

BELLWAY HOMES LIMITED (SOUTHERN COUNTIES)

DURRINGTON GASWORKS (ELIZABETH SQUARE PHASE 2)

TRANSPORT ASSESSMENT

2505550_C-ACE-XX-XX-RP-C-0102A

April 2026

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Contents

	Page
1. Introduction.....	1
2. Existing Conditions	5
3. The Proposed Development.....	18
4. Trip Generation and Distribution.....	27
5. Off-Site Impact	33
6. Opportunities for Sustainable Travel.....	36
7. Summary and Conclusions	40

Drawings

2505550-ACE-XX-XX-DR-C-0503B	Connections to Adjacent Parcel
2505550-ACE-XX-XX-DR-C-0504B	Highways Overview - Visibility and Swept Path Analysis
2505550-ACE-XX-XX-DR-C-0505B	Highways Overview - Fire Access and Refuse Arrangements

Appendices

- A. Site Masterplan**
- B. WSCC Highways Pre-Application Response**
- C. Turning Count Data**
- D. Traffic Flow Figures**
- E. Personal Injury Collision Data**
- F. Stage 1 Road Safety Audit**
- G. TRICS Output Data**
- H. Residential Distribution**
- I. Commercial Distribution**
- J. Junctions 10 (PICADY) Output Report**

Document Control Sheet

REV	ISSUE PURPOSE	AUTHOR	CHECKED	APPROVED	DATE
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-	2 nd Draft Issue	JE	PR	DRAFT	15.12.25
-	Final Issue	JE	PR	DRAFT	19.12.25
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Distribution

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1. Introduction

1.1 This Transport Assessment (TA) has been produced by Ardent Consulting Engineers (ACE) on behalf of Bellway Homes Limited (Southern Counties), in respect of a potential development at Durrington Gasworks, Martlets Way, Goring-by-Sea, Worthing, hereafter referred to as 'Phase 2' of the development at Durrington Gasworks.

1.2 The development proposals are for a full planning application, as follows:

"Full Planning Application for mixed-use development comprising 123 dwellings and commercial units with associated parking, landscaping, open space and drainage."

1.3 The site masterplan is included at **Appendix A**.

1.4 The full planning application for the proposed development scheme is to be submitted to Adur and Worthing Councils (AWC) operating jointly as the Local Planning Authority, albeit the site sits within Worthing Borough Council (WBC). West Sussex County Council (WSCC) is the local highway authority responsible for the roads in the surrounding area.

Background Information

1.5 This TA follows on from pre-application discussions with WSCC. The pre-application process sought to define the scope of assessment required for the highways / transport documentation as part of any future application and to agree the background information, key principles and scope of this TA. WSCC's pre-application response is contained at **Appendix B**. The following is an overview of the key themes of the pre-application response:

- No concerns were raised on the proposed site access strategy;
- Principles of the site layout, such as parking, road widths and street types were largely agreed to be appropriate. There were some comments on potential traffic calming measures, internal bends and parking dominance;
- Within the pre-application response, it is stated that WSCC agree with the conclusion of the Transport Scoping Note that three off-site junctions are to

be assessed. However, the Scoping Note summarised that only one junction would be assessed, namely the Barrington Road/Shafesbury Avenue junction. For the purposes of this TA, only this junction has been assessed;

- Local improvements were suggested. These include pedestrian crossing improvements at Melbourne Avenue and Melbourne Road, which both connect to Barrington Road to the south-west of the site. Improvements are also suggested to an existing bus stop on Shafesbury Avenue to provide real-time information and/or a bus shelter;
- The trip generation methodology set out within the Transport Scoping Note was agreed to be appropriate; and
- Standard advice was also given relating to road design and parking, however, as noted above, these elements were largely agreed to be acceptable.

1.6 The site is located in Goring-by-Sea and to the west of a separate phase of development, referred to as 'Phase 1' hereafter, which was consented in April 2021 (Ref: AWDM/1979/19). The consented development comprises 287 dwellings and a 68-bed care home served from Barrington Road to the south. Outline planning consent was followed by a Reserved Matters application at the site which was approved in November 2022 (Ref: AWDM/0605/22).

1.7 These planning applications have been reviewed to inform the methodologies for both the trip generation of the proposed site, and the distribution of vehicle trips. These methodologies used are discussed in more detail later in this report.

1.8 It should also be noted that there is currently a planning application live for part of the proposed development (Ref: AWDM/0131/23). The application subject of this TA would supersede the live application.

Policy and Guidance

1.9 This TA will be prepared in accordance with the following national and local policy / guidance documents:

- National Planning Policy Framework [NPPF] (MHCLG, December 2024, Amended February 2025);

- National Planning Practice Guidance [NPPG] (DCLG, 2014);
- Manual for Streets [MfS] (DfT, 2007);
- Manual for Streets [MfS2] – Wider Application of Principles (CIHT, 2010);
- Design Manual for Roads and Bridges [DMRB] (Highways Agency, 1992);
- Local Transport Note [LTN] 1/20 Cycle Infrastructure Design (DfT, July 2020);
- WSCC Local Design Guide (WSCC, 2010);
- WSCC Transport Assessment Methodology (WSCC, 2007);
- West Sussex Walking and Cycling Strategy 2016-2026 (WSCC, 2016);
- Guidance on Parking at New Developments (WSCC, September 2020); and
- Worthing Local Plan 2020 – 2036 (WBC, March 2023).

Report Structure

1.10 Following this introduction, the remainder of this report is structured as follows: -

- **Section 2.0** provides an overview of the existing site including its location, usage, access and the surrounding highway network and accessibility by various modes;
- **Section 3.0** provides details of the development proposals and access arrangements;
- **Section 4.0** considers likely multi-modal trip generation associated with the proposals;
- **Section 5.0** outlines the distribution and assignment for the predicted level of development traffic, and provides a review of the off-site traffic impacts based on junction modelling;
- **Section 6.0** discusses opportunities for residents of the new development to travel by sustainable modes; and
- **Section 7.0** provides a summary and sets out the conclusions.

2. Existing Conditions

Site Location

- 2.1 The application site is located within Durrington, in the proximity to Durrington-on-Sea Railway Station. The site is bound by a railway line to the north, a consented residential development (referred to as Phase 1, as discussed above) to the east, residential properties / Barrington Road to the south and commercial land to the west.
- 2.2 The proposed development location is presented in **Figure 2.1** below. As shown in the above figure, the site directly abuts Phase 1 but also connects through to Martlets Way to the west.



Figure 2.1: Site Location (Source: Google Earth)

Existing Use

- 2.3 The application site comprises an area of approximately 4.2 hectares and previously operated as a gas holder site on the eastern side of the parcel and a commercial site on the western side of the parcel.
- 2.4 The site has an existing gated access point onto Martlets Way to the west, at the end of an industrial estate road. The eastern areas of the site are currently being used as a compound for construction vehicles associated with Phase 1 and therefore a construction access has been opened up into this area.

Local Highway Network

- 2.5 The proposed residential aspect of the development is to connect through the Phase 1 site, with Sword Street forming the main access road through Phase 1 connecting to Barrington Road in the south-western corner of the Phase 1 site. Barrington Road is closed off to vehicular traffic to the east of the junction with Sword Street and has instead been converted to a 3m wide shared footway/cycleway leading eastbound.
- 2.6 Barrington Road is an approximately 7.3m wide two-way road leading in an approximately east-west alignment to a junction with Shaftesbury Avenue to the east. An existing car park has separated entry and exit junctions on Barrington Road, which also forms a junction with Rosebery Avenue, a residential street, to the south.
- 2.7 The junction with Shaftesbury Avenue is a priority-controlled T-junction, with Shaftesbury Avenue the major arm. Shaftesbury Avenue also benefits from a ghost island right turn lane serving right turners into Barrington Road. when measured centreline to centreline, a junction between Shaftesbury Avenue and Worthing Leisure Centre's access road is located approximately 16.5m to the south of the Barrington Road/Shaftesbury Avenue junction.
- 2.8 To the north and south Shaftesbury Avenue passes through largely residential areas, with numerous junctions leading to wider residential and commercial areas, as well as leading to the strategic road network further afield.
- 2.9 Martlets Way, which is proposed to serve the commercial units, is a single-carriageway two-way road passing through an industrial estate. At its eastern extent is an existing gated access leading to the site. To the west, Martlets Way connects to Mulberry Lane, also a single-carriageway two-way road serving mixed uses, at a priority-controlled T-junction.
- 2.10 At the southern end of Mulberry Lane, it forms the minor arm of a ghost island right turn lane junction, with Goring Way extending to the north-west and Mulberry Lane to the south-east. Both of these roads lead to destinations further afield.

Survey Data

- 2.11 A turning count survey was undertaken at the Barrington Road/Shafesbury Avenue junction on Thursday 6th November 2025 to understand baseline traffic flows. The data is included at **Appendix C**. The baseline traffic flows are summarised in the traffic flow diagrams included at **Appendix D**.

Opportunities for Sustainable Travel

Local Amenities and Facilities

- 2.12 The site benefits from being within the area of the settlements of Goring-by-Sea and Durrington-on-Sea, with a variety of local amenities available for residents' and visitors' day to day needs.
- 2.13 The Chartered Institution of Highways and Transportation (CIHT) document 'Providing for Journeys on Foot' recommends suggested acceptable walking distances of between 500 metres (6 minutes, "Desirable") and 2km (25 minutes, "Preferred Maximum") for commuting and journeys to school.
- 2.14 Manual for Streets (MfS) identifies walkable neighbourhoods as being those typically characterised by having a range of facilities within an 800 metres (10 minute) walk distance, however not an upper limit, with walking offering the greatest potential to replace short car trips, particularly those under 2km. **Table 2.1** summarises local amenities within a walking distance of the site access, with distances taken from the approximate centre of the residential parcel.

Destination	Distance
Kamelia Kids Day Nursery	500
West Park Primary School	700
Sussex Medical Chambers Diagnostic and Treatment Centre	800
Worthing Leisure Centre	900
Goring Conservative Club	1,050
Marriotts Nursery School	1,050
Kamsons Pharmacy	1,150
Castle Public House	1,200
Goring Library	1,200
Mulberry Public House	1,200
Sainsburys Local	1,200
Asda Express & Petrol Station	1,300
Peppermint Dental	1,300
Boots Pharmacy	1,600
Co-op Food	1,600
Field Place First School	1,700
Iceland Supermarket	1,700
Goring Recreation Ground	1,800
Orchards Junior School	1,800
Goring Hall Hospital	2,000
Lime Tree Surgery	2,000
Palatine School	2,000

Table 2.1: Summary of Local Amenities

2.15 **Table 2.1** demonstrates that the site is accessible to local services, offering a variety of facilities that can be reached without the need to travel by car.

Walking

2.16 Footways are present throughout the Phase 1 development leading to the wider network outside the site. Furthermore, footways are present on local roads, typically on both sides of the road and lit. As noted previously, there is a 3m wide route to the south of Phase 1 along the previous alignment of Barrington Road, with new links provided south from this route to a number of residential streets further south.

2.17 There are limited public rights of way in the vicinity of site, although Bridleway WOG-3111 provides an off-street route to the west along the north of Fernhurst Recreation Ground.

2.18 The majority of crossings in the vicinity of the site are uncontrolled; however, a signalised crossing is provided on Shaftesbury Avenue to the south of the junction with Barrington Road.

2.19 The footway network in the vicinity of the site is considered to be appropriate for the scale of development, providing links to numerous local amenities and to public transport stops.

Cycling

2.20 In regard to cycling, Local Transport Note 1/20 – Cycle Infrastructure Design (Department for Transport (DfT), July 2020) states at Paragraph 2.2.2 that:

"...Two out of every out of every three personal trips are less than five miles [circa 8 kilometres] in length – an achievable distance to cycle for most people, with many shorter journeys also suitable for walking."

2.21 The site is well placed to access key local destinations within 8km, such as Worthing town centre and the associated amenities (a 17-minute cycle). A number of routes in the local area are designated as local cycle routes suitable for the majority of cyclists. A formal cycling route is also designated on National Cycle Route 4, located circa 2km to the south. This is a long-distance route from Dover to St Austell, with large sections off-street.

2.22 The aforementioned routes are shown in **Figure 2.2**, indicating ample opportunity for cyclists to gain access to the wider cycle network by utilising the routes in the immediate vicinity of the site.

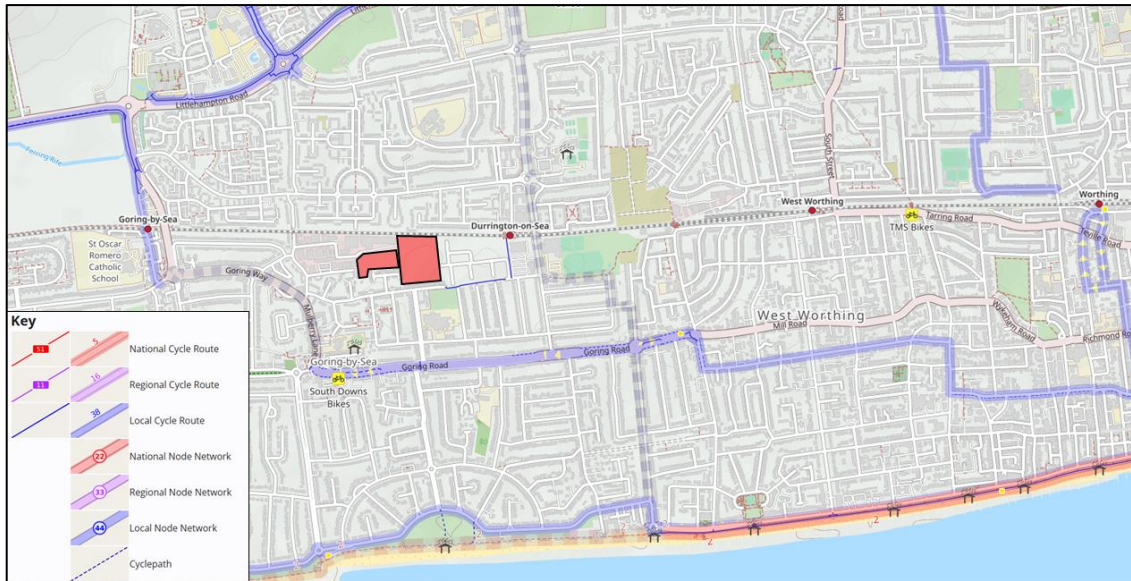


Figure 2.2: Cycle Routes in the Vicinity of the Site (Source: Open Cycle Map)

Public Transport

Rail

2.23 Durrington-on-Sea station is the closest railway station to the site and will be served via a new link through the Phase 1 site, which will lead to a walking distance of approximately 450m from the centre of the site. The station provides a typical off-peak service of:

- Two trains per hour to London Victoria via Gatwick Airport;
- Two trains per hour to Brighton;
- Two trains per hour to Littlehampton;
- One train per hour to Chichester via Littlehampton; and
- One train per hour to Portsmouth & Southsea.

2.24 From a number of stations listed above, particularly Brighton and Portsmouth & Southsea, a number of connecting services are available with links to a variety of destinations.

Bus

2.25 The closest bus stops (both called Goring-by-Sea Leisure Centre) to the site are located on Shaftesbury Avenue, approximately 600m walk from the centre of the site for northbound services and 650m walk for southbound services. Both the bus stops Road benefit from a flag and pole showing timetable information. Further stops (both called Parkland Avenue) are located approximately 700m walk to the south of the site and benefit from shelters. The routes and frequencies of bus services available from these stops are summarised in **Table 2.2**.

Number	Bus Route	Frequency		
		Mon-Fri	Saturday	Sunday
Goring-by-Sea Leisure Centre				
9	Holmbush Shopping Centre, Shoreham – Arundel	Hourly	Hourly	-
700 Coastliner	Brighton – Shoreham-by-Sea – South Lancing – Worthing – Durrington	Every 12-20 minutes	Every 12-20 minutes	Every 15-30 minutes
N700 Coastliner	Brighton – Shoreham-by-Sea – South Lancing – Worthing – Durrington	2no. night services	2no. night services	2no. night services
743	East Worthing – Worthing – West Worthing – Durrington – Tarring – Findon – Steyning Grammar School	School Service	-	-
Parkland Avenue				
11	Worthing – Goring-by-Sea – Ferring – East Preston – Rustington – Littlehampton	Every 30 minutes	Every 30 minutes	Hourly
701	Lancing – Worthing – Goring-by-Sea – Rustington	Every 15-30 minutes	Every 15-30 minutes	Every 20-30 minutes

Table 2.2: Summary of Local Bus Services

Summary

2.26 It is clear from the information discussed above that the site is suitably located to local services, with a variety of non-car travel modes available to facilitate residents' needs. The proximity of both rail services and bus stops ensures future residents also have access to additional educational, business and leisure facilities further afield.

Highway Safety

- 2.27 The National Planning Practice Guidance [NPPG] includes the online document 'Travel Plans, transport assessments and statements in decision-taking' (updated March 2014), which provides general advice on the scope of Transport Statements. This document states consideration should be given to "*an analysis of the injury accident records on the public highway in the vicinity of the site access for the most recent 3-year period, or 5-year period if the proposed site has been identified as within a high accident area.*"
- 2.28 For robustness, a review of personal injury collision (PIC) data, provided by the Sussex Police and the CrashMap website (www.crashmap.co.uk), has been undertaken in the vicinity of the site covering a five-year period from October 2020 to September 2025 (inclusive) to understand the general collision traits of the immediate highway network. The study area is shown in **Figure 2.3**.



Figure 2.3: PIC Study Area (Source: Sussex Police)

- 2.29 The Sussex Police data shown that a total of 43 collisions have occurred within the study area in the years 2020 to 2025, consisting of 34 classified as 'Slight' and 9 classified as 'Serious'. No fatal collisions have occurred within the study area during the study period.

2.30 It is important to understand if any clusters of collisions are apparent on the local highway network. For the purposes of this assessment, a cluster has been defined as where there were three or more incidents in one location.

2.31 Four potential clusters have been identified as part of this review, as follows:

- Jupp's Lane/Goring Way Junction – 3 incidents
- Goring Road/Mulberry Lane Junction – 5 incidents
- Strand Parade Roundabout – 5 incidents
- The Boulevard/Nelson Road Junction – 4 incidents.

2.32 Each cluster is analysed in further detail in the following paragraphs, with incident report data provided. Within the tables of incident report data, double lines are provided in order to delineate between 3-year and 5-year PICs. Incidents in bold indicate that a pedestrian was involved, whilst accidents in italics indicate that a cyclist was involved. The data is included at **Appendix E**.

Accident Reference	Day/ Date	Time	Weather/ Road Surface	Severity	Description
Ardent 1: 241463378	04/07/2024	07:42	Daylight/ Dry	Slight	V1 (Car) waiting to turn right is collided into by V2 (Van 3.5t or Less) which was going ahead
Ardent 2: 241484667	28/08/2024	13:30	Daylight/ Dry	Slight	V1 (Car) turning right and collided with front of V2 (Car) going straight ahead
Ardent 3: 251617529	17/07/2025	15:17	Daylight/ Dry	Slight	V1 (Car) collided with rear of V2 (Motorcycle) whilst V2 was stopping. V3 (Car) also present and turning right.

Table 2.3: Cluster A Analysis (Jupp's Lane/Goring Way Junction)

2.33 Whilst no specific causation factors were given within the information supplied, the three collisions summarised in **Table 2.3** appear to be the result of driver error, with drivers colliding with others whilst turning or stopping. From this information, there appear to be no notable causation factors which can be identified in relation to the carriageway layout.

Accident Reference	Day/ Date	Time	Weather/ Road Surface	Severity	Description
Ardent 4: 221144322	16/02/2022	19:08	Darkness/ Wet	Slight	V1 (Taxi) has collided with pedestrian whilst leaving main road
<i>Ardent 5: 221171475</i>	<i>29/04/2022</i>	<i>17:02</i>	<i>Daylight/ Dry</i>	<i>Serious</i>	<i>V1 (Car) was turning right onto the main road when his by V2 (Cycle) on offside.</i>
<i>Ardent 6: 231261292</i>	<i>09/01/2023</i>	<i>18:44</i>	<i>Darkness/ Dry</i>	<i>Slight</i>	<i>V1 (Car) was hit by oncoming V2 (Car) whilst turning right.</i>
<i>Ardent 7: 231273890</i>	<i>31/01/2023</i>	<i>18:00</i>	<i>Darkness/ Wet</i>	<i>Slight</i>	<i>V1 (Car) collided with V2 (Motorcycle) which was turning left onto main road.</i>
<i>Ardent 8: 241487980</i>	<i>04/09/2024</i>	<i>08:45</i>	<i>Daylight/ Dry</i>	<i>Serious</i>	<i>V1 (Car) was turning right when struck on nearside by V2 (Motorcycle) which was going straight on.</i>

Table 2.4: Cluster B Analysis (Goring Road/Mulberry Lane Junction)

2.34 Whilst no specific causation factors were given within the information supplied, the five collisions summarised in **Table 2.4** appear to be the result of driver error, with drivers colliding with others whilst turning or stopping. From this information, there appear to be no notable causation factors which can be identified in relation to the carriageway layout.

Accident Reference	Day/ Date	Time	Weather/ Road Surface	Severity	Description
Ardent 9: 221188137	15/06/2022	18:30	Daylight/ Dry	Slight	V1 (Car) going ahead struck pedestrian on its near side.
<i>Ardent 10: 221230051</i>	<i>11/10/2022</i>	<i>07:05</i>	<i>Daylight/ Dry</i>	<i>Slight</i>	<i>V1 (Car) collided with rear of V2 (Pedal Cycle) whilst travelling round roundabout.</i>
<i>Ardent 11: 241422982</i>	<i>20/03/2024</i>	<i>20:20</i>	<i>Darkness/ Dry</i>	<i>Slight</i>	<i>V1 (Car) leaving roundabout and hit by front of V2 (Car) on nearside.</i>
<i>Ardent 12: 241440971</i>	<i>09/05/2024</i>	<i>16:45</i>	<i>Daylight/ Dry</i>	<i>Slight</i>	<i>V1 (Car) collided with offside of V2 (Pedal Cycle) whilst travelling round roundabout.</i>
<i>Ardent 13: 241490463</i>	<i>11/09/2024</i>	<i>17:50</i>	<i>Daylight/ Dry</i>	<i>Slight</i>	<i>V1 (Car) on approach to roundabout collided with V2 (Mobility Scooter) which was entering main road.</i>

Table 2.5: Cluster C Analysis (Strand Parade Roundabout)

2.35 Whilst no specific causation factors were given within the information supplied, the five collisions summarised in **Table 2.5** appear to be the result of driver error, with drivers colliding with others whilst turning or stopping or unexpected users in the carriageway. From this information, there appear to be no notable causation factors which can be identified in relation to the carriageway layout.

Accident Reference	Day/ Date	Time	Weather/ Road Surface	Severity	Description
Ardent 14: 221241377	11/11/2022	18:14	Darkness/ Wet	Slight	V1 (Car) collided with pedestrian whilst moving away mid-junction.
Ardent 15: 231385916	10/12/2023	15:45	Daylight/ Wet	Slight	V1 (Car) collided with pedestrian whilst stopping mid-junction.
Ardent 16: 241438424	29/04/2024	12:23	Daylight/ Dry	Serious	V1 (Car) turning left and collided with V2 (Pedal Cycle) which was going ahead.
Ardent 17: 251604304	18/06/2025	07:24	Daylight/ Dry	Slight	V1 (Car) hit on nearside whilst making U-turn by V2 (Car) which was turning left from Strathmore Road onto The Boulevard.

Table 2.6: Cluster D Analysis (The Boulevard/Nelson Road Junction)

2.36 Whilst no specific causation factors were given within the information supplied, the four collisions summarised in **Table 2.6** appear to be the result of driver error, with drivers colliding with others whilst turning or stopping. However, two of the four collisions involve pedestrians and therefore opportunities to improve crossings could be explored. To the south of the junction on The Boulevard there is a signalised crossing, however, there is no provision on the Nelson Road arm. Dropped kerbs and tactile paving could be provided in this location to aid pedestrian safety.

Summary

2.37 Based on the above assessment, it can be concluded that the primary cause of incidents within the study area is driver error / misjudgement and unfortunate circumstance as opposed to potential issues with the existing highway network surrounding the site. Furthermore, given the traffic nature of the surrounding road network, it can be considered that incidents over the previous five-year period are consistent, but not frequent enough to cause any safety concerns within the existing infrastructure. Notwithstanding this, improvements could be made, particularly to pedestrian infrastructure at The Boulevard/Nelson Road junction.

Census Data

2.38 Travel to work data from the 2021 Census has been used to establish the mode of travel to work for existing residents in the area. The site is situated within the 'Worthing 013E' Lower Super Output Area (LSOA), however the adjacent Phase 1 phase is located within 'Worthing 013C'. Accordingly, noting the connections into the

adjacent phase of development (described later in this report), a combination of the two LSOAs have been considered. The travel to work modal split is presented in **Table 2.7**. This data excludes those that work from home and those not in employment, as well as 'Other' modes of travel.

Mode of Travel	Mode Share
Rail (inc. Underground, etc.)	3.4%
Bus	3.8%
Taxi	0.8%
Motorcycle	0.5%
Car Driver	71.5%
Car Passenger	5.7%
Bicycle	4.5%
Pedestrian	9.8%
Total	<u>100.0%</u>

Table 2.7: Worthing 013 MSOA Method of Travel to Work (Source: 2021 Census Data)

2.39 Travel to work data from the 2011 Census has also been derived, with the modal split presented in **Table 2.8**.

Mode of Travel	Mode Share
Rail (inc. Underground, etc.)	6.0%
Bus	2.9%
Taxi	0.4%
Motorcycle	0.7%
Car Driver	68.3%
Car Passenger	4.9%
Bicycle	5.7%
Pedestrian	11.1%
Total	<u>100.0%</u>

Table 2.8: Worthing 013 MSOA Method of Travel to Work (Source: 2011 Census Data)

- 2.40 It can be seen from the above that the travel to work data from the 2011 and 2021 Censuses is relatively comparable, with the largest discrepancies being between car and rail travel. For the purposes of assessments referenced for the remainder of this report, 2011 Census data has been utilised as it is considered to reflect the likely modal split of residents, noting the proximity to Durrington-on-Sea Railway Station.

Committed Development

- 2.41 Inspection of the online planning database shows that there are currently no major committed developments in the immediate surrounding area, with the exception of Phase 1. As such, Phase 1 traffic (noting that construction is still ongoing) will be considered but no further development should be taken into account within the Transport Assessment following confirmation from the local highway authority.

3. The Proposed Development

3.1 The proposed development would comprise 123 residential dwellings in a mix of unit types including both individual properties and flats, as well as private and affordable units, and a commercial unit (circa 1100 sqm). The proposed site layout is included at **Appendix A**. The breakdown of homes is as follows:

- 10no. 1-bed flats;
- 10no. 1-bed maisonettes;
- 14no. 2-bed flats;
- 45no. 2-bed houses;
- 38no. 3-bed houses; and
- 6no. 4-bed houses.

Access

3.2 Given the nature of the site, it is proposed that the two land uses are accessed separately for vehicular traffic. The employment parcel of the development is to be served via Martlets Way and the residential parcel is to be served via Phase 1. Details of the access arrangements are discussed below. The principle of access has been agreed through pre-application discussions with WSCC.

3.3 Pedestrian and cycle access into the residential parcel will be via the Phase 1 site, making use of the existing footways and links from this development. The commercial units can also be accessed via Martlets Way.

3.4 Whilst no new emergency-only access is proposed to the Phase 2 residential site, there is an emergency access into Phase 1. This is located in the south-western corner of Phase 1 onto Barrington Road and allows access for emergency vehicles into the wider site if the main access is obstructed for any reason. Emergency access to the commercial units will be via Martlets Way along the existing road.

Residential Access

- 3.5 As shown in **Drawing Number 2505550-ACE-XX-XX-DR-C-0503B**, there are two proposed vehicular access points to the residential element of the scheme along the site's eastern boundary from the adjacent development (Phase 1) which is currently being constructed (Ref: AWDM/0605/22).
- 3.6 It is proposed that the northern and southern parts of the site are segregated. As such, the northern part of the site will be served via upgrading a pedestrian / cycle link proposed for Phase 1, whilst the southern part will be served via a continuation of the secondary road from Phase 1.
- 3.7 With respect to the northern access point, it is proposed to amend the priority of the road such that priority is towards the proposed development rather than the small number of units to the northern part of Phase 1. As shown in the drawing, an 11m forward visibility splay is shown to be achievable around the bend which is commensurate of a 10mph vehicle speed. Given the proposed centre line radius then this is considered acceptable. The drawing also shows that two cars can pass each other on the bend.
- 3.8 The southern access point is shown to be a continuation of the Phase 1 secondary road. A priority-controlled narrowing is shown with priority being given to westbound vehicles. Once again, suitable intervisibility is being shown at the narrowing. The narrowing is shown to be 3.7m wide which allows for fire tender access, but restricts two vehicles from passing each other.

Employment Access

- 3.9 The employment parcel will be accessed from Martlets Way as an extension to the existing road into the industrial estate. The internal road network is shown to be 6.5 metres wide which is sufficient for HGV access. Beyond this point, Martlets Way connects with Mulberry Lane and currently serves the wider industrial estate.

Stage 1 Road Safety Audit

- 3.10 A Stage 1 RSA has been undertaken as part of this application. The RSA is appended to this report at **Appendix F**. The Designer's Response is to be submitted to WSCC

in tandem with the planning application. Once this has been agreed and signed off by WSCC, this will then be submitted to support the planning application at a later date.

- 3.11 The RSA raised a comment regarding the raised table included in the Phase 1 design. It is stated in the RSA report that:

"The proposed design appears to show a ramped table at the subsequent junction south of the proposal. Two wheeled vehicles may not be expecting the ramp to be so close to the bend and having taken an inappropriate approach line, could experience a loss of control or unmounting collision where the bend exit meets the ramp."

- 3.12 The Designer's Response indicates that as the Phase 2 scheme progresses to the detailed design stage, the surfacing treatment and provision of vertical deflection measures will be reviewed, and the extent of the raised table will be refined, extended, or omitted as appropriate.

- 3.13 The RSA also raised a comment regarding drainage, stating that:

"Drainage details have not been provided where a raised table is present to the south of the bend, and the ramp may be a barrier to surface water drainage and could lead to the creation of a low spot. A low spot could lead to ponding and possible loss of control collisions, particularly in wet or icy conditions, though it is recognised that vehicle speeds are likely to be very low. Similar ponding water on a bend is also likely to contribute to loss of control collisions"

- 3.14 The Designer's Response states that details of drainage solutions will be provided once the design progresses to the detailed design stage and will be included for consideration as part of a Stage 2 Road Safety Audit.

