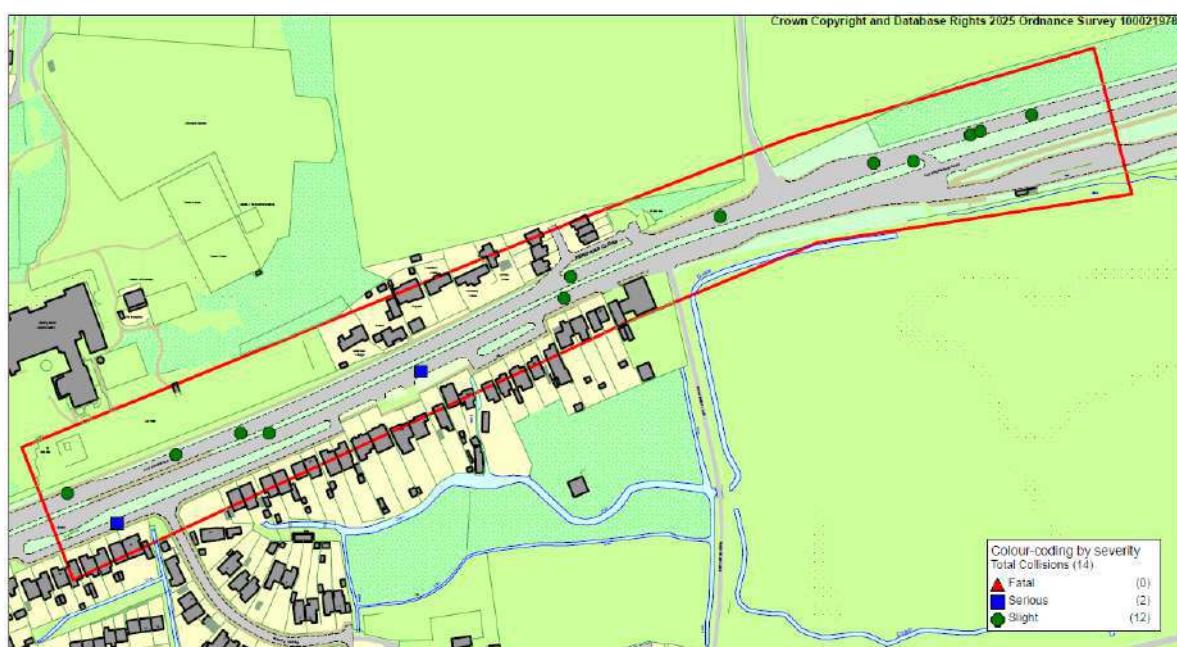


Figure 3 SSRP Extract

3.4.3 Analysis has been undertaken to determine if there are any trends in the types or locations of accidents on the local highway network in the vicinity of the application site. PIA data was secured for a complete five-year period up until 31st December 2024.

3.4.4 As shown in **Figure 3**, a total of 14 PIAs occurred within the assessment cordon, including two serious accidents, however there were no fatal accidents. A summary of the serious accidents is provided below:

(i) Vehicle 2 was travelling east on the A27 when it came to a stop in Lane 1 and put its hazards on to let two passengers exit the car. Vehicle 1 was travelling east in lane 1 and collided with the rear of vehicle 2. The accident occurred during the night with street lights present in dry conditions. The primary causation factor was impairment by alcohol.

(ii) Accident occurred on 20th April 2021 at 07:40 in daylight and in fine conditions. The accident involved a cyclist travelling along the Old Shoreham Road service road, when it collided with a pedestrian that was masked by a vehicle in the carriageway and did not look when emerging onto the carriageway. The primary causation factor was the pedestrian not looking properly.

3.4.5 A summary of the 12 slight accidents is also included below:

(i) An accident involved a motorcycle travelling along the carriageway, which suddenly experienced its rear tyre locking, causing the rider to fall from lane 2 into lane 1. Vehicle 2 was approaching behind vehicle 1 and attempted to brake to avoid colliding with vehicle 1, but in doing so, its brakes locked, sending the vehicle head-on into a tree. The accident occurred in darkness with no street lights in icy conditions – the latter being the main causation for the collision.

(ii) This location is often subject to slow moving traffic, as vehicles travelling westbound are reducing their speed as they approach the roundabout, and vehicles travelling eastbound are approaching the newly constructed roundabout to the east of the site. As a result of this, it is evident that 8 of the slight traffic accidents involve vehicles colliding with other vehicles in front (rear shunt type accidents), or vehicles changing lane and colliding with a vehicle queuing – all of which can be attributed to human error through causations such as not looking properly or reckless driving.

(iii) Furthermore, 3 of the collisions recorded in the vicinity of the proposed site involve vehicles switching lanes without the drivers properly looking. This has a primary causation of individuals not properly checking the lane they are aiming to move into, and as a consequence, the vehicles have either collided with a vehicle that already existed in this lane, or led to a vehicle taking evasive action and subsequently colliding elsewhere.

3.4.6 The majority of accidents can be attributed to careless driving without the necessary care and attention. No accidents occurred at the junction of Mash Barn Lane with Old Shoreham Road or from vehicles entering or exiting the service road serving 74 Old Shoreham Road, suggesting that both junctions operate safely at present.

3.4.7 A further review of Crashmap has also been carried out to identify whether any further collisions have occurred since the SSRP report was received. One further serious collision has occurred adjacent to the site exit, which occurred on the 15th November 2023 in daylight hours and in wet or damp conditions. The accident involved vehicle 3, which was slowing down or coming to a stop, when vehicle 1 failed to stop, resulting in it colliding with the rear of vehicle 2 which in turn collided with the rear of vehicle 3. This accident can be attributed to human error, as the driver of vehicle 1 failed to observe that vehicle 2 and 3 had slowed down / stopped.

3.4.8 From this review, no significant patterns or trends have been observed from the analysis of the PIA data. Analysis of PIA data has not identified any abnormal causation factors for accidents in close proximity to the site.

4 MULTI-MODAL TRANSPORT SERVICES AND INTERCHANGE INFORMATION

4.1.1 In this section a review of the existing transport infrastructure and services within the vicinity of the site has been undertaken.

4.2 Bus Services

4.2.1 The nearest bus stops to the site are the 'Hoe Court' bus stops, with the westbound stop being located 120m (a circa 1 ½ minute walk) to the east of the site and the eastbound stop located 220m to the east of the site. The 'Hoe Court' bus stops are demarcated by a flag and pole with timetable information and benefit from a dedicated bus layby. Despite being closest in proximity, the eastbound 'Hoe Court' bus stop requires a walk of circa 1km from the site as pedestrians would need to use the signalised crossing to the west of the site.

4.2.2 Therefore, the closest eastbound stop is the 'Leisure Centre' bus stop. This stop is demarcated by a flag and pole with timetable information and benefits from a dedicated bus layby and a shelter with seating.

4.2.3 Each stop is served by bus routes 9, 106 and 740. A summary of the services is presented in **Figure 4**.

Route No / Summary		Typical Frequency	Hours of Operation
9	Shoreham-by-Sea – Lancing – Worthing – Angering – Littlehampton – Arundel	Mon-Sat: every hour	Mon-Sat: 07:51-18:57
106	Henfield – Upper Beeding – Steyning – Lancing - Worthing	Mon, Wed & Fri: twice a day	Mon, Wed & Fri: 10:14-13:27
740	Lancing – Sompting – North Lancing – Upper Beeding - Steyning	Mon-Fri: twice a day	Mon-Fri: 08:07-15:43

Figure 4 Summary of Local Bus Services

4.2.4 The above summary confirms that the local area benefits from regular bus services, providing frequent connections to Shoreham-by-Sea, Worthing, Littlehampton and Arundel, for example. Timetables, route maps and fare information can be found at: <https://www.traveline.info/>.

4.3 Rail Services & Facilities

4.3.1 The nearest railway station to the site is Lancing railway station, which is located circa 1.7km (a circa 21-minutes' walk) to the south-west of the site. Lancing railway station sits on the West Coastway Line, and its services are operated by Southern.

4.3.2 A summary of the services from each station is contained in **Figure 5**.

Destination	Frequency	Duration	Calling Points

London Victoria	2 trains per hour	81 minutes	Shoreham-by-Sea, Hove, Hassocks, Burgess Hill, Haywards Heath, Gatwick Airport, East Croydon, Clapham Junction
Brighton	4 trains per hour	19-22 minutes	Shoreham-by-Sea, Southwick, Portslade, Hove
Littlehampton	2 trains per hour	26-28 minutes	Worthing, West Worthing, Durrington-on-Sea, Goring-by-Sea, Angering
Portsmouth & Southsea	1 trains per hour	62 minutes	Worthing, Goring-by-Sea, Angering, Barnham, Chichester, Havant, Fratton
Chichester	1 trains per hour	56 minutes	East Worthing, Worthing, West Worthing, Littlehampton, Ford, Barnham
Southampton Central	2 trains per hour	90 minutes	Worthing, Chichester, Havant, Fareham, Swanwick

Figure 5 Summary of Local Rail Services

4.3.3 Lancing railway station offers 24 cycle stands and various seating areas. Full details of routes, timetable and station facilities can be found at: www.nationalrail.co.uk.

4.4 Key Trip Generators and Local Amenities within the WCHAR Study Area

4.4.1 There are a number of key trip attractors and local amenities which can be accessed by walking and cycling journeys within the study area. These facilities include:

- (i) Lancing Manor Leisure Centre;
- (ii) The Sir Robert Woodard Academy;
- (iii) Lancing Local Shops;
- (iv) Lancing Railway Station; and
- (v) Lancing Ring Nature Reserve.

4.4.2 Whilst no new residential developments are planned in the study area, it should be noted that the Cala Homes, New Monks Park development is currently being built. Therefore, the proposed development and these other future trip generators have been taken into account.

4.5 Existing Pedestrian, Cyclist and Equestrian Facilities

4.5.1 The following additional pedestrian, cyclist and equestrian facilities within the study area have been identified. A footway runs along both sides of the A27 Old Shoreham Road in the vicinity of the site. There are a number of Public Rights of Way (PROWs) in the vicinity of the site, including Footpath 2060 and Bridleway 2065.

4.5.2 The National Cycle Network (NCN) – Route 2 passes to the south of the site, running adjacent to the seafront. NCN Route 2 is a long-distance cycle route that runs between Dover and the Cornwall. NCN – Route 223 passes to the east of the site and provides a route between Chertsey to the North and Shoreham-by-Sea to the south. These routes are predominantly traffic-free.

- 4.5.3 Additionally, local roads are considered to be conducive to cycling given their flat topography and relatively low speeds. It is therefore considered that there are realistic opportunities for residents to travel to/from the site by active modes (walking/cycling) to a large number of everyday facilities.
- 4.5.4 Lancing Equestrian horse riding school is currently operating within the study area. A review of the British Horse Society Incident map has confirmed no reported incidents involving equestrians within the study area since 2005.

4.6 Walking, Cycling and Horse-riding User Survey Data.

- 4.6.1 Not applicable for a small scheme.

4.7 Liaison with Key Stakeholders, Local User Groups and the Wider Public

- 4.7.1 Not applicable for a small scheme.

5 SITE VISIT

5.1.1 A site visit was carried out by Ben Chimes (Lead Assessor) between 11:00 and 13:00 hours on Thursday 27th March 2025 during daylight hours. The weather was fine and dry. The site visit included:

- Detailed exploration of the site, the location of the proposed site access and the public highway on approach to the site from all directions;
- Walking roads and public rights of way throughout the study area;
- Consideration of obstructions within any visibility splays;
- Review of existing highway arrangements and consideration of any potential issues or constraints;
- Review of public transport facilities in close proximity to the site; and
- Consideration of access to/from the site for non-motorised users.

