

Transport Statement

24 Upper High Street,

Worthing,

BN11 1DL



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- A Site Layout
- B TRICS Output Data

Issue	Issue date	Compiled	Checked	Authorised
1	April 2026	EP	LNS	LNS

1 Introduction

- 1.1 This Transport Statement has been prepared for Nik Antoniou on behalf of Morgan Carr Limited in conjunction with the above development and no responsibility is accepted to any third party for all or part of this study in connection with this or any other development.
- 1.2 GTA Civils & Transport Ltd has been commissioned by Nik Antoniou to prepare a Transport Statement in connection with the proposed development that comprises the conversion of some warehouses and containers and partial NCP car park into a 'hub' comprising further containers for office space, smaller units for studios and small workshops and a café type container. The additional floor area equates to approximately 280m² and will fall under a generalised B8 use class and Class E(b)/E(g). Specifically, there will be 17no. 8 x 30ft containers to form the 'Upper High Street' community hub. It is likely to incorporate artist studios, offices, café, gym, sauna and toilets.
- 1.3 The report has been prepared to demonstrate that there will be no highway safety impact resultant of the proposals and a non-material impact on the local highway network.

Policy Context

- 1.4 This report has been written in accordance with the following policy frameworks:
 - 2025 National Planning Policy Framework (NPPF);
 - 2014 National Planning Policy Guidance (NPPG);
 - Manual for Streets (MfS 1 & 2);
 - West Sussex County Council Local Transport Plan 2022-2036;
 - West Sussex Parking Guidance for New Developments (September 2020);
 - Worthing Borough Council – Local Plan (2020-2036) (Adopted March 2023).

Scope of report

- Reference to supporting national, regional, and local planning documents and policies;
- A site location plan with site boundary indicated;
- Schedule of existing uses;
- Description, including site layout plans, of the proposed development;
- Details of the site access including fire and refuse vehicles access and suitable visibility splays;
- A summary of site accessibility including key services, availability of sustainable modes of transport;
- Parking strategy for the proposed development;
- Proposed trip rates supported with TRICS outputs and site selection methodology.

2 Existing Site

- 2.1 The existing site is known as 24 Upper High Street, Worthing. The site is owned and occupied by Morgan Carr; a firm of Quantity Surveyors and Project Managers. Presently they occupy some converted and extended warehouse/containers at the rear of the site, and they are currently leasing the right-hand part of their site in front of their building to the NCP with their own parking on the left. The existing NCP car park caters for approximately 27 vehicles.
- 2.2 The site is accessed via an existing vehicle crossover with dropped kerbs in place, from Upper High Street which leads east into the site. At existing, the site is gated with 'Private Property' signs erected into the car park. This allows for parking for authorised vehicles only and prevents any unlawful parking. The crossover is a shared use access that leads to residential properties and garages before reaching the private parking area. Vehicles are required to pre-book before accessing the car park.
- 2.3 The site is located within a centralised area of Worthing, approximately 700m from Worthing station to the north-east of the site and approximately 700m from Worthing seafront to the south of the site. The nearest bus stop is located within 310m of the site to the south along High Street.
- 2.4 An aerial view of the application site (approximately outlined in red) is illustrated in **Figure 2.1**.

Figure 2.1 – Aerial View of the Site Location with Approximate Red Line Boundary



- 2.5 The site is surrounded by residential development with Worthing hospital located to the east. The site is well located for access to the town centre of Worthing. Small retail and commercial units are located to the north and south of the site along Upper High Street towards Worthing Station.

Local Highway Network

- 2.6 Upper High Street is a one-way road leading south from the junction with Newland Road. The road is subject to 30mph within vicinity of the site. This street is one-way up until the junction with High Street / Little High Street to the south. From here, it operates as two-way traffic leading to the priority junction of 'High Street' to the south. Cyclists are permitted to utilise the street in a two-way manner.
- 2.7 The site is located in CPZ Zone G. Restrictions are in place Monday-Saturday 10am-11am and 2pm-3pm with permit holders exempt. Evidently, there are parking bays on the western side of the carriageway facilitating parking. This spans for approximately 290m from the junction with Newland Road in the north to the junction with High Street / Little High Street in the south.
- 2.8 Due to the one-way restrictions in place along Upper High Street, the vehicle crossover into the site will operate as a left in, left out system. There are wide, good quality pedestrian footways either side of the road along Upper High Street as well as a good level street lighting throughout. The access into the site via the vehicle crossover acts as a shared surface arrangement with low speeds as well as this arrangement only spanning across 40m.
- 2.9 Upper High Street provides access to North Street approximately 150m south of the site. From here, to the north-west, access is provided to the A24 approximately 380m to the north. The A24 forms part of the strategic highway network, connecting Worthing to Horsham and Dorking to the north. To the south, Upper High Street provides access to Worthing Seafront and Marine Parade. This leads to Goring-by-Sea to the west and Brighton Road / A259 to the east which also forms part of the strategic highway network connecting Coastal towns within Sussex and Hampshire.
- 2.10 In summary, the site is well connected to the local highway network.

Figure 2.2 – Local Highway Network



Accident Data

- 2.11 CrashMap uses data collected by the police about road traffic incidents occurring on British roads where someone is injured. This is then compiled into an easy-to-use format showcasing each incident on a map. This data is approved by the National Statistics Authority and reported on by the Department for Transport each year.
- 2.12 Local highway incident records on Lower Street have been examined within a 250m vicinity of the site access for the last 5-year period of available data between 2020 and 2024. Within this period, there were 5 incidents recorded within 250m of the proposed access location. The accidents occurred predominantly along Newland Road / Upper High Street junction and are not associated with the access point of the site. nonetheless, these incidents are depicted below in **Figure 2.3** and detailed in **Table 2.1**.

Figure 2.3 Locations of recorded highway incidents within a 250m extent of the site access



Table 2.1 Accident Details (2020-2024)

Date	Category	Location	No. Vehicles Involved	No. Casualties Involved
15/03/2023	Serious	Newland Road	4	2
04/10/2024	Slight	Newland Road	2	1
22/08/2024	Serious	Newland Road / Upper High Street Jct	1	1
02/05/2018	Slight	Mini-roundabout exiting east	2	1
03/10/2023	Slight	Park Road	2	1
15/03/2022	Slight	High Street	2	1

2.13 It can be concluded that the local accident rate is low and infrequent with no serious or fatal accidents occurring within 250m in either direction of the site access. There have been 5 accidents recorded within the last 5 years of available data which were located predominantly on Newland Road. No accidents have occurred at or within 50m of the site access itself. There is no evidence that the proposed development will lead to an increase in the risk of accidents.

3 Modal Choices

- 3.1 The site is located within a central point of the town of Worthing, surrounded by other residential dwellings and retail/commercial uses within a short walk of the application site. There are several alternatives to the private car within a short walking distance of the site such as bus services and rail services which cater for sustainable means of access. These modes are outlined below.

Bus Services

- 3.2 The nearest bus stop is located within 310m of the site to the south along High Street. This equates to a 5-minute walk. There are both eastbound and westbound services available. The bus stop is entitled 'High Street' and is served by bus services 9, 16, 69, 106, 701, operated by Compass Travel and Stagecoach buses. Similarly, bus stop at Lennox Road is located west of the site. This is served by buses 1, 5, 7, 16, 23, 23X, 67 and N700 Coastliner. Evidently, the site is very well located for access to buses.
- 3.3 Due to the close proximity of the bus stops to the application site, these stops are achievable to access within suitable walking distance from the site and therefore may be frequency used by employees and visitors as an alternative to the private car. The frequency of bus services from these stops can be seen in **Table 3.1**. A map showing nearby bus services can be seen in **Figure 3.1**. The bus map for the services throughout Worthing can be seen in **Figure 3.2**.

Table 3.1 – Local Bus Services

Service No.	Route	Weekday Frequency	Weekend Frequency
9 – Stagecoach South	Shoreham – Lancing – Worthing – Angmering – Littlehampton – Arundel	Hourly service	SAT – Hourly service SUN – N/A
16 – Compass Travel	Lancing – Lyons Farm – East Worthing – Worthing – West Tarring	Hourly service	SAT – Hourly service SUN – N/A
69 – Compass Travel	Alfold – Loxwood – Wisborough Green – Billingshurst – Pulborough – Worthing	Tuesdays & Fridays, 2 services a day	-
64 – Compass Travel	Loxwood – Wisborough Green – Billingshurst – Barns Green – Horsham	Mondays & Thursdays, 2 services a day	-
106 – Compass Travel	Henfield – Upper Beeding – Steyning – Lancing – Worthing	Tues, Wed, Fri – 2 services a day	-
701 – Stagecoach South	Lancing to Littlehampton and Wick via Worthing, Goring and Rustington	Every 15 minutes	SAT – Every 15 minutes SUN – Every 20 minutes

1 – Stagecoach South	Worthing – Findon – Storrington – Pulborough – Petworth – Midhurst	Hourly service	SAT – Hourly service SUN – Every 2 hours
5 – Stagecoach South	Worthing to West Durrington via Broadwater and Durrington	Every 20 minutes	SAT – Every 20 minutes SUN – Every 30 minutes
7 – Compass Travel	High Salvington – Durrington – Worthing – Broadwater – Sompton – Lancing	Every 2 hours	SAT – Every 2 hours SUN – N/A
23 / 23X – Metrobus	Worthing – Southwater – Horsham – Faygate – Crawley	Every 30 minutes	SAT – Every 30 minutes SUN – Hourly
67 – Stagecoach South	School Service only	1 in AM and 1 in PM	-
N700 – Coastliner	Brighton to West Durrington via Hove, Shoreham-By-Sea and Worthing	Every 12-20 minutes	SAT – Every 12-20 minutes SUN – Every 15 minutes

Figure 3.1 – Bus services nearby to the site

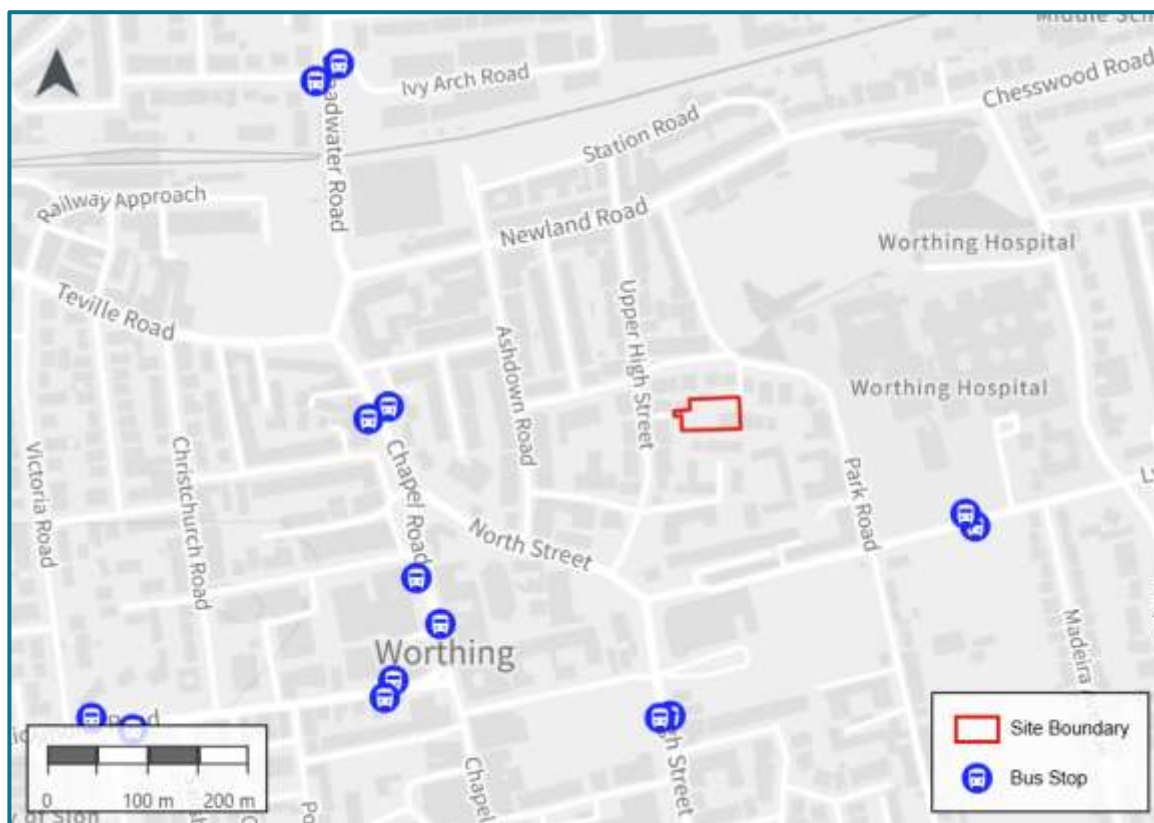


Figure 3.2 – Bus services nearby to the site



Rail

- 3.4 The nearest railway station is Worthing Station, located approximately 700m north of the site. This equates to less than a 10-minute walk from the site access. The site is also well located towards other nearby stations; West Worthing and East Worthing. Worthing is on the West Coastway Line and provides several connections to London with direct services to Brighton and other areas along the Sussex coastline.
- 3.5 Worthing Station facilities and services include:
- 134 cycle parking storage spaces with CCTV;
 - 118 car parking spaces with 4 accessible spaces;
 - Drop-off and pick-up point for taxis and passengers waiting;
 - Waiting rooms and seated areas;
 - Toilets, refreshment facilities and ticket machines.
- 3.6 The local area map for the station is shown in **Figure 3.3** below.