- 3.15 Additional concerns raised by the RSA related to carriageway width, stating:

"The provided vehicle tracking shows that large vehicles are unable to navigate the bend without entering the opposing lane of traffic. There is concern that an insufficient carriageway width could lead to side-swipe collisions with vehicles in the

opposite direction creating head on collisions, or footway over-run and possible vehicle to pedestrian collisions."

3.16 In the Designer's Response, it was considered that swept path analysis shows that a refuse vehicle can navigate the bend without overrunning the footway. While it may encroach into the opposing carriageway, this is expected to be infrequent and mainly limited to occasional refuse collection. The proposed 5.0m carriageway width is suitable for the expected traffic levels and aligns with Manual for Streets guidance (as per Figure 7.1), with adequate forward visibility for motorists to see oncoming vehicles.

3.17 The RSA also raised issues regarding lack of parking restrictions, stating:

"A lack of parking restrictions on and around the approach to the bend could see vehicles park and obscure the forward visibility on approach to and on the bend. This could lead to vehicles having head on collisions or rear end shunts."

3.18 The Designer's Response indicates that the site access drawing has been reviewed. The latest iteration of the drawing (Drawing Number **2505550-ACE-XX-XX-DR-C-0503B**) includes double yellow lines on the approach to and through crucial points of the site access, to reduce the chance of on-street parking.

3.19 The RSA discussed warning signage, stating:

"No signage details were provided, where only lining is provided for the eastbound traffic. Vehicles approaching the priority working system may be confused due to the lack of signage approaching the narrowing increasing the risk of a head on collision due to misinterpretation of the opposing traffic's approach behaviour."

3.20 In the Designer's Response it was agreed that upon progression to the detailed design stage, signage to Traffic Signs Manual Diagrams 615 and 811A will be considered and will be included for consideration as part of a Stage 2 Road Safety Audit.

3.21 The final issue raised in the RSA also concerned warning signage and visual cues, stating:

"A narrowed give way section is proposed; however, there is no proposed warning signage on the buildouts. Inappropriate warning of the buildout could lead to kerb strikes and loss of control collisions. It is recommended that reflective bollards be installed on the buildouts."

3.22 In the Designer's Response it was agreed that bollards could be considered, and the precise locations of the reflective bollards on the buildouts will be determined at the detailed design stage.

Summary

3.23 The information provided above demonstrates that a suitable access arrangement can be provided for both the residential and employment elements of the site. Furthermore, the proposed site access arrangements are designed such that highway safety has not been compromised. Hence, the proposed arrangement complies with Paragraph 115 of the NPPF which requires the development to provide *"safe and suitable access to the site..."*, and therefore should be acceptable to the local highway authority.

Internal Layout

3.24 The internal layout has been designed in accordance with previous advice from WSCC officers, which incorporates many of the principles of Manual for Streets. The proposed development incorporates the following key principles:

- Internal Spine Road – 6.6m to allow for commercial access or 5.5m where only residential units are to be accessed, with occasional narrowing to 5.0m where required due to spatial constraints.
- Secondary Streets – 4.8m
- Shared Surface (adoptable) – 6m (1m verges)
- Footways – 2m

3.25 The road hierarchy is shown on **ACE Drawing No. 2505550_C-ACE-XX-XX-DR-C-0504B**.

3.26 The northern residential elements of the scheme (serving 62 units) are proposed to be served by shared surface in the majority. Manual for Streets (MfS) recommends

that shared surfaces are suitable where the volume of motor traffic is below 100 vehicles during the peak hour. Based on the calculations within **Section 4.0**, 62 dwellings would generate circa 38 two-way movements. Accordingly, the level of movements is well below the 100-vehicle threshold discussed in MfS, and as such it is considered that it is acceptable. This was agreed in principle with WSCC during pre-application discussions.

3.27 Forward visibility of 17m (based on a design speed of 15mph) can be achieved at corners throughout the site, whilst 2.4 by 25m visibility splays are shown at side junctions. Pedestrian visibility splays of 2 by 2m are also incorporated throughout. This is shown on **ACE Drawing No. 2505550_C-ACE-XX-XX-DR-C-0504B**.

3.28 A 3.7m wide link has been provided from the spine road through to the gasholder. This allows for an infrequent maintenance vehicle to access the gasholder. The route will also be usable by pedestrians and cyclists and droppable bollards will be provided to prevent access by vehicles other than those seeking access to the gasholder.

Parking

Car Parking

3.29 Local parking standards are stipulated within Table 2 of the WSCC Guidance on Parking at New Developments (September 2020) document. Parking at the development site will be provided in accordance with these standards.

3.30 Parking Behaviour Zones (PBZ) have been allocated to different locations within the county to correspond with the expected levels of parking demand. The development site is located within PBZ 3. Table 2 of the WSCC Guidance on Parking at New Developments document stipulates that the following standards should be applied to the development:

- 1 Bedroom Dwelling – 0.9 spaces per dwelling;
- 2 Bedroom Dwelling – 1.3 spaces per dwelling;
- 3 Bedroom Dwelling – 1.8 spaces per dwelling; and
- 4+ Bedroom Dwelling – 2.5 spaces per dwelling.

- 3.31 Applying the above standards to the proposed development means a requirement of 178 spaces.
- 3.32 The document states that: *'To accommodate potential variations in parking demand within a single ward, consideration may be given to varying the expected parking demand by 10% above or below, which is based on the average variation in demand between PBZs'.*
- 3.33 The document goes on to state: *'To meet with current and emerging guidance on the promotion of sustainable travel modes and choices, consideration could also be given to reducing the expected level of parking demand by 10%. This is based on the Department for Transport's 'Smarter Choices' research that shows reductions in traffic movements can be achieved by up to 10 to 30% where a range of travel choices are available through provision of travel plans, public transport contributions, and other sustainable travel initiatives.'*
- 3.34 With respect to visitor / unallocated spaces, these will also be provided in accordance with WSCC's Guidance on Parking at New Developments (September 2020) document. The document states that: *'Developers should take an approach that is consistent with national research which suggests, "that no special provision should be made for visitors where at least half of the parking provision associated with the development is unallocated. In all other circumstances it may be appropriate to allow for additional demand for Visitor parking of 0.2 spaces per dwelling'.* This leads to a requirement of 25 visitor spaces for a 123-dwelling scheme.
- 3.35 EV Charging points for electric vehicles are required to be provided at a minimum of 20% of all parking spaces, with ducting provided at all remaining spaces where appropriate to provide 'passive' provision for these spaces to be upgraded in future. Nevertheless, Bellway are committed to providing all spaces with access to EV charging points (e.g. 100% active).
- 3.36 In addition to the above, disabled parking spaces are to be provided at a minimum of 5% of the total number of parking spaces being provided on the site.
- 3.37 The development provides a total of 234 spaces, of which 176 (in accordance with WSCC parking standards) are allocated to residents, 18 are unallocated, 25 are visitor spaces, 18.5 are within garages (37 garages at 0.5 spaces per garage).

3.38 The exact parking standards to serve the commercial unit are dependent on the ultimate end user, however, at this stage a total of 70 car parking spaces and two LGV spaces are shown for this unit.

Cycle Parking

3.39 In accordance with the WSCC document, the following minimum standards are adhered to throughout.

- 1 & 2 Bedroom Dwelling – 1 space per dwelling; and
- 3+ Bedroom Dwelling – 2 spaces per dwelling.

3.40 Cycle parking for the commercial aspects of the development will be provided in line with current relevant guidance once the exact occupiers of these units have been confirmed. A cycle store is shown externally to the building, to the north of the car park.

Servicing Arrangements

3.41 In line with the recommendations contained in the Manual for Streets, the site layout has been designed to accommodate a refuse collection vehicle parking at the kerbside adjacent to all dwellings, or manoeuvre to within 25 metres distance for refuse workers of any designated collection points and 30 metres distance for residents. For four-wheeled containers, then the layout has been designed to ensure a vehicle can reach within 10 metres of the store / collection point. This is shown on **ACE Drawing No. 2505550-ACE-XX-XX-DR-C-0505B**.

3.42 The site layout includes a suitable internal turning areas or appropriate routing to accommodate the relevant refuse collection vehicles required to service the site, as shown on **ACE Drawing No. 2505550-ACE-XX-XX-DR-C-0505B**.

3.43 The internal arrangement shall enable a Fire Tender to enter and exit the site in forward gear, as shown on **ACE Drawing No. 2505550-ACE-XX-XX-DR-C-0505B**. As highlighted within the Building Regulation B5 (2010), the site layout has been designed to achieve access for a fire tender within 45 metres of all parts of any residential building on site.

3.44 The commercial units will be served via Martlets Way, with appropriate turning spaces available within the site for fire tenders refuse vehicles and HGVs, as shown on **ACE Drawing No. 2505550-ACE-XX-XX-DR-C-0505B**.

4. Trip Generation and Distribution

Introduction

- 4.1 This section seeks to establish the level of weekday peak hour traffic movements generated by the proposed development applied to the local highway network. Whilst it is noted that the residential part of the development proposals is for a total of 123 homes, this section considers a development of 125 units for robustness. The assessments set out in this section reflect what was presented to WSCC within the TSN and subsequently agreed to be acceptable by officers. However, for ease of reference this is replicated within this TA.
- 4.2 It is noted that the existing site may generate some movements onto the local highway network, however it is considered that the movements would not be material and as such no analysis has been given as part of this TA.
- 4.3 The total travel demand that is anticipated to be generated during the typical weekday network peak hours of 08:00-09:00 and 17:00-18:00 has been considered (since at these times the network would be most sensitive to an increase in traffic).

Trip Generation

Residential

- 4.4 The planning applications for the Phase 1 land (Ref: AWDM/1979/19) has been reviewed for the methodology used to calculate trip generation.
- 4.5 The TA presented vehicle trip rates that had been retrieved from the TRICS database. The resultant total person trip rates from the application are presented in **Table 4.1** below, applied to a development of 125 dwellings. Whilst the latest site plan shows 123 dwellings, basing the calculations on a 125-dwelling development is considered to be robust.

Application	AM			PM			Daily		
	In	Out	Two-Way	In	Out	Two-Way	In	Out	Two-Way
AWDM/1979/19 Presented Trip Rates	0.187	0.727	-	0.593	0.246	-	3.687	3.828	-
Total Person Trips (125 Dwells)	23	91	114	74	31	105	461	479	940

Table 4.1: Previously Accepted Vehicle Trip Rates

- 4.6 The total person trips were then converted to vehicle trips using 2011 Census Method of Travel to Work data. The Worthing 013C and Worthing 013E lower super output areas were used for reference and a car driver modal split percentage of 68% was derived. The proposed vehicular trip generation using census data is presented in **Table 4.2** below.

Mode	Share	AM			PM			Daily		
		In	Out	Two-Way	In	Out	Two-Way	In	Out	Two-Way
Rail	5.9%	1	5	7	4	2	6	27	28	56
Bus	2.9%	1	3	3	2	1	3	13	14	27
Taxi	0.4%	0	0	0	0	0	0	2	2	3
Motorcycle	0.7%	0	1	1	1	0	1	3	4	7
Car Driver	68.3%	16	62	78	51	21	72	315	327	642
Car Passenger	4.9%	1	4	5	4	2	6	23	24	47
Bicycle	5.7%	1	5	6	4	2	6	26	27	53
Pedestrian	11.1%	3	10	14	8	4	12	53	54	107
Total	100.0%	23	91	114	74	31	105	461	479	940

Table 4.2: Residential Trip Generation by Mode

- 4.7 As shown in **Table 4.2**, when using the Phase trip rates, the proposed residential development is forecast to generate a total of 78 two-way vehicular movements in the busiest peak hour, which is the morning peak.

Commercial

4.8 In order to determine trips to and from the 10 commercial units proposed on site, a TRICS search was undertaken using version 8.25.6. The following criteria were applied:

- Survey Type: Multi Modal;
- Land Use: 02/D Employment/Industrial Estate;
- Gross Floor Area: Up to 5,000 sqm;
- Dates: 1st January 2016 to present, weekday surveys only;
- Population within 1 mile: over 10,000;
- Population within 5 miles: over 100,000; and
- Location Type: Edge of Town, Edge of Town Centre, Suburban Area.

4.9 This produced nine surveys taken from nine sites. Of these one in Dublin was removed as this is outside the UK and one in Exeter was removed as this was considered a more major site than what is proposed. None of the remaining seven sites were considered more suitable than another and therefore a weighted average was taken. The full TRICS output report is included at **Appendix F**, with a summary presented in **Table 4.3** using TRICS defined mode types. The trip rates shown at **Appendix F** are presented per 100 sqm and applied to an overall development area of 1,100 sqm.

Mode	Trip Generation								
	AM			PM			Daily		
	In	Out	Two-Way	In	Out	Two-Way	In	Out	Two-Way
Cyclists	0	0	0	0	0	0	1	1	2
Pedestrians	1	1	2	0	0	0	7	6	13
Cars	7	2	9	2	6	8	56	56	112
Other Vehicles	6	7	13	1	2	3	47	47	94
Public Transport Users	0	0	0	0	1	1	2	2	4
Vehicle Passengers	3	1	4	1	2	3	19	21	40
Total People	17	11	28	4	12	16	132	133	265

Table 4.3: Commercial Multi-Modal Trip Generation

4.10 As shown in **Table 4.3**, the proposed commercial development is forecast to generate a total of 21 two-way vehicular movements in the busiest peak hour, which is once again the morning peak.

4.11 Applying the daily totals generates a proposed modal split (note that the mode types used in TRICS are not identical to those derived from census data). The modal split is summarised in **Table 4.4**.

Mode	Daily Two-Way Movements	Modal Split (%)
Cyclists	2	0.8%
Pedestrians	13	4.9%
Cars	112	42.3%
Other Vehicles	94	35.5%
Public Transport Users	4	1.5%
Vehicle Passengers	40	15.1%
Total People	265	100.0%

Table 4.4: Commercial Units Modal Split (any discrepancies due to rounding)

Net Proposed Trip Generation

4.12 Applying the values in **Tables 4.2** and **4.3** gives an overall trip generation for the proposed development, which is presented in **Table 4.5**.

Vehicle Trips	AM			PM			Daily		
	In	Out	Two-Way	In	Out	Two-Way	In	Out	Two-Way
Residential	16	62	78	51	21	72	315	327	642
Commercial	13	8	21	3	9	12	104	103	207
Total	29	70	99	54	30	84	419	430	849

Table 4.5: Net Vehicle Trip Generation

4.13 As shown in **Table 4.5**, the proposed overall development is forecast to generate a total of 99 two-way vehicular movements in busiest peak hour, which is the morning peak. It should be noted that, given the separate access arrangements for the two land uses, that there will be very limited interaction between commercial and residential vehicles.

Traffic Distribution and Assignment

Residential

4.14 With respect to traffic distribution, 2011 Census Travel to Work Origin-Destination (O-D) data for the existing resident population of the surrounding area available on the Official Labour Market Statistics website (www.nomisweb.co.uk) has been used to estimate the proportion of vehicle trips that could travel along each particular key route to/from the site. The traffic survey data was then applied to the findings of this census assessment. The following methodology was applied when analysis the census data, with further details included at **Appendix G**.

- 2011 Census Dataset WU03UK 'Location of usual residence and place of work by method of travel to work' was obtained from the Nomis website.
- The 'Usual Residence' was set at MSOA 'Worthing 013'.
- All other MSOAs in Worthing, as well as all other local authority districts, were selected as the 'Place of Work'.
- The data was used to calculate the relative proportion of car trips to work to each of the surrounding areas. For simplicity, any areas with 4 or fewer car trips were omitted from the calculations as they were considered statistically insignificant.
- The likely vehicle route (or routes) to each area were identified using Google Maps route planning tools, and the proportion of car trips using each key route was subsequently calculated using the data.

4.15 Following this, the traffic survey data was reviewed in detail and it was apparent that very few drives are turning right from Barrington Road onto Shaftesbury Avenue, with three right turns in the morning peak hour and 12 in the evening peak. Consideration has therefore been given to assigning these trips to different routes. It is considered that there are two alternative routes for drivers seeking destinations to the south of the site. The first of these would be to turn left at the Barrington Road/Shaftesbury Avenue junction, continue north to the Strand Parade Roundabout, travel around this and exit to the south. Alternatively, drivers could bypass the Barrington Road/Shaftesbury Avenue junction, instead heading south on Rosebery Avenue.

4.16 For the purposes of this assessment, it has been assumed that 50% of southbound trips would be made via each of the two routes set out above when leaving the site. For incoming traffic from the site, it is considered that 50% would approach along Rosebery Avenue and 50% would turn left onto Barrington Road from Shaftesbury Avenue.

Commercial

4.17 With respect to traffic distribution for the commercial sites, 2011 Census Travel to Work Origin-Destination (O-D) data for the existing working population of the surrounding area available on the Official Labour Market Statistics website (www.nomisweb.co.uk) has been used to estimate the proportion of vehicle trips that could travel along each particular key route to/from the site. The following methodology was applied, with further details included at **Appendix H**.

- 2011 Census Dataset WU03UK 'Location of usual residence and place of work by method of travel to work' was obtained from the Nomis website.
- The 'Place of Work' was set at MSOA 'Worthing 013'.
- All other MSOAs in Worthing, as well as all other local authority districts, were selected as the 'Usual Workplace'.
- The data was used to calculate the relative proportion of car trips to work to each of the surrounding areas. For simplicity, any areas with 4 or fewer car trips were omitted from the calculations as they were considered statistically insignificant.
- The likely vehicle route (or routes) to each area were identified using Google Maps route planning tools, and the proportion of car trips using each key route was subsequently calculated using the data.

Summary

4.18 The above details were used to create an indicative traffic distribution model for arrivals and departures respectively. The peak hour vehicle trips (**Table 4.4**) were assigned to the network based on this model. This is illustrated within the traffic flow figures contained at **Appendix D**.

5. Off-Site Impact

- 5.1 Following the trip generation analysis and future year assessment conducted in the Transport Scoping note that precedes this Transport Assessment, one existing priority junction (Barrington Road/Shafesbury Avenue) was selected for modelling.
- 5.2 In addition to the trip generation discussed in the previous section, it is important to note that Phase 1 of the residential development has not been fully occupied yet. As such, the Barrington Road/Shafesbury Avenue junction is likely to be subject to more traffic than the survey has captured.
- 5.3 Data provided by the client confirms that at the time the traffic surveys were conducted, 66 units were occupied with 221 occupations yet to be completed. For robustness, the trip generation methodology set out in this TA, as set out in **Section 4.0**, has been applied to these 221 unoccupied units.
- 5.4 The junction was modelled using the PICADY module of Junctions 10 in both AM and PM peak hours. The junction has been modelled over 3 scenarios, as follows:
- 2025 Observed Traffic Flows
 - 2030 Future Traffic Flows
 - 2030 Future Traffic Flows + Committed Development
 - 2030 Growth + Committed Development + Development Traffic
 - 2036 Future Traffic Flows (to reflect the Local Plan period)
 - 2036 Future Traffic Flows + Committed Development
 - 2036 Growth + Committed Development + Development Traffic
- 5.5 In order to calculate the 2030 and 2036 growth years from the surveyed data, TEMPRO growth factors have been calculated using the 'Core' scenario for the site's MSOA, Worthing 013. The growth factors applied were 1.037 in the AM peak hour and 1.0385 in the peak PM hour.

- 5.6 The same scenario and MSOA were applied to the 2036 growth year, resulting in growth factors of 1.0683 in the AM peak hour and 1.0465 for the PM peak hour.

Traffic Turning Count and Queue Data

- 5.7 As summarised in **Section 2.0**, existing turning and queue length counts were obtained through traffic surveys undertaken on 6th November 2025. The traffic data is contained within **Appendix C**.
- 5.8 Full distributed development traffic along with the surveyed traffic has been tabulated as a traffic flow diagram and is contained within **Appendix D**.

Junctions 10 (PICADY) Modelling Results

Junction 1 – Shaftesbury Avenue / Barrington Road Junction

- 5.9 Junction model results for the Barrington Road/Shaftesbury Avenue junction have been tabulated in **Table 5.1**, below. The full output report is contained in **Appendix I**.

Stream	AM			PM		
	Queue	Delay	RFC	Queue	Delay	RFC
2025 Base Year						
Stream B-AC	0.2	10.73	0.17	0.3	14.33	0.24
Stream C-B	0.6	11.76	0.38	0.1	8.26	0.07
2030 Future Year						
Stream B-AC	0.2	11.41	0.18	0.3	14.27	0.24
Stream C-B	0.7	12.37	0.40	0.1	8.48	0.07
2030 Future Year + Phase 1						
Stream B-AC	0.6	13.71	0.37	0.5	15.83	0.32
Stream C-B	0.8	13.18	0.43	0.2	9.80	0.18
2030 Future Year + Development Traffic + Phase 1						
Stream B-AC	0.9	16.38	0.48	0.6	17.18	0.37
Stream C-B	0.8	13.69	0.45	0.3	10.71	0.25
2036 Future Year						
Stream B-AC	0.3	12.25	0.20	0.3	14.85	0.25
Stream C-B	0.7	13.00	0.42	0.1	8.53	0.07

2036 Future Year + Phase 1						
Stream B-AC	0.7	14.83	0.40	0.5	16.56	0.33
Stream C-B	0.8	13.89	0.45	0.2	9.85	0.19
2036 Future Year + Development Traffic + Phase 1						
Stream B-AC	1.0	18.03	0.51	0.6	18.14	0.39
Stream C-B	0.9	14.46	0.47	0.3	10.81	0.25

Table 5.1: Barrington Road/Shafesbury Avenue Modelling Outputs

- 5.10 As can be seen in **Table 5.1**, the Barrington Road/Shafesbury Avenue priority junction is operating well within capacity in the 2025 base mode, the 2030 future year and the 2036 future year scenarios.
- 5.11 With the addition of the Phase 1 traffic, the recorded RFCs at the junction increase, however, remain well within the theoretical capacity, peaking at 0.45 on Steam C-B (right turn into the site) in the 2036 Scenario in the morning peak.
- 5.12 The addition of the proposed development traffic also increases RFC, however, to a maximum of 0.48 in the 2030 model AM peak and 0.51 in the 2036 model AM peak. These RFCs are recorded on Stream B-AC, which are the manoeuvres from Barrington Road. In both cases, the recorded values are well within the junction's theoretical capacity and anticipated queuing and delays remain low.
- 5.13 Whilst the development is predicted to have an impact on the Barrington Road / Shafesbury Avenue junction, it is predicted that the junction will operate within capacity in all future year scenarios. It is also expected that in line with Objective 11 of the West Sussex Transport Plan 2022-2036 and the vision-led approach discussed in NPPF Paragraph 109 that some reduction in private car travel will occur as a result of modal shift strategies and policies alongside developments in the transport landscape of West Sussex, which may reduce the impact on the junction from that shown above. In conclusion, it is considered that in line with Paragraph 116 of the NPPF, it is shown that there would be no severe impact on the surrounding highway network.

6. Opportunities for Sustainable Travel

Introduction

- 6.1 To reiterate the policy context set out in Section 1.0, the NPPF states at Paragraph 10, *"so that sustainable development is pursued in a positive way, at the heart of the Framework is a presumption in favour of sustainable development"*. Part of this requirement for sustainable development means ensuring that there are good opportunities for travel to and from the site by non-car modes.
- 6.2 Of particular importance is Paragraph 110 of the NPPF which states that *"significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making"*.
- 6.3 As discussed earlier, Paragraph 115 also notes the following relating to sustainability:
- "...it should be ensured that:*
- a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;*
 - b) safe and suitable access to the site can be achieved for all users; ..."*
- 6.4 Vision V5 from the Worthing Local Plan aims to ensure that Worthing makes progress towards becoming a carbon neutral town, including through the use of active and sustainable travel priority over vehicular travel. This is reinforced in Policy SP2, which again refers to the need to prioritise active travel such as walking, cycling and public transport.
- 6.5 Policy DM5 from the Worthing Local Plan requires that developments give consideration to all transport users, including cyclists, pedestrians and public transport users. This will be supported through contributions towards sustainable transport improvements where appropriate.

- 6.6 Accordingly, this section seeks to ensure that the proposals comply with the relevant paragraphs of local policy and the NPPF discussed above.

Pedestrian Travel

- 6.7 **Tables 4.3** and **4.4** shows that the proposed development is predicted to result in a daily increase of 120 two-way pedestrian trips, including up to 16 in the busiest peak hour (morning). It is anticipated that the vast majority of these trips would be to and from local facilities in the area.
- 6.8 In addition, it is noted that the proposals could generate up to 87 daily public transport trips, which in turn are likely to generate additional pedestrian trips, leading to an overall total of 207 two-way pedestrian trips throughout the day.
- 6.9 As shown on the proposed site layout attached at **Appendix A**, the internal layout accommodates 2m wide footways on both sides of the carriageway in proximity to dwellings in southern and western areas of the residential site, as well as shared surface arrangements on sections that serve fewer dwellings and in the north of the site.
- 6.10 Outside the site, there is an extensive network of lit footways on local roads, leading to amenities, bus stops and the railway station, meaning that pedestrians are segregated from traffic. On this basis, it is considered that the existing pedestrian infrastructure in the vicinity of the site would be suitable to accommodate the predicted increase of movements associated with the development.

Cycle Travel

- 6.11 The proposed development is anticipated to generate up to 55 two-way cycle trips throughout the day. As outlined in **Section 2.0**, there are on- and off-street cycle routes in the vicinity of the site. A number of local amenities are a short cycle from the site, thus providing a viable alternative to the private car on its own or as part of a linked journey via public transport.
- 6.12 Cycling will be further encouraged through the provision of "hard measures" such as safe and secure cycle parking facilities, and "soft measures" such as marketing, promotion and awareness. Further detail on the measures proposed is included

within the Travel Plan prepared as part of the application submission (**ACE Report Ref. 2505550_C-ACE-XX-XX-RP-C-0103B**).

Bus Travel

- 6.13 In respect of bus journeys, the trip generation calculations demonstrate that the proposed residential development would result in an increase of 27 daily trips and three in each of the peak hours. The commercial development is predicted to generate four public transport trips daily. As discussed in **Section 2.0**, there are a number of bus services in the vicinity of the site serving a variety of destinations both nearby and further afield and these increases can be comfortably accommodated.

Rail Travel

- 6.14 The above details show that the residential development would generate demand for 56 daily two-way trips by train during a weekday, with up to seven trips in the busiest peak hour. A total of four daily trips are anticipated using public transport to access the commercial site. As discussed in **Section 2.0**, the nearest train station is Durrington-on-Sea, which can be accessed within 450m walk from the site and offers a number of frequent routes. It is therefore considered that rail travel provides a viable alternative for leisure and commuting journey purposes than the private car.

Travel Plan

- 6.15 In accordance with the NPPG document 'Travel plans, transport assessments and statements in decision-taking', and confirmed through consultation with the local highway authority, a Framework Travel Plan has been prepared to support the planning application for the proposed development (**ACE Report Ref. 2505550_C-ACE-XX-XX-RP-C-0103B**). The Travel Plan encourages occupants of the site to take advantage of the surrounding sustainable travel opportunities and provide them with up-to-date information on upcoming schemes and initiatives, in order to minimise any demand for car travel and corresponding impact within the surrounding highway network.

