

# Transport Statement

QUEENS PARADE, NORTH ROAD, LANCING

JANUARY 2025



Reeves Transport Planning

PRODUCED for FARCASTLE LIMITED

PRODUCED by REEVES TRANSPORT PLANNING LTD

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V1	03.09.24	MJ	SGR	Draft
V2	23.09.24	MJ	SGR	For Pre-app submission
V3	21.11.24	MJ	SGR	Changes after pre-app
V4	18.12.24	MJ	SGR	NPPF Update
V5	17.01.25	MJ	SGR	Amendment

# 1. INTRODUCTION

1.1 Reeves Transport Planning is appointed to provide a Transport Statement in support of an application at Queens Parade, North Road, Lancing to construct an upwards extension to provide 21 additional flats, plus aesthetic improvements to the existing parade of shops. A site location plan is attached as Appendix 1.

1.2 Queens Parade was the subject of an approved planning application (AWDM/1915/16) that has now lapsed. That scheme was for nine new flats consisting of two studios, three one-bed, three two-bed and one three-bed. West Sussex County Council (WSCC), acting in their capacity as the Local Highway Authority (LHA) commented on the implications of AWDM/1915/16. An extract from the Officer Report that quotes the LHA's comments is attached at Appendix 2. They did not raise an objection to the application. The Officer's Report notes their comments, which were;

- *The LHA would not consider that highway safety would be detrimentally affected through the proposed nil car parking provision.*
- *site is located in a sustainable setting above a parade of shops with a range of grocery retail, other retail, amenities and services immediately accessible.*
- *The LHA does not consider that the proposal ... would have 'severe' impact on the operation of the Highway network.*

1.3 This Transport Statement is drafted with reference to West Sussex County Council's guidance on the content of Transport Assessments and the Ministry of Housing, Communities & Local Government Guidance on Travel Plans, Transport Assessments and Statements, published March 2014. It has also been subject to a formal pre-application consultation with the LHA. The response is attached at Appendix 3. Where relevant the response has been referenced in the body of the text below.

- 1.4 This Transport Statement will present evidence that confirms this new proposal will not create a detrimental impact in terms of highway safety or the free flow of traffic to a degree that could be considered as failing the tests of the planning process.

## 2. POLICY CONTEXT

- 2.1 This section of the Transport Statement sets out the relevant policies, at a national and local level, that this proposal will be judged against.

- 2.2 The *National Planning Policy Framework* (NPPF), adopted in March 2012 and updated December 2024, details the Government's planning policy and is a material consideration in planning decisions. Its emphasis is on minimising the need to travel, reducing car use and encouraging the use of sustainable transport. Paragraph 115 states that in assessing development sites it should be 'ensured that:

- *sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;*
- *safe and suitable access to the site can be achieved for all users;*
- *the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code<sup>48</sup>; and*
- *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.*

- 2.3 At the heart of the NPPF is a presumption in favour of sustainable development, and decision makers, at all levels, are encouraged to seek approval where possible. Paragraph 116 emphasises this and states that '*Development should only be prevented or refused on highways grounds if there would be an **unacceptable** impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be **severe**, taking into account all reasonable future scenarios.*

2.4 The *Adur Local Plan 2017* sets out the vision and strategy for the future of Adur up to 2032. Policy 28: Transport and Connectivity set out how new development will help to deliver this vision and strategy. Of relevance to this proposal, it notes '*development should;*

- *Improve public transport and access to it where opportunities arise*
- *Ensure that new development is located and designed to minimise the need for travel, facilitates and promotes the use of sustainable alternatives to the private car, and provides or contributes to the necessary infrastructure to serve the development and to mitigate against any adverse impacts to an acceptable level.*
- *Incorporate appropriate levels of car and cycle parking having regard to West Sussex County Council guidance, taking into consideration the impact of development upon on-street parking'.*

2.5 Development will be required to support the objectives of the *West Sussex Transport Plan 2011-2026*, which include:

- *A high-quality transport network that promotes a competitive and prosperous economy*
- *A resilient transport network that complements the built and natural environment whilst reducing carbon emissions over time*
- *Access to services, employment, and housing; and*
- *A transport network that feels, and is, safer and healthier to use.*

2.7 This Transport Statement will demonstrate that the transport implications of the proposal meet the requirements of both local and national policies, and that it will not have any adverse impact on highway safety or capacity.

### 3. EXISTING CONDITIONS

3.1 Queens Parade forms a corner plot at the junction of North Road and Culver Road, extending north for circa 90 metres. The building dates from the mid-1960s and consists of a range of commercial units on the ground-floor, including a larger unit comprising a food supermarket at the northern end. There are 11 existing flats, consisting of eight two-bedroom and three three-bedroom flats. The building frontage onto North Road and Culver Road is largely 2-storeys with the food supermarket element being taller. The commercial units including the food supermarket are serviced from the rear, via an access from Culver Road.

3.2 The street scene is typically urban in nature. Adjacent to Queens Parade, shown opposite, there is a wide footway that includes short stay cycle parking facilities and public seating. Beyond Queens Parade the footways are in a good state of repair with regular street lighting. Parking next to Queens Parade is set back from the traffic lane



via a lay-by. There are on-street parking controls in the vicinity of the site that protect provision from commuter parking. Parking on North Road is limited to one hour, with no return within one hour between 8am and 6pm Monday to Saturday. There are two spaces for Blue Badge Holders in the lay-bys adjacent to Queens Parade. The side streets in the vicinity of Queens Parade also benefit from No Stopping controls over the same periods.

3.3 There are two public car parks within a short walk of the application site. North Farm Road Car Park is access via North Farm Road, which is directly opposite Queens Parade. This car park has 62 spaces, of which two are allocated for mother and baby parking, and three are for Blue Badge Holders. There is also an area for solo motorcycles.

- 3.4 To the south of the junction with Culver Road is the Littlecroft Car Park. This car park is accessed via Queensway and has 26 spaces, including one for Blue Badge Holders.
- 3.5 Both car parks offer the option to purchase monthly, quarterly and annual season tickets.

#### *Accessibility by Foot and Cycle*

- 3.6 It is generally accepted that walking and cycling provide realistic and important alternatives to the private car. Walking and cycling are also actively encouraged to form part of longer journeys that involve public transport. The distances people are prepared to walk, or cycle depend on their fitness and physical ability, journey purpose, settlement size, and walking/cycling conditions.
- 3.7 The mean average length for walking journeys is circa one kilometre and for cycling, it is four kilometres, although journeys of up to three times these distances are not uncommon for regular commuters (LTN 1/04 - Policy, Planning and Design for Walking and Cycling).
- 3.8 A full range of local shops, a medical centre, pharmacy, cafés and restaurants either form part of Queens Parade or are a very short walk from the application site. There is also a large food retail store adjacent to Lancing train station, which is circa 340 metres from the application site, with pre-school, primary and secondary education facilities all within 1200 metres.
- 3.9 A wide range of amenities are available within a reasonable 30-minute cycle. The area includes all of Lancing, Shoreham by Sea and Worthing town centres.

#### *Accessibility by Bus*

- 3.10 There are bus stops just to the north of Queens Parade, circa 140 metres from the buildings entrance. These stops are used by six bus routes. Both have shelters, only the northbound stop has seating due to the width of the footway on the eastern side North Road (for southbound services). Slightly further afield, but still within the average walking distance for regular commuters are the bus stops on Brighton Road

(A259). These stops benefit from shelters, seating and are set back from the carriageway via a layby.

3.11 Table 3.1 presents a summary of the key routes available and their frequencies. The timetables of the most frequent services are attached at Appendix 4.

Service	Route	Service Frequency	
		Mon to Sat	Sunday
9	Shoreham - Lancing - Worthing - Angmering - Littlehampton - Arundel	Every 60 mins	NA
16	West Tarring - Worthing - Sompting - Lancing	4 per day	NA
Pulse	Lancing - Worthing - Durrington	Every 12 mins	Every 15 mins
700*	Brighton - Hove - Worthing - Goring - Littlehampton - Wick	Every 12 mins	Every 20 mins

\*Also operates a night service

### *Accessibility by Train*

3.12 Lancing Rail Station is situated circa 300 metres south of the application site, via North Road. This is well within the average walking distance for all journeys.

3.13 The station is served by Southern Railways that provide frequent journeys to Gatwick, London, Littlehampton, Brighton, and Portsmouth. The Southern Railways Route Map, illustrating routes to and from Lancing Rail Station, is attached at Appendix 5.

3.14 In summary, it is considered that the proposal site has an excellent level of accessibility to all forms of public transport, amenities for prospective residents including education and medical facilities.

## 4. PROPOSED DEVELOPMENT

4.1 The proposal seeks planning permission to construct an upwards extension consisting of 21 additional flats, six one-bedroom, eight two-bedroom, six three-bedroom and two four-bedroom. In addition, the proposal will introduce aesthetic improvements to the existing parade of shops to improve the vibrancy and viability of the location. A computer generated image of the proposal is shown opposite.



- 4.2 There is no car parking proposed for this development. Cycle parking will be incorporated to provide facilities for the existing and new flats. The provision of cycle parking and implications of no car parking is discussed in Section 6.
- 4.3 The primary access arrangements will remain via the existing route from Culver Road. External stairs are added that provide access to the flats on the 2<sup>nd</sup> storey.

## 5. TRANSPORT AND TRAFFIC IMPACT

- 5.1 The TRICS database version 7.11.2 has been interrogated to understand the traffic impact of this proposal. The sites have been rationalised to only consider sites within England, outside Greater London. Only sites that have been surveyed since July 2021 have been included to ensure that the analysis reflects post Covid lockdown conditions.
- 5.2 The Office of National Statistics (ONS) records data on work patterns. Data published in February 2023 notes that in the year to December 2019 12% of working adults reported working from home. Between April 2022 and February 2023 various surveys showed *'around 40% of working adults reported having worked from home at some*

*point in the past seven days*'. This significant change in work patterns appears to have settled into a consistent trend. It would be reasonable to assume that this trend has had an impact on travel choices over the last three years.

5.3 The link to the ONS data is shown below.

<https://www.ons.gov.uk/employmentandlabourmarket/peopleinwork/employmentandemployeetypes/articles/characteristicsofhomeworkersgreatbritain/september2022tojanuary2023>

5.4 The tables below present a summary of the data from this analysis. The full data sheets are attached at Appendix 6.

Period	Trip Rates (per dwelling)			Predicted Trips (21 Flats)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
AM Peak (08:00–09:00)	0.096	0.206	0.302	2.010	4.321	6.331
PM Peak (17:00-18:00)	0.172	0.072	0.244	3.617	1.507	5.124
Daily Total	1.435	1.446	2.881	30.144	30.345	60.489

5.5 The data suggests that the proposal will add circa one vehicle movement to the local network during the AM and PM peak hours every 10 minutes, with up to 61 vehicle movements per day. However, a closer look at the data notes that the sites used in the analysis all have some car parking provision, which would suggest a higher use of vehicles owned by residents. This appears to be supported by a breakdown of the data noted above. Of the 64 vehicle movements 53 were by car.

5.6 It would be reasonable to assume that the lack of available dedicated parking for cars would have an impact on travel choices and behaviour.

5.7 An approved planning application, at Marine Place, Worthing (AWDM/1884/22) tested this hypothesis, which was supported by the LHA. There are two sites in the TRICS database that have no car parking capacity for residents. Both are in Greater London. Comparing this small sample to other Greater London sites that do have car parking, indicates a significant reduction in traffic impact.

- 5.8 The TRICS datasheets derived from flats, with and without a parking allocation, is attached at Appendix 7. The data informs that the sites without car parking generate 0.41 car movements per flat per day. Sites with car parking generate a figure of 0.87 car movements per flat per day.
- 5.9 This implies a reduction in movements by car of circa 53%  $((0.87-0.41)/0.87)$ . Obviously, using a limited number of sites in a data analysis is not an appropriate assessment, but the results do give an indication that reducing car parking allocation is an effective way to reduce the traffic impact of a development. The likely car ownership of residents is discussed below.

## 6. PARKING DEMAND AND PROVISION

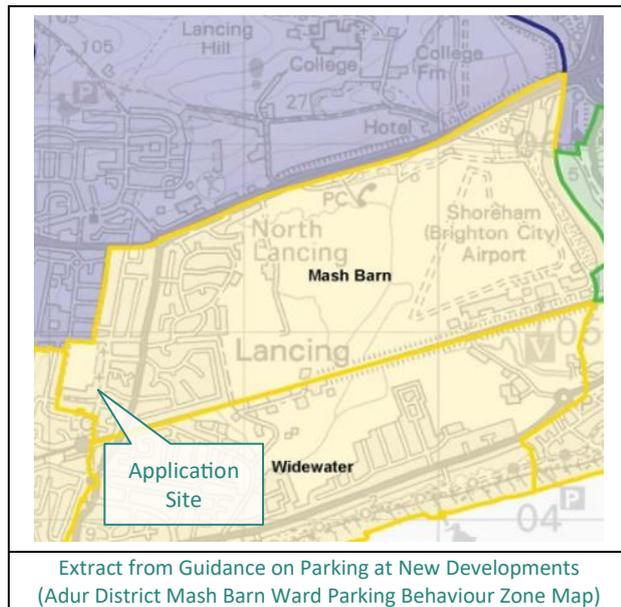
### *Parking Demand*

- 6.1 West Sussex County Council's 2020 Guidance on Parking at New Developments has been used to understand the likely car parking implications of the proposal. It sets out indicative levels of on-site car parking and considers key characteristics such as car ownership and accessibility to sustainable modes of transport. It is used as an initial guide for developers who should also undertake a site-specific assessment and seek to balance operational needs, space requirements, efficient use of land and cost attributed to providing parking and, where relevant, attracting and retaining staff.
- 6.2 Section 4 of the guidance sets out the key design principles. Principle E notes that *'good parking design is as important as providing the appropriate number of spaces. Therefore, developers will be expected to provide balanced, mixed, and flexible parking provision and ensure that all spaces are useable without creating highway safety issues such as vehicles overhanging footways'*.
- 6.3 Table 1 of the Guidance sets out the cycle parking requirements. It notes that cycle parking is required on the basis of 0.5 space per flat, if in a communal storage area, up to two-bedrooms and one space per three or more bedroom flats, which is the same allocation if bikes are to be stored separately. This suggests a provision for the development proposal of 15 spaces  $((14 \times 0.5) + (8 \times 1))$  if the cycle parking is within a

communal area. With capacity for the existing 11 flats (eight two-bedroom and three three-bedroom) would suggest an additional provision of seven cycle parking spaces  $((8 \times 0.5) + (3 \times 1))$ . This suggests a total provision of 22 cycle parking spaces.

6.4 The site is located in Parking Behaviour Zone (PBZ) 4, which suggests a parking demand of 0.9 spaces (one-bedroom) 1.1 spaces (two-bedroom) 1.7 spaces (three-bedroom) and 2.2 spaces (four-bedroom). This suggests a maximum provision of 28.8 spaces  $(6 \times 0.9, 8 \times 1.1, 6 \times 1.7, 2 \times 2.2)$ .

6.5 The analysis set out above is derived from data for the whole of the Mash Barn District Ward. Parts of this ward are up to 1.6k from Lancing Train Station and the surrounding shops etc. An extract from Guidance on Parking at New Developments showing the relationship of the application site with the Mash Barn ward is shown opposite. It would be reasonable



to assume that the relative remoteness of much of the zone from shops and transport services may have an impact on the levels of vehicle ownership. The sustainable and accessible location of the proposal site means that car ownership levels could be lower than the average across the whole ward. Therefore, Nomis data has been interrogated to understand local car ownership patterns, as it is a database of statistics derived from UK Census data.

6.6 The Nomis data is attached, as Appendix 8. It informs that residents of 21 flats in the vicinity of Queens Parade are likely to own a maximum of 15 vehicles. The data suggests that just under 50% of the flats are likely to have access to no cars or vans in the household.

### *Parking Provision*

- 6.7 The proposal will incorporate 30 cycle parking spaces in the form of a two-tier system within a secure storage area for the full complement of tenants, both current and future. There is also additional capacity for circa eight bicycles that can be used by businesses within Queens Parade.
- 6.8 As part of the pre-application consultation the Officer requested that the cycle parking facilities be covered and that this cover extended to provide protection for cyclists who need to undertake repairs. The storage area is served via an existing pedestrian access route circa 10 metres to the west of the main entrance on Culver Road. Details of the facilities can be secured by planning condition.
- 6.9 The Officer has requested that the applicant avoids the use of *'lifting-stands, double-decker, low or vertical stands'*. There is insufficient space to accommodate cycle parking in the form of Sheffield type stands that would provide sufficient capacity while maintaining safe access for servicing vehicles and refuse collection facilities. The two-tier stands proposed are the same as those employed at Southern Railway's stations, for instance, the nearest examples are at Lancing Station. In fact, most of the stations on the network now employ the two-tier system. Reverting to Sheffield type stands in the space available would mean that only 12 bicycles could be stored.
- 6.10 On balance it is considered that two-tier stands, maximising the capacity within the space available is an appropriate solution.

### *Wider Parking Implications*

- 6.11 As noted above resident car parking is not included with this proposal. As the proposal does not include car parking provision it is necessary to undertake Parking Beat Surveys (PBS) on separate occasions to test whether there is sufficient capacity on local streets and within local public car parks to accommodate parking demand derived from the proposal. The PBS methodology is based on the information set out in WSCC Guidance. The PBSs were undertaken by individuals that are independent of the author of this Transport Statement.

6.12 The initial pre-application submission included surveys for weekday early mornings to test the conditions when residential parking demand would be at its highest. These were undertaken on Tuesday 16<sup>th</sup> and Thursday 19<sup>th</sup> of September. As part of the pre-application consultation the Officer observed that there may be some concern about the parking conditions when Lancing Football Club (FC) is playing home matches.

6.13 To test whether the use of Lancing FC created a material impact on local streets, or the nearby car parks surveys were undertaken on Saturday the 5<sup>th</sup> and Saturday the 16<sup>th</sup> of November. On the 5<sup>th</sup> there was a Lancing FC home match. The stadium at Culver Road is the home of the Sussex Football Association and has very good facilities. The pitch is an all-weather surface, as such games are played at the stadium most weekends. Although, with the exception of the home games of Lancing FC, the matches have a very low attendance. For instance, on Saturday the 16<sup>th</sup> the match was a Combination League game between Montpelier Villas & Alford, the attendance was recorded as being 62. This would be typical for this level of football and would not have a material impact on local parking conditions, when compared with Lancing FC home matches.

6.14 To test the implications of Lancing FC home matches on local streets and car parks the surveys were undertaken at 1pm, 4pm and 6pm. These covered the periods before, during and after the match. The data for the respective surveys is summarised in the table below.

Table 6.1: Summary of Parking Beat Survey Results

Date →	*Tuesday Sept 16 <sup>th</sup>		*Thursday Sept 19 <sup>th</sup>		**Saturday 2nd 13:00		**Saturday 2nd 16:00		**Saturday 2nd 18:00		***Saturday 16th 13:00		***Saturday 16th 16:00		***Saturday 16th 18:00	
	Parked	Spaces	Parked	Spaces	Parked	Spaces	Parked	Spaces	Parked	Spaces	Parked	Spaces	Parked	Spaces	Parked	Spaces
North Farm Car Park	3	52	2	53	14	43	13	44	10	47	11	46	8	49	4	53
Little Croft Car Park	1	24	1	24	8	17	13	12	9	16	7	18	5	20	3	22
On street	18	26	18	27	28	15	25	18	35	10	32	13	29	13	35	9
Totals	22	102	21	104	50	75	54	74	57	73	50	77	42	82	42	84
Local Parking Stress without development	17.7%		16.8%		40.0%		40.8%		42.5%		39.4%		33.9%		33.3%	
Local Parking Stress with development (+15)	29.1%		28.1%		50.8%		51.6%		53.1%		50.0%		44.9%		44.2%	

\*Overnight \*\*Lancing FC Home match \*\*\*Match played Montpelier Villas v Alford, the attendance was recorded as being 62.