Table 1.2 – Local Rail Services

Station	Destination	Frequency	Journey Time
Worthing	Brighton	4 / hour	20 mins
Worthing	London Victoria	2 / hour	1 hour 24 mins
Worthing	Hove	6 / hour	12 mins
Worthing	Shoreham-By-Sea	6 / hour	6 mins
Worthing	Angmering	6 / hour	6 mins
Worthing	Lancing	6 / hour	4 mins
Worthing	Littlehampton	3 / hour	21 mins
Worthing	Chichester	4 / hour	25 mins
Worthing	Portslade	6 / hour	13 mins
Worthing	Goring-By-Sea	4 / hour	6 mins
East Worthing	Brighton	2 / hour	21 mins
East Worthing	Shoreham-By-Sea	2 / hour	7 mins
East Worthing	Lancing	2 / hour	3 mins
East Worthing	West Worthing	2 / hour	5 mins
East Worthing	Hove	2 / hour	16 mins
East Worthing	Angmering	2 / hour	9 mins
East Worthing	Durrington-On-Sea	2 / hour	7 mins
East Worthing	Goring-By-Sea	2 / hour	9 mins
East Worthing	Worthing	2 / hour	3 mins
East Worthing	London Victoria	4 / hour	1 hour 23 mins
West Worthing	Brighton	2 / hour	26 mins
West Worthing	London Victoria	2 / hour	1 hour 27 mins
West Worthing	Hove	4 / hour	19 mins
West Worthing	Shoreham-By-Sea	4 / hour	11 mins
West Worthing	East Worthing	2 / hour	5 mins
West Worthing	Chichester	2 / hour	28 mins
West Worthing	Gatwick Airport	2 / hour	55 mins
West Worthing	Lancing	4 / hour	7 mins
West Worthing	Portslade	4 / hour	16 mins
West Worthing	Worthing	4 / hour	2 mins

Figure 3.3 – Local area map surrounding Worthing station for onward travel

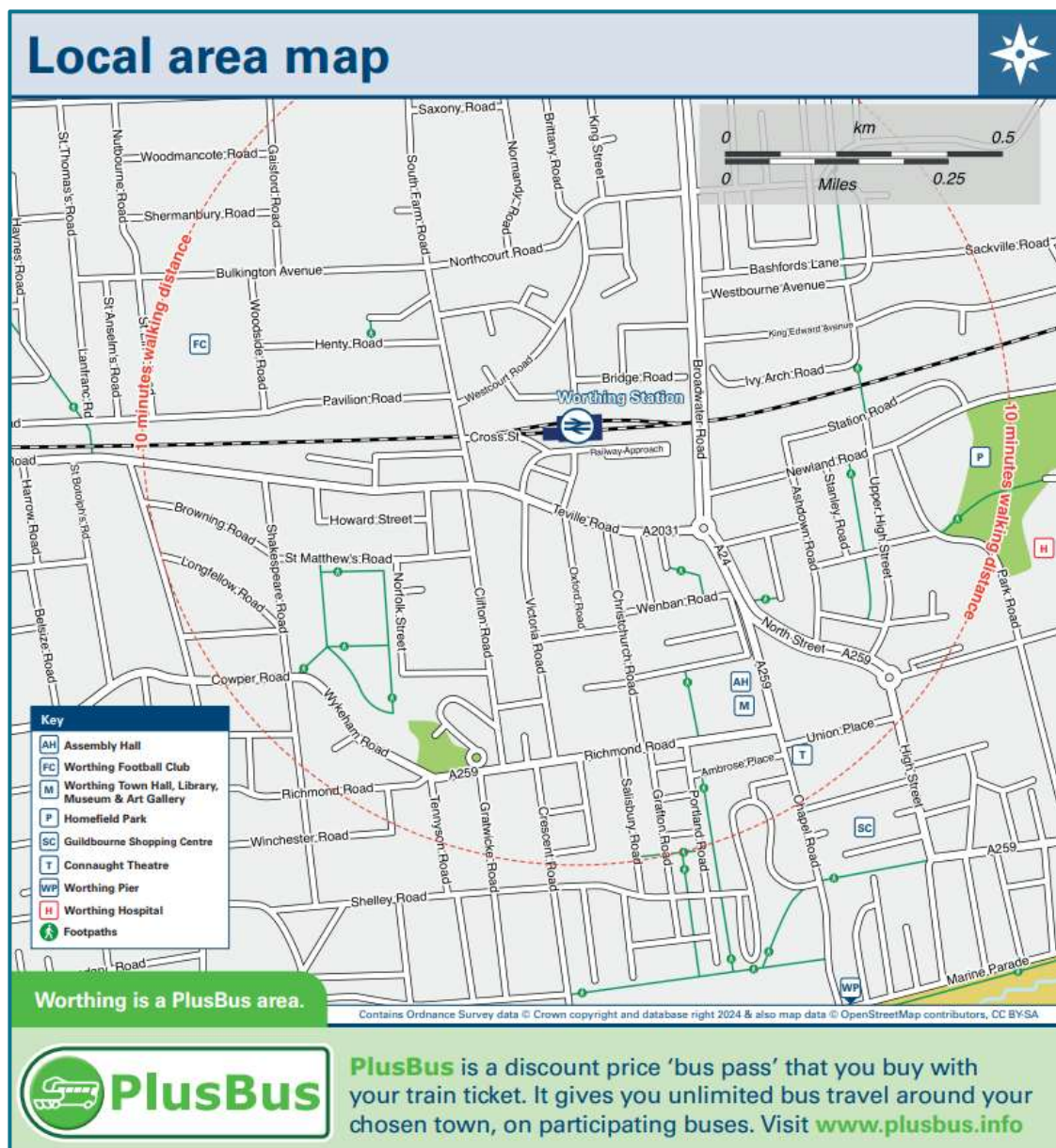


Figure 3.4 – Nearby stations to the site



Walking & Cycling

- 3.7 Manual for Streets suggests 800m can be considered a comfortable walking distance (paragraph 4.4.1). MfS also states, however, 800m is not the upper limit, walking offers potential to replace short car trips for journeys up to 2km (with reference to PPG13).
- 3.8 Whilst superseded by NPPF, the former PPG13 Transport document sets out useful guidance related to suitable walking and cycling distances:
- *“Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2 kilometres” (Paragraph 74)*
 - *“Cycling also has potential to substitute short car trips, particularly those under 5 kilometres, and to form part of a longer journey by public transport” (Paragraph 77).*
- 3.9 The site is located within the centre of the town of Worthing. There are frequent public transport services nearby, but nonetheless, many local services and key destinations are achievable by walking and cycling within 2km of the site. Details of key services and amenities and the associated proximity to the site is detailed below in **Table 3.3**.
- 3.10 Examples of key destinations and their proximity to the site are highlighted in **Error! Reference source not found.** and listed below in **Error! Reference source not found.**. Walking times are based

on a walk speed of 1.4m/s as referenced in IHT (2000) Guidelines for Providing for Journeys on Foot, and cycle times are based on an average cycle speed of 15.5km/h.

Table 3.3 – Accessibility of the Proposed Development Site to Key Services

Destination	Distance from Site (m)	Walk Time (mins)	Cycle Time (mins)
Worthing Station	700m	10-minute walk	4-minutes cycle
Lennox Road Bus Stop	375m	5-minute walk	2-minutes cycle
High Street Bus Stop	310m	5-minute walk	2-minutes cycle
Worthing Town Centre	500m	6-minute walk	2-minutes cycle
Variety of shops & services	550m	7-minute walk	3-minutes cycle
Worthing Beachfront	720m	11-minute walk	4-minutes cycle
Morrisons	520m	7-minute walk	3-minutes cycle
Waitrose & Partners	300m	4-minute walk	2-minutes cycle
Lidl	300m	4-minute walk	2-minutes cycle

- 3.11 The site is within a reasonable proximity to a variety of amenities, facilities, and services. Based on local highway characteristics, cycle routes and the distance from the site to key destinations, walking and cycling journeys are a viable option of travel for residents of the proposed development.
- 3.12 The maps shown below in **Figure 3.5** and **Figure 3.6** depicts the visual representation of nearby amenities within a 15-minute walking distance within proximity of the site. **Figure 3.5** demonstrates an approximate 2km walking distance isochrone surrounding the site, this representing a journey time of approximately 25-minutes. The isochrones are based on an average walking speed of 1.4m/s, with increments of 500m.