5.1.2 As set out above, the site visit findings shall be set out within this section.

5.2 On Site Observations

5.2.1 Traffic flows on the A27 Old Shoreham Road were observed to be substantial. The WCHAR team crossed the A27 Old Shoreham Road a number of times making use of the staggered controlled toucan crossing without any discernible delay.

5.2.2 The WCHAR team attempted to cross the A2025 Grinstead Lane just south of the A27 however, no suitable safe gaps in oncoming traffic came about after a considerable length of time. Consequently, it was determined by the Lead Assessor that non-motorised users are unlikely to cross the A2025 Grinstead Lane in this location to travel further west.

5.2.3 No school aged children were observed within the study area, no non-motorised users were observed on the A27 Chichester Road or seen to access the site.

5.2.4 Cyclists were observed during the site visit and there was further evidence of cyclist activity throughout the study area, namely bike tyre prints.

5.2.5 No equestrians were observed during the site visit, although there was evidence of equestrian activity throughout Lancing Ring, namely hoof prints and horse manure.

5.2.6 Overall, PROW 2060 and Bridleway 2065 appeared to be well-used by people on foot walking dogs.

5.2.7 Primary findings of the site visit are contained in **Figure 5**.

Location	Observation
Southern side of Lancing Manor Leisure Centre overflow car park towards A24 Old Shoreham Road.	<p>Unofficial linkage between car park and the A27 may present a trip/fall hazard for pedestrians and cyclists.</p> 
Northern side of A27 between Dew Pond Close and Hoe Court.	<p>Evidence of encroachment of organic material onto the footway may reduce usable footway width.</p> 
Shared pedestrian/cycleway southern side of A27 – Near to site access.	<p>Cyclists traveling westbound along the pedestrian/ cycleway may interpret the sign 'Cyclists Rejoin Carriageway' as an instruction to join the A27 Old Shoreham Road dual carriageway rather than the unclassified Old Shoreham Road.</p>

	
Southern side of A27 Old Shoreham Road Leisure Centre bus stop.	Stepped only access to bus stop may prevent persons with mobility impairments from accessing westbound bus services.

	 
Southern side of roundabout about junction on A27/ A2025 Grinstead Lane arm.	<p>Given the volume of traffic turning south off the A27 observed it was deemed that crossing the in this location is not desirable for non-motorised users since the crossing is un-controlled.</p> 

PROW (Public Bridleway 2065).	Directional post has become warped and wayfinding maker has fallen off. 

Figure 6 Information Gathered During Site Visit

5.2.8 Overall, it is considered that the current provision for non-motorized users is suitable to meet current demand by pedestrians, cyclists and equestrians within the study area. Some requirements in terms of maintenance of existing infrastructure/ PROW network however have been identified.

6 USER OPPORTUNITIES

6.1.1 The opportunities highlighted in the tables on the following pages are deemed to be relevant for the highway improvements associated with the proposed development. The opportunities should be considered by the Design Team Leader throughout the progression of the design in addition to any further opportunities that may arise through the ongoing development of the design phase.

6.2 Pedestrian Specific Opportunities

6.2.1 A summary of the Pedestrian Specific Opportunities is contained in **Figure 6**.

Location	Pedestrian Specific Opportunities
Southern side of Lancing Manor Leisure Centre overflow car park towards A24 Old Shoreham Road.	Opportunity 1: Investigate opportunities to implement an official link from the Leisure Centre car park and the footway along the northern side of the A24 Old Shoreham Road.
Northen side of A27 between Dew Pond Close and Hoe Court.	Opportunity 2: Recommend removing organic material so that the full width of the current footway is usable.
Southern side of A27 Old Shoreham Road Leisure Centre bus stop.	Opportunity 3: Investigate opportunities to implement step-free access to bus stop.

Figure 7 Pedestrian Specific Opportunities

6.2.2 The opportunities identified in **Figure 6** should be considered by the Design Team Leader throughout the progression of the design in addition to any further opportunities that may arise through the ongoing development of the design phase.

6.3 Cyclist Specific Opportunities

6.3.1 A summary of the Cyclist Specific Opportunities is contained in **Figure 7**.

Location	Cyclist Specific Opportunities
Shared pedestrian/cycleway southern side of A27 – Near to site access.	Opportunity 1: Defer to findings of the Stage 1 Road Safety Audit with regards to any safety implications of Cyclists misinterpreting the sign and joining the dual carriageway.

Figure 8 Cyclist Specific Opportunities

6.3.2 The opportunities identified in **Figure 7** should be considered by the Design Team Leader throughout the progression of the design in addition to any further opportunities that may arise through the ongoing development of the design phase.

6.4 Equestrian Specific Opportunities

6.4.1 A summary of the Equestrian Specific Opportunities is contained in **Figure 8**.

Location	Equestrian Specific Opportunities
PROW (Public Bridleway 2065).	Opportunity 1: Recommend replacing directional PROW post and sign.

Figure 9 Equestrian Specific Opportunities

6.4.2 The opportunities identified in **Figure 8** should be considered by the Design Team Leader throughout the progression of the design in addition to any further opportunities that may arise through the ongoing development of the design phase.



APPENDIX A





APPENDIX B

Accidents between dates **01/01/2020** and **31/12/2024** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex all consultant requests 2025 ("Old Shoreham Road Lancing (RGP)")

Selected Polygon:Old Shoreham Road Lancing (RGP)

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
15/06/2020	1623	Fine without high winds	20958546	1	Not applicable	Not within 20M

Location: OLD SHOREHAM ROAD (A27)

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Back	Not at, or within 20M of Jct
Other vehicle - specify	Going ahead other	Front	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates **01/01/2020** and **31/12/2024** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex all consultant requests 2025 ("Old Shoreham Road Lancing (RGP)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
10/09/2020	0820	Fine without high winds	20979570	1	Not applicable	Not within 20M

Location: OLD SHOREHAM ROAD (A27) - 39 METRES FROM JUNCTION WITH HOE COURT

Vehicles:

Type	Manvres	Impact	Junct_loc
Goods 7.5 tonnes mgw and over	Going ahead other	Front	Not at, or within 20M of Jct
Car	Going ahead other	Back	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
14/09/2020	0935	Fine without high winds	20980656	1	Not applicable	Not within 20M

Location: OLD SHOREHAM ROAD (A27) - 165 METRES FROM JUNCTION WITH A27

Vehicles:

Type	Manvres	Impact	Junct_loc
Other vehicle - specify	Going ahead other	Nearside	Not at, or within 20M of Jct
Goods over 3.5 tonnes and under 7.5 tonnes mgw	Parked	Back	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates **01/01/2020** and **31/12/2024** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex all consultant requests 2025 ("Old Shoreham Road Lancing (RGP)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
28/09/2020	0745	Fine without high winds	20985093	1	Not applicable	Not within 20M

Location: OLD SHOREHAM ROAD (A27) - 58 METRES FROM JUNCTION WITH HOE COURT

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Changing lane to right	Front	Not at, or within 20M of Jct
Car	Going ahead other	Back	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
20/04/2021	0740	Fine without high winds	211037181	2	Not applicable	Not within 20M

Location: OLD SHOREHAM ROAD - 31 METRES FROM JUNCTION WITH MANOR CLOSE

Vehicles:

Type	Manvres	Impact	Junct_loc
Pedal Cycle	Going ahead other	Front	Not at, or within 20M of Jct

Casualties:

Class	Severity
Pedestrian	Serious
Driver / Rider	Slight

Accidents between dates **01/01/2020** and **31/12/2024** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex all consultant requests 2025 ("Old Shoreham Road Lancing (RGP)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
11/06/2021	1420	Fine without high winds	211054959	1	Give way or Uncontrolled	T & Stag Jct

Location: OLD SHOREHAM ROAD (A27) NEAR JUNCTION WITH OLD SHOREHAM ROAD

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Back	Jct Approach
Motorcycle over 500cc	Going ahead other	Front	Jct Approach
Car	Going ahead but held up	Did not impact	Jct Approach

Casualties:

Class	Severity
Driver / Rider	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
26/11/2021	0725	Fine without high winds	211114420	1	Not applicable	Not within 20M

Location: OLD SHOREHAM ROAD (A27)

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Front	Not at, or within 20M of Jct
Car	Going ahead other	Back	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates 01/01/2020 and 31/12/2024 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex all consultant requests 2025 ("Old Shoreham Road Lancing (RGP)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
22/01/2022	0957	Fine without high winds	221135206	1	Not applicable	Not within 20M

Location: OLD SHOREHAM ROAD (A27)

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Changing lane to right	Offside	Not at, or within 20M of Jct
Car	Going ahead other	Nearside	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
17/02/2022	1430	Unknown	221145187	1	Not applicable	Not within 20M

Location: OLD SHOREHAM ROAD (A27) - 191 METRES FROM JUNCTION WITH DEWPOND CLOSE

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Front	Not at, or within 20M of Jct
Car	Stopping	Back	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates **01/01/2020** and **31/12/2024** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex all consultant requests 2025 ("Old Shoreham Road Lancing (RGP)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
01/03/2022	0814	Raining without high winds	221150375	2	Not applicable	Not within 20M

Location: OLD SHOREHAM ROAD (A27) - 81 METRES FROM JUNCTION WITH HOE COURT

Vehicles:

Type	Manvres	Impact	Junct_loc
Goods vehicle - unknown weight	Changing lane to right	Did not impact	Not at, or within 20M of Jct
Car	Going ahead other	Front	Not at, or within 20M of Jct
Car	Going ahead other	Front	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight
Driver / Rider	Slight

Accidents between dates **01/01/2020** and **31/12/2024** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex all consultant requests 2025 ("Old Shoreham Road Lancing (RGP)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
14/08/2022	0435	Fine without high winds	221208957	2	Give way or Uncontrolled	Other junction

Location: OLD SHOREHAM ROAD (A27) NEAR JUNCTION WITH OLD SHOREHAM ROAD, LANCING, WEST SUSSEX

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Front	Cleared junction or waiting/parked at junction exit
Car	Parked	Back	Cleared junction or waiting/parked at junction exit

Casualties:

Class	Severity
Driver / Rider	Slight
Vehicle	Serious
Passenger	

Accidents between dates **01/01/2020** and **31/12/2024** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex all consultant requests 2025 ("Old Shoreham Road Lancing (RGP)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
17/12/2022	1650	Fine without high winds	221255062	1	Give way or Uncontrolled	Other junction

Location: OLD SHOREHAM ROAD (A27) NEAR JUNCTION WITH DEWPOND CLOSE, LANCING, WEST SUSSEX

Vehicles:

Type	Manvres	Impact	Junct_loc
Motor Cycle over 50 cc and up to 125cc	Going ahead other	Front	Cleared junction or waiting/parke d at junction exit
Car	Going ahead other	Back	Cleared junction or waiting/parke d at junction exit

Casualties:

Class	Severity
Vehicle	Slight
Passenger	

Accidents between dates 01/01/2020 and 31/12/2024 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex all consultant requests 2025 ("Old Shoreham Road Lancing (RGP)")

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
17/01/2023	2010	Other	231264639	2	Not applicable	Not within 20M

Location: OLD SHOREHAM ROAD (A27), LANCING, WEST SUSSEX

Vehicles:

Type	Manvres	Impact	Junct_loc
Motor Cycle over 125 cc and up to 500cc	Going ahead other	Did not impact	Not at, or within 20M of Jct
Car	Going ahead other	Front	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight
Vehicle	Slight
Passenger	