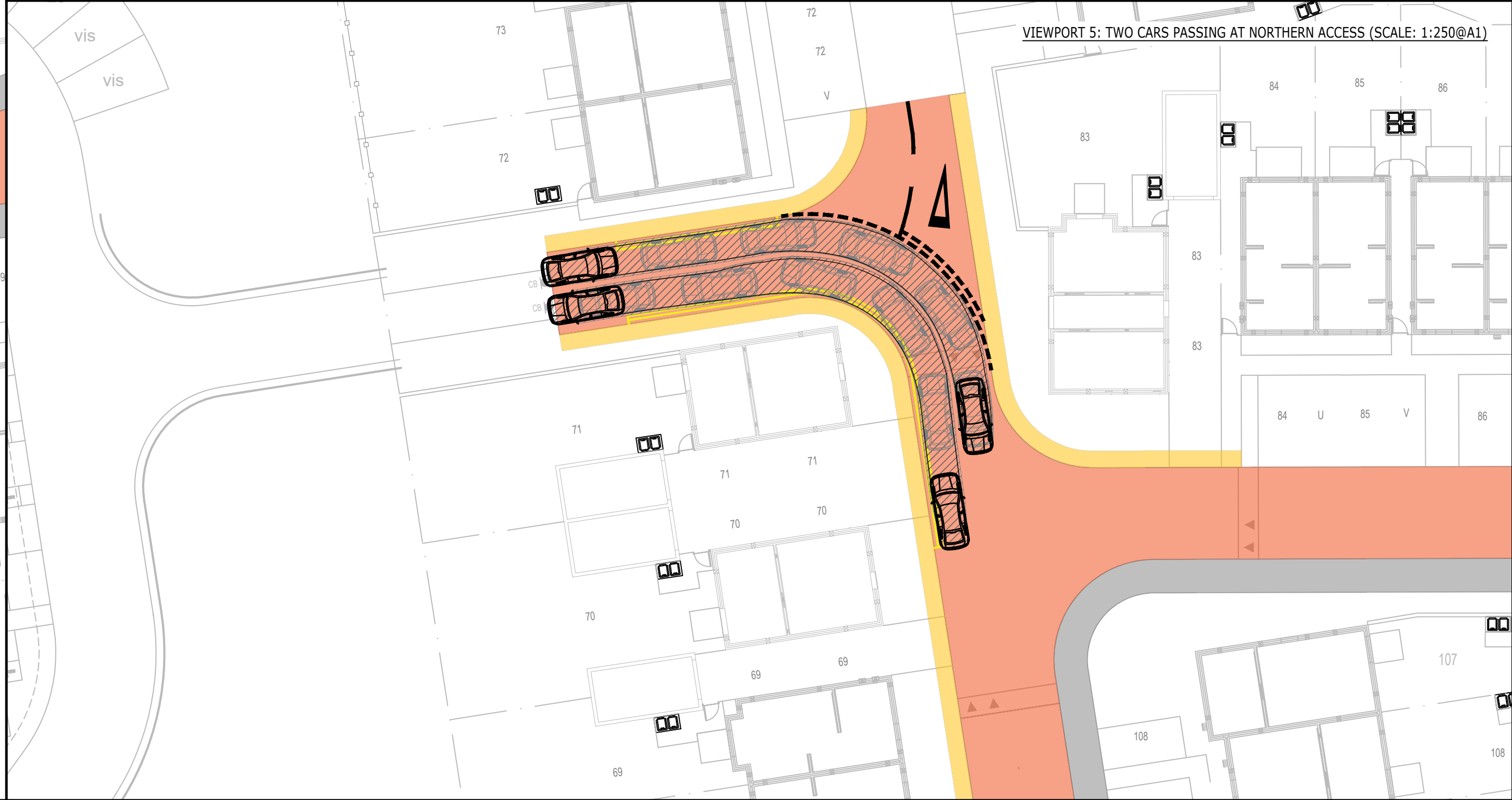
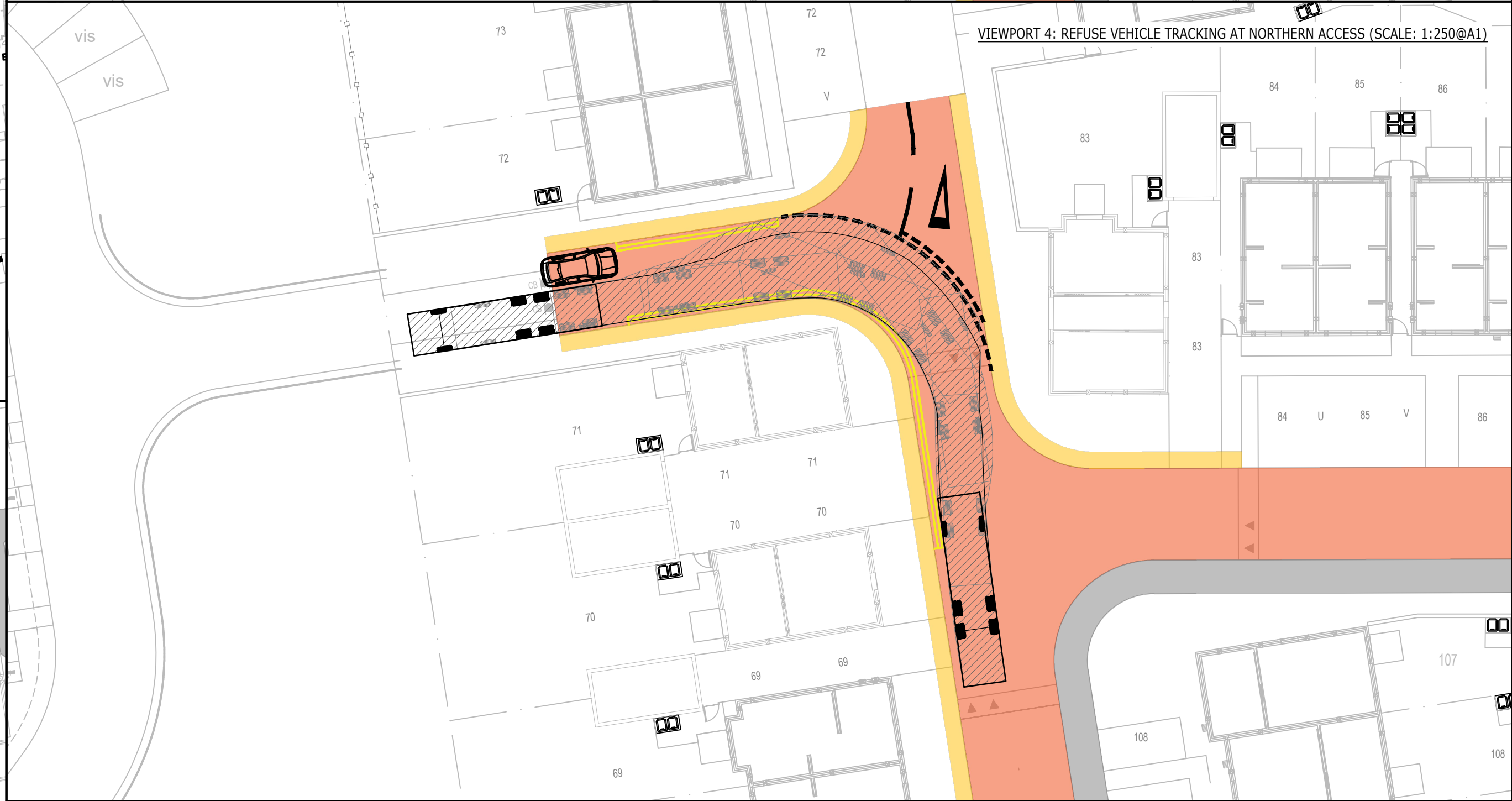
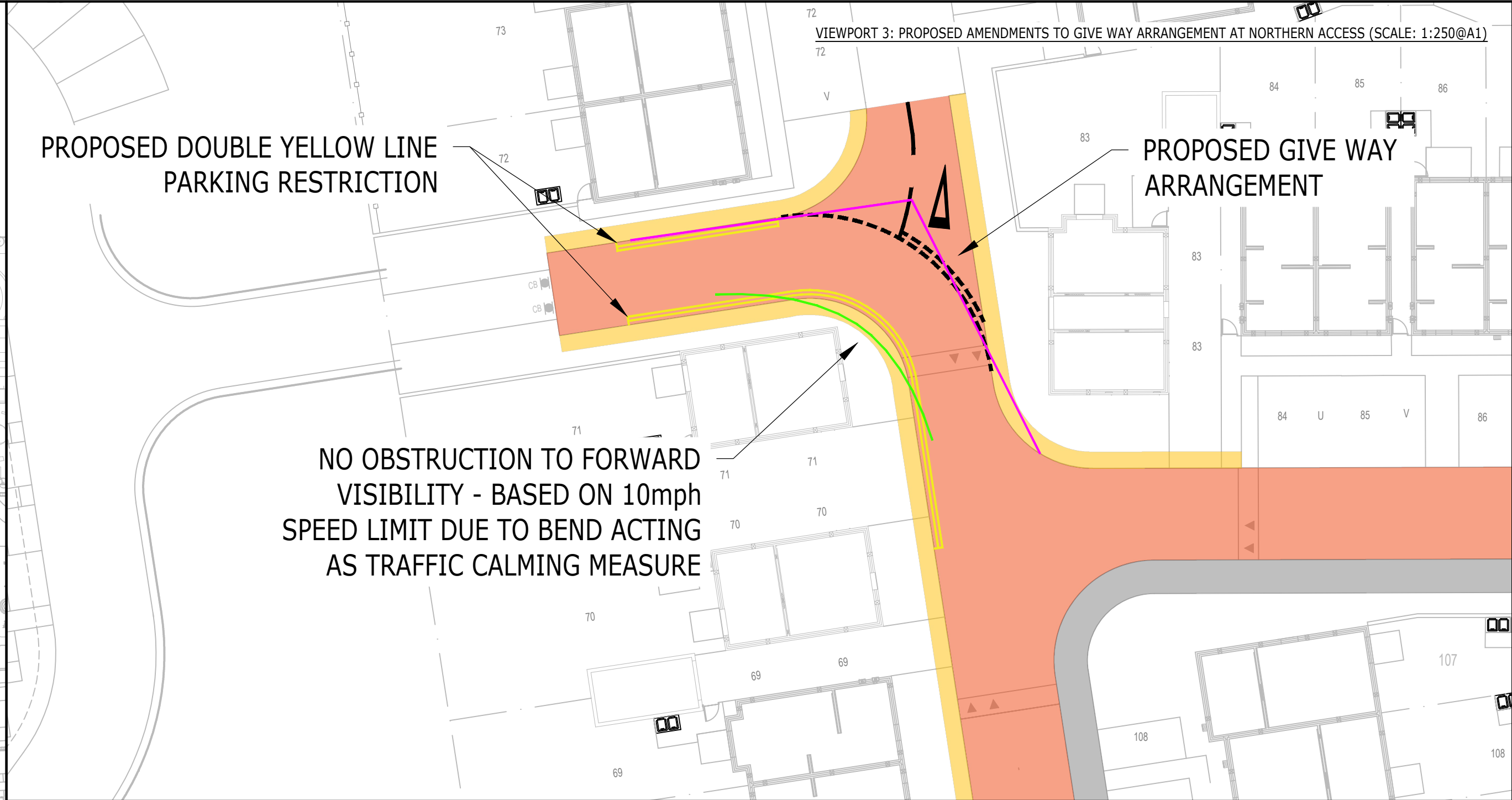
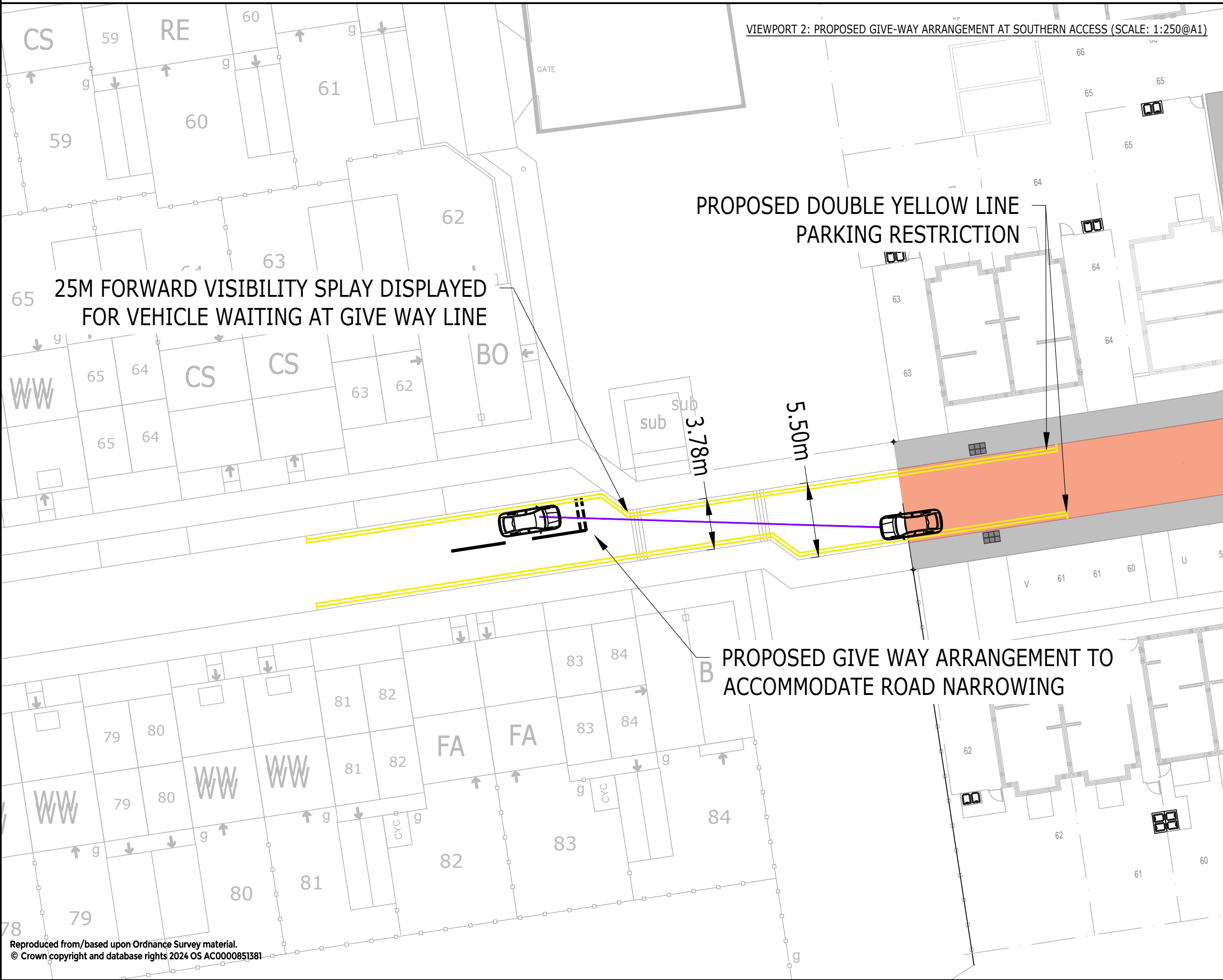
Sustainable Travel Summary

- 6.16 The above information outlines that there is a wide range of opportunities to travel to / from the site by sustainable modes, and that the proposals are actively seeking to improve the active travel on-site and within the surrounding area.
- 6.17 At the heart of the NPPF is a presumption in favour of sustainable development, and it is considered that the proposals offer ample opportunity for travel for non-car modes for future residents, as well as providing contributions towards infrastructure improvements which enhance opportunities for existing residents in the local area. This approach is also compatible with the goals of the Worthing Local Plan, notably Policies SP2 and DM5.

7. Summary and Conclusions

- 7.1 This TA has been produced by ACE on behalf of Bellway Homes Limited (Southern Counties), in respect of a potential development at Durrington Gasworks, Martlets Way, Goring-by-Sea, Worthing, hereafter referred to as 'Phase 2' of the development at Durrington Gasworks.
- 7.2 The proposed development seeks to provide 123 dwellings and a commercial unit with associated parking, landscaping, open space and drainage.
- 7.3 The access proposals have been agreed in principle with the local highway authority through pre-application discussions and have been subject to a Stage 1 RSA. The proposals are considered to provide safe and suitable access for all users in accordance with the NPPF, which is confirmed as part of the Stage 1 Road Safety Audit undertaken as part of this submission.
- 7.4 Servicing and emergency vehicle access has been accommodated within the internal layout in line with MfS recommendations and includes suitable turning areas for larger vehicles.
- 7.5 Parking for both vehicles and cycles is provided in accordance with local policy.
- 7.6 Capacity assessment was undertaken at the Barrington Road/Shafesbury Avenue junction, with the study area agreed with WSCC during pre-application discussions. It was concluded that the junction would continue to operate within capacity in all future year scenarios and therefore, whilst the proposed development has some impact on the junction, this is not to a level that is considered 'severe'.
- 7.7 Having fully considered highways / transport matters, it is considered that the proposed development would be compliant with both local and national policy. It is therefore considered that the local highway authority should be in a position to support the application.

Drawings



NOTES:

- THIS DRAWING IS TO BE READ IN CONJUNCTION WITH THE RELEVANT SPECIFICATION, INC. RISK ASSESSMENTS AND ALL OTHER RELATED DRAWINGS ISSUED BY THE ENGINEER.
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- NO DEVIATION FROM THE DETAILS SHOWN ON THIS DRAWING IS PERMITTED WITHOUT PRIOR PERMISSION FROM THE ENGINEER.
- ANY WORKS OUTSIDE RED SITE BOUNDARY ARE FOR INFORMATION PURPOSES ONLY. UNLESS SPECIFICALLY NOTED, ALL WORKS OUTSIDE THE SITE BOUNDARY WILL BE UNDERTAKEN BY OTHERS UNDER A SEPARATE CONTRACT.
- SITE BOUNDARY PLOTTED IN LINE WITH PLANS RECEIVED FROM BELLWAY HOMES LTD.
- SUBJECT TO AGREEMENT WITH WBC / WSCC.
- SHARED SURFACE ARRANGEMENTS TEND TO BE ACCEPTABLE IN SCENARIOS WHERE LESS THAN 100 VEHICLES PER HOUR UTILISE THE ROUTE (PARA 7.2.14, MFS). HENCE, IT IS EXPECTED THAT THIS WOULD BE THE CASE IN THIS INSTANCE BUT WOULD NEED TO BE DISCUSSED WITH WSCC ACCORDINGLY.
- EXTENT OF ADOPTION FOR ADJACENT SCHEME TAKEN FROM S38 MASTER AGREEMENT PLAN PREPARED BY ATCN CONSULTING (DRAWING REF. K43058-ATCN-90-ZZ-DR-C-2328 P4).

KEY:

- SITE BOUNDARY
- 2.4m x 17m JUNCTION VISIBILITY SPY (15mph)
- 25m FORWARD VISIBILITY SPY (20mph)
- 11m FORWARD VISIBILITY SPY (10mph)
- S38 CARRIAGEWAY
- S38 FOOTWAY
- EASEMENT

VEHICLES USED:

11.4m Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)

Overall Length	11.400m
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	9.500m

Skoda Octavia

Overall Length	4.572m
Overall Width	1.769m
Overall Body Height	1.488m
Min Body Ground Clearance	0.249m
Max Track Width	1.713m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.100m

B	UPDATED LAYOUT	JE	JE	PR	29.04.26
A	IN RESPONSE TO STAGE 1 RSA	SS	JE	AB	23.02.26
Rev	Description	Drm	Chk	App	Date
Purpose:		Status:			
PRELIMINARY		-			

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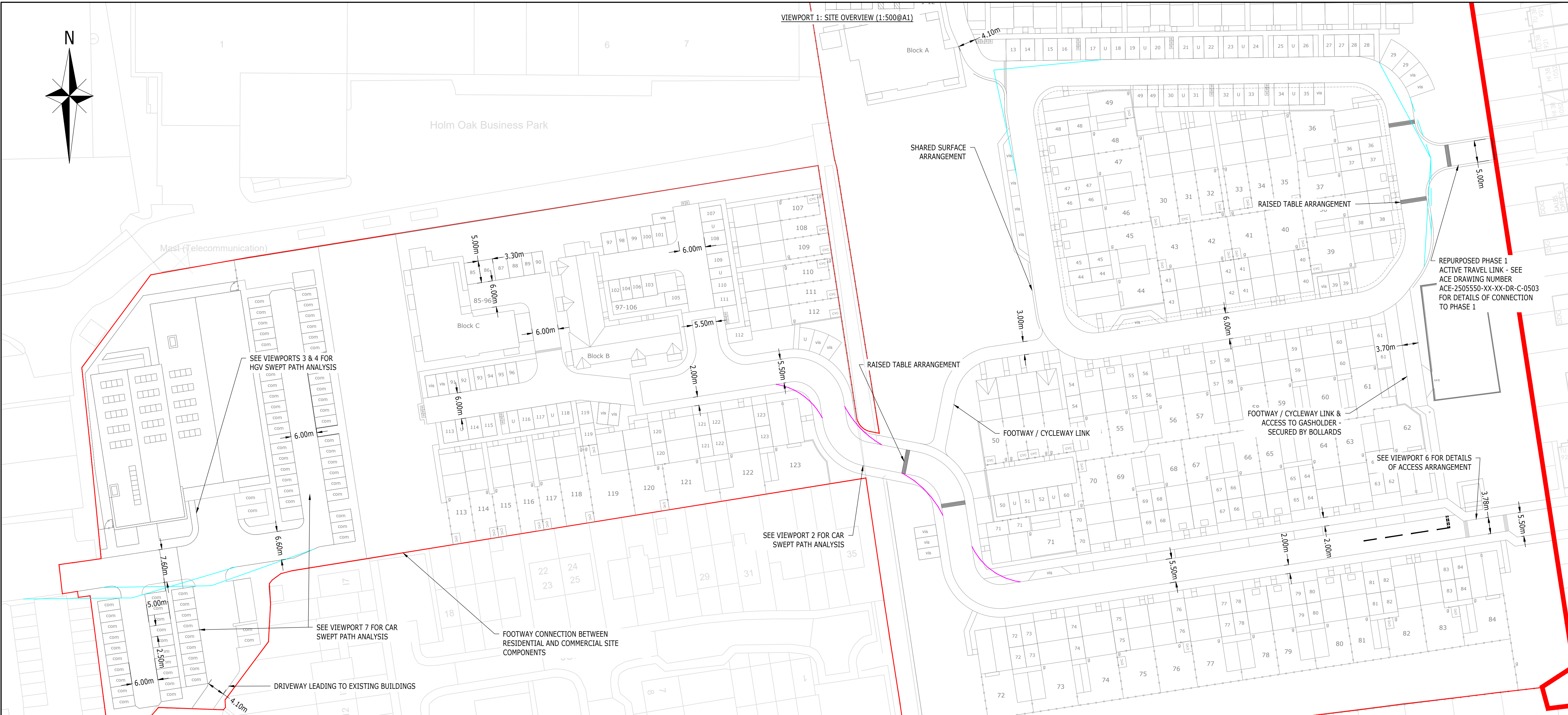
Client: **BELLWAY LTD (SOUTH LONDON)**

Project Title: **MARTLETS WAY, NIB AND SCN - DURRINGTON**

Drawing Title: **PROPOSED SITE ACCESS STRATEGY - RESIDENTIAL PARCEL**

Drawn by	Checked by	Approved by	Revision
SL	SL	PR	B
A1 Scale	Date		
AS SHOWN	NOV 2025		

Drawing Number: **2505550-ACE-XX-XX-DR-C-0503**



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 - SITE BOUNDARY PLOTTED IN LINE WITH PLANS RECEIVED FROM BELLWAY HOMES LTD.
 - SUBJECT TO DETAIL DESIGN AND AGREEMENT WITH THE HIGHWAY AUTHORITY.
 - FIRE ACCESS - HOSE LENGTH TO BE CHECKED BY ARCHITECT (20m MAX. REVERSE DISTANCE SHOWN AND FURTHEST PART OF UNIT TO BE <45m FROM REAR OF FIRE TENDER)
 - SHARED SURFACE ARRANGEMENTS TEND TO BE ACCEPTABLE IN SCENARIOS WHERE LESS THAN 100 VEHICLES PER HOUR UTILISE THE ROUTE (PARA 7.2.14, HPS). HENCE, IT IS EXPECTED THAT THIS WOULD BE THE CASE IN THIS INSTANCE.

WEST SUSSEX COUNTY COUNCIL GUIDANCE ON PARKING AT NEW DEVELOPMENTS (SEPTEMBER 2020)

THE CAR AND CYCLE PARKING APPLICABLE TO THE PROPOSED DEVELOPMENT ARE CONTAINED IN WSSCC'S GUIDANCE ON PARKING AT NEW DEVELOPMENTS (SEPTEMBER 2020).

- CAR PARKING:
- THE DOCUMENT INCLUDES PARKING BEHAVIOUR ZONES (PBZ) WHICH CORRESPOND WITH DIFFERENT LEVELS OF PARKING DEMAND. THE SITE IS SITUATED IN ZONE 3, ALTHOUGH IS IN CLOSE PROXIMITY TO THE BORDER WITH ZONE 4. IT IS PROPOSED TO PROVIDE PARKING IN ACCORDANCE WITH ZONE 4 AS THIS IS CONSIDERED TO BE MORE REPRESENTATIVE OF THE SITE, AS FOLLOWS:
- ONE BEDROOM UNIT - 0.9 CAR PARKING SPACES PER UNIT
 - TWO BEDROOM UNIT - 1.1 CAR PARKING SPACES PER UNIT
 - THREE BEDROOM UNIT - 1.7 CAR PARKING SPACES PER UNIT
 - FOUR+ BEDROOM UNITS - 2.2 CAR PARKING SPACES PER UNIT

VISITOR PARKING SHOULD BE PROVIDED AT A RATE OF 0.2 SPACES PER DWELLING.

