

## BELLWAY HOMES LIMITED (SOUTHERN COUNTIES)

## DURRINGTON GASWORKS (ELIZABETH SQUARE PHASE 2)

## DESIGNER'S RESPONSE – STAGE 1 RSA

REPORT REF.  
2505550\_C-ACE-XX-XX-RP-C-0104

February 2026

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## **Document Control Sheet**

| <b>REV</b> | <b>ISSUE PURPOSE</b> | <b>AUTHOR</b> | <b>CHECKED</b> | <b>APPROVED</b> | <b>DATE</b> |
|------------|----------------------|---------------|----------------|-----------------|-------------|
| -          | Draft Issue          | SS            | JE             | DRAFT           | 24.02.26    |
| -          | Final Issue          | SS            | JE             | AB              | 27.02.26    |

## **Distribution**

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## **1. Introduction**

- 1.1. Ardent Consulting Engineers (ACE) has been appointed by Bellway Homes Limited (Strategic) to advise on the highways & transportation aspects of a proposed residential development on land at Durrington Gasworks, Martlets Way, Goring-by-Sea, Worthing.
- 1.2. 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.
- 1.3. The proposed site access has been subject to a Stage 1 Road Safety Audit (RSA) undertaken by an M&S Traffic, an independent third party. The Stage 1 RSA is appended to this report at **Appendix A**.
- 1.4. The Designer's Response is to be submitted to WSCC. Once this has been agreed and signed off by WSCC, this will then be submitted to support the ongoing planning application.
- 1.5. The drawings have been prepared to incorporate the findings of the RSA and also the pre-application consultation comments from WSCC. The latest access arrangement is shown at **ACE Drawing Number 2505550-ACE-XX-XX-DR-C-0503A**.

## 2. Designer's Response to Stage 1 Road Safety Audit

**Table 2.1:** Project Details

|                                        |                                           |
|----------------------------------------|-------------------------------------------|
| <b>Report title:</b>                   | Designer's Response – Stage 1 RSA         |
| <b>Date:</b>                           | February 2026                             |
| <b>Document reference and revision</b> | 2505550_C-ACE-XX-XX-RP-C-0104             |
| <b>Prepared by:</b>                    | Ardent Consulting Engineers               |
| <b>On behalf of:</b>                   | Bellway Homes Limited (Southern Counties) |

**Table 2.2:** Authorisation Sheet

|                      |                                                |
|----------------------|------------------------------------------------|
| <b>Project:</b>      | Durrington Gasworks (Elizabeth Square Phase 2) |
| <b>Report title:</b> | Designer's Response – Stage 1 RSA              |
| <b>Prepared by:</b>  |                                                |
| Name:                | Sam Shore                                      |
| Position:            | Transport Planner                              |
| Signed:              | <i>Sam Shore</i>                               |
| Organisation         | Ardent Consulting Engineers                    |
| Date:                | 23.02.26                                       |
| <b>Approved by:</b>  |                                                |
| Name:                | Andrew Braun                                   |
| Position:            | Associate Director                             |
| Signed:              | <i>Andrew Braun</i>                            |
| Organisation         | Ardent Consulting Engineers                    |
| Date:                | 23.02.26                                       |

**Table 2.3:** Key Personnel

|                                 |                                                          |
|---------------------------------|----------------------------------------------------------|
| <b>Overseeing Organisation:</b> | West Sussex County Council                               |
| <b>RSA Team:</b>                | M&S Traffic – Mr M. Morris & Mr B. Shawyer               |
| <b>Design organisation:</b>     | Ardent Consulting Engineers – Mr P. Rynton & Mr S. Shore |

**Table 2.4:** Road Safety Audit Decision Log

| Ref.         | RSA Problem                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | RSA Recommendation                                                                                                 | Design Organisation Response                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Alternative measures accepted by Audit Team |
|--------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------|
| <b>3.1.1</b> | <p>Presence of a ramped table on the exit of the bend could lead to loss of control or dismount collisions for two wheeled vehicles.</p> <p>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.</p> | It is recommended that the ramped table design be reviewed to incorporate the proposed priority give way junction. | Agreed. The raised table indicated on <b>Drawing No 2505550-ACE-XX-XX-DR-C-0503A</b> formed part of the initial Phase 1 layout. 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. The final arrangement will be submitted for consideration as part of the Stage 2 Road Safety Audit. |                                             |

|       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                      |                                                                                                                                                                                                      |  |
|-------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|
| 3.1.2 | <p>Ponding could lead to loss of control collisions.</p> <p>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</p> | <p>It is recommended that suitable drainage be provided at Stage 2 Safety Audit.</p> | <p>Agreed. 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.</p> |  |
|-------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|

|                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |  |
|---------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|
| <p><b>3.2.1</b></p> | <p>Insufficient road space could increase the risk of head on collisions or vehicle to pedestrian collisions.</p> <p>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.</p> | <p>It is recommended that the design allow for large vehicles to navigate the bend without the potential of footpath overruns and with minimal opposing lane incursion.</p> | <p>The swept path analysis presented on <b>Drawing No 2505550-ACE-XX-XX-DR-C-0503A</b> demonstrates that a refuse vehicle can negotiate the bend without overrunning the adjacent footway. Although the manoeuvre would result in some encroachment into the opposing carriageway, the use of the bend by larger vehicles is anticipated to be infrequent and primarily limited to periodic refuse collection. As such, the scenario illustrated by the swept path is expected to occur only occasionally. Furthermore, the proposed 5.0m carriageway width, as indicated on the drawing, is considered appropriate for the anticipated traffic levels and is consistent with the guidance set out in Figure 7.1 of Manual for Streets. Appropriate forward visibility is achievable, allowing motorists to perceive oncoming vehicles during this relatively infrequent occurrence.</p> |  |
|---------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|

|       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                         |  |
|-------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|
| 3.5.1 | <p>Lack of parking restrictions could see visibility splay and sightlines compromised on approach to the bend, leading vehicles to have head on collisions or rear end shunts.</p> <p>No lining details were provided. 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.</p> | <p>It is recommended that parking restrictions be provided on approach to and through the bend.</p>                                 | <p>Agreed. The layout plan for both phases of the development includes both allocated parking spaces and visitor parking locations which should reduce the occurrence of on-street parking within the vicinity of the junction. However, for the avoidance of doubt, parking restrictions in the form of double yellow lines drawn to Traffic Signs Manual Diagram 1018.1 have been included within <b>Drawing No 2505550-ACE-XX-XX-DR-C-0503A.</b></p> |  |
| 3.5.2 | <p>Lack of parking restrictions could lead to side swipe collisions.</p> <p>No lining details were provided. A lack of parking restrictions on and around the approach to the narrow give way section could see parked vehicles compromising forward visibility, leading to an increased risk of side swipes between moving and stationary vehicles.</p>                                                                                                              | <p>It is recommended that parking restrictions be provided on the approach to and through the narrowed section of Sword Street.</p> | <p>Agreed. The layout plan for both phases of the development includes both allocated parking spaces and visitor parking locations which should reduce the occurrence of on-street parking within the vicinity of the junction. However, for the avoidance of doubt, parking restrictions in the form of double yellow lines drawn to Traffic Signs Manual Diagram 1018.1 have been included within <b>Drawing No 2505550-ACE-XX-XX-DR-C-0503A.</b></p> |  |

|                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                         |                                                                                                                                                                                                                                                                                                                                                           |  |
|---------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|
| <p><b>3.5.3</b></p> | <p>Lack of appropriate signage could see confusion from drivers approaching from the east, potentially creating head on collision or rear end shunts.</p> <p>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.</p> | <p>It is recommended that appropriate signing be used to inform drivers of priority working system.</p> | <p>Agreed. 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.</p>                                                                                                                                     |  |
| <p><b>3.5.4</b></p> | <p>Inappropriate warning of the buildout could lead to kerb strikes and loss of control collisions.</p> <p>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.</p>                                                                                                                                                                            | <p>It is recommended that reflective bollards be installed on the buildouts.</p>                        | <p>Agreed. The precise locations of the reflective bollards on the buildouts will be determined at the detailed design stage. Their positioning will be selected to provide motorists with appropriate advance warning of the buildout features and associated carriageway narrowing, while minimising any adverse impact on effective footway width.</p> |  |

