

CAFFYNS VOLVO, ANGMERING

Proposed Car Showroom

Transport Statement

Prepared on behalf of Caffyns PLC

2021/5891/TS02

December 2021

RGP – Transport Planning and Infrastructure Design Consultants

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1 INTRODUCTION

- 1.1.1 RGP is instructed by Caffyns PLC to provide highway and transport planning advice in relation to a proposed car showroom on land to the east of Roundstone Lane, Angmering, West Sussex. BN16 4BD (the site).
- 1.1.2 The application site is located on vacant land on the eastern side of Roundstone Lane and approximately 1 kilometre to the south of Angmering village centre. The site forms part of a wider Caffyns development which was recently developed to the east of the application site in 2016 to provide a new Caffyns Audi showroom with associated parking provision under planning reference: A/162/15/PL, blue land as illustrated in **Figure 1.1** below.

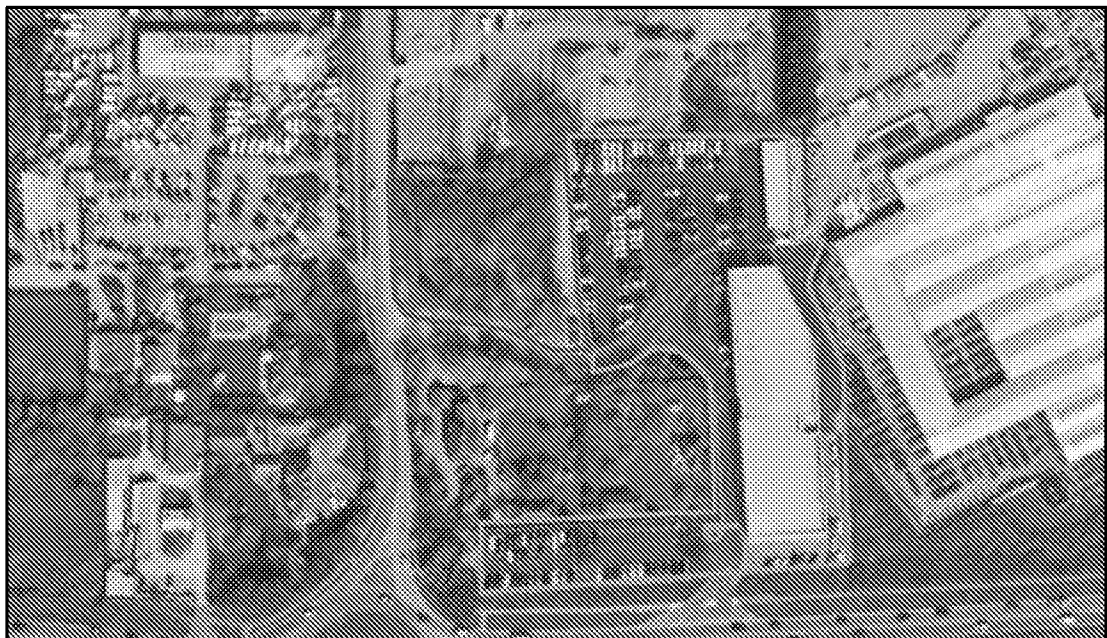


Figure 1.1: Site Location

- 1.1.3 Throughout this report, 'the site' refers to the land at the aforementioned address and the 'development' refers to the proposed car showroom to be constructed in the future. The site is located within the boundaries of Arun District Council (ADC) and the local highway authority is West Sussex County Council (WSCC).
- 1.1.4 The development proposals consist of the creation of a new car showroom to be operated by Caffyns Volvo. The architect's layout (Drawing 3661-SRA-XX-XX-D-A-09-001-P02) prepared by SRA Architects is contained within **Appendix A**.

1.2 Outcome of Pre-application Discussions

- 1.2.1 A Pre-application Transport Note was prepared for the consideration of Officers at West Sussex County Council (WSCC), as Highway Authority, setting out the transport aspects associated with a proposed car showroom at the site. This note was submitted to WSCC in July 2021 and a request made for a meeting to discuss the proposals.
- 1.2.2 No meeting date was offered, however WSCC provided an email response which was received on 15th October 2021 that raised no concerns regarding the principle of development and proposed access arrangements, although a Road Safety Audit and additional traffic survey were requested.
- 1.2.3 Further email correspondence from Officers at WSCC received on 19th October 2021, outlined that a Travel Plan Statement should be produced alongside this Transport Statement, as such, RGP has also produced a Travel Plan Statement (Reference: 2021/5891/TPS03) which should be read in conjunction to this document. The Pre-Application Transport Note prepared by RGP and the response from WSCC is contained within **Appendix B**.