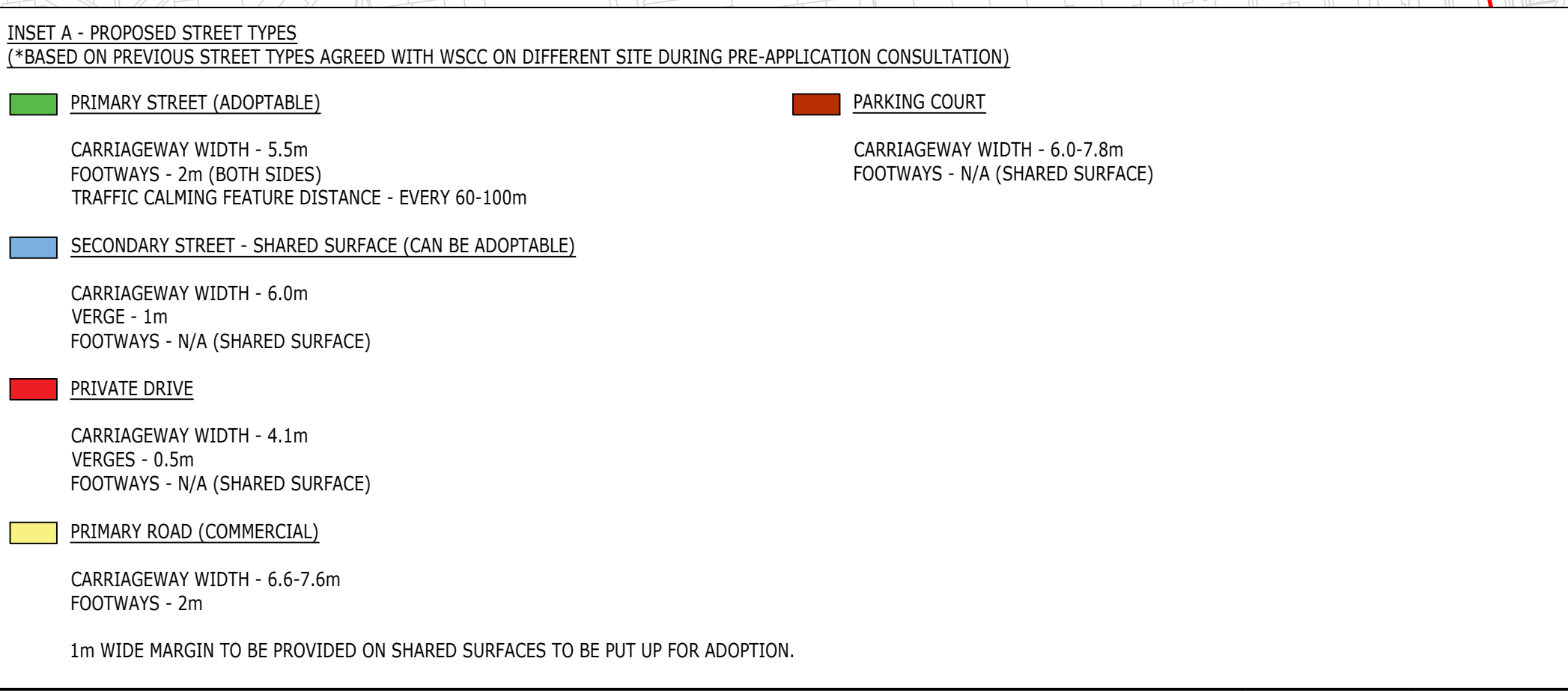
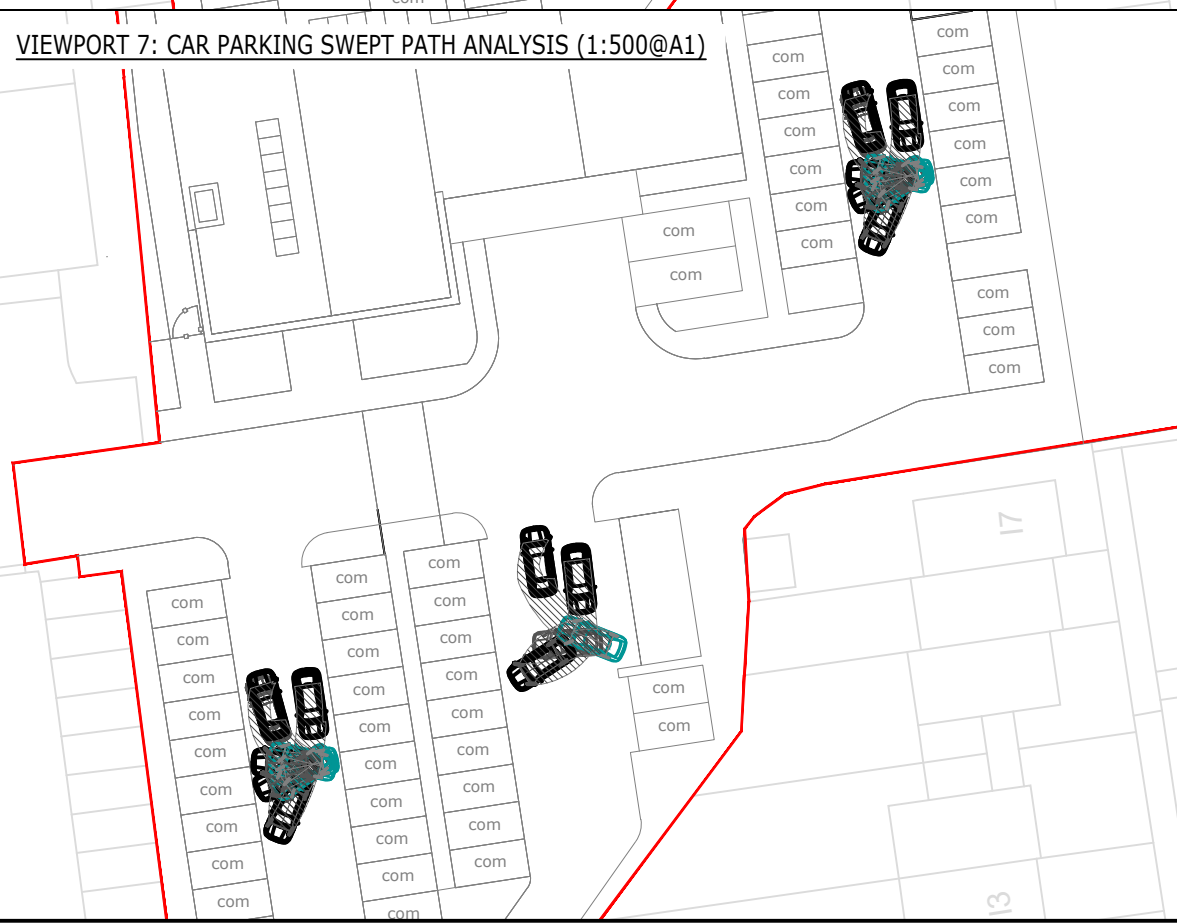
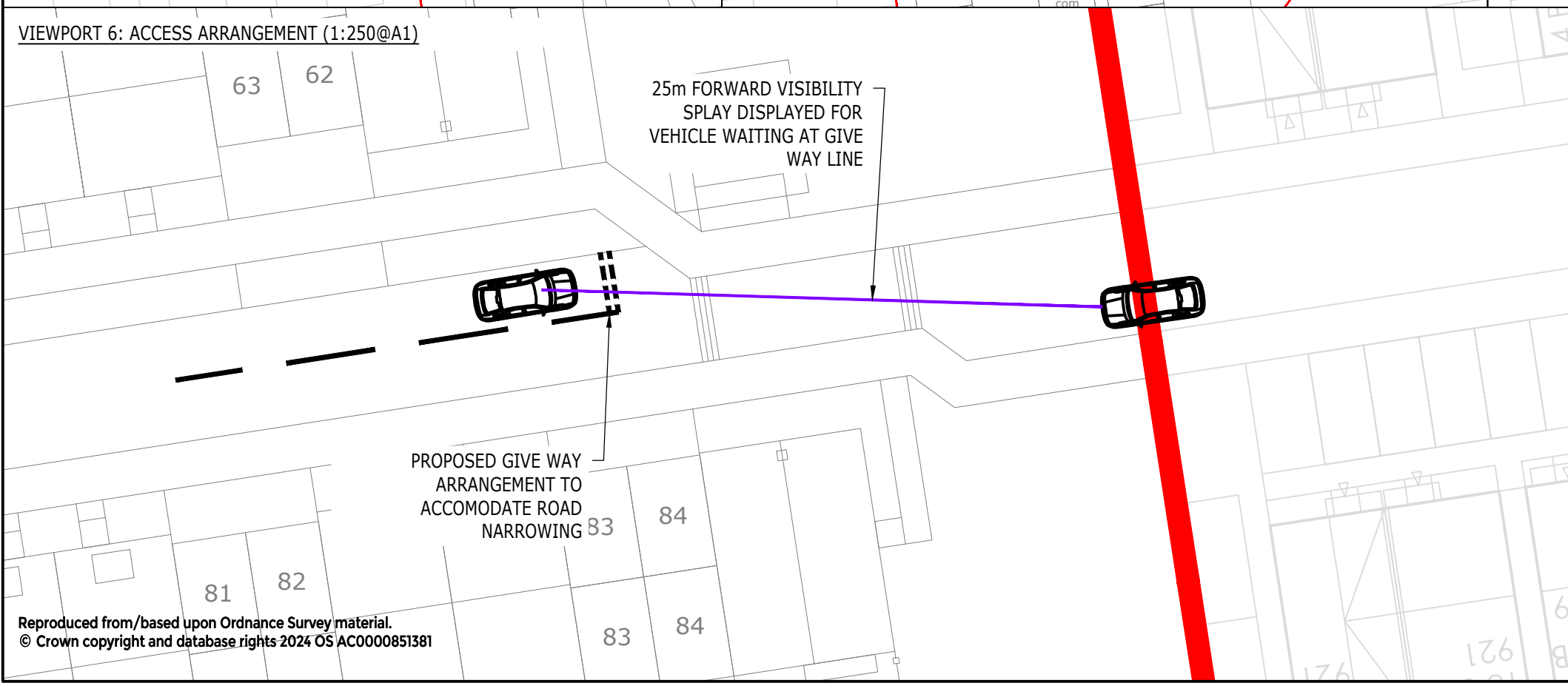
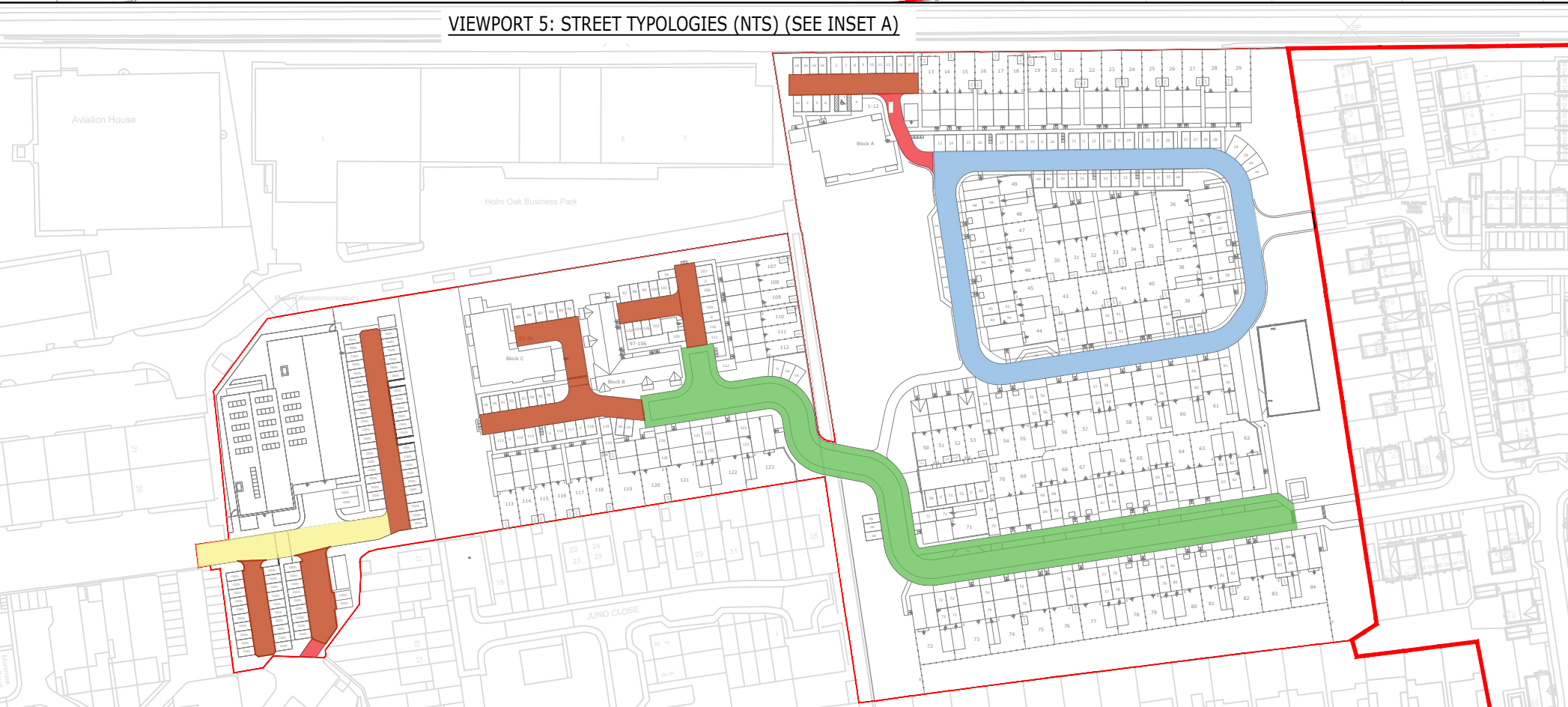
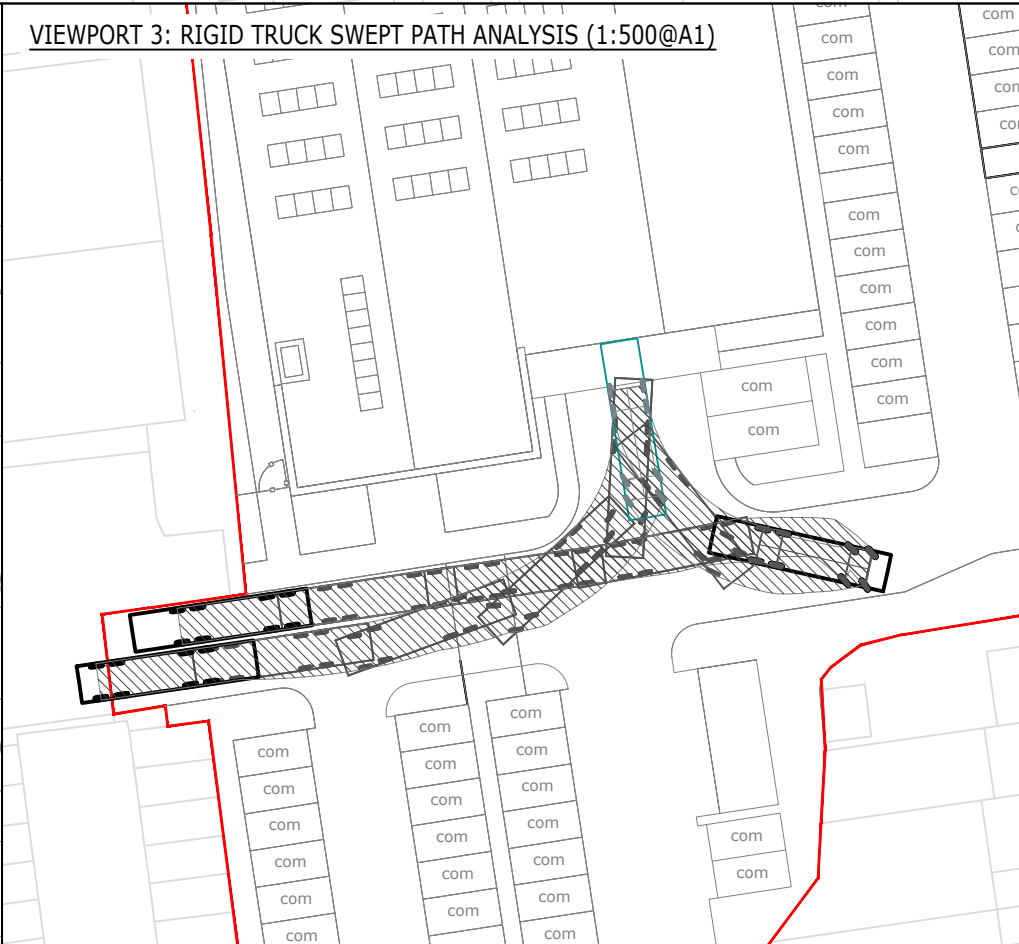
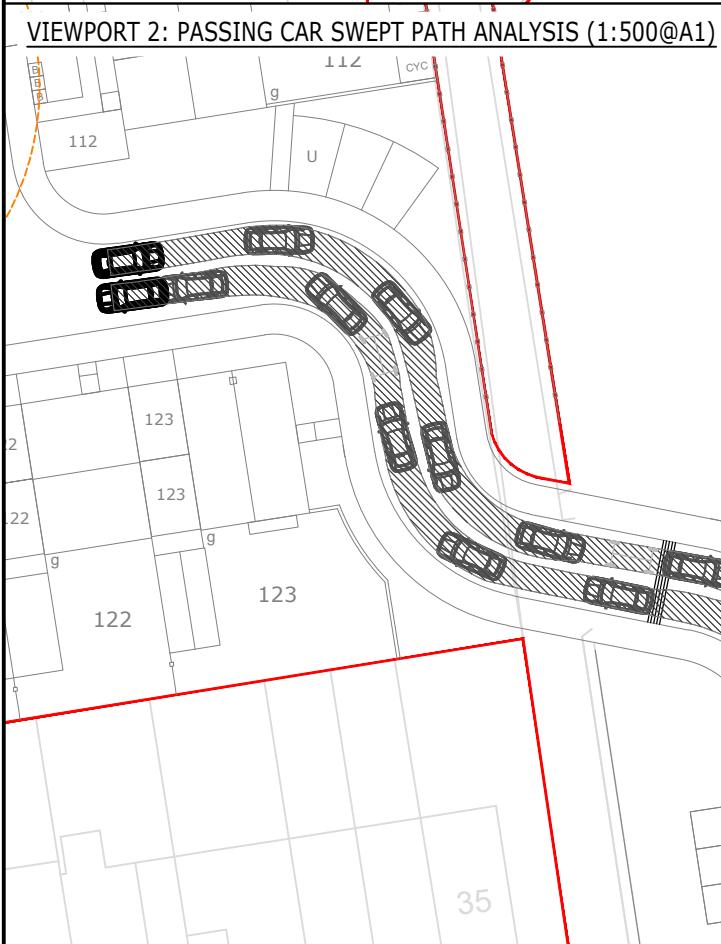
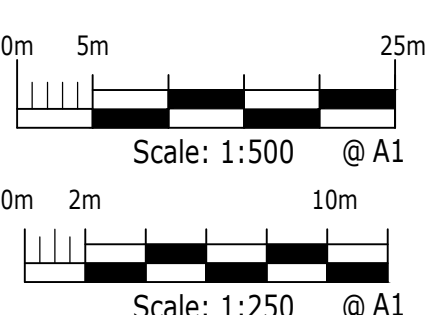
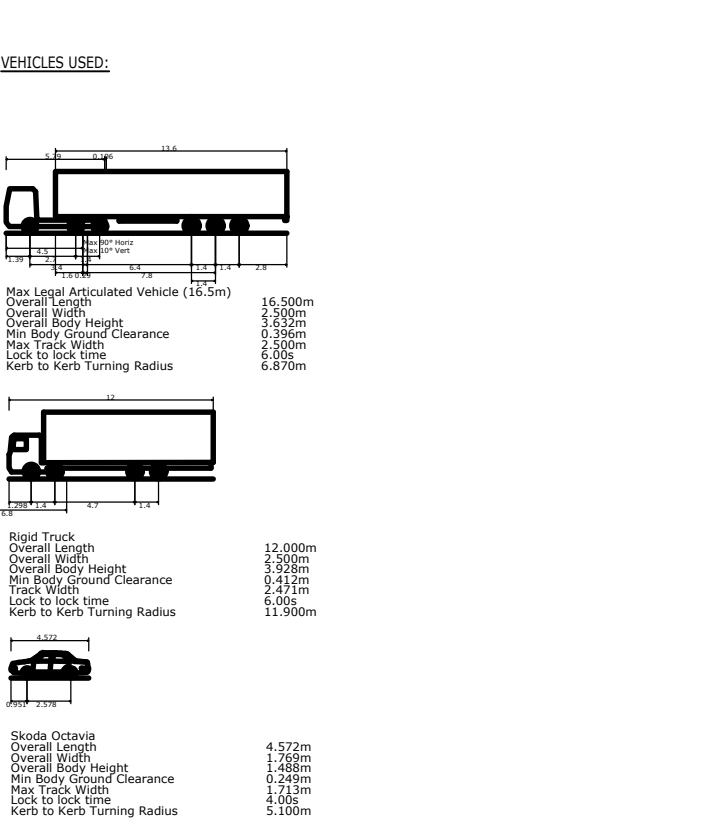
WSSCC ALLOW A 10% VARIATION FROM STANDARDS ON A CASE BY CASE BASIS. ANY THEREFORE THE CURRENT ON SITE PARKING PROVISION IS SUBJECT TO CONSIDERATION FROM WSSCC.

GARAGES SHOULD BE COUNTED TOWARDS THE OVERALL PARKING PROVISION PROVIDING THE INTERNAL DIMENSIONS OF EACH PARKING SPACES REQUIRES A MINIMUM OF 6m x 3m. MINIMUM DIMENSIONS OF CAR PARKING SPACES SHOULD BE 2.5m x 5m. THERE SHOULD ALSO BE CONSIDERATION TO WHERE ELECTRIC CHARGING POINTS SHOULD BE PROVIDED.

- CYCLE PARKING:
- WEST SUSSEX GUIDANCE STATES CYCLE PARKING SHOULD BE PROVIDED AT THE FOLLOWING RATE:
- 1 AND 2 BEDROOM UNITS - 1 SPACE PER UNIT
 - 3 OR MORE BEDROOM UNITS - 2 SPACES PER UNIT

CYCLE PARKING SHOULD BE UNDERCOVER, LIT, SECURE, ADEQUATELY SIGNED AND AS CLOSE TO THE DESTINATION AS POSSIBLE (WITHIN 20m), IN ORDER TO SUPPORT GROWTH AND USE OF ELECTRIC BIKES. WHERE APPROPRIATE, CONSIDERATION SHOULD BE GIVEN TO THE PROVISION AND AVAILABILITY OF ALL ELECTRICAL SOCKETS ADJACENT TO ANY SECURE CYCLE PARKING. FLATS SHOULD ALSO PROVIDE A MINIMUM OF 0.5 COMMUNAL CYCLE PARKING SPACES PER FLAT.

- KEY:
- SITE BOUNDARY
 - 2.4m x 25m VISIBILITY SLAY (BASED ON 20mph DESIGN SPEED)
 - 2.4m x 25m VISIBILITY SLAY (MEASURED TO TANGENT)
 - 17m FORWARD VISIBILITY SLAY (BASED ON 15mph DESIGN SPEED)
 - 25m FORWARD VISIBILITY SLAY (BASED ON 20mph DESIGN SPEED)



B	UPDATED LAYOUT	SS	JE	PR	27.04.26
A	UPDATED LAYOUT	SS	JE	PR	25.02.26
Rev	Description	Drn	Chk	App	Date
Purpose:	DRAFT	Status:	-		

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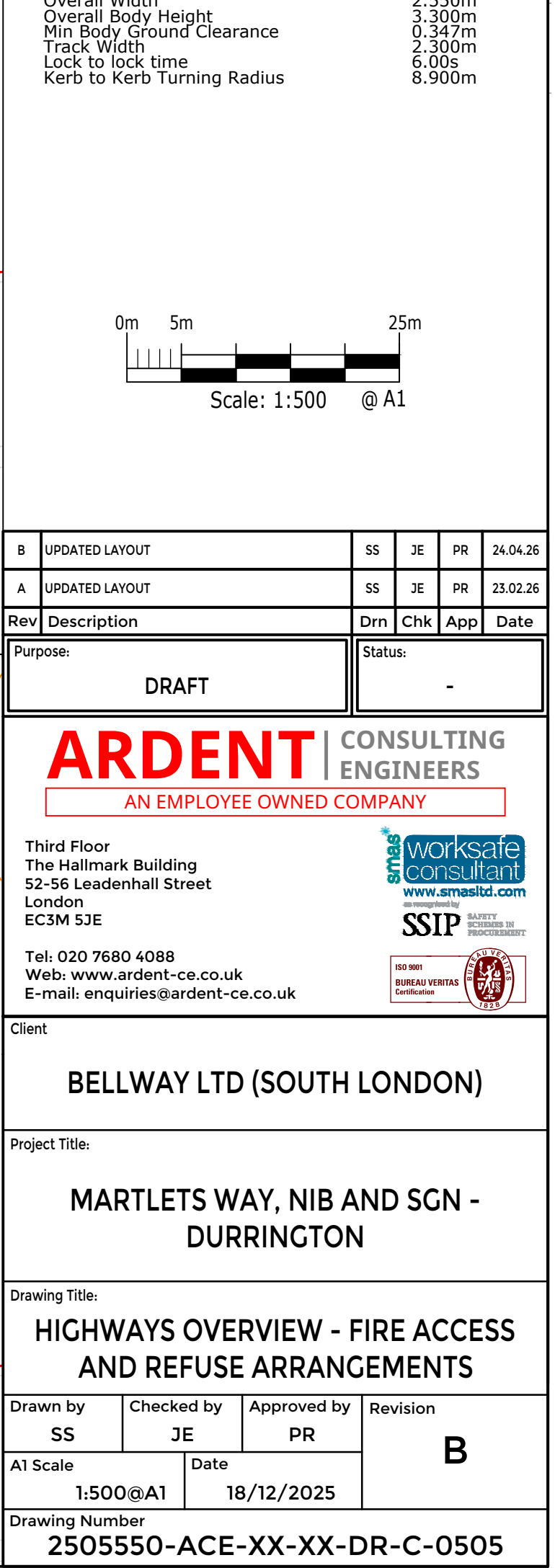
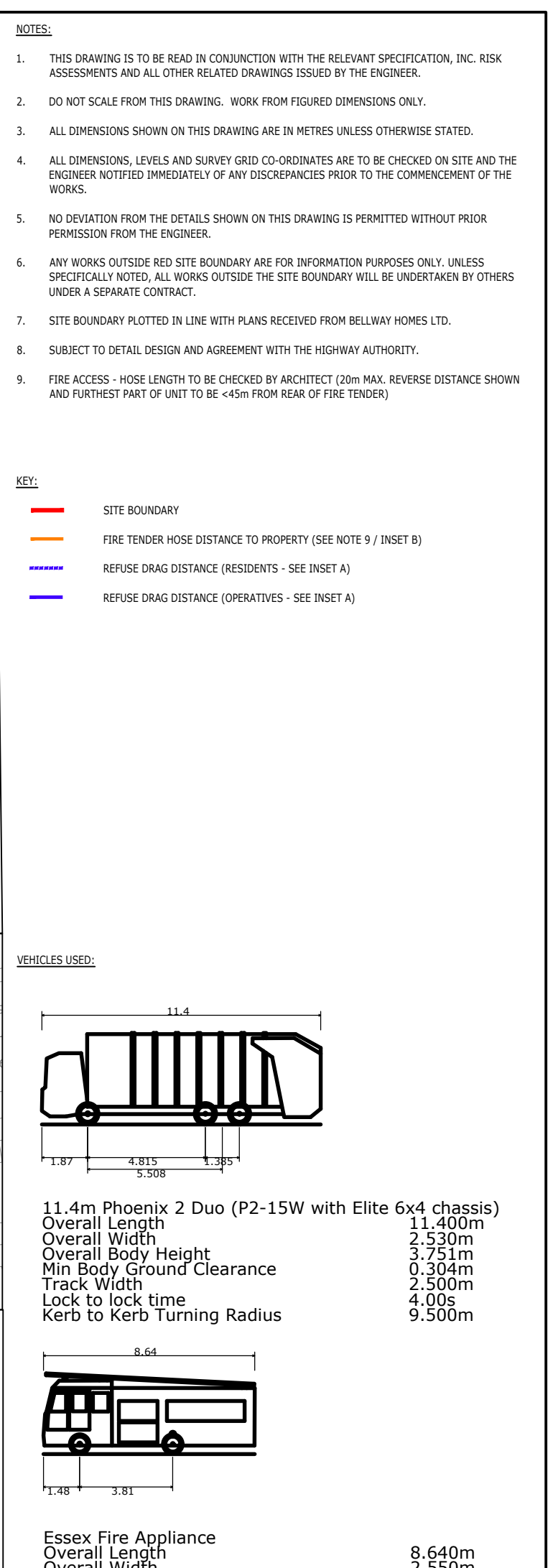
Tel: 020 7680 4088
Web: www.ardent-ce.co.uk
E-mail: enquiries@ardent-ce.co.uk

Client: **BELLWAY LTD (SOUTH LONDON)**

Project Title: **MARTLETS WAY, NIB AND SGN - DURRING**

Drawing Title: **HIGHWAYS OVERVIEW - VISIBILITY AND SWEEP PATH ANALYSIS**

Drawn by	SS	Checked by	JE	Approved by	PR	Revision	B
A1 Scale	AS SHOWN	Date	18/12/2025				
Drawing Number	2505550-ACE-XX-XX-DR-C-0504						



Appendix A
Site Masterplan

KEY

- Affordable Housing
- Proposed New Tree
- Existing Trees & Hedges
- Root Protection Zones
- Primary Entrance
- Gate Location
- Bin Collection Point
- Bike Storage
- Water Easement
- SGN Land

Scale: 1:500

North Arrow: N

Project Information:

CLIENT:	SITE:	SCALE AT A1:	DATE:	DRAWN:	CHECKED:
Bellway Homes Southern Counties	Durrington Gasworks, Durrington	1:500	15.04.26	MD	MD
	Site Layout	PROJECT NO:	DRAWING NO:		
		BSC-010	SL-01		

 MDD ARCHITECTURE + URBAN DESIGN	MDD Architecture & Urban Design 18 Mulberry Walk - Bordon Hampshire - GU35 0UL Email: info@md-design.co.uk		A Planning Issue MD 15.04.26			CLIENT: Bellway Homes Southern Counties	SITE: Durrington Gasworks, Durrington		SCALE AT A1: 1:500	DATE: 15.04.26	DRAWN: MD	CHECKED: MD
			REV: DESCRIPTION: BY: DATE:	TITLE: Site Layout			PROJECT NO: BSC-010	DRAWING NO: SL-01		REVISION: A		

Appendix B
WSCC Highways Pre-Application Response

**WEST SUSSEX COUNTY COUNCIL
PRE APPLICATION CONSULTATION**

TO:	Organisation: Ardent Consulting Engineers FAO: Joe Earp
FROM:	WSCC - Highways Authority
DATE:	9 th December 2025
LOCATION:	CAR PARK ADJACENT GORING UNITED REFORMED CHURCH , BARRINGTON ROAD, WORTHING, WEST SUSSEX, BN12 4EA
SUBJECT:	Internal Reference: PRE-105-25 The proposed development would comprise up to 125 residential dwellings in a mix of unit types (current plans show 123) including both individual properties and flats, as well as private and affordable units, and 10 small commercial units (circa 110 sqm each).
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	Advice
S106 CONTRIBUTION TOTAL:	n/a

The Local Highways Authority (LHA) has been consulted for free written pre-application advice in regard to the proposed development at CAR PARK ADJACENT GORING UNITED REFORMED CHURCH, BARRINGTON ROAD, WORTHING, WEST SUSSEX, BN12 4EA. The proposals are supported by a Transport Scoping Note (TSN) dated November 2025.

The advice provided below has been prepared by means of a desktop study, using the information and plans submitted with this request, in conjunction with other available WSCC map information.

Proposals

The proposed development seeks to provide up to 125 residential dwellings (with the current site plan showing 123 dwellings) served via an existing residential site and 10 commercial units served from Martlets Way. The submitted TSN provides information which will ultimately form part of a formal Transport Assessment (TA).

The LHA would require the following documents to be submitted as part of any future application:

Access

- Access for the residential side is as shown as to the southern access point. This is shown to be a continuation of the Phase 1 secondary road. A priority-controlled narrowing is shown with priority being given to westbound vehicles. The narrowing is shown to be 3.7m wide which allows for fire tender access but restricts two vehicles

from passing each other. Forward visibility for vehicles has been demonstrated at 25 metres.

- The employment parcel will be accessed from Martlets Way as an extension to the existing road into the industrial estate. The internal road network is shown to be 6.5 metres wide which is sufficient for HGV access. Beyond this point, Martlets Way connects with Mulberry Lane and currently serves the wider industrial estate.

Layout

Drawing SKL-201 Rev P2 has been assessed for comments on the layout. The following comments would be made:

- The principles of the internal layout as set out Section 5.10 of the TSN are accepted.
- Parking should be in accordance with the LHA's parking parameters as outlined in Section 5 of the TSN.
- Parking dominance-this should be broken down where possible especially where spaces are next to one another over large spreads of the development.
- Consideration of raised tables on the north/south spine roads to reduce vehicle speeds
- Road widths reviewed and demonstrated suitable for all vehicles
- Servicing arrangements confirmed in Section 5
- The 90-degree bend to the south of the development should be tightened and less abrupt
- A pedestrian connection to Juno Close has been shown on the drawing.

Other Localised Improvements

Some localised areas of mitigation should be investigated by the Design Team to further improve pedestrian connectivity around the immediate area.

- Investigate pedestrian crossings improvements to the South of the site such as Melbourne Avenue and Melbourne Road. These improvements could consist of junction tightening and tactile paving being added.
- Bus stop improvements-the existing bus stop on Shaftesbury Avenue could be improved and upgraded to Real Time Information or a bus shelter investigated.

Network Capacity

The formal TA will assess the following junctions:

- Junction 1 – Shaftesbury Avenue / Barrington Road Junction
- Junction 2 – Stand Parade Roundabout
- Junction 3 – Goring Way / Mulberry Lane

These 3 junctions are consistent with what has previously been accepted in the earlier phase.

The TRICS assessment provided is acknowledged for both residential and commercial uses. The housing mix and criteria are noted and in accordance with the likely development.

Standard Advice

I have provided, below, some standard guidance relating to road design and current standards.

There are two sets of guidance which govern road design: Manual for Streets (MfS) for lightly trafficked residential streets; and Design Manual for Roads and Bridges (DMRB) for all other roads, including rural roads. I have included links to both below.

Manual for Streets:

<http://www2.dft.gov.uk/pgr/sustainable/manforstreets/pdfmanforstreets.pdf>

DMRB supplementary documents CD 109 (Search for "CD 109"):

<https://standardsforhighways.co.uk/dmr/>

WSCC supports the approach set out in MfS, which has been adopted guidance for residential street design since its introduction in 2007. Within this document there are some very useful references to visibility splays, turning circles and car parking layouts. The document does not however provide specific measurements for visibility splays, so:

"X "Distances from the (kerb back) are typically:

- 2.4 metres - for domestic single access points and shared or busy crossovers (this may be reduced to 2.0 metres in certain circumstances in consultation with the Local Highways Authority and subject to local context)
- 4.5 metres - for busy junctions
- 9.0 metres -major junctions

"Y "Distances are based on vehicle speed, and for lightly trafficked residential streets MfS would be applied:

- 20 mph - 25 metres
- 25 mph - 33 metres
- 30 mph - 43 metres

For a road where the 85th percentile speed is in excess of 39 mph and for roads where MfS does not apply, CD 109 distances from DMRB would be applied:

- 40 mph -120 metres
- 50 mph -160 metres
- 60 mph -215 metres

I have attached a link to our Local Design Guide which provides further advice on how MfS is to be interpreted and applied within West Sussex.

The 'Additional Information' section of the WSCC Pre-application advice for roads and transport webpage provides a range of additional advice and guidance which you may find useful in preparing your application. Please click the link below and navigate to the 'Additional Information' section.

<https://www.westsussex.gov.uk/roads-and-travel/information-for-developers/pre-application-advice-for-roads-and-transport>

Here you will be able to access our Local Design Guide which provides further advice on how MfS is to be interpreted and applied within West Sussex.

Parking

For applications within Arun, Crawley and South Downs National Park any parking provision should be provided in line with the Planning Authorities adopted Supplementary Planning Guidance (SPG) which will set out parking standards for development in these areas. Within you will find recommended levels for cycle parking and also guidance on levels of Electric Vehicle charging points for new developments.

Arun

<https://www.arun.gov.uk/supplementary-planning-documents-spds/>

Crawley

<https://crawley.gov.uk/planning/planning-policy/local-plan/supplementary-planning-documents/urban-design-spd>

South Downs National Park

<https://www.southdowns.gov.uk/planning-policy/supplementary-planning-documents/>

For all other areas West Sussex County Councils latest parking standards which we adopted in August 2019 as Supplementary Planning Guidance (SPG) should be used. This can be found at the link below under the 'Additional Information' section.