- 6.15 Appendix 9a indicates the area included in the survey. Appendix 9b demonstrates the route and key that relates to the data sheets, which are attached at Appendix 9c. The data for the two nearby car parks is attached at Appendix 10. The LHA also requested a series of photographs that reflect match day parking conditions. These are attached at Appendix 11.
- 6.16 PBSs are a measure of parking demand against capacity. This measure is called parking stress. Stress, once new parking demand is added, of below 85% means that the new parking demand will not create a material impact. This will ensure that there is at least 15% spare capacity to accommodate potential variations in demand, or 15 spaces in every 100 spaces.
- 6.17 The collected data informs that the current average parking stress overnight was circa 17%, with Saturday daytime parking stress averaging 41.1% when Lancing FC were playing a home match (2<sup>nd</sup> November) and 35.5% when they were not (16<sup>th</sup> November). The data shows that there was not a material variation in parking demand derived from the period when the matches were being played (the 4pm count). This, and the minimal variation in data, on the respective Saturdays indicates that Lancing FC home games does not materially affect the overall parking demand.
- 6.18 It has not been possible to test whether a weekday match would have the same effect as there are no weekday matches, with the exception of New Years Day or Easter Monday for the rest of the 2024/25 season. Analysis of the Lancing FC match day attendance data is attached at Appendix 12 for the whole of the 2023/24 and the 2024/25 season to date. The analysis shows that weekday games had a significantly lower attendance when compared with weekend games. For example, the data from the 2023/24 season shows an 85<sup>th</sup> percentile attendance for a weekend game of 374 and for weekdays' 179. This pattern is reflected in the data for the 2024/25 season.
- 6.19 On this basis, it is considered that the proposed development will not generate an unacceptable increase in parking demand that would affect highway safety or the free flow of traffic on local roads. While there is an increase in parking stress there remains

spare capacity and the mitigation discussed below will minimise the increased demand in this highly sustainable location.

## 7. COLLISION ANALYSIS AND RISK

- 7.1 Publicly available data published by Sussex Safer Roads Partnership, has been interrogated for the most recent three-year period between August 2021 and July 2024 to assess the safety implications of the current conditions. The data attached at Appendix 13 reveals that there were three collisions in the vicinity of the application site, but none directly adjacent.
- 7.2 The collisions at the North Farm Road junction with Grinstead Lane and south of the Penstone Park junction with North Street are annotated as 'slight' and occurred on 16<sup>th</sup> July 2024 and 8<sup>th</sup> April 2023, respectively. The next collision is annotated as 'serious' is on Queensway occurred on 21<sup>st</sup> December 2022.
- 7.3 The attached collision data indicates that this frequency is not dissimilar from that of the wider area. This would suggest that there was nothing intrinsically dangerous about the local road network that contributes to a local highway safety hazard. It would be reasonable to assume that the small increase in traffic associated with this proposal will not have an 'unacceptable' impact on highway safety.

## 8. MITIGATION STRATEGY

- 8.1 Our clients are committed to mitigate the transport impact during the construction phase and after the site has been occupied. The following sets out the strategy that will be employed to minimise the impacts of the development.

### *Construction Phase*

- 8.2 Our clients wish to minimise disruption to local residents and the local road network. To ensure this, a Construction Traffic Management Plan will be provided, which can be secured by planning obligation or condition. This will detail but not be limited to:
- i) the parking of vehicles of site operatives and visitors.

- ii) loading and unloading of plant and materials.
- iii) storage of plant and materials used in constructing the development.
- iv) the erection and maintenance of security hoarding.
- v) wheel washing facilities; and other works required to mitigate the impact of construction traffic upon the public highway
- vi) details of public engagement both prior to and during construction works.
- vii) measures to control the emission of dust and dirt during construction.
- viii) details of access through the site during the construction period.
- ix) delivery, demolition, and construction working hours.

### *Travel Plan Statement*

8.3 It is our client's desire to enhance the sustainable credentials of the proposal and further mitigate the potential traffic impacts. It is recognised that Travel Plans are an effective tool to influence and change travel behaviour.

8.4 A Travel Plan Statement is a long-term management strategy that seeks to reduce the environmental impact of travel to, and from, a development. It will promote travel modes such as walking, cycling, public transport and vehicle sharing and discourage private car use. It will identify an appropriate package of measures aimed at promoting sustainable travel and will mitigate the transport impact of the proposed development.

8.5 A draft Travel Plan Statement will be developed during the detailed design stage. It will include, but not be limited to the following:

- Travel Plan objectives and targets.
- Measures to encourage walking, cycling, public transport and vehicle sharing.
- An Action Plan.
- Monitoring and Reporting.

8.6 The Travel Plan Statement's objectives and targets will be met through a package of site-specific measures. They include:

- Appointing a Travel Plan Champion
- Creating a Travel Pack for all residents and visitors

- Improving cycle storage

8.7 The Travel Plan Statement and Construction Traffic Management Plan details will be finalised if the proposal receives planning approval, and these can be controlled via a planning condition or obligation.

## 9. SUMMARY AND CONCLUSIONS

9.1 Reeves Transport Planning has been appointed to provide a Transport Statement in support of a proposal to construct an upwards extension to provide 21 additional flats plus aesthetic improvements to the existing parade of shops, Queens Parade, North Road, Lancing. The proposal consists of six one-bedroom, eight two-bedroom, six three-bedroom and two four-bedroom units.

9.2 The site has been subject to numerous planning applications for similar proposals. The most recent AWDM/1915/16 was granted in March 2017 but was not implemented. As such the principle of this type of development has been established.

9.3 The application site is in a highly sustainable location with all forms of amenities and public transport services within a short walk. The collision data confirms that there are no safety hazards associated with the environs that would be worsened by this proposal.

9.4 Analysis of the likely traffic impact suggests that the proposal could generate circa 61 vehicle movements per day. There are no sites within the data base, outside Greater London, that have no car parking. Comparing sites in Greater London with and without car parking provision suggests that there could be a reduction in vehicle movements. A 53% reduction in car movements would suggest that this proposal could generate circa 29 vehicle movements per day.

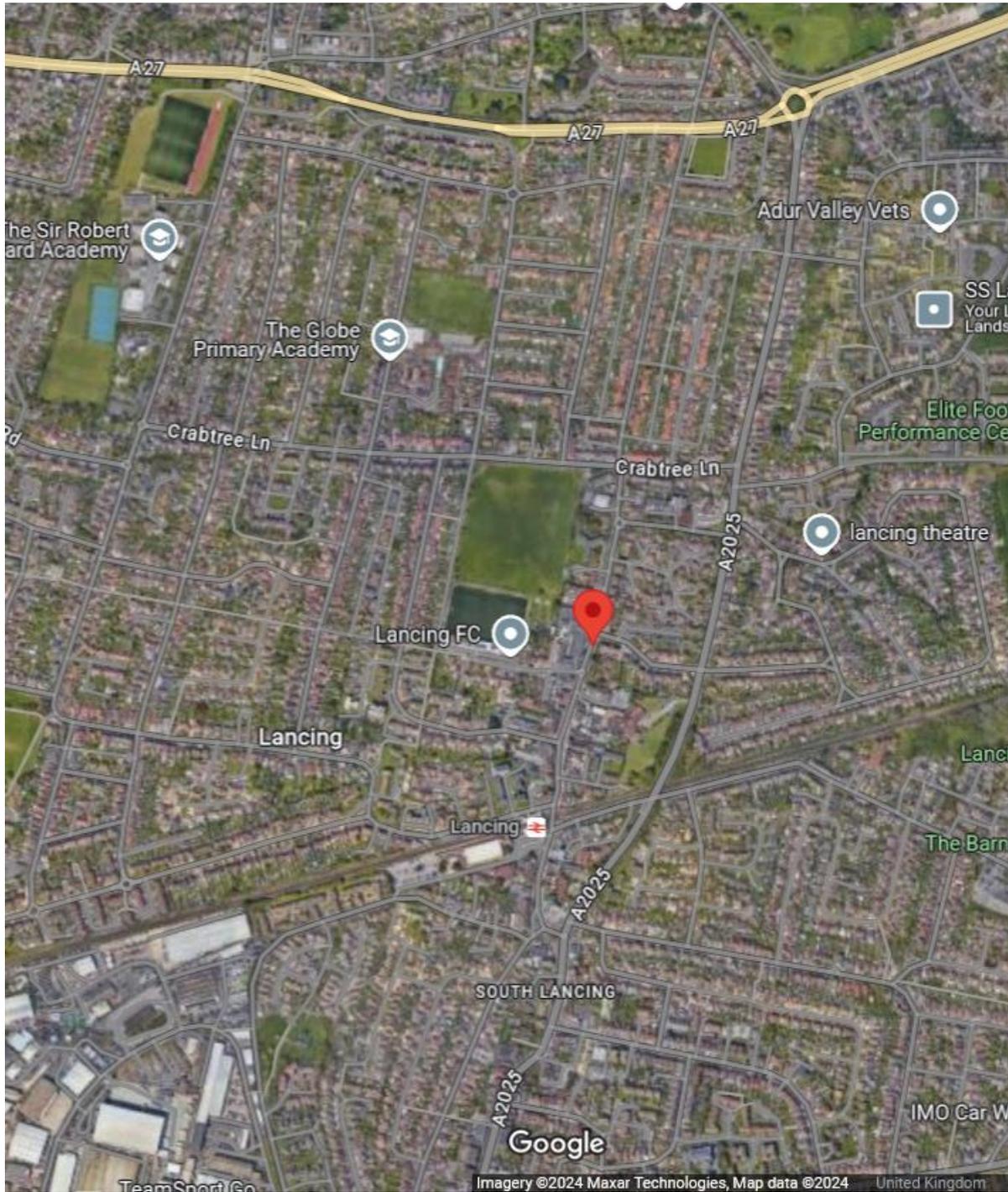
9.5 Cycling parking is provided on a basis that exceeds the requirements of the prevailing design guidance for the existing and proposed flats. There is also spare capacity for the occupiers of the retail businesses. There is no car parking provided with this proposal. Guidance for Parking at New Residential Developments suggest that the proposals car parking demand would equate to 29 spaces. Taking a more detailed

look of the data within the guidance it would be reasonable to suggest that occupants of this site would own fewer cars. The established methodology using the Census data confirms that residents of these flats would in all likelihood create a parking demand for 15 vehicles.

- 9.6 The findings of Parking Beat Surveys undertaken employing the principles set out in the prevailing guidance establish that there is ample capacity on local streets, or within local car parks to accommodate the demand derived from the proposal. This is the case whether it is the early morning, when resident demand is at its highest or on a Saturday afternoon when Lancing FC are playing home games at Culver Road. There is an implicit principle that the car parks can be used on a long-term basis by virtue of the provision to purchase annual season tickets.
- 9.7 To mitigate the impacts of the proposal during and after construction our client will provide a Construction Traffic Management Plan and Residential Travel Plan. These documents can be secured and controlled by planning conditions.
- 9.8 Therefore, taking all the relevant information into consideration including the likely minimal increase in daily traffic movements, the accessibility of the site and strong links to all modes of travel as well as the space to accommodate likely parking demand, it is considered that the proposed development will not have a **severe** impact on highway capacity or an **unacceptable** impact on highway safety.

# APPENDIX 1.

## SITE LOCATION PLAN



## APPENDIX 2.

### AWDM/1915/16 OFFICER REPORT LHA

### COMMENTS

~~uplift in the appearance of the existing townscape sought by the Lancing Village Vision (2012).~~

~~3. No evidence has been provided that the necessary contribution would be made to improvements to sustainable transport to help offset the effects of the travel and associated infrastructure demands generated by the proposed development as required by the West Sussex Revised Parking Standards and Transport Contributions Methodology.~~

~~A further application for a virtually identical proposal consisting of 6 no. flats (AWDM/14576/13) was refused in 2014 on the same grounds. A subsequent appeal was dismissed in March 2015.~~

## **Consultations**

**West Sussex County Council:** The Local Highway Authority has raised no objection, commenting:-

*"The site is located fronting North Road, a 'C' classified through road subject to a 30 mph speed restriction in this location.*

*The Local Highway Authority (LHA) was consulted previously on Highway Matters under AWDM/1457/13 and AWDM/0178/12 but raised no highway concerns.*

*A nil car parking provision is proposed for the new flats. Under the WSCC Car Parking Standards, 8 no. car parking spaces may be provided for the proposal. Whilst on-street car parking is limited in the immediate vicinity there are comprehensive parking restrictions along North Road prohibiting vehicles from parking in places that would be detriment to highway safety.*

*Culver Road is subject to restricted parking (single yellow line) with no parking between 8.00 and 18.00 hrs. It is conceivable that resident parking could occur outside of these hours. However, from an inspection of local mapping this does appear to be an existing practice. Culver Road is approximately 5 metres in width along its length with some additional width in the form of lay-bys in proximity to the junction with North Road. Any parking on the carriageway would restrict the ability for two vehicles to travel in opposing directions at the same time. One vehicle would be required to wait while another passes if parking is present. It is not considered that overspill parking would be to such a level that all capacity for parking in the street would be used. Parking would be temporary in nature and occur outside of the peak hours only.*

*While it is likely that some on street parking may occur it is not considered that this would be detrimental to highway safety and key locations in the public highway are subject to enforceable parking restrictions. The low speed nature and the sufficient forward visibility would enable a car to wait in the event of another travelling in the opposing direction.*

*The LHA will only consider the impact of on street parking from a safety perspective; matters of amenity would be a matter for the consideration of the local planning authority. [The LHA] would not consider that highway safety would be detrimentally affected through the proposed nil car parking provision.*

*The site is located in a sustainable setting above a parade of shops with a range of grocery retail, other retail, amenities and services immediately accessible. A street lit footway link and pedestrian crossings provide safe and suitable onward route by foot to nearby bus stops and Lancing Train Station a short walking distance away. The location offers the realistic opportunity to travel on foot, bicycle or via public transport.*

*Proposed bicycle storage should be secure and covered. WSCC cycle parking standards indicate that at least four cycles for the flats and one for the maisonette should be provided for in a communal storage area or rather one space per residential unit if in separate facility. Details of the proposed bicycle storage can be secured via condition.*

*The LHA does not consider that the proposal for 9 no. residential units on new second and part third storey to Queens Parade would have 'severe' impact on the operation of the Highway network, therefore is not contrary to the National Planning Policy Framework (paragraph 32), and that there are no transport grounds to resist the proposal."*

Conditions to secure covered cycle storage and site set-up during construction are recommended.

**~~Southern Water:~~**

~~It is the responsibility of the developer to make suitable provision for the disposal of surface water. The Building Regulations prioritise the means of surface water disposal in the order (i) adequate soakaway or infiltration system, (ii) water course, (iii) where neither of the above is practicable, sewer. Southern Water supports this stance and seeks through appropriate planning conditions to ensure that appropriate means of surface water disposal are proposed for each development. It is important that discharge to sewer only occurs where this is necessary and where adequate capacity exists to serve the development. When it is proposed to connect to public sewer the prior approval of Southern Water is required. It is requested that a condition is attached to any consent stating that construction of the development shall not commence until details of the proposed means of foul and surface water sewerage disposal have been submitted to, and approved in writing by the Local Planning Authority in consultation with Southern Water.~~

~~It is also requested that an informative is attached advising the applicant that a formal application for connection to the public sewerage system is required in order to service the development and that a sewer capacity check will need to be initiated to identify the appropriate connection point for the development.~~

## APPENDIX 3.

# LHA PRE-APPLICATION CONSULTATION RESPONSE

**WEST SUSSEX COUNTY COUNCIL  
PRE APPLICATION CONSULTATION**

<b>TO:</b>	Organisation: Reeves Transport Planning FAO: Steve Reeves
<b>FROM:</b>	WSCC - Highways Authority
<b>DATE:</b>	21 October 2024
<b>LOCATION:</b>	1 QUEENS PARADE NORTH ROAD LANCING WEST SUSSEX BN15 9BA
<b>SUBJECT:</b>	Internal Reference: PRE-87-24 Construct an upwards extension to provide 22 additional flats, plus aesthetic improvements to the existing parade of shops.
<b>DATE OF SITE VISIT:</b>	n/a
<b>RECOMMENDATION:</b>	Advice
<b>S106 CONTRIBUTION TOTAL:</b>	n/a

West Sussex County Council (WSCC), in its capacity as Local Highway Authority (LHA), have been consulted for a pre-application advice to construct an upwards extension to provide 22 additional flats, plus aesthetic improvements to the existing parade of shops. The site address is Queens Parade, North Road, Lancing BN15 9BA. The site was subject of an approved planning application AWDM/1915/16 for a similar residential scheme comprising 9 nos. flats (Class C3) which has now lapsed.

The applicant's transport consultant from Reeves Transport Planning engaged in a formal discussion with the LHA via an online meeting held on Friday, Wednesday, 18<sup>th</sup> October 2024. The pre-application discussion was supported by Transport Statement (TS) and associated plans to discuss any highway safety or capacity implications of the proposal.

The requested information but not limited to must be included within a Transport Statement (TS) as part of any future planning application. The LHA would offer the following comments.:

- The application building is a parade of shops fronting North Road, located at the corner of Culver Road and North Road. The building is mid-1960s comprising a range of commercial units on the ground floor and 11 flats (Class C3) on the first floor.
- The servicing access for the retail units is from Culver Road. A layby parking provision is provided at the front of the building. The access to the existing residential units is taken from the rear of the building.

- The building is located within an urban setting with convenient opportunities for sustainable travel. Lancing railway station is within short walking distance, to the south of the site providing wider area connectivity to London, Gatwick, Brighton, Portsmouth etc. Bus stops are located opposite of the building. site. There are continuous footways along the neighbouring street network conducive to walking.
- The applicant should look carefully at existing bus waiting facilities and look to improve them if they do not currently have shelter, seats, or real-time passenger information.
- Cycle parking needs to be high-quality, covered, secure and with provision for adapted cycles and tool kits (plus a workspace for users). Use of Sheffield Stands (or very similar) should be made. Care should be taken to avoid lifting-stands, double-decker, low or vertical stands. If possible, the applicant should look to provide some cycle parking for existing users of commercial and residential units.
- There are parking controls along the neighbouring streets. The development is made car free. There are two public carks namely North Farm Road Car Park and the Littlecroft Car Park immediately opposite the development which the residents / visitors could benefit from. Information about the car park opening hours, whether overnight parking facility is available and whether they charge for overnight parking must be included within the TS.
- Information about the opening days / times of the adjacent football stadium must be included. Parking beat survey should be extended to evenings and weekends when the football stadium is operational. Photographs may be included to provide robust evidence to demonstrate that any on-street parking by occupiers of the development will not have a severe impact on the operation of the local highway network.
- Travel Plan must provide vouchers to households for bicycle purchase and/or bus season tickets and/or car parking tickets. 'Taster tickets' for buses and trains should also be included to encourage non-car modes. Information if any car clubs are operating nearby or would be interested in operating from the site must be included.

To summarise, the below information must be included with a Transport Statement submitted with any future planning application.

- A site location plan scale (1:1250) with site boundary indicated.
- Schedule of existing uses including planning history with reference numbers.
- Description, including site layout plans, of the proposed development and schedule of uses.
- A Transport Statement, including location plan of key services, availability of sustainable modes of transport and existing/future vehicular generation.
- Reference to supporting national, regional, and local planning documents and policies.

- Personal Injury Accident (PIA) data near to the site access for the previous 5 years.
- Parking strategy, including provision of parking for all modes of transport.
- Relevant data collected to date.