Figure 3.5 – Map depicting a 15-minute walk time of the site access

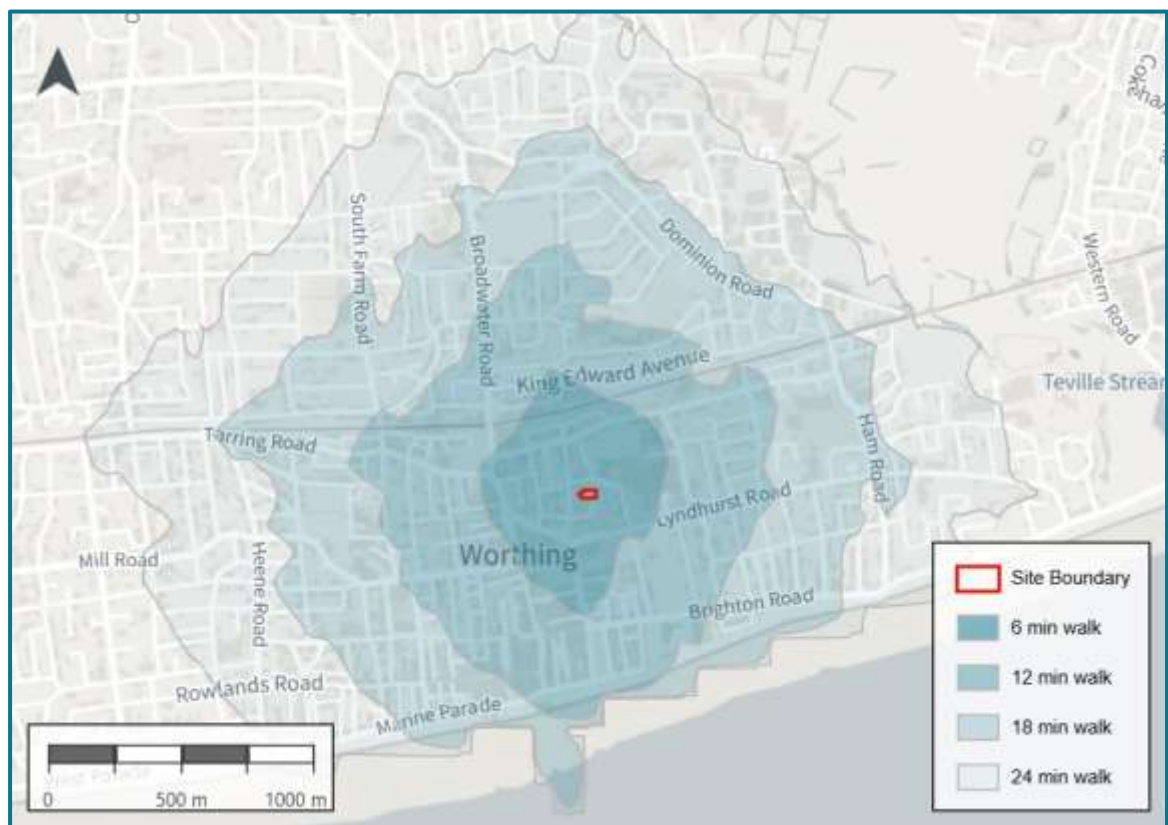
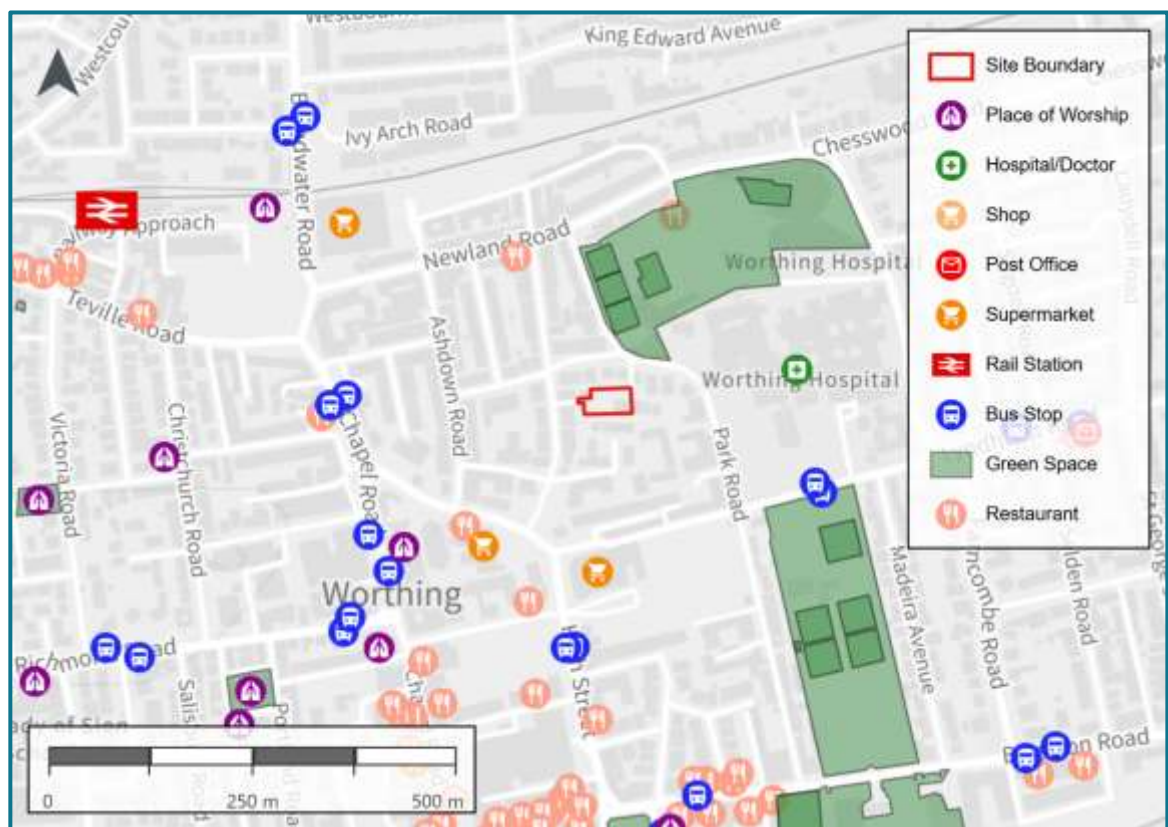
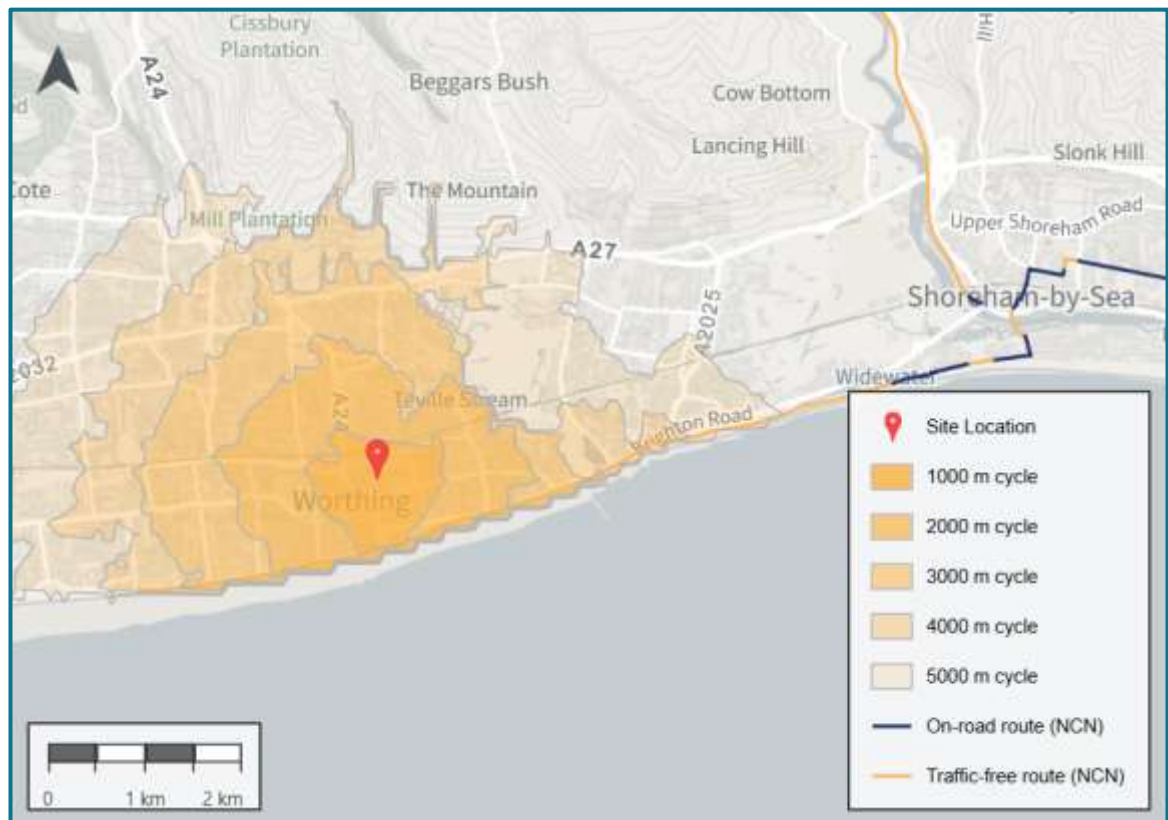


Figure 3.6 – Local amenities nearby to the site



- 3.13 **Error! Reference source not found.** demonstrates an approximate 5km cycling distance isochrone surrounding the site, this representing a journey time of approximately 19-minutes. The isochrones are based on an average cycling speed of 15.5km/h, with increments of 1 km. There are NCN sites within 5km of the site. NCN Route 2 links Worthing to Shoreham-By-Sea in the east and Southwick before continuing onto Brighton. This will make for a great commuting route for employees and visitors to the site.

Figure 3.7 – 5km cycle distance from the site as well as NCN nearby



Site Sustainability Summary

- 3.14 In summary, the site is well located for access by sustainable transport modes. People arriving to the site have realistic alternative choices for transport to the site as an alternative to the private car.

4 Proposed Development

- 4.1 The site is owned and occupied by Morgan Carr (Quantity Surveyors and Project Managers). Presently they occupy some converted and extended warehouse/containers at the rear of the site, and they are currently leasing the right-hand part of their site in front of their building to the NCP with their own parking on the left. The existing NCP Car Park equates to 20 spaces. The blue-line boundary of the site retains the existing offices and the 6 under-croft spaces and is not subject to this planning application, but existing gates will be removed with maintenance access retained also, allowing vehicular access throughout the site.
- 4.2 The proposal (see red line boundary and drawings in **Appendix A**) is to create a hub on the site providing 17no. containers including a covered courtyard area, cycle storage area and amenity space alongside 17 car parking spaces (1 dedicated disabled space).
- 4.3 The breakdown of existing GFA vs proposed GFA is as follows:
- Existing office building – 308.6m²
 - Existing container 1 – 28m²
 - Existing container 2 – 28m²
 - Carport – 42.5m²
 - Proposed Containers – Total (GF + FF) Additional 280m²
- 4.4 The containers are stacked at a maximum of two-storeys high. The site will remain to have a mixed generalised use class of B8 and Class E(b)/E(g).
- 4.5 Cycle parking will be provided amongst the vehicle parking with bin-stores and recycling placed adjacent to the existing sheds on site. There will be a turning area for cars within the application site boundary. As a result of the proposals, the NCP car park will be closed for use to cater for the parking for the uses associated with the Hub. The site will be gated via a sliding gate access to prevent unlawful car parking when the site is closed. Swept path analysis has been undertaken to demonstrate sufficient use of the car park and that vehicles can access all spaces.
- 4.6 The existing access into the site via the vehicle crossover will remain from Upper High Street.
- 4.7 The site layout proposed can be seen in **Appendix A**.

Proposed Access

- 4.8 The existing vehicle crossover will be used for access into the hub. This is a 'left in', 'left out' from Upper High Street and will not change or have any amendments as a result of the proposals. The access measures approximately 6m upon entry from Upper High Street, with the carriageway width reducing to approximately 4m. It operates as a shared surface arrangement into site.
- 4.9 Pedestrian access will be via the same vehicle access via a shared surface area. This is deemed to be acceptable (as per MfS para 7.2.14) on the basis that vehicle flows are less than 100 vehicles per hour.
- 4.10 Manual for Streets 1 (MfS1) is the appropriate guidance for determining visibility splay requirements for a road of this type. MfS1 determines the Y distance visibility splay requirements for roads with speeds up to 37mph. It also confirms, in paragraph 7.7.6, that a distance of 2.4metres is the appropriate X distance for most roads. However, the absolute minimum X distance of 2metres is acceptable where roads are lightly trafficked.
- 4.11 Based on the posted speed limit of 30mph, visibility splays of 2.4m x 43m are required in either direction of the access. These visibility splays are readily achievable at the access. All of the splays are either within the ownership of the property or within the highway.

Proposed Parking

- 4.12 The site layout provides 17 vehicle parking spaces in total as well as 1 dedicated disabled user space. The site will fall under a generalised B8 / B2 / E(g) use class. The site will operate as a 'hub' with several different small associated community uses. On this basis, the site should have the parking considered on its own site-specific assessment criteria. For a robust assessment, the parking standards have considered the 'E Commercial, Businesses and Shops' standards as these are the most intensive use class; representing overall a reasonable estimation of the projected parking at the site, see below.
- 4.13 Consideration of West Sussex County Council's 'Parking Guidance for New Developments' (September 2020) has been used. **Table 4.1** details the parking standards below.