Accidents between dates 01/01/2020 and 31/12/2024 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex all consultant requests 2025 ("Old Shoreham Road Lancing (RGP)")

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
11/05/2024	1139	Fine without high winds	241445447	2	Not applicable	Not within 20M

Location: OLD SHOREHAM ROAD (A27), LANCING, WEST SUSSEX

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead but held up	Back	Not at, or within 20M of Jct
Car	Going ahead other	Front	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight
Vehicle	Slight
Passenger	

Number of records in selection: 14

**Highest Injury Severity:**

Serious

Highway Authority:

West Sussex

Local Authority:

Adur

Weather Description:

Other

Road Surface Description:

Wet or Damp

Speed Limit:

40

Light Conditions:

Daylight: regardless of presence of streetlights

Carriageway Hazards:

None

Junction Detail:

Not at or within 20 metres of junction

Junction Pedestrian Crossing:

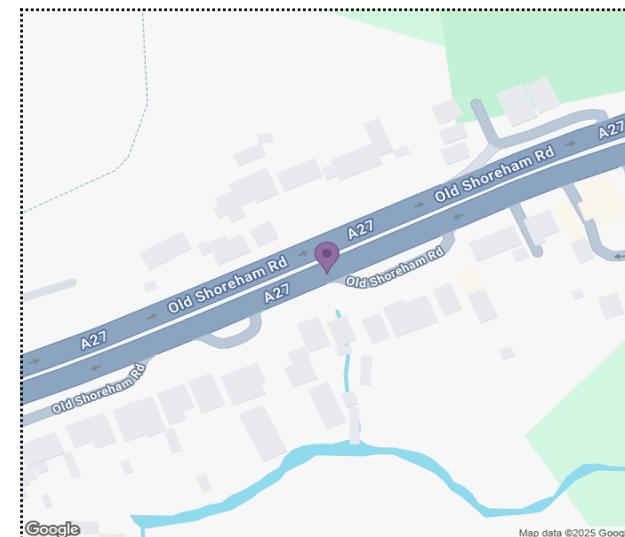
No physical crossing facility within 50 metres

Road Type:

Dual carriageway

Junction Control:

Unknown

Road Number: A27**Casualties:** 1**Vehicles:** 3**OS Grid Reference:** 518968 105654

For more information about the data please visit: www.crashmap.co.uk/home/faq

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Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	6	Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None
2	Car (excluding private hire cars 2005 onwards)	1	Female	56 - 65	Vehicle is waiting to proceed normally but is held up	Back	Other	None	None
3	Car (excluding private hire cars 2005 onwards)	12	Female	26 - 35	Vehicle is slowing down or stopping	Back	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Vehicle or pillion passenger	Female	36 - 45	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faq

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APPENDIX E

A27 Lancing - Speed Survey

Speed Limit



Weather

Weds 15th November 2023

All speeds are recorded from free flowing vehicles

Sunny and clear. 12 degrees

11-1230



Westbound							
	Speeds(mph)	Speeds(mph)		Speeds (mph)	Speeds (mph)	Speeds (mph)	Speeds (mph)
1	47	51	45	101	39	151	40
2	42	52	40	102	40	152	35
3	38	53	38	103	40	153	39
4	45	54	35	104	41	154	40
5	46	55	37	105	43	155	41
6	43	56	40	106	42	156	45
7	40	57	41	107	40	157	49
8	39	58	42	108	38	158	53
9	41	59	44	109	37	159	43
10	41	60	43	110	40	160	42
11	48	61	49	111	45	161	44
12	46	62	43	112	43	162	46
13	47	63	40	113	45	163	45
14	43	64	40	114	46	164	48
15	42	65	42	115	42	165	45
16	44	66	43	116	41	166	41
17	44	67	44	117	41	167	44
18	46	68	48	118	45	168	42
19	45	69	42	119	44	169	43
20	40	70	40	120	42	170	40
21	38	71	40	121	43	171	43
22	39	72	38	122	45	172	42
23	42	73	35	123	42	173	41
24	43	74	39	124	40	174	39
25	46	75	43	125	38	175	40
26	45	76	44	126	41	176	41
27	42	77	42	127	43	177	42
28	41	78	40	128	44	178	41
29	39	79	40	129	42	179	43
30	44	80	43	130	41	180	44
31	52	81	42	131	44	181	44
32	43	82	44	132	45	182	40
33	45	83	43	133	46	183	43
34	46	84	40	134	42	184	46
35	42	85	41	135	40	185	45
36	43	86	41	136	39	186	48
37	40	87	44	137	41	187	41
38	40	88	42	138	42	188	42
39	39	89	45	139	44	189	39
40	41	90	48	140	43	190	38
41	45	91	42	141	44	191	41
42	43	92	41	142	42	192	44
43	42	93	40	143	41	193	45
44	40	94	40	144	40	194	46
45	40	95	43	145	43	195	44
46	41	96	43	146	45	196	42
47	39	97	44	147	46	197	41
48	45	98	47	148	45	198	40
49	42	99	45	149	43	199	42
50	40	100	42	150	42	200	44

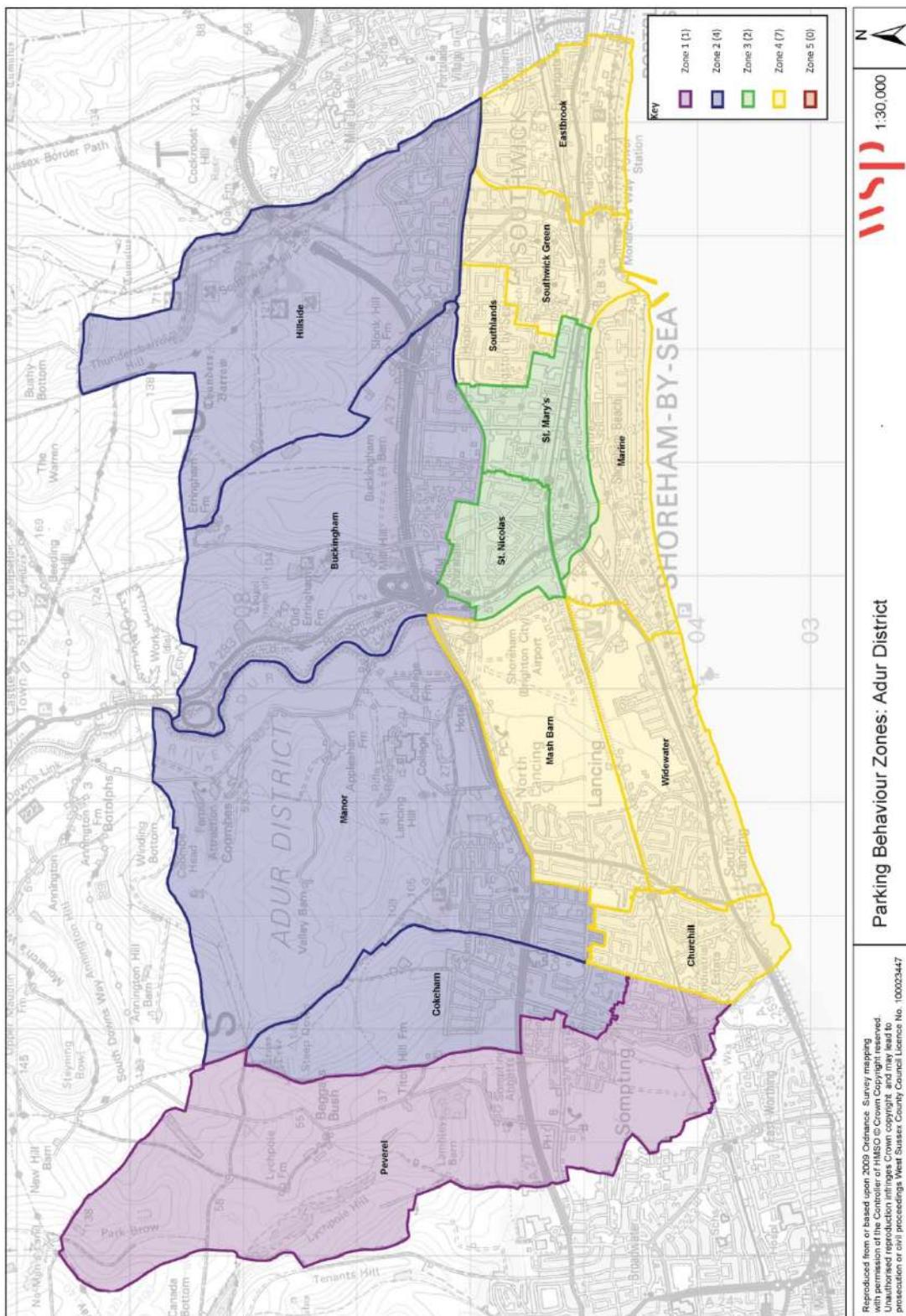
ROAD SURFACE - DRY

Average Westbound	42.4
85th%ile Westbound	45.0
% > Speed Limit Westbound	73%
% > 15mph over Speed Limit Westbound	0%



APPENDIX F

Appendix A: Parking Behaviour Zones by District





APPENDIX G

ROAD SAFETY AUDIT RESPONSE REPORT

LAND SOUTH OF 74 OLD SHOREHAM ROAD

Date: July 2025

Ref: 2025/7464/RSADR06

AUDIT DETAILS

Audit Title:	Land South of 74 Old Shoreham Road
Audit Stage:	Stage 1
Date:	19 th May 2025
Document Reference and Revision:	JA-DG-25-4257-RSA1-FINAL
Prepared By:	The Safety Forum – J Aldridge & D Gotch

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Position:	Graduate Transport Consultant
Signed:	
Organisation:	RGP Consulting Engineers
Date:	30 th July 2025
Approved by:	Overseeing Organisation
Name:	
Position:	
Signed:	
Organisation:	
Date:	

INTRODUCTION

The site currently comprises a small detached residential bungalow and an area of undeveloped land to its rear. The existing dwelling currently benefits from a driveway that can accommodate one vehicle.

The site is located on the southern side of the A27 Old Shoreham Road between Lancing and Shoreham-by-Sea, circa 300m to the east of Lancing Manor Leisure Centre and circa 1.7km to the north-east of Lancing railway station. The site is situated within the administrative boundary of the Adur District Council (ADC), and the local highway authority is West Sussex County Council (WSCC).

The development proposals include the include the demolition of 74 Old Shoreham Road to provide access to 9 residential dwellings on an empty plot of land to the south of the existing dwelling, with associated parking and landscaping as seen in **Appendix A**.

Vehicular access to the proposed development would be provided via a new vehicle access to the west of the existing access, at the sites southern corner which can accommodate all vehicles that would require access to the site.

The A27 falls under the jurisdiction of National Highways, and subsequently, access design and visibility requirements has been considered in the context of the Design Manual for Roads and Bridges (DMRB) standards.

In the vicinity of the site, the A27 Old Shoreham Road is a two-lane dual carriageway trunk road, which in the vicinity of the site is subject to a speed limit of 40mph with footways on both sides of the carriageway.

A number of service roads run parallel to the A27 Old Shoreham Road in intervals, which allows residents to access and egress their properties clear of the main A27 carriageway. Although it is assumed that these service roads currently operate in an in / out arrangement with vehicles entering via the eastern access and exiting via the western access, there are currently no restrictions / signs to indicate this arrangement. It is assumed that the service road serving the site is subject to a posted speed limit of 30mph, in line with nearby service roads in the vicinity of the site, although it is noted that vehicles would be travelling at much slower speeds.

The A27 Old Shoreham Road runs in a west-east alignment and is currently undergoing improvement works, which include the closure of right-turn / u-turn lane for eastbound traffic circa 275m east of the site frontage and the construction of a large roundabout designed to accommodate the future traffic demand and the New Monks Park Development.