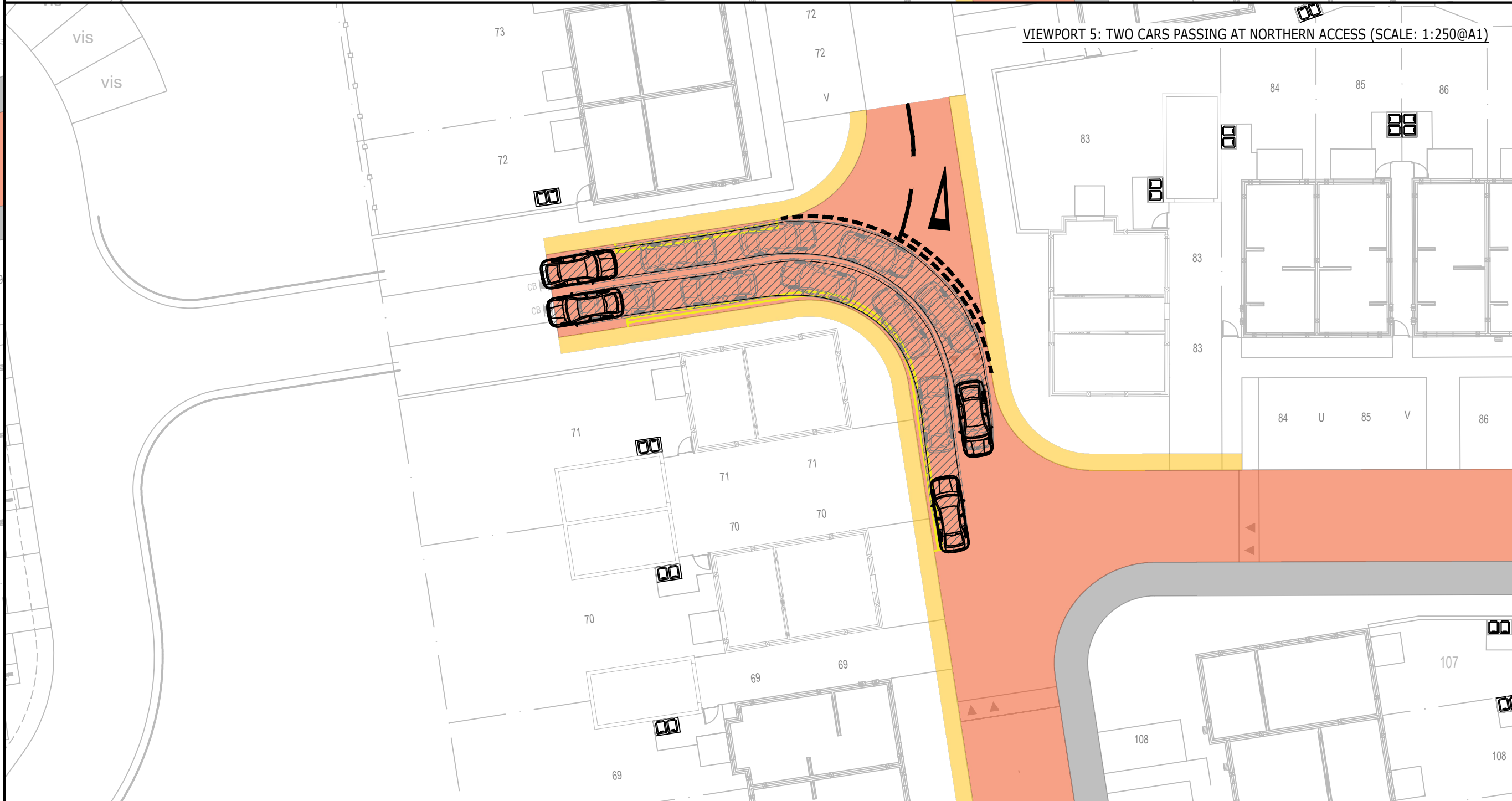
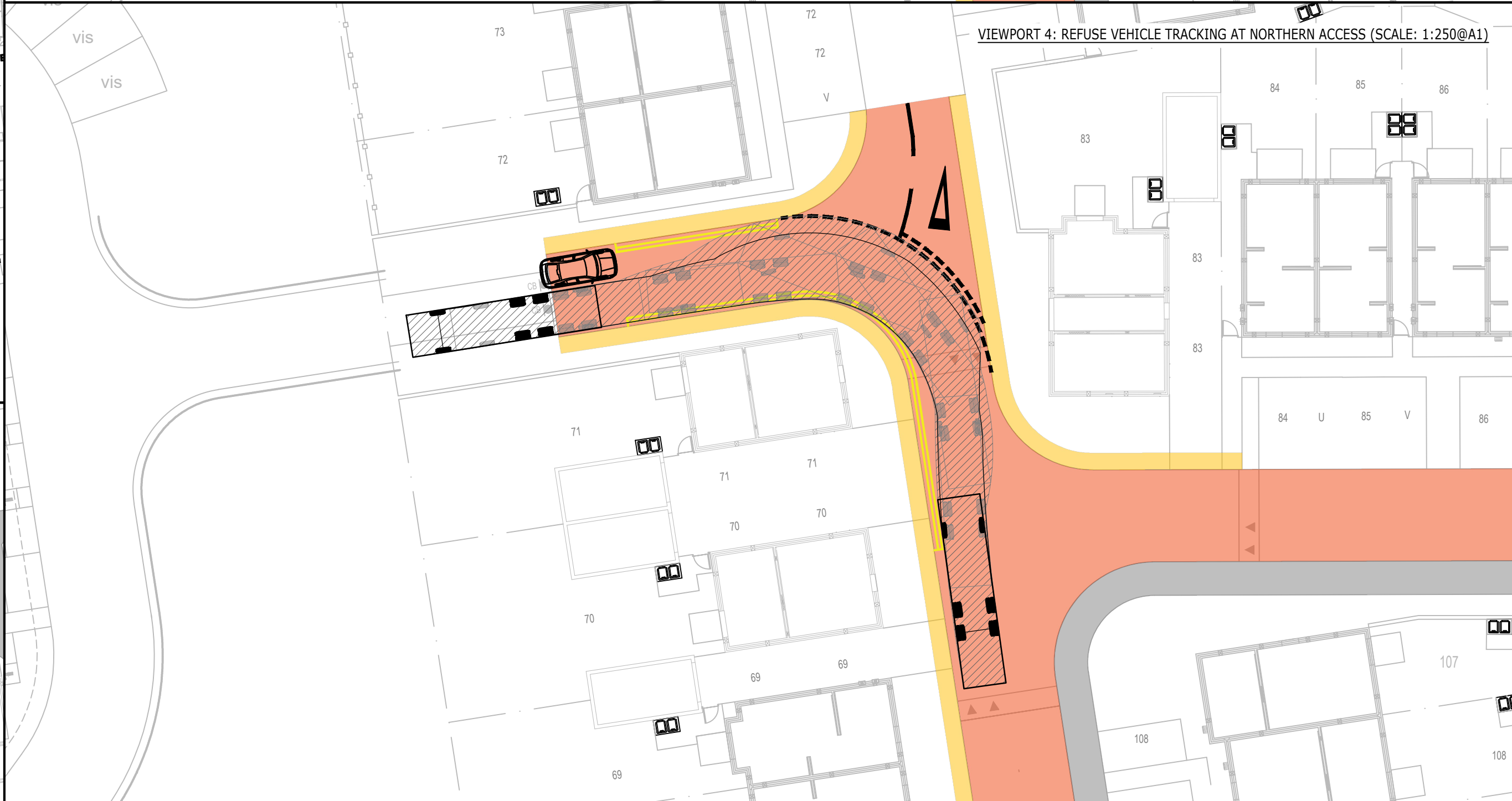
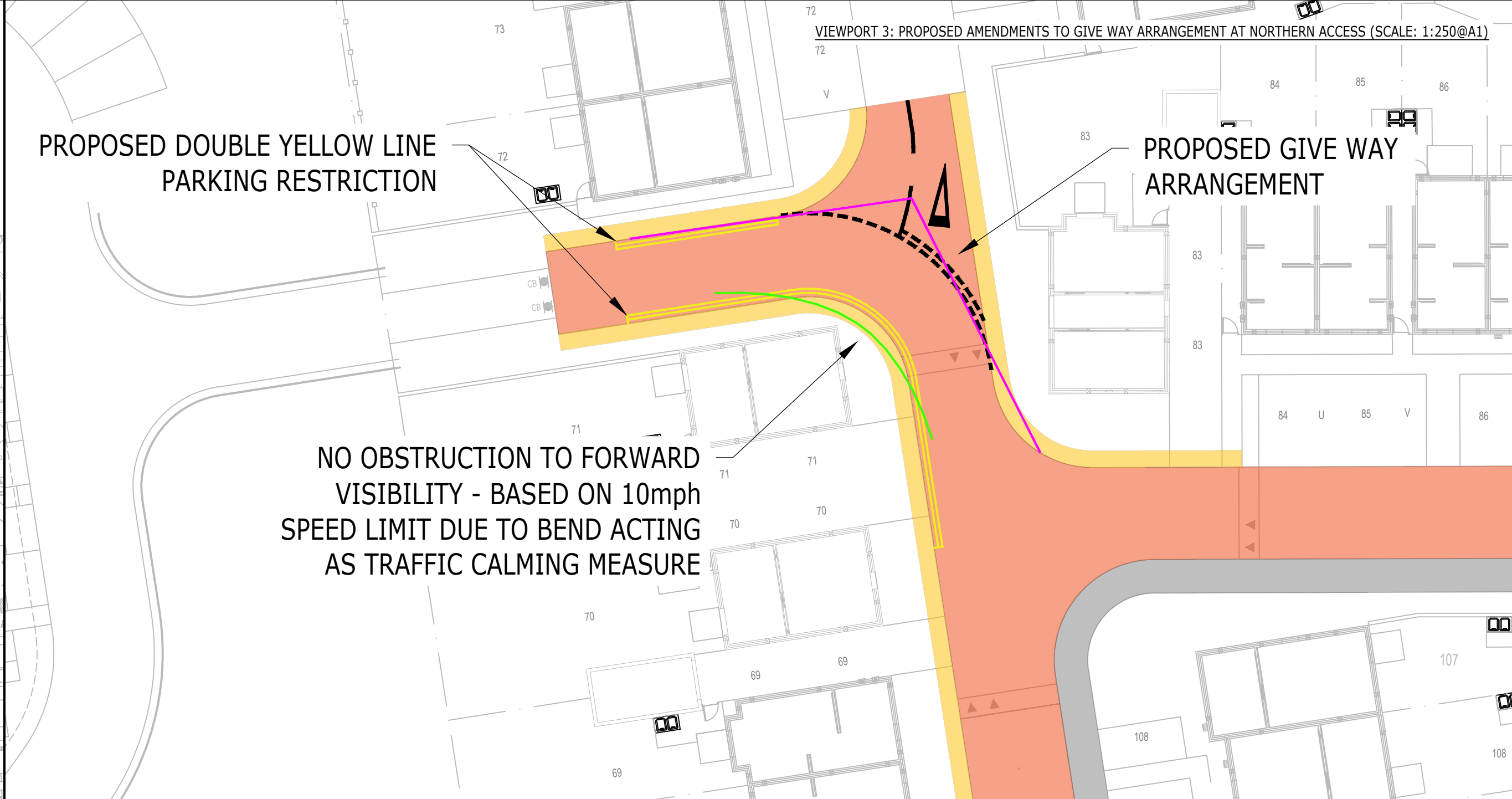
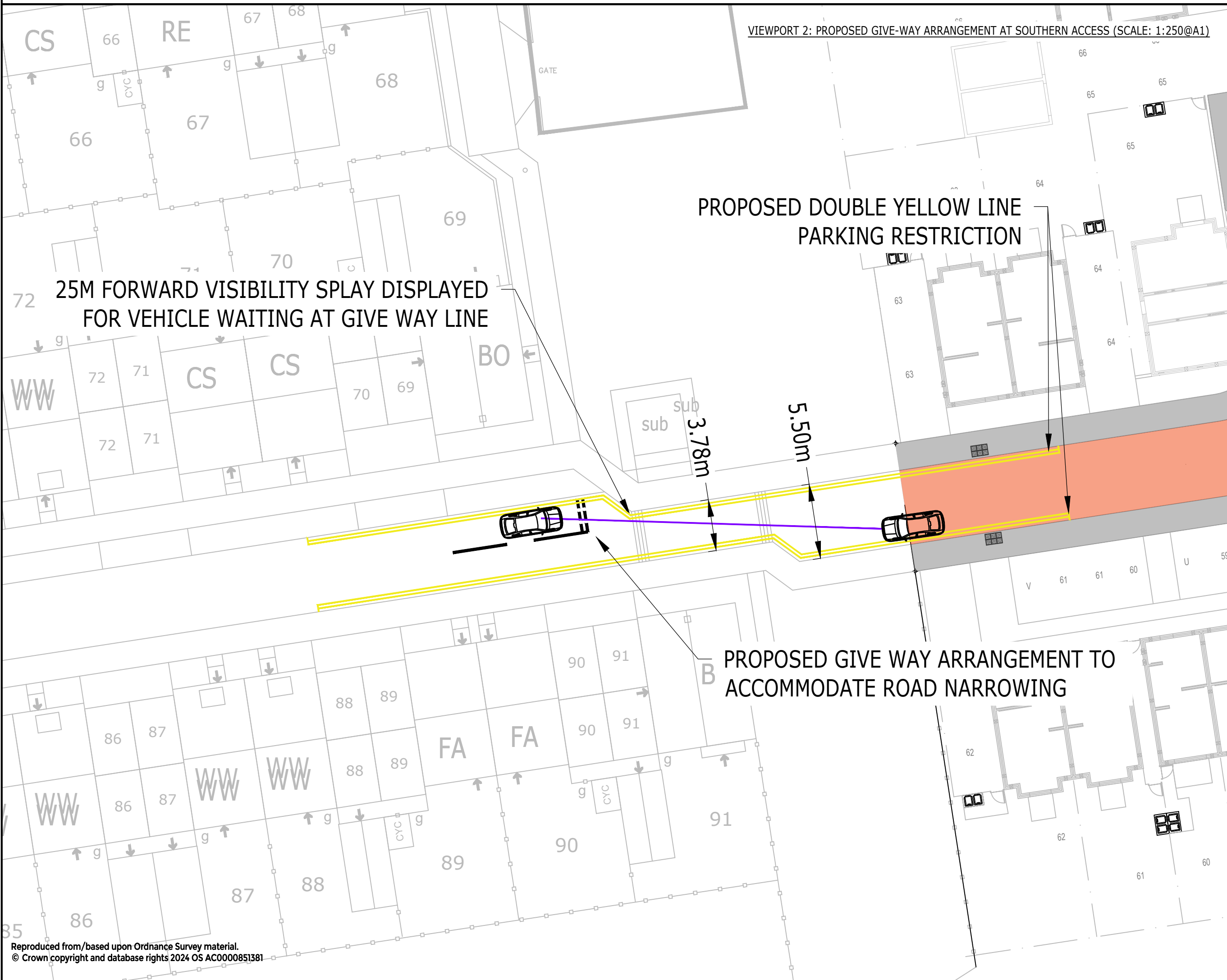
**Table 2.5:** Design Organisation Statement

|                                                                                                                                                                               |                             |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------|
| <b>On behalf of the design organisation I certify that:</b>                                                                                                                   |                             |
| <b>1) the RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Overseeing Organisation.</b> |                             |
| Name:                                                                                                                                                                         | Andrew Braun                |
| Position:                                                                                                                                                                     | Associate Director          |
| Signed:                                                                                                                                                                       | <i>Andrew Braun</i>         |
| Organisation                                                                                                                                                                  | Ardent Consulting Engineers |
| Date:                                                                                                                                                                         | 27.02.2026                  |

**Table 2.6:** Overseeing Organisation Statement

|                                                                                                                                                                               |  |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|
| <b>On behalf of the Overseeing Organisation I certify that:</b>                                                                                                               |  |
| <b>1) the RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the design organisation; and</b> |  |
| <b>2) the agreed RSA actions will be progressed.</b>                                                                                                                          |  |
| Name:                                                                                                                                                                         |  |
| Position:                                                                                                                                                                     |  |
| Signed:                                                                                                                                                                       |  |
| Organisation                                                                                                                                                                  |  |
| Date:                                                                                                                                                                         |  |

## 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.
- DO NOT SCALE FROM THIS DRAWING. WORK FROM FIGURED DIMENSIONS ONLY.
- ALL DIMENSIONS SHOWN ON THIS DRAWING ARE IN METRES UNLESS OTHERWISE STATED.
- ALL DIMENSIONS, LEVELS AND SURVEY GRID CO-ORDINATES ARE TO BE CHECKED ON SITE AND THE ENGINEER NOTIFIED IMMEDIATELY OF ANY DISCREPANCIES PRIOR TO THE COMMENCEMENT OF THE WORKS.
- 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 SPLAY (15mph)
- 25m FORWARD VISIBILITY SPLAY (20mph)
- 11m FORWARD VISIBILITY SPLAY (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               | 1.768m |
| 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 |

|          |                            |         |     |     |          |
|----------|----------------------------|---------|-----|-----|----------|
| A        | IN RESPONSE TO STAGE 1 RSA | SS      | JE  | AB  | 23.02.26 |
| Rev      | Description                | Drn     | Chk | App | Date     |
| Purpose: | PRELIMINARY                | Status: | -   |     |          |