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

**Roopa Bilichodmath**  
**Planning Services**

## APPENDIX 4.

# BUS SERVICE TIME TABLES

**MONDAY TO FRIDAY** (excluding Public Holidays)

<b>West Durrington</b> Carisbrooke Dr	0541	0601	0621	0641	0701	0711	0723	0738	0753	0808	0823	0838	<b>15</b> mins at these times each hour	<b>53</b>	<b>08</b>	<b>23</b>	<b>38</b>	<b>until</b>	1723	1738	1753	1813	1833
<b>West Durrington</b> Tesco	0545	0605	0625	0645	0705	0715	0727	0742	0757	0812	0827	0842		<b>57</b>	<b>12</b>	<b>27</b>	<b>42</b>		1727	1742	1757	1817	1837
<b>Goring Road</b> Wallace Ave	0553	0613	0633	0653	0713	0725	0738	0753	0808	0823	0838	0853		<b>08</b>	<b>23</b>	<b>38</b>	<b>53</b>		1738	1750	1806	1826	1846
<b>Worthing</b> Marine Parade [F] arr	0603	0623	0643	0703	0723	0736	0751	0806	0821	0836	0851	0906		<b>21</b>	<b>36</b>	<b>51</b>	<b>06</b>		1751	1801	1817	1837	1857
<b>Worthing</b> Marine Parade [F] dep	0604	0624	0644	0704	0724	0737	0756	0811	0826	0841	0856	0911		<b>26</b>	<b>41</b>	<b>56</b>	<b>11</b>		1756	-	1821	1841	1901
<b>Worthing</b> Hospital <b>H</b>	0608	0628	0648	0708	0728	0741	0800	0815	0830	0845	0900	0915		<b>30</b>	<b>45</b>	<b>00</b>	<b>15</b>		1800	-	1825	1845	1905
<b>Lancing</b> Carnforth Rd	0615	0635	0655	0715	0735	0748	0807	0822	0837	0852	0907	0922		<b>37</b>	<b>52</b>	<b>07</b>	<b>22</b>		1807	-	1832	1852	1912
<b>Lancing</b> Berriedale Drive	0618	0638	0658	0718	0738	0751	0810	0825	0840	0855	0910	0925		<b>40</b>	<b>55</b>	<b>10</b>	<b>25</b>		1810	-	1835	1855	1915
<b>Lancing</b> North Road Shops	0623	0643	0703	0723	0743	0756	0815	0830	0845	0900	0915	0930		<b>45</b>	<b>00</b>	<b>15</b>	<b>30</b>		1815	-	1839	1859	1919
<b>Lancing</b> Crabtree Parade	0626	0646	0706	0726	0746	0759	0818	0833	0848	0903	0918	0933		<b>48</b>	<b>03</b>	<b>18</b>	<b>33</b>		1818	-	1841	1901	1921

**MONDAY TO FRIDAY** (excluding Public Holidays)

<b>West Durrington</b> Carisbrooke Dr	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>West Durrington</b> Tesco	1908	1938	2008	2038	2108	2138	2208	2238	2308	2338	0008		
<b>Goring Road</b> Wallace Ave	1916	1946	2016	2046	2116	2146	2216	2246	2316	2346	0016		
<b>Worthing</b> Marine Parade [F] arr	1927	1957	2027	2057	2127	2157	2227	2257	2327	2357	0027		
<b>Worthing</b> Marine Parade [F] dep	1931	2001	2031	2101	2131	2201	2231	2301	-	-	-		
<b>Worthing</b> Hospital <b>H</b>	1935	2005	2035	2105	2135	2205	2235	2305	-	-	-		
<b>Lancing</b> Carnforth Rd	1942	2012	2042	2112	2142	2212	2242	2312	-	-	-		
<b>Lancing</b> Berriedale Drive	1945	2015	2045	2115	2145	2215	2245	2315	-	-	-		
<b>Lancing</b> North Road Shops	1949	2019	2049	2119	2149	2219	2249	2319	-	-	-		
<b>Lancing</b> Crabtree Parade	1951	2021	2051	2121	2151	2221	2251	2321	-	-	-		

## SATURDAY

<b>West Durrington</b> Carisbrooke Dr	0601	0621	0641	0701	0721	0741	0801	0821	0841	0901	0921	0938	0953	<b>15</b> mins at these times each hour	<b>08</b>	<b>23</b>	<b>38</b>	<b>53</b>	until	1638	1658	1718	1738
<b>West Durrington</b> Tesco	0605	0625	0645	0705	0725	0745	0805	0825	0845	0905	0925	0942	0957		<b>12</b>	<b>27</b>	<b>42</b>	<b>57</b>		1642	1702	1722	1742
<b>Goring Road</b> Wallace Ave	0613	0633	0653	0713	0733	0753	0815	0835	0855	0915	0935	0953	1008		<b>23</b>	<b>38</b>	<b>53</b>	<b>08</b>		1653	1713	1733	1753
<b>Worthing</b> Marine Parade [F] arr	0623	0643	0703	0723	0743	0803	0826	0846	0906	0926	0947	1006	1021		<b>36</b>	<b>51</b>	<b>06</b>	<b>21</b>		1706	1726	1746	1806
<b>Worthing</b> Marine Parade [F] dep	0624	0644	0704	0724	0744	0804	0829	0849	0909	0929	0950	1011	1026		<b>41</b>	<b>56</b>	<b>11</b>	<b>26</b>		1711	1731	1751	1811
<b>Worthing</b> Hospital <b>H</b>	0628	0648	0708	0728	0748	0808	0833	0853	0913	0933	0954	1015	1030		<b>45</b>	<b>00</b>	<b>15</b>	<b>30</b>		1715	1735	1755	1815
<b>Lancing</b> Carnforth Rd	0635	0655	0715	0735	0755	0815	0840	0900	0920	0940	1001	1022	1037		<b>52</b>	<b>07</b>	<b>22</b>	<b>37</b>		1722	1742	1802	1822
<b>Lancing</b> Berriedale Drive	0638	0658	0718	0738	0758	0818	0843	0903	0923	0943	1004	1025	1040		<b>55</b>	<b>10</b>	<b>25</b>	<b>40</b>		1725	1745	1805	1825
<b>Lancing</b> North Road Shops	0643	0703	0723	0743	0803	0823	0848	0908	0928	0948	1009	1030	1045		<b>00</b>	<b>15</b>	<b>30</b>	<b>45</b>		1730	1750	1810	1830
<b>Lancing</b> Crabtree Parade	0646	0706	0726	0746	0806	0826	0851	0911	0931	0951	1012	1033	1048		<b>03</b>	<b>18</b>	<b>33</b>	<b>48</b>		1733	1753	1813	1833

## SATURDAY

<b>West Durrington</b> Carisbrooke Dr	1803	1833	-	-	-	-	-	-	-	-	-	-	-
<b>West Durrington</b> Tesco	1807	1837	1908	1938	2008	2038	2108	2138	2208	2238	2308	2338	0008
<b>Goring Road</b> Wallace Ave	1816	1846	1916	1946	2016	2046	2116	2146	2216	2246	2316	2346	0016
<b>Worthing</b> Marine Parade [F] arr	1827	1857	1927	1957	2027	2057	2127	2157	2227	2257	2327	2357	0027
<b>Worthing</b> Marine Parade [F] dep	1831	1901	1931	2001	2031	2101	2131	2201	2231	2301	-	-	-
<b>Worthing</b> Hospital <b>H</b>	1835	1905	1935	2005	2035	2105	2135	2205	2235	2305	-	-	-
<b>Lancing</b> Carnforth Rd	1842	1912	1942	2012	2042	2112	2142	2212	2242	2312	-	-	-
<b>Lancing</b> Berriedale Drive	1845	1915	1945	2015	2045	2115	2145	2215	2245	2315	-	-	-
<b>Lancing</b> North Road Shops	1849	1919	1949	2019	2049	2119	2149	2219	2249	2319	-	-	-
<b>Lancing</b> Crabtree Parade	1851	1921	1951	2021	2051	2121	2151	2221	2251	2321	-	-	-



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SUNDAYS (including Public Holidays)

<b>West Durrington</b> Tesco	0840	0900	0920	<b>20</b> then every mins at these times each hour	<b>40</b>	<b>00</b>	<b>20</b>	<b>until</b>	1800	1820	1840
<b>Goring Road</b> Wallace Ave	0850	0910	0930		<b>50</b>	<b>10</b>	<b>30</b>		1810	1830	1850
<b>Worthing</b> Marine Parade [F] arr	0901	0921	0941		<b>01</b>	<b>21</b>	<b>41</b>		1821	1841	1901
<b>Worthing</b> Marine Parade [F] dep	0906	0926	0946		<b>06</b>	<b>26</b>	<b>46</b>		1826	-	-
<b>Worthing</b> Hospital <b>H</b>	0910	0930	0950		<b>10</b>	<b>30</b>	<b>50</b>		1830	-	-
<b>Lancing</b> Carnforth Rd	0917	0937	0957		<b>17</b>	<b>37</b>	<b>57</b>		1837	-	-
<b>Lancing</b> Berriedale Drive	0920	0940	1000		<b>20</b>	<b>40</b>	<b>00</b>		1840	-	-
<b>Lancing</b> North Road Shops	0924	0944	1004		<b>24</b>	<b>44</b>	<b>04</b>		1844	-	-
<b>Lancing</b> Crabtree Parade	0926	0946	1006		<b>26</b>	<b>46</b>	<b>06</b>		1846	-	-



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**MONDAY TO FRIDAY** (excluding Public Holidays)

<b>Lancing</b> Crabtree Parade	-	0548	0608	0628	0648	0708	0723	0738	0753	0808	0823	<b>15</b> mins at these times each hour	<b>38</b>	<b>53</b>	<b>08</b>	<b>23</b>	<b>until</b>	1723	1738	1753	1821	1851	1921
<b>Lancing</b> North Road Shops	-	0551	0611	0631	0651	0711	0726	0741	0756	0811	0826		<b>41</b>	<b>56</b>	<b>11</b>	<b>26</b>		1726	1741	1756	1824	1854	1924
<b>Lancing</b> Berriedale Drive	-	0556	0616	0636	0656	0716	0731	0746	0801	0816	0831		<b>46</b>	<b>01</b>	<b>16</b>	<b>31</b>		1731	1746	1801	1827	1857	1927
<b>Lancing</b> Carnforth Rd	-	0558	0618	0638	0658	0718	0733	0748	0803	0818	0833		<b>48</b>	<b>03</b>	<b>18</b>	<b>33</b>		1733	1748	1803	1829	1859	1929
<b>Worthing</b> Hospital <b>H</b>	-	0609	0629	0649	0709	0729	0744	0759	0814	0829	0844		<b>59</b>	<b>14</b>	<b>29</b>	<b>44</b>		1744	1759	1814	1837	1907	1937
<b>Worthing</b> Marine Parade [B] arr	-	0615	0635	0655	0715	0735	0750	0805	0820	0835	0850		<b>05</b>	<b>20</b>	<b>35</b>	<b>50</b>		1750	1805	1820	1843	1913	1943
<b>Worthing</b> Marine Parade [B] dep	0600	0620	0640	0700	0720	0740	0755	0810	0825	0840	0855		<b>10</b>	<b>25</b>	<b>40</b>	<b>55</b>		1755	1807	1827	1847	1917	1947
<b>Goring Road</b> Wallace Ave	0609	0629	0649	0710	0730	0750	0806	0821	0836	0851	0906		<b>21</b>	<b>36</b>	<b>51</b>	<b>06</b>		1806	1818	1837	1857	1927	1957
<b>West Durrington</b> Tesco	0618	0638	0658	0720	0740	0800	0817	0832	0847	0902	0917		<b>32</b>	<b>47</b>	<b>02</b>	<b>17</b>		1817	1829	1847	1906	1936	2006
<b>West Durrington</b> Carisbrooke Dr	0621	0641	0701	0723	0743	0803	0821	0836	0851	0906	0921		<b>36</b>	<b>51</b>	<b>06</b>	<b>21</b>		1821	1833	1851	-	-	-

**MONDAY TO FRIDAY** (excluding Public Holidays)

<b>Lancing</b> Crabtree Parade	1951	2021	2051	2121	2151	2221	2251	2321
<b>Lancing</b> North Road Shops	1954	2024	2054	2124	2154	2224	2254	2324
<b>Lancing</b> Berriedale Drive	1957	2027	2057	2127	2157	2227	2257	2327
<b>Lancing</b> Carnforth Rd	1959	2029	2059	2129	2159	2229	2259	2329
<b>Worthing</b> Hospital <b>H</b>	2007	2037	2107	2137	2207	2237	2307	2337
<b>Worthing</b> Marine Parade [B] arr	2013	2043	2113	2143	2213	2243	2313	2343
<b>Worthing</b> Marine Parade [B] dep	2017	2047	2117	2147	2217	2247	2317	2347
<b>Goring Road</b> Wallace Ave	2027	2057	2127	2157	2227	2257	2327	2357
<b>West Durrington</b> Tesco	2036	2106	2136	2206	2236	2306	2336	0006



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**SATURDAY**

<b>Lancing</b> Crabtree Parade	0608	0628	0648	0708	0728	0748	0808	0823	0838	0853	<b>15</b> mins at these times each hour	<b>08</b>	<b>23</b>	<b>38</b>	<b>53</b>	<b>until</b>	1718	1738	1758	1821	1851	1921	1951
<b>Lancing</b> North Road Shops	0611	0631	0651	0711	0731	0751	0811	0826	0841	0856		<b>11</b>	<b>26</b>	<b>41</b>	<b>56</b>		1721	1741	1801	1824	1854	1924	1954
<b>Lancing</b> Berriedale Drive	0616	0636	0656	0716	0736	0756	0816	0831	0846	0901		<b>16</b>	<b>31</b>	<b>46</b>	<b>01</b>		1726	1746	1806	1827	1857	1927	1957
<b>Lancing</b> Carnforth Rd	0618	0638	0658	0718	0738	0758	0818	0833	0848	0903		<b>18</b>	<b>33</b>	<b>48</b>	<b>03</b>		1728	1748	1808	1829	1859	1929	1959
<b>Worthing</b> Hospital <b>H</b>	0627	0647	0707	0727	0747	0807	0827	0842	0859	0914		<b>29</b>	<b>44</b>	<b>59</b>	<b>14</b>		1739	1759	1819	1837	1907	1937	2007
<b>Worthing</b> Marine Parade [B] arr	0632	0652	0712	0732	0752	0812	0832	0847	0905	0920		<b>35</b>	<b>50</b>	<b>05</b>	<b>20</b>		1745	1805	1825	1843	1913	1943	2013
<b>Worthing</b> Marine Parade [B] dep	0637	0657	0717	0737	0757	0817	0837	0852	0910	0925		<b>40</b>	<b>55</b>	<b>10</b>	<b>25</b>		1750	1807	1827	1847	1917	1947	2017
<b>Goring Road</b> Wallace Ave	0647	0707	0727	0747	0807	0827	0847	0902	0921	0936		<b>51</b>	<b>06</b>	<b>21</b>	<b>36</b>		1801	1818	1837	1857	1927	1957	2027
<b>West Durrington</b> Tesco	0657	0717	0737	0757	0817	0837	0857	0912	0932	0947		<b>02</b>	<b>17</b>	<b>32</b>	<b>47</b>		1812	1829	1847	1906	1936	2006	2036
<b>West Durrington</b> Carisbrooke Dr	0701	0721	0741	0801	0821	0841	0901	0916	0936	0951		<b>06</b>	<b>21</b>	<b>36</b>	<b>51</b>		1816	1833	1851	-	-	-	-

**SATURDAY**

<b>Lancing</b> Crabtree Parade	2021	2051	2121	2151	2221	2251	2321
<b>Lancing</b> North Road Shops	2024	2054	2124	2154	2224	2254	2324
<b>Lancing</b> Berriedale Drive	2027	2057	2127	2157	2227	2257	2327
<b>Lancing</b> Carnforth Rd	2029	2059	2129	2159	2229	2259	2329
<b>Worthing</b> Hospital <b>H</b>	2037	2107	2137	2207	2237	2307	2337
<b>Worthing</b> Marine Parade [B] arr	2043	2113	2143	2213	2243	2313	2343
<b>Worthing</b> Marine Parade [B] dep	2047	2117	2147	2217	2247	2317	2347
<b>Goring Road</b> Wallace Ave	2057	2127	2157	2227	2257	2327	2357
<b>West Durrington</b> Tesco	2106	2136	2206	2236	2306	2336	0006
<b>West Durrington</b> Carisbrooke Dr	-	-	-	-	-	-	-

**SUNDAYS (including Public Holidays)**

<b>Lancing</b> Crabtree Parade	-	-	-	-	-	0928	0948	1008	<b>20</b> then every mins at these times each hour	<b>28</b>	<b>48</b>	<b>08</b>	<b>until</b>	1708	1728	1748	1808	1828	1848
<b>Lancing</b> North Road Shops	-	-	-	-	-	0931	0951	1011		<b>31</b>	<b>51</b>	<b>11</b>		1711	1731	1751	1811	1831	1851
<b>Lancing</b> Berriedale Drive	-	-	-	-	-	0935	0955	1015		<b>35</b>	<b>55</b>	<b>15</b>		1715	1735	1755	1815	1835	1855
<b>Lancing</b> Carnforth Rd	-	-	-	-	-	0937	0957	1017		<b>37</b>	<b>57</b>	<b>17</b>		1717	1737	1757	1817	1837	1857
<b>Worthing</b> Hospital 	-	-	-	-	-	0946	1006	1026		<b>46</b>	<b>06</b>	<b>26</b>		1726	1746	1806	1826	1846	1906
<b>Worthing</b> Marine Parade [B] arr	-	-	-	-	-	0951	1011	1031		<b>51</b>	<b>11</b>	<b>31</b>		1731	1751	1811	1831	1851	1911
<b>Worthing</b> Marine Parade [B] dep	0816	0836	0856	0916	0936	0956	1016	1036		<b>56</b>	<b>16</b>	<b>36</b>		1736	1756	1816	-	-	-
<b>Goring Road</b> Wallace Ave	0826	0846	0906	0926	0946	1006	1026	1046		<b>06</b>	<b>26</b>	<b>46</b>		1746	1806	1826	-	-	-
<b>West Durrington</b> Tesco	0836	0856	0916	0936	0956	1016	1036	1056	<b>16</b>	<b>36</b>	<b>56</b>	1756	1816	1836	-	-	-		



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**MONDAY TO FRIDAY** (excluding Public Holidays)

<b>Brighton</b> Old Steine [T]	-	-	-	0530	0550	0610	0630	0645	0655	-	0708	0720	0732	0744	0756	12 mins at these times each hour	<b>08</b>	<b>20</b>	<b>32</b>	<b>44</b>	<b>56</b>	until	1608	1620	1632
<b>Brighton</b> Churchill Sq [D]	-	-	-	0535	0555	0615	0635	0650	0702	-	0716	0728	0740	0752	0804		<b>16</b>	<b>28</b>	<b>28</b>	<b>52</b>	<b>04</b>		1616	1628	1640
<b>Hove</b> King Alfred	-	-	-	0543	0603	0623	0643	0658	0712	-	0727	0739	0751	0803	0815		<b>27</b>	<b>39</b>	<b>51</b>	<b>03</b>	<b>15</b>		1627	1639	1651
<b>Portslade</b> A259/Station Rd	-	-	-	0548	0608	0628	0648	0704	0719	-	0734	0746	0758	0810	0822		<b>34</b>	<b>46</b>	<b>58</b>	<b>10</b>	<b>22</b>		1634	1646	1658
<b>Shoreham</b> High Street	-	-	-	0558	0618	0638	0658	0715	0733	-	0749	0801	0813	0825	0837		<b>49</b>	<b>01</b>	<b>13</b>	<b>25</b>	<b>37</b>		1649	1701	1713
<b>S.Lancing</b> New Sussex Hotel	-	-	-	0605	0625	0645	0705	0724	0741	-	0758	0810	0822	0834	0846		<b>58</b>	<b>10</b>	<b>22</b>	<b>34</b>	<b>46</b>		1658	1710	1722
<b>Worthing</b> Marine Parade [C]	-	-	-	0615	0635	0655	0715	0735	0750	-	0810	0822	0834	0846	0858		<b>10</b>	<b>22</b>	<b>34</b>	<b>46</b>	<b>58</b>		1710	1722	1734
<b>Worthing</b> Marine Parade [C]	0525	0545	0605	0620	0640	0700	0720	0740	0753	0805	0815	0827	0839	0851	0903		<b>15</b>	<b>27</b>	<b>39</b>	<b>51</b>	<b>03</b>		1715	1727	1739
<b>Goring Road</b> Wallace Ave	0533	0553	0613	0628	0648	0709	0730	0750	0803	0815	0826	0838	0850	0902	0914		<b>26</b>	<b>38</b>	<b>50</b>	<b>02</b>	<b>14</b>		1726	1738	1750
<b>Goring</b> Aldsworth Ave Shops	0538	0558	0618	0633	0653	0715	0736	0756	0809	0821	0833	0845	0857	0909	0921		<b>33</b>	<b>45</b>	<b>57</b>	<b>09</b>	<b>21</b>		1733	1745	1757
<b>Ferring</b> War Memorial	0541	0601	0621	0636	0656	0718	0739	0759	0812	0824	0836	0848	0900	0912	0924		<b>36</b>	<b>48</b>	<b>00</b>	<b>12</b>	<b>24</b>		1736	1748	1800
<b>E.Preston</b> Fairlands/Arun Ct	0552	0612	0632	0647	0707	0730	0752	0812	0826	0838	0850	0902	0914	0926	0938		<b>50</b>	<b>02</b>	<b>14</b>	<b>26</b>	<b>38</b>		1750	1802	1814
<b>Rustington Shops</b> The Street	0559	0619	0639	0654	0714	0737	0759	0819	0834	0846	0858	0910	0922	0934	0946		<b>58</b>	<b>10</b>	<b>22</b>	<b>34</b>	<b>46</b>		1758	1810	1822
<b>Littlehampton</b> Anchor Springs	0611	0631	0651	0704	0724	0747	0812	0832	0848	0900	0912	0924	0936	0948	1000		<b>12</b>	<b>24</b>	<b>26</b>	<b>48</b>	<b>00</b>		1812	1824	1836
<b>Littlehampton</b> Anchor Springs	0615	0635	0655	0710	0726	0751	0816	0836	0852	0904	0916	0928	0940	0952	1004		<b>16</b>	<b>28</b>	<b>40</b>	<b>52</b>	<b>04</b>		1816	1828	1838
<b>Wick</b> Courtwick Road	0619	0639	0659	0714	0730	0755	0820	0840	0856	0908	0920	0932	0944	0956	1008		<b>20</b>	<b>32</b>	<b>44</b>	<b>56</b>	<b>08</b>		1820	1832	1842

Please note that all journeys finishing at Wick, Courtwick Road continue via Clun Road to North Ham Road.