1.3 Scope of Assessment

- 1.3.1 In terms of the potential scope of assessment, the West Sussex County Council Transport Assessment Methodology June 2007, document refers to the now superseded DfT Guidance on Transport Assessment (Appendix B) thresholds which for a car/vehicle hire businesses and the selling and displaying of motor vehicles should be discussed with appropriate highway authority.
- 1.3.2 Nevertheless, this Transport Statement (TS) shall consider the appropriateness of the proposed development in this location in the context of transport-related policy at both the national and local level. This report considers the following:
 - (i) Baseline Conditions;
 - (ii) Development Proposals;
 - (iii) Trip Generation Assessment; and
 - (iv) Summary & Conclusions

- 1.3.3 This TS also considers the implications of development-related traffic on the operational and safety characteristics of the surrounding highway, demonstrating that the local highway and transport networks can accommodate the proposed level of development.

2 BASELINE CONDITIONS

2.1.1 This section considers the application site location and its accessibility to local transport infrastructure.

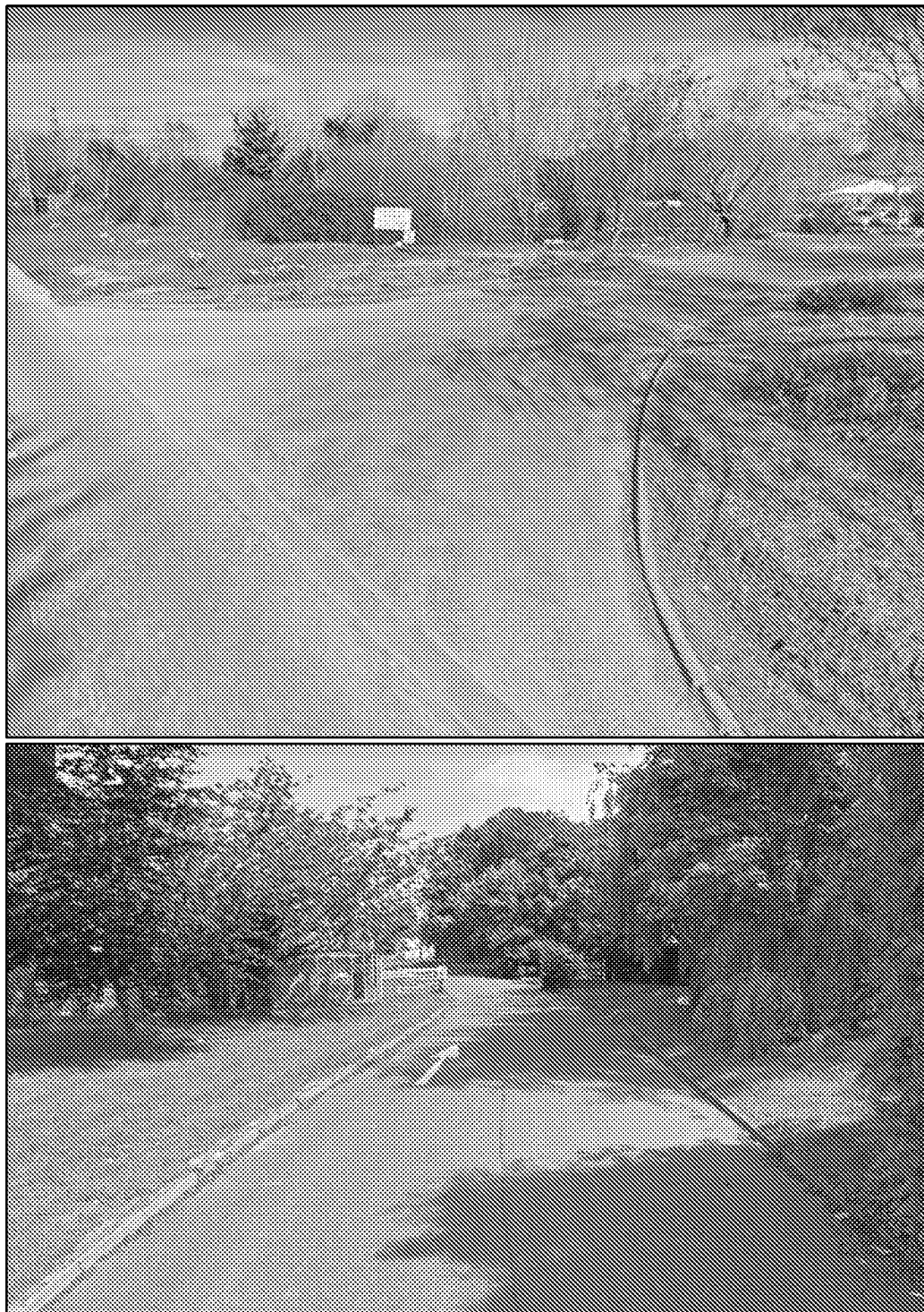
2.2 Surrounding Highway Network

2.2.1 The location of the site in the context of the surrounding area and highway network is illustrated on **Plan 01**, attached hereto.

2.2.2 As shown, the application site is located on vacant land on the eastern side of Roundstone Lane and approximately 1 kilometre to the south of Angmering village centre. The site forms part of a wider Caffyns development which was recently developed to the east of the application site in 2016 to provide a new Caffyns Audi showroom with associated parking provision.

2.2.3 The site is also bound by a recently constructed residential development to the north of the site for 30 residential dwellings (Quiet Waters scheme), whilst there is a large car dealership on the western side of Roundstone Lane opposite the site.

2.2.4 The existing access road aligning the southern boundary of the site currently serves a large servicing/valet car park associated with the existing Caffyns Audi site and as a servicing access only to the rear of the Haskins Garden Centre to the east. The access road meets Roundstone Lane at the south-western corner of the application site via a priority junction, as shown in **Photographs 1 and 2** overleaf.



Photographs 1 and 2: Roundstone Lane/Site Access