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

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

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

|          |            |             |          |
|----------|------------|-------------|----------|
| Drawn by | Checked by | Approved by | Revision |
| SL       | SL         | PR          | A        |

AS SHOWN NOV 2025

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

**Appendix A**  
**Stage 1 Road Safety Audit**



**Road Safety Audit Stage 1**  
**Elizabeth Square development**  
**Goring-by-sea**  
**West Sussex**

**Date: February 2026**

**Report produced for: Ardent Consulting Engineers**

**Report produced by: M & S Traffic**

Registered Office: 32 Hamelin Road, Gillingham, Kent ME7 3EX Company Reg. No. 06730905

**DOCUMENT CONTROL SHEET**

M&S Traffic has prepared this report in accordance with the instructions from Ardent Consulting Engineers. M&S Traffic shall not be liable for the use of any information contained herein for any purpose other than the sole and specific use for which it was prepared.

|                     |                                                                     |
|---------------------|---------------------------------------------------------------------|
| Report Title:       | Martlets Way, NIB and SGN - Durrington<br>Road Safety Audit Stage 1 |
| Document reference: | ARD/26/2505550/ES/1/AA                                              |
| Prepared by:        | M & S Traffic                                                       |
| On behalf of:       | West Sussex County Council                                          |

**Record of Issue**

| Revision Status | Prepared by:<br>(Name) | Checked by:<br>(Name) | Approved by<br>(Signature) | Date Approved                 |
|-----------------|------------------------|-----------------------|----------------------------|-------------------------------|
| 1               | Bryan<br>Shawyer       | Alex Allen            |                            | 6 <sup>th</sup> February 2026 |

**Distribution**

| Organisation                | Contact     | Copies |
|-----------------------------|-------------|--------|
| Ardent Consulting Engineers | Joe Earp    | -      |
| Ardent Consulting Engineers | Paul Rynton | -      |

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Appendix A..... List of drawings

Appendix B..... Comment location drawing

## 1 INTRODUCTION

- 1.1 This report describes a Stage 1 Road Safety Audit carried out on proposed road layout changes within the partially complete Elizabeth Square development, north of Barrington Way, Goring-by-Sea, pertaining to access strategy. These consisted of:

- Priority give way over narrowed road table on Sword Street.
- Change of priority at existing give way junction to the north west of the development.

The Audit was requested by the design organisation, Ardent Consulting Engineers, Third Floor, The Hallmark Building, 52-56 Leadenhall Street, London, EC3M 5JE on behalf of West Sussex County Council, as the Overseeing Organisation.

- 1.2 The Audit Team membership was as follows:

**Audit Team Leader**

Bryan Shawyer, B.Eng. (Hons), MSc, MCIHT, MSoRSA  
National Highways Approved RSA Certificate of Competency

**Audit Team Member**

Alex Allen, AMIHE  
RoSPA Cert. of Professional Competency

- 1.3 The audit was undertaken following the principles of GG 119, The Design Manual for Roads and Bridges. The documents available at the time the report was compiled are detailed in Appendix A.
- 1.4 The Audit took place at the Gillingham offices of M&S Traffic in January 2026 and comprised an examination of the documents provided as listed in Appendix A. A joint visit to the site of the proposed scheme was undertaken on the 28<sup>th</sup> January 2026 between 13:45 and 14:30. Weather conditions at the time were fine and the road surface was dry. Traffic flows and free flow speeds were low where construction was on-going. There were no pedestrian or cycle movements observed during the site visit.
- 1.5 The report has been compiled, only with regards to the safety implications for road users of the layout presented in the supplied drawings. It has not been examined or verified for compliance with any other standards or criteria. This safety audit does not perform any "Technical Check" function on these proposals. It is assumed that the Project Sponsor is satisfied that such a "Technical Check" has been successfully completed prior to requesting this safety audit.
- 1.6 The auditors have not been informed of any Departures from Standard.
- 1.7 All comments and recommendations are referenced to the detailed drawings, and the locations have been detailed relating to the plans supplied with the audit brief, Appendix B.

## **2 SAFETY ISSUES RAISED AT PREVIOUS AUDITS**

2.1 No previous safety audits were submitted for assessment.

### 3 ITEMS RAISED AT THE STAGE 1 AUDIT

#### 3.1 General

##### 3.1.1 PROBLEM

**Location:** Proposed priority give way changes to northwest of the development.

**Summary:** Presence of a ramped table on the exit of the bend could lead to loss of control or dismount collisions for two wheeled vehicles.

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.

#### **RECOMMENDATION**

It is recommended that the ramped table design be reviewed to incorporate the proposed priority give way junction.

##### 3.1.2 PROBLEM

**Location:** Proposed priority give way changes to northwest of the development.

**Summary:** Ponding could lead to loss of control collisions.

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

#### **RECOMMENDATION**

It is recommended that suitable drainage be provided at Stage 2 Safety Audit.

### **3.2 Local Alignment**

#### **3.2.1 PROBLEM**

**Location:** Proposed priority give way changes to northwest of development.

**Summary:** Insufficient road space could increase the risk of head on collisions or vehicle to pedestrian collisions.

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.

#### **RECOMMENDATION**

It is recommended that the design allow for large vehicles to navigate the bend without the potential of footpath overruns and with minimal opposing lane incursion.

### **3.3 Junctions**

3.3.1 No problems were identified in this category at this Stage 1 Road Safety Audit.

### **3.4 Non-Motorised User (NMU) Provision**

3.4.1 No problems were identified in this category at this Stage 1 Road Safety Audit.

### **3.5 Road Signs, Carriageway Markings and Lighting**

#### **3.5.1 PROBLEM**

**Location:** Proposed priority give way changes to northwest of development.

**Summary:** Lack of parking restrictions could see visibility splay and sightlines compromised on approach to the bend, leading vehicles to have head on collisions or rear end shunts.

No lining details were provided. 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.

#### **RECOMMENDATION**

It is recommended that parking restrictions be provided on approach to and through the bend.

### 3.5.2 PROBLEM

**Location:** Proposed priority working system on Sword Street.

**Summary:** Lack of parking restrictions could lead to side swipe collisions.

No lining details were provided. A lack of parking restrictions on and around the approach to the narrow give way section could see parked vehicles compromising forward visibility, leading to an increased risk of side swipes between moving and stationary vehicles.

### RECOMMENDATION

It is recommended that parking restrictions be provided on the approach to and through the narrowed section of Sword Street.

### 3.5.3 PROBLEM

**Location:** Proposed priority working system on Sword Street.

**Summary:** Lack of appropriate signage could see confusion from drivers approaching from the east, potentially creating head on collision or rear end shunts.

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.

### RECOMMENDATION

It is recommended that appropriate signing be used to inform drivers of priority working system.

### 3.5.4 PROBLEM

**Location:** Proposed priority working system on Sword Street.

**Summary:** Inappropriate warning of the buildout could lead to kerb strikes and loss of control collisions.

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.

### RECOMMENDATION

It is recommended that reflective bollards be installed on the buildouts.

## 4 AUDITOR TEAM STATEMENT

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

### Audit Team Leader

Bryan Shawyer  
BEng (Hons), MSc, MCIHT, MSoRSA  
National Highways Approved RSA Certificate of Competency

Signed:  Date: 06/02/2026

### Audit Team Member

Alex Allen, AMIE  
RoSPA Cert. of Professional Competency

Signed:  Date: 06/02/2026

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[www.mstraffic.co.uk](http://www.mstraffic.co.uk)

**APPENDIX A**

List of drawings and documentation submitted for auditing:

| <b>Drawing Number</b>       | <b>Title</b>                                          |
|-----------------------------|-------------------------------------------------------|
| 2505550-ACE-XX-XX-DR-C-0503 | PROPOSED SITE ACCESS STRATEGY -<br>RESIDENTIAL PARCEL |

**Supporting documentation:**

- Covering emails, Ardent Consulting Engineers.

**APPENDIX B**

Plan attached showing the locations of the problems identified as part of this audit (location numbers refer to paragraph numbers in the report).



**Appendix G**  
**TRICS Output Data**

Audit Code: befb4af-ea8d-4d46-8092-507413a221f0

Filtering Summary:

Land Use: 02/D EMPLOYMENT/INDUSTRIAL ESTATE

Selected Trip Rate Calculation Parameter Range: 552 - 5000 sqm GFA

Actual Trip Rate Calculation Parameter Range: 1138 - 4876 sqm GFA

Date Range: Minimum: 31/03/1982 Maximum: 08/10/2024

Parking Spaces Range: All Surveys Selected

Population Within 500m Range: 81 3746

Days of the week selected:

|           |   |
|-----------|---|
| Friday    | 2 |
| Monday    | 3 |
| Tuesday   | 1 |
| Wednesday | 1 |

Main Location Types selected:

|                     |   |
|---------------------|---|
| Edge of Town        | 5 |
| Edge of Town Centre | 1 |
| Suburban Area       | 1 |

Inclusion of Servicing Vehicles Counts:

|                             |   |
|-----------------------------|---|
| Servicing Vehicle Excluded  | 3 |
| Servicing Vehicles Included | 4 |

Population <1 Mile ranges selected:

|                  |   |
|------------------|---|
| 10,001 to 15,000 | 2 |
| 15,001 to 20,000 | 1 |
| 20,001 to 25,000 | 1 |
| 25,001 to 50,000 | 3 |



Audit Code: befb4af-ea8d-4d46-8092-507413a221f0

Population <5 Mile ranges selected:

|                    |   |
|--------------------|---|
| 100,001 to 125,000 | 1 |
| 125,001 to 250,000 | 3 |
| 250,001 to 500,000 | 2 |
| 500,001 or More    | 1 |

Car Ownership <5 Mile ranges selected:

|            |   |
|------------|---|
| 0.6 to 1.0 | 4 |
| 1.1 to 1.5 | 3 |

PTAL Rating:

|                 |   |
|-----------------|---|
| No PTAL Present | 7 |
|-----------------|---|



Audit Code: befb4af-ea8d-4d46-8092-507413a221f0

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 02 - EMPLOYMENT

Category: D - INDUSTRIAL ESTATE

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

|    |                                |                 |
|----|--------------------------------|-----------------|
| 01 | GREATER LONDON                 |                 |
|    | BE                             | BEXLEY          |
|    |                                | 1 day           |
| 03 | SOUTH WEST                     |                 |
|    | DV                             | DEVON           |
|    |                                | 1 day           |
| 06 | WEST MIDLANDS                  |                 |
|    | WM                             | WEST MIDLANDS   |
|    |                                | 2 days          |
| 07 | YORKSHIRE & NORTH LINCOLNSHIRE |                 |
|    | AK                             | WAKEFIELD       |
|    |                                | 2 days          |
|    | NY                             | NORTH YORKSHIRE |
|    |                                | 1 day           |

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

Audit Code: befb4af-ea8d-4d46-8092-507413a221f0

#### Primary Filtering Selection:

*This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.*

|                         |                          |
|-------------------------|--------------------------|
| Parameter:              | GFA                      |
| Actual Range:           | 1138 to 4876 (units:sqm) |
| Range Selected by User: | 552 to 5000 (units:sqm)  |
| Parking Spaces Range:   | 0 - 2130                 |

#### Public Transport Provision:

|               |                      |
|---------------|----------------------|
| Selection by: | All Surveys Included |
| Date Range:   | 31/03/82 to 08/10/24 |

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

#### Selected survey days:

|           |        |
|-----------|--------|
| Friday    | 2 days |
| Monday    | 3 days |
| Tuesday   | 1 days |
| Wednesday | 1 days |

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

#### Selected survey types:

|                     |   |
|---------------------|---|
| Manual count        | 7 |
| Direction ATC Count | 0 |

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

#### Selected Locations:

|                     |        |
|---------------------|--------|
| Edge of Town        | 5 days |
| Edge of Town Centre | 1 days |
| Suburban Area       | 1 days |

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

#### Selected Location Sub Categories:

|                  |        |
|------------------|--------|
| Development Zone | 1 days |
| Industrial Zone  | 3 days |
| No Sub Category  | 2 days |
| Residential Zone | 1 days |

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

#### Inclusion of Servicing Vehicle Counts:

|                             |        |
|-----------------------------|--------|
| Servicing vehicles Included | 4 days |
| Servicing vehicles Unknown  | 3 days |