**MONDAY TO FRIDAY** (excluding Public Holidays)

<b>Brighton</b> Old Steine [T]	1644	1656	1708	1720	1732	1744	1756	1808	1820	1832	1845	1855	1905	1915	1930	1945	2000	2015	2030	2050	2110	2130	2150	2210
<b>Brighton</b> Churchill Sq [D]	1652	1704	1716	1728	1740	1752	1804	1816	1828	1840	1853	1903	1913	1923	1938	1953	2008	2023	2038	2058	2118	2138	2158	2218
<b>Hove</b> King Alfred	1703	1715	1727	1739	1751	1803	1815	1827	1839	1850	1902	1912	1922	1932	1947	2002	2017	2032	2047	2107	2127	2147	2207	2227
<b>Portslade</b> A259/Station Rd	1710	1722	1734	1746	1758	1810	1822	1834	1845	1856	1907	1917	1927	1937	1952	2007	2022	2037	2052	2112	2132	2152	2212	2232
<b>Shoreham</b> High Street	1725	1737	1749	1801	1813	1825	1836	1849	1858	1909	1917	1927	1937	1947	2002	2017	2032	2047	2102	2122	2142	2202	2222	2242
<b>S.Lancing</b> New Sussex Hotel	1734	1746	1758	1810	1822	1834	1845	1857	1907	1917	1925	1935	1945	1955	2010	2025	2040	2055	2110	2130	2150	2210	2230	2250
<b>Worthing</b> Marine Parade [C]	1746	1758	1810	1822	1834	1846	1857	1907	1917	1927	1935	1945	1955	2005	2020	2035	2050	2105	2120	2140	2200	2220	2240	2300
<b>Worthing</b> Marine Parade [C]	1751	1803	1815	1827	1839	1851	-	1907	1922	-	1935	1947	-	2007	2022	2042	-	2107	2122	2142	2202	2222	-	2300
<b>Goring Road</b> Wallace Ave	1802	1814	1826	1838	1850	1902	-	1918	1933	-	1943	1955	-	2015	2030	2050	-	2115	2130	2150	2210	2230	-	2307
<b>Goring</b> Aldsworth Ave Shops	1809	1821	1833	1845	1857	1909	-	1925	1940	-	1948	2000	-	2020	2035	2055	-	2120	2135	2155	2215	2235	-	2312
<b>Ferring</b> War Memorial	-	1824	-	1848	-	1912	-	-	1943	-	-	2003	-	-	-	2058	-	-	-	2158	-	-	-	-
<b>East Preston</b> Fairlands/Arun Ct	-	1837	-	1901	-	1925	-	-	1956	-	-	2016	-	-	-	2110	-	-	-	2210	-	-	-	-
<b>Rustington Shops</b> The Street	-	1843	-	1907	-	1931	-	-	2002	-	-	2022	-	-	-	2116	-	-	-	2216	-	-	-	-
<b>Littlehampton</b> Anchor Springs	-	1852	-	1916	-	1940	-	-	2011	-	-	2031	-	-	-	2125	-	-	-	2225	-	-	-	-
<b>Littlehampton</b> Anchor Springs	-	1856	-	1918	-	1942	-	-	2013	-	-	2033	-	-	-	-	-	-	-	-	-	-	-	-
<b>Wick</b> Courtwick Road	-	1900	-	1922	-	1946	-	-	2017	-	-	2037	-	-	-	-	-	-	-	-	-	-	-	-

Please note that all journeys finishing at Wick, Courtwick Road continue via Clun Road to North Ham Road.

**MONDAY TO FRIDAY** (excluding Public Holidays)

<b>Brighton</b> Old Steine [T]	2230	2250	2310	2330	2350
<b>Brighton</b> Churchill Sq [D]	2238	2258	2318	2338	2358
<b>Hove</b> King Alfred	2247	2307	2327	2347	0007
<b>Portslade</b> A259/Station Rd	2252	2312	2332	2352	0012
<b>Shoreham</b> High Street	2302	2321	2341	0002	0021
<b>S.Lancing</b> New Sussex Hotel	2310	2327	2347	0010	0027
<b>Worthing</b> Marine Parade [C]	2320	2335	2355	0020	0035
<b>Worthing</b> Marine Parade [C]	2320	-	2355	0022	-
<b>Goring Road</b> Wallace Ave	2327	-	0002	0030	-
<b>Goring</b> Aldsworth Ave Shops	2332	-	0007	0035	-
<b>Ferring</b> War Memorial	-	-	-	-	-
<b>E.Preston</b> Fairlands/Arun Ct	-	-	-	-	-
<b>Rustington Shops</b> The Street	-	-	-	-	-
<b>Littlehampton</b> Anchor Springs	-	-	-	-	-
<b>Littlehampton</b> Anchor Springs	-	-	-	-	-
<b>Wick</b> Courtwick Road	-	-	-	-	-

Please note that all journeys finishing at Wick, Courtwick Road continue via Clun Road to North Ham Road.

**SATURDAYS**

<b>Brighton</b> Old Steine [T]	0635	0655	0715	0730	0745	0755	0805	0820	0832	0844	0856	0908	0920								
<b>Brighton</b> Churchill Sq [D]	0640	0700	0720	0736	0751	0802	0813	0828	0840	0852	0904	0916	0928								
<b>Hove</b> King Alfred	0648	0708	0728	0745	0800	0812	0824	0839	0851	0903	0915	0927	0939								
<b>Portslade</b> A259/Station Rd	0653	0713	0733	0751	0806	0818	0831	0846	0858	0910	0922	0934	0946								
<b>Shoreham</b> High Street	0703	0723	0743	0801	0816	0828	0846	0901	0913	0925	0937	0949	1001								
<b>S.Lancing</b> New Sussex Hotel	0710	0730	0750	0808	0823	0835	0855	0910	0922	0934	0946	0958	1010								
<b>Worthing</b> Marine Parade [C]	0720	0740	0800	0820	0835	0847	0907	0922	0934	0946	0958	1010	1022								
<b>Worthing</b> Marine Parade [C]	0555	0615	0635	0655	0715	0725	0735	0745	0800	0815	0825	0840	0852	0904	0915	0927	0939	0951	1003	1015	1027
<b>Goring Road</b> Wallace Ave	0602	0622	0642	0702	0722	0733	0743	0754	0809	0824	0835	0850	0902	0914	0926	0938	0950	1002	1014	1026	1038
<b>Goring</b> Aldsworth Ave Shops	0606	0626	0646	0706	0726	0738	0748	0800	0815	0830	0842	0857	0909	0921	0933	0945	0957	1009	1021	1033	1045
<b>Ferring</b> War Memorial	0609	0629	0649	0709	0729	0741	0751	0803	0818	0833	0845	0900	0912	0924	0936	0948	1000	1012	1024	1036	1048
<b>E.Preston</b> Fairlands/Arun Ct	0619	0639	0659	0719	0739	0754	0804	0817	0832	0847	0859	0914	0926	0938	0950	1002	1014	1026	1038	1050	1102
<b>Rustington Shops</b> The Street	0625	0645	0705	0725	0745	0800	0810	0823	0838	0853	0906	0921	0933	0945	0958	1010	1022	1034	1046	1058	1110
<b>Littlehampton</b> Anchor Springs	0635	0655	0715	0735	0755	0810	0820	0835	0850	0905	0920	0935	0947	0959	1012	1024	1036	1048	1100	1112	1124
<b>Littlehampton</b> Anchor Springs	0639	0659	0719	0739	0759	0814	0824	0839	0852	0909	0924	0939	0951	1003	1016	1028	1040	1052	1104	1116	1128
<b>Wick</b> Courtwick Road	0643	0703	0723	0743	0803	0818	0828	0843	0856	0913	0928	0943	0955	1007	1020	1032	1044	1056	1108	1120	1132

Please note that all journeys finishing at Wick, Courtwick Road continue via Clun Road to North Ham Road.

**SATURDAYS**

<b>Brighton</b> Old Steine [T]	0832	<b>12</b> then every mins at these times each hour	<b>44</b>	<b>56</b>	<b>08</b>	<b>20</b>	<b>32</b>	<b>until</b>	1620	1632	1644	1656	1708	1720	1732	1744	1756	1808	1820	1832	1845
<b>Brighton</b> Churchill Sq [D]	0840		<b>52</b>	<b>04</b>	<b>16</b>	<b>28</b>	<b>40</b>		1628	1640	1652	1704	1716	1728	1740	1752	1804	1816	1828	1840	1853
<b>Hove</b> King Alfred	0851		<b>03</b>	<b>15</b>	<b>27</b>	<b>39</b>	<b>51</b>		1639	1651	1703	1715	1727	1739	1751	1803	1815	1827	1839	1850	1902
<b>Portslade</b> A259/Station Rd	0858		<b>10</b>	<b>22</b>	<b>34</b>	<b>46</b>	<b>58</b>		1646	1658	1710	1722	1734	1746	1758	1810	1822	1834	1845	1856	1907
<b>Shoreham</b> High Street	0913		<b>25</b>	<b>37</b>	<b>49</b>	<b>01</b>	<b>13</b>		1701	1713	1725	1737	1749	1801	1813	1825	1836	1849	1858	1909	1917
<b>S.Lancing</b> New Sussex Hotel	0922		<b>34</b>	<b>46</b>	<b>58</b>	<b>10</b>	<b>22</b>		1710	1722	1734	1746	1758	1810	1822	1834	1845	1857	1907	1917	1925
<b>Worthing</b> Marine Parade [C]	0934		<b>46</b>	<b>58</b>	<b>10</b>	<b>22</b>	<b>34</b>		1722	1734	1746	1758	1810	1822	1834	1846	1857	1907	1917	1927	1935
<b>Worthing</b> Marine Parade [C]	0939		<b>51</b>	<b>03</b>	<b>15</b>	<b>27</b>	<b>39</b>		1727	1739	1751	1803	1815	1827	1839	1851	-	1907	1922	-	1935
<b>Goring Road</b> Wallace Ave	0950		<b>02</b>	<b>14</b>	<b>26</b>	<b>38</b>	<b>50</b>		1738	1750	1802	1814	1826	1838	1850	1902	-	1918	1933	-	1943
<b>Goring</b> Aldsworth Ave Shops	0957		<b>09</b>	<b>21</b>	<b>33</b>	<b>45</b>	<b>57</b>		1745	1757	1809	1821	1833	1845	1857	1909	-	1925	1940	-	1948
<b>Ferring</b> War Memorial	1000		<b>12</b>	<b>24</b>	<b>36</b>	<b>48</b>	<b>00</b>		1748	1800	-	1824	-	1848	-	1912	-	-	1943	-	-
<b>E.Preston</b> Fairlands/Arun Ct	1014		<b>26</b>	<b>38</b>	<b>50</b>	<b>02</b>	<b>14</b>		1802	1814	-	1837	-	1901	-	1925	-	-	1956	-	-
<b>Rustington Shops</b> The Street	1022		<b>34</b>	<b>46</b>	<b>58</b>	<b>10</b>	<b>22</b>		1810	1822	-	1843	-	1907	-	1931	-	-	2002	-	-
<b>Littlehampton</b> Anchor Springs	1036		<b>48</b>	<b>00</b>	<b>12</b>	<b>24</b>	<b>36</b>		1824	1836	-	1852	-	1916	-	1940	-	-	2011	-	-
<b>Littlehampton</b> Anchor Springs	1040		<b>52</b>	<b>04</b>	<b>16</b>	<b>28</b>	<b>40</b>		1828	1838	-	1856	-	1918	-	1942	-	-	2013	-	-
<b>Wick</b> Courtwick Road	1044		<b>56</b>	<b>08</b>	<b>20</b>	<b>32</b>	<b>44</b>		1832	1842	-	1900	-	1922	-	1946	-	-	2017	-	-

Please note that all journeys finishing at Wick, Courtwick Road continue via Clun Road to North Ham Road.

**SATURDAYS**

<b>Brighton</b> Old Steine [T]	1855	1905	1915	1930	1945	2000	2015	2030	2050	2110	2130	2150	2210	2230	2250	2310	2330	2350
<b>Brighton</b> Churchill Sq [D]	1903	1913	1923	1938	1953	2008	2023	2038	2058	2118	2138	2158	2218	2238	2258	2318	2338	2358
<b>Hove</b> King Alfred	1912	1922	1932	1947	2002	2017	2032	2047	2107	2127	2147	2207	2227	2247	2307	2327	2347	0007
<b>Portslade</b> A259/Station Rd	1917	1927	1937	1952	2007	2022	2037	2052	2112	2132	2152	2212	2232	2252	2312	2332	2352	0012
<b>Shoreham</b> High Street	1927	1937	1947	2002	2017	2032	2047	2102	2122	2142	2202	2222	2242	2302	2321	2341	0002	0021
<b>S.Lancing</b> New Sussex Hotel	1935	1945	1955	2010	2025	2040	2055	2110	2130	2150	2210	2230	2250	2310	2327	2347	0010	0027
<b>Worthing</b> Marine Parade [C]	1945	1955	2005	2020	2035	2050	2105	2120	2140	2200	2220	2240	2300	2320	2335	2355	0020	0035
<b>Worthing</b> Marine Parade [C]	1947	-	2007	2022	2042	-	2107	2122	2142	2202	2222	-	2300	2320	-	2355	0022	-
<b>Goring Road</b> Wallace Ave	1955	-	2015	2030	2050	-	2115	2130	2150	2210	2230	-	2307	2327	-	0002	0030	-
<b>Goring</b> Aldsworth Ave Shops	2000	-	2020	2035	2055	-	2120	2135	2155	2215	2235	-	2312	2332	-	0007	0035	-
<b>Ferring</b> War Memorial	2003	-	-	-	2058	-	-	-	2158	-	-	-	-	-	-	-	-	-
<b>E.Preston</b> Fairlands/Arun Ct	2016	-	-	-	2110	-	-	-	2210	-	-	-	-	-	-	-	-	-
<b>Rustington Shops</b> The Street	2022	-	-	-	2116	-	-	-	2216	-	-	-	-	-	-	-	-	-
<b>Littlehampton</b> Anchor Springs	2031	-	-	-	2125	-	-	-	2225	-	-	-	-	-	-	-	-	-
<b>Littlehampton</b> Anchor Springs	2033	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Wick</b> Courtwick Road	2037	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Please note that all journeys finishing at Wick, Courtwick Road continue via Clun Road to North Ham Road.

**SUNDAYS (including Public Holidays)**

<b>Brighton</b> Old Steine [T]	-	-	-	-	0725	0745	0805	<b>20</b> mins at these times each hour	<b>25</b>	<b>45</b>	<b>05</b>	until	1645	1705	1725	1745	1805	1825	1845	1900	1915
<b>Brighton</b> Churchill Sq [D]	-	-	-	-	0734	0754	0814		<b>34</b>	<b>54</b>	<b>14</b>		1654	1714	1734	1754	1814	1833	1852	1907	1922
<b>Hove</b> King Alfred	-	-	-	-	0744	0804	0824		<b>44</b>	<b>04</b>	<b>24</b>		1704	1724	1744	1804	1824	1843	1901	1916	1931
<b>Portslade</b> A259/Station Rd	-	-	-	-	0750	0810	0830		<b>50</b>	<b>10</b>	<b>30</b>		1710	1730	1750	1810	1830	1848	1906	1921	1936
<b>Shoreham</b> High Street	-	-	-	-	0800	0820	0840		<b>00</b>	<b>20</b>	<b>40</b>		1720	1740	1800	1820	1840	1858	1915	1930	1945
<b>S.Lancing</b> New Sussex Hotel	-	-	-	-	0808	0828	0848		<b>08</b>	<b>28</b>	<b>48</b>		1728	1748	1808	1828	1848	1906	1922	1937	1952
<b>Worthing</b> Marine Parade [C]	-	-	-	-	0820	0840	0900		<b>20</b>	<b>40</b>	<b>00</b>		1740	1800	1820	1840	1900	1915	1930	1945	2000
<b>Worthing</b> Marine Parade [C]	0715	0735	0755	0815	0825	0845	0905		<b>25</b>	<b>45</b>	<b>05</b>		1745	1805	1825	1842	1902	-	1932	-	2002
<b>Goring Road</b> Wallace Ave	0723	0743	0803	0823	0835	0855	0915		<b>35</b>	<b>55</b>	<b>15</b>		1755	1815	1835	1850	1910	-	1940	-	2010
<b>Goring</b> Aldsworth Ave Shops	0728	0748	0808	0828	0842	0902	0922		<b>42</b>	<b>02</b>	<b>22</b>		1802	1822	1842	1855	1915	-	1945	-	2015
<b>Ferring</b> War Memorial	0731	0751	0811	0831	0845	0905	0925		<b>45</b>	<b>05</b>	<b>25</b>		1805	1825	1845	-	1918	-	-	-	2018
<b>E.Preston</b> Fairlands/Arun Ct	0743	0803	0823	0843	0859	0919	0939		<b>59</b>	<b>19</b>	<b>39</b>		1819	1839	1859	-	1930	-	-	-	2030
<b>Rustington Shops</b> The Street	0750	0810	0830	0850	0907	0927	0947		<b>07</b>	<b>27</b>	<b>47</b>		1827	1847	1907	-	1937	-	-	-	2037
<b>Littlehampton</b> Anchor Springs	0800	0820	0840	0900	0920	0940	1000		<b>20</b>	<b>40</b>	<b>00</b>		1840	1900	1920	-	1950	-	-	-	2050
<b>Littlehampton</b> Anchor Springs	0804	0824	0844	0904	0924	0944	1004		<b>24</b>	<b>44</b>	<b>04</b>		1844	1904	1924	-	-	-	-	-	-
<b>Wick</b> Courtwick Road	0810	0830	0850	0910	0930	0950	1010	<b>30</b>	<b>50</b>	<b>10</b>	1850	1910	1930	-	-	-	-	-	-		

Please note that all journeys finishing at Wick, Courtwick Road continue via Clun Road to North Ham Road.

**SUNDAYS (including Public Holidays)**

<b>Brighton</b> Old Steine [T]	1935	1955	2010	2030	2100	2130	2200	2230
<b>Brighton</b> Churchill Sq [D]	1942	2002	2017	2037	2107	2137	2207	2237
<b>Hove</b> King Alfred	1951	2011	2026	2046	2116	2146	2216	2246
<b>Portslade</b> A259/Station Rd	1956	2016	2031	2051	2121	2151	2221	2251
<b>Shoreham</b> High Street	2005	2025	2040	2100	2130	2200	2230	2300
<b>S.Lancing</b> New Sussex Hotel	2012	2032	2047	2107	2137	2207	2237	2307
<b>Worthing</b> Marine Parade [C]	2020	2040	2055	2115	2145	2215	2245	2315
<b>Worthing</b> Marine Parade [C]	-	2042	-	2117	-	2217	-	-
<b>Goring Road</b> Wallace Ave	-	2050	-	2125	-	2225	-	-
<b>Goring</b> Aldsworth Ave Shops	-	2055	-	2130	-	2230	-	-
<b>Ferring</b> War Memorial	-	-	-	-	-	-	-	-
<b>E.Preston</b> Fairlands/Arun Ct	-	-	-	-	-	-	-	-
<b>Rustington Shops</b> The Street	-	-	-	-	-	-	-	-
<b>Littlehampton</b> Anchor Springs	-	-	-	-	-	-	-	-
<b>Littlehampton</b> Anchor Springs	-	-	-	-	-	-	-	-
<b>Wick</b> Courtwick Road	-	-	-	-	-	-	-	-

Please note that all journeys finishing at Wick, Courtwick Road continue via Clun Road to North Ham Road.