- 2.2.5 Roundstone Lane comprises a two-way single carriageway road measuring circa 6 metres in width. Roundstone Lane is also subject to a 30mph posted speed limit in the vicinity of the site and meets the A259 at a four-arm roundabout junction approximately 85 metres south of the site.

- 2.2.6 The A259 forms a locally strategic south coast route connecting Emsworth in Hampshire to Folkestone in Kent, which facilitates access to Chichester, Bognor Regis, Littlehampton, Ferring, Worthing, Lancing, Shoreham-by-Sea and Portslade, running parallel with the A27. To the east of the application site, the A259 connects with the A280 Angmering Bypass, heading in a north easterly direction where it connects with the A27, forming part of the Strategic Road Network (SRN).
- 2.2.7 The A259 is currently undergoing extensive highway improvement works at the roundabout junction to the south of the site as part of a number of wider developments proposals coming forward in the vicinity of the site, including dualing of the A259 Roundstone Bypass.
- 2.2.8 The western side of Roundstone Lane benefits from street lighting and a circa 1.5 metre wide footway which continues along its length, facilitating access to the residential communities and village centre of Angmering to the north.
- 2.2.9 In terms of cycle infrastructure, the South Coast Cycle Route (S.C.C.R.) is located c. 200m to the south of the application site, providing cycle links to Littlehampton, East Preston, Rustington and a connection to the National Cycle Network Route (NCNR) 2 (6km to the west of the site), for example.
- 2.2.10 The application site benefits from being within short walking distance of a number of bus stops serving a wide range of bus services. The nearest bus stops to the site are located on Roundstone Lane, immediately to the north of the junction with the site access. These bus stops were recently implemented as part of the Quiet Waters planning consent to the north of the site (planning ref: A/132/17/OUT). This bus stop serves bus routes 8 and 9 (1 service per hour in each direction) facilitating direct access to Angmering, Littlehampton, Shoreham-by-Sea and Worthing.
- 2.2.11 Angmering rail station is located within approximately 1.3 kilometres of the site, which is directly accessible on-foot (a 16-minute walk). Angmering Station is situated on the West Coastway Line managed by Southern Railway and provides frequent services to local and regional destinations including Brighton, Chichester, Clapham Junction, Gatwick Airport, Havant, London Victoria, Portsmouth, Southampton and Worthing.