Audit Code: befb4af-ea8d-4d46-8092-507413a221f0

Secondary Filtering Selection:

Use Class:

Not Known 7 surveys

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

Population within 500m Range:

81 - 5250

Population within 1 mile:

|                  |           |
|------------------|-----------|
| 10,001 to 15,000 | 2 surveys |
| 15,001 to 20,000 | 1 surveys |
| 20,001 to 25,000 | 1 surveys |
| 25,001 to 50,000 | 3 surveys |

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

Population within 5 miles:

|                    |           |
|--------------------|-----------|
| 100,001 to 125,000 | 1 surveys |
| 125,001 to 250,000 | 3 surveys |
| 250,001 to 500,000 | 2 surveys |
| 500,001 or More    | 1 surveys |

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

Car ownership within 5 miles:

|            |           |
|------------|-----------|
| 0.6 to 1.0 | 4 surveys |
| 1.1 to 1.5 | 3 surveys |

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



Audit Code: befb4af-ea8d-4d46-8092-507413a221f0

Petrol filling station:

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

Travel Plan:

|    |           |
|----|-----------|
| No | 7 surveys |
|----|-----------|

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

PTAL Rating:

|                 |           |
|-----------------|-----------|
| 1b - Very poor  | 1 surveys |
| No PTAL Present | 6 surveys |

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

COVID-19 Restrictions:

No

Audit Code: befb4af-ea8d-4d46-8092-507413a221f0

LIST OF SITES relevant to selection parameters:

|                     |                     |                      |                          |
|---------------------|---------------------|----------------------|--------------------------|
| Site 1:             | AK-02-D-01          | Site area:           | 0.5 hect                 |
| Development Name:   | INDUSTRIAL ESTATE   | Gross floor area:    | 1776 sqm                 |
| Location:           | CASTLEFORD          | Parking Spaces:      | 50.00                    |
| Postcode:           | WF10 4SR            | Number of employees: | 20.00                    |
| Main Location Type: | Edge of Town        | Survey Date:         |                          |
| Sub Location Type:  | Development Zone    | Survey Day:          |                          |
| PTAL:               | n/a                 |                      |                          |
| Site 2:             | AK-02-D-03          | Site area:           | 0.699999988079071 hect   |
| Development Name:   | INDUSTRIAL ESTATE   | Gross floor area:    | 3191 sqm                 |
| Location:           | CASTLEFORD          | Parking Spaces:      | 58.00                    |
| Postcode:           | WF10 4UA            | Number of employees: | 61.00                    |
| Main Location Type: | Edge of Town        | Survey Date:         |                          |
| Sub Location Type:  | No Sub Category     | Survey Day:          |                          |
| PTAL:               | n/a                 |                      |                          |
| Site 3:             | BE-02-D-01          | Site area:           | 0.7200000286102295 hect  |
| Development Name:   | INDUSTRIAL ESTATE   | Gross floor area:    | 3300 sqm                 |
| Location:           | ERITH               | Parking Spaces:      | 74.00                    |
| Postcode:           | DA17 6AX            | Number of employees: | 160.00                   |
| Main Location Type: | Edge of Town        | Survey Date:         | 19/09/2018               |
| Sub Location Type:  | Industrial Zone     | Survey Day:          | Wednesday                |
| PTAL:               | 1B                  |                      |                          |
| Site 4:             | DV-02-D-07          | Site area:           | 0.949999988079071 hect   |
| Development Name:   | INDUSTRIAL ESTATE   | Gross floor area:    | 3600 sqm                 |
| Location:           | EXETER              | Parking Spaces:      | 44.00                    |
| Postcode:           | EX2 7LW             | Number of employees: | 77.00                    |
| Main Location Type: | Edge of Town        | Survey Date:         |                          |
| Sub Location Type:  | Industrial Zone     | Survey Day:          |                          |
| PTAL:               | n/a                 |                      |                          |
| Site 5:             | NY-02-D-04          | Site area:           | 0.8399999737739563 hect  |
| Development Name:   | INDUSTRIAL ESTATE   | Gross floor area:    | 1660 sqm                 |
| Location:           | KNARESBOROUGH       | Parking Spaces:      | 163.00                   |
| Postcode:           | HG5 8FA             | Number of employees: | 54.00                    |
| Main Location Type: | Edge of Town        | Survey Date:         | 30/06/2023               |
| Sub Location Type:  | Industrial Zone     | Survey Day:          | Friday                   |
| PTAL:               | n/a                 |                      |                          |
| Site 6:             | WM-02-D-03          | Site area:           | 0.27000001072883606 hect |
| Development Name:   | INDUSTRIAL ESTATE   | Gross floor area:    | 1138 sqm                 |
| Location:           | STOURBRIDGE         | Parking Spaces:      | 18.00                    |
| Postcode:           | DY8 4YJ             | Number of employees: | 35.00                    |
| Main Location Type: | Suburban Area       | Survey Date:         | 28/11/2017               |
| Sub Location Type:  | Residential Zone    | Survey Day:          | Tuesday                  |
| PTAL:               | n/a                 |                      |                          |
| Site 7:             | WM-02-D-04          | Site area:           | 0.4399999976158142 hect  |
| Development Name:   | INDUSTRIAL ESTATE   | Gross floor area:    | 1320 sqm                 |
| Location:           | COVENTRY            | Parking Spaces:      | 42.00                    |
| Postcode:           | CV1 2QZ             | Number of employees: |                          |
| Main Location Type: | Edge of Town Centre | Survey Date:         | 18/11/2022               |
| Sub Location Type:  | No Sub Category     | Survey Day:          | Friday                   |
| PTAL:               | n/a                 |                      |                          |

DESELECTED SURVEYS

| Site Ref   | Survey Date | Reason for Deselection  |
|------------|-------------|-------------------------|
| CA-02-D-02 | 19-10-2009  | Not previously assessed |
| DL-02-D-05 | 25-05-2023  | Not UK                  |
| ER-02-D-02 | 10-10-2001  | Not previously assessed |

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| Site Ref   | Survey Date | Reason for Deselection  |
|------------|-------------|-------------------------|
| EX-02-D-03 | 18-05-2018  | Too major               |
| FA-02-D-03 | 31-05-2013  | Not previously assessed |
| KH-02-D-02 | 18-10-2001  | Not previously assessed |
| MS-02-D-05 | 18-10-2005  | Not previously assessed |
| PB-02-D-01 | 13-05-2008  | Not previously assessed |
| PB-02-D-02 | 22-10-2009  | Not previously assessed |

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TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

Total Vehicles

Calculation factor: 100 sqm

*\*BOLD print indicates peak (busiest) period*

| Time Range          | No. Days | Ave. GFA | Arrivals | Departures | Totals |
|---------------------|----------|----------|----------|------------|--------|
| 00:00-01:00         |          |          |          |            |        |
| 01:00-02:00         |          |          |          |            |        |
| 02:00-03:00         |          |          |          |            |        |
| 03:00-04:00         |          |          |          |            |        |
| 04:00-05:00         |          |          |          |            |        |
| 05:00-06:00         | 2        | 1490     | 0.101    | 0.034      | 0.135  |
| 06:00-07:00         | 2        | 1490     | 0.201    | 0.000      | 0.201  |
| 07:00-08:00         | 7        | 2284     | 0.726    | 0.282      | 1.008  |
| 08:00-09:00         | 7        | 2284     | 1.201    | 0.763      | 1.964  |
| 09:00-10:00         | 7        | 2284     | 0.813    | 0.769      | 1.582  |
| 10:00-11:00         | 7        | 2284     | 0.920    | 0.838      | 1.758  |
| 11:00-12:00         | 7        | 2284     | 1.007    | 1.070      | 2.077  |
| 12:00-13:00         | 7        | 2284     | 1.013    | 1.057      | 2.070  |
| 13:00-14:00         | 7        | 2284     | 0.888    | 0.895      | 1.783  |
| 14:00-15:00         | 7        | 2284     | 0.794    | 0.826      | 1.620  |
| 15:00-16:00         | 7        | 2284     | 0.732    | 0.813      | 1.545  |
| 16:00-17:00         | 7        | 2284     | 0.626    | 0.976      | 1.602  |
| 17:00-18:00         | 7        | 2284     | 0.300    | 0.801      | 1.101  |
| 18:00-19:00         | 7        | 2284     | 0.113    | 0.200      | 0.313  |
| 19:00-20:00         | 3        | 2093     | 0.016    | 0.048      | 0.064  |
| 20:00-21:00         | 3        | 2093     | 0.000    | 0.032      | 0.032  |
| 21:00-22:00         |          |          |          |            |        |
| 22:00-23:00         |          |          |          |            |        |
| 23:00-00:00         |          |          |          |            |        |
| <b>Total Rates:</b> |          |          | 9.451    | 9.404      | 18.855 |

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

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

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Audit Code: befb4af-ea8d-4d46-8092-507413a221f0

Parameter Summary:

|                                               |                         |
|-----------------------------------------------|-------------------------|
| Trip rate parameter range selected:           | 552 - 5000 (units: sqm) |
| Survey date date range:                       | 15/05/2017 - 30/06/2023 |
| Number of weekdays (Monday-Friday):           | 7                       |
| Number of Saturdays:                          | 0                       |
| Number of Sundays:                            | 0                       |
| Surveys automatically removed from selection: | 9                       |
| Surveys manually removed from selection:      | 0                       |

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

Audit Code: befb4af-ea8d-4d46-8092-507413a221f0

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

Total People

Calculation factor: 100 sqm

*\*BOLD print indicates peak (busiest) period*

| Time Range          | No. Days | Ave. GFA | Arrivals      | Departures    | Totals        |
|---------------------|----------|----------|---------------|---------------|---------------|
| 00:00-01:00         |          |          |               |               |               |
| 01:00-02:00         |          |          |               |               |               |
| 02:00-03:00         |          |          |               |               |               |
| 03:00-04:00         |          |          |               |               |               |
| 04:00-05:00         |          |          |               |               |               |
| 05:00-06:00         | 2        | 1490     | 0.101         | 0.034         | 0.135         |
| 06:00-07:00         | 2        | 1490     | 0.235         | 0.000         | 0.235         |
| 07:00-08:00         | 7        | 2284     | 0.920         | 0.363         | 1.283         |
| 08:00-09:00         | 7        | 2284     | 1.589         | 1.001         | 2.590         |
| 09:00-10:00         | 7        | 2284     | 1.001         | 0.920         | 1.921         |
| 10:00-11:00         | 7        | 2284     | 1.176         | 1.095         | 2.271         |
| 11:00-12:00         | 7        | 2284     | 1.314         | 1.370         | 2.684         |
| 12:00-13:00         | 7        | 2284     | 1.270         | 1.364         | 2.634         |
| 13:00-14:00         | 7        | 2284     | 1.089         | 1.095         | 2.184         |
| 14:00-15:00         | 7        | 2284     | 1.051         | 1.057         | 2.108         |
| 15:00-16:00         | 7        | 2284     | 0.945         | 1.070         | 2.015         |
| 16:00-17:00         | 7        | 2284     | 0.801         | 1.245         | 2.046         |
| 17:00-18:00         | 7        | 2284     | 0.357         | 1.120         | 1.477         |
| 18:00-19:00         | 7        | 2284     | 0.119         | 0.244         | 0.363         |
| 19:00-20:00         | 3        | 2093     | 0.016         | 0.080         | 0.096         |
| 20:00-21:00         | 3        | 2093     | 0.000         | 0.016         | 0.016         |
| 21:00-22:00         |          |          |               |               |               |
| 22:00-23:00         |          |          |               |               |               |
| 23:00-00:00         |          |          |               |               |               |
| <b>Total Rates:</b> |          |          | <b>11.984</b> | <b>12.074</b> | <b>24.058</b> |

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

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

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Audit Code: befb4af-ea8d-4d46-8092-507413a221f0

Parameter Summary:

|                                               |                         |
|-----------------------------------------------|-------------------------|
| Trip rate parameter range selected:           | 552 - 5000 (units: sqm) |
| Survey date date range:                       | 15/05/2017 - 30/06/2023 |
| Number of weekdays (Monday-Friday):           | 7                       |
| Number of Saturdays:                          | 0                       |
| Number of Sundays:                            | 0                       |
| Surveys automatically removed from selection: | 9                       |
| Surveys manually removed from selection:      | 0                       |