Table 4.1 – WSCC Parking Standards

B2 General Industrial	1 space per 40sqm	1 space per 200sqm for staff and 1 space per 500sqm for visitors
B8 Storage	1 space per 100sqm	1 space per 500sqm for staff and 1 space per 1000sqm for visitors
E Commercial, Business and Service – Business (office, research and development and light industrial process)	1 space per 30sqm	1 space per 150sqm for staff and 1 space per 500sqm for visitors
E Commercial, Business and Services – shops and retail	1 space per 14sqm	1 space per 100sqm for staff and 1 space per 100sqm for customers

4.14 The site has several different uses associated with it. Despite this, the uses are likely to be very small scale. The site is intended to operate as a community hub with people unlikely to visit for only 'one' distinct use. It is likely that in visiting they will also make use of the adjacent ancillary uses and therefore an individual assessment of the parking requirements for each 'use' is inappropriate and unnecessary for this development. Parking standards for Class 'E Commercial, Businesses and Shops' have been considered for a robust assessment:

- 280m² additional GFA within the site – equates to 20 parking spaces

4.15 The site is providing 17 spaces with 1 dedicated disabled space. On this basis, the provided parking is in alignment with the standards and is deemed to be acceptable. The site is located within a centralised town centre location of Worthing. It is likely that those arriving to the site will be via sustainable and active modes of transport with excellent footways within proximity to the site as well as Worthing train station and buses. Therefore, a slight reduction of parking on this basis can be accommodated.

4.16 The proposal will result in the closure of the adjacent NCP car park which currently has 20 car parking spaces associated with it. However, due to the fairly secluded location of this car park, the car park is not well-utilised hence the need for re-development. On average, there is less than 50% occupancy of the NCP car park at any given time, equating to a maximum of 10 spaces. There are ample parking opportunities for the displaced vehicles within other car parks in the town centre of Worthing nearby to the site which can cater for the potentially displaced vehicles. See alternative car park options below:

- NCP High Street Worthing – 100m south of the site (23 spaces)
- NCP Upper High Street Worthing – 150m south of the site (25 spaces – 2 disabled)

- 4.17 It is reasonable to conclude that any displaced parking can be accommodated within nearby car parks that are located less than a 5-minutes' walk from the site.

Cycle Parking

- 4.18 In support of sustainability, there will be 10 Sheffield stands provided on site, catering for up to 20 cycles. This is an increase of the required 6 spaces as the site wishes to support sustainable and active modes of transport to the site rather than reliance on the private car. These cycle spaces will be located within a sheltered, covered store within the undercroft area, abutting the car park.

Servicing and Emergency Vehicles

- 4.19 Refuse and emergency vehicles will continue to access the site as they do at existing. There will be no changes to this. Refuse vehicles are able to access communal bin stores from Upper High Street via a communal collection point so refuse vehicles will not be required to enter the site.
- 4.20 A fire appliance is able to reach within 45metres of all parts of the dwelling in accordance with Manual for Streets 1 guidance, accessed from Lower Street.

5 Trip Generation

Existing Trip Generation

- 5.1 The existing use comprises an NCP Car Park equating to 20 spaces as well as the current floor area of the containers amounting to approximately 407m², falling under a generalised B8 use class and Class E(b)/E(g).
- 5.2 TRICS has no database on car parks as they all operate on an individual basis. Therefore, an assessment of the existing car park has been undertaken on a first principles approach. However, an assessment of the existing containers at 407m² has been carried out as detailed below. The full TRICS outputs can be seen in **Appendix B**.

Existing Containers

- 5.3 The TRICS database has been examined for appropriate matches to the proposed uses with the following site selection parameters being applied:
- All surveys, regions and dates to maximise outputs;
 - Weekdays only;
 - Edge of Town, Suburban area and Neighbourhood Centre location types;
 - GFA 150-2000sqm.
- 5.4 **Table 5.1** below provides TRICS trip rate data for the existing containers at approximately 407m².

Table 5.1 – B2 General Industrial Unit Use – Weekday Trip Rates

	AM Peak (8:00 - 9:00)			PM Peak (17:00 - 18:00)			Daily (7:00 - 19:00)		
Direction	In	Out	2-Way	In	Out	2-Way	In	Out	2-Way
Trip Rate (per 100sqm)	0.591	0.164	0.755	0.095	0.532	0.627	3.797	3.675	7.472
Trip Rate (per 407sqm)	2	1	3	0	2	3	15	15	30

Existing Car Park

- 5.5 On a first principles approach; on the basis that the car park has 20 allocated parking spaces, there will be a minimum of approximately 40 two-way movements throughout the day depending on occupancy levels and duration of stay. This equates to approximately 3 two-way movements every hour on average.

Proposed Trip Generation

- 5.6 For consistency, the B2 trip rates have been applied to the proposed additional GFA. The proposed additional GFA generated by the containers when completed is additional 280m².

Table 5.2 – Proposed additional – Weekday Trip Rates

	AM Peak (8:00 - 9:00)			PM Peak (17:00 - 18:00)			Daily (7:00 - 19:00)		
Direction	In	Out	2-Way	In	Out	2-Way	In	Out	2-Way
Trip Rate (per 100sqm)	0.591	0.164	0.755	0.095	0.532	0.627	3.797	3.675	7.472
Trip Rate (per 280sqm)	2	0	2	0	1	2	11	10	21

- 5.7 The proposed additional 280m² of container space will likely have negligible impact on the access as there will be two additional trips in the AM peak and PM peak respectively. In conjunction with this, the discounted trips of the NCP car park will reduce the impact on the access as the potential 40 two-way trips associated with the car park will no longer be utilising the access.
- 5.8 There will be retained parking controls on the surrounding roads as well as a gate in place within the site itself to prevent unlawful parking. The displaced parking can park within 200m of the site in nearby NCP car parks.
- 5.9 In summary, the trips associated with the site can easily be accommodated with sufficient parking available.
- 5.10 The resultant generated vehicle trips are negligible and would not have a material impact on the local highway network. These trip rates can easily be accommodated along Lower Street and the surrounding road network and are unlikely to result in any capacity issues.

6 Conclusion

- 6.1 This Transport Statement has summarised the existing situation and has provided an overview of the proposed development from a transport perspective.
- 6.2 The local highway incidents have been examined for the surrounding area. It was found that the local accident rate is low and infrequent, with no accidents recorded within the last 5 years of available data that are in relation to the existing access. It is unlikely that the proposed dwellings will significantly impact the local accident rate.
- 6.3 The proposed development details:
- The conversion of the existing site into a community hub utilising containers;
 - Use of the existing vehicle crossover to access the site;
 - Visibility splays of 2.4m x 43m are achievable in each direction from the proposed access point in accordance with Manual for Streets 1 standards for a 30mph road;
 - Provision of 17 vehicle parking spaces including 1 disabled space; in accordance with WSCC parking standards;
 - Provision of 20 cycle parking spaces for the total development within secured, sheltered stores (10 sheffield stands);
 - Emergency vehicle access within 45m of the flatted units, and refuse vehicle access from Upper High Street, compliant with MfS1 requirements.
- 6.4 The site is located within walking and cycling distance of a number of nearby amenities and services available in Worthing, compliant with Manual for Streets (MfS1) and IHT recommended guidelines for providing journeys on foot. There are frequent bus services running through the town on weekdays, providing access to nearby residential areas and transport hubs where people are likely to be arriving from.
- 6.5 The estimated level of trips generated by the development can easily be accommodated on the surrounding highway network and cannot be considered to be significant.
- 6.6 In conclusion, there are no unacceptable highway or transport impacts as a result of the proposed development.

- End of Report -

Appendix A

Site Layouts

THIS DRAWING IS INDICATIVE ONLY AND MUST NOT BE RELIED UPON FOR CONSTRUCTION - UNLESS THE DRAWING IS NAMED AS 'CONSTRUCTION'.

ALL DIMENSIONS TO BE CHECKED AND VERIFIED WITH ANY DISCREPANCIES REPORTED TO PHILIPS SURVEYORS LLP.

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- ℹ INDICATES - FOR INFORMATION
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8x30FT	CONTAINER B PHOTOGRAPHY STUDIO
8x30FT	CONTAINER C PHOTOGRAPHY STUDIO
8x30FT	CONTAINER D PAINTING STUDIO
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8x30FT	CONTAINER F CAFE
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8x30FT	CONTAINER H OFFICE
8x30FT	CONTAINER I OFFICE
8x30FT	CONTAINER J GYM
8x30FT	CONTAINER K GYM
FIRST FLOOR	
SIZE	CONTAINER ID USE
8x30FT	CONTAINER L OFFICE
8x30FT	CONTAINER M OFFICE
8x30FT	CONTAINER N OFFICE
8x30FT	CONTAINER O OFFICE
8x30FT	CONTAINER P SUANA
8x30FT	CONTAINER Q SUANA

Rev.	Amendments	Date	Drw.

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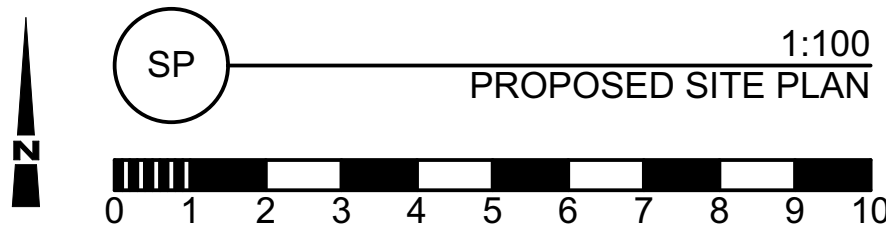
CLIENT:
MORGAN CARR LTD
UNIT 1, 24 UPPER HIGH STREET,
WORTHING WEST SUSSEX BN11 1DL