At the request of NH, as Highway Authority, through the pre-application process, an independent Stage 1 Road Safety Audit (RSA) has been prepared by The Safety Forum Limited (TSF) following a site visit by the Audit team on 19th May 2025. A copy of the Stage 1 Road Safety Audit (Ref: JA-DG-25-4257-RSA1-FINAL is attached at **Appendix B**.

RGP, appointed as transport consultant to the Applicant, has been commissioned to provide a Road Safety Audit Response Report to address the items raised within the Stage 1 Road Safety Audit. This Road Safety Audit Response Report has been prepared in accordance with the Design Manual for Roads and Bridges 'General Information' document GG 119 'Road Safety Audit'.

GG 119 confirms that:

"The objective of the road safety audit is to identify aspects of engineering interventions that could give rise to road safety problems and to suggest modifications that could improve safety. It is important to note that road safety audit is not intended to be a technical check of compliance with requirements".

RGP, as the Design Organisation, has therefore fully considered the problems and recommendations raised within the Stage 1 RSA report mindful of the above paragraph. This RSA Response Report includes all the problems raised and recommendations made by the Road Safety Audit Team and provides RGP's response to these issues.

ITEMS CONSIDERED

The Stage 1 Road Safety Audit was undertaken on the scheme detailed in the following RGP documentation submitted to The Safety Forum.

Drawing No.	Date / Revision	Title
2023/7464/001	P6	Proposed Access Arrangements and Visibility
2023/7464/001	P3	Swept Path Analysis – Fire Tender
2023/7464/001	P3	Swept Path Analysis – Refuse Vehicle
2023/7464/001	P1	Swept Path Analysis – Standard Car
866-200-L-000	8/4/25	Proposed Site Plan

Document Filename	Revision	Title
RGP_7464_ATC	15/11/23	ATC Lancing Speed Survey 1100am-1230
RGP-7464_TRICS		TRICS Report
2023-7464-WCHAR01		Walking, Cycling and Horse Riding Assessment and Review
RGP_7464_AD		SSRP Accident Data
NH Signed_20250410_RSA03_Road Safety Brief Stage 1	10/04/25	Stage 1 RSA Brief

In accordance with the requirements of GG119, a Road Safety Audit Brief (Ref: 2024/7792/RSAB1) was prepared by the Design Organisation and issued to the Audit team, including all required information, prior to commencement of the RSA report process.

MATTERS ARISING FROM THE STAGE I ROAD SAFETY AUDIT

Problem 3.1:

Location:	Access to and from the development access from the Service road. [Dwg. No 2023/7464/005]
Summary:	Swept path potentially blocked by parked vehicles.
Audit Team Recommendations:	<i>It is recommended that double yellow line parking restrictions are introduced and enforced along the Service Road.</i>

Design Team Response:

This matter is accepted by the designers. The audit team recommendation has also been accepted, with **Drawing 2023/7464/001 P7** demonstrating double yellow line parking restriction along the Service Road. This will ensure sufficient space is allowed for servicing / emergency vehicles to access and egress the site safely and conveniently.

Problem 3.2:

Location:	Service Road serving 74 Old Shoreham Road.
Summary:	Risk of vehicles travelling eastbound on the Service Road.
Audit Team Recommendations:	<i>It is recommended that a sign and/or road marking is introduced. This may be positioned at the junction of the new access with the Service Road or opposite the new development access, which instructs road users that they may proceed left only.</i>

Design Team Response:

This matter and the associated audit team recommendation is accepted by the designers. **Drawing 2023/7464/001 P7** illustrates a left-turn only sign positioned opposite the new development access. This would indicate to all departing drivers the new one-way arrangement of the service road, with vehicles only permitted to turn left out of the service road. This will negate the risk of vehicles that are leaving the development site turning right / travelling east along the service road.

Problem 3.3:

Location:	Service Road serving 74 Old Shoreham Road. [Dwg. No 2023/7464/001].
Summary:	Conflicts with cyclists.
Audit Team Recommendations:	<i>It is recommended that a Cycle Route Ahead sign (TSRGD ref: 950) is provided at the approach to the Service Road.</i>

Design Team Response:

This matter is accepted by the designers, and as such the audit team's recommendations have been accepted. **Drawing 2023/7464/001 P7** shows a Cycle Route Ahead sign (TSRGD ref. 950) positioned along the proposed access on approach to the Service Road.

Problem 3.4:

Location:	Westbound exit from the Service Road to the A27. [Dwg. No 2023/7464/001].
Summary:	Insufficient visibility splay.
Audit Team Recommendations:	<i>It is recommended that a sufficient visibility splay is achieved to reflect the 85th percentile speeds of traffic on the westbound carriageway of the A27 at the location of the development site.</i>

Design Team Response:

This matter is accepted. As part of pre-application discussions, National Highways confirmed that the required visibility splay for vehicles exiting the service road should be 2.4m x 140m, based on a recorded 85th percentile speed of 45.0 mph.

However, an updated assessment of the achievable visibility splays from the site access demonstrates that the maximum achievable visibility from the site access is 128.0m, as shown in **Drawing 2023/7464/001 P7**. This is below the amount stated by National Highways. However, the DMRB CD 109 Table 2.10, which provides information relating to design speed related parameters, confirms that a 'One step below desirable minimum' visibility splay of 105.0m can be applied. As previously stated, a visibility splay of 128.0m can be achieved from the site access, which is 23.0m in excess of the One step below. Therefore, whilst the visibility is below that requested by National Highways, based on the achievable visibility from the access and the good safety record in the vicinity of the site, this visibility is seen as appropriate for the proposed development.

It is therefore proposed to apply for a departure from standards.

DESIGN ORGANISATION STATEMENT

On behalf of the Design Organisation, I certify that the RSA actions identified in response to the Road Safety Audit problems in this Road Safety Audit have been discussed and agreed with the Overseeing Organisation.	
Name:	Timothy King
Signed:	
Position:	Graduate Transport Consultant
Organisation:	RGP Consulting Engineers Ltd
Date:	30 th July 2025

OVERSEEING ORGANISATION STATEMENT

On behalf of the Overseeing Organisation I certify that:

- 1) the RSA actions identified in response to the Road Safety Audit problems in this Road Safety Audit have been discussed and agreed with the design organisation; and
- 2) the agreed RSA actions will be progressed.

Name:	
Signed:	
Position:	
Organisation:	
Date:	



DRAWINGS



NOTES

This drawing has been prepared for the purpose of planning discussions and does not constitute a detailed design drawing, or construction drawing. A Design Hazard Inventory has been prepared by RGP setting out the hazards which have been designed out. This is available upon request.

— SITE BOUNDARY
X---X VISIBILITY SPLAY
- - - HIGHWAY BOUNDARY

This map is based on or reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the controller of Her Majesty's Stationery Office (c) Crown Copyright. Licence Number: AL100037123. RGP accept no liability for any inaccuracies with the data.

RESIDUAL HAZARDS

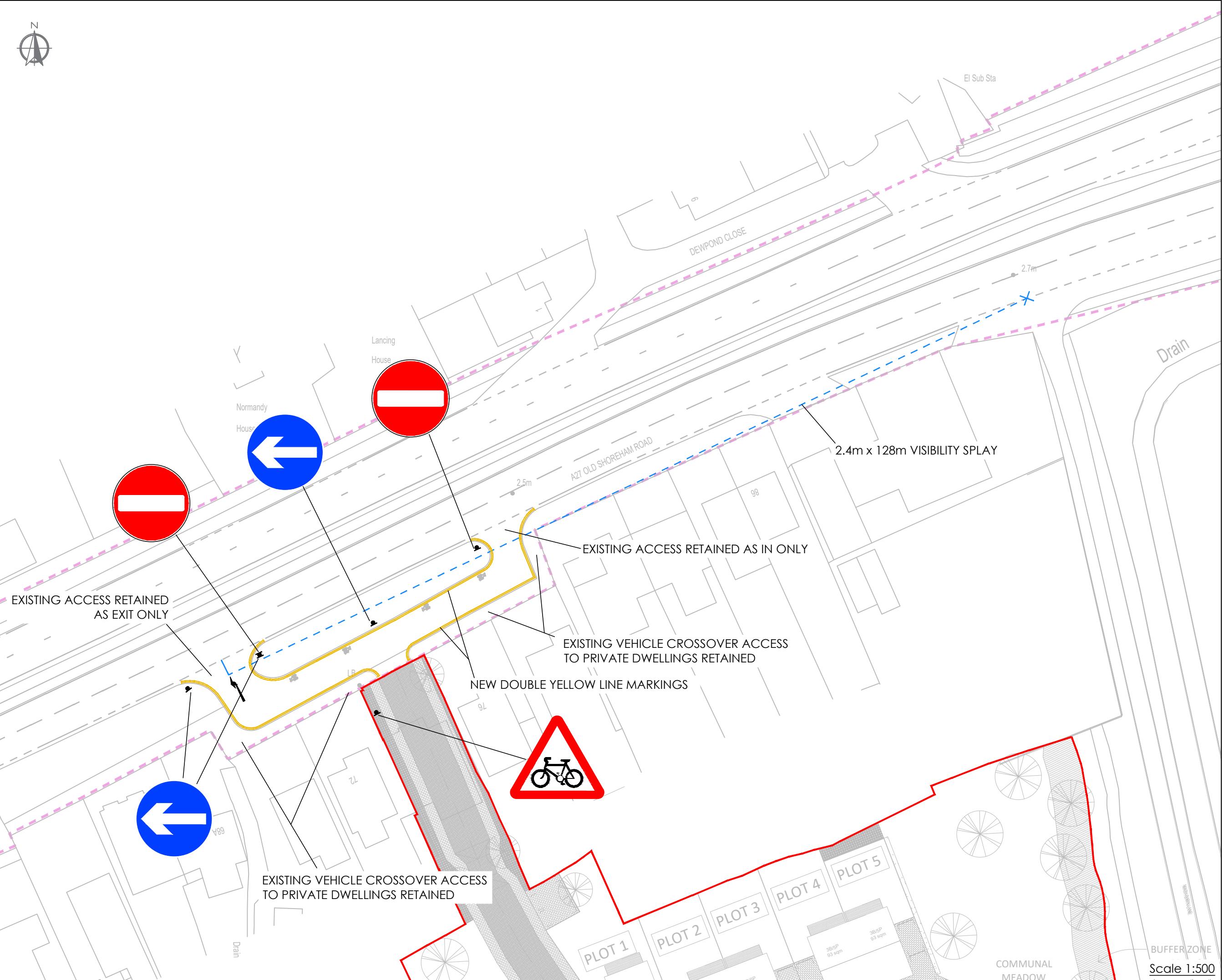
In addition to the hazards/risks normally associated with the type of work detailed on this drawing, please note the following residual hazards:

It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved risk assessment and method statement.