**MONDAY TO FRIDAY** (excluding Public Holidays)

<b>Wick</b> Courtwick Road	-	-	-	-	-	-	-	-	-	0540	-	-	0600	-	0620	-	0640	0652	0705	0715	0730
<b>Littlehampton</b> Anchor Springs	-	-	-	-	-	-	-	-	-	0548	-	-	0608	-	0628	-	0648	0700	0713	0723	0738
<b>Littlehampton</b> Anchor Springs	-	-	-	-	-	-	-	-	-	0550	-	-	0610	-	0630	-	0650	0702	0715	0726	0741
<b>Rustington Shops</b> The Street	-	-	-	-	-	-	-	-	-	0600	-	-	0620	-	0640	-	0700	0713	0726	0739	0754
<b>E.Preston</b> Fairlands/The Street	-	-	-	-	-	-	-	-	-	0607	-	-	0627	-	0647	-	0707	0720	0733	0746	0801
<b>Ferring</b> War Memorial	-	-	-	-	-	-	-	-	-	0619	-	-	0640	-	0700	-	0720	0734	0747	0801	0816
<b>Goring</b> Aldsworth Ave Shops	-	-	0510	-	0540	-	-	0602	-	0622	-	-	0644	-	0704	-	0724	0738	0751	0805	0820
<b>Goring Road</b> Wallace Ave	-	-	0515	-	0545	-	-	0607	-	0627	-	-	0650	-	0710	-	0730	0745	0758	0813	0828
<b>Worthing</b> Marine Parade [G]	-	-	0524	-	0554	-	-	0616	-	0636	-	-	0700	-	0720	-	0740	0757	0810	0825	0840
<b>Worthing</b> Marine Parade [G]	0445	0505	0525	0545	0557	0604	0612	0620	0628	0638	0643	0653	0703	0713	0723	0735	0748	0801	0815	0830	0845
<b>S.Lancing</b> New Sussex Hotel	0452	0512	0532	0552	0605	0613	0621	0629	0637	0647	0643	0704	0715	0725	0735	0747	0800	0813	0827	0841	0856
<b>Shoreham</b> High Street	0459	0519	0539	0559	0612	0621	0630	0638	0648	0659	0707	0718	0729	0739	0749	0801	0814	0827	0840	0852	0907
<b>Portslade</b> A259 Station Rd	0507	0527	0547	0607	0620	0630	0639	0647	0659	0711	0720	0731	0743	0753	0803	0815	0828	0841	0853	0905	0920
<b>Hove</b> King Alfred	0512	0532	0552	0612	0625	0635	0645	0653	0705	0717	0727	0738	0750	0800	0810	0822	0835	0848	0900	0911	0926
<b>Brighton</b> Churchill Sq [F]	0520	0540	0600	0620	0634	0644	0654	0703	0715	0727	0737	0749	0801	0811	0821	0833	0846	0858	0910	0921	0936
<b>Brighton</b> Old Steine [Q]	0525	0545	0605	0625	0640	0650	0700	0710	0722	0734	0744	0756	0808	0818	0828	0840	0853	0905	0917	0928	0943

**MONDAY TO FRIDAY** (excluding Public Holidays)

<b>Wick</b> Courtwick Road	0745	0757	<b>12</b> mins at these times each hour	<b>09</b>	<b>21</b>	<b>33</b>	<b>45</b>	<b>57</b>	<b>until</b>	1712	1727	1742	1757	1810	1822	1842	1902	1922	-	-	2022
<b>Littlehampton</b> Anchor Springs	0753	0805		<b>17</b>	<b>29</b>	<b>41</b>	<b>53</b>	<b>05</b>		1720	1735	1750	1805	1818	1830	1850	1910	1930	-	-	2030
<b>Littlehampton</b> Anchor Springs	0756	0808		<b>20</b>	<b>32</b>	<b>44</b>	<b>56</b>	<b>08</b>		1723	1738	1753	1807	1820	1832	1854	1914	1934	-	-	2034
<b>Rustington Shops</b> The Street	0809	0821		<b>33</b>	<b>45</b>	<b>57</b>	<b>09</b>	<b>21</b>		1736	1751	1806	1818	1830	1842	1903	1923	1943	-	-	2043
<b>E.Preston</b> Fairlands/The Street	0816	0828		<b>40</b>	<b>52</b>	<b>04</b>	<b>16</b>	<b>28</b>		1743	1758	1813	1825	1837	1849	1909	1929	1949	-	-	2049
<b>Ferring</b> War Memorial	0831	0843		<b>55</b>	<b>07</b>	<b>19</b>	<b>31</b>	<b>43</b>		1758	1813	1828	1839	1851	1903	1921	1941	2001	-	-	2101
<b>Goring</b> Aldsworth Ave Shops	0835	0847		<b>59</b>	<b>11</b>	<b>23</b>	<b>35</b>	<b>47</b>		1802	1817	1832	1843	1855	1907	1925	1945	2005	2025	2045	2105
<b>Goring Road</b> Wallace Ave	0843	0855		<b>07</b>	<b>19</b>	<b>31</b>	<b>43</b>	<b>55</b>		1810	1825	1840	1850	1902	1914	1930	1950	2010	2030	2050	2110
<b>Worthing</b> Marine Parade [G]	0855	0907		<b>19</b>	<b>31</b>	<b>43</b>	<b>55</b>	<b>07</b>		1822	1837	1852	1900	1912	1922	1938	1958	2018	2038	2058	2118
<b>Worthing</b> Marine Parade [G]	0900	0912		<b>24</b>	<b>36</b>	<b>48</b>	<b>00</b>	<b>12</b>		1827	1842	1900	-	1920	-	1940	2000	2020	2040	2100	2120
<b>S.Lancing</b> New Sussex Hotel	0911	0923		<b>35</b>	<b>47</b>	<b>59</b>	<b>11</b>	<b>23</b>		1838	1853	1910	-	1928	-	1948	2008	2028	2048	2108	2128
<b>Shoreham</b> High Street	0922	0934		<b>46</b>	<b>58</b>	<b>10</b>	<b>22</b>	<b>34</b>		1849	1904	1920	-	1937	-	1957	2017	2037	2057	2117	2137
<b>Portslade</b> A259 Station Rd	0935	0947		<b>59</b>	<b>11</b>	<b>23</b>	<b>35</b>	<b>47</b>		1902	1917	1932	-	1946	-	2006	2026	2046	2106	2126	2146
<b>Hove</b> King Alfred	0941	0953		<b>05</b>	<b>17</b>	<b>29</b>	<b>41</b>	<b>53</b>		1908	1923	1938	-	1951	-	2011	2031	2051	2111	2131	2151
<b>Brighton</b> Churchill Sq [F]	0951	1003		<b>15</b>	<b>27</b>	<b>39</b>	<b>51</b>	<b>03</b>		1918	1933	1948	-	1959	-	2019	2039	2059	2119	2139	2159
<b>Brighton</b> Old Steine [Q]	0958	1010	<b>22</b>	<b>34</b>	<b>46</b>	<b>58</b>	<b>10</b>	1925	1940	1955	-	2005	-	2025	2045	2105	2125	2145	2205		

**MONDAY TO FRIDAY** (excluding Public Holidays)

<b>Wick</b> Courtwick Road	-	-	-	-	-	-
<b>Littlehampton</b> Anchor Springs	-	-	-	-	-	-
<b>Littlehampton</b> Anchor Springs	-	-	2134	-	-	2234
<b>Rustington Shops</b> The Street	-	-	2143	-	-	2243
<b>E.Preston</b> Fairlands/The Street	-	-	2149	-	-	2249
<b>Ferring</b> War Memorial	-	-	2201	-	-	2301
<b>Goring</b> Aldsworth Ave Shops	2125	2145	2205	2225	2245	2305
<b>Goring Road</b> Wallace Ave	2130	2150	2210	2230	2250	2310
<b>Worthing</b> Marine Parade [G]	2138	2158	2218	2238	2258	2318
<b>Worthing</b> Marine Parade [G]	2140	2200	2220	2240	2300	-
<b>S.Lancing</b> New Sussex Hotel	2148	2208	2228	2248	2308	-
<b>Shoreham</b> High Street	2157	2217	2237	2257	2317	-
<b>Portslade</b> A259 Station Rd	2206	2226	2246	2306	2326	-
<b>Hove</b> King Alfred	2211	2231	2251	2311	2331	-
<b>Brighton</b> Churchill Sq [F]	2219	2239	2259	2319	2339	-
<b>Brighton</b> Old Steine [Q]	2225	2245	2305	2325	2345	-

**SATURDAYS**

<b>Wick</b> Courtwick Road	-	-	-	-	-	0605	-	0625	-	0645	-	0705	-	0725	-	0745	-	0805	-	0821	0833	0845
<b>Littlehampton</b> Anchor Springs	-	-	-	-	-	0612	-	0632	-	0652	-	0712	-	0732	-	0752	-	0813	-	0829	0841	0853
<b>Littlehampton</b> Anchor Springs	-	-	-	-	-	0614	-	0634	-	0654	-	0714	-	0734	-	0754	-	0815	-	0832	0844	0856
<b>Rustington Shops</b> The Street	-	-	-	-	-	0623	-	0643	-	0703	-	0723	-	0743	-	0803	-	0826	-	0845	0857	0909
<b>E.Preston</b> Fairlands/The Street	-	-	-	-	-	0629	-	0649	-	0709	-	0729	-	0749	-	0809	-	0833	-	0852	0904	0916
<b>Ferring</b> War Memorial	-	-	-	-	-	0641	-	0701	-	0721	-	0741	-	0801	-	0821	-	0847	-	0907	0919	0931
<b>Goring</b> Aldsworth Ave Shops	-	-	0605	0625	-	0645	-	0705	-	0725	-	0745	-	0805	-	0825	0838	0851	0901	0911	0923	0935
<b>Goring Road</b> Wallace Ave	-	-	0611	0631	-	0651	-	0711	-	0731	-	0751	-	0811	-	0831	0845	0858	0908	0919	0931	0943
<b>Worthing</b> Marine Parade [G]	-	-	0620	0640	-	0700	-	0720	-	0740	-	0800	-	0820	-	0840	0855	0908	0920	0931	0943	0955
<b>Worthing</b> Marine Parade [G]	0550	0610	0628	0643	0654	0704	0714	0724	0734	0744	0754	0806	0818	0826	0836	0848	0900	0912	0924	0936	0948	1000
<b>S.Lancing</b> New Sussex Hotel	0557	0617	0635	0650	0701	0711	0721	0731	0741	0752	0803	0815	0827	0837	0847	0859	0911	0923	0935	0947	0959	1011
<b>Shoreham</b> High Street	0604	0624	0642	0657	0709	0719	0729	0739	0749	0801	0813	0825	0837	0848	0858	0910	0922	0934	0946	0958	1010	1022
<b>Portslade</b> A259 Station Rd	0612	0632	0651	0706	0718	0728	0738	0748	0759	0811	0823	0835	0847	0859	0911	0923	0935	0947	0959	1011	1023	1035
<b>Hove</b> King Alfred	0617	0637	0656	0711	0723	0733	0743	0753	0805	0817	0829	0841	0853	0905	0917	0929	0941	0953	1005	1017	1029	1041
<b>Brighton</b> Churchill Sq [F]	0625	0645	0705	0720	0733	0743	0753	0803	0815	0827	0839	0851	0903	0915	0927	0939	0951	1003	1015	1027	1039	1051
<b>Brighton</b> Old Steine [Q]	0630	0650	0710	0725	0740	0750	0800	0810	0822	0834	0846	0858	0910	0922	0934	0946	0958	1010	1022	1034	1046	1058

**SATURDAYS**

<b>Wick</b> Courtwick Road	0857	<p>then every</p> <p><b>12</b></p> <p>mins at these times each hour</p>	<b>09</b>	<b>21</b>	<b>33</b>	<b>45</b>	<b>57</b>	<p>until</p>	1645	1657	1709	1722	1734	1746	1758	1822	1842	1902	1922	-	1952	-
<b>Littlehampton</b> Anchor Springs	0905		<b>17</b>	<b>29</b>	<b>41</b>	<b>53</b>	<b>05</b>		1653	1705	1717	1730	1742	1754	1806	1830	1850	1910	1930	-	2000	-
<b>Littlehampton</b> Anchor Springs	0908		<b>20</b>	<b>32</b>	<b>44</b>	<b>56</b>	<b>08</b>		1656	1708	1719	1732	1744	1756	1808	1834	1854	1914	1934	-	2004	-
<b>Rustington Shops</b> The Street	0921		<b>33</b>	<b>45</b>	<b>57</b>	<b>09</b>	<b>21</b>		1709	1721	1731	1742	1754	1806	1818	1843	1903	1923	1943	-	2013	-
<b>E.Preston</b> Fairlands/The Street	0928		<b>40</b>	<b>52</b>	<b>04</b>	<b>16</b>	<b>28</b>		1716	1728	1738	1749	1801	1813	1825	1849	1909	1929	1949	-	2019	-
<b>Ferring</b> War Memorial	0943		<b>55</b>	<b>07</b>	<b>19</b>	<b>31</b>	<b>43</b>		1731	1743	1752	1803	1815	1827	1839	1901	1921	1941	2001	-	2031	-
<b>Goring</b> Aldsworth Ave Shops	0947		<b>59</b>	<b>11</b>	<b>23</b>	<b>35</b>	<b>47</b>		1735	1747	1756	1807	1819	1831	1843	1905	1925	1945	2005	2025	2035	2045
<b>Goring Road</b> Wallace Ave	0955		<b>07</b>	<b>19</b>	<b>31</b>	<b>43</b>	<b>55</b>		1743	1755	1804	1814	1826	1838	1850	1910	1930	1950	2010	2030	2040	2050
<b>Worthing</b> Marine Parade [G]	1007		<b>19</b>	<b>31</b>	<b>43</b>	<b>55</b>	<b>07</b>		1755	1807	1814	1824	1836	1846	1858	1918	1938	1958	2018	2038	2048	2058
<b>Worthing</b> Marine Parade [G]	1012		<b>24</b>	<b>36</b>	<b>48</b>	<b>00</b>	<b>12</b>		1800	1812	-	1825	1840	-	1900	1920	1940	2000	2020	2040	-	2100
<b>S.Lancing</b> New Sussex Hotel	1023		<b>35</b>	<b>47</b>	<b>59</b>	<b>11</b>	<b>23</b>		1811	1823	-	1835	1850	-	1908	1928	1948	2008	2028	2048	-	2108
<b>Shoreham</b> High Street	1034		<b>46</b>	<b>58</b>	<b>10</b>	<b>22</b>	<b>34</b>		1822	1834	-	1846	1901	-	1918	1937	1957	2017	2037	2057	-	2117
<b>Portslade</b> A259 Station Rd	1047		<b>59</b>	<b>11</b>	<b>23</b>	<b>35</b>	<b>47</b>		1835	1847	-	1857	1912	-	1928	1946	2006	2026	2046	2106	-	2126
<b>Hove</b> King Alfred	1053		<b>05</b>	<b>17</b>	<b>29</b>	<b>41</b>	<b>53</b>		1841	1853	-	1903	1918	-	1934	1951	2011	2031	2051	2111	-	2131
<b>Brighton</b> Churchill Sq [F]	1103		<b>15</b>	<b>27</b>	<b>39</b>	<b>51</b>	<b>03</b>		1851	1903	-	1913	1928	-	1944	1959	2019	2039	2059	2119	-	2139
<b>Brighton</b> Old Steine [Q]	1110	<b>22</b>	<b>34</b>	<b>46</b>	<b>58</b>	<b>10</b>	1858	1910	-	1920	1935	-	1950	2005	2025	2045	2105	2125	-	2145		

## SATURDAYS

<b>Wick</b> Courtwick Road	2022	-	-	-	-	-	-
<b>Littlehampton</b> Anchor Springs	2030	-	-	-	-	-	-
<b>Littlehampton</b> Anchor Springs	2034	-	-	2134	-	-	2234
<b>Rustington Shops</b> The Street	2043	-	-	2143	-	-	2243
<b>E.Preston</b> Fairlands/The Street	2049	-	-	2149	-	-	2249
<b>Ferring</b> War Memorial	2101	-	-	2201	-	-	2301
<b>Goring</b> Aldsworth Ave Shops	2105	2125	2145	2205	2225	2245	2305
<b>Goring Road</b> Wallace Ave	2110	2130	2150	2210	2230	2250	2310
<b>Worthing</b> Marine Parade [G]	2118	2138	2158	2218	2238	2258	2318
<b>Worthing</b> Marine Parade [G]	2120	2140	2200	2220	2240	2300	-
<b>S.Lancing</b> New Sussex Hotel	2128	2148	2208	2228	2248	2308	-
<b>Shoreham</b> High Street	2137	2157	2217	2237	2257	2317	-
<b>Portslade</b> A259 Station Rd	2146	2206	2226	2246	2306	2326	-
<b>Hove</b> King Alfred	2151	2211	2231	2251	2311	2331	-
<b>Brighton</b> Churchill Sq [F]	2159	2219	2239	2259	2319	2339	-
<b>Brighton</b> Old Steine [Q]	2205	2225	2245	2305	2325	2345	-

**SUNDAYS (including Public Holidays)**

<b>Wick</b> Courtwick Road	-	-	-	-	-	0702	-	0732	0752	0812	<b>20</b> mins at these times each hour	<b>32</b>	<b>52</b>	<b>12</b>	until	1532	1552	1612	1632	1652	1712
<b>Littlehampton</b> Anchor Springs	-	-	-	-	-	0710	-	0740	0800	0820		<b>40</b>	<b>00</b>	<b>20</b>		1540	1600	1620	1640	1700	1720
<b>Littlehampton</b> Anchor Springs	-	-	-	-	-	0714	-	0744	0804	0824		<b>44</b>	<b>04</b>	<b>24</b>		1544	1604	1624	1644	1704	1724
<b>Rustington Shops</b> The Street	-	-	-	-	-	0724	-	0754	0814	0834		<b>54</b>	<b>14</b>	<b>34</b>		1554	1614	1634	1654	1714	1734
<b>E.Preston</b> Fairlands/The Street	-	-	-	-	-	0731	-	0801	0821	0841		<b>01</b>	<b>21</b>	<b>41</b>		1601	1621	1641	1701	1721	1741
<b>Ferring</b> War Memorial	-	-	-	-	-	0744	-	0814	0834	0854		<b>14</b>	<b>34</b>	<b>54</b>		1614	1634	1654	1714	1734	1754
<b>Goring</b> Aldsworth Ave Shops	-	-	-	0720	-	0748	-	0818	0838	0858		<b>18</b>	<b>38</b>	<b>58</b>		1618	1638	1658	1718	1738	1758
<b>Goring Road</b> Wallace Ave	-	-	-	0725	-	0754	-	0824	0844	0904		<b>24</b>	<b>44</b>	<b>04</b>		1624	1644	1704	1724	1744	1804
<b>Worthing</b> Marine Parade [G]	-	-	-	0733	-	0803	-	0835	0855	0915		<b>35</b>	<b>55</b>	<b>15</b>		1635	1655	1715	1735	1755	1815
<b>Worthing</b> Marine Parade [G]	0635	0655	0715	0735	0750	0805	0820	0840	0900	0920		<b>40</b>	<b>00</b>	<b>20</b>		1640	1700	1720	1740	1800	1820
<b>S.Lancing</b> New Sussex Hotel	0643	0703	0723	0743	0759	0814	0830	0850	0910	0930		<b>50</b>	<b>10</b>	<b>30</b>		1650	1710	1730	1750	1809	1829
<b>Shoreham</b> High Street	0652	0712	0732	0752	0808	0823	0840	0900	0920	0940		<b>00</b>	<b>20</b>	<b>40</b>		1700	1720	1740	1800	1818	1838
<b>Portslade</b> A259 Station Rd	0702	0722	0742	0802	0819	0834	0852	0912	0932	0952		<b>12</b>	<b>32</b>	<b>52</b>		1712	1732	1752	1812	1829	1849
<b>Hove</b> King Alfred	0707	0727	0747	0807	0824	0839	0858	0918	0938	0958		<b>18</b>	<b>38</b>	<b>58</b>		1718	1738	1758	1818	1834	1854
<b>Brighton</b> Churchill Sq [F]	0715	0735	0755	0815	0834	0849	0908	0928	0948	1008	<b>28</b>	<b>48</b>	<b>08</b>	1728	1748	1808	1828	1844	1904		
<b>Brighton</b> Old Steine [Q]	0720	0740	0800	0820	0840	0855	0915	0935	0955	1015	<b>35</b>	<b>55</b>	<b>15</b>	1735	1755	1815	1835	1850	1910		