PROJECT:
UPPER CENTRAL, COMMUNITY HUB INITIATIVE
UNIT 1, 24 UPPER HIGH STREET,
WORTHING WEST SUSSEX BN11 1DL

DRAWING TITLE:
Planning
PROPOSED SITE PLAN

DRAWN: GRM	JOB NO: 2726/25	SCALE @ A1: As Shown
CHECKED: POW	DRAWING NO: P-SP-01	REV:
DATE: DEC 25		

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1 Model 1



2 Model 2

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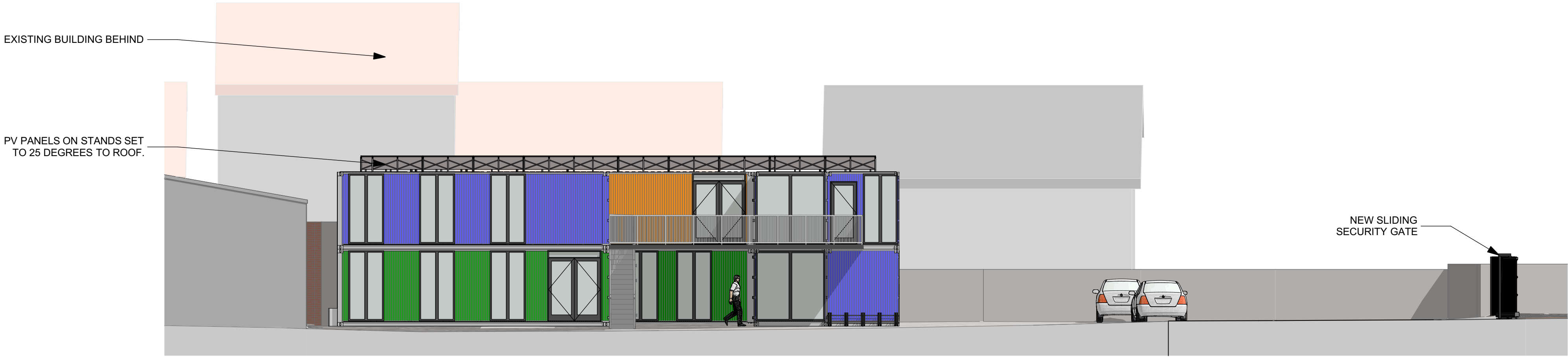
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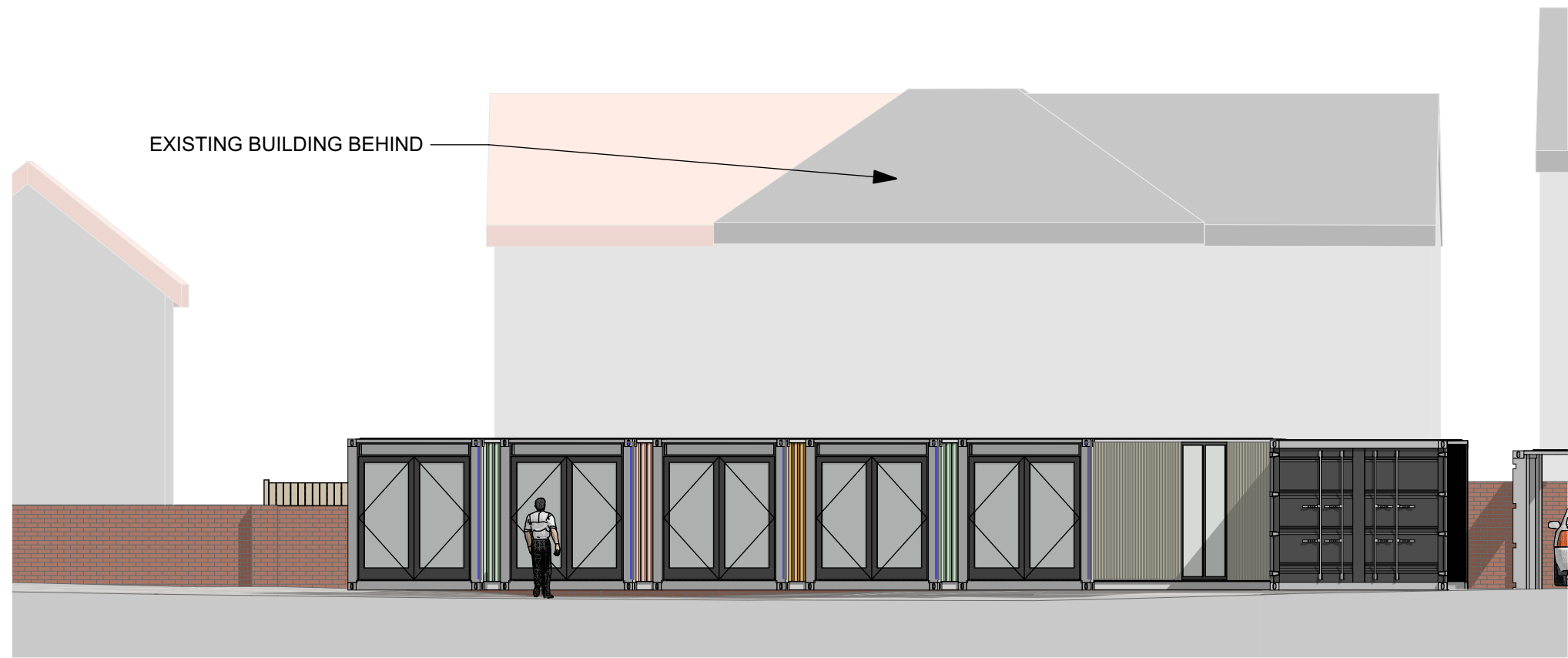
PROPOSED MODEL VIEWS

DRAWN:	JOB NO:	SCALE @ A1:
GRM	2726/25	As Shown
CHECKED:	DRAWING NO:	REV:
POW	PL-03	
DATE:		
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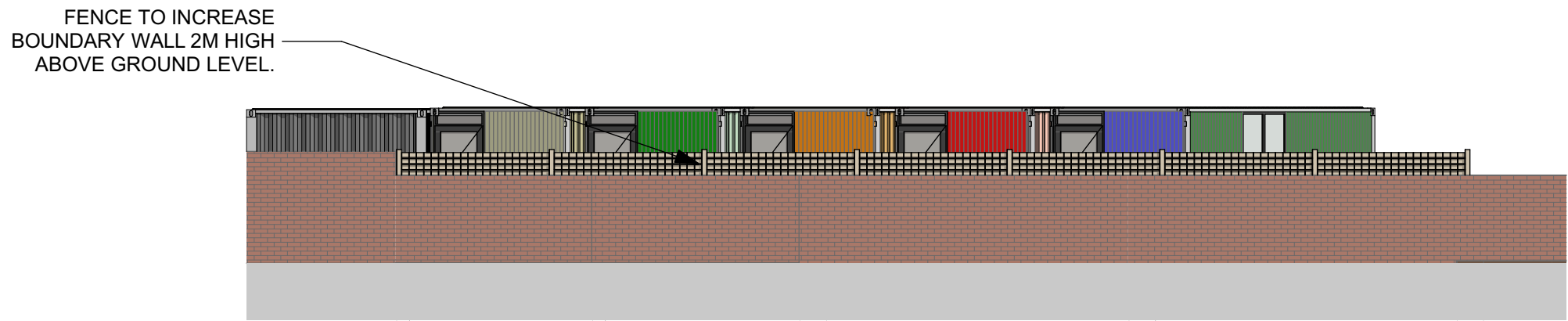
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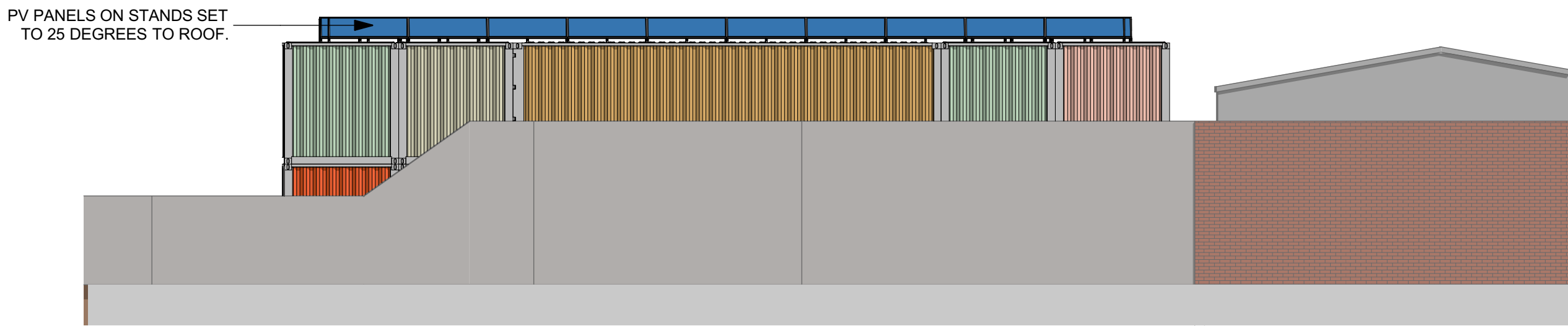
E-02 1:100 Elevation 2



E-03 1:100 Elevation 3



E-04 1:100 Elevation 4



E-05 1:100 Elevation 5



E-06 1:100 Elevation 6

MATERIAL SCHEDULE

WALLS AND ROOF
Steel containers painted with pastel palette of colours

WINDOWS AND DOORS
Containers to be adapted to form openings with new powdercoated double glazed windows and doors

RAINWATER GOODS
Aluminium powder coated round and half round downpipes and gutters

BOUNDARY TREATMENT
New sliding gate at entrance. Existing north boundary wall to have fence to increase height upto 2m above ground level. all others as existing.

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Rev.	Amendments	Date	Drw.

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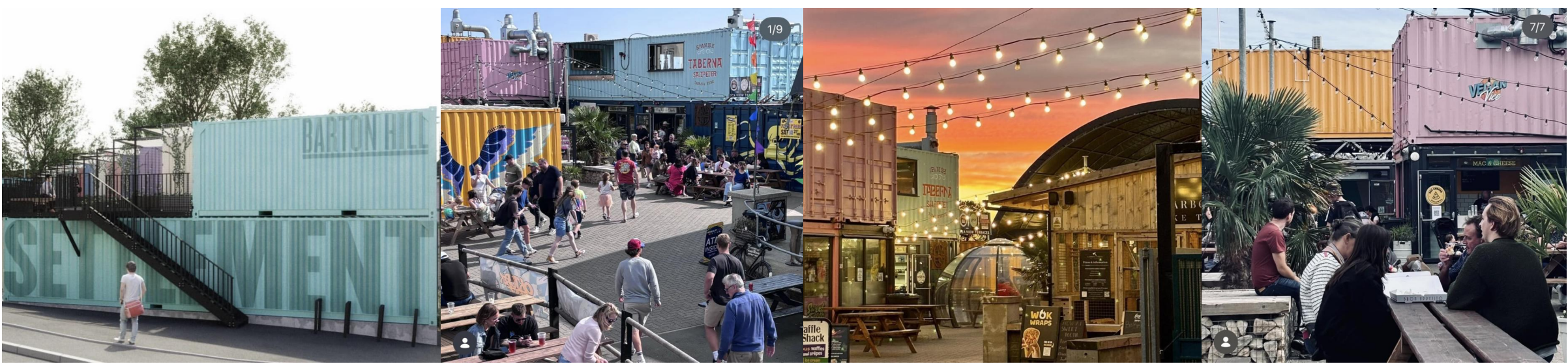
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WORTHING WEST SUSSEX BN11 1DL

DRAWING TITLE:
Planning
PROPOSED ELEVATIONS

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DATE: DEC 25		

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DESIGN PRECEDENT - BEECH STREET, FELIXSTOWE

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8x30FT	CONTAINER O
8x30FT	CONTAINER P
8x30FT	CONTAINER Q
8x30FT	CONTAINER R
8x30FT	CONTAINER S

USES:
ARTIST STUDIOS, OFFICES, CAFE,
GYM, SAUNA, TOILETS.

Rev.	Amendments	Date	Drw.

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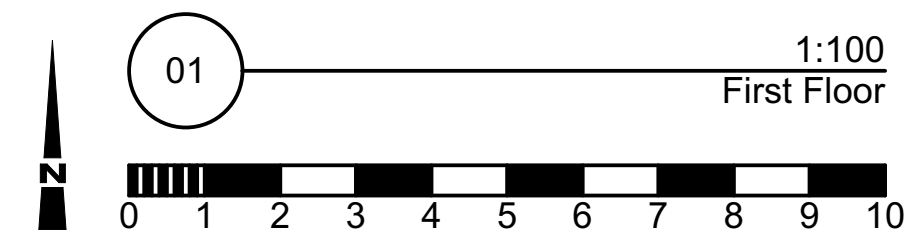
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DRAWING TITLE:
Planning