Summary

- 2.2.12 It is evident that the site benefits from convenient access to frequent public transport services which would provide staff and some visitors with numerous opportunities to travel by sustainable modes. The applicant (Caffyn's) also operates a number of policies across all its existing showrooms in order to reduce reliance upon private vehicles, including local recruitment policies and travel to work methods, which are discussed within this report. These policies would also be implemented for the proposed development.

- 2.2.13 It is anticipated that most customers would travel by private vehicle to / from the site in order to collect or drop-off vehicles, owing to the nature of the proposed use, although alternative sustainable modes of transport are available for some journeys where customers are collecting or dropping-off vehicles only for maintenance, for example.

2.3 Personal Injury Accidents

- 2.3.1 Accident data for the most recent five-year period has been reviewed using the Crash Map website (www.crashmap.co.uk) in order to identify any pattern or cluster of accidents on the local highway network in the vicinity of the site.

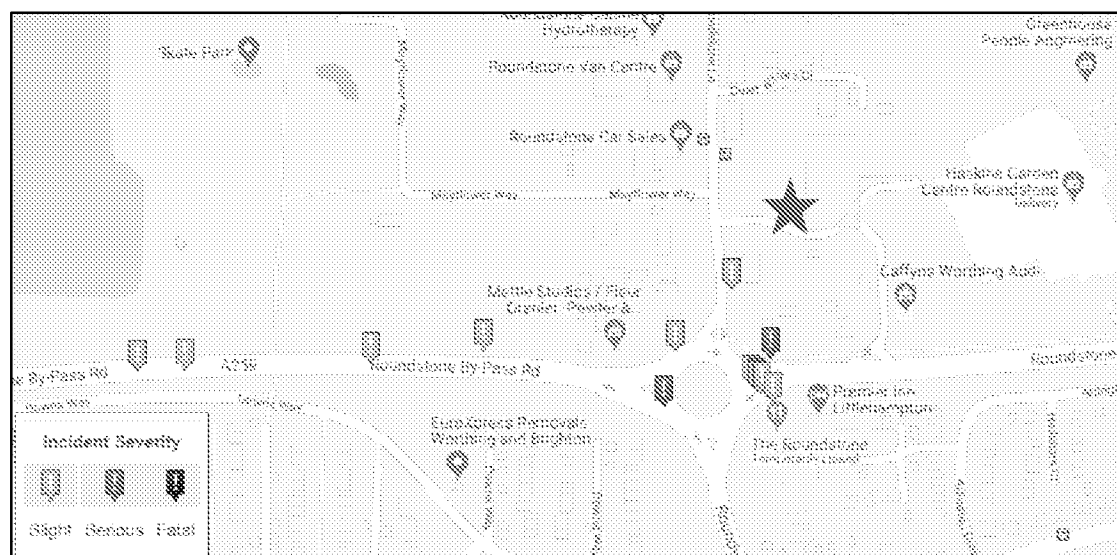


Figure 2.1: Accident Data Location Plot (Crash Map)

- 2.3.2 As shown, no accidents have taken place in the vicinity of the site access junction with Roundstone Lane, indicating that vehicles are currently able to enter or egress from the access road without safety issue.
- 2.3.3 A total of 8 accidents have taken place at, or close to, the roundabout junction to the south-west of the site with the A259, including 2 serious and 6 slight accidents, which gives a rate of circa 1.6PIAs/annum which is typical for a roundabout of this scale. Furthermore, a number of highway improvements are currently being implemented at the roundabout junction which includes dualling of the A259 Roundstone Bypass.

- 2.3.4 The remaining accidents have taken place on links or straight sections of carriageway at various locations within the area of study outlined above, all of which are slight in terms of severity. This is typical for a section of highway of this nature, given the nature of traffic volumes and speeds, and is consistent with similar parts of the wider highway network in the area.
- 2.3.5 Whilst all accidents are indeed regrettable, it is evident that there does not appear to be any accidents which have taken place on the local highway network in the vicinity of the site which highlight any underlying issues with the design or layout of the local highway network and it is not anticipated that the rate of accidents locally would be exacerbated by the proposals.
- 2.3.6 Based on the data available pertaining to local road accidents, the results demonstrate that there are no notable deficiencies in the local highway network.

3 DEVELOPMENT PROPOSALS

- 3.1.1 This section of the TS details the development proposals and outlines the proposed car and cycle parking provision associated with the development and also considers delivery and servicing arrangements.