<https://www.westsussex.gov.uk/roads-and-travel/information-for-developers/pre-application-advice-for-roads-and-transport>

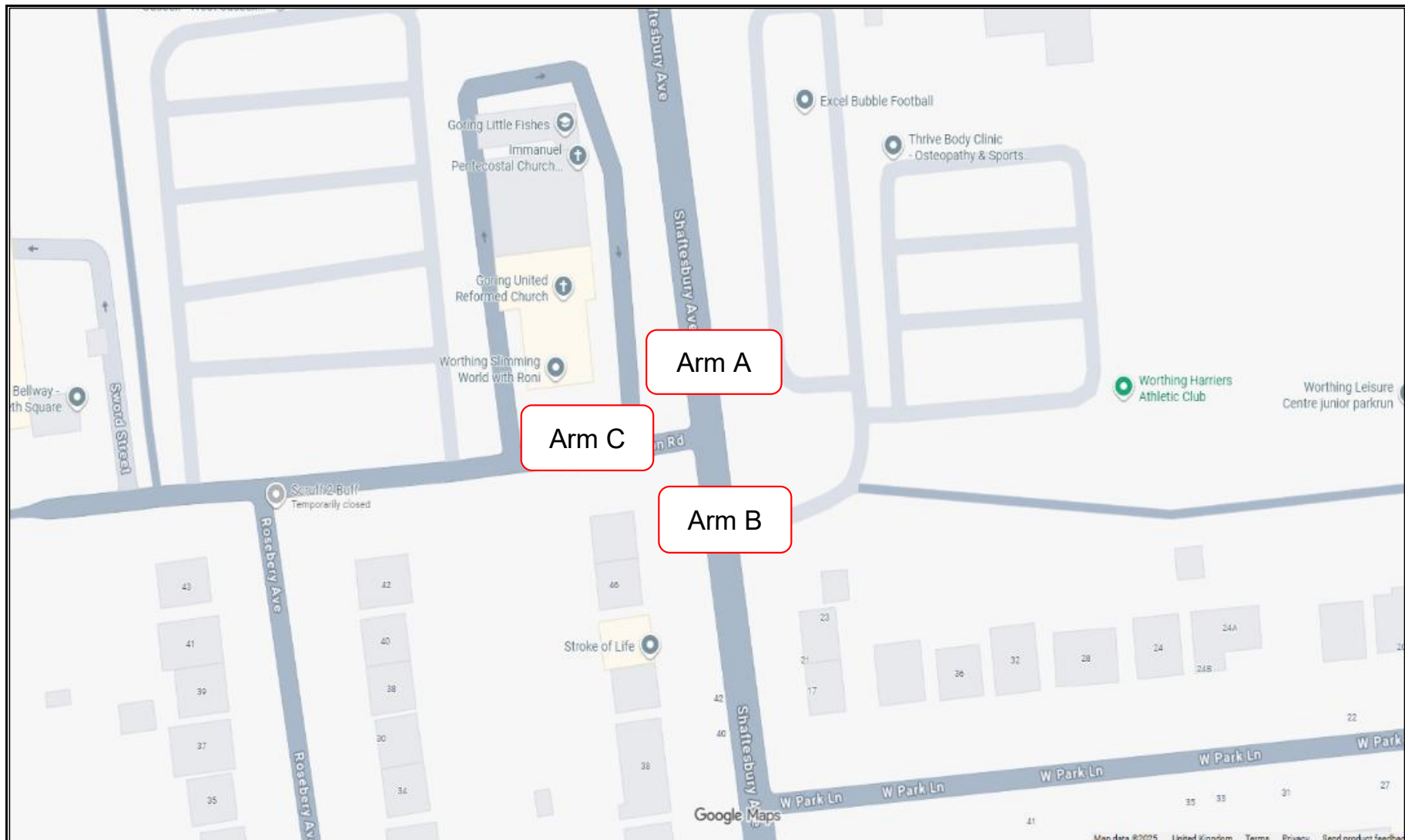
Conclusion

I trust you appreciate that any advice given by council officers for pre-application enquiries does not constitute a formal response or decision of the council with regard to the granting of planning permission in the future. Any views or opinions expressed are given in good faith, and to the best of ability, without prejudice to the formal consideration of any application, which will be the subject of public consultation and ultimately decided by the Local Planning Authority.

Jamie Brown
Planning Services

Appendix C
Turning Count Data

Job ID	Project Name	Site Location	Google Coordinates	Survey Date	Survey Day	Survey Timings	Weather AM	Weather PM
IW0464	Durrington-on-Sea	Shaftesbury Avenue / Barrington Road	50.815939, -0.409668	06/11/2025	Thursday	0730-0930 & 1630-1830hrs	Rain most of the period	Dry



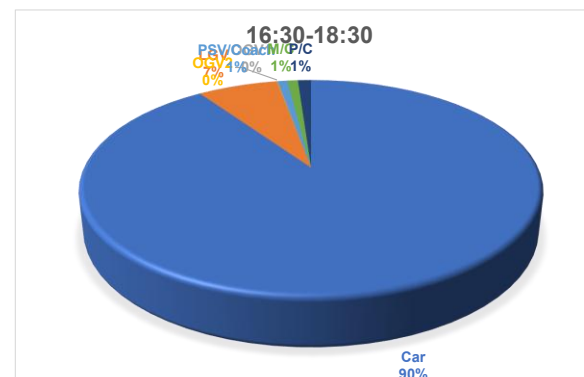
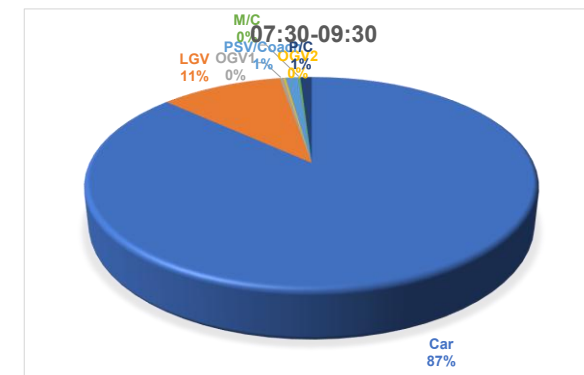
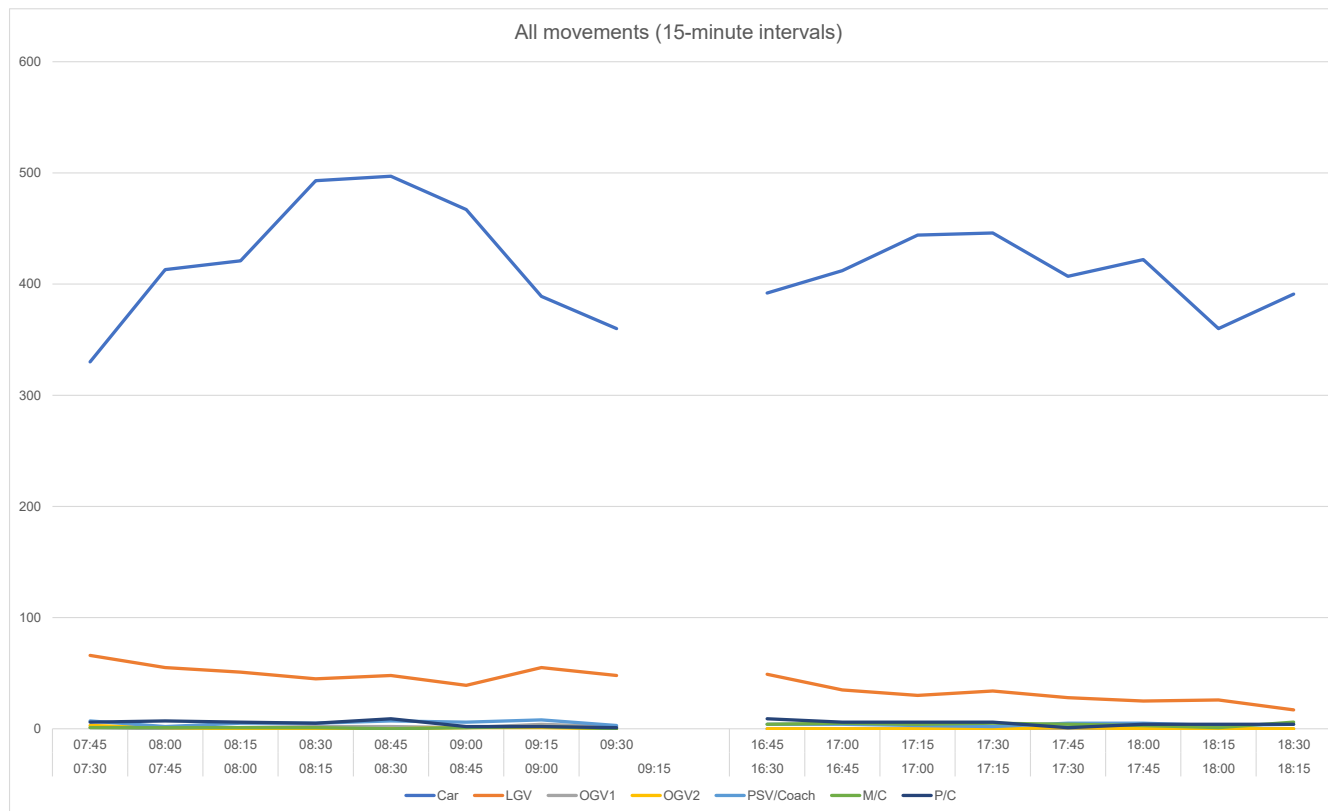
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Project ID and Name: IW0464 Durrington-on-Sea
 Junction name: Shaftesbury Avenue / Barrington Road

Survey Date: 06/11/2025
 Survey Day: Thursday

Peak Hour (AM)										
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
08:00	08:15	421	51	1	0	5	1	6	485	485.1
08:15	08:30	493	45	2	0	5	1	5	551	552.4
08:30	08:45	497	48	2	0	7	0	9	563	563.8
08:45	09:00	467	39	1	1	6	1	2	517	522.6

Peak Hour (PM)										
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
16:30	16:45	392	49	0	0	4	4	9	458	452.4
16:45	17:00	412	35	0	0	4	5	6	462	458.2
17:00	17:15	444	30	0	0	3	4	6	487	482.8
17:15	17:30	446	34	0	0	2	5	6	493	487.2

Maximum 15-minute Vehicle Junction Flow:					
AM Peak	from:	08:30	until:	08:45	total flow: 563
PM Peak	from:	17:15	until:	17:30	total flow: 493

Maximum Hourly Vehicle Junction Flow:					
AM Peak	from:	08:00	until:	09:00	total flow: 2116
PM Peak	from:	16:30	until:	17:30	total flow: 1900



Project ID and Name: IW0464 Durrington-on-Sea
Junction name: Shaftesbury Avenue / Barrington Road

Survey Date: 06/11/2025
Survey Day: Thursday

15-minute Junction Flow

Time interval starting: 07:30:00

Select the time from the drop-down in cell C11 to show the 15-minute data for that period

Vehicles			
	A	B	C
A	0	236	33
B	128	0	10
C	4	3	0

PCU			
	A	B	C
A	0	237.1	34.3
B	133.2	0	9.2
C	4	2.2	0

Hourly Junction Flow

Time interval starting: 07:45:00

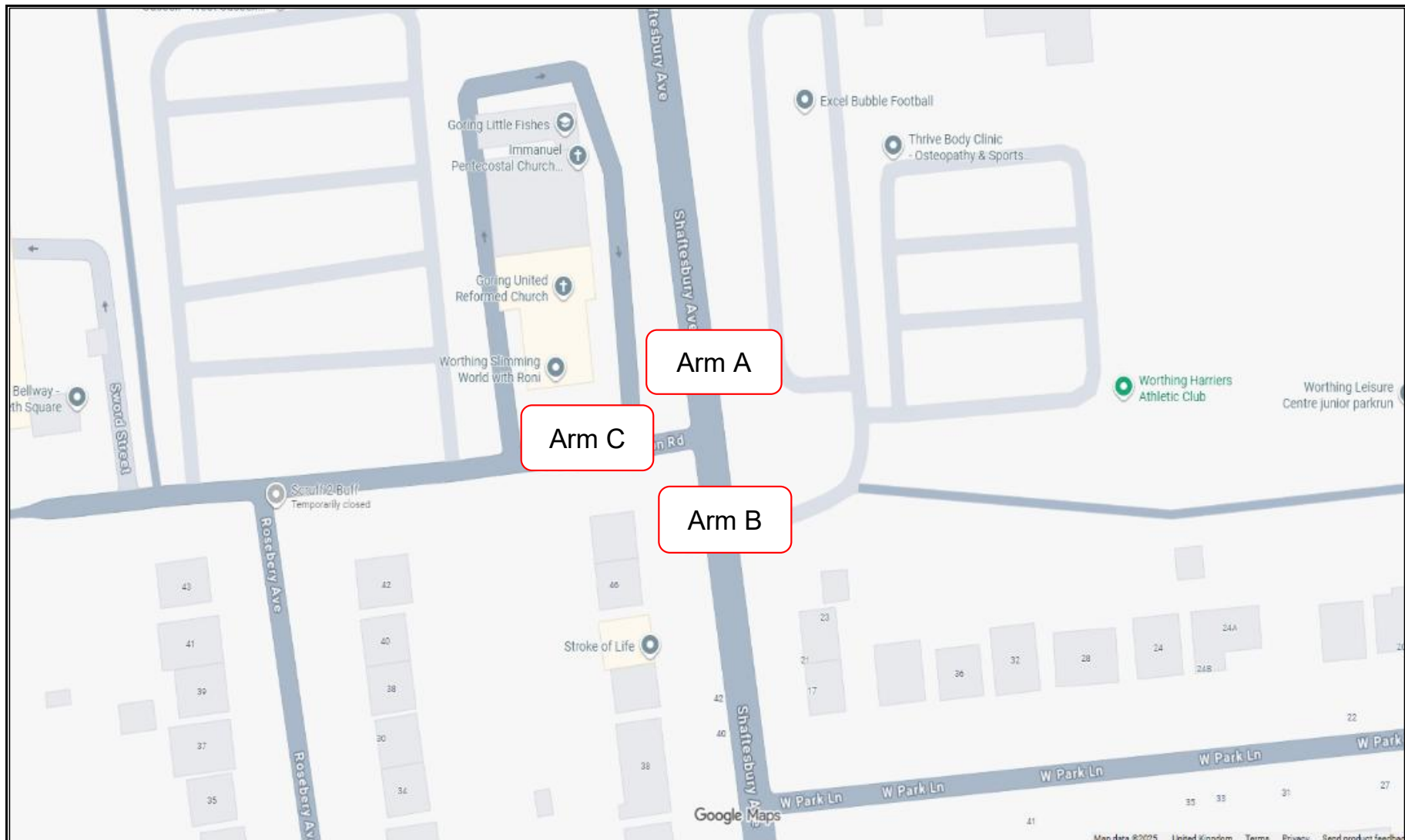
Select the time from the drop-down in cell C24 to show the hourly data for that period

Vehicles			
	A	B	C
A	0	1016	192
B	778	0	29
C	59	4	0

PCU			
	A	B	C
A	0	1019.7	190.6
B	779.9	0	25
C	58.2	4	0

Car	1
LGV	1
OGV1	1.5
OGV2	2.3
PSV	2
M/C	0.4
P/C	0.2

Job ID	Project Name	Site Location	Google Coordinates	Survey Date	Survey Day	Survey Timings	Weather AM	Weather PM
IW0464	Durrington-on-Sea	Shaftesbury Avenue / Barrington Road	50.815939, -0.409668	06/11/2025	Thursday	0730-0930 & 1630-1830hrs	Rain most of the period	Dry





Project ID and Name: IW0464 Durrington-on-Sea
Junction name: Shaftesbury Avenue / Barrington Road

Survey Date: 06/11/2025
Survey Day: Thursday

Arm A														Arm B (Maximum Queue within the 5-minute interval)										Arm C (Maximum Queue within the 5-minute interval)																	
Arm A - Near Side Lane (Maximum Queue within the 5-minute interval)														Arm A - Far Lane (Maximum Queue within the 5-minute interval)																											
Time Interval	Car/LGV	OGV1	OGV2	PSV/Coach	Total	PCU	Car/LGV	OGV1	OGV2	PSV/Coach	Total	PCU	Time Interval	Car/LGV	OGV1	OGV2	PSV/Coach	Total	PCU	Time Interval	Car/LGV	OGV1	OGV2	PSV/Coach	Total	PCU															
07:30 07:35	0	0	0	0	0	0	0	0	0	0	0	1	07:30 07:35	0	0	0	0	0	0	07:30 07:35	0	0	0	0	0	0															
07:35 07:40	0	0	0	0	0	0	1	0	0	0	1	1	07:35 07:40	0	0	0	0	0	0	07:35 07:40	1	0	0	0	0	1															
07:40 07:45	0	0	0	0	0	0	0	0	0	0	3	3	07:40 07:45	1	0	0	0	0	1	07:40 07:45	2	0	0	0	0	2															
07:45 07:50	0	0	0	0	0	0	0	0	0	0	3	3	07:45 07:50	1	0	0	0	0	1	07:45 07:50	2	0	0	0	0	2															
07:50 07:55	8	0	0	0	8	8	1	0	0	0	1	1	07:50 07:55	0	0	0	0	0	0	07:50 07:55	1	0	0	0	0	1															
07:55 08:00	6	0	0	0	6	6	3	0	0	0	3	3	07:55 08:00	0	0	0	0	0	0	07:55 08:00	0	0	0	0	0	0															
08:00 08:05	3	0	0	0	3	3	2	0	0	0	2	2	08:00 08:05	0	0	0	0	0	0	08:00 08:05	1	0	0	0	0	1															
08:05 08:10	3	0	0	0	3	3	3	0	0	0	3	3	08:05 08:10	0	0	0	0	0	0	08:05 08:10	0	0	0	0	0	0															
08:10 08:15	2	0	0	0	2	2	2	0	0	0	2	2	08:10 08:15	0	0	0	0	0	0	08:10 08:15	0	0	0	0	0	0															
08:15 08:20	5	0	0	0	5	5	4	0	0	0	4	4	08:15 08:20	3	1	0	0	4	4.5	08:15 08:20	2	0	0	0	0	2															
08:20 08:25	4	0	0	0	4	4	4	0	0	0	4	4	08:20 08:25	2	0	0	0	2	2	08:20 08:25	1	0	0	0	0	1															
08:25 08:30	5	0	0	0	5	5	2	0	0	0	2	2	08:25 08:30	2	0	0	0	2	2	08:25 08:30	0	0	0	0	0	0															
08:30 08:35	6	0	0	0	6	6	1	0	0	0	1	1	08:30 08:35	0	0	0	0	0	0	08:30 08:35	2	0	0	0	0	2															
08:35 08:40	6	0	0	0	6	6	1	0	0	0	1	1	08:35 08:40	10	0	0	0	11	12	08:35 08:40	1	0	0	0	0	1															
08:40 08:45	5	1	0	0	6	6.5	1	0	0	0	1	1	08:40 08:45	0	0	0	0	0	0	08:40 08:45	3	0	0	0	0	3															
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08:50 08:55	1	0	0	0	1	1	1	0	0	0	1	1	08:50 08:55	1	0	0	0	1	1	08:50 08:55	1	0	0	0	0	1															
08:55 09:00	1	0	0	0	1	1	1	0	0	0	1	1	08:55 09:00	1	0	0	0	1	1	08:55 09:00	1	0	0	0	0	1															
09:00 09:05	2	0	0	0	2	2	1	0	0	0	1	1	09:00 09:05	11	0	0	0	12	13	09:00 09:05	2	0	0	0	0	2															
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09:10 09:15	1	0	0	0	1	1	2	0	0	0	2	2	09:10 09:15	2	0	0	0	2	2	09:10 09:15	1	0	0	0	0	1															
09:15 09:20	0	0	0	0	0	0	2	0	0	0	2	2	09:15 09:20	1	0	0	0	1	1	09:15 09:20	1	0	0	0	0	1															
09:20 09:25	0	0	0	0	0	0	2	0	0	0	2	2	09:20 09:25	4	0	0	0	5	6	09:20 09:25	2	0	0	0	0	2															
09:25 09:30	0	0	0	0	0	0	2	0	0	0	2	2	09:25 09:30	0	0	0	0	0	0	09:25 09:30	1	0	0	0	0	1															
16:30 16:35	0	0	0	0	0	0	1	0	0	0	1	1	16:30 16:35	0	0	0	0	0	0	16:30 16:35	4	0	0	0	0	4															
16:35 16:40	0	0	0	0	0	0	1	0	0	0	1	1	16:35 16:40	0	0	0	0	0	0	16:35 16:40	4	0	0	0	0	4															
16:40 16:45	0	0	0	0	0	0	1	0	0	0	1	1	16:40 16:45	2	0	0	0	2	2	16:40 16:45	2	0	0	0	0	2															
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16:55 17:00	0	0	0	0	0	0	1	0	0	0	1	1	16:55 17:00	3	0	0	0	4	5	16:55 17:00	3	0	0	0	0	3															
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17:10 17:15	8	0	0	0	8	8	1	0	0	0	1	1	17:10 17:15	2	0	0	0	2	2	17:10 17:15	2	0	0	0	0	2															
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17:20 17:25	0	0	0	0	0	0	1	0	0	0	1	1	17:20 17:25	8	0	0	0	9	10	17:20 17:25	1	0	0	0	0	1															
17:25 17:30	0	0	0	0	0	0	1	0	0	0	1	1	17:25 17:30	2	0	0	0	2	2	17:25 17:30	2	0	0	0	0	2															
17:30 17:35	0	0	0	0	0	0	1	0	0	0	1	1	17:30 17:35	2	0	0	0	2	2	17:30 17:35	1	0	0	0	0	1															
17:35 17:40	0	0	0	0	0	0	1	0	0	0	1	1	17:35 17:40	5	1	0	0	7	8.5	17:35 17:40	2	0	0	0	0	2															
17:40 17:45	0	0	0	0	0	0	0	0	0	0	0	0	17:40 17:45	12	0	0	0	13	14	17:40 17:45	3	0	0	0	0	3															
17:45 17:50	0	0	0	0	0	0	0	0	0	0	0	0	17:45 17:50	2	0	0	0	2	2	17:45 17:50	2	0	0	0	0	2															
17:50 17:55	0	0	0	0	0	0	0	0	0	0	0	0	17:50 17:55	3	0	0	0	3	3	17:50 17:55	2	0	0	0	0	2															
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18:00 18:05	0	0	0	0	0	0	0	0	0	0	0	0	18:00 18:05	1	0	0	0	1	1	18:00 18:05	1	0	0	0	0	1															
18:05 18:10	0	0	0	0	0	0	0	0	0	0	0	0	18:05 18:10	1	0	0	0	1	1	18:05 18:10	1	0	0	0	0	1															
18:10 18:15	0	0	0	0	0	0	0	0	0	0	0	0	18:10 18:15	2	0	0	0	2	2	18:10 18:15	2	0	0	0	0	2															
18:15 18:20	0	0	0	0	0	0	1	0	0	0	1	1	18:15 18:20	1	0	0	0	1	1	18:15 18:20	0	0	0	0	0	0															
18:20 18:25	0	0	0	0	0	0	1	0	0	0	1	1	18:20 18:25	3	0	0	0	3	3	18:20 18:25	4	0	0	0	0	4															
18:25 18:30	0	0	0	0	0	0	1	0	0	0	1	1	18:25 18:30	4	0	0	0	4	4	18:25 18:30	0	0	0	0	0	0															

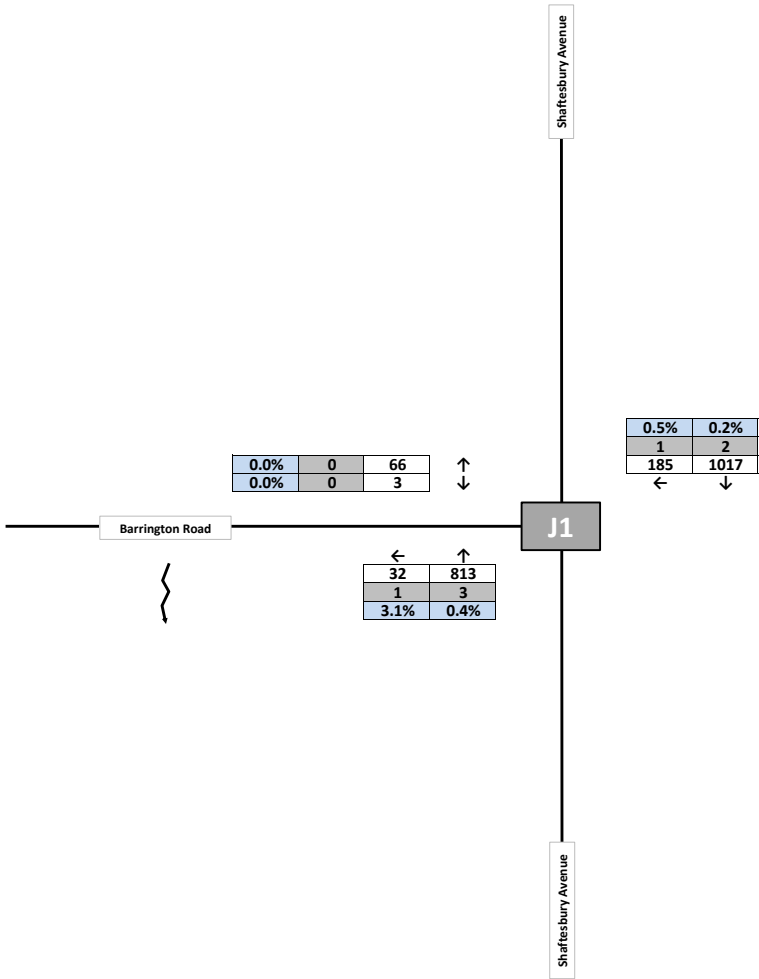
Appendix D
Traffic Flow Figures

KEY

←		↑		→
X		X		X
Y		Y		Y
Z%		Z%		Z%

- = Turning Movement
- = All Vehicle Movements
- = HGVs Movements
- = HGV Percentage
- = Junctions on Link Not Shown

Notes:

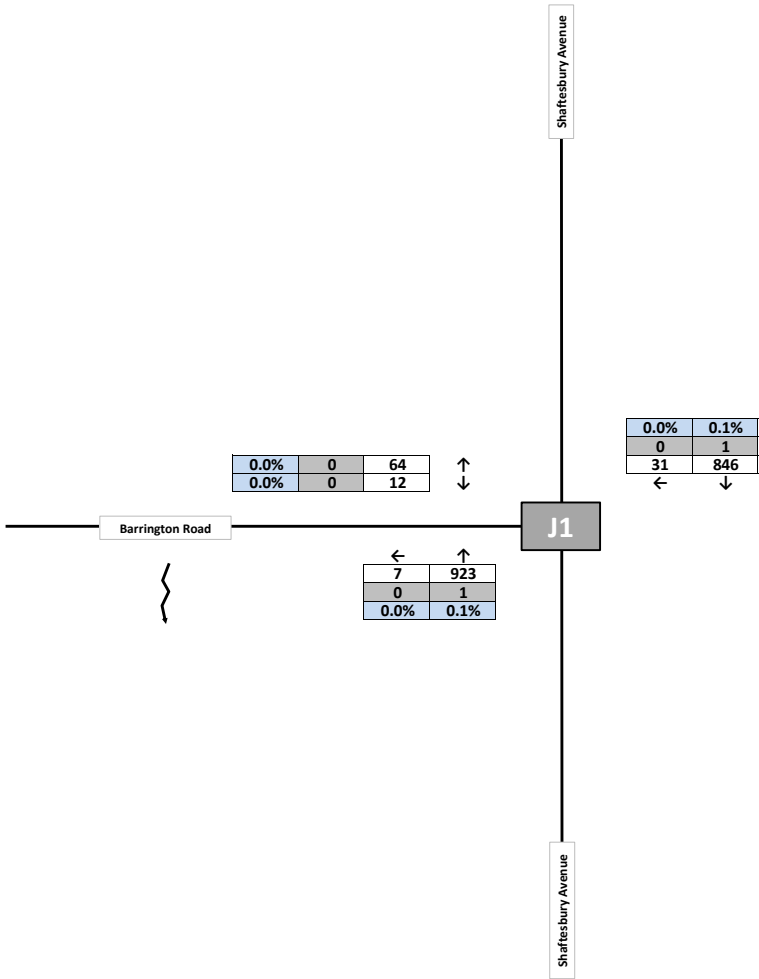


KEY

←	↑	→
X	X	X
Y	Y	Y
Z%	Z%	Z%

- = Turning Movement
- = All Vehicle Movements
- = HGVs Movements
- = HGV Percentage
- = Junctions on Link Not Shown

Notes:

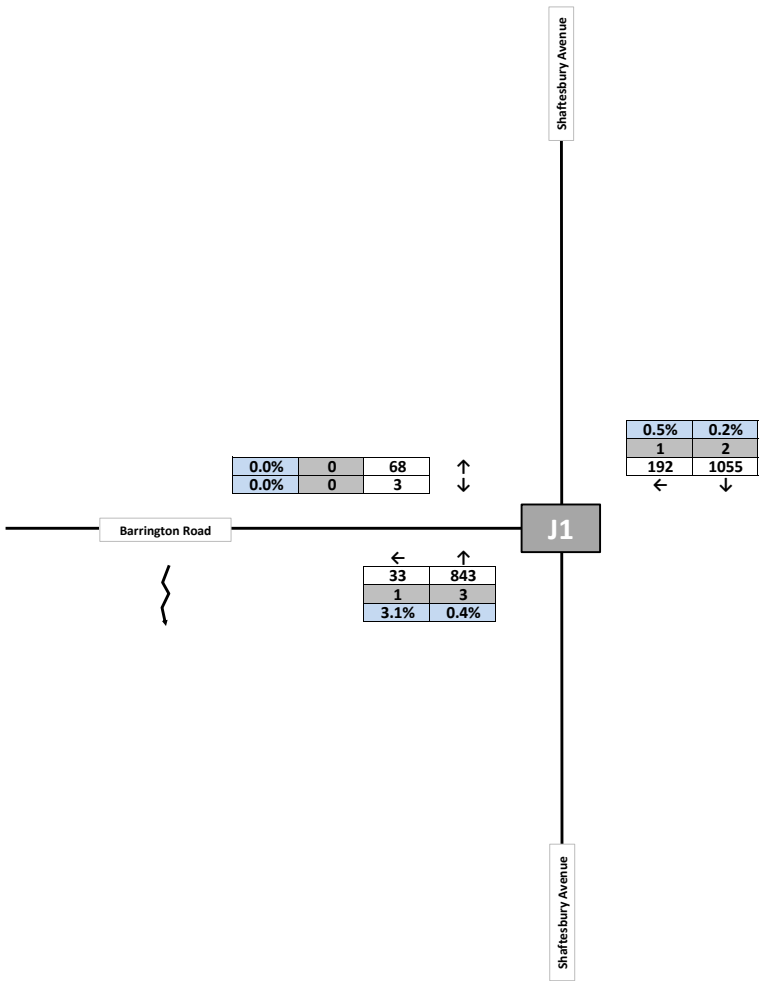


KEY

←	↑	→
X	X	X
Y	Y	Y
Z%	Z%	Z%

= Turning Movement
= All Vehicle Movements
= HGVs Movements
= HGV Percentage
= Junctions on Link Not Shown

Notes:

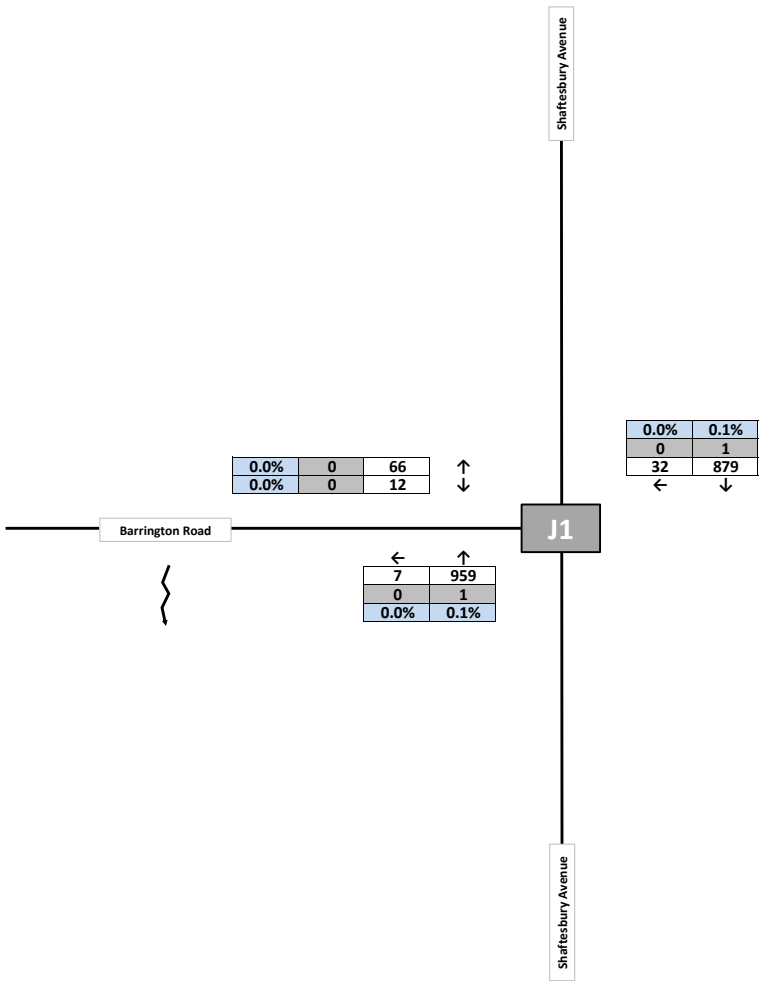


KEY

←		↑		→
X		X		X
Y		Y		Y
Z%		Z%		Z%

= Turning Movement
= All Vehicle Movements
= HGVs Movements
= HGv Percentage
= Junctions on Link Not Shown

Notes:



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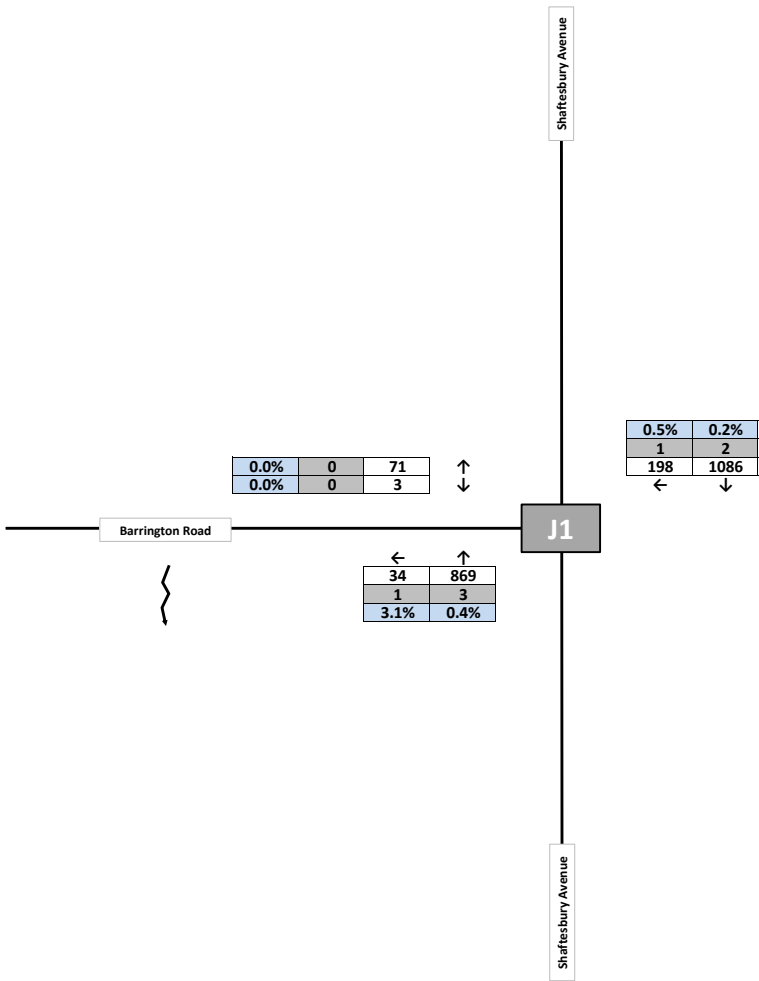
FIGURE TF4
FUTURE YEAR FLOW - 2030
PM PEAK HOUR (17:00-18:00)
MARTLETS WAY, NIB AND SGN - DURRINGTON
JOB NUMBER: 2505550_C
DRAWN BY: SS

KEY

←	↑	→
X	X	X
Y	Y	Y
Z%	Z%	Z%

- = Turning Movement
- = All Vehicle Movements
- = HGVs Movements
- = HGV Percentage
- = Junctions on Link Not Shown

Notes:



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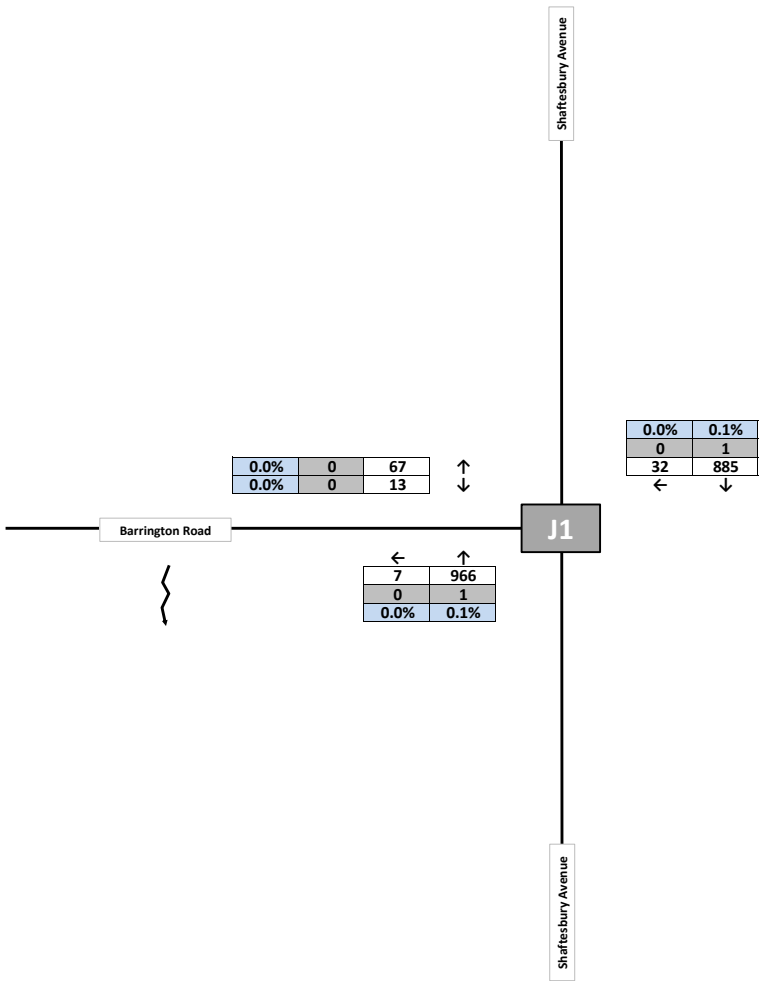
FIGURE TF5
FUTURE YEAR FLOW - 2036
AM PEAK HOUR (08:00-09:00)
MARTLETS WAY, NIB AND SGN - DURRINGTON
JOB NUMBER: 2505550_C
DRAWN BY: SS

KEY

←	↑	→
X	X	X
Y	Y	Y
Z%	Z%	Z%

= Turning Movement
= All Vehicle Movements
= HGVs Movements
= HGV Percentage
= Junctions on Link Not Shown

Notes:



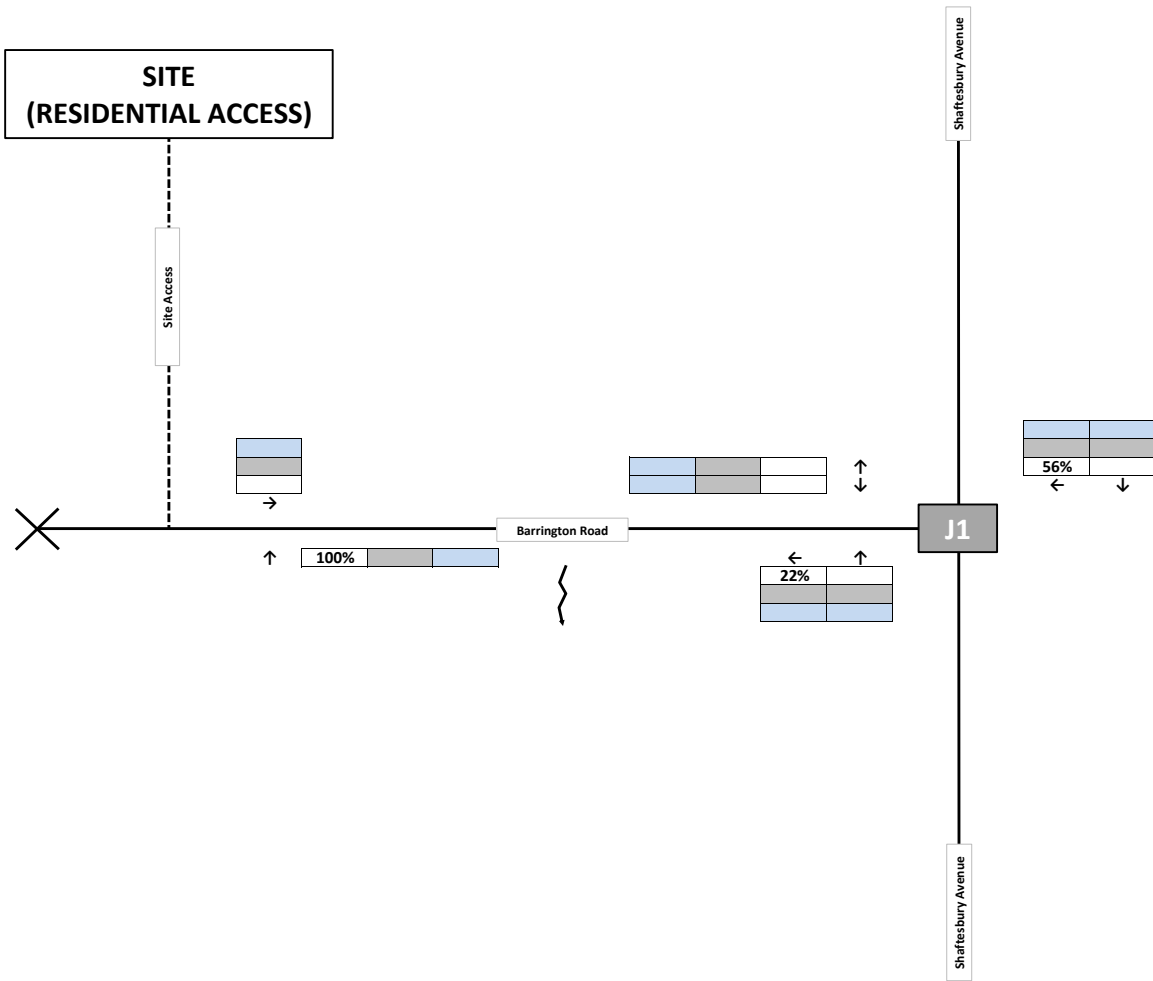
KEY

←	↑	→
X	X	X
Y	Y	Y
Z%	Z%	Z%

- = Turning Movement
- = All Vehicle Movements
- = HGVs Movements
- = HGV Percentage
- = Junctions on Link Not Shown

Notes:

Turning count survey data shows that traffic flow from Shaftesbury Avenue southbound to Barrington Road is very low, which does not match up with the census distribution. As such it is expected that some traffic is taking an alternative route into Barrington Road (via Rosebery Avenue). To provide a more accurate picture of traffic flow at this junction, 50% of soundbound traffic distribution is assumed to take this alternative route, whilst the remaining 50% is expected to turn into Barrington Road from Shaftesbury Avenue. Therefore, the distribution from the Barrington Road/Shaftesbury Avenue junction will not total 100%.



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FIGURE TF7
TRAFFIC DISTRIBUTION
ARRIVING TRAFFIC
MARTLETS WAY, NIB AND SGN - DURRINGTON
JOB NUMBER: 2505550_C
DRAWN BY: SS

KEY

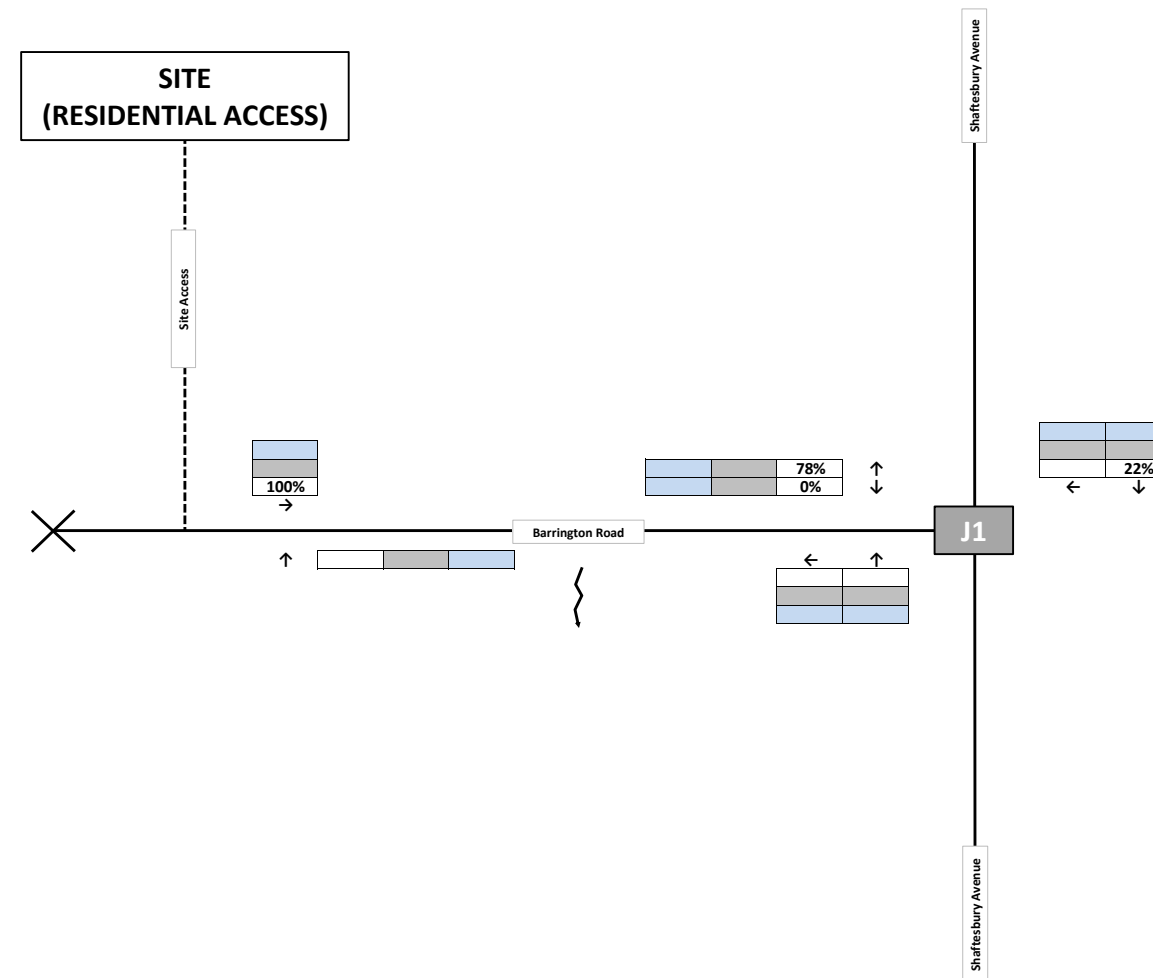
←	↑	→
X	X	X
Y	Y	Y
Z%	Z%	Z%

← →

- = Turning Movement
- = All Vehicle Movements
- = HGVs Movements
- = HGV Percentage
- = Junctions on Link Not Shown

Notes:

Turning count survey data shows that traffic flow from Shaftesbury Avenue southbound to Barrington Road is very low, which does not match up with the census distribution. As such it is expected that some traffic is taking an alternative route into Barrington Road (via Rosebery Avenue). To provide a more accurate picture of traffic flow at this junction, 50% of soundbound traffic distribution is assumed to take this alternative route, whilst the remaining 50% is expected to turn into Barrington Road from Shaftesbury Avenue. Therefore, the distribution from the Barrington Road/Shaftesbury Avenue junction will not total 100%.



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FIGURE TF8

TRAFFIC DISTRIBUTION

DEPARTING TRAFFIC

MARTLETS WAY, NIB AND SGN - DURRINGTON

JOB NUMBER: 2505550_C

DRAWN BY: SS

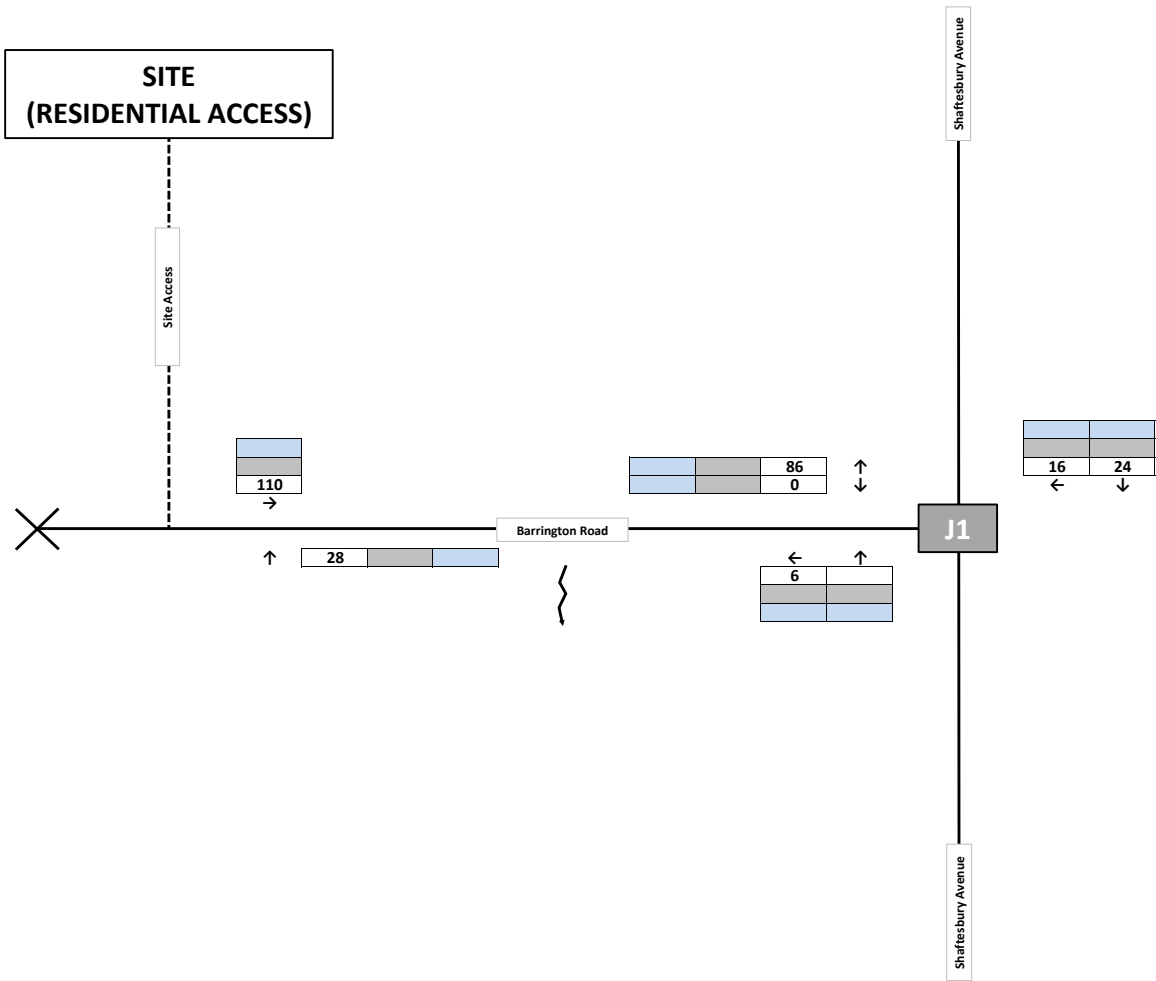
KEY

←		↑		→
X		X		X
Y		Y		Y
Z%		Z%		Z%

- = Turning Movement
- = All Vehicle Movements
- = HGVs Movements
- = HGV Percentage
- = Junctions on Link Not Shown

Notes:

Turning count survey data shows that traffic flow from Shaftesbury Avenue southbound to Barrington Road is very low, which does not match up with the census distribution. As such it is expected that some traffic is taking an alternative route into Barrington Road (via Rosebery Avenue). To provide a more accurate picture of traffic flow at this junction, 50% of southbound traffic distribution is assumed to take this alternative route, whilst the remaining 50% is expected to turn into Barrington Road from Shaftesbury Avenue. Therefore, the distribution from the Barrington Road/Shaftesbury Avenue junction will not total 100%.



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FIGURE TF9
PHASE 1 DEVELOPMENT TRAFFIC
AM PEAK HOUR (08:00-09:00)
MARTLETS WAY, NIB AND SGN - DURRINGTON
JOB NUMBER: 2505550_C
DRAWN BY: SS

KEY

←		↑		→
X		X		X
Y		Y		Y
Z%		Z%		Z%

↔

↔

=

=

=

=

Turning Movement

All Vehicle Movements

HGVs Movements

HGV Percentage

Junctions on Link Not Shown

Notes:

Turning count survey data shows that traffic flow from Shaftesbury Avenue southbound to Barrington Road is very low, which does not match up with the census distribution. As such it is expected that some traffic is taking an alternative route into Barrington Road (via Rosebery Avenue). To provide a more accurate picture of traffic flow at this junction, 50% of southbound traffic distribution is assumed to take this alternative route, whilst the remaining 50% is expected to turn into Barrington Road from Shaftesbury Avenue. Therefore, the distribution from the Barrington Road/Shaftesbury Avenue junction will not total 100%.

Diagram Details:

- Site (Residential Access):** Access point to Barrington Road from the left.
- Barrington Road:** Horizontal road with traffic flow data.
- Shaftesbury Avenue:** Vertical road meeting Barrington Road at junction J1.
- Junction J1:** The intersection of Barrington Road and Shaftesbury Avenue.

Traffic Flow Data (PM Peak Hour 17:00-18:00):

Location	Direction	Vehicle Type	Count
Site Access	Northbound	Turning Movement	37
		All Vehicle Movements	90
	Southbound	All Vehicle Movements	20
Barrington Road	Northbound	Turning Movement	29
		All Vehicle Movements	0
	Southbound	All Vehicle Movements	20
Junction J1	Northbound	Turning Movement	50
		All Vehicle Movements	8
	Southbound	All Vehicle Movements	20

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FIGURE TF10

PHASE 1 DEVELOPMENT TRAFFIC

PM PEAK HOUR (17:00-18:00)

MARTLETS WAY, NIB AND SGN - DURRINGTON

JOB NUMBER: 2505550_C

DRAWN BY: SS

KEY

←		↑		→
X		X		X
Y		Y		Y
Z%		Z%		Z%

↔

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=

=

Turning Movement

All Vehicle Movements

HGVs Movements

HGV Percentage

Junctions on Link Not Shown

Notes:

Turning count survey data shows that traffic flow from Shaftesbury Avenue southbound to Barrington Road is very low, which does not match up with the census distribution. As such it is expected that some traffic is taking an alternative route into Barrington Road (via Rosebery Avenue). To provide a more accurate picture of traffic flow at this junction, 50% of southbound traffic distribution is assumed to take this alternative route, whilst the remaining 50% is expected to turn into Barrington Road from Shaftesbury Avenue. Therefore, the distribution from the Barrington Road/Shaftesbury Avenue junction will not total 100%.

Site (Residential Access)

Site Access

Barrington Road

J1

Shaftesbury Avenue

Traffic Flow Data:

Movement	Turning Movement (%)	All Vehicle Movements	HGVs Movements	HGV Percentage (%)
Northbound (from Site Access)	0%	0	181	0%
Southbound (to Site Access)	1%	2	253	1%
Eastbound (from Shaftesbury Avenue)	0%	0	154	0%
Westbound (to Shaftesbury Avenue)	0%	0	3	0%
Northbound (from Shaftesbury Avenue)	1%	1	208	1%
Southbound (to Shaftesbury Avenue)	0%	2	1079	0%
Eastbound (from Site Access)	3%	1	39	3%
Westbound (to Site Access)	0%	3	843	0%

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FIGURE TF11

PHASE 1 DEVELOPMENT TRAFFIC + 2030 GROWTH SCENARIO

AM PEAK HOUR (08:00-09:00)

MARTLETS WAY, NIB AND SGN - DURRINGTON

JOB NUMBER: 2505550_C

DRAWN BY: SS

KEY

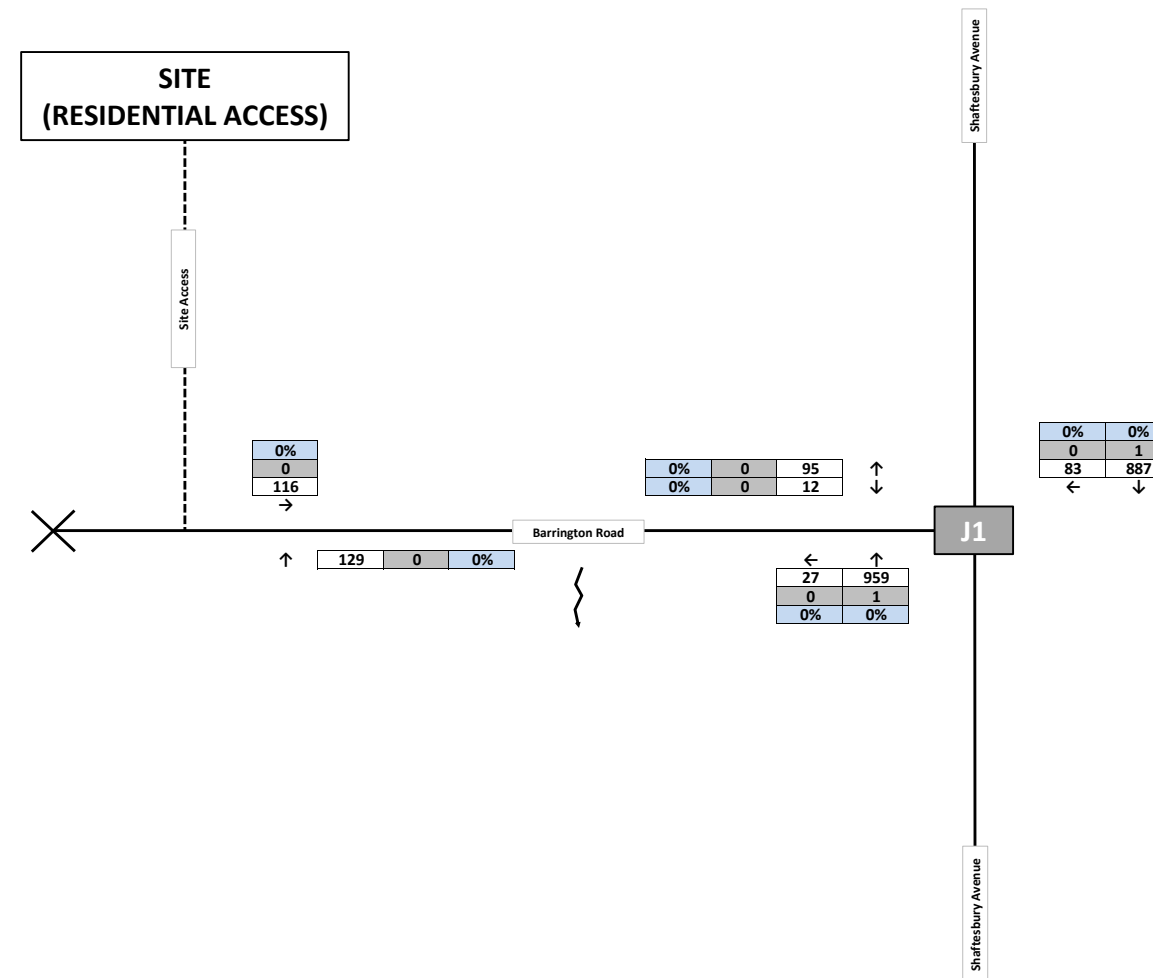
←	↑	→
X	X	X
Y	Y	Y
Z%	Z%	Z%

← →

- = Turning Movement
- = All Vehicle Movements
- = HGVs Movements
- = HGV Percentage
- = Junctions on Link Not Shown

Notes:

Turning count survey data shows that traffic flow from Shaftesbury Avenue southbound to Barrington Road is very low, which does not match up with the census distribution. As such it is expected that some traffic is taking an alternative route into Barrington Road (via Rosebery Avenue). To provide a more accurate picture of traffic flow at this junction, 50% of southbound traffic distribution is assumed to take this alternative route, whilst the remaining 50% is expected to turn into Barrington Road from Shaftesbury Avenue. Therefore, the distribution from the Barrington Road/Shaftesbury Avenue junction will not total 100%.