PROPOSED FIRST FLOOR PLAN

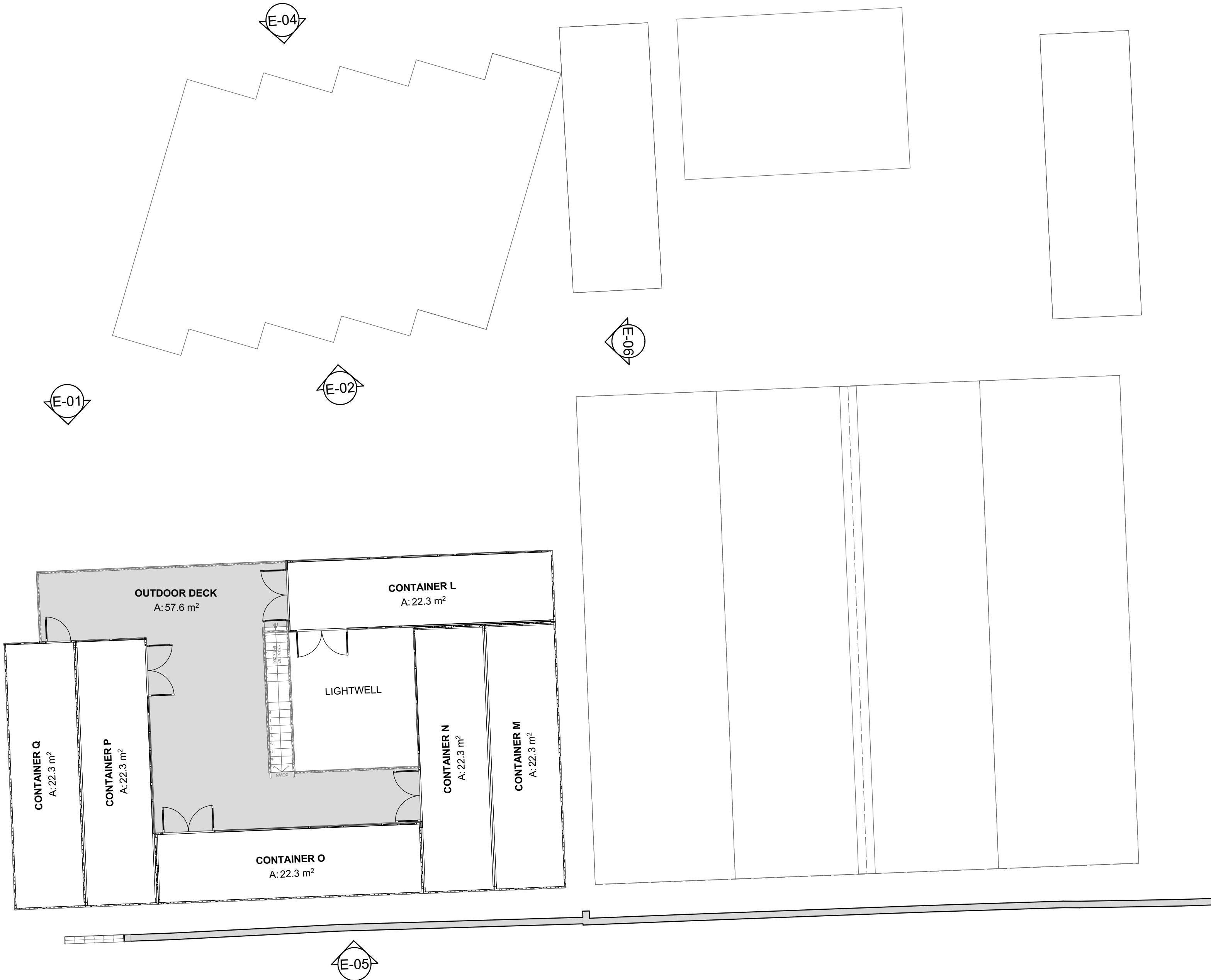
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RP 1:100
Roof Plan



01 1:100
First Floor

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Rev.	Amendments	Date	Drw.
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RICS

CHAS

Constructionline

DX

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PROJECT:

UPPER CENTRAL, COMMUNITY HUB INITIATIVE
<SITE_ADDRESS> <SITE_CITY>
<SITE_COUNTY> <SITE_POSTCODE>
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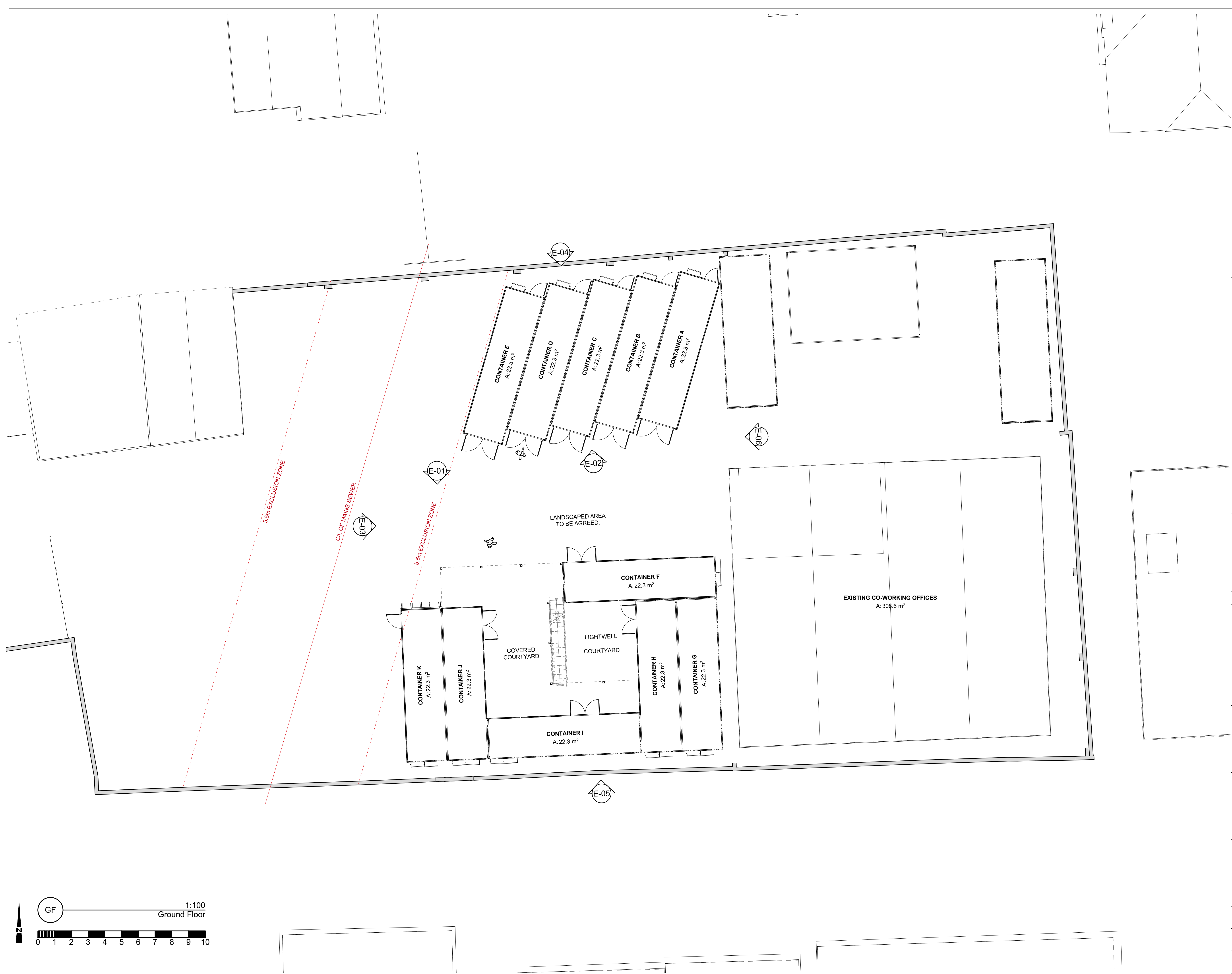
Planning

PROPOSED FIRST FLOOR PLAN & ROOF PLAN

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DRAWING TITLE:

Planning

PROPOSED GROUND FLOOR PLAN

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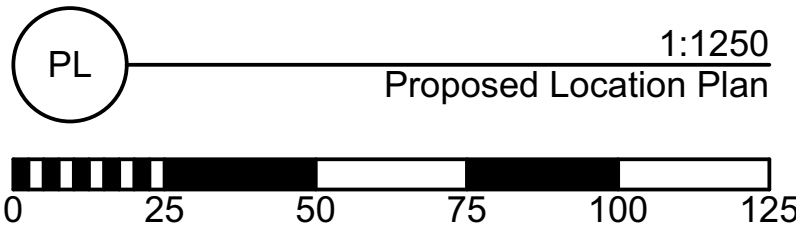
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ℹ INDICATES - FOR INFORMATION
🚫 INDICATES - PROHIBITIVE INSTRUCTION

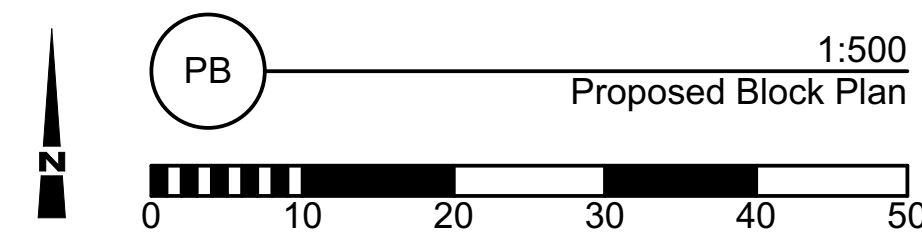
FOR INFORMATION RELATING TO END USE, MAINTENANCE, DEMOLITION ETC. - PLEASE REFER TO THE HEALTH & SAFETY FILE.

IT SHOULD BE ASSUMED THAT ALL WORKS ARE TO BE CARRIED OUT BY A COMPETENT CONTRACTOR AND, WHERE APPLICABLE, TO AN APPROVED METHOD STATEMENT.

CONTAINER SCHEDULE	
GROUND FLOOR	
SIZE	CONTAINER ID USE
8x30FT	CONTAINER A POTTERY STUDIO
8x30FT	CONTAINER B PHOTOGRAPHY STUDIO
8x30FT	CONTAINER C PHOTOGRAPHY STUDIO
8x30FT	CONTAINER D PAINTING STUDIO
8x30FT	CONTAINER E PRINT STUDIO
8x30FT	CONTAINER F CAFE
8x30FT	CONTAINER G OFFICE
8x30FT	CONTAINER H OFFICE
8x30FT	CONTAINER I OFFICE
8x30FT	CONTAINER J GYM
8x30FT	CONTAINER K GYM
FIRST FLOOR	
SIZE	CONTAINER ID USE
8x30FT	CONTAINER L OFFICE
8x30FT	CONTAINER M OFFICE
8x30FT	CONTAINER N OFFICE
8x30FT	CONTAINER O OFFICE
8x30FT	CONTAINER P SUANA
8x30FT	CONTAINER Q SUANA



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Rev.	Amendments	Date	Drw.
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PS PHILIPS SURVEYORS
BUILDING SURVEYORS, DESIGNERS & CONSULTANTS

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W: WWW.PHILIPS-SURVEYORS.CO.UK

CLIENT:
MORGAN CARR LTD
UNIT 1, 24 UPPER HIGH STREET,
WORTHING WEST SUSSEX BN11 1DL

PROJECT:
UPPER CENTRAL, COMMUNITY HUB INITIATIVE
UNIT 1, 24 UPPER HIGH STREET,
WORTHING WEST SUSSEX BN11 1DL

DRAWING TITLE:
Planning
PROPOSED LOCATION AND BLOCK PLANS

DRAWN: GRM	JOB NO: 2726/25	SCALE @ A1: As Shown
CHECKED: POW	DRAWING NO: LB-02	REV:
DATE: DEC 25		

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- THEIR DUTIES CONCERNING HEALTH & SAFETY UNDER CDM2015 REGULATIONS AND
- THE APPOINTMENT OF PRINCIPAL DESIGNER AND PRINCIPAL CONTRACTOR.

IF YOU NEED ANY FURTHER INFORMATION OR INDEPENDENT ADVICE ON UNDERTAKING YOUR CDM REGULATIONS DUTIES, PLEASE CONTACT THE ASSOCIATION FOR PROJECT SAFETY, 5 NEW MART PLACE, EDINBURGH EH141RW TEL: 08456 121 293 EMAIL: INFO@APS.ORG.UK YOU CAN VISIT THE HSE AND APS WEBSITES FOR MUCH MORE INFORMATION AT: WWW.HSE.GOV.UK AND WWW.APS.ORG.UK RESPECTIVELY.

SAFETY HEALTH AND ENVIRONMENTAL INFORMATION

IN ADDITION TO THE HAZARDS AND RISKS NORMALLY ASSOCIATED WITH THE TYPE OF CONSTRUCTION WORK DETAILED ON THIS DRAWING, PLEASE NOTE THE FOLLOWING SIGNIFICANT RISKS AND INFORMATION:

INDICATES - WARNING

INDICATES - COMPULSORY INSTRUCTION

INDICATES - FOR INFORMATION

INDICATES - PROHIBITIVE INSTRUCTION

FOR INFORMATION RELATING TO END USE, MAINTENANCE, DEMOLITION ETC. - PLEASE REFER TO THE HEALTH & SAFETY FILE.

IT SHOULD BE ASSUMED THAT ALL WORKS ARE TO BE CARRIED OUT BY A COMPETENT CONTRACTOR AND, WHERE APPLICABLE, TO AN APPROVED METHOD STATEMENT.