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

Audit Code: befb4af-ea8d-4d46-8092-507413a221f0

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

Cyclists

Calculation factor: 100 sqm

\*BOLD print indicates peak (busiest) period

| Time Range          | No. Days | Ave. GFA | Arrivals     | Departures   | Totals       |
|---------------------|----------|----------|--------------|--------------|--------------|
| 00:00-01:00         |          |          |              |              |              |
| 01:00-02:00         |          |          |              |              |              |
| 02:00-03:00         |          |          |              |              |              |
| 03:00-04:00         |          |          |              |              |              |
| 04:00-05:00         |          |          |              |              |              |
| 05:00-06:00         | 2        | 1490     | 0.000        | 0.000        | 0.000        |
| 06:00-07:00         | 2        | 1490     | 0.000        | 0.000        | 0.000        |
| 07:00-08:00         | 7        | 2284     | 0.019        | 0.000        | 0.019        |
| 08:00-09:00         | 7        | 2284     | 0.013        | 0.000        | 0.013        |
| 09:00-10:00         | 7        | 2284     | 0.013        | 0.000        | 0.013        |
| 10:00-11:00         | 7        | 2284     | 0.000        | 0.000        | 0.000        |
| 11:00-12:00         | 7        | 2284     | 0.006        | 0.000        | 0.006        |
| 12:00-13:00         | 7        | 2284     | 0.006        | 0.000        | 0.006        |
| 13:00-14:00         | 7        | 2284     | 0.000        | 0.000        | 0.000        |
| 14:00-15:00         | 7        | 2284     | 0.000        | 0.013        | 0.013        |
| 15:00-16:00         | 7        | 2284     | 0.000        | 0.006        | 0.006        |
| 16:00-17:00         | 7        | 2284     | 0.000        | 0.006        | 0.006        |
| 17:00-18:00         | 7        | 2284     | 0.000        | 0.031        | 0.031        |
| 18:00-19:00         | 7        | 2284     | 0.000        | 0.000        | 0.000        |
| 19:00-20:00         | 3        | 2093     | 0.000        | 0.000        | 0.000        |
| 20:00-21:00         | 3        | 2093     | 0.000        | 0.000        | 0.000        |
| 21:00-22:00         |          |          |              |              |              |
| 22:00-23:00         |          |          |              |              |              |
| 23:00-00:00         |          |          |              |              |              |
| <b>Total Rates:</b> |          |          | <b>0.057</b> | <b>0.056</b> | <b>0.113</b> |

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

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

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Audit Code: befb4af-ea8d-4d46-8092-507413a221f0

Parameter Summary:

|                                               |                         |
|-----------------------------------------------|-------------------------|
| Trip rate parameter range selected:           | 552 - 5000 (units: sqm) |
| Survey date date range:                       | 03/07/2017 - 30/06/2023 |
| Number of weekdays (Monday-Friday):           | 3                       |
| Number of Saturdays:                          | 0                       |
| Number of Sundays:                            | 0                       |
| Surveys automatically removed from selection: | 9                       |
| Surveys manually removed from selection:      | 0                       |

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

Audit Code: befb4af-ea8d-4d46-8092-507413a221f0

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

PSVs

Calculation factor: 100 sqm

\*BOLD print indicates peak (busiest) period

| Time Range          | No. Days | Ave. GFA | Arrivals | Departures | Totals |
|---------------------|----------|----------|----------|------------|--------|
| 00:00-01:00         |          |          |          |            |        |
| 01:00-02:00         |          |          |          |            |        |
| 02:00-03:00         |          |          |          |            |        |
| 03:00-04:00         |          |          |          |            |        |
| 04:00-05:00         |          |          |          |            |        |
| 05:00-06:00         | 2        | 1490     | 0.000    | 0.000      | 0.000  |
| 06:00-07:00         | 2        | 1490     | 0.000    | 0.000      | 0.000  |
| 07:00-08:00         | 7        | 2284     | 0.000    | 0.000      | 0.000  |
| 08:00-09:00         | 7        | 2284     | 0.000    | 0.000      | 0.000  |
| 09:00-10:00         | 7        | 2284     | 0.000    | 0.006      | 0.006  |
| 10:00-11:00         | 7        | 2284     | 0.000    | 0.000      | 0.000  |
| 11:00-12:00         | 7        | 2284     | 0.000    | 0.000      | 0.000  |
| 12:00-13:00         | 7        | 2284     | 0.000    | 0.000      | 0.000  |
| 13:00-14:00         | 7        | 2284     | 0.000    | 0.000      | 0.000  |
| 14:00-15:00         | 7        | 2284     | 0.000    | 0.000      | 0.000  |
| 15:00-16:00         | 7        | 2284     | 0.000    | 0.000      | 0.000  |
| 16:00-17:00         | 7        | 2284     | 0.000    | 0.000      | 0.000  |
| 17:00-18:00         | 7        | 2284     | 0.000    | 0.000      | 0.000  |
| 18:00-19:00         | 7        | 2284     | 0.000    | 0.000      | 0.000  |
| 19:00-20:00         | 3        | 2093     | 0.000    | 0.000      | 0.000  |
| 20:00-21:00         | 3        | 2093     | 0.000    | 0.000      | 0.000  |
| 21:00-22:00         |          |          |          |            |        |
| 22:00-23:00         |          |          |          |            |        |
| 23:00-00:00         |          |          |          |            |        |
| <b>Total Rates:</b> |          |          | 0.000    | 0.006      | 0.006  |

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

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

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Audit Code: befb4af-ea8d-4d46-8092-507413a221f0

Parameter Summary:

|                                               |                         |
|-----------------------------------------------|-------------------------|
| Trip rate parameter range selected:           | 552 - 5000 (units: sqm) |
| Survey date date range:                       | 03/07/2017 - 03/07/2017 |
| Number of weekdays (Monday-Friday):           | 1                       |
| Number of Saturdays:                          | 0                       |
| Number of Sundays:                            | 0                       |
| Surveys automatically removed from selection: | 9                       |
| Surveys manually removed from selection:      | 0                       |

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

Audit Code: befb4af-ea8d-4d46-8092-507413a221f0

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

OGVs

Calculation factor: 100 sqm

\*BOLD print indicates peak (busiest) period

| Time Range          | No. Days | Ave. GFA | Arrivals     | Departures   | Totals       |
|---------------------|----------|----------|--------------|--------------|--------------|
| 00:00-01:00         |          |          |              |              |              |
| 01:00-02:00         |          |          |              |              |              |
| 02:00-03:00         |          |          |              |              |              |
| 03:00-04:00         |          |          |              |              |              |
| 04:00-05:00         |          |          |              |              |              |
| 05:00-06:00         | 2        | 1490     | 0.000        | 0.000        | 0.000        |
| 06:00-07:00         | 2        | 1490     | 0.000        | 0.000        | 0.000        |
| 07:00-08:00         | 7        | 2284     | 0.038        | 0.044        | 0.082        |
| 08:00-09:00         | 7        | 2284     | 0.056        | 0.050        | 0.106        |
| 09:00-10:00         | 7        | 2284     | 0.031        | 0.031        | 0.062        |
| 10:00-11:00         | 7        | 2284     | 0.025        | 0.013        | 0.038        |
| 11:00-12:00         | 7        | 2284     | 0.050        | 0.075        | 0.125        |
| 12:00-13:00         | 7        | 2284     | 0.050        | 0.044        | 0.094        |
| 13:00-14:00         | 7        | 2284     | 0.038        | 0.025        | 0.063        |
| 14:00-15:00         | 7        | 2284     | 0.013        | 0.031        | 0.044        |
| 15:00-16:00         | 7        | 2284     | 0.031        | 0.013        | 0.044        |
| 16:00-17:00         | 7        | 2284     | 0.019        | 0.019        | 0.038        |
| 17:00-18:00         | 7        | 2284     | 0.000        | 0.000        | 0.000        |
| 18:00-19:00         | 7        | 2284     | 0.000        | 0.000        | 0.000        |
| 19:00-20:00         | 3        | 2093     | 0.000        | 0.000        | 0.000        |
| 20:00-21:00         | 3        | 2093     | 0.000        | 0.000        | 0.000        |
| 21:00-22:00         |          |          |              |              |              |
| 22:00-23:00         |          |          |              |              |              |
| 23:00-00:00         |          |          |              |              |              |
| <b>Total Rates:</b> |          |          | <b>0.351</b> | <b>0.345</b> | <b>0.696</b> |

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

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

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Audit Code: befb4af-ea8d-4d46-8092-507413a221f0

Parameter Summary:

|                                               |                         |
|-----------------------------------------------|-------------------------|
| Trip rate parameter range selected:           | 552 - 5000 (units: sqm) |
| Survey date date range:                       | 15/05/2017 - 30/06/2023 |
| Number of weekdays (Monday-Friday):           | 6                       |
| Number of Saturdays:                          | 0                       |
| Number of Sundays:                            | 0                       |
| Surveys automatically removed from selection: | 9                       |
| Surveys manually removed from selection:      | 0                       |

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

Audit Code: befb4af-ea8d-4d46-8092-507413a221f0

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

Cars

Calculation factor: 100 sqm

\*BOLD print indicates peak (busiest) period

| Time Range          | No. Days | Ave. GFA | Arrivals | Departures | Totals |
|---------------------|----------|----------|----------|------------|--------|
| 00:00-01:00         |          |          |          |            |        |
| 01:00-02:00         |          |          |          |            |        |
| 02:00-03:00         |          |          |          |            |        |
| 03:00-04:00         |          |          |          |            |        |
| 04:00-05:00         |          |          |          |            |        |
| 05:00-06:00         | 2        | 1490     | 0.101    | 0.034      | 0.135  |
| 06:00-07:00         | 2        | 1490     | 0.101    | 0.000      | 0.101  |
| 07:00-08:00         | 7        | 2284     | 0.469    | 0.100      | 0.569  |
| 08:00-09:00         | 7        | 2284     | 0.663    | 0.213      | 0.876  |
| 09:00-10:00         | 7        | 2284     | 0.425    | 0.307      | 0.732  |
| 10:00-11:00         | 7        | 2284     | 0.438    | 0.394      | 0.832  |
| 11:00-12:00         | 7        | 2284     | 0.463    | 0.463      | 0.926  |
| 12:00-13:00         | 7        | 2284     | 0.500    | 0.525      | 1.025  |
| 13:00-14:00         | 7        | 2284     | 0.482    | 0.513      | 0.995  |
| 14:00-15:00         | 7        | 2284     | 0.482    | 0.475      | 0.957  |
| 15:00-16:00         | 7        | 2284     | 0.375    | 0.519      | 0.894  |
| 16:00-17:00         | 7        | 2284     | 0.350    | 0.694      | 1.044  |
| 17:00-18:00         | 7        | 2284     | 0.175    | 0.588      | 0.763  |
| 18:00-19:00         | 7        | 2284     | 0.081    | 0.169      | 0.250  |
| 19:00-20:00         | 3        | 2093     | 0.000    | 0.048      | 0.048  |
| 20:00-21:00         | 3        | 2093     | 0.000    | 0.016      | 0.016  |
| 21:00-22:00         |          |          |          |            |        |
| 22:00-23:00         |          |          |          |            |        |
| 23:00-00:00         |          |          |          |            |        |
| <b>Total Rates:</b> |          |          | 5.105    | 5.058      | 10.163 |

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

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

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Audit Code: befb4af-ea8d-4d46-8092-507413a221f0

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Parameter Summary:

|                                               |                         |
|-----------------------------------------------|-------------------------|
| Trip rate parameter range selected:           | 552 - 5000 (units: sqm) |
| Survey date date range:                       | 15/05/2017 - 30/06/2023 |
| Number of weekdays (Monday-Friday):           | 7                       |
| Number of Saturdays:                          | 0                       |
| Number of Sundays:                            | 0                       |
| Surveys automatically removed from selection: | 9                       |
| Surveys manually removed from selection:      | 0                       |