## SUNDAYS (including Public Holidays)

<b>Wick</b> Courtwick Road	1732	1752	1812	1842	1912	-	-	-
<b>Littlehampton</b> Anchor Springs	1740	1800	1820	1850	1920	-	-	-
<b>Littlehampton</b> Anchor Springs	1744	1804	1824	1854	1924	1954	-	2054
<b>Rustington Shops</b> The Street	1754	1814	1833	1903	1933	2003	-	2103
<b>E.Preston</b> Fairlands/The Street	1801	1821	1839	1909	1939	2009	-	2109
<b>Ferring</b> War Memorial	1814	1834	1852	1922	1952	2022	-	2122
<b>Goring</b> Aldsworth Ave Shops	1818	1838	1856	1926	1956	2026	2056	2126
<b>Goring Road</b> Wallace Ave	1824	1844	1901	1931	2001	2031	2101	2131
<b>Worthing</b> Marine Parade [G]	1835	1855	1910	1940	2010	2040	2110	2140
<b>Worthing</b> Marine Parade [G]	1840	1900	1915	1945	2015	2045	2115	2145
<b>S.Lancing</b> New Sussex Hotel	1849	1909	1924	1952	2022	2052	2122	2152
<b>Shoreham</b> High Street	1858	1918	1933	1958	2028	2058	2128	2158
<b>Portslade</b> A259 Station Rd	1909	1929	1944	2007	2037	2107	2137	2207
<b>Hove</b> King Alfred	1914	1934	1949	2012	2042	2112	2142	2212
<b>Brighton</b> Churchill Sq [F]	1924	1944	1959	2020	2050	2120	2150	2220
<b>Brighton</b> Old Steine [Q]	1930	1950	2005	2025	2055	2125	2155	2225

## APPENDIX 5.

### SOUTHERN RAIL ROUTE MAP



## APPENDIX 6.

### TRICS DATA SHEETS

Calculation Reference: AUDIT-753101-250117-0124

## TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	HF HERTFORDSHIRE	3 days
	WS WEST SUSSEX	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	2 days

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

## Primary Filtering selection:

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

Parameter: No of Dwellings  
Actual Range: 12 to 84 (units: )  
Range Selected by User: 6 to 215 (units: )

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/07/21 to 02/10/23

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

Selected survey days:

Monday	1 days
Tuesday	1 days
Wednesday	2 days
Thursday	1 days
Friday	1 days

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

Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	2
Edge of Town	2
Neighbourhood Centre (PPS6 Local Centre)	2

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

Selected Location Sub Categories:

Residential Zone	6
------------------	---

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	8 days - Selected
Servicing vehicles Excluded	X days - Selected

## Secondary Filtering selection:

Use Class:

C3	6 days
----	--------

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

Population within 500m Range:

All Surveys Included

## Secondary Filtering selection (Cont.):

Population within 1 mile:

20,001 to 25,000 6 days

*This data displays the number of selected surveys within stated 1-mile radii of population.*Population within 5 miles:

75,001 to 100,000 2 days

125,001 to 250,000 4 days

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

0.6 to 1.0 5 days

1.1 to 1.5 1 days

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

Yes 3 days

No 3 days

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

No PTAL Present 6 days

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

LIST OF SITES relevant to selection parameters

1	HF-03-C-06 FERNDOWN ROAD WATFORD SOUTH OXHEY Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: THURSDAY</i>	BLOCKS OF FLATS      26 <i>08/06/23</i>	HERTFORDSHIRE       <i>Survey Type: MANUAL</i>
2	HF-03-C-07 OXHEY DRIVE WATFORD SOUTH OXHEY Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings: <i>Survey date: WEDNESDAY</i>	BLOCKS OF FLATS      84 <i>07/06/23</i>	HERTFORDSHIRE       <i>Survey Type: MANUAL</i>
3	HF-03-C-08 HAYLING ROAD WATFORD SOUTH OXHEY Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: TUESDAY</i>	BLOCKS OF FLATS      22 <i>06/06/23</i>	HERTFORDSHIRE       <i>Survey Type: MANUAL</i>
4	SH-03-C-01 ABBAY FOREGATE SHREWSBURY  Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: <i>Survey date: MONDAY</i>	BLOCK OF FLATS      47 <i>19/06/23</i>	SHROPSHIRE       <i>Survey Type: MANUAL</i>
5	SH-03-C-02 ABBAY FOREGATE SHREWSBURY  Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: <i>Survey date: FRIDAY</i>	BLOCK OF FLATS      12 <i>16/06/23</i>	SHROPSHIRE       <i>Survey Type: MANUAL</i>
6	WS-03-C-01 GORING ROAD WORTHING GORING-BY-SEA Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings: <i>Survey date: WEDNESDAY</i>	BLOCKS OF FLATS      18 <i>11/05/22</i>	WEST SUSSEX       <i>Survey Type: MANUAL</i>

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

TOTAL VEHICLES

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 21 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	6	35	0.019	0.402	6	35	0.220	4.622	6	35	0.239	5.024
08:00 - 09:00	6	35	0.096	2.010	6	35	0.206	4.321	6	35	0.302	6.331
09:00 - 10:00	6	35	0.115	2.411	6	35	0.115	2.411	6	35	0.230	4.822
10:00 - 11:00	6	35	0.096	2.010	6	35	0.120	2.512	6	35	0.216	4.522
11:00 - 12:00	6	35	0.100	2.110	6	35	0.120	2.512	6	35	0.220	4.622
12:00 - 13:00	6	35	0.139	2.914	6	35	0.115	2.411	6	35	0.254	5.325
13:00 - 14:00	6	35	0.139	2.914	6	35	0.129	2.713	6	35	0.268	5.627
14:00 - 15:00	6	35	0.134	2.813	6	35	0.105	2.211	6	35	0.239	5.024
15:00 - 16:00	6	35	0.220	4.622	6	35	0.120	2.512	6	35	0.340	7.134
16:00 - 17:00	6	35	0.105	2.211	6	35	0.086	1.809	6	35	0.191	4.020
17:00 - 18:00	6	35	0.172	3.617	6	35	0.072	1.507	6	35	0.244	5.124
18:00 - 19:00	6	35	0.100	2.110	6	35	0.038	0.804	6	35	0.138	2.914
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
<b>Total Rates:</b>			1.435	30.144			1.446	30.345			2.881	60.489

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

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

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#### Parameter summary

Trip rate parameter range selected: 12 - 84 (units: )  
 Survey date range: 01/07/21 - 02/10/23  
 Number of weekdays (Monday-Friday): 6  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys automatically removed from selection: 0  
 Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED  
CYCLISTS

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 21 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	6	35	0.000	0.000	6	35	0.005	0.100	6	35	0.005	0.100
08:00 - 09:00	6	35	0.000	0.000	6	35	0.010	0.201	6	35	0.010	0.201
09:00 - 10:00	6	35	0.000	0.000	6	35	0.010	0.201	6	35	0.010	0.201
10:00 - 11:00	6	35	0.005	0.100	6	35	0.000	0.000	6	35	0.005	0.100
11:00 - 12:00	6	35	0.005	0.100	6	35	0.000	0.000	6	35	0.005	0.100
12:00 - 13:00	6	35	0.000	0.000	6	35	0.005	0.100	6	35	0.005	0.100
13:00 - 14:00	6	35	0.000	0.000	6	35	0.000	0.000	6	35	0.000	0.000
14:00 - 15:00	6	35	0.005	0.100	6	35	0.000	0.000	6	35	0.005	0.100
15:00 - 16:00	6	35	0.000	0.000	6	35	0.000	0.000	6	35	0.000	0.000
16:00 - 17:00	6	35	0.000	0.000	6	35	0.000	0.000	6	35	0.000	0.000
17:00 - 18:00	6	35	0.010	0.201	6	35	0.000	0.000	6	35	0.010	0.201
18:00 - 19:00	6	35	0.010	0.201	6	35	0.005	0.100	6	35	0.015	0.301
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
<b>Total Rates:</b>			0.035	0.702			0.035	0.702			0.070	1.404

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED  
CARS

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 21 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	6	35	0.010	0.201	6	35	0.206	4.321	6	35	0.216	4.522
08:00 - 09:00	6	35	0.081	1.708	6	35	0.191	4.019	6	35	0.272	5.727
09:00 - 10:00	6	35	0.091	1.909	6	35	0.091	1.909	6	35	0.182	3.818
10:00 - 11:00	6	35	0.091	1.909	6	35	0.105	2.211	6	35	0.196	4.120
11:00 - 12:00	6	35	0.091	1.909	6	35	0.105	2.211	6	35	0.196	4.120
12:00 - 13:00	6	35	0.120	2.512	6	35	0.091	1.909	6	35	0.211	4.421
13:00 - 14:00	6	35	0.120	2.512	6	35	0.115	2.411	6	35	0.235	4.923
14:00 - 15:00	6	35	0.115	2.411	6	35	0.081	1.708	6	35	0.196	4.119
15:00 - 16:00	6	35	0.191	4.019	6	35	0.096	2.010	6	35	0.287	6.029
16:00 - 17:00	6	35	0.096	2.010	6	35	0.077	1.608	6	35	0.173	3.618
17:00 - 18:00	6	35	0.163	3.416	6	35	0.072	1.507	6	35	0.235	4.923
18:00 - 19:00	6	35	0.096	2.010	6	35	0.033	0.703	6	35	0.129	2.713
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
<b>Total Rates:</b>			1.265	26.526			1.263	26.527			2.528	53.053

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

LGVS

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 21 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	6	35	0.005	0.100	6	35	0.010	0.201	6	35	0.015	0.301
08:00 - 09:00	6	35	0.005	0.100	6	35	0.005	0.100	6	35	0.010	0.200
09:00 - 10:00	6	35	0.010	0.201	6	35	0.010	0.201	6	35	0.020	0.402
10:00 - 11:00	6	35	0.000	0.000	6	35	0.010	0.201	6	35	0.010	0.201
11:00 - 12:00	6	35	0.005	0.100	6	35	0.005	0.100	6	35	0.010	0.200
12:00 - 13:00	6	35	0.005	0.100	6	35	0.005	0.100	6	35	0.010	0.200
13:00 - 14:00	6	35	0.005	0.100	6	35	0.000	0.000	6	35	0.005	0.100
14:00 - 15:00	6	35	0.010	0.201	6	35	0.014	0.301	6	35	0.024	0.502
15:00 - 16:00	6	35	0.014	0.301	6	35	0.010	0.201	6	35	0.024	0.502
16:00 - 17:00	6	35	0.005	0.100	6	35	0.005	0.100	6	35	0.010	0.200
17:00 - 18:00	6	35	0.010	0.201	6	35	0.000	0.000	6	35	0.010	0.201
18:00 - 19:00	6	35	0.005	0.100	6	35	0.005	0.100	6	35	0.010	0.200
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
<b>Total Rates:</b>			0.079	1.604			0.079	1.605			0.158	3.209

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

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

## APPENDIX 7.

### A. TRICS DATA SHEETS WITH CAR PARKING

## TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON	
	BM BROMLEY	1 days
	BN BARNET	1 days
	BT BRENT	1 days
	HG HARINGEY	1 days
	HO HOUNSLOW	1 days
	KI KINGSTON	1 days
	WF WALTHAM FOREST	1 days

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

## Primary Filtering selection:

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

Parameter: No of Dwellings  
Actual Range: 14 to 472 (units: )  
Range Selected by User: 6 to 493 (units: )

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

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

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

Selected survey days:

Monday	2 days
Tuesday	2 days
Wednesday	1 days
Thursday	1 days
Friday	1 days

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

Selected survey types:

Manual count	7 days
Directional ATC Count	0 days

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

Selected Locations:

Town Centre	1
Edge of Town Centre	2
Suburban Area (PPS6 Out of Centre)	1
Edge of Town	1
Neighbourhood Centre (PPS6 Local Centre)	2

*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
Residential Zone	5
Built-Up Zone	1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	29 days - Selected
Servicing vehicles Excluded	9 days - Selected

Secondary Filtering selection:

Use Class:

C3 7 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

20,001 to 25,000	1 days
25,001 to 50,000	5 days
50,001 to 100,000	1 days

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

Population within 5 miles:

500,001 or More 7 days

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

Car ownership within 5 miles:

0.6 to 1.0	6 days
1.1 to 1.5	1 days

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

Travel Plan:

No 7 days

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

PTAL Rating:

2 Poor	2 days
3 Moderate	1 days
5 Very Good	3 days
6a Excellent	1 days

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

LIST OF SITES relevant to selection parameters

1	BM-03-C-01 RINGER'S ROAD BROMLEY	BLOCKS OF FLATS		BROMLEY
	Town Centre Built-Up Zone Total No of Dwellings:		160	
	Survey date: MONDAY		12/11/18	Survey Type: MANUAL
2	BN-03-C-01 VICTORIA ROAD NEW BARNET	FLATS IN HOUSES		BARNET
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings:		33	
	Survey date: THURSDAY		09/06/22	Survey Type: MANUAL
3	BT-03-C-02 ENGINEERS WAY WEMBLEY	BLOCKS OF FLATS		BRENT
	Suburban Area (PPS6 Out of Centre) Development Zone Total No of Dwellings:		472	
	Survey date: WEDNESDAY		30/11/16	Survey Type: MANUAL
4	HG-03-C-01 BREAM CLOSE TOTTENHAM HALE	BLOCKS OF FLATS		HARINGEY
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings:		255	
	Survey date: TUESDAY		18/06/19	Survey Type: MANUAL
5	HO-03-C-05 PARK LANE HOUNSLOW CRANFORD	BLOCK OF FLATS		HOUNSLOW
	Edge of Town Residential Zone Total No of Dwellings:		14	
	Survey date: FRIDAY		06/03/20	Survey Type: MANUAL
6	KI-03-C-03 PORTSMOUTH ROAD SURBITON	BLOCK OF FLATS		KINGSTON
	Edge of Town Centre Residential Zone Total No of Dwellings:		20	
	Survey date: MONDAY		11/07/16	Survey Type: MANUAL
7	WF-03-C-01 ERSKINE ROAD WALTHAMSTOW	BLOCKS OF FLATS		WALTHAM FOREST
	Edge of Town Centre Residential Zone Total No of Dwellings:		97	
	Survey date: TUESDAY		05/11/19	Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
BE-03-C-01	Too Remote
BK-03-C-01	Covid Survey
BM-03-C-02	Not relevant
BM-03-C-03	Not relevant
EN-03-C-03	Not relevant
TH-03-C-04	Not relevant
WF-03-C-02	Covid Survey

MANUALLY DESELECTED SITES (Cont.)

Site Ref	Reason for Deselection
WF-03-C-03	Covid Survey
WF-03-C-04	Covid Survey
WF-03-C-05	Covid Survey
WF-03-C-06	Covid Survey

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

TOTAL VEHICLES

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 21 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	7	150	0.010	0.200	7	150	0.049	1.019	7	150	0.059	1.219
08:00 - 09:00	7	150	0.020	0.420	7	150	0.069	1.439	7	150	0.089	1.859
09:00 - 10:00	7	150	0.026	0.539	7	150	0.029	0.599	7	150	0.055	1.138
10:00 - 11:00	7	150	0.029	0.619	7	150	0.030	0.639	7	150	0.059	1.258
11:00 - 12:00	7	150	0.031	0.659	7	150	0.040	0.839	7	150	0.071	1.498
12:00 - 13:00	7	150	0.029	0.619	7	150	0.039	0.819	7	150	0.068	1.438
13:00 - 14:00	7	150	0.027	0.559	7	150	0.026	0.539	7	150	0.053	1.098
14:00 - 15:00	7	150	0.030	0.639	7	150	0.025	0.520	7	150	0.055	1.159
15:00 - 16:00	7	150	0.034	0.719	7	150	0.034	0.719	7	150	0.068	1.438
16:00 - 17:00	7	150	0.033	0.699	7	150	0.029	0.599	7	150	0.062	1.298
17:00 - 18:00	7	150	0.052	1.099	7	150	0.022	0.460	7	150	0.074	1.559
18:00 - 19:00	7	150	0.040	0.839	7	150	0.023	0.480	7	150	0.063	1.319
19:00 - 20:00	5	153	0.028	0.578	5	153	0.022	0.468	5	153	0.050	1.046
20:00 - 21:00	5	153	0.017	0.358	5	153	0.021	0.440	5	153	0.038	0.798
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.406	8.546			0.458	9.579			0.864	18.125

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

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

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#### Parameter summary

Trip rate parameter range selected: 14 - 472 (units: )  
 Survey date range: 01/01/16 - 16/11/23  
 Number of weekdays (Monday-Friday): 7  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys automatically removed from selection: 0  
 Surveys manually removed from selection: 11

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

OGVS

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 21 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	7	150	0.000	0.000	7	150	0.000	0.000	7	150	0.000	0.000
08:00 - 09:00	7	150	0.000	0.000	7	150	0.000	0.000	7	150	0.000	0.000
09:00 - 10:00	7	150	0.001	0.020	7	150	0.001	0.020	7	150	0.002	0.040
10:00 - 11:00	7	150	0.001	0.020	7	150	0.000	0.000	7	150	0.001	0.020
11:00 - 12:00	7	150	0.002	0.040	7	150	0.003	0.060	7	150	0.005	0.100
12:00 - 13:00	7	150	0.000	0.000	7	150	0.000	0.000	7	150	0.000	0.000
13:00 - 14:00	7	150	0.000	0.000	7	150	0.000	0.000	7	150	0.000	0.000
14:00 - 15:00	7	150	0.003	0.060	7	150	0.003	0.060	7	150	0.006	0.120
15:00 - 16:00	7	150	0.000	0.000	7	150	0.000	0.000	7	150	0.000	0.000
16:00 - 17:00	7	150	0.000	0.000	7	150	0.000	0.000	7	150	0.000	0.000
17:00 - 18:00	7	150	0.000	0.000	7	150	0.000	0.000	7	150	0.000	0.000
18:00 - 19:00	7	150	0.000	0.000	7	150	0.000	0.000	7	150	0.000	0.000
19:00 - 20:00	5	153	0.000	0.000	5	153	0.000	0.000	5	153	0.000	0.000
20:00 - 21:00	5	153	0.000	0.000	5	153	0.000	0.000	5	153	0.000	0.000
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.007	0.140			0.007	0.140			0.014	0.280

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED  
CARS

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 21 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	7	150	0.006	0.120	7	150	0.042	0.879	7	150	0.048	0.999
08:00 - 09:00	7	150	0.012	0.260	7	150	0.059	1.239	7	150	0.071	1.499
09:00 - 10:00	7	150	0.017	0.360	7	150	0.021	0.440	7	150	0.038	0.800
10:00 - 11:00	7	150	0.021	0.440	7	150	0.024	0.500	7	150	0.045	0.940
11:00 - 12:00	7	150	0.022	0.460	7	150	0.029	0.599	7	150	0.051	1.059
12:00 - 13:00	7	150	0.020	0.420	7	150	0.026	0.539	7	150	0.046	0.959
13:00 - 14:00	7	150	0.021	0.440	7	150	0.017	0.360	7	150	0.038	0.800
14:00 - 15:00	7	150	0.021	0.440	7	150	0.018	0.380	7	150	0.039	0.820
15:00 - 16:00	7	150	0.028	0.579	7	150	0.024	0.500	7	150	0.052	1.079
16:00 - 17:00	7	150	0.029	0.599	7	150	0.023	0.480	7	150	0.052	1.079
17:00 - 18:00	7	150	0.048	0.999	7	150	0.017	0.360	7	150	0.065	1.359
18:00 - 19:00	7	150	0.037	0.779	7	150	0.020	0.420	7	150	0.057	1.199
19:00 - 20:00	5	153	0.025	0.523	5	153	0.018	0.385	5	153	0.043	0.908
20:00 - 21:00	5	153	0.014	0.303	5	153	0.020	0.413	5	153	0.034	0.716
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
<b>Total Rates:</b>			0.321	6.722			0.358	7.494			0.679	14.216

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

LGVS

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 21 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	7	150	0.001	0.020	7	150	0.004	0.080	7	150	0.005	0.100
08:00 - 09:00	7	150	0.004	0.080	7	150	0.003	0.060	7	150	0.007	0.140
09:00 - 10:00	7	150	0.007	0.140	7	150	0.004	0.080	7	150	0.011	0.220
10:00 - 11:00	7	150	0.005	0.100	7	150	0.004	0.080	7	150	0.009	0.180
11:00 - 12:00	7	150	0.007	0.140	7	150	0.006	0.120	7	150	0.013	0.260
12:00 - 13:00	7	150	0.009	0.180	7	150	0.010	0.200	7	150	0.019	0.380
13:00 - 14:00	7	150	0.005	0.100	7	150	0.007	0.140	7	150	0.012	0.240
14:00 - 15:00	7	150	0.004	0.080	7	150	0.001	0.020	7	150	0.005	0.100
15:00 - 16:00	7	150	0.006	0.120	7	150	0.009	0.180	7	150	0.015	0.300
16:00 - 17:00	7	150	0.002	0.040	7	150	0.003	0.060	7	150	0.005	0.100
17:00 - 18:00	7	150	0.002	0.040	7	150	0.002	0.040	7	150	0.004	0.080
18:00 - 19:00	7	150	0.000	0.000	7	150	0.000	0.000	7	150	0.000	0.000
19:00 - 20:00	5	153	0.001	0.028	5	153	0.001	0.028	5	153	0.002	0.056
20:00 - 21:00	5	153	0.000	0.000	5	153	0.000	0.000	5	153	0.000	0.000
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.053	1.068			0.054	1.088			0.107	2.156

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.