CONTAINER SCHEDULE	
GROUND FLOOR	
SIZE	CONTAINER ID USE
8x30FT	CONTAINER A POTTERY STUDIO
8x30FT	CONTAINER B PHOTOGRAPHY STUDIO
8x30FT	CONTAINER C PHOTOGRAPHY STUDIO
8x30FT	CONTAINER D PAINTING STUDIO
8x30FT	CONTAINER E PRINT STUDIO
8x30FT	CONTAINER F CAFE
8x30FT	CONTAINER G OFFICE
8x30FT	CONTAINER H OFFICE
8x30FT	CONTAINER I OFFICE
8x30FT	CONATINER J GYM
8x30FT	CONTAINER K GYM
FIRST FLOOR	
SIZE	CONTAINER ID USE
8x30FT	CONTAINER L OFFICE
8x30FT	CONTAINER M OFFICE
8x30FT	CONTAINER N OFFICE
8x30FT	CONTAINER O OFFICE
8x30FT	CONTAINER P SUANA
8x30FT	CONTAINER Q SUANA

Rev.	Amendments	Date	Drw.

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UNIT 1, 24 UPPER HIGH STREET,
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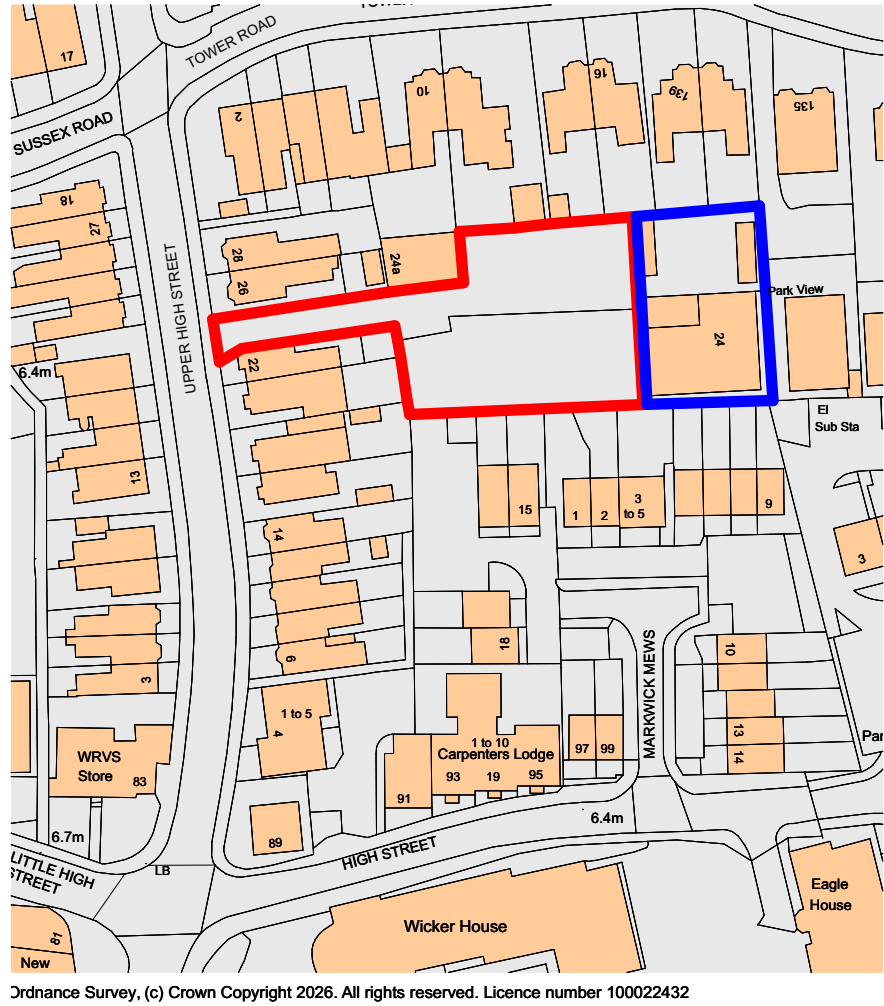
DRAWING TITLE:

Planning

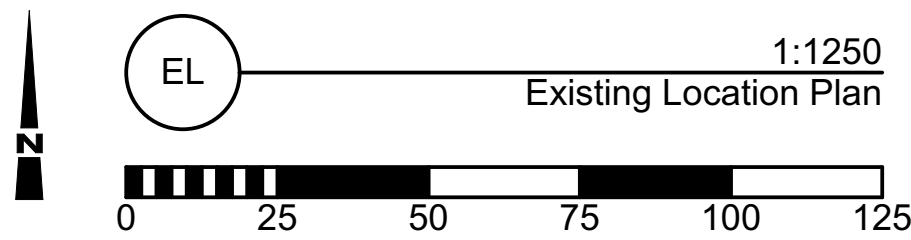
EXISTING LOCATION AND BLOCK PLAN

DRAWN:	JOB NO:	SCALE @ A1:
GRM	2726/25	As Shown
CHECKED:	DRAWING NO:	REV:
POW	LB-01	
DATE:		
DEC 25		

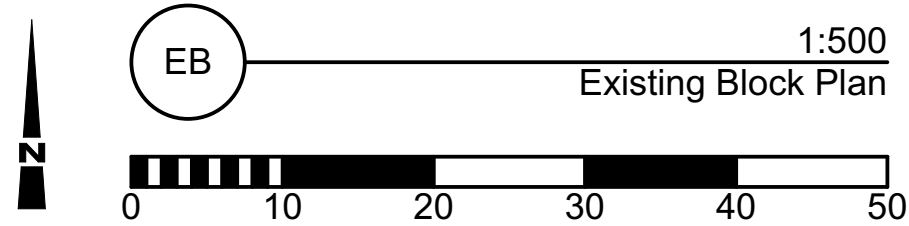
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Appendix B

TRICS Output Data

Audit Code: 4ff2dd51-a518-4df5-ab21-2d6f55cf7e57

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 02 - EMPLOYMENT

Category: C - INDUSTRIAL UNIT

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

01	GREATER LONDON	
	BT	BRENT
	HD	HILLINGDON
02	SOUTH EAST	
	BO	BEDFORD
	HF	HERTFORDSHIRE
	RE	READING
03	SOUTH WEST	
	BR	BRISTOL CITY
	DC	DORSET
	GS	GLOUCESTERSHIRE
04	EAST ANGLIA	
	NF	NORFOLK
	PB	PETERBOROUGH
	SF	SUFFOLK
05	EAST MIDLANDS	
	DS	DERBYSHIRE
	LE	LEICESTERSHIRE
	NN	NORTH NORTHAMPTONSHIRE
06	WEST MIDLANDS	
	HE	HEREFORDSHIRE
	WM	WEST MIDLANDS
	WO	WORCESTERSHIRE
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	KS	KIRKLEES
	NY	NORTH YORKSHIRE
08	NORTH WEST	
	BP	BLACKPOOL
	LC	LANCASHIRE
09	NORTH	
	CU	CUMBERLAND
	TV	TEES VALLEY
	TW	TYNE & WEAR
10	WALES	
	CF	CARDIFF
	VG	VALE OF GLAMORGAN
11	SCOTLAND	
	EB	CITY OF EDINBURGH
	FI	FIFE
12	CONNAUGHT	
	CS	SLIGO
	MA	MAYO
13	MUNSTER	
	CR	CORK
	KE	KERRY
14	LEINSTER	
	KK	KILKENNY
	WC	WICKLOW
15	GREATER DUBLIN	
	DL	DUBLIN
17	ULSTER (NORTHERN IRELAND)	
	DE	DERRY

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

Audit Code: 4ff2dd51-a518-4df5-ab21-2d6f55cf7e57

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:	GFA
Actual Range:	150 to 1890 (units:sqm)
Range Selected by User:	150 to 2000 (units:sqm)
Parking Spaces Range:	0 - 1378

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	13/09/88 to 03/06/25

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:

Friday	6 days
Monday	4 days
Thursday	18 days
Tuesday	8 days
Wednesday	6 days

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

Selected survey types:

Manual count	42
Direction ATC Count	0

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

Selected Locations:

Edge of Town	22 days
Free Standing	2 days
Neighbourhood Centre	4 days
Suburban Area	14 days

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:

Built-Up Zone	1 days
Commercial Zone	3 days
Industrial Zone	35 days
Village	3 days

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 Vehicle Counts:

Servicing vehicles Excluded	1 days
Servicing vehicles Included	2 days
Servicing vehicles Unknown	39 days

Audit Code: 4ff2dd51-a518-4df5-ab21-2d6f55cf7e57

Secondary Filtering Selection:

Use Class:

Not Known

42 surveys

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

Population within 500m Range:

0 - 6000

Population within 1 mile:

1,000 or Less	1 surveys
1,001 to 5,000	8 surveys
10,001 to 15,000	9 surveys
15,001 to 20,000	2 surveys
20,001 to 25,000	4 surveys
25,001 to 50,000	7 surveys
5,001 to 10,000	9 surveys
50,001 to 100,000	2 surveys

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

Population within 5 miles:

100,001 to 125,000	5 surveys
125,001 to 250,000	15 surveys
25,001 to 50,000	3 surveys
250,001 to 500,000	5 surveys
5,000 or Less	1 surveys
5,001 to 25,000	2 surveys
50,001 to 75,000	3 surveys
500,001 or More	3 surveys
75,001 to 100,000	5 surveys

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

Car ownership within 5 miles:

0.5 or Less	1 surveys
0.6 to 1.0	18 surveys
1.1 to 1.5	21 surveys
1.6 to 2.0	2 surveys

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

Audit Code: 4ff2dd51-a518-4df5-ab21-2d6f55cf7e57

Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	42 surveys
----	------------

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

PTAL Rating:

1b - Very poor	1 surveys
No PTAL Present	41 surveys

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

COVID-19 Restrictions:

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

Audit Code: 4ff2dd51-a518-4df5-ab21-2d6f55cf7e57

1	BO-02-C-01	PUMPS, MOTORS & FANS	BEDFORD
POSTLEY ROAD BEDFORD KEMPSTON Edge of Town Industrial Zone Site area: 0.20000000298023224 hect Survey date: Thursday 15/10/2020			
			Survey Type: Manual
2	BP-02-C-01	POWDER COATINGS	BLACKPOOL
CHORLEY ROAD BLACKPOOL LITTLE CARLETON Edge of Town Industrial Zone Site area: 0.18199999630451202 hect Survey date: Thursday 20/06/2019			
			Survey Type: Manual
3	BR-02-C-01	MECH. ENGINEERS	BRISTOL CITY
NOVERS HILL BRISTOL BEDMINSTER Suburban Area Industrial Zone Site area: 0.23999999463558197 hect Survey date: Monday 19/10/2009			
			Survey Type: Manual
4	BR-02-C-02	STAINLESS FITTINGS	BRISTOL CITY
SOUTH LIBERTY LANE BRISTOL Edge of Town Industrial Zone Site area: 0.3499999940395355 hect Survey date: Tuesday 22/09/2015			
			Survey Type: Manual
5	BT-02-C-01	INDUSTRIAL UNIT	BRENT
CLAREMONT ROAD KILBURN QUEEN'S PARK Neighbourhood Centre Built-Up Zone Site area: 0.11999999731779099 hect Survey date: Tuesday 18/09/2001			
			Survey Type: Manual
6	CF-02-C-01	PLASTICS COMPANY	CARDIFF
PARC-TY-GLAS CARDIFF LLANISHEN Suburban Area Industrial Zone Site area: 0.20000000298023224 hect Survey date: Tuesday 24/10/2006			
			Survey Type: Manual
7	CR-02-C-01	FABRICATIONS	CORK
CORK WALLINGSTOWN IND.EST. Suburban Area Industrial Zone Site area: 0.3199999928474426 hect Survey date: Thursday 13/12/2012			
			Survey Type: Manual
8	CS-02-C-01	AV SPECIALISTS	SLIGO
RATHFINN CLOSE			