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

Audit Code: befb4af-ea8d-4d46-8092-507413a221f0

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

LGVs

Calculation factor: 100 sqm

*\*BOLD print indicates peak (busiest) period*

| Time Range          | No. Days | Ave. GFA | Arrivals     | Departures   | Totals       |
|---------------------|----------|----------|--------------|--------------|--------------|
| 00:00-01:00         |          |          |              |              |              |
| 01:00-02:00         |          |          |              |              |              |
| 02:00-03:00         |          |          |              |              |              |
| 03:00-04:00         |          |          |              |              |              |
| 04:00-05:00         |          |          |              |              |              |
| 05:00-06:00         | 2        | 1490     | 0.000        | 0.000        | 0.000        |
| 06:00-07:00         | 2        | 1490     | 0.101        | 0.000        | 0.101        |
| 07:00-08:00         | 7        | 2284     | 0.219        | 0.138        | 0.357        |
| 08:00-09:00         | 7        | 2284     | 0.482        | 0.500        | 0.982        |
| 09:00-10:00         | 7        | 2284     | 0.350        | 0.425        | 0.775        |
| 10:00-11:00         | 7        | 2284     | 0.450        | 0.425        | 0.875        |
| 11:00-12:00         | 7        | 2284     | 0.488        | 0.525        | 1.013        |
| 12:00-13:00         | 7        | 2284     | 0.457        | 0.482        | 0.939        |
| 13:00-14:00         | 7        | 2284     | 0.363        | 0.350        | 0.713        |
| 14:00-15:00         | 7        | 2284     | 0.300        | 0.313        | 0.613        |
| 15:00-16:00         | 7        | 2284     | 0.313        | 0.282        | 0.595        |
| 16:00-17:00         | 7        | 2284     | 0.256        | 0.250        | 0.506        |
| 17:00-18:00         | 7        | 2284     | 0.125        | 0.213        | 0.338        |
| 18:00-19:00         | 7        | 2284     | 0.031        | 0.031        | 0.062        |
| 19:00-20:00         | 3        | 2093     | 0.016        | 0.000        | 0.016        |
| 20:00-21:00         | 3        | 2093     | 0.000        | 0.016        | 0.016        |
| 21:00-22:00         |          |          |              |              |              |
| 22:00-23:00         |          |          |              |              |              |
| 23:00-00:00         |          |          |              |              |              |
| <b>Total Rates:</b> |          |          | <b>3.951</b> | <b>3.950</b> | <b>7.901</b> |

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

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

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Audit Code: befb4af-ea8d-4d46-8092-507413a221f0

Parameter Summary:

|                                               |                         |
|-----------------------------------------------|-------------------------|
| Trip rate parameter range selected:           | 552 - 5000 (units: sqm) |
| Survey date date range:                       | 15/05/2017 - 30/06/2023 |
| Number of weekdays (Monday-Friday):           | 7                       |
| Number of Saturdays:                          | 0                       |
| Number of Sundays:                            | 0                       |
| Surveys automatically removed from selection: | 9                       |
| Surveys manually removed from selection:      | 0                       |

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

Audit Code: befb4af-ea8d-4d46-8092-507413a221f0

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

Vehicle Occupants

Calculation factor: 100 sqm

*\*BOLD print indicates peak (busiest) period*

| Time Range          | No. Days | Ave. GFA | Arrivals      | Departures    | Totals        |
|---------------------|----------|----------|---------------|---------------|---------------|
| 00:00-01:00         |          |          |               |               |               |
| 01:00-02:00         |          |          |               |               |               |
| 02:00-03:00         |          |          |               |               |               |
| 03:00-04:00         |          |          |               |               |               |
| 04:00-05:00         |          |          |               |               |               |
| 05:00-06:00         | 2        | 1490     | 0.101         | 0.034         | 0.135         |
| 06:00-07:00         | 2        | 1490     | 0.235         | 0.000         | 0.235         |
| 07:00-08:00         | 7        | 2284     | 0.826         | 0.338         | 1.164         |
| 08:00-09:00         | 7        | 2284     | 1.433         | 0.932         | 2.365         |
| 09:00-10:00         | 7        | 2284     | 0.938         | 0.870         | 1.808         |
| 10:00-11:00         | 7        | 2284     | 1.114         | 1.032         | 2.146         |
| 11:00-12:00         | 7        | 2284     | 1.214         | 1.307         | 2.521         |
| 12:00-13:00         | 7        | 2284     | 1.214         | 1.289         | 2.503         |
| 13:00-14:00         | 7        | 2284     | 1.001         | 1.020         | 2.021         |
| 14:00-15:00         | 7        | 2284     | 0.945         | 1.007         | 1.952         |
| 15:00-16:00         | 7        | 2284     | 0.901         | 1.007         | 1.908         |
| 16:00-17:00         | 7        | 2284     | 0.719         | 1.157         | 1.876         |
| 17:00-18:00         | 7        | 2284     | 0.350         | 0.951         | 1.301         |
| 18:00-19:00         | 7        | 2284     | 0.113         | 0.225         | 0.338         |
| 19:00-20:00         | 3        | 2093     | 0.016         | 0.080         | 0.096         |
| 20:00-21:00         | 3        | 2093     | 0.000         | 0.016         | 0.016         |
| 21:00-22:00         |          |          |               |               |               |
| 22:00-23:00         |          |          |               |               |               |
| 23:00-00:00         |          |          |               |               |               |
| <b>Total Rates:</b> |          |          | <b>11.120</b> | <b>11.265</b> | <b>22.385</b> |

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

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

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Audit Code: befb4af-ea8d-4d46-8092-507413a221f0

Parameter Summary:

|                                               |                         |
|-----------------------------------------------|-------------------------|
| Trip rate parameter range selected:           | 552 - 5000 (units: sqm) |
| Survey date date range:                       | 15/05/2017 - 30/06/2023 |
| Number of weekdays (Monday-Friday):           | 7                       |
| Number of Saturdays:                          | 0                       |
| Number of Sundays:                            | 0                       |
| Surveys automatically removed from selection: | 9                       |
| Surveys manually removed from selection:      | 0                       |

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

Audit Code: befb4af-ea8d-4d46-8092-507413a221f0

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

Pedestrians

Calculation factor: 100 sqm

\*BOLD print indicates peak (busiest) period

| Time Range          | No. Days | Ave. GFA | Arrivals     | Departures   | Totals       |
|---------------------|----------|----------|--------------|--------------|--------------|
| 00:00-01:00         |          |          |              |              |              |
| 01:00-02:00         |          |          |              |              |              |
| 02:00-03:00         |          |          |              |              |              |
| 03:00-04:00         |          |          |              |              |              |
| 04:00-05:00         |          |          |              |              |              |
| 05:00-06:00         | 2        | 1490     | 0.000        | 0.000        | 0.000        |
| 06:00-07:00         | 2        | 1490     | 0.000        | 0.000        | 0.000        |
| 07:00-08:00         | 7        | 2284     | 0.038        | 0.025        | 0.063        |
| 08:00-09:00         | 7        | 2284     | 0.106        | 0.069        | 0.175        |
| 09:00-10:00         | 7        | 2284     | 0.050        | 0.050        | 0.100        |
| 10:00-11:00         | 7        | 2284     | 0.044        | 0.063        | 0.107        |
| 11:00-12:00         | 7        | 2284     | 0.075        | 0.063        | 0.138        |
| 12:00-13:00         | 7        | 2284     | 0.038        | 0.063        | 0.101        |
| 13:00-14:00         | 7        | 2284     | 0.081        | 0.075        | 0.156        |
| 14:00-15:00         | 7        | 2284     | 0.088        | 0.038        | 0.126        |
| 15:00-16:00         | 7        | 2284     | 0.044        | 0.025        | 0.069        |
| 16:00-17:00         | 7        | 2284     | 0.069        | 0.044        | 0.113        |
| 17:00-18:00         | 7        | 2284     | 0.006        | 0.044        | 0.050        |
| 18:00-19:00         | 7        | 2284     | 0.006        | 0.019        | 0.025        |
| 19:00-20:00         | 3        | 2093     | 0.000        | 0.000        | 0.000        |
| 20:00-21:00         | 3        | 2093     | 0.000        | 0.000        | 0.000        |
| 21:00-22:00         |          |          |              |              |              |
| 22:00-23:00         |          |          |              |              |              |
| 23:00-00:00         |          |          |              |              |              |
| <b>Total Rates:</b> |          |          | <b>0.645</b> | <b>0.578</b> | <b>1.223</b> |

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

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

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Audit Code: befb4af-ea8d-4d46-8092-507413a221f0

Parameter Summary:

|                                               |                         |
|-----------------------------------------------|-------------------------|
| Trip rate parameter range selected:           | 552 - 5000 (units: sqm) |
| Survey date date range:                       | 15/05/2017 - 30/06/2023 |
| Number of weekdays (Monday-Friday):           | 7                       |
| Number of Saturdays:                          | 0                       |
| Number of Sundays:                            | 0                       |
| Surveys automatically removed from selection: | 9                       |
| Surveys manually removed from selection:      | 0                       |

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

Audit Code: befb4af-ea8d-4d46-8092-507413a221f0

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

Public Transport Users

Calculation factor: 100 sqm

\*BOLD print indicates peak (busiest) period

| Time Range          | No. Days | Ave. GFA | Arrivals     | Departures   | Totals       |
|---------------------|----------|----------|--------------|--------------|--------------|
| 00:00-01:00         |          |          |              |              |              |
| 01:00-02:00         |          |          |              |              |              |
| 02:00-03:00         |          |          |              |              |              |
| 03:00-04:00         |          |          |              |              |              |
| 04:00-05:00         |          |          |              |              |              |
| 05:00-06:00         | 2        | 1490     | 0.000        | 0.000        | 0.000        |
| 06:00-07:00         | 2        | 1490     | 0.000        | 0.000        | 0.000        |
| 07:00-08:00         | 7        | 2284     | 0.038        | 0.000        | 0.038        |
| 08:00-09:00         | 7        | 2284     | 0.038        | 0.000        | 0.038        |
| 09:00-10:00         | 7        | 2284     | 0.000        | 0.000        | 0.000        |
| 10:00-11:00         | 7        | 2284     | 0.013        | 0.000        | 0.013        |
| 11:00-12:00         | 7        | 2284     | 0.019        | 0.000        | 0.019        |
| 12:00-13:00         | 7        | 2284     | 0.013        | 0.013        | 0.026        |
| 13:00-14:00         | 7        | 2284     | 0.006        | 0.000        | 0.006        |
| 14:00-15:00         | 7        | 2284     | 0.019        | 0.000        | 0.019        |
| 15:00-16:00         | 7        | 2284     | 0.000        | 0.031        | 0.031        |
| 16:00-17:00         | 7        | 2284     | 0.013        | 0.038        | 0.051        |
| 17:00-18:00         | 7        | 2284     | 0.000        | 0.088        | 0.088        |
| 18:00-19:00         | 7        | 2284     | 0.000        | 0.000        | 0.000        |
| 19:00-20:00         | 3        | 2093     | 0.000        | 0.000        | 0.000        |
| 20:00-21:00         | 3        | 2093     | 0.000        | 0.000        | 0.000        |
| 21:00-22:00         |          |          |              |              |              |
| 22:00-23:00         |          |          |              |              |              |
| 23:00-00:00         |          |          |              |              |              |
| <b>Total Rates:</b> |          |          | <b>0.159</b> | <b>0.170</b> | <b>0.329</b> |

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

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

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Audit Code: befb4af-ea8d-4d46-8092-507413a221f0

Parameter Summary:

|                                               |                         |
|-----------------------------------------------|-------------------------|
| Trip rate parameter range selected:           | 552 - 5000 (units: sqm) |
| Survey date date range:                       | 15/05/2017 - 30/06/2023 |
| Number of weekdays (Monday-Friday):           | 6                       |
| Number of Saturdays:                          | 0                       |
| Number of Sundays:                            | 0                       |
| Surveys automatically removed from selection: | 9                       |
| Surveys manually removed from selection:      | 0                       |

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

**Appendix H**  
**Residential Distribution**

WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)