P7	DLH	DETAIL AMENDMENTS	14/07/25
P6	DLH	LAYOUT UPDATED	10/04/25
P5	DLH	DETAIL AMENDMENTS	24/03/25
P4	DLH	DETAIL AMENDMENTS	12/02/25
P3	DLH	DETAIL AMENDMENTS	10/02/25
P2	DLH	HIGHWAY BOUNDARY ADDED	20/10/23
P1	DLH	FIRST ISSUE	09/10/23
Rev.	Drawn	Comments	Date



Client	A Y Developers	
Project	Mash Barn Lane, Lancing	
Drawing Title	Proposed Access Arrangement and Visibility Splays	
Drawing No.	2023/7464/001	Rev. P7
Scale	As shown	Drawn By DLH
	Checked By BCC	A3





APPENDIX A





APPENDIX B



LAND SOUTH of 74 OLD SHOREHAM ROAD, A27 LANCING

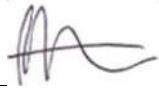
PROPOSED ACCESS ARRANGEMENTS

Stage 1 Road Safety Audit

June 2025

JA-DG-25-4257-RSA1-FINAL

Report title:	Proposed access arrangements, Land south of 74 Old Shoreham Road, Lancing, RSA1
Date:	11 June 2025
Document reference and revision:	JA-DG-25-4257-RSA1-FINAL
Prepared by:	The Safety Forum
On behalf of:	RGP Consulting Engineers & National Highways

Revision Status	Prepared by: (Name)	Checked by: (Name)	Approved by: (Signature)	Date Approved:
Final	J Aldridge	D Gotch		11 June 2025
Designer's Response				
Authority's Response				
Audit Response				

Client: RGP Consulting Engineers Ltd	The Safety Forum Ltd
Shackleford Suite Mill Pool House Mill Lane Godalming GU7 1EY	PO Box 831 Godalming Surrey GU7 9HT
	Date: 11 June 2025

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2.0	ITEMS CONSIDERED	6
3.0	MATTERS ARISING FROM THIS STAGE 1 AUDIT.	9
4.0	AUDIT TEAM STATEMENT	11

APPENDIX A

Location Plan

1.1 INTRODUCTION

- 1.2 This report results from a Stage 1 Road Safety Audit (RSA) carried out on the proposed access arrangements from the site at 74 Old Shoreham Road, following the demolition of the existing bungalow.
- 1.3 The highway proposals include the demolition of 74 Old Shoreham Road to provide access to 9 residential dwellings on an empty plot of land to the south of the existing dwelling, with associated parking and landscaping.
- 1.4 The Stage 1 RSA was carried out at the request of RGP Consulting Engineers Ltd and National Highways.
- 1.5 The Road Safety Audit Brief was supplied by RGP Consulting Engineers Ltd. The Brief and RSA Team was approved by Kevin Bown of National Highways. The RSA Brief was accepted by the Audit Team as sufficient for the completion of a Stage 1 RSA.
- 1.6 The Audit was carried out between 19th and 21st May 2025 by consultants working on behalf of The Safety Forum Limited. The Audit Team, which is established from The Safety Forum Ltd and independent of the project design team, has had no previous involvement with the design proposals.

The Auditors were:

John Aldridge – Team Leader
(MSC, BA (Hons), MIHT, MIHE, Reg RSA, HE Cert Comp)

Darren Gotch – Team Member
(MCIHT, MSoRSA, HE Cert Comp)

- 1.7 The report has been prepared in accordance with General Principles and Scheme Governance General Information, GG 119, Road Safety Audit.
- 1.8 The Audit consisted of a desktop study and a site visit. The site visit was carried out on 19th May 2025, between 10:50 and 11:15 hours by all members of the Audit Team together. The weather was dry and sunny and the road surface was dry. Traffic conditions on the A27 were moderate and free flowing. No cyclists were observed, a handful of pedestrians were present.
- 1.9 Issues relating to the health & safety of operatives constructing, operating or maintaining the highway are not covered by RSA. Only issues relating to the design and construction of facilities for highway maintenance that may potentially contribute to a Road Safety Matter are considered by the RSA process.

- 1.10 Road Safety Audit is not a technical check that the design conforms to Standards and/or best practice guidance. Design Organisations are responsible for ensuring that their designs have been subjected to the appropriate design reviews (including, where applicable, Walking, Cycling & Horse Riding Assessment & Review) prior to Road Safety Audit.
- 1.11 Road Safety Audit is not a check that the scheme has been constructed in accordance with the design.
- 1.12 Whilst reference is made to certain design standards, where safety may be compromised by a reduction in standard, this report is not intended to provide a design check. The Auditors have only reported on matters that might have an adverse effect on road safety in the context of the chosen design. No attempt has been made to comment on the justification of the scheme or the appropriateness of the design. Consequently, the Auditors accept no responsibility for the design or construction of the scheme.
- 1.13 The recommendations in this report are aimed at addressing the road safety problems; however there may be other alternative acceptable ways to overcome a specific problem, when other practical issues are considered. The recommendations contained herein do not absolve the Designer of his/her responsibilities.
- 1.14 The Overseeing Organisation response to the RSA should be formally recorded and reported to the Designer and the RSA Team so that a record of the Audit process is contained in the *As Built* design pack to be provided and retained by the Overseeing Organisation on final completion.
- 1.15 All problems identified in this Road Safety Audit Report are indicated on a location plan in Appendix A

2.0 ITEMS CONSIDERED

2.1 The Road Safety Audit was undertaken on the scheme detailed in the following RGP Consulting Engineers Ltd documentation.

Drawing No.	Date/ Rev	Title
2023/7464/001	P6	Proposed Access Arrangements and Visibility Splays
2023/7464/004	P3	Swept Path Analysis – Fire Tender
2023/7464/005	P3	Swept Path Analysis – Refuse Vehicle
2023/7464/010	P1	Swept Path Analysis – Standard Car
866-200-L-000	8/4/25	Proposed Site Plan

Document Filename	Rev/ Date	Title
RGP_7464_ATC	15/11/ 23	A27 Lancing Speed Survey 1100am-1230
RGP_7464_TRICS		TRICS Report
2023/7464/WCHAR01		Walking, Cycling and Horse Riding Assessment and Review
RGP_7464_AD		SSRP Accident Data
NH Signed_20250410_RSA03_ Road Safety Brief Stage 1	10/04/ 25	Stage 1 RSA Brief

2.2 No departure from standards or other information was submitted to the Audit Team

2.3 Personal Injury Accident (PIA) statistics have been provided, and the following figure and text has been taken from the Stage 1 Road Safety Audit Brief:



SSRP – 74 Old Shoreham Road

As shown above, a total of 14 PIAs occurred within the assessment cordon, including one serious accident, however there were no fatal accidents. The serious accidents occurred due to:

- i) The accident involved a lorry that was slowly moving along the service road to the west of the site. A cyclist was approaching the lorry and repositioned itself to move around the lorry, when a pedestrian emerged from behind the lorry without looking causing a collision between the pedestrian and cyclist.
- ii) Vehicle 2 was travelling east on the A27 when it came to a stop in Lane 1 and put its hazards on to let two passengers exit the car. Vehicle 1 was travelling east in lane 1 and collided with the rear of vehicle 2. The accident occurred during the night with street lights present in dry conditions. The primary causation factor was impairment by alcohol.

The recorded 12 slight accidents that occurred within the assessment cordon occurred due to:

- iii) One accident involved a motorcycle travelling along the carriageway, which suddenly experienced its rear tyre locking, causing the rider to fall from lane 2 into lane 1. Vehicle 2 was approaching behind vehicle 1 and attempted to brake to avoid colliding with vehicle 1, but in doing so, its brakes locked, sending the vehicle head-on into a tree. The accident occurred in darkness with no street lights in icy conditions – the latter being the main causation for the collision.
- iv) This location is often subject to slow moving traffic, as vehicles travelling westbound are reducing their speed as they approach the roundabout, and vehicles travelling eastbound are approaching the newly constructed roundabout to the east of the site. As a result of this,

it is evident that a number of the slight traffic accidents involve vehicles colliding with other vehicles in front (rear shunt type accidents) – all of which can be attributed to human error through causations such as not looking properly or reckless driving.

v) Furthermore, 4 of the collisions recorded in the vicinity of the proposed site involve vehicles switching lanes without the drivers properly looking. This has a primary causation of individuals not properly checking the lane they are aiming to move into, and as a consequence, the vehicles have either collided with a vehicle that already existed in this lane, or led to a vehicle taking evasive action and subsequently colliding elsewhere.

The majority of accidents can be attributed to careless driving without the necessary care and attention. No accidents occurred at the junction of Mash Barn Lane with Old Shoreham Road or from vehicles entering or exiting the service road serving 74 Old Shoreham Road, suggesting that both junctions operate safely at present. Furthermore, the removal of the u-turn onto the westbound carriageway would prevent any further collisions similar in nature. Based on the above assessment, given the number, vehicle types and accident details, and the recent highway improvements that have been made, it is not considered that there are any underlying road safety issues relating to the condition or layout of the highway that would be exacerbated by the development proposals.

Other factors that may impact road safety include the adjacent road works that are being carried out on the A27 Old Shoreham Road, which may increase the proportion of HGVs travelling along the A27. Similarly, the nearby New Monks Park Development may also exacerbate this. Furthermore, during busy periods there is an increased risk of shunting accidents, as vehicles will be slowing down on approach to the Lancing Manor Roundabout. (Ref: Road Safety Audit Brief).

3.0 MATTERS ARISING FROM THIS STAGE 1 AUDIT.

3.1 PROBLEM

LOCATION: Access to and from the development access from the Service Road. [Dwg. No 2023/7464/005].

SUMMARY: Swept path potentially blocked by parked vehicles.

At the time of the site visit it was noted that all on-street parking opportunities along the section of Service Road in the proximity of the development site (No. 74 Old Shoreham Road) were taken. The provided swept path analysis for both a Fire Tender and a Refuse Truck necessitates these larger vehicles to utilise the full width of the Service Road to enter and leave the new site access. The presence of parked vehicles in the Service Road may result in an increased risk of overrun on adjacent kerbs and landscaping by turning trucks and fire tenders as they negotiate any parked vehicles. This may result in potential damage to tyres and wheels which may result in a later tyre failure and subsequent crash.

RECOMMENDATION

It is recommended that double yellow line parking restrictions are introduced and enforced along the Service Road.

3.2 PROBLEM

LOCATION: Service Road serving 74 Old Shoreham Road. [Dwg. No 2023/7464/001].

SUMMARY: Risk of vehicles travelling eastbound on the Service Road.

The proposed development site south of 74 Old Shoreham Road results in the amendment of the existing two-way operation of the Service Road to one way only, with westbound only movements supported. Although there are No Entry signs proposed at each end of the Service Road, there is no information provided to drivers exiting from the proposed development site that they are entering a one-way road and therefore must turn left only. Vehicles turning right from the new access into the Service Road may be at risk of head on type crashes.

RECOMMENDATION

It is recommended that a sign and/or road marking is introduced. This may be positioned at the junction of the new access with the Service Road or opposite the new development access, which instructs road users that they may proceed left only.

3.3 PROBLEM

LOCATION: Service Road serving 74 Old Shoreham Road. [Dwg. No 2023/7464/001].

SUMMARY: Conflicts with cyclists.

Road users exiting from the new access in a northbound direction will enter the Service Road which is proposed to be operating in a one-way direction (westbound only). There is a danger that road users who enter the Service Road will only look to their left for a safe gap to enter the Service Road, failing to provide sufficient caution to note that the Service Road will continue to support bi-directional cycle (and pedestrian) movements. This may result in exiting vehicles conflicting with vulnerable road users, particularly cyclists travelling in a west to east direction.

RECOMMENDATION

It is recommended that a Cycle Route Ahead sign (TSRGD ref: 950) is provided at the approach to the Service Road.

3.4 PROBLEM

LOCATION: Westbound exit from the Service Road to the A27. [Dwg. No 2023/7464/001].

SUMMARY: Insufficient visibility splay

The submitted drawing and Road Safety Audit Brief indicate that a visibility splay of 125.5m is achievable at the existing exit from the Service Road to the A27 following necessary vegetation/site clearance. Vehicle speed data provided as part of the Road Safety Audit Brief supporting documentation indicates that an 85th percentile speed of 45mph had been recorded from data collected in November 2023. The recorded 85th percentile speeds above the posted speed limit, together with onsite observations which suggest poor speed compliance, may result in an increased risk of vehicles entering the A27 from the Service Road being struck by westbound traffic on the A27. The risk of vehicle strikes may potentially be exacerbated by any development and subsequent intensification of use in the Service Road.