## B. TRICS DATA SHEETS WITH NO CAR PARKING

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01 GREATER LONDON  
IS ISLINGTON 2 days

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

## Primary Filtering selection:

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

Parameter: No of Dwellings  
Actual Range: 14 to 15 (units: )  
Range Selected by User: 6 to 724 (units: )

Parking Spaces Range: Selected: 0 to 0 Actual: 2 to 550

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 05/09/24

*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:

Monday 1 days  
Wednesday 1 days

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

Selected survey types:

Manual count 2 days  
Directional ATC Count 0 days

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

Selected Locations:

Edge of Town Centre 2

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

Selected Location Sub Categories:

Residential Zone 1  
Built-Up Zone 1

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

Inclusion of Servicing Vehicles Counts:

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

## Secondary Filtering selection:

Use Class:

C3 2 days

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

Population within 500m Range:

All Surveys Included

## Secondary Filtering selection (Cont.):

Population within 1 mile:

50,001 to 100,000	1 days
100,001 or More	1 days

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

Population within 5 miles:

500,001 or More	2 days
-----------------	--------

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

Car ownership within 5 miles:

0.5 or Less	2 days
-------------	--------

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

Travel Plan:

No	2 days
----	--------

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

PTAL Rating:

6a Excellent	2 days
--------------	--------

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

LIST OF SITES relevant to selection parameters

1	IS-03-C-05 LEVER STREET FINSBURY	BLOCK OF FLATS		ISLINGTON
	Edge of Town Centre Built-Up Zone			
	Total No of Dwellings:		15	
	Survey date: WEDNESDAY		29/06/16	Survey Type: MANUAL
2	IS-03-C-06 CALEDONIAN ROAD HOLLOWAY	BLOCK OF FLATS		ISLINGTON
	Edge of Town Centre Residential Zone			
	Total No of Dwellings:		14	
	Survey date: MONDAY		27/06/16	Survey Type: MANUAL

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

TOTAL VEHICLES

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 21 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	2	15	0.069	1.448	2	15	0.069	1.448	2	15	0.138	2.896
08:00 - 09:00	2	15	0.000	0.000	2	15	0.034	0.724	2	15	0.034	0.724
09:00 - 10:00	2	15	0.000	0.000	2	15	0.000	0.000	2	15	0.000	0.000
10:00 - 11:00	2	15	0.069	1.448	2	15	0.069	1.448	2	15	0.138	2.896
11:00 - 12:00	2	15	0.034	0.724	2	15	0.034	0.724	2	15	0.068	1.448
12:00 - 13:00	2	15	0.034	0.724	2	15	0.000	0.000	2	15	0.034	0.724
13:00 - 14:00	2	15	0.103	2.172	2	15	0.069	1.448	2	15	0.172	3.620
14:00 - 15:00	2	15	0.000	0.000	2	15	0.034	0.724	2	15	0.034	0.724
15:00 - 16:00	2	15	0.000	0.000	2	15	0.000	0.000	2	15	0.000	0.000
16:00 - 17:00	2	15	0.069	1.448	2	15	0.069	1.448	2	15	0.138	2.896
17:00 - 18:00	2	15	0.000	0.000	2	15	0.000	0.000	2	15	0.000	0.000
18:00 - 19:00	2	15	0.034	0.724	2	15	0.069	1.448	2	15	0.103	2.172
19:00 - 20:00	2	15	0.000	0.000	2	15	0.000	0.000	2	15	0.000	0.000
20:00 - 21:00	2	15	0.034	0.724	2	15	0.069	1.448	2	15	0.103	2.172
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.446	9.412			0.516	10.860			0.962	20.272

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

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

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#### Parameter summary

Trip rate parameter range selected: 14 - 15 (units: )  
 Survey date range: 01/01/16 - 05/09/24  
 Number of weekdays (Monday-Friday): 2  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys automatically removed from selection: 0  
 Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

OGVS

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 21 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	2	15	0.000	0.000	2	15	0.000	0.000	2	15	0.000	0.000
08:00 - 09:00	2	15	0.000	0.000	2	15	0.000	0.000	2	15	0.000	0.000
09:00 - 10:00	2	15	0.000	0.000	2	15	0.000	0.000	2	15	0.000	0.000
10:00 - 11:00	2	15	0.000	0.000	2	15	0.000	0.000	2	15	0.000	0.000
11:00 - 12:00	2	15	0.000	0.000	2	15	0.000	0.000	2	15	0.000	0.000
12:00 - 13:00	2	15	0.034	0.724	2	15	0.000	0.000	2	15	0.034	0.724
13:00 - 14:00	2	15	0.000	0.000	2	15	0.034	0.724	2	15	0.034	0.724
14:00 - 15:00	2	15	0.000	0.000	2	15	0.000	0.000	2	15	0.000	0.000
15:00 - 16:00	2	15	0.000	0.000	2	15	0.000	0.000	2	15	0.000	0.000
16:00 - 17:00	2	15	0.000	0.000	2	15	0.000	0.000	2	15	0.000	0.000
17:00 - 18:00	2	15	0.000	0.000	2	15	0.000	0.000	2	15	0.000	0.000
18:00 - 19:00	2	15	0.000	0.000	2	15	0.000	0.000	2	15	0.000	0.000
19:00 - 20:00	2	15	0.000	0.000	2	15	0.000	0.000	2	15	0.000	0.000
20:00 - 21:00	2	15	0.000	0.000	2	15	0.000	0.000	2	15	0.000	0.000
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.034	0.724			0.034	0.724			0.068	1.448

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED  
CARS

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 21 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	2	15	0.034	0.724	2	15	0.034	0.724	2	15	0.068	1.448
08:00 - 09:00	2	15	0.000	0.000	2	15	0.034	0.724	2	15	0.034	0.724
09:00 - 10:00	2	15	0.000	0.000	2	15	0.000	0.000	2	15	0.000	0.000
10:00 - 11:00	2	15	0.000	0.000	2	15	0.000	0.000	2	15	0.000	0.000
11:00 - 12:00	2	15	0.034	0.724	2	15	0.034	0.724	2	15	0.068	1.448
12:00 - 13:00	2	15	0.000	0.000	2	15	0.000	0.000	2	15	0.000	0.000
13:00 - 14:00	2	15	0.069	1.448	2	15	0.000	0.000	2	15	0.069	1.448
14:00 - 15:00	2	15	0.000	0.000	2	15	0.034	0.724	2	15	0.034	0.724
15:00 - 16:00	2	15	0.000	0.000	2	15	0.000	0.000	2	15	0.000	0.000
16:00 - 17:00	2	15	0.034	0.724	2	15	0.034	0.724	2	15	0.068	1.448
17:00 - 18:00	2	15	0.000	0.000	2	15	0.000	0.000	2	15	0.000	0.000
18:00 - 19:00	2	15	0.000	0.000	2	15	0.034	0.724	2	15	0.034	0.724
19:00 - 20:00	2	15	0.000	0.000	2	15	0.000	0.000	2	15	0.000	0.000
20:00 - 21:00	2	15	0.000	0.000	2	15	0.034	0.724	2	15	0.034	0.724
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
<b>Total Rates:</b>			0.171	3.620			0.238	5.068			0.409	8.688

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

LGVS

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 21 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	2	15	0.000	0.000	2	15	0.000	0.000	2	15	0.000	0.000
08:00 - 09:00	2	15	0.000	0.000	2	15	0.000	0.000	2	15	0.000	0.000
09:00 - 10:00	2	15	0.000	0.000	2	15	0.000	0.000	2	15	0.000	0.000
10:00 - 11:00	2	15	0.034	0.724	2	15	0.034	0.724	2	15	0.068	1.448
11:00 - 12:00	2	15	0.000	0.000	2	15	0.000	0.000	2	15	0.000	0.000
12:00 - 13:00	2	15	0.000	0.000	2	15	0.000	0.000	2	15	0.000	0.000
13:00 - 14:00	2	15	0.034	0.724	2	15	0.034	0.724	2	15	0.068	1.448
14:00 - 15:00	2	15	0.000	0.000	2	15	0.000	0.000	2	15	0.000	0.000
15:00 - 16:00	2	15	0.000	0.000	2	15	0.000	0.000	2	15	0.000	0.000
16:00 - 17:00	2	15	0.000	0.000	2	15	0.000	0.000	2	15	0.000	0.000
17:00 - 18:00	2	15	0.000	0.000	2	15	0.000	0.000	2	15	0.000	0.000
18:00 - 19:00	2	15	0.034	0.724	2	15	0.034	0.724	2	15	0.068	1.448
19:00 - 20:00	2	15	0.000	0.000	2	15	0.000	0.000	2	15	0.000	0.000
20:00 - 21:00	2	15	0.000	0.000	2	15	0.000	0.000	2	15	0.000	0.000
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.102	2.172			0.102	2.172			0.204	4.344

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

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

## APPENDIX 8.

### NOMIS CAR OWNERSHIP DATA

## RM001 - Accommodation type by car or van availability

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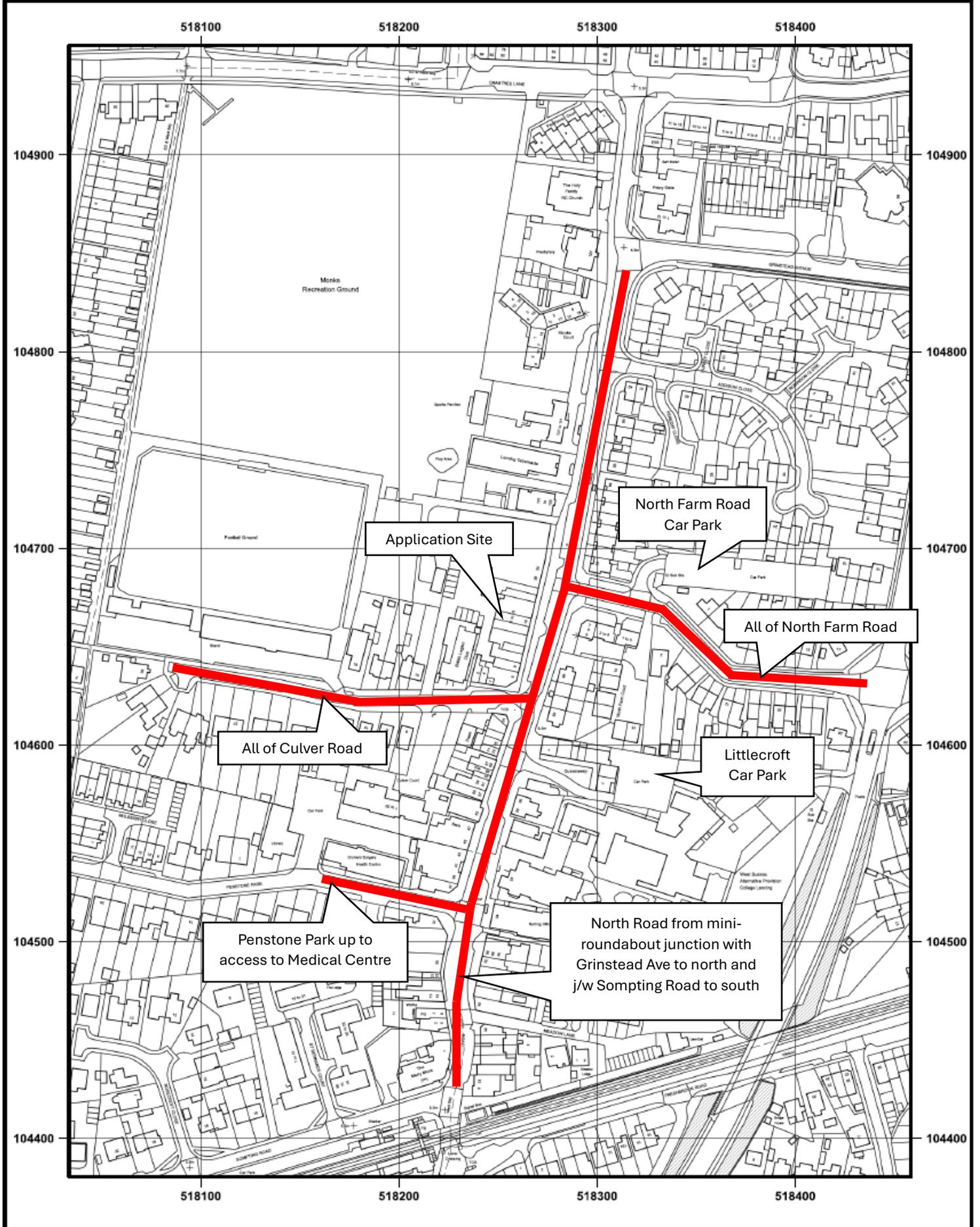
population	All households
units	Households
date	2021
area type	2021 output areas
area name	E00159901
accommodation type	Flat, maisonette, apartment

Number of cars or vans	Total	%age	Proposal	Parking Demand
Total	69		21	
No cars or vans in household	33	47.83%	10.0	0
1 car or van in household	25	36.23%	7.6	8
2 or more cars or vans in household	11	15.94%	3.3	7
			<b>Total:</b>	<b>15</b>



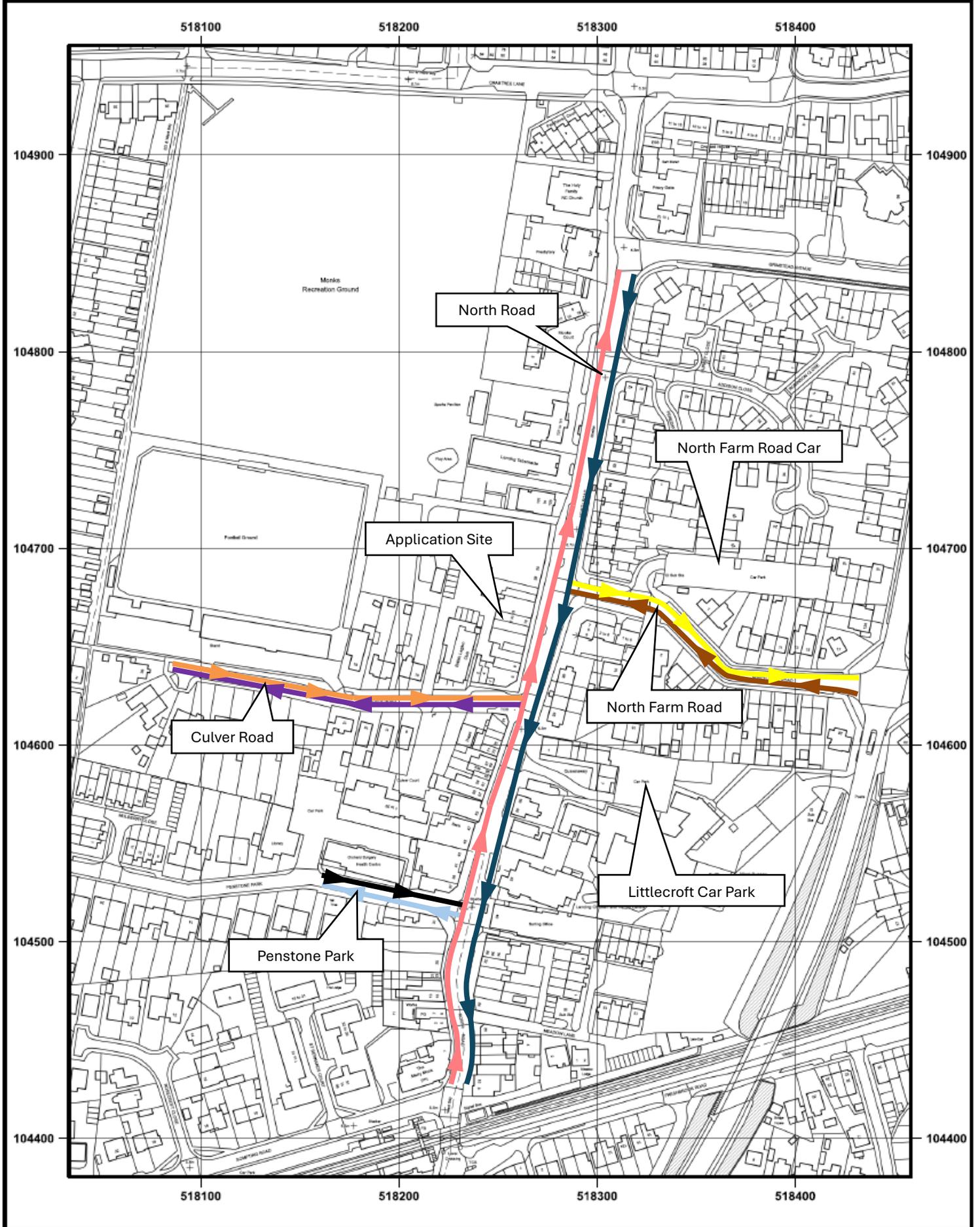
## APPENDIX 9.

### A. PARKING BEAT SURVEY AREA



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## B. PARKING BEAT SURVEY ROUTE AND KEY



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## C. PARKING BEAT SURVEY RESULTS

Queens Parade, North Road, Lancing

Restriction	Length (m)	Space	Tuesday Sept 17th 2024 02:15			Thursday Sept 19th 2024 01:00			Saturday Nov 2nd 13:00			Saturday Nov 2nd 16:00			Saturday Nov 2nd 18:00			Saturday 16th 13:00			Saturday 16th 16:00			Saturday 16th 18:00			Comments	
			Parked	Spaces	Stress	Parked	Spaces	Stress	Parked	Spaces	Stress	Parked	Spaces	Stress	Parked	Spaces	Stress	Parked	Spaces	Stress	Parked	Spaces	Stress	Parked	Spaces	Stress		
North Road, West Side, South to North																												
1	DYL	49.1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	From Sompting Road
2	Bus Stop	13.7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
3	DYL	18.3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	To JW Penstone Park
4	Mouth of Penstone Park	11.9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
5	Zig-Zags incl Xing	39.9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	From Penstone Park
6	DYL	7.9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
7	Layby Mon - Sat (8am - 6pm)	50.7	9	2	7	22%	1	8	11%	6	2	75%	7	1	88%	6	2	75%	7	1	88%	7	1	88%	8	0	100%	
8	DYL	5.1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
9	mouth of Culver Road	8.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	At roundabout
10	DYL	7.1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	From Culver Road
11	Layby Mon - Sat (8am - 6pm)	22.7	4	1	3	25%	1	3	25%	2	2	50%	2	2	50%	3	1	75%	3	1	75%	3	1	75%	4	0	100%	
12	Ped. drop down	7.8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
13	Layby Mon - Sat (8am - 6pm)	21.2	4	1	3	25%	1	3	25%	3	1	75%	3	1	75%	2	2	50%	3	1	75%	3	1	75%	4	0	100%	
14	Disabled Bay	8.7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Opp North Farm Road
15	Ped. drop down	3.8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
16	Disabled Bay	6.8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
17	Taxis	9.1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
18	DYL and Driveways	6.4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
19	Taxis	7.2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
20	SYL, driveways, Bus stop	102.2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
21	DYL	24.3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	To roundabout at Grinstead Ave
Totals		432.4	17	4	13	24%	3	14	18%	11	5	69%	12	4	75%	11	5	69%	13	3	81%	13	3	81%	16	0	100%	