Audit Code: 4ff2dd51-a518-4df5-ab21-2d6f55cf7e57

SLIGO FINISKLIN BUSINESS PARK Edge of Town Commercial Zone Site area: 0.47999998927116394 hect Survey date: Tuesday 28/04/2015				Survey Type: Manual
9	CU-02-C-01	STEEL FABRICATION	CUMBERLAND	
BLACKDYKE ROAD CARLISLE KINGSTOWN IND. ESTATE Edge of Town Industrial Zone Site area: 0.17000000178813934 hect Survey date: Friday 15/10/2021				Survey Type: Manual
10	DC-02-C-03	INDUSTRIAL UNIT	DORSET	
NIMROD WAY NEAR WIMBORNE MINSTER STAPEHILL Free Standing Industrial Zone Site area: 1 hect Survey date: Tuesday 15/05/2001				Survey Type: Manual
11	DE-02-C-01	C. LAMINATE SYS.	DERRY	
MCLEAN ROAD LONDONDERRY EGLINTON Edge of Town Industrial Zone Site area: 0.25 hect Survey date: Thursday 12/11/2009				Survey Type: Manual
12	DL-02-C-01	NAILS/STAPLES COMPANY	DUBLIN	
ROWAN AVENUE DUBLIN SANDYFORD Suburban Area Industrial Zone Site area: 0.05000000074505806 hect Survey date: Thursday 26/09/2019				Survey Type: Manual
13	DS-02-C-02	GLASS SPECIALISTS	DERBYSHIRE	
STONEGRAVELS LANE CHESTERFIELD Suburban Area Industrial Zone Site area: 0.30000001192092896 hect Survey date: Wednesday 04/10/2023				Survey Type: Manual
14	EB-02-C-01	BREWERY	CITY OF EDINBURGH	
DRYDEN ROAD EDINBURGH LOANHEAD Edge of Town Industrial Zone Site area: 0.27000001072883606 hect Survey date: Monday 16/06/2008				Survey Type: Manual
15	FI-02-C-02	GLASS SPECIALISTS	FIFE	
DICKSON STREET DUNFERMLINE				

Audit Code: 4ff2dd51-a518-4df5-ab21-2d6f55cf7e57

Edge of Town

Industrial Zone

Site area: 0.49000000953674316 hect

Survey date: Thursday 20/04/2023

Survey Type: Manual

16	GS-02-C-02	MARINE ENGINE PRODUCTION GLOUCESTERSHIRE
----	------------	--

DAVY WAY

GLOUCESTER

HARDWICKE

Edge of Town

Industrial Zone

Site area: 0.41999998688697815 hect

Survey date: Friday 23/04/2021

Survey Type: Manual

17	GS-02-C-03	EXTRUSION DIE MANUFACTURER	GLOUCESTERSHIRE
----	------------	----------------------------	-----------------

HURRICANE ROAD

NEAR GLOUCESTER

BROCKWORTH

Neighbourhood Centre

Village

Site area: 0.38999998569488525 hect

Survey date: Wednesday 03/05/2023

Survey Type: Manual

18	HD-02-C-02	WINDOW PRODUCTION	HILLINGDON
----	------------	-------------------	------------

BETAM ROAD

HAYES

Suburban Area

Industrial Zone

Site area: 0.15000000596046448 hect

Survey date: Wednesday 05/12/2012

Survey Type: Manual

19	HE-02-C-02	THERMAL PROCESSING	HEREFORDSHIRE
----	------------	--------------------	---------------

COLLEGE ROAD

HEREFORD

BURCOTT

Edge of Town

Commercial Zone

Site area: 0.6299999952316284 hect

Survey date: Tuesday 22/10/2013

Survey Type: Manual

20	HF-02-C-01	INDUSTRIAL UNIT	HERTFORDSHIRE
----	------------	-----------------	---------------

BRIDGE ROAD EAST

WELWYN GARDEN CITY

Suburban Area

Industrial Zone

Site area: 0.3799999952316284 hect

Survey date: Thursday 17/07/2008

Survey Type: Manual

21	KE-02-C-01	PRINT & GRAPHIC DESIGN	KERRY
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WOODLANDS ROAD

KILLARNEY

Edge of Town

Industrial Zone

Site area: 0.05000000074505806 hect

Survey date: Thursday 17/10/2019

Survey Type: Manual

22	KK-02-C-01	VEHICLE UPHOLSTERY CENTRE KILKENNY
----	------------	------------------------------------

HEBRON IND. ESTATE

KILKENNY

Edge of Town

Industrial Zone

Site area: 0.44999998807907104 hect

Audit Code: 4ff2dd51-a518-4df5-ab21-2d6f55cf7e57

Survey date: Thursday 26/10/2017				Survey Type: Manual
23 INMOOR ROAD NEAR BRADFORD BIRKENSHAW Neighbourhood Centre Village Site area: 0.5799999833106995 hect Survey date: Wednesday 10/10/2018	KS-02-C-01	COMPUTER MANUFACTURER	KIRKLEES	Survey Type: Manual
24 GOLDEN HILL LANE LEYLAND Suburban Area Industrial Zone Site area: 0.0689999982714653 hect Survey date: Tuesday 06/11/2018	LC-02-C-03	TIMBER SUPPLIES	LANCASHIRE	Survey Type: Manual
25 FURNESS DRIVE POULTON-LE-FYLDE Edge of Town Industrial Zone Site area: 0.15000000596046448 hect Survey date: Wednesday 30/06/2021	LC-02-C-05	NUTRITION MANUFACTURE	LANCASHIRE	Survey Type: Manual
26 TOLLGATE ROAD BURSCOUGH Edge of Town Industrial Zone Site area: 0.13050000369548798 hect Survey date: Thursday 21/04/2022	LC-02-C-06	STEEL FABRICATION	LANCASHIRE	Survey Type: Manual
27 WYMESWOLD ROAD NEAR LOUGHBOROUGH BURTON ON THE WOLDS Free Standing Industrial Zone Site area: 0.05999999865889549 hect Survey date: Friday 17/06/2022	LE-02-C-01	COMMERCIAL VEHICLE SERVICES	LEICESTERSHIRE	Survey Type: Manual
28 KILMAINE ROAD BALLINROBE Edge of Town Industrial Zone Site area: 0.44999998807907104 hect Survey date: Friday 09/10/2020	MA-02-C-01	MECHANICAL ENGINEERING	MAYO	Survey Type: Manual
29 ELVIN WAY NORWICH HELLESDON Edge of Town Industrial Zone Site area: 0.052000001072883606 hect Survey date: Thursday 07/11/2019	NF-02-C-03	SHEET METAL CONTRACTOR	NORFOLK	Survey Type: Manual
30	NF-02-C-04	EXHIBITION DESIGN & MANUF.	NORFOLK	

Audit Code: 4ff2dd51-a518-4df5-ab21-2d6f55cf7e57

FLETCHER WAY

NORWICH

UPPER HELLESDON

Suburban Area

Industrial Zone

Site area: 0.0860000029206276 hect

Survey date: Thursday 14/11/2019

Survey Type: Manual

31	NN-02-C-01	RENEWABLE ENGINEERING	NORTH NORTHAMPTONSHIRE
TREVITHICK ROAD			
CORBY			
Suburban Area			
Industrial Zone			
Site area: 0.311599999666214 hect			
Survey date: Thursday 22/10/2020			
Survey Type: Manual			

32	NY-02-C-03	WORKWEAR MANUFACTURER	NORTH YORKSHIRE
WETHERBY ROAD			
KNARESBOROUGH			
Edge of Town			
Industrial Zone			
Site area: 0.3499999940395355 hect			
Survey date: Thursday 29/06/2023			
Survey Type: Manual			

33	PB-02-C-01	STEEL FABRICATOR	PETERBOROUGH
NEWARK ROAD			
PETERBOROUGH			
FENGATE			
Edge of Town			
Industrial Zone			
Site area: 0.25999999046325684 hect			
Survey date: Thursday 29/09/2022			
Survey Type: Manual			

34	RE-02-C-01	SHEET METAL FABRICATION	READING
COMMERCIAL ROAD			
READING			
Edge of Town			
Industrial Zone			
Site area: 0.12999999523162842 hect			
Survey date: Thursday 22/11/2012			
Survey Type: Manual			

35	SF-02-C-01	JOINERY	SUFFOLK
ANSON ROAD			
IPSWICH			
MARTLESHAM HEATH			
Edge of Town			
Industrial Zone			
Site area: 0.15000000596046448 hect			
Survey date: Friday 12/07/2013			
Survey Type: Manual			

36	TV-02-C-02	FLUID ENGINEERING	TEES VALLEY
PARKVIEW ROAD WEST			
HARTLEPOOL			
Suburban Area			
Industrial Zone			
Site area: 0.28999999165534973 hect			
Survey date: Friday 04/09/2020			
Survey Type: Manual			

37	TW-02-C-01	INDUSTRIAL UNIT	TYNE & WEAR
SHAFTESBURY AVENUE			
JARROW			
TYNE POINT IND. ESTATE			
Suburban Area			



Audit Code: 4ff2dd51-a518-4df5-ab21-2d6f55cf7e57

Industrial Zone

Site area: 0.18000000715255737 hect

Survey date: Thursday 15/11/2012

Survey Type: Manual

38 VERLON CLOSE BARRY Edge of Town Industrial Zone Site area: 0.5199999809265137 hect Survey date: Thursday 06/05/2021	VG-02-C-01	ALCOHOL ANALYSIS PRODUCTS	VALE OF GLAMORGAN	Survey Type: Manual
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39 CHARVEY LANE RÁTHNEW COMMONS Neighbourhood Centre Village Site area: 0.10999999940395355 hect Survey date: Monday 28/05/2018	WC-02-C-01	FOAM INSULATION	WICKLOW	Survey Type: Manual
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40 SYDNEY ROAD BIRMINGHAM SMALL HEATH Suburban Area Commercial Zone Site area: 0.10000000149011612 hect Survey date: Wednesday 17/06/2009	WM-02-C-02	ARDONPRINT	WEST MIDLANDS	Survey Type: Manual
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41 ICKNIELD STREET BIRMINGHAM HOCKLEY Suburban Area Industrial Zone Site area: 0.029999999329447746 hect Survey date: Monday 22/11/2021	WM-02-C-05	INDIAN CATERING	WEST MIDLANDS	Survey Type: Manual
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42 FREDERICK ROAD KIDDERMINSTER Edge of Town Industrial Zone Site area: 0.21 hect Survey date: Tuesday 03/06/2025	WO-02-C-01	INDUSTRIAL UNIT	WORCESTERSHIRE	Survey Type: Manual
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Audit Code: 4ff2dd51-a518-4df5-ab21-2d6f55cf7e57

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

Total Vehicles

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	9	935	0.024	0.000	0.024
06:00-07:00	11	1026	0.257	0.035	0.292
07:00-08:00	40	1052	0.385	0.045	0.430
08:00-09:00	41	1072	0.591	0.164	0.755
09:00-10:00	42	1053	0.355	0.242	0.597
10:00-11:00	42	1053	0.319	0.280	0.599
11:00-12:00	42	1053	0.262	0.280	0.542
12:00-13:00	42	1053	0.301	0.362	0.663
13:00-14:00	42	1053	0.355	0.342	0.697
14:00-15:00	42	1053	0.337	0.280	0.617
15:00-16:00	42	1053	0.267	0.362	0.629
16:00-17:00	42	1053	0.188	0.545	0.733
17:00-18:00	42	1053	0.095	0.532	0.627
18:00-19:00	40	1061	0.038	0.148	0.186
19:00-20:00	10	867	0.023	0.058	0.081
20:00-21:00	9	935	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			3.797	3.675	7.472

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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Audit Code: 4ff2dd51-a518-4df5-ab21-2d6f55cf7e57

Parameter Summary:

Trip rate parameter range selected:	150 - 2000 (units: sqm)
Survey date date range:	15/05/2001 - 03/06/2025
Number of weekdays (Monday-Friday):	42
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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



Civil Engineering - Transport Planning - Flood Risk

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