RECOMMENDATION

It is recommended that a sufficient visibility splay is achieved to reflect the 85th percentile speeds of traffic on the westbound carriageway of the A27 at the location of the development site.

4.0 AUDIT TEAM STATEMENT

4.1 We certify that this audit has been carried out in accordance with GG 119.

AUDIT TEAM LEADER

Name: John Aldridge
Position: Road Safety Consultant
The Safety Forum Ltd
PO Box 831
Godalming
Surrey
GU7 9HT

Signed:



Date: 20 May 2025

AUDIT TEAM MEMBER

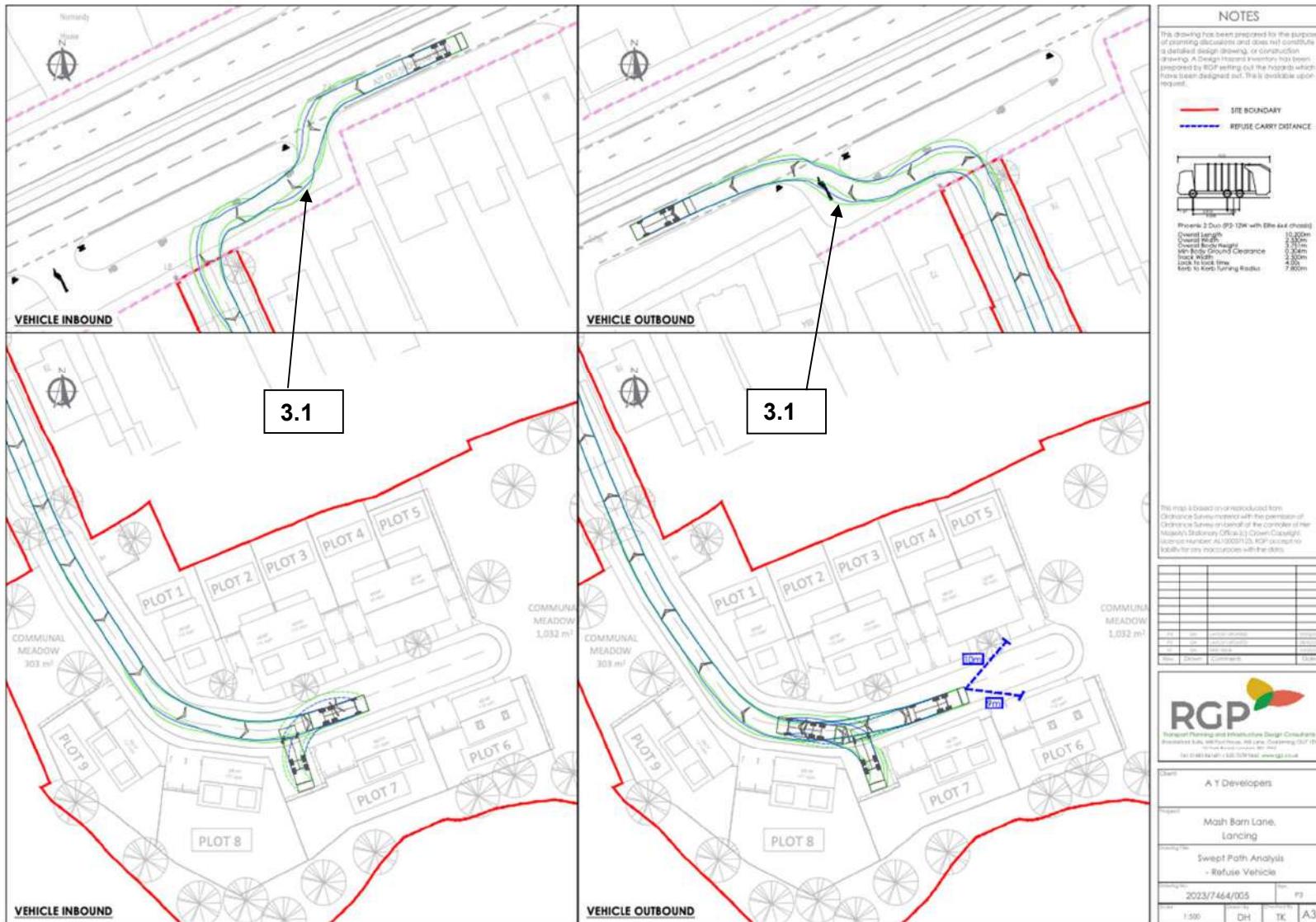
Name: Darren Gotch
Position: Road Safety Consultant
The Safety Forum Ltd
PO Box 831
Godalming
Surrey
GU7 9HT

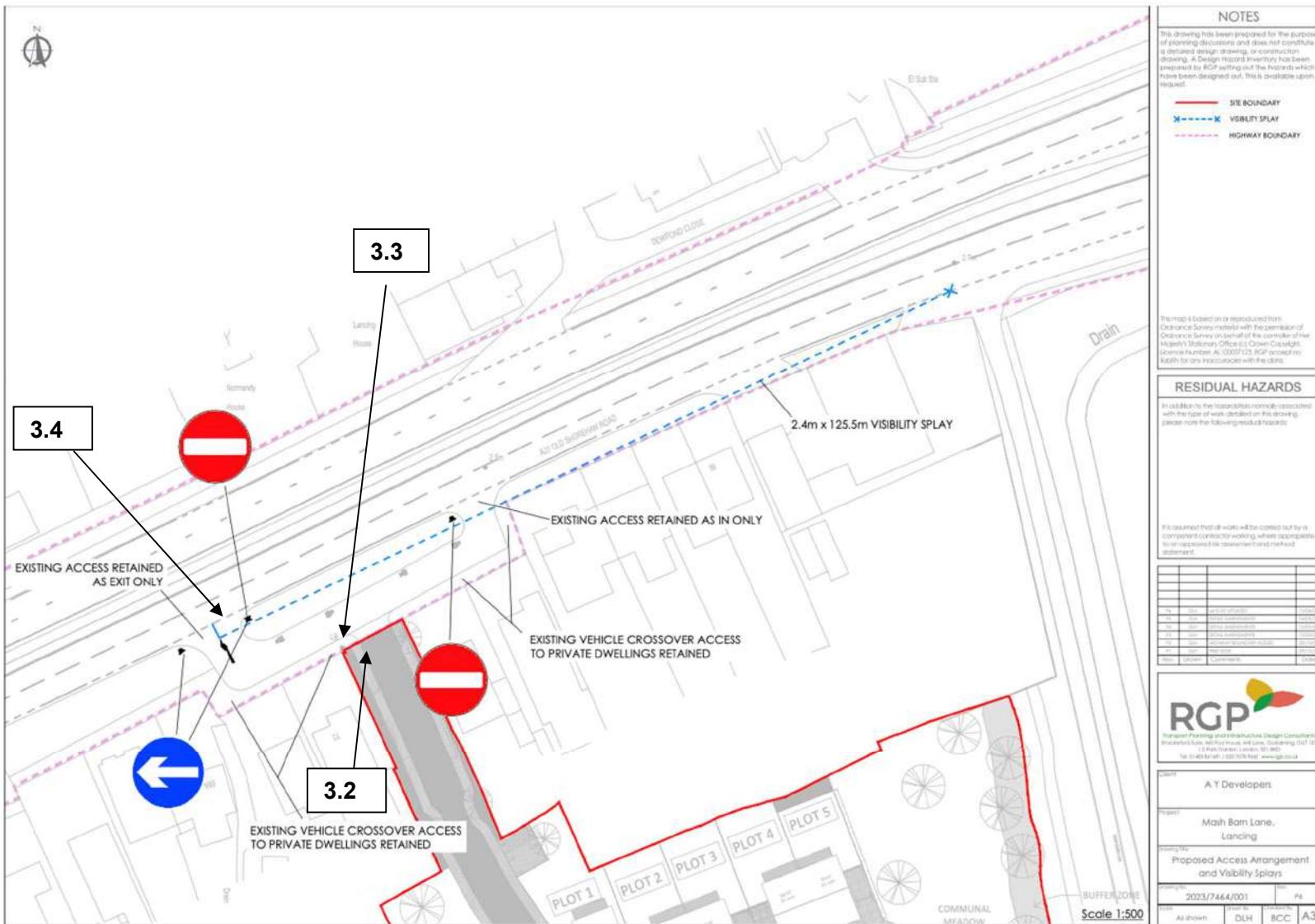
Signed:



Date: 20 May 2025

APPENDIX A: LOCATION PLAN







APPENDIX H

Calculation Reference: AUDIT-728001-231010-1051

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
BO	BEDFORD	1 days
CT	CENTRAL BEDFORDSHIRE	1 days
ES	EAST SUSSEX	5 days
EX	ESSEX	2 days
HC	HAMPSHIRE	9 days
HF	HERTFORDSHIRE	2 days
KC	KENT	7 days
MW	MEDWAY	1 days
SC	SURREY	2 days
SP	SOUTHAMPTON	1 days
WB	WEST BERKSHIRE	1 days
WS	WEST SUSSEX	7 days
03	SOUTH WEST	
DC	DORSET	2 days
DV	DEVON	2 days
SD	SWINDON	1 days
SM	SOMERSET	1 days
TB	TORBAY	1 days
04	EAST ANGLIA	
NF	NORFOLK	18 days
PB	PETERBOROUGH	1 days
SF	SUFFOLK	3 days
05	EAST MIDLANDS	
DY	DERBY	1 days
NT	NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
ST	STAFFORDSHIRE	2 days
WK	WARRICKSHIRE	2 days
WO	WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
NY	NORTH YORKSHIRE	2 days
08	NORTH WEST	
AC	CHESHIRE WEST & CHESTER	1 days
LC	LANCASHIRE	1 days
09	NORTH	
DH	DURHAM	2 days

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

RGF Mill Pool House Godalming

Licence No: 728001

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: 8 to 1146 (units:)
 Range Selected by User: 6 to 4334 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 29/06/23

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	12 days
Tuesday	18 days
Wednesday	28 days
Thursday	15 days
Friday	8 days

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

Selected survey types:

Manual count	75 days
Directional ATC Count	6 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)	14
Edge of Town	67

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

Selected Location Sub Categories:

Residential Zone	73
Village	1
Out of Town	4
No Sub Category	3

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	26 days - Selected
Servicing vehicles Excluded	96 days - Selected

LIST OF SITES relevant to selection parameters

1	AC-03-A-04	TOWN HOUSES	CHESHIRE WEST & CHESTER
	LONDON ROAD		
	NORTHWICH		
	LEFTWICH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	24	
	<i>Survey date: THURSDAY</i>	<i>06/06/19</i>	<i>Survey Type: MANUAL</i>
2	BO-03-A-01	DETACHED HOUSES	BEDFORD
	CARNOUSTIE DRIVE		
	BEDFORD		
	GREAT DENHAM		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	30	
	<i>Survey date: THURSDAY</i>	<i>15/10/20</i>	<i>Survey Type: MANUAL</i>
3	CT-03-A-01	MIXED HOUSES	CENTRAL BEDFORDSHIRE
	ARLESEY ROAD		
	STOTFOLD		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	46	
	<i>Survey date: WEDNESDAY</i>	<i>22/06/22</i>	<i>Survey Type: MANUAL</i>
4	DC-03-A-09	MIXED HOUSES	DORSET
	A350		
	SHAFTESBURY		
	Edge of Town		
	No Sub Category		
	Total No of Dwellings:	50	
	<i>Survey date: FRIDAY</i>	<i>19/11/21</i>	<i>Survey Type: MANUAL</i>
5	DC-03-A-10	MIXED HOUSES	DORSET
	ADDISON CLOSE		
	GILLINGHAM		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	26	
	<i>Survey date: WEDNESDAY</i>	<i>09/11/22</i>	<i>Survey Type: MANUAL</i>
6	DH-03-A-01	SEMI DETACHED	DURHAM
	GREENFIELDS ROAD		
	BISHOP AUCKLAND		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	50	
	<i>Survey date: TUESDAY</i>	<i>28/03/17</i>	<i>Survey Type: MANUAL</i>
7	DH-03-A-03	SEMI-DETACHED & TERRACED	DURHAM
	PILGRIMS WAY		
	DURHAM		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	57	
	<i>Survey date: FRIDAY</i>	<i>19/10/18</i>	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