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FIGURE TF12

PHASE 1 DEVELOPMENT TRAFFIC + 2030 GROWTH SCENARIO
PM PEAK HOUR (17:00-18:00)

MARTLETS WAY, NIB AND SGN - DURRINGTON

JOB NUMBER: 2505550_C

DRAWN BY: SS

KEY

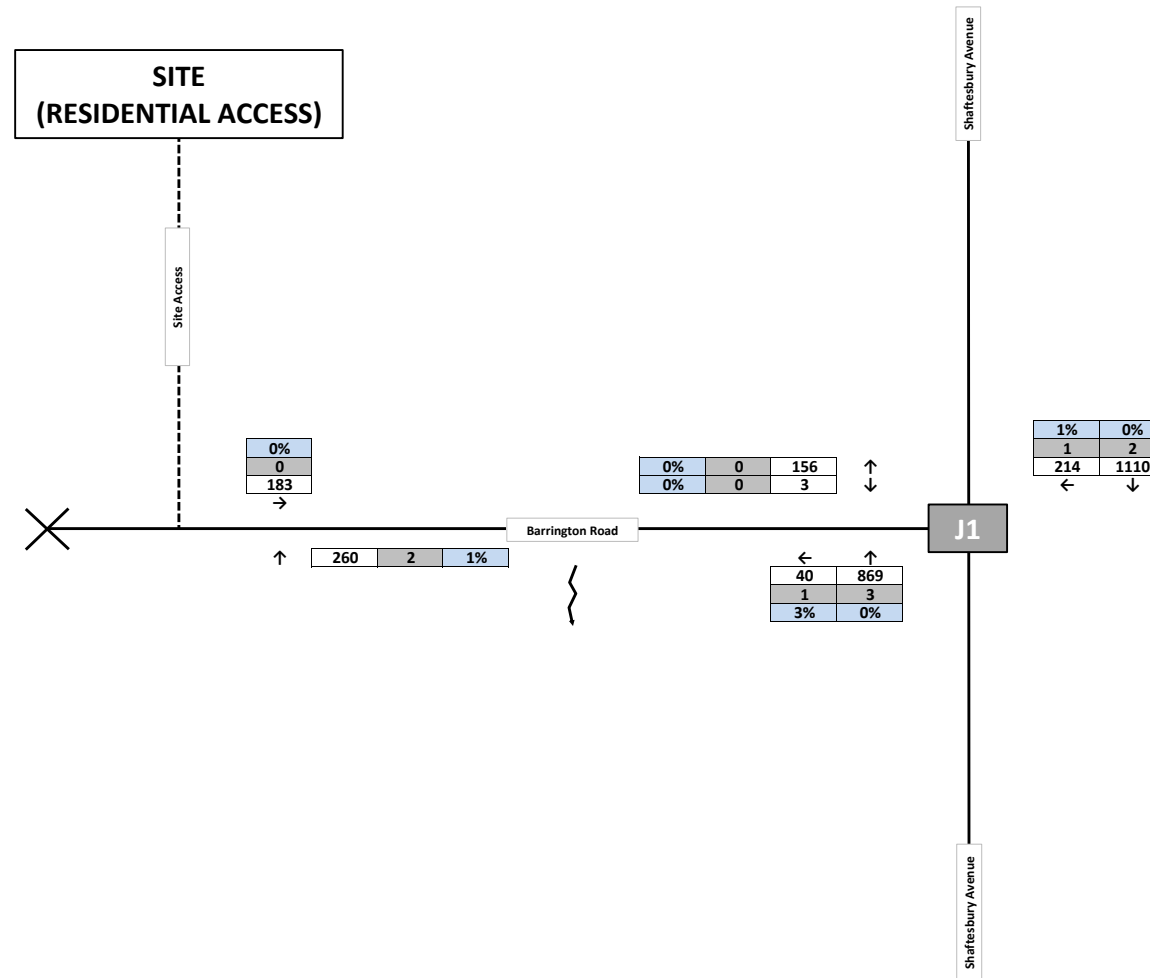
←	↑	→
X	X	X
Y	Y	Y
Z%	Z%	Z%

←~~~~~→

- = Turning Movement
- = All Vehicle Movements
- = HGVs Movements
- = HGV Percentage
- = Junctions on Link Not Shown

Notes:

Turning count survey data shows that traffic flow from Shaftesbury Avenue southbound to Barrington Road is very low, which does not match up with the census distribution. As such it is expected that some traffic is taking an alternative route into Barrington Road (via Rosebery Avenue). To provide a more accurate picture of traffic flow at this junction, 50% of southbound traffic distribution is assumed to take this alternative route, whilst the remaining 50% is expected to turn into Barrington Road from Shaftesbury Avenue. Therefore, the distribution from the Barrington Road/Shaftesbury Avenue junction will not total 100%.



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FIGURE TF13

PHASE 1 DEVELOPMENT TRAFFIC + 2036 GROWTH SCENARIO

AM PEAK HOUR (08:00-09:00)

MARTLETS WAY, NIB AND SGN - DURRINGTON

JOB NUMBER: 2505550_C

DRAWN BY: SS

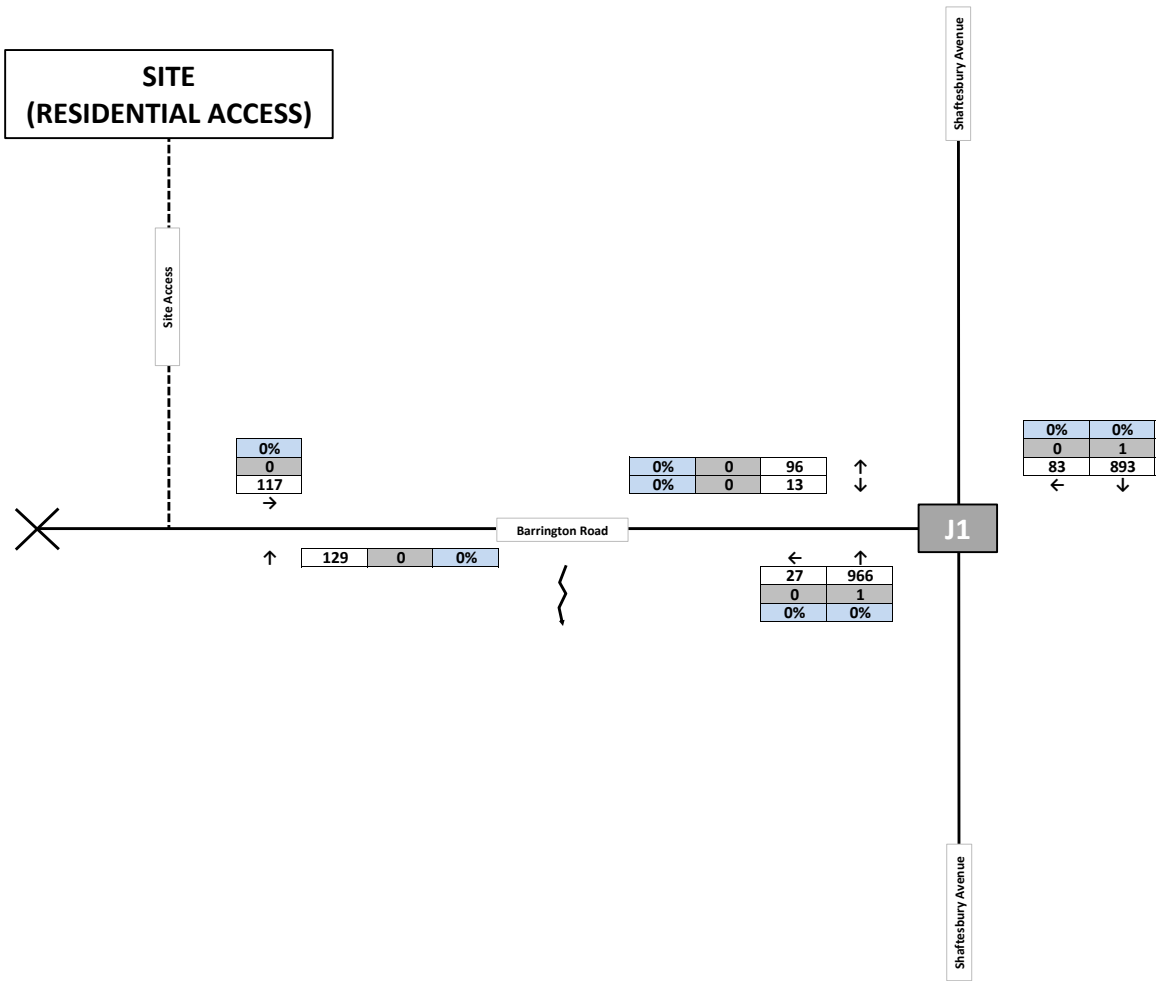
KEY

←		↑		→
X		X		X
Y		Y		Y
Z%		Z%		Z%

= Turning Movement
= All Vehicle Movements
= HGVs Movements
= HGV Percentage
= Junctions on Link Not Shown

Notes:

Turning count survey data shows that traffic flow from Shaftesbury Avenue southbound to Barrington Road is very low, which does not match up with the census distribution. As such it is expected that some traffic is taking an alternative route into Barrington Road (via Rosebery Avenue). To provide a more accurate picture of traffic flow at this junction, 50% of southbound traffic distribution is assumed to take this alternative route, whilst the remaining 50% is expected to turn into Barrington Road from Shaftesbury Avenue. Therefore, the distribution from the Barrington Road/Shaftesbury Avenue junction will not total 100%.



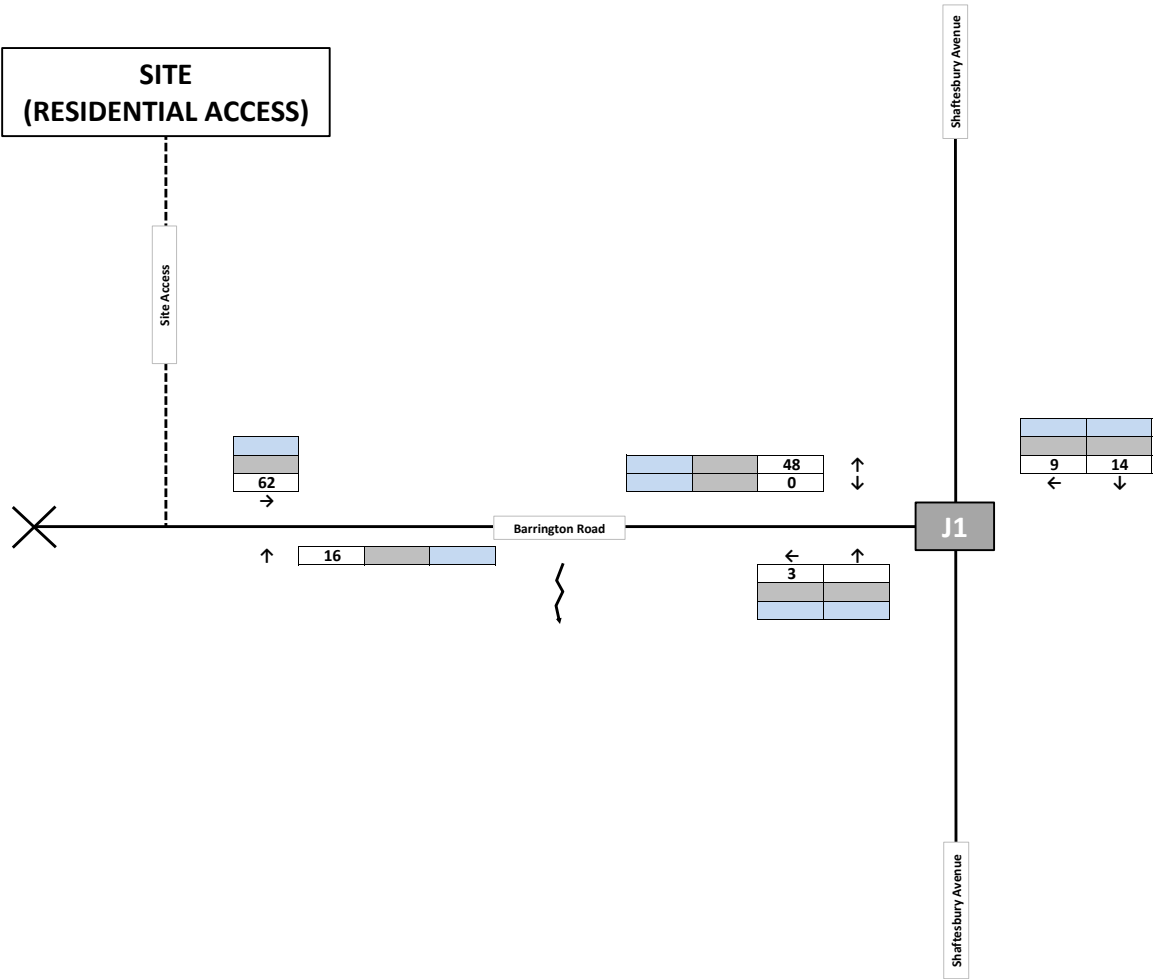
KEY

←		↑		→
X		X		X
Y		Y		Y
Z%		Z%		Z%

- = Turning Movement
- = All Vehicle Movements
- = HGVs Movements
- = HGV Percentage
- = Junctions on Link Not Shown

Notes:

Turning count survey data shows that traffic flow from Shaftesbury Avenue southbound to Barrington Road is very low, which does not match up with the census distribution. As such it is expected that some traffic is taking an alternative route into Barrington Road (via Rosebery Avenue). To provide a more accurate picture of traffic flow at this junction, 50% of southbound traffic distribution is assumed to take this alternative route, whilst the remaining 50% is expected to turn into Barrington Road from Shaftesbury Avenue. Therefore, the distribution from the Barrington Road/Shaftesbury Avenue junction will not total 100%.



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FIGURE TF15
PROPOSED DEVELOPMENT TRAFFIC
AM PEAK HOUR (08:00-09:00)
MARTLETS WAY, NIB AND SGN - DURRINGTON
JOB NUMBER: 2505550_C
DRAWN BY: SS

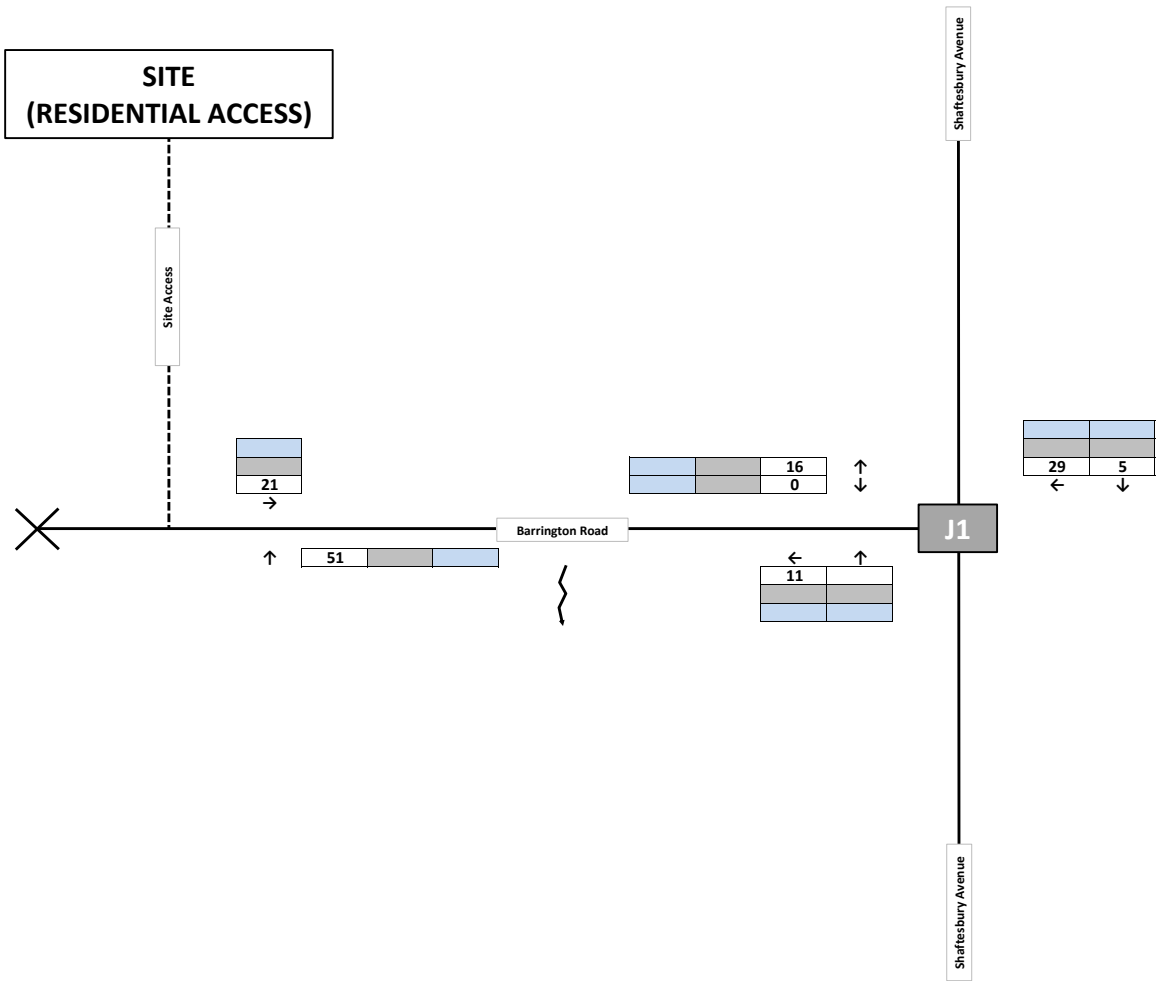
KEY

←		↑		→
X		X		X
Y		Y		Y
Z%		Z%		Z%

- = Turning Movement
- = All Vehicle Movements
- = HGVs Movements
- = HGV Percentage
- = Junctions on Link Not Shown

Notes:

Turning count survey data shows that traffic flow from Shaftesbury Avenue southbound to Barrington Road is very low, which does not match up with the census distribution. As such it is expected that some traffic is taking an alternative route into Barrington Road (via Rosebery Avenue). To provide a more accurate picture of traffic flow at this junction, 50% of southbound traffic distribution is assumed to take this alternative route, whilst the remaining 50% is expected to turn into Barrington Road from Shaftesbury Avenue. Therefore, the distribution from the Barrington Road/Shaftesbury Avenue junction will not total 100%.



ARDENT
CONSULTING ENGINEERS

AN EMPLOYEE OWNED COMPANY

FIGURE TF16
PROPOSED DEVELOPMENT TRAFFIC
PM PEAK HOUR (17:00-18:00)
MARTLETS WAY, NIB AND SGN - DURRINGTON
JOB NUMBER: 2505550_C
DRAWN BY: SS

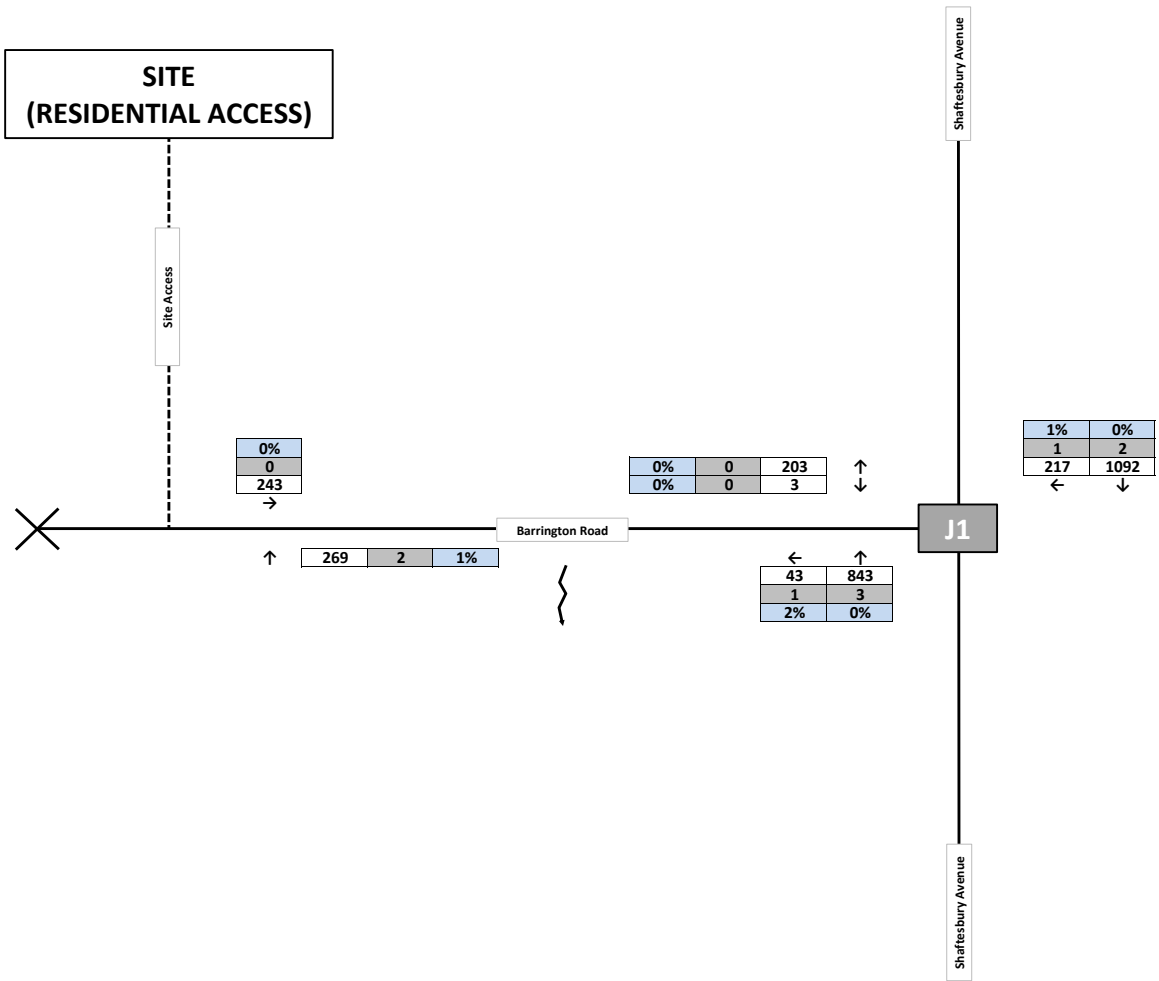
KEY

←		↑		→
X		X		X
Y		Y		Y
Z%		Z%		Z%

= Turning Movement
= All Vehicle Movements
= HGVs Movements
= HGV Percentage
= Junctions on Link Not Shown

Notes:

Turning count survey data shows that traffic flow from Shaftesbury Avenue southbound to Barrington Road is very low, which does not match up with the census distribution. As such it is expected that some traffic is taking an alternative route into Barrington Road (via Rosebery Avenue). To provide a more accurate picture of traffic flow at this junction, 50% of southbound traffic distribution is assumed to take this alternative route, whilst the remaining 50% is expected to turn into Barrington Road from Shaftesbury Avenue. Therefore, the distribution from the Barrington Road/Shaftesbury Avenue junction will not total 100%.



ARDENT
CONSULTING ENGINEERS

AN EMPLOYEE OWNED COMPANY

FIGURE TF17
2030 GROWTH SCENARIO + PHASE 1 DEVELOPMENT TRAFFIC + PROPOSED DEVELOPMENT TRAFFIC
AM PEAK HOUR (08:00-09:00)
MARTLETS WAY, NIB AND SGN - DURRINGTON
JOB NUMBER: 2505550_C
DRAWN BY: SS

KEY

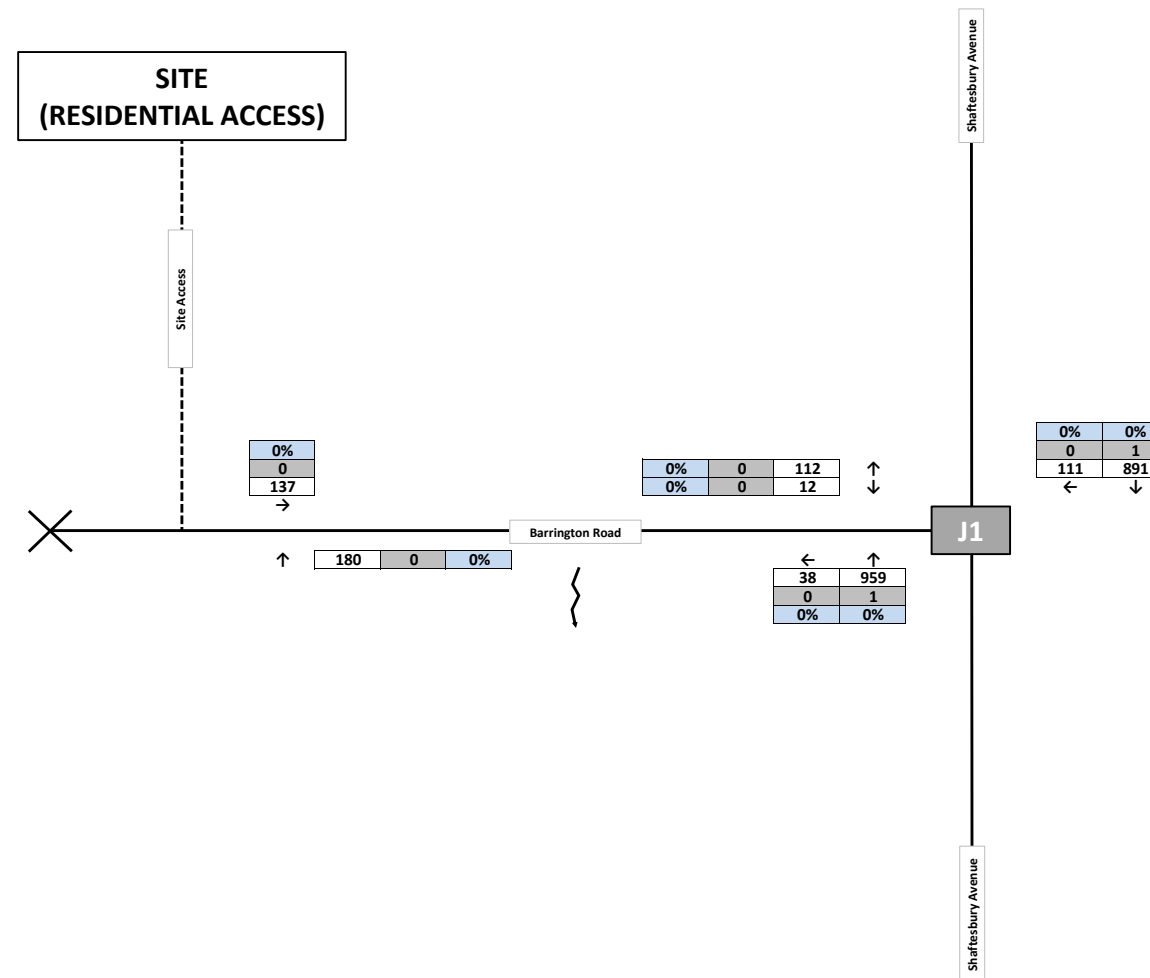
←	↑	→
X	X	X
Y	Y	Y
Z%	Z%	Z%

← ↗ ↘ →

- = Turning Movement
- = All Vehicle Movements
- = HGVs Movements
- = HGV Percentage
- = Junctions on Link Not Shown

Notes:

Turning count survey data shows that traffic flow from Shaftesbury Avenue southbound to Barrington Road is very low, which does not match up with the census distribution. As such it is expected that some traffic is taking an alternative route into Barrington Road (via Rosebery Avenue). To provide a more accurate picture of traffic flow at this junction, 50% of soundbound traffic distribution is assumed to take this alternative route, whilst the remaining 50% is expected to turn into Barrington Road from Shaftesbury Avenue. Therefore, the distribution from the Barrington Road/Shaftesbury Avenue junction will not total 100%.



ARDENT
CONSULTING ENGINEERS

AN EMPLOYEE OWNED COMPANY

FIGURE TF18

2030 GROWTH SCENARIO + PHASE 1 DEVELOPMENT TRAFFIC + PROPOSED DEVELOPMENT TRAFFIC

PM PEAK HOUR (17:00-18:00)

MARTLETS WAY, NIB AND SGN - DURRINGTON

JOB NUMBER: 2505550_C

DRAWN BY: SS

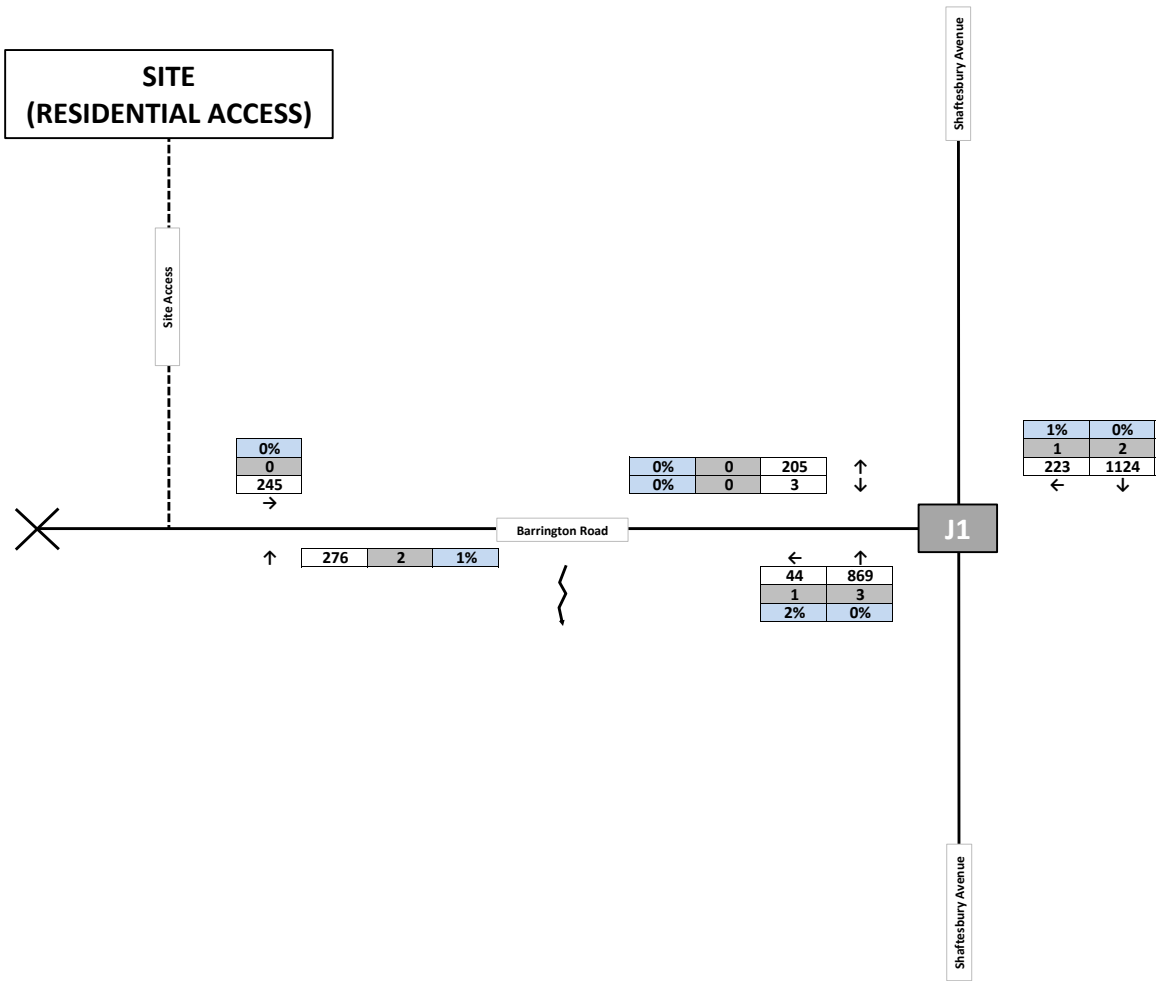
KEY

←		↑		→
X		X		X
Y		Y		Y
Z%		Z%		Z%

= Turning Movement
= All Vehicle Movements
= HGVs Movements
= HGV Percentage
= Junctions on Link Not Shown

Notes:

Turning count survey data shows that traffic flow from Shaftesbury Avenue southbound to Barrington Road is very low, which does not match up with the census distribution. As such it is expected that some traffic is taking an alternative route into Barrington Road (via Rosebery Avenue). To provide a more accurate picture of traffic flow at this junction, 50% of southbound traffic distribution is assumed to take this alternative route, whilst the remaining 50% is expected to turn into Barrington Road from Shaftesbury Avenue. Therefore, the distribution from the Barrington Road/Shaftesbury Avenue junction will not total 100%.