ONS Crown Copyright Reserved [from Nomis on 5 November 2025]

population

units

date

method of travel to work

All usual residents aged 16 and over in employment the week before the census

Persons

2011

Driving a car or van



| area of workplace : 2011 local authority:<br>district / unitary | Driving a car or<br>van | % of all Car<br>Trips |
|-----------------------------------------------------------------|-------------------------|-----------------------|
| Worthing                                                        |                         |                       |
| E02006631 : Worthing 011                                        | 277                     | 16.6%                 |
| E02006633 : Worthing 013                                        | 163                     | 9.8%                  |
| E02006625 : Worthing 005                                        | 84                      | 5.0%                  |
| E02006623 : Worthing 003                                        | 69                      | 4.1%                  |
| E02006630 : Worthing 010                                        | 63                      | 3.8%                  |
| E02006626 : Worthing 006                                        | 62                      | 3.7%                  |
| E02006627 : Worthing 007                                        | 62                      | 3.7%                  |
| E02006628 : Worthing 008                                        | 48                      | 2.9%                  |
| E02006624 : Worthing 004                                        | 38                      | 2.3%                  |
| E02006632 : Worthing 012                                        | 37                      | 2.2%                  |
| E02006629 : Worthing 009                                        | 32                      | 1.9%                  |
| E02006621 : Worthing 001                                        | 18                      | 1.1%                  |
| E02006622 : Worthing 002                                        | 14                      | 0.8%                  |
|                                                                 |                         |                       |
| Arun                                                            |                         |                       |
| E02006549 : Arun 008                                            | 36                      | 2.2%                  |
| E02006545 : Arun 004                                            | 31                      | 1.9%                  |
| E02006543 : Arun 002                                            | 24                      | 1.4%                  |
| E02006546 : Arun 005                                            | 22                      | 1.3%                  |
| E02006548 : Arun 007                                            | 20                      | 1.2%                  |
| E02006550 : Arun 009                                            | 19                      | 1.1%                  |
| E02006552 : Arun 011                                            | 19                      | 1.1%                  |
| E02006542 : Arun 001                                            | 15                      | 0.9%                  |
| E02006547 : Arun 006                                            | 11                      | 0.7%                  |
| E02006551 : Arun 010                                            | 11                      | 0.7%                  |
| E02006544 : Arun 003                                            | 9                       | 0.5%                  |
| E02006558 : Arun 017                                            | 6                       | 0.4%                  |
|                                                                 |                         |                       |
| Districts                                                       |                         |                       |
| Adur                                                            | 97                      | 5.8%                  |
| Horsham                                                         | 95                      | 5.7%                  |
| Brighton and Hove                                               | 92                      | 5.5%                  |
| Crawley                                                         | 58                      | 3.5%                  |
| Chichester                                                      | 51                      | 3.1%                  |
| Mid Sussex                                                      | 33                      | 2.0%                  |
| Lewes                                                           | 26                      | 1.6%                  |
| Reigate and Banstead                                            | 7                       | 0.4%                  |
| Elmbridge                                                       | 6                       | 0.4%                  |
| Guildford                                                       | 6                       | 0.4%                  |
| Tandridge                                                       | 6                       | 0.4%                  |
|                                                                 |                         |                       |
| Total                                                           | 1,667                   | 100%                  |
|                                                                 |                         |                       |

| A                    | B              | C                  | D                  | TOTAL |
|----------------------|----------------|--------------------|--------------------|-------|
| The Boulevard<br>(N) | The Strand (W) | Goring Road<br>(W) | Goring Road<br>(E) | ALL   |
|                      |                |                    |                    |       |
|                      |                |                    | 100%               | 100%  |
|                      |                | 100%               |                    | 100%  |
| 100%                 |                |                    |                    | 100%  |
| 100%                 |                |                    |                    | 100%  |
|                      |                |                    | 100%               | 100%  |
| 33%                  | 34%            | 33%                |                    | 100%  |
| 100%                 |                |                    |                    | 100%  |
|                      |                |                    | 100%               | 100%  |
| 100%                 |                |                    |                    | 100%  |
|                      |                |                    | 100%               | 100%  |
| 50%                  |                |                    | 50%                | 100%  |
| 100%                 |                |                    |                    | 100%  |
| 100%                 |                |                    |                    | 100%  |
|                      |                |                    |                    |       |
|                      |                |                    |                    |       |
|                      | 33%            | 67%                |                    | 100%  |
| 50%                  | 50%            |                    |                    | 100%  |
| 100%                 |                |                    |                    | 100%  |
| 33%                  | 34%            | 33%                |                    | 100%  |
|                      | 100%           |                    |                    | 100%  |
|                      | 100%           |                    |                    | 100%  |
| 25%                  | 75%            |                    |                    | 100%  |
| 100%                 |                |                    |                    | 100%  |
|                      | 100%           |                    |                    | 100%  |
|                      | 75%            | 25%                |                    | 100%  |
| 100%                 |                |                    |                    | 100%  |
| 25%                  | 75%            |                    |                    | 100%  |
|                      |                |                    |                    |       |
|                      |                |                    |                    |       |
| 75%                  |                |                    | 25%                | 100%  |
| 100%                 |                |                    |                    | 100%  |
| 50%                  |                |                    | 50%                | 100%  |
| 100%                 |                |                    |                    | 100%  |
| 100%                 |                |                    |                    | 100%  |
| 100%                 |                |                    |                    | 100%  |
| 100%                 |                |                    |                    | 100%  |
| 100%                 |                |                    |                    | 100%  |
| 100%                 |                |                    |                    | 100%  |
| 100.0%               |                |                    |                    | 100%  |
|                      |                |                    |                    |       |
|                      |                |                    |                    |       |
|                      |                |                    |                    |       |

| A                    | B              | C                  | D                  | TOTAL |
|----------------------|----------------|--------------------|--------------------|-------|
| The Boulevard<br>(N) | The Strand (W) | Goring Road<br>(W) | Goring Road<br>(E) | ALL   |
|                      |                |                    |                    |       |
| 0                    | 0              | 0                  | 277                | 277   |
| 0                    | 0              | 163                | 0                  | 163   |
| 84                   | 0              | 0                  | 0                  | 84    |
| 69                   | 0              | 0                  | 0                  | 69    |
| 0                    | 0              | 0                  | 63                 | 63    |
| 20                   | 21             | 20                 | 0                  | 62    |
| 62                   | 0              | 0                  | 0                  | 62    |
| 0                    | 0              | 0                  | 48                 | 48    |
| 38                   | 0              | 0                  | 0                  | 38    |
| 0                    | 0              | 0                  | 37                 | 37    |
| 16                   | 0              | 0                  | 16                 | 32    |
| 18                   | 0              | 0                  | 0                  | 18    |
| 14                   | 0              | 0                  | 0                  | 14    |
|                      |                |                    |                    |       |
|                      |                |                    |                    |       |
| 0                    | 12             | 24                 | 0                  | 36    |
| 16                   | 16             | 0                  | 0                  | 31    |
| 24                   | 0              | 0                  | 0                  | 24    |
| 7                    | 7              | 7                  | 0                  | 22    |
| 0                    | 20             | 0                  | 0                  | 20    |
| 0                    | 19             | 0                  | 0                  | 19    |
| 5                    | 14             | 0                  | 0                  | 19    |
| 15                   | 0              | 0                  | 0                  | 15    |
| 0                    | 11             | 0                  | 0                  | 11    |
| 0                    | 8              | 3                  | 0                  | 11    |
| 9                    | 0              | 0                  | 0                  | 9     |
| 2                    | 5              | 0                  | 0                  | 6     |
|                      |                |                    |                    |       |
|                      |                |                    |                    |       |
| 73                   | 0              | 0                  | 24                 | 97    |
| 95                   | 0              | 0                  | 0                  | 95    |
| 46                   | 0              | 0                  | 46                 | 92    |
| 58                   | 0              | 0                  | 0                  | 58    |
| 51                   | 0              | 0                  | 0                  | 51    |
| 33                   | 0              | 0                  | 0                  | 33    |
| 26                   | 0              | 0                  | 0                  | 26    |
| 7                    | 0              | 0                  | 0                  | 7     |
| 6                    | 0              | 0                  | 0                  | 6     |
| 6                    | 0              | 0                  | 0                  | 6     |
| 6                    | 0              | 0                  | 0                  | 6     |
|                      |                |                    |                    |       |
| 805                  | 133            | 218                | 511                | 1,667 |
| 48%                  | 8%             | 13%                | 31%                | 100%  |

PERCENTAGE DISTRIBUTION  
(RESIDENTIAL)

**Arr**

| Route for Southbound Trips                                       | Assumed Percentage of Southbound Trips |
|------------------------------------------------------------------|----------------------------------------|
| Rosebery Avenue                                                  | 50%                                    |
| Left out at Shaftesbury Avenue, turn at Strand Parade Roundabout | 50%                                    |
| Right out at Shaftesbury Avenue                                  | 0%                                     |

**Dep**

| Route for Southbound Trips                                              | Assumed Percentage of Southbound Trips |
|-------------------------------------------------------------------------|----------------------------------------|
| Rosebery Avenue                                                         | 50%                                    |
| Left in from Shaftesbury Avenue                                         | 50%                                    |
| Turn at Strand Parade Roundabout, right turn in from Shaftesbury Avenue | 0%                                     |

**Revised Arrival Distribution**

| Route                                                            | Percentage |
|------------------------------------------------------------------|------------|
| The Boulevard (N)                                                | 48%        |
| The Strand (W)                                                   | 8%         |
| Rosebery Avenue                                                  | 22%        |
| Left out at Shaftesbury Avenue, turn at Strand Parade Roundabout | 22%        |

**Revised Arrival Distribution**

| Route                           | Percentage |
|---------------------------------|------------|
| The Boulevard (N)               | 48%        |
| The Strand (W)                  | 8%         |
| Rosebery Avenue                 | 22%        |
| Left in from Shaftesbury Avenue | 22%        |

**Appendix I**  
**Commercial Distribution**

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All usual residents aged 16 and over in employment the week before the census  
Persons  
2011  
E02006633 : Worthing 013



| area of workplace : 2011 local authority:<br>district / unitary | Driving a car or<br>van | % of all Car<br>Trips |
|-----------------------------------------------------------------|-------------------------|-----------------------|
| <b>Worthing</b>                                                 |                         |                       |
| E02006633 : Worthing 013                                        | 163                     | 7.9%                  |
| E02006623 : Worthing 003                                        | 127                     | 6.1%                  |
| E02006627 : Worthing 007                                        | 92                      | 4.5%                  |
| E02006626 : Worthing 006                                        | 88                      | 4.3%                  |
| E02006621 : Worthing 001                                        | 85                      | 4.1%                  |
| E02006624 : Worthing 004                                        | 85                      | 4.1%                  |
| E02006632 : Worthing 012                                        | 85                      | 4.1%                  |
| E02006625 : Worthing 005                                        | 77                      | 3.7%                  |
| E02006622 : Worthing 002                                        | 76                      | 3.7%                  |
| E02006628 : Worthing 008                                        | 76                      | 3.7%                  |
| E02006630 : Worthing 010                                        | 56                      | 2.7%                  |
| E02006631 : Worthing 011                                        | 47                      | 2.3%                  |
| E02006629 : Worthing 009                                        | 43                      | 2.1%                  |
|                                                                 |                         |                       |
| <b>Arun</b>                                                     |                         |                       |
| E02006546 : Arun 005                                            | 78                      | 3.8%                  |
| E02006548 : Arun 007                                            | 77                      | 3.7%                  |
| E02006550 : Arun 009                                            | 61                      | 3.0%                  |
| E02006549 : Arun 008                                            | 57                      | 2.8%                  |
| E02006545 : Arun 004                                            | 53                      | 2.6%                  |
| E02006543 : Arun 002                                            | 45                      | 2.2%                  |
| E02006551 : Arun 010                                            | 42                      | 2.0%                  |
| E02006552 : Arun 011                                            | 21                      | 1.0%                  |
| E02006542 : Arun 001                                            | 20                      | 1.0%                  |
| E02006556 : Arun 015                                            | 16                      | 0.8%                  |
| E02006544 : Arun 003                                            | 13                      | 0.6%                  |
| E02006554 : Arun 013                                            | 12                      | 0.6%                  |
| E02006557 : Arun 016                                            | 12                      | 0.6%                  |
| E02006547 : Arun 006                                            | 10                      | 0.5%                  |
| E02006558 : Arun 017                                            | 9                       | 0.4%                  |
| E02006555 : Arun 014                                            | 6                       | 0.3%                  |
| E02006559 : Arun 018                                            | 6                       | 0.3%                  |
| E02006560 : Arun 019                                            | 6                       | 0.3%                  |
|                                                                 |                         |                       |
| <b>Districts</b>                                                |                         |                       |
| Adur                                                            | 187                     | 9.0%                  |
| Brighton and Hove                                               | 95                      | 4.6%                  |
| Horsham                                                         | 82                      | 4.0%                  |
| Chichester                                                      | 23                      | 1.1%                  |
| Mid Sussex                                                      | 17                      | 0.8%                  |
| Crawley                                                         | 8                       | 0.4%                  |
| Lewes                                                           | 6                       | 0.3%                  |
| Wealden                                                         | 5                       | 0.2%                  |
|                                                                 |                         |                       |
| <b>Total</b>                                                    | <b>2,067</b>            | <b>100%</b>           |
|                                                                 |                         |                       |