8	DV-03-A-02 MILLHEAD ROAD HONITON	HOUSES & BUNGALOWS Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: <i>Survey date: FRIDAY</i> 116 25/09/15	DEVON
9	DV-03-A-03 LOWER BRAND LANE HONITON	TERRACED & SEMI DETACHED Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: <i>Survey date: MONDAY</i> 70 28/09/15	<i>Survey Type: MANUAL</i> DEVON
10	DY-03-A-01 RADBOURNE LANE DERBY	MIXED HOUSES Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: TUESDAY</i> 371 10/07/18	<i>Survey Type: MANUAL</i> DERBY
11	ES-03-A-03 SHEPHAM LANE POLEGATE	MIXED HOUSES & FLATS Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: MONDAY</i> 212 11/07/16	<i>Survey Type: MANUAL</i> EAST SUSSEX
12	ES-03-A-05 RATTLE ROAD NEAR EASTBOURNE STONE CROSS Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: WEDNESDAY</i> 99 05/06/19	MIXED HOUSES & FLATS <i>Survey Type: MANUAL</i> EAST SUSSEX	
13	ES-03-A-07 NEW ROAD HAILSHAM HELLINGLY Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: THURSDAY</i> 91 07/11/19	MIXED HOUSES & FLATS <i>Survey Type: MANUAL</i> EAST SUSSEX	
14	ES-03-A-08 WRESTWOOD ROAD BEXHILL	MIXED HOUSES & FLATS Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: WEDNESDAY</i> 110 12/10/22	<i>Survey Type: MANUAL</i> EAST SUSSEX

LIST OF SITES relevant to selection parameters (Cont.)

15	ES-03-A-09 THE FAIRWAY NEWHAVEN	DETACHED & SEMI -DETACHED	EAST SUSSEX
	Edge of Town Residential Zone		
	Total No of Dwellings: <i>Survey date: MONDAY</i>	47 13/03/23	<i>Survey Type: MANUAL</i>
16	EX-03-A-02 MANOR ROAD CHIGWELL GRANGE HILL Edge of Town Residential Zone	DETACHED & SEMI -DETACHED	ESSEX
	Total No of Dwellings: <i>Survey date: MONDAY</i>	97 27/11/17	<i>Survey Type: MANUAL</i>
17	EX-03-A-03 KESTREL GROVE RAYLEIGH	MIXED HOUSES	ESSEX
	Edge of Town Residential Zone		
	Total No of Dwellings: <i>Survey date: MONDAY</i>	123 27/09/21	<i>Survey Type: MANUAL</i>
18	HC-03-A-21 PRIESTLEY ROAD BASINGSTOKE HOUNDMILLS Edge of Town Residential Zone	TERRACED & SEMI -DETACHED	HAMPSHIRE
	Total No of Dwellings: <i>Survey date: TUESDAY</i>	39 13/11/18	<i>Survey Type: MANUAL</i>
19	HC-03-A-22 BOW LAKE GARDENS NEAR EASTLEIGH BISHOPSTOKE Edge of Town Residential Zone	MIXED HOUSES	HAMPSHIRE
	Total No of Dwellings: <i>Survey date: WEDNESDAY</i>	40 31/10/18	<i>Survey Type: MANUAL</i>
20	HC-03-A-23 CANADA WAY LIPHOOK	HOUSES & FLATS	HAMPSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total No of Dwellings: <i>Survey date: TUESDAY</i>	62 19/11/19	<i>Survey Type: MANUAL</i>
21	HC-03-A-24 STONEHAM LANE EASTLEIGH	MIXED HOUSES & FLATS	HAMPSHIRE
	Edge of Town Residential Zone		
	Total No of Dwellings: <i>Survey date: WEDNESDAY</i>	243 10/11/21	<i>Survey Type: MANUAL</i>

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LIST OF SITES relevant to selection parameters (Cont.)

22	HC-03-A-26 BOTLEY ROAD WHITELEY	MIXED HOUSES & FLATS	HAMPSHIRE
	Edge of Town Out of Town Total No of Dwellings: <i>Survey date: THURSDAY</i>	270	
		24/06/21	<i>Survey Type: MANUAL</i>
23	HC-03-A-27 DAIRY ROAD ANDOVER	MIXED HOUSES	HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: TUESDAY</i>	73	
		16/11/21	<i>Survey Type: MANUAL</i>
24	HC-03-A-28 EAGLE AVENUE WATERLOOVILLE LOVEDEAN	MIXED HOUSES & FLATS	HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: MONDAY</i>	125	
		08/11/21	<i>Survey Type: MANUAL</i>
25	HC-03-A-29 CROW LANE RINGWOOD CROW	MIXED HOUSES & FLATS	HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: THURSDAY</i>	195	
		30/06/22	<i>Survey Type: MANUAL</i>
26	HC-03-A-31 KILN ROAD LIPHOOK	MIXED HOUSES & FLATS	HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: FRIDAY</i>	44	
		07/10/22	<i>Survey Type: MANUAL</i>
27	HF-03-A-03 HARE STREET ROAD BUNTINGFORD	MIXED HOUSES	HERTFORDSHIRE
	Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: MONDAY</i>	160	
		08/07/19	<i>Survey Type: MANUAL</i>
28	HF-03-A-04 HOLMSIDE RISE WATFORD SOUTH OXHEY	TERRACED HOUSES	HERTFORDSHIRE
	Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: TUESDAY</i>	8	
		08/06/21	<i>Survey Type: MANUAL</i>

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LIST OF SITES relevant to selection parameters (Cont.)

29	KC-03-A-03	MIXED HOUSES & FLATS	KENT
	HYTHE ROAD		
	ASHFORD		
	WILLESBOROUGH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	51	
	<i>Survey date: THURSDAY</i>	<i>14/07/16</i>	<i>Survey Type: MANUAL</i>
30	KC-03-A-04	SEMI-DETACHED & TERRACED	KENT
	KILN BARN ROAD		
	AYLESFORD		
	DITTON		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	110	
	<i>Survey date: FRIDAY</i>	<i>22/09/17</i>	<i>Survey Type: MANUAL</i>
31	KC-03-A-06	MIXED HOUSES & FLATS	KENT
	MARGATE ROAD		
	HERNE BAY		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	363	
	<i>Survey date: WEDNESDAY</i>	<i>27/09/17</i>	<i>Survey Type: MANUAL</i>
32	KC-03-A-07	MIXED HOUSES	KENT
	RECULVER ROAD		
	HERNE BAY		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	288	
	<i>Survey date: WEDNESDAY</i>	<i>27/09/17</i>	<i>Survey Type: MANUAL</i>
33	KC-03-A-09	MIXED HOUSES & FLATS	KENT
	WESTERN LINK		
	FAVERSHAM		
	DAVINGTON		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	14	
	<i>Survey date: WEDNESDAY</i>	<i>09/06/21</i>	<i>Survey Type: MANUAL</i>
34	KC-03-A-10	MIXED HOUSES	KENT
	HEADCORN ROAD		
	STAPLEHURST		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	106	
	<i>Survey date: TUESDAY</i>	<i>09/05/23</i>	<i>Survey Type: MANUAL</i>
35	KC-03-A-11	MIXED HOUSES & FLATS	KENT
	COLDHARBOUR ROAD		
	GRAVESEND		
	Edge of Town		
	No Sub Category		
	Total No of Dwellings:	375	
	<i>Survey date: MONDAY</i>	<i>20/03/23</i>	<i>Survey Type: MANUAL</i>
36	LC-03-A-31	DETACHED HOUSES	LANCASHIRE
	GREENSIDE		
	PRESTON		
	COTTAM		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	32	
	<i>Survey date: FRIDAY</i>	<i>17/11/17</i>	<i>Survey Type: MANUAL</i>

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LIST OF SITES relevant to selection parameters (Cont.)

37	MW-03-A-02	MIXED HOUSES OTTERHAM QUAY LANE RAINHAM	Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: MONDAY</i> 19 06/06/22	MEDWAY
38	NF-03-A-03	DETACHED HOUSES HALING WAY THETFORD	Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: WEDNESDAY</i> 10 16/09/15	<i>Survey Type: MANUAL</i> NORFOLK
39	NF-03-A-10	MIXED HOUSES & FLATS HUNSTANTON ROAD HUNSTANTON	Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: WEDNESDAY</i> 17 12/09/18	<i>Survey Type: MANUAL</i> NORFOLK
40	NF-03-A-16	MIXED HOUSES & FLATS NORWICH COMMON WYMONDHAM	Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: TUESDAY</i> 138 20/10/15	<i>Survey Type: DIRECTIONAL ATC COUNT</i> NORFOLK
41	NF-03-A-22	MIXED HOUSES & FLATS ROUND HOUSE WAY NORWICH CRINGLEFORD	Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: TUESDAY</i> 984 13/10/20	<i>Survey Type: DIRECTIONAL ATC COUNT</i> NORFOLK
42	NF-03-A-23	MIXED HOUSES & FLATS SILFIELD ROAD WYMONDHAM	Edge of Town Out of Town Total No of Dwellings: <i>Survey date: WEDNESDAY</i> 514 22/09/21	<i>Survey Type: DIRECTIONAL ATC COUNT</i> NORFOLK
43	NF-03-A-25	MIXED HOUSES & FLATS WOODFARM LANE GORLESTON-ON-SEA	Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: TUESDAY</i> 55 21/09/21	<i>Survey Type: MANUAL</i> NORFOLK
				<i>Survey Type: MANUAL</i>

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LIST OF SITES relevant to selection parameters (Cont.)

44	NF-03-A-28 ATLANTIC AVENUE NORWICH SPROWSTON Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: THURSDAY</i>	MIXED HOUSES & FLATS 1146 22/09/22	NORFOLK <i>Survey Type: MANUAL</i>
45	NF-03-A-31 BRANDON ROAD SWAFFHAM Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: THURSDAY</i>	MIXED HOUSES 321 22/09/22	NORFOLK <i>Survey Type: DIRECTIONAL ATC COUNT</i>
46	NF-03-A-32 HUNSTANTON ROAD HUNSTANTON Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: WEDNESDAY</i>	MIXED HOUSES & FLATS 164 21/09/22	NORFOLK <i>Survey Type: DIRECTIONAL ATC COUNT</i>
47	NF-03-A-33 LONDON ROAD ATTLEBOROUGH Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: THURSDAY</i>	MIXED HOUSES 143 29/09/22	NORFOLK <i>Survey Type: MANUAL</i>
48	NF-03-A-34 NORWICH ROAD SWAFFHAM Edge of Town Out of Town Total No of Dwellings: <i>Survey date: TUESDAY</i>	MIXED HOUSES 80 27/09/22	NORFOLK <i>Survey Type: MANUAL</i>
49	NF-03-A-35 REPTON AVENUE NORWICH Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: WEDNESDAY</i>	MIXED HOUSES & FLATS 116 28/09/22	NORFOLK <i>Survey Type: MANUAL</i>
50	NF-03-A-36 LONDON ROAD WYMONDHAM Edge of Town No Sub Category Total No of Dwellings: <i>Survey date: THURSDAY</i>	MIXED HOUSES 75 29/09/22	NORFOLK <i>Survey Type: MANUAL</i>
51	NF-03-A-37 GREENFIELDS ROAD DEREHAM Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: TUESDAY</i>	MIXED HOUSES 44 27/09/22	NORFOLK <i>Survey Type: MANUAL</i>

RGP Mill Pool House Godalming

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LIST OF SITES relevant to selection parameters (Cont.)