KEY

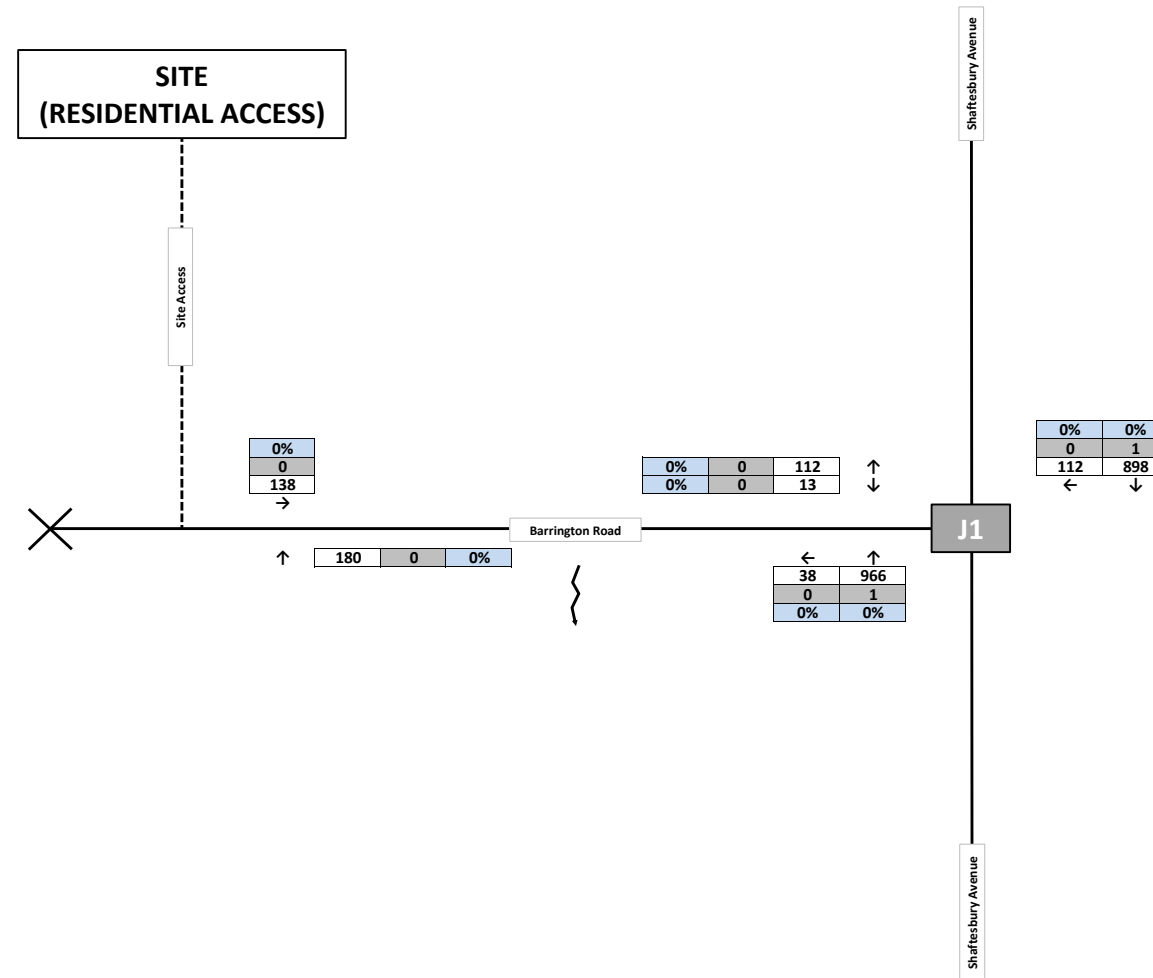
←	↑	→
X	X	X
Y	Y	Y
Z%	Z%	Z%

←~~~~~→

- = Turning Movement
- = All Vehicle Movements
- = HGVs Movements
- = HGV Percentage
- = Junctions on Link Not Shown

Notes:

Turning count survey data shows that traffic flow from Shaftesbury Avenue southbound to Barrington Road is very low, which does not match up with the census distribution. As such it is expected that some traffic is taking an alternative route into Barrington Road (via Rosebery Avenue). To provide a more accurate picture of traffic flow at this junction, 50% of soundbound traffic distribution is assumed to take this alternative route, whilst the remaining 50% is expected to turn into Barrington Road from Shaftesbury Avenue. Therefore, the distribution from the Barrington Road/Shaftesbury Avenue junction will not total 100%.



ARDENT
CONSULTING ENGINEERS

AN EMPLOYEE OWNED COMPANY

FIGURE TF20

2036 GROWTH SCENARIO + PHASE 1 DEVELOPMENT TRAFFIC + PROPOSED DEVELOPMENT TRAFFIC

PM PEAK HOUR (17:00-18:00)

MARTLETS WAY, NIB AND SGN - DURRINGTON

JOB NUMBER: 2505550_C

DRAWN BY: SS

Appendix E
Personal Injury Collision Data

Collisions between dates 01/10/2020 and 30/09/2025 (60) months

Selection: Notes:

; Refined using Collisions within selected Polygons -sussex all consultant requests 2025 ("Goring Road Goring by Sea (Ardent)")

Selected Polygon:Goring Road Goring by Sea (Ardent)

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
26/12/2020	1157	Fine without high winds	201010133	2	Give way or Uncontrolled	T & Stag Jct
Location: GORING WAY (A259) AT JUNCTION WITH MULBERRY LANE						

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Turning right	Offside	Entering main road
Car	Going ahead right bend	Front	Mid Junction - on roundabout or main road

Casualties:

Class	Severity
Driver / Rider	Slight
Driver / Rider	Slight

Collisions between dates 01/10/2020 and 30/09/2025 (60) months

Selection: Notes:

; Refined using Collisions within selected Polygons -sussex all consultant requests 2025 ("Goring Road Goring by Sea (Arden)")

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
31/12/2020	1040	Fine without high winds	201011136	1	Not applicable	Not within 20M

Location: SHAFTESBURY AVENUE

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Nearside	Not at, or within 20M of Jct
Pedal Cycle (Including pedal assisted electric bicycles)	Going ahead other	Offside	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
24/03/2021	1115	Fine without high winds	211030490	1	Not applicable	Not within 20M

Location: GORING ROAD (A259) 79 METRES NEAR JUNCTION WITH GORING ROAD

Vehicles:

Type	Manvres	Impact	Junct_loc
Van / Goods 3.5 tonnes mgw and under	Reversing	Back	Not at, or within 20M of Jct

Casualties:

Class	Severity
Pedestrian	Serious

Collisions between dates 01/10/2020 and 30/09/2025 (60) months

Selection: Notes:

; Refined using Collisions within selected Polygons -sussex all consultant requests 2025 ("Goring Road Goring by Sea (Arden)")

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
16/07/2021	1445	Fine without high winds	211066930	1	Automatic traffic signal	T & Stag Jct
Location: WEST PARK LANE NEAR JUNCTION WITH SHAFTESBURY AVENUE						

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Waiting to turn right	Offside	Cleared junction or waiting/parked at junction exit
Car	Stopping	Front	Jct Approach

Casualties:

Class	Severity
Driver / Rider	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
09/10/2021	0951	Fine without high winds	211096793	2	Give way or Uncontrolled	Other junction
Location: GORING ROAD (A259) AT JUNCTION WITH ALINORA AVENUE						

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Turning right	Offside	Entering main road
Car	Going ahead other	Nearside	Jct Approach

Casualties:

Class	Severity
Vehicle Passenger	Slight
Vehicle Passenger	Slight

Collisions between dates 01/10/2020 and 30/09/2025 (60) months

Selection: Notes:

; Refined using Collisions within selected Polygons -sussex all consultant requests 2025 ("Goring Road Goring by Sea (Arden)")

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
19/10/2021	0200	Raining without high winds	211099978	2	Not applicable	Not within 20M

Location: MULBERRY LANE (A259) - 36 METRES FROM JUNCTION WITH MULBERRY LANE (A259)

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead right bend	Nearside	Not at, or within 20M of Jct

Casualties:

Class	Severity
Vehicle Passenger Driver / Rider	Slight Serious

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
16/02/2022	1908	Fine with high winds	221144322	1	Give way or Uncontrolled	Other junction

Location: GORING ROAD NEAR JUNCTION WITH MULBERRY LANE (A259)

Vehicles:

Type	Manvres	Impact	Junct_loc
Taxi/Private hire car	Going ahead other	Front	Leaving main road

Casualties:

Class	Severity
Pedestrian	Slight

Collisions between dates 01/10/2020 and 30/09/2025 (60) months

Selection: Notes:

; Refined using Collisions within selected Polygons -sussex all
consultant requests 2025 ("Goring Road Goring by Sea
(Ardent)")

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
29/04/2022	1702	Fine without high winds	221171475	1	Give way or Uncontrolled	T & Stag Jct
Location: MULBERRY LANE (A259) AT JUNCTION WITH GORING ROAD, GORING, WORTHING, WEST SUSSEX						

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Turning right	Offside	Entering main road
Pedal Cycle (Including pedal assisted electric bicycles)	Going ahead right bend	Front	Jct Approach

Casualties:

Class	Severity
Driver / Rider	Serious

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
15/06/2022	1830	Fine without high winds	221188137	1	Not applicable	Not within 20M
Location: SHAFTESBURY AVENUE - 34 METRES FROM JUNCTION WITH STRAND PARADE ROUNDABOUT, MARINE, WORTHING, WEST SUSSEX						

Vehicles:

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

Casualties:

Class	Severity
Pedestrian	Slight

Collisions between dates 01/10/2020 and 30/09/2025 (60) months

Selection: Notes:

; Refined using Collisions within selected Polygons -sussex all consultant requests 2025 ("Goring Road Goring by Sea (Ardent)")

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
19/06/2022	2240	Fine without high winds	221189469	1	Give way or Uncontrolled	T & Stag Jct
Location: GORING WAY (A259) AT JUNCTION WITH MULBERRY LANE, GORING, WORTHING, WEST SUSSEX						

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Turning right	Offside	Mid Junction - on roundabout or main road Jct Approach
Motor Cycle over 50 cc and up to 125cc	Going ahead right bend	Front	

Casualties:

Class	Severity
Driver / Rider	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
03/08/2022	1345	Fine without high winds	221207706	2	Give way or Uncontrolled	T & Stag Jct
Location: SHAFTESBURY AVENUE JUNCTION WITH WESTPARK LANE						

Vehicles:

Type	Manvres	Impact	Junct_loc
Van / Goods 3.5 tonnes mgw and under	Going ahead other	Front	Entering main road
Car	Going ahead other	Nearside	Jct Approach

Casualties:

Class	Severity
Vehicle Passenger	Slight
Driver / Rider	Slight

Collisions between dates 01/10/2020 and 30/09/2025 (60) months

Selection: Notes:

; Refined using Collisions within selected Polygons -sussex all consultant requests 2025 ("Goring Road Goring by Sea (Ardent)")

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
28/09/2022	1304	Fine without high winds	221225117	1	Not applicable	Not within 20M

Location: GORING ROAD - 57 METRES FROM JUNCTION WITH SEA PLACE, GORING, WORTHING, WEST SUSSEX

Vehicles:

Type	Manvres	Impact	Junct_loc
Van / Goods 3.5 tonnes mgw and under	Going ahead other	Nearside	Not at, or within 20M of Jct

Casualties:

Class	Severity
Pedestrian	Serious

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
11/10/2022	0705	Fine without high winds	221230051	1	Give way or Uncontrolled	Roundabout

Location: STRAND PARADE ROUNDABOUT

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Front	Mid Junction - on roundabout or main road
Pedal Cycle (Including pedal assisted electric bicycles)	Going ahead other	Back	Mid Junction - on roundabout or main road

Casualties:

Class	Severity
Driver / Rider	Slight

Collisions between dates 01/10/2020 and 30/09/2025 (60) months

Selection: Notes:

; Refined using Collisions within selected Polygons -sussex all consultant requests 2025 ("Goring Road Goring by Sea (Ardent)")

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
11/11/2022	1814	Fine without high winds	221241377	1	Give way or Uncontrolled	T & Stag Jct
Location: THE BOULVARD WORTHING						

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Starting	Front	Mid Junction - on roundabout or main road

Casualties:

Class	Severity
Pedestrian	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
26/11/2022	1725	Raining without high winds	221247044	2	Give way or Uncontrolled	T & Stag Jct
Location: GORING ROAD (A259) NEAR JUNCTION WITH CLIVE AVENUE, GORING, WORTHING, WEST SUSSEX						

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Turning right	Front	Entering main road
Car	Going ahead other	Front	Mid Junction - on roundabout or main road

Casualties:

Class	Severity
Vehicle Passenger	Slight
Driver / Rider	Slight

Collisions between dates 01/10/2020 and 30/09/2025 (60) months

Selection: Notes:

; Refined using Collisions within selected Polygons -sussex all consultant requests 2025 ("Goring Road Goring by Sea (Ardent)")

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
09/01/2023	1844	Fine without high winds	231261292	1	Give way or Uncontrolled	Other junction
Location:	GORING ROAD (A259) AT JUNCTION WITH MULBERRY LANE (A259), GORING, WORTHING, WEST SUSSEX					

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Turning right	Front	Jct Approach
Car	Going ahead right bend	Front	Jct Approach

Casualties:

Class	Severity
Driver / Rider	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
19/01/2023	0845	Fine without high winds	231265595	1	Give way or Uncontrolled	T & Stag Jct
Location:	SHAFTESBURY AVENUE TRENT ROAD JUNCTION					

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Front	Entering main road
Pedal Cycle (Including pedal assisted electric bicycles)	Going ahead other	Nearside	Jct Approach

Casualties:

Class	Severity
Driver / Rider	Slight

Collisions between dates 01/10/2020 and 30/09/2025 (60) months

Selection: Notes:

; Refined using Collisions within selected Polygons -sussex all consultant requests 2025 ("Goring Road Goring by Sea (Ardent)")

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
31/01/2023	1800	Unknown	231273890	1	Give way or Uncontrolled	T & Stag Jct

Location: GORING ROAD (A259) AT JUNCTION WITH SAINSBURY'S LOCAL, GORING, WORTHING, WEST SUSSEX

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead left bend	Front	Jct Approach
Motor Cycle over 50 cc and up to 125cc	Turning left	Front	Entering main road

Casualties:

Class	Severity
Driver / Rider	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
11/02/2023	0410	Fine without high winds	231275065	1	Not applicable	Not within 20M

Location: MULBERRY LANE (A259) - 39 METRES FROM JUNCTION WITH MERSHAM GARDENS, GORING, WORTHING, WEST SUSSEX

Vehicles:

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

Casualties:

Class	Severity
Driver / Rider	Slight

Collisions between dates 01/10/2020 and 30/09/2025 (60) months

Selection: Notes:

; Refined using Collisions within selected Polygons -sussex all consultant requests 2025 ("Goring Road Goring by Sea (Ardent)")

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
24/05/2023	0750	Fine without high winds	231311380	1	Automatic traffic signal	T & Stag Jct
Location: GORING ROAD (A259) NEAR JUNCTION WITH SHAFTESBURY AVENUE, GORING, WORTHING, WEST SUSSEX						

Vehicles:

Type	Manvres	Impact	Junct_loc
Pedal Cycle (Including pedal assisted electric bicycles)	Going ahead other	Front	Jct Approach
Bus or coach (17+ seats)	Turning left	Back	Leaving main road

Casualties:

Class	Severity
Driver / Rider	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
21/06/2023	1527	Fine without high winds	231321351	2	Give way or Uncontrolled	T & Stag Jct
Location: MULBERRY LANE (A259) NEAR JUNCTION WITH MERSHAM GARDENS, GORING, WORTHING, WEST SUSSEX						

Vehicles:

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

Casualties:

Class	Severity
Driver / Rider	Slight
Pedestrian	Slight

Collisions between dates 01/10/2020 and 30/09/2025 (60) months

Selection: Notes:

; Refined using Collisions within selected Polygons -sussex all consultant requests 2025 ("Goring Road Goring by Sea (Arden)")

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
15/07/2023	2320	Fine with high winds	231329838	3	Not applicable	Not within 20M
Location: GORING ROAD (A259) - 117 METRES FROM JUNCTION WITH PARKLANDS AVENUE, GORING, WORTHING, WEST SUSSEX						

Vehicles:

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

Casualties:

Class	Severity
Vehicle Passenger	Slight
Driver / Rider	Slight
Driver / Rider	Slight

Collisions between dates 01/10/2020 and 30/09/2025 (60) months

Selection: Notes:

; Refined using Collisions within selected Polygons -sussex all consultant requests 2025 ("Goring Road Goring by Sea (Ardent)")

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
07/11/2023	1040	Fine without high winds	231371750	1	Give way or Uncontrolled	Pri Drive
Location: GORING ROAD (A259) GORING-BY-SEA, WORTHING						

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Front	Jct Approach
Van / Goods 3.5 tonnes mgw and under	Turning left	Back	Jct Approach

Casualties:

Class	Severity
Driver / Rider	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
07/12/2023	0100	Fine without high winds	231383664	1	Not applicable	Not within 20M
Location: GORING WAY (A259) - 49 METRES FROM JUNCTION WITH GORING WAY SOUTH, GORING, WORTHING, WEST SUSSEX						

Vehicles:

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

Casualties:

Class	Severity
Driver / Rider	Serious

Collisions between dates 01/10/2020 and 30/09/2025 (60) months

Selection: Notes:

; Refined using Collisions within selected Polygons -sussex all
consultant requests 2025 ("Goring Road Goring by Sea
(Ardent)")

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
10/12/2023	1545	Fine without high winds	231385916	1	Give way or Uncontrolled	T & Stag Jct
Location: CO-OP FUEL STATION , THE BOULEVARD AT JUNCTION WITH NELSON ROAD, CASTLE, WORTHING, WEST SUSSEX						

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Stopping	Front	Mid Junction - on roundabout or main road

Casualties:

Class	Severity
Pedestrian	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
08/03/2024	1730	Fine without high winds	241420075	1	Automatic traffic signal	Slip Road
Location: GORING ROAD (A259) NEAR JUNCTION WITH SEA PLACE, MARINE, WORTHING, WEST SUSSEX						

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Stopping	Offside	Jct Approach

Casualties:

Class	Severity
Pedestrian	Slight

Collisions between dates 01/10/2020 and 30/09/2025 (60) months

Selection: Notes:

; Refined using Collisions within selected Polygons -sussex all consultant requests 2025 ("Goring Road Goring by Sea (Ardent)")

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
20/03/2024	2020	Fine without high winds	241422982	2	Give way or Uncontrolled	Other junction

Location: BOLSOVER ROAD AT JUNCTION WITH STRAND PARADE ROUNDABOUT

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Nearside	Leaving roundabout
Car	Going ahead other	Front	Mid Junction - on roundabout or main road

Casualties:

Class	Severity
Vehicle Passenger	Slight
Vehicle Passenger	Slight

Collisions between dates 01/10/2020 and 30/09/2025 (60) months

Selection: Notes:

; Refined using Collisions within selected Polygons -sussex all consultant requests 2025 ("Goring Road Goring by Sea (Ardent)")

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
25/04/2024	1250	Other	241435821	1	Not applicable	Not within 20M
Location: GORING LIBRARY , MULBERRY LANE (A259) - 40 METRES FROM JUNCTION WITH MULBERRY LANE (A259), GORING, WORTHING, WEST SUSSEX						

Vehicles:

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

Casualties:

Class	Severity
Driver / Rider	Slight

Collisions between dates 01/10/2020 and 30/09/2025 (60) months

Selection: Notes:

; Refined using Collisions within selected Polygons -sussex all consultant requests 2025 ("Goring Road Goring by Sea (Ardent)")

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
29/04/2024	1223	Fine without high winds	241438424	1	Give way or Uncontrolled	T & Stag Jct
Location:	NEXT TO ASDA PETROL STATION, NELSON ROAD AT JUNCTION WITH THE BOULEVARD, CASTLE, WORTHING, WEST SUSSEX					

Vehicles:

Type	Manvres	Impact	Junct_loc
Pedal Cycle (Including pedal assisted electric bicycles)	Going ahead other	Offside	Mid Junction - on roundabout or main road
Car	Turning left	Front	Entering main road

Casualties:

Class	Severity
Driver / Rider	Serious

Collisions between dates 01/10/2020 and 30/09/2025 (60) months

Selection: Notes:

; Refined using Collisions within selected Polygons -sussex all consultant requests 2025 ("Goring Road Goring by Sea (Ardent)")

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
09/05/2024	1645	Fine without high winds	241440971	1	Give way or Uncontrolled	Roundabout
Location:	NA, STRAND PARADE ROUNDABOUT AT JUNCTION WITH SHAFTESBURY AVENUE, CASTLE, WORTHING, WEST SUSSEX					

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Front	Mid Junction - on roundabout or main road
Pedal Cycle (Including pedal assisted electric bicycles)	Going ahead other	Offside	Mid Junction - on roundabout or main road

Casualties:

Class	Severity
Driver / Rider	Slight

Collisions between dates 01/10/2020 and 30/09/2025 (60) months

Selection: Notes:

; Refined using Collisions within selected Polygons -sussex all consultant requests 2025 ("Goring Road Goring by Sea (Ardent)")

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
04/07/2024	0742	Fine without high winds	241463378	1	Give way or Uncontrolled	T & Stag Jct
Location:	JUNCTION OF GORING WAY, GORING WAY (A259) NEAR JUNCTION WITH COMPTON AVENUE, GORING, WORTHING, WEST SUSSEX					

Vehicles:

Type	Manvres	Impact	Junct_loc
Van / Goods 3.5 tonnes mgw and under	Going ahead other	Front	Jct Approach
Car	Waiting to turn right	Back	Jct Approach

Casualties:

Class	Severity
Vehicle Passenger	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
17/08/2024	0834	Fine without high winds	241480961	2	Give way or Uncontrolled	T & Stag Jct
Location:	PEDESTRIAN CROSSING, GORING ROAD (A259), GORING, WORTHING, WEST SUSSEX					

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Front	Jct Approach
Car	Waiting to turn right	Back	Jct Approach

Casualties:

Class	Severity
Driver / Rider	Slight
Driver / Rider	Slight

Collisions between dates 01/10/2020 and 30/09/2025 (60) months

Selection: Notes:

; Refined using Collisions within selected Polygons -sussex all consultant requests 2025 ("Goring Road Goring by Sea (Ardent)")

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
24/08/2024	1057	Raining without high winds	241483499	1	Give way or Uncontrolled	T & Stag Jct
Location: GORING ROAD (A259) AT JUNCTION WITH CLIVE AVENUE, GORING, WORTHING, WEST SUSSEX						

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Waiting to turn right	Offside	Jct Approach
Car	Turning right	Front	Cleared junction or waiting/parked at junction exit

Casualties:

Class	Severity
Driver / Rider	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
28/08/2024	1330	Fine without high winds	241484667	2	Give way or Uncontrolled	T & Stag Jct
Location: JUNCTION ON COMPTON AVENUE , COMPTON AVENUE NEAR JUNCTION WITH GORING WAY (A259), GORING, WORTHING, WEST SUSSEX						

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Turning right	Front	Mid Junction - on roundabout or main road
Car	Going ahead other	Front	Mid Junction - on roundabout or main road

Casualties:

Class	Severity
Driver / Rider	Slight
Driver / Rider	Slight

Collisions between dates 01/10/2020 and 30/09/2025 (60) months

Selection: Notes:

; Refined using Collisions within selected Polygons -sussex all consultant requests 2025 ("Goring Road Goring by Sea (Ardent)")

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
04/09/2024	0845	Fine without high winds	241487980	1	Give way or Uncontrolled	T & Stag Jct
Location: NEAR THE MULBERRY PUB, MULBERRY LANE (A259) AT JUNCTION WITH GORING ROAD, GORING, WORTHING, WEST SUSSEX						

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Turning right	Nearside	Mid Junction - on roundabout or main road
Motorcycle over 500cc	Going ahead other	Front	Mid Junction - on roundabout or main road

Casualties:

Class	Severity
Driver / Rider	Serious

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
11/09/2024	1750	Unknown	241490463	1	Give way or Uncontrolled	Roundabout
Location: JUST BEFORE ROUNDABOUT , STRAND PARADE ROUNDABOUT AT JUNCTION WITH THE BOULEVARD, CASTLE, WORTHING, WEST SUSSEX						

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Front	Jct Approach
Mobility Scooter	Going ahead other	Front	Entering main road

Casualties:

Class	Severity
Driver / Rider	Slight

Collisions between dates 01/10/2020 and 30/09/2025 (60) months

Selection: Notes:

; Refined using Collisions within selected Polygons -sussex all consultant requests 2025 ("Goring Road Goring by Sea (Ardent)")

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
03/02/2025	1250	Fine without high winds	251550984	1	Give way or Uncontrolled	Other junction
Location: THE BOULEVARD NEAR JUNCTION WITH NELSON ROAD, CASTLE, WORTHING, WEST SUSSEX						

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Nearside	Jct Approach
Van / Goods 3.5 tonnes mgw and under	Going ahead other	Offside	Jct Approach

Casualties:

Class	Severity
Driver / Rider	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
11/03/2025	1900	Fine without high winds	251563823	1	Not applicable	Not within 20M
Location: LEISURE CENTER, SHAFTESBURY AVENUE, MARINE, WORTHING						

Vehicles:

Type	Manvres	Impact	Junct_loc
Motorcycle over 500cc	Going ahead	Front	Not at, or within 20M of Jct
Car	Stopping	Back	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight

Collisions between dates 01/10/2020 and 30/09/2025 (60) months

Selection: Notes:

; Refined using Collisions within selected Polygons -sussex all consultant requests 2025 ("Goring Road Goring by Sea (Ardent)")

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
28/03/2025	1803	Fine without high winds	251594539	1	Give way or Uncontrolled	T or staggered junction
Location:	GORING ROAD (A259) AT JUNCTION WITH SEA PLACE, GORING, WORTHING, WEST SUSSEX					

Vehicles:

Type	Manvres	Impact	Junct_loc
Van / Goods 3.5 tonnes mgw and under	Going ahead	Offside	Mid Junction - on roundabout or main road
Pedal Cycle (Including pedal assisted electric bicycles)	Turning right	Offside	Jct Approach

Casualties:

Class	Severity
Driver / Rider	Less serious

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
18/06/2025	0724	Fine without high winds	251604304	1	Give way or Uncontrolled	T or staggered junction
Location:	THE BOULEVARD NEAR JUNCTION WITH STRATHMORE ROAD, CASTLE, WORTHING, WEST SUSSEX					

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	U-turn	Nearside	Jct Approach
Car	Turning left	Front	Entering main road

Casualties:

Class	Severity
Driver / Rider	Slight

Collisions between dates 01/10/2020 and 30/09/2025 (60) months

Selection: Notes:

; Refined using Collisions within selected Polygons -sussex all consultant requests 2025 ("Goring Road Goring by Sea (Ardent)")

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
06/07/2025	1535	Fine without high winds	251612849	2	Give way or Uncontrolled	T or staggered junction
Location:	177, GORING ROAD (A259) AT JUNCTION WITH ALINORA AVENUE, GORING, WORTHING, WEST SUSSEX					

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Turning right	Nearside	Jct Approach
Motor Cycle over 50 cc and up to 125cc	Going ahead	Front	Jct Approach

Casualties:

Class	Severity
Driver / Rider	Slight
Driver / Rider	Slight

Collisions between dates 01/10/2020 and 30/09/2025 (60) months

Selection: Notes:

; Refined using Collisions within selected Polygons -sussex all consultant requests 2025 ("Goring Road Goring by Sea (Ardent)")

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
06/07/2025	1840	Other	251612381	4	Not applicable	Not within 20M
Location: SHAFTESBURY AVENUE - 169 METRES FROM JUNCTION WITH BARRINGTON ROAD, MARINE, WORTHING, WEST SUSSEX						

Vehicles:

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

Casualties:

Class	Severity
Driver / Rider	Slight
Vehicle Passenger	Less serious
Driver / Rider	Slight
Vehicle Passenger	Slight

Collisions between dates 01/10/2020 and 30/09/2025 (60) months

Selection: Notes:

; Refined using Collisions within selected Polygons -sussex all consultant requests 2025 ("Goring Road Goring by Sea (Ardent)")

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
17/07/2025	1517	Fine without high winds	251617529	1	Give way or Uncontrolled	T or staggered junction
Location:	JCT WITH JUPPS LANE, GORING WAY (A259) AT JUNCTION WITH JUPPS LANE, GORING, WORTHING, WEST SUSSEX					

Vehicles:

Type	Manvres	Impact	Junct_loc
Motor Cycle over 50 cc and up to 125cc	Stopping	Back	Jct Approach
Car	Going ahead	Front	Jct Approach
Car	Turning right	Did not impact	Mid Junction - on roundabout or main road

Casualties:

Class	Severity
Driver / Rider	Slight

Number of records in selection: 43

Appendix F
Stage 1 Road Safety Audit