| A                 | B                    | C                    | D | TOTAL |
|-------------------|----------------------|----------------------|---|-------|
| Goring Way<br>(W) | Goring Street<br>(N) | Mulberry Lane<br>(S) |   | ALL   |
|                   |                      |                      |   |       |
|                   |                      | 100%                 |   | 100%  |
|                   | 50%                  | 50%                  |   | 100%  |
|                   | 75%                  | 25%                  |   | 100%  |
|                   | 100%                 |                      |   | 100%  |
|                   | 67%                  | 33%                  |   | 100%  |
|                   | 33%                  | 67%                  |   | 100%  |
|                   |                      | 100%                 |   | 100%  |
|                   | 33%                  | 67%                  |   | 100%  |
|                   | 67%                  | 33%                  |   | 100%  |
|                   |                      | 100%                 |   | 100%  |
|                   |                      | 100%                 |   | 100%  |
|                   |                      | 100%                 |   | 100%  |
|                   |                      |                      |   |       |
|                   | 100%                 |                      |   | 100%  |
|                   | 100%                 |                      |   | 100%  |
|                   | 100%                 |                      |   | 100%  |
| 100%              |                      |                      |   | 100%  |
|                   | 100%                 |                      |   | 100%  |
|                   | 100%                 |                      |   | 100%  |
|                   | 100%                 |                      |   | 100%  |
|                   | 100%                 |                      |   | 100%  |
|                   | 100%                 |                      |   | 100%  |
|                   | 100%                 |                      |   | 100%  |
|                   | 100%                 |                      |   | 100%  |
|                   | 100%                 |                      |   | 100%  |
|                   | 100%                 |                      |   | 100%  |
|                   | 100%                 |                      |   | 100%  |
|                   | 100%                 |                      |   | 100%  |
|                   | 100%                 |                      |   | 100%  |
|                   | 100%                 |                      |   | 100%  |
|                   |                      |                      |   |       |
|                   |                      |                      |   |       |
|                   | 50%                  | 50%                  |   | 100%  |
|                   | 50%                  | 50%                  |   | 100%  |
|                   | 100%                 |                      |   | 100%  |
|                   | 100%                 |                      |   | 100%  |
|                   | 100%                 |                      |   | 100%  |
|                   | 100%                 |                      |   | 100%  |
|                   | 100%                 |                      |   | 100%  |
|                   | 100%                 |                      |   | 100%  |
|                   |                      |                      |   |       |
|                   |                      |                      |   |       |
|                   |                      |                      |   |       |

| A              | B                 | C                 | D  | TOTAL |
|----------------|-------------------|-------------------|----|-------|
| Goring Way (W) | Goring Street (N) | Mulberry Lane (S) | 0  | ALL   |
| 0              | 0                 | 163               | 0  | 163   |
| 0              | 64                | 64                | 0  | 127   |
| 0              | 69                | 23                | 0  | 92    |
| 0              | 88                | 0                 | 0  | 88    |
| 0              | 57                | 28                | 0  | 85    |
| 0              | 28                | 57                | 0  | 85    |
| 0              | 0                 | 85                | 0  | 85    |
| 0              | 25                | 52                | 0  | 77    |
| 0              | 51                | 25                | 0  | 76    |
| 0              | 0                 | 76                | 0  | 76    |
| 0              | 0                 | 56                | 0  | 56    |
| 0              | 0                 | 47                | 0  | 47    |
| 0              | 0                 | 43                | 0  | 43    |
|                |                   |                   |    |       |
| 0              | 78                | 0                 | 0  | 78    |
| 0              | 77                | 0                 | 0  | 77    |
| 0              | 61                | 0                 | 0  | 61    |
| 57             | 0                 | 0                 | 0  | 57    |
| 0              | 53                | 0                 | 0  | 53    |
| 0              | 45                | 0                 | 0  | 45    |
| 0              | 42                | 0                 | 0  | 42    |
| 0              | 21                | 0                 | 0  | 21    |
| 0              | 20                | 0                 | 0  | 20    |
| 0              | 16                | 0                 | 0  | 16    |
| 0              | 13                | 0                 | 0  | 13    |
| 0              | 12                | 0                 | 0  | 12    |
| 0              | 12                | 0                 | 0  | 12    |
| 0              | 10                | 0                 | 0  | 10    |
| 0              | 9                 | 0                 | 0  | 9     |
| 0              | 6                 | 0                 | 0  | 6     |
| 0              | 6                 | 0                 | 0  | 6     |
| 0              | 6                 | 0                 | 0  | 6     |
|                |                   |                   |    |       |
|                |                   |                   |    |       |
| 0              | 94                | 94                | 0  | 187   |
| 0              | 48                | 48                | 0  | 95    |
| 0              | 82                | 0                 | 0  | 82    |
| 0              | 23                | 0                 | 0  | 23    |
| 0              | 17                | 0                 | 0  | 17    |
| 0              | 8                 | 0                 | 0  | 8     |
| 0              | 6                 | 0                 | 0  | 6     |
| 0              | 5                 | 0                 | 0  | 5     |
| 57             | 1,151             | 859               | 0  | 2,067 |
| 3%             | 56%               | 42%               | 0% | 100%  |

## PERCENTAGE DISTRIBUTION (COMMERCIAL)

**Appendix J**  
**Junctions 10 (PICADY) Output Report**

|                                                                                                                                                                         |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Junctions 10</b>                                                                                                                                                     |
| <b>PICADY 10 - Priority Intersection Module</b>                                                                                                                         |
| Version: 10.1.2.2275<br>© Copyright TRL Software Limited, 2023                                                                                                          |
| For sales and distribution information, program advice and maintenance, contact TRL Software:<br>+44 (0)1344 379777   software@trl.co.uk   trlsoftware.com              |
| <b>The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution</b> |

**Filename:** PICADY\_Barrington Road\_Shafsbury Avenue\_12122025.j10  
**Path:** Y:\ARDENT PROJECTS\2505550\_C Martlets Way, NIB and SGN - Durrington - Planning\Transport\PICADY  
**Report generation date:** 12/12/2025 13:24:10

- »Base Year Traffic - 2025, AM
- »Base Year Traffic - 2025, PM
- »2030 Traffic - 2030, AM
- »2030 Traffic - 2030, PM
- »2030 Traffic + Phase 1 - 2030 + Phase 1, AM
- »2030 Traffic + Phase 1 - 2030 + Phase 1, PM
- »2030 Traffic + Development Traffic + Phase 1 Traffic - 2030 + Development + Phase 1, AM
- »2030 Traffic + Development Traffic + Phase 1 Traffic - 2030 + Development + Phase 1, PM
- »2036 Traffic - 2036, AM
- »2036 Traffic - 2036, PM
- »2036 Traffic + Phase 1 - 2036 + Phase 1, AM
- »2036 Traffic + Phase 1 - 2036 + Phase 1, PM
- »2036 Traffic + Development Traffic + Phase 1 - 2036 + Development + Phase 1, AM
- »2036 Traffic + Development Traffic + Phase 1 - 2036 + Development + Phase 1, PM

## Summary of junction performance

|             | AM                       |             |           |      |     |                    |                           | PM     |             |           |      |     |                    |                           |
|-------------|--------------------------|-------------|-----------|------|-----|--------------------|---------------------------|--------|-------------|-----------|------|-----|--------------------|---------------------------|
|             | Set ID                   | Queue (Veh) | Delay (s) | RFC  | LOS | Junction Delay (s) | Network Residual Capacity | Set ID | Queue (Veh) | Delay (s) | RFC  | LOS | Junction Delay (s) | Network Residual Capacity |
|             | Base Year Traffic - 2025 |             |           |      |     |                    |                           |        |             |           |      |     |                    |                           |
| Stream B-AC | A1 D1                    | 0.2         | 10.73     | 0.17 | B   | 1.38               | 17 %<br>[Stream B-AC]     | A1 D2  | 0.3         | 14.33     | 0.24 | B   | 0.74               | 23 %<br>[Stream B-AC]     |
| Stream C-B  |                          | 0.6         | 11.76     | 0.38 | B   |                    | 0.1                       |        | 8.26        | 0.07      | A    |     |                    |                           |

|             | AM                  |             |           |      |     |                    |                           | PM     |             |           |      |     |                    |                           |
|-------------|---------------------|-------------|-----------|------|-----|--------------------|---------------------------|--------|-------------|-----------|------|-----|--------------------|---------------------------|
|             | Set ID              | Queue (Veh) | Delay (s) | RFC  | LOS | Junction Delay (s) | Network Residual Capacity | Set ID | Queue (Veh) | Delay (s) | RFC  | LOS | Junction Delay (s) | Network Residual Capacity |
|             | 2030 Traffic - 2030 |             |           |      |     |                    |                           |        |             |           |      |     |                    |                           |
| Stream B-AC | A2 D3               | 0.2         | 11.41     | 0.18 | B   | 1.45               | 13 %<br>[Stream B-AC]     | A2 D4  | 0.3         | 14.27     | 0.24 | B   | 0.71               | 21 %<br>[Stream B-AC]     |
| Stream C-B  |                     | 0.7         | 12.37     | 0.40 | B   |                    |                           |        | 0.1         | 8.48      | 0.07 | A   |                    |                           |

|             | AM                                      |             |           |      |     |                    |                           | PM     |             |           |      |     |                    |                           |
|-------------|-----------------------------------------|-------------|-----------|------|-----|--------------------|---------------------------|--------|-------------|-----------|------|-----|--------------------|---------------------------|
|             | Set ID                                  | Queue (Veh) | Delay (s) | RFC  | LOS | Junction Delay (s) | Network Residual Capacity | Set ID | Queue (Veh) | Delay (s) | RFC  | LOS | Junction Delay (s) | Network Residual Capacity |
|             | 2030 Traffic + Phase 1 - 2030 + Phase 1 |             |           |      |     |                    |                           |        |             |           |      |     |                    |                           |
| Stream B-AC | A3 D5                                   | 0.6         | 13.71     | 0.37 | B   | 2.10               | 11 %<br>[Stream B-AC]     | A3 D6  | 0.5         | 15.83     | 0.32 | C   | 1.22               | 15 %<br>[Stream B-AC]     |
| Stream C-B  |                                         | 0.8         | 13.18     | 0.43 | B   |                    |                           |        | 0.2         | 9.80      | 0.18 | A   |                    |                           |

|             | AM                                                                                  |             |           |      |     |                    |                           | PM     |             |           |      |     |                    |                           |
|-------------|-------------------------------------------------------------------------------------|-------------|-----------|------|-----|--------------------|---------------------------|--------|-------------|-----------|------|-----|--------------------|---------------------------|
|             | Set ID                                                                              | Queue (Veh) | Delay (s) | RFC  | LOS | Junction Delay (s) | Network Residual Capacity | Set ID | Queue (Veh) | Delay (s) | RFC  | LOS | Junction Delay (s) | Network Residual Capacity |
|             | 2030 Traffic + Development Traffic + Phase 1 Traffic - 2030 + Development + Phase 1 |             |           |      |     |                    |                           |        |             |           |      |     |                    |                           |
| Stream B-AC | A4 D7                                                                               | 0.9         | 16.38     | 0.48 | C   | 2.64               | 9 %                       | A4 D8  | 0.6         | 17.18     | 0.37 | C   | 1.56               | 12 %                      |
| Stream C-B  |                                                                                     | 0.8         | 13.69     | 0.45 | B   |                    | [Stream B-AC]             |        | 0.3         | 10.71     | 0.25 | B   |                    | [Stream B-AC]             |

|             | AM                  |             |           |      |     |                    |                           | PM     |             |           |      |     |                    |                           |
|-------------|---------------------|-------------|-----------|------|-----|--------------------|---------------------------|--------|-------------|-----------|------|-----|--------------------|---------------------------|
|             | Set ID              | Queue (Veh) | Delay (s) | RFC  | LOS | Junction Delay (s) | Network Residual Capacity | Set ID | Queue (Veh) | Delay (s) | RFC  | LOS | Junction Delay (s) | Network Residual Capacity |
|             | 2036 Traffic - 2036 |             |           |      |     |                    |                           |        |             |           |      |     |                    |                           |
| Stream B-AC | A5 D9               | 0.3         | 12.25     | 0.20 | B   | 1.54               | 10 %                      | A5 D10 | 0.3         | 14.85     | 0.25 | B   | 0.74               | 19 %                      |
| Stream C-B  |                     | 0.7         | 13.00     | 0.42 | B   |                    | [Stream B-AC]             |        | 0.1         | 8.53      | 0.07 | A   |                    | [Stream B-AC]             |

|             | AM                                      |             |           |      |     |                    |                           | PM     |             |           |      |     |                    |                           |
|-------------|-----------------------------------------|-------------|-----------|------|-----|--------------------|---------------------------|--------|-------------|-----------|------|-----|--------------------|---------------------------|
|             | Set ID                                  | Queue (Veh) | Delay (s) | RFC  | LOS | Junction Delay (s) | Network Residual Capacity | Set ID | Queue (Veh) | Delay (s) | RFC  | LOS | Junction Delay (s) | Network Residual Capacity |
|             | 2036 Traffic + Phase 1 - 2036 + Phase 1 |             |           |      |     |                    |                           |        |             |           |      |     |                    |                           |
| Stream B-AC | A6 D11                                  | 0.7         | 14.83     | 0.40 | B   | 2.23               | 8 %<br>[Stream B-AC]      | A6 D12 | 0.5         | 16.56     | 0.33 | C   | 1.26               | 14 %<br>[Stream B-AC]     |
| Stream C-B  |                                         | 0.8         | 13.89     | 0.45 | B   |                    | 0.2                       |        | 9.85        | 0.19      | A    |     |                    |                           |

|  | AM | PM |
|--|----|----|
|--|----|----|