52	NF-03-A-38 BEAUFORT WAY GREAT YARMOUTH BRADWELL Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: TUESDAY</i>	MIXED HOUSES 537 20/09/22	NORFOLK <i>Survey Type: MANUAL</i>
53	NF-03-A-39 HEATH DRIVE HOLT Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: TUESDAY</i>	MIXED HOUSES 212 27/09/22	NORFOLK <i>Survey Type: MANUAL</i>
54	NF-03-A-47 BURGH ROAD AYLSHAM Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: WEDNESDAY</i>	MIXED HOUSES & FLATS 300 21/09/22	NORFOLK <i>Survey Type: DIRECTIONAL ATC COUNT</i>
55	NF-03-A-51 CITY ROAD NORWICH LAKENHAM Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: <i>Survey date: TUESDAY</i>	SEMI-DETACHED 34 13/09/22	NORFOLK <i>Survey Type: MANUAL</i>
56	NT-03-A-08 WIGHAY ROAD HUCKNALL Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: MONDAY</i>	DETACHED HOUSES 36 18/10/21	NOTTINGHAMSHIRE <i>Survey Type: MANUAL</i>
57	NY-03-A-13 CATTERICK ROAD CATTERICK GARRISON OLD HOSPITAL COMPOUND Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: <i>Survey date: WEDNESDAY</i>	TERRACED HOUSES 10 10/05/17	NORTH YORKSHIRE <i>Survey Type: MANUAL</i>
58	NY-03-A-14 PALACE ROAD RIPON Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: WEDNESDAY</i>	DETACHED & BUNGALOWS 45 18/05/22	NORTH YORKSHIRE <i>Survey Type: MANUAL</i>
59	PB-03-A-04 EASTFIELD ROAD PETERBOROUGH Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: <i>Survey date: MONDAY</i>	DETACHED HOUSES 28 17/10/16	PETERBOROUGH <i>Survey Type: MANUAL</i>

RGP Mill Pool House Godalming

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LIST OF SITES relevant to selection parameters (Cont.)

60	SC-03-A-07 FOLLY HILL FARNHAM	MIXED HOUSES	SURREY
	Edge of Town Residential Zone		
	Total No of Dwellings: <i>Survey date: WEDNESDAY</i>	41 11/05/22	<i>Survey Type: MANUAL</i>
61	SC-03-A-08 REIGATE ROAD HORLEY	MIXED HOUSES	SURREY
	Edge of Town Residential Zone		
	Total No of Dwellings: <i>Survey date: WEDNESDAY</i>	790 04/05/22	<i>Survey Type: MANUAL</i>
62	SD-03-A-01 HEADLANDS GROVE SWINDON	SEMI DETACHED	SWINDON
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total No of Dwellings: <i>Survey date: THURSDAY</i>	27 22/09/16	<i>Survey Type: MANUAL</i>
63	SF-03-A-05 VALE LANE BURY ST EDMUNDS	DETACHED HOUSES	SUFFOLK
	Edge of Town Residential Zone		
	Total No of Dwellings: <i>Survey date: WEDNESDAY</i>	18 09/09/15	<i>Survey Type: MANUAL</i>
64	SF-03-A-09 FOXHALL ROAD IPSWICH	MIXED HOUSES & FLATS	SUFFOLK
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total No of Dwellings: <i>Survey date: THURSDAY</i>	179 24/06/21	<i>Survey Type: MANUAL</i>
65	SF-03-A-10 LOVETOFTS DRIVE IPSWICH	TERRACED & SEMI -DETACHED	SUFFOLK
	WHITEHOUSE Edge of Town Residential Zone		
	Total No of Dwellings: <i>Survey date: TUESDAY</i>	149 22/06/21	<i>Survey Type: MANUAL</i>
66	SM-03-A-01 WEMBDON ROAD BRIDGWATER NORTHFIELD	DETACHED & SEMI	SOMERSET
	Edge of Town Residential Zone		
	Total No of Dwellings: <i>Survey date: THURSDAY</i>	33 24/09/15	<i>Survey Type: MANUAL</i>

RGP Mill Pool House Godalming

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LIST OF SITES relevant to selection parameters (Cont.)

67	SP-03-A-02	MIXED HOUSES & FLATS	SOUTHAMPTON
	BARNFIELD WAY		
	NEAR SOUTHAMPTON		
	HEDGE END		
	Edge of Town		
	Out of Town		
	Total No of Dwellings:	250	
	<i>Survey date: TUESDAY</i>	<i>12/10/21</i>	<i>Survey Type: MANUAL</i>
68	ST-03-A-07	DETACHED & SEMI -DETACHED	STAFFORDSHIRE
	BEACONSIDE		
	STAFFORD		
	MARSTON GATE		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	248	
	<i>Survey date: WEDNESDAY</i>	<i>22/11/17</i>	<i>Survey Type: MANUAL</i>
69	ST-03-A-08	DETACHED HOUSES	STAFFORDSHIRE
	SILKMORE CRESCENT		
	STAFFORD		
	MEADOWCROFT PARK		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	26	
	<i>Survey date: WEDNESDAY</i>	<i>22/11/17</i>	<i>Survey Type: MANUAL</i>
70	TB-03-A-01	TERRACED HOUSES	TORBAY
	BRONSHILL ROAD		
	TORQUAY		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	37	
	<i>Survey date: WEDNESDAY</i>	<i>30/09/15</i>	<i>Survey Type: MANUAL</i>
71	WB-03-A-03	MIXED HOUSES	WEST BERKSHIRE
	DORKING WAY		
	READING		
	CALCOT		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	108	
	<i>Survey date: FRIDAY</i>	<i>09/09/22</i>	<i>Survey Type: MANUAL</i>
72	WK-03-A-03	DETACHED HOUSES	WARWICKSHIRE
	BRESE AVENUE		
	WARWICK		
	GUYS CLIFFE		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	23	
	<i>Survey date: WEDNESDAY</i>	<i>25/09/19</i>	<i>Survey Type: MANUAL</i>
73	WK-03-A-04	DETACHED HOUSES	WARWICKSHIRE
	DALEHOUSE LANE		
	KENILWORTH		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	49	
	<i>Survey date: FRIDAY</i>	<i>27/09/19</i>	<i>Survey Type: MANUAL</i>
74	WO-03-A-07	MIXED HOUSES & FLATS	WORCESTERSHIRE
	RYE GRASS LANE		
	REDDITCH		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	47	
	<i>Survey date: THURSDAY</i>	<i>01/10/20</i>	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

75	WS-03-A-08	MIXED HOUSES	WEST SUSSEX
	ROUNDSTONE LANE		
	ANGMERING		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	180	
	<i>Survey date: THURSDAY</i>	<i>19/04/18</i>	<i>Survey Type: MANUAL</i>
76	WS-03-A-11	MIXED HOUSES	WEST SUSSEX
	ELLIS ROAD		
	WEST HORSHAM		
	S BROADBRIDGE HEATH		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	918	
	<i>Survey date: TUESDAY</i>	<i>02/04/19</i>	<i>Survey Type: MANUAL</i>
77	WS-03-A-12	MIXED HOUSES	WEST SUSSEX
	MADGWICK LANE		
	CHICHESTER		
	WESTHAMPNETT		
	Edge of Town		
	Village		
	Total No of Dwellings:	152	
	<i>Survey date: WEDNESDAY</i>	<i>16/06/21</i>	<i>Survey Type: MANUAL</i>
78	WS-03-A-13	MIXED HOUSES & FLATS	WEST SUSSEX
	LITTLEHAMPTON ROAD		
	WORTHING		
	WEST DURRINGTON		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	197	
	<i>Survey date: WEDNESDAY</i>	<i>23/06/21</i>	<i>Survey Type: MANUAL</i>
79	WS-03-A-14	MIXED HOUSES	WEST SUSSEX
	TODDINGTON LANE		
	LITTLEHAMPTON		
	WICK		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	117	
	<i>Survey date: WEDNESDAY</i>	<i>20/10/21</i>	<i>Survey Type: MANUAL</i>
80	WS-03-A-17	MIXED HOUSES & FLATS	WEST SUSSEX
	SHOPWHYKE ROAD		
	CHICHESTER		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	86	
	<i>Survey date: WEDNESDAY</i>	<i>01/03/23</i>	<i>Survey Type: MANUAL</i>
81	WS-03-A-19	MIXED HOUSES & FLATS	WEST SUSSEX
	TURNERS HILL ROAD		
	EAST GRINSTEAD		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	92	
	<i>Survey date: MONDAY</i>	<i>15/05/23</i>	<i>Survey Type: MANUAL</i>

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

RGF Mill Pool House Godalming

Licence No: 728001

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

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	81	161	0.076	81	161	0.290	81	161	0.366
08:00 - 09:00	81	161	0.146	81	161	0.374	81	161	0.520
09:00 - 10:00	81	161	0.128	81	161	0.157	81	161	0.285
10:00 - 11:00	81	161	0.116	81	161	0.138	81	161	0.254
11:00 - 12:00	81	161	0.127	81	161	0.132	81	161	0.259
12:00 - 13:00	81	161	0.143	81	161	0.144	81	161	0.287
13:00 - 14:00	81	161	0.149	81	161	0.139	81	161	0.288
14:00 - 15:00	81	161	0.152	81	161	0.173	81	161	0.325
15:00 - 16:00	81	161	0.245	81	161	0.162	81	161	0.407
16:00 - 17:00	81	161	0.262	81	161	0.156	81	161	0.418
17:00 - 18:00	81	161	0.344	81	161	0.159	81	161	0.503
18:00 - 19:00	81	161	0.273	81	161	0.149	81	161	0.422
19:00 - 20:00	1	97	0.062	1	97	0.052	1	97	0.114
20:00 - 21:00	1	97	0.031	1	97	0.021	1	97	0.052
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		2.254			2.246				4.500

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:	8 - 1146 (units:)
Survey date date range:	01/01/15 - 29/06/23
Number of weekdays (Monday-Friday):	81
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	41
Surveys manually removed from selection:	0

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



APPENDIX I

WF01BEW - Location of usual residence and place of work (OA level)

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population All usual residents ages 16 and over in e
units Persons
date 2011

place of work : 2011 census merged local authority district	currently residing in
	E01031358 : Adur 007A
Adur	170
Worthing	161
Brighton and Hove	112
Arun	25
Horsham	21
Crawley	9
Chichester	6
Lewes	6
Mid Sussex	6
Tandridge	3
Wealden	3
Epsom and Ewell	2
Eastbourne	1
Hastings	1
Portsmouth	1
Reigate and Banstead	1
Woking	1
Wycombe	1
Ashford	0
Aylesbury Vale	0
Basingstoke and Deane	0
Bracknell Forest	0
Canterbury	0
Cherwell	0
Chiltern	0
Dartford	0
Dover	0
East Hampshire	0
Eastleigh	0
Elmbridge	0
Fareham	0
Gosport	0
Gravesham	0
Guildford	0



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