North Road, East Side, North to South																												
1	DYL	45.2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	From Grinstead Avn
2	Mouth of Addison Close	15.1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Addison Close
3	DYL	12.3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
4	SYL	30.8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
5	Bus Stop	19.3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
6	SYL	17.3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
7	DYL	26.8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	to JW North Farm Road
8	Mouth of North Farm Rd	8.4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
9	DYL incl roundabout	81.2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	from North Farm Road
10	Mouth of Queensway	12.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Queensway to Littlecroft Car Park
11	DYL	21.2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	from Queensway
12	Layby Mon - Sat (8am - 6pm)	12.9	2	1	1	50%	0	2	0%	2	0	100%	1	1	50%	3	0	100%	1	1	50%	2	0	100%	3	0	100%	
13	DYL + Driveway	7.6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
14	Zig-Zags incl Xing	21.9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
15	Bus Stop incl Driveways	24.8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Opposite Penstone Park
16	Ped. drop down	3.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
17	Layby Mon - Sat (8am - 6pm)	29.9	5	3	2	60%	3	2	60%	3	2	60%	3	2	60%	5	0	100%	5	0	100%	3	2	60%	5	0	100%	
18	DYL + Driveways	10.2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Meadow Lane
19	Layby Mon - Sat (8am - 6pm)	28.6	5	2	2	50%	2	3	40%	3	2	60%	3	2	60%	5	0	100%	3	2	60%	3	1	75%	5	0	100%	To Sompting Road
Totals		429.5	13	6	5	55%	5	7	42%	8	4	67%	7	5	58%	13	0	100%	9	3	75%	8	3	73%	13	0	100%	

Restriction	Length (m)	Space	Tuesday Spet 16th 2024 02:15			Thursday Sept 19th 2024 01:00			Saturday Nov 2nd 13:00			Saturday Nov 2nd 16:00			Saturday Nov 2nd 18:00			Saturday 16th 13:00			Saturday 16th 16:00			Saturday 16th 18:00			Comments	
			Parked	Spaces	Stress	Parked	Spaces	Stress	Parked	Spaces	Stress	Parked	Spaces	Stress	Parked	Spaces	Stress	Parked	Spaces	Stress	Parked	Spaces	Stress	Parked	Spaces	Stress		
Penstone Park, North Side, West to East																												
1	DYL	4.7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	From Medical Centre/Library Car park
2	Card Holders' parking	11.6	2	0	2	0%	0	2	0%	0	2	0%	0	2	0%	2	0	100%	0	2	0%	0	2	0%	0	2	0%	
3	Disabled bays 8am-6pm	27.2	5	3	2	60%	3	2	60%	3	2	60%	0	5	0%	4	2	67%	1	4	20%	1	4	20%	1	4	20%	
4	DYL	28.9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	to North Road
Totals		72.4	7	3	4	43%	3	4	43%	3	4	43%	0	7	0%	6	2	75%	1	6	14%	1	6	14%	1	6	14%	

Penstone Park, South Side, East to West																												
1	DYL incl Driveways	72.8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	From North Road to Medical Centre
Totals		72.8	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	

North Farm Road, South Side, East to West																												
1	DYL / Driveway	20.4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	From Grinstead Lane
2	SYL / Driveway	130.1	-	2	0	100%	2	0	100%	1	0	100%	1	0	100%	1	0	100%	3	0	100%	1	0	100%	1	0	100%	
3	DYL	17.9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	To North Road
Totals		168.4	0	2	0	100%	2	0	100%	1	0	100%	1	0	100%	1	0	100%	3	0	100%	1	0	100%	1	0	100%	

North Farm Road, North Side, West to East																												
1	DYL to Car Park entrance	27.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	From North Raod
2	Mouth of road to Car Park	16.6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
3	SYL / Driveway	50.7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
4	Unrestricted Parking	10.3	2	1	1	50%	2	0	100%	1	1	50%	1	1	50%	1	1	50%	1	1	50%	1	1	50%	1	1	50%	
5	Driveways	19.7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
6	Unrestricted Parking	4.9	1	0	1	0%	0	1	0%	1	0	100%	1	0	100%	1	0	100%	1	0	100%	1	0	100%	1	0	100%	
7	Driveways	10.9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
8	Unrestricted Parking	7.6	1	1	0	100%	1	0	100%	1	0	100%	1	0	100%	0	1	0%	1	0	100%	1	0	100%	0	1	0%	
9	DYL	19.3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	To Grinstead Lane A2025
Totals		167.5	4	2	2	50%	3	1	75%	3	1	75%	3	1	75%	2	2	50%	3	1	75%	3	1	75%	2	2	50%	

Culver Road, North Side, West to East																												
1	SYL incl Driveways	157.8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	From Dead End
2	Layby Mon - Sat (8am - 6pm)	17.7	3	1	2	33%	2	1	67%	2	1	67%	2	1	67%	2	1	67%	3	0	100%	3	0	100%	2	1	67%	
3	DYL incl Ped. dropdown	7.3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	To Roundabout on North Road
Totals		182.8	3	1	2	33%	2	1	67%	2	1	67%	2	1	67%	2	1	67%	3	0	100%	3	0	100%	2	1	67%	

Culver Road, South Side, East to West																												
1	DYL	11.9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	From Roundabout on North Road
2	SYL / SWL	22.9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Culver Motors + car Sales
3	SYL incl Driveways	146.9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	To Dead End, Turning space
Totals		181.7	0	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%	

Current Conditions:	Tuesday Sept 16th 2024 02:15	Thursday Sept 19th 2024 01:00	Saturday Nov 2nd 13:00	Saturday Nov 2nd 16:00	Saturday Nov 2nd 18:00	Saturday 16th 13:00	Saturday 16th 16:00	Saturday 16th 18:00																
	18	26	40.9%	18	27	40.0%	28	15	65.1%	25	18	58.1%	35	10	77.8%	32	13	71.1%	29	13	69.0%	35	9	79.5%

## APPENDIX 10.

### PUBLIC CAR PARK DATA



**North Farm Road Car Park (Day Time)**

Maximum Capacity: 57 (plus 2 mum & baby, 3 blue badge)

	Tuesday 10th September 2024					Sensitivity Test			Saturday 2nd November			Saturday 16th November		
	PARKING DEMAND		Analysis			Date	Demand	Variation	Analysis			Analysis		
	IN	OUT	Car Park Demand	Spare Capacity	Parking Stress				Car Park Demand	Spare Capacity	Parking Stress	Car Park Demand	Spare Capacity	Parking Stress
Parked @ start	2													
Time Range														
09:00-09:15	1	0	3	54	5.3%									
09:15-09:30	0	1	2	55	3.5%	12/9/24	3	1						
09:30-09:45	1	0	3	54	5.3%									
09:45-10:00	0	0	3	54	5.3%									
10:00-10:15	2	0	5	52	8.8%									
10:15-10:30	3	0	8	49	14.0%	16/9/24	8	0						
10:30-10:45	0	0	8	49	14.0%									
10:45-11:00	1	0	9	48	15.8%									
11:00-11:15	1	1	9	48	15.8%									
11:15-11:30	0	0	9	48	15.8%									
11:30-11:45	1	0	10	47	17.5%									
11:45-12:00	1	1	10	47	17.5%	20/9/24	10	0						
12:00-12:15	0	0	10	47	17.5%									
12:15-12:30	1	2	9	48	15.8%									
12:30-12:45	0	1	8	49	14.0%									
12:45-13:00	0	0	8	49	14.0%									
13:00-13:15	0	1	7	50	12.3%				14	43	24.6%	11	46	19.3%
13:15-13:30	0	0	7	50	12.3%									
13:30-13:45	1	0	8	49	14.0%	12/9/24	11	3						
13:45-14:00	0	1	7	50	12.3%									
14:00-14:15	0	0	7	50	12.3%									
14:15-14:30	0	0	7	50	12.3%									
14:30-14:45	0	2	5	52	8.8%									
14:45-15:00	2	0	7	50	12.3%	16/9/24	8	1						
15:00-15:15	1	0	8	49	14.0%									
15:15-15:30	0	2	6	51	10.5%									
15:30-15:45	0	0	6	51	10.5%									
15:45-16:00	1	1	6	51	10.5%									
16:00-16:15	0	0	6	51	10.5%				13	44	22.8%	8	49	14.0%
16:15-16:30	0	1	5	52	8.8%									
16:30-16:45	0	0	5	52	8.8%	18/9/24	4	-1						
16:45-17:00	0	3	2	55	3.5%									
Average Stress:					11.7%									
Additional Counts at 6pm:									10	47	17.5%	4	53	7.0%
Parked @ finish	2													

**North Farm Road Car Park (Night Time Spot Surveys)**

Date:	Sept 17th	Sept 19th
Parked at start	3	2
Parked at end	3	2



**Littlecroft Car Park (Day Time)**

Maximum Capacity: 25 (plus 1 blue badge)

	Wednesday 11th September 2024					Sensitivity Test			Saturday 2nd November			Saturday 16th November		
	PARKING DEMAND		Analysis			Date	Demand	Variation	Analysis			Analysis		
	IN	OUT	Car Park Demand	Spare Capacity	Parking Stress				Car Park Demand	Spare Capacity	Parking Stress	Car Park Demand	Spare Capacity	Parking Stress
Parked @ start	1													
Time Range														
09:00-09:15	2	0	3	22	12.0%									
09:15-09:30	2	1	4	21	16.0%	12/9/24	5	1						
09:30-09:45	1	0	5	20	20.0%									
09:45-10:00	3	1	7	18	28.0%									
10:00-10:15	2	0	9	16	36.0%									
10:15-10:30	0	1	8	17	32.0%	16/9/24	9	1						
10:30-10:45	3	0	11	14	44.0%									
10:45-11:00	2	2	11	14	44.0%									
11:00-11:15	2	1	12	13	48.0%									
11:15-11:30	1	3	10	15	40.0%									
11:30-11:45	1	0	11	14	44.0%									
11:45-12:00	1	1	11	14	44.0%	20/9/24	10	-1						
12:00-12:15	0	2	9	16	36.0%									
12:15-12:30	2	1	10	15	40.0%									
12:30-12:45	1	2	9	16	36.0%									
12:45-13:00	2	2	9	16	36.0%									
13:00-13:15	2	0	11	14	44.0%				8	17	14.0%	7	18	12.3%
13:15-13:30	1	1	11	14	44.0%									
13:30-13:45	2	1	12	13	48.0%	12/9/24	9	-3						
13:45-14:00	1	2	11	14	44.0%									
14:00-14:15	0	1	10	15	40.0%									
14:15-14:30	0	3	7	18	28.0%									
14:30-14:45	0	2	5	20	20.0%									
14:45-15:00	2	0	7	18	28.0%	16/9/24	6	-1						
15:00-15:15	1	2	6	19	24.0%									
15:15-15:30	0	1	5	20	20.0%									
15:30-15:45	0	0	5	20	20.0%									
15:45-16:00	1	2	4	21	16.0%									
16:00-16:15	0	1	3	22	12.0%				13	12	22.8%	5	20	8.8%
16:15-16:30	0	0	3	22	12.0%									
16:30-16:45	0	0	3	22	12.0%	18/9/24	2	-1						
16:45-17:00	0	0	3	22	12.0%									
Average Stress:					30.6%									
Additional Counts at 6pm:									9	16	15.8%	3	22	5.3%
Parked @ finish	3													

**Littlecroft Car Park (Night Time Spot Surveys)**

Date:	Sept 17th	Sept 19th
Parked at start	1	1
Parked at end	1	1

Same vehicle both nights parked adjacent to building not within marked bay.

APPENDIX 11.  
MATCH DAY PARKING CONDITIONS  
PHOTOGRAPHS



North Farm Road Car Park



Littlecroft Car Park



Culver Road



Penstone Park



North Road south from Queensway



North Road north from Queensway

Photographs taken Saturday 2<sup>nd</sup> Nov between 3.30pm and 4pm

## APPENDIX 12.

## LANCING FOOTBALL CLUB ATTENDANCE DATA

**Lancing Home Fixture List**

2023/24 Season		
Date	Opponent	Attendance
Sat 20 April	Ashford United	365
Sat 6 April	East Grinstead	280
Sat 30 March	Chichester City	578
Sat 30 March	Erith & Belvedere	361
Sat 2 March	Beckenham	360
Sat 17 February	Phoenix Sports	226
Sat 3 February	Herne Bay	232
Sat 20 January	Cray Valley PM	443
Tue 16 January	Hythe	185
Sat 6 January	Ramsgate	422
Mon 1 January	Horndean	276
Sat 16 December	Sheppey	310
Sat 25 November	Sittingbourne	195
Sat 11 November	Broadbridge Heath	317
Sat 28 October	Three Bridges	309
Tue 17 October	Eastbourne Utd	107
Sat 7 October	Sevenoaks	234
Sat 30 September	Littlehampton	276
Tue 26 September	Chichester City	120
Sat 2 September	Carshalton Ath	263
Mon 28 August	Burgess Hill	451
Sat 12 August	Merstham	201
Sat 5 August	Rusthall	273

2023/24 Season		
	Attendance	v <sup>2</sup>
1	365	133225
2	280	78400
3	578	334084
4	361	130321
5	360	129600
6	226	51076
7	232	53824
8	443	196249
9	185	34225
10	422	178084
11	276	76176
12	310	96100
13	195	38025
14	317	100489
15	309	95481
16	107	11449
17	234	54756
18	276	76176
19	120	14400
20	263	69169
21	451	203401
22	201	40401
23	273	74529
Sum	6784.0	2269640
85th %ile Attendance		
m =	295	
Σv - m <sup>2</sup> =	268655	
s =	111	
v =	405	

2023/24 Season (Weekend)		
	Attendance	v <sup>2</sup>
1	365	133225
2	280	78400
3	578	334084
4	361	130321
5	360	129600
6	226	51076
7	232	53824
8	443	196249
9	422	178084
10	276	76176
11	310	96100
12	195	38025
13	317	100489
14	309	95481
15	234	54756
16	276	76176
17	263	69169
18	451	203401
19	201	40401
20	273	74529
Sum	6372.0	2209566
85th %ile Attendance		
m =	277	
Σv - m <sup>2</sup> =	179447	
s =	97	
v =	374	

2023/24 Season (Weekday ex BHs)		
	Attendance	v <sup>2</sup>
1	185	34225
2	107	11449
3	120	14400
Sum	412.0	60074
85th %ile Attendance		
m =	137	
Σv - m <sup>2</sup> =	3493	
s =	42	
v =	179	

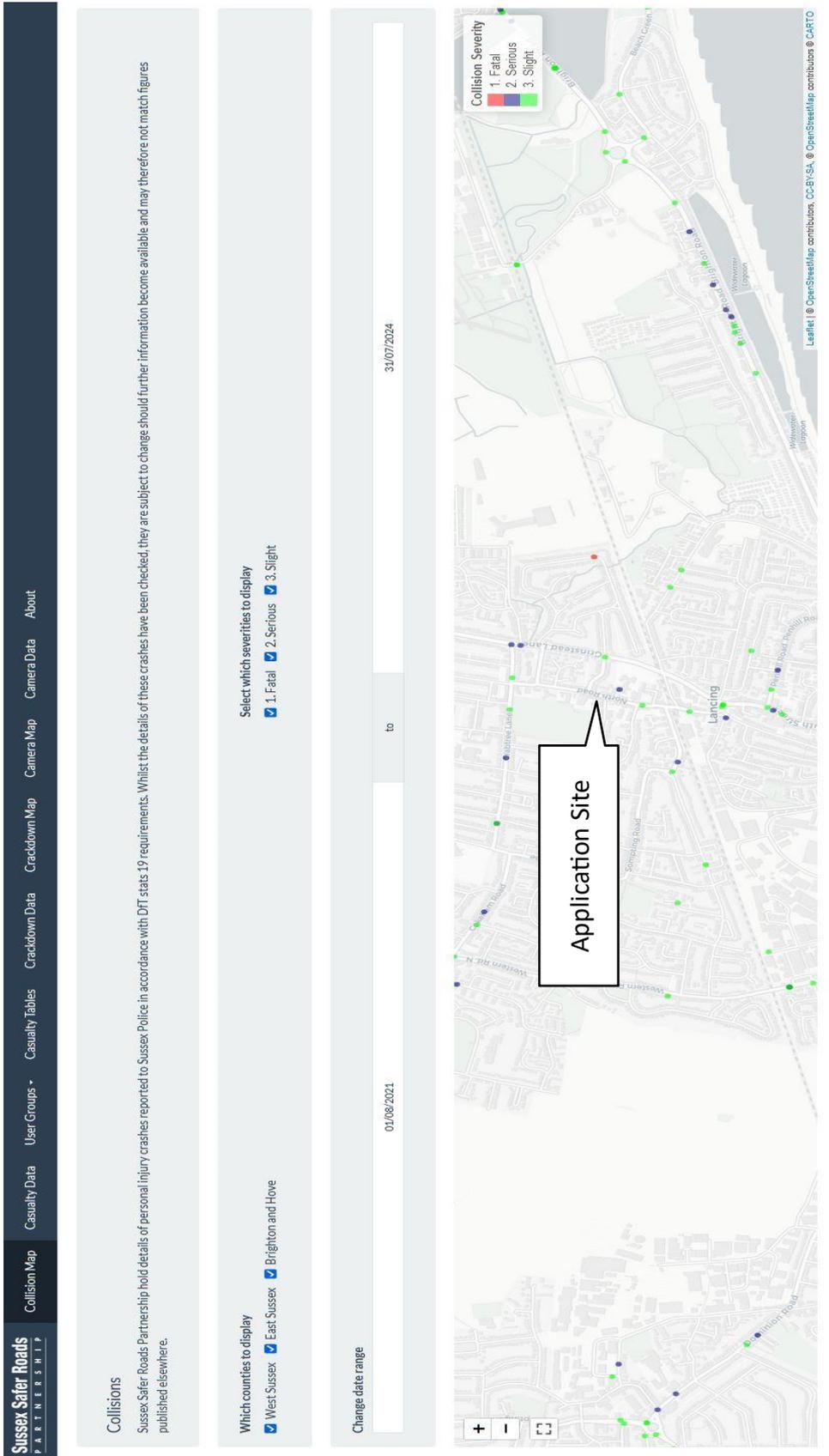
2024/25 Season			
Date	Opponent	Attendance	Last Season
Mon 21 April	Steyning		NA
Sat 12 April	Eastbourne Town		NA
Sat 29 March	Sittingbourne		195
Sat 15 March	Ramsgate		422
Sat 1 March	Hythe		185
Sat 15 February	Three Bridges		309
Sat 25 January	East Grinstead		280
Sat 11 January	Herne Bay		232
Wed 1 January	Littlehampton		276
Sat 28 December	Deal		NA
Sat 21 December	Sevenoaks		234
Sat 7 December	Sheppey		310
Sat 23 November	Broadbridge Heath		317
Sat 9 November	Ashford United	202	365
Sat 2 November	Merstham	230	201
Sat 19 October	Beckenham	277	360
Tue 8 October	Mile Oak	154	NA
Sat 5 October	Margate	301	NA
Tue 24 September	AFC Croydon Athletic	248	NA
Sat 21 September	Phoenix Sports	276	226
Tue 10 September	Burgess Hill	203	451
Tue 3 September	Southall	154	NA
Sat 31 August	Erith & Belvedere	212	361
Sat 24 August	Southall	155	NA
Sat 17 August	Athletic Newham	235	NA

2024/25 Season		
	Attendance	v <sup>2</sup>
1	202	40804
2	230	52900
3	277	76729
4	154	23716
5	301	90601
6	248	61504
7	276	76176
8	203	41209
9	154	23716
10	212	44944
11	155	24025
12	235	55225
13		
14		
15		
16		
17		
18		
19		
20		
21		
22		
23		
24		
25		
Sum	2215.0	517845
85th %ile Attendance		
	m =	185
	Σv - m <sup>2</sup> =	108993
	s =	100
	v =	284

2024/25 Season (Weekend)		
	Attendance	v <sup>2</sup>
1	202	40804
2	230	52900
3	277	76729
4	301	90601
5	276	76176
6	212	44944
7	155	24025
8	235	55225
Sum	1888.0	461404
85th %ile Attendance		
	m =	236
	Σv - m <sup>2</sup> =	15836
	s =	48
	v =	284

2024/25 Season (Weekday ex BHs)		
	Attendance	v <sup>2</sup>
1	154	23716
2	248	61504
3	203	41209
4	154	23716
Sum	759.0	150145
85th %ile Attendance		
	m =	190
	Σv - m <sup>2</sup> =	6125
	s =	45
	v =	235

APPENDIX 13.  
SUSSEX SAFER ROADS PARTNERSHIP  
COLLISION RECORDS



Data regarding personal injury crashes is recorded by Sussex Police in accordance with the DfT Stats 19 requirements. The data is subsequently used by Sussex Safer Roads Partnership for monitoring and planning. While every effort is made to ensure that this data is accurate, it is subject to change should further information become available. Please also note that collisions where Sussex Police have not yet finished their investigations are not shown. While this can apply to the whole time period covered, it is particularly relevant to those collisions that occurred in the most recent month. This data may not be fully validated and while every effort is made to ensure its accuracy any statistics provided may not match those published elsewhere. Sussex Safer Roads Partnership does not hold crash data either where there are no recorded casualties or the incident has not been reported to Sussex Police.