3.2 Proposed Development

- 3.2.1 The development proposals consist of the creation of a new car showroom to be operated by Caffyns Volvo. The architect's layout (Drawing 3661-SRA-XX-XX-D-A-09-001-P02) prepared by SRA Architects is contained within **Appendix A**.

3.3 Access Strategy

- 3.3.1 Vehicular access to the site would be provided via an existing access road which currently takes access from Roundstone Lane at the south-western corner of the site. The existing access road is a private road and currently serves a large parking and servicing area for the Caffyns Audi site and a goods/servicing access only to the rear of the Haskins Garden Centre to the east.
- 3.3.2 A new access to the site would be provided from the northern side of the access road which would be designed in accordance with WSCC design standards. The proposed access would be suitable to accommodate two-way vehicle movements by cars and suitable to accommodate the movement of large articulated vehicles, for example.

Roundstone Lane Speed Survey

- 3.3.3 In order to establish baseline traffic speeds and volumes on Roundstone Lane, a 7-day Automatic Traffic Count (ATC) speed survey was conducted 03rd November – 10th November 2021 (inclusive) in order to ascertain the 85th percentile speeds on the Roundstone Lane. The full results are presented in **Appendix C** to this report and a summary of the results are shown in **Figure 3.1** overleaf.

Direction of Travel	Recorded 85 th percentile speed (mph)	MfS required visibility (m)
Northbound (A-B)	33.8	50.9
Southbound (B-A)	34.7	52.9

Figure 3.1: Roundstone Lane 85thile Speeds

- 3.3.4 The information in **Figure 3.1** indicates that the 85th percentile speeds recorded on Roundstone Lane equate to 33.8mph northbound and 34.7mph southbound. The 85th percentile speeds are slightly above 30mph and the observed speed is representative of dry weather conditions and as such have been used as the Design Speed with reference to guidance set out within DMRB and Manual for Streets (MfS).
- 3.3.5 The 'y' distance visibility is based upon stopping sight distances (SSD's) of traffic approaching on the major arm of a junction. In terms of visibility, **Drawing 2020/5891/002** demonstrates that a visibility splay of 2.4 metres x 52.9 metres is achievable to the right, measured to the nearside track of an approaching vehicle. With regard to visibility to the left, 2.4 metres x 50.9 metres is also achievable when considering the position of an approaching vehicle, particularly when such a vehicle would have recently left the roundabout on the left hand side of the carriageway.
- 3.3.6 The new vehicular access arrangement to serve the site would be 5.5m in width which can accommodate the simultaneous access and egress of typical cars, and good levels of visibility are afforded to drivers from the access along the shared access road. The access arrangements are therefore considered suitable to serve the proposed development.
- 3.3.7 **Drawing 2021/5891/003** attached hereto demonstrates a standard car entering and exiting the site in a forward gear and parking in a number of parking spaces.

Road Safety Audit

- 3.3.8 The proposed access arrangements illustrated within **Drawing 2020/5891/002** have been subjected to a Road Safety Audit as requested by WSCC detailed within **Appendix B**. The Stage 1 Road Safety Audit and Designers response are contained within **Appendix D**.

3.4 Proposed Car Parking Provision

- 3.4.1 Car parking standards in relation to the site are detailed within the 'West Sussex County Council: Guidance on Parking at New Developments (2020)' and 'Arun District Council's Parking Standards SPD (2020)'.

- 3.4.2 Neither document specify parking standards for car showrooms, however **Figure 3.2** below summarises the most comparable parking standards outlined within WSCC's parking standards document for comparison purposes.

WSCC Non-Residential Car Parking Standards		
Use Class	Car Parking Standard	Required Provision
E – Commercial, business and Services (office, research, development and light industrial process)	1 space per 30 sqm	42 spaces

Figure 3.2: WSCC Cycle Parking Standards

- 3.4.3 On the basis of the above standards and the total floor area proposed, the site would generate a requirement for approximately 42 spaces for the proposed car showroom (1,262 sqm).
- 3.4.4 WSCC's parking standards document also states that these standards should only be used to provide an initial guide in any event and that site specific assessments should be undertaken in order to balance operational needs, space requirements and to make efficient use of the land available.
- 3.4.5 It is therefore also important to understand how other Caffyns sites operate. It is notable that the adjacent Caffyns Audi site proposed a total of 168 car parking spaces for the showroom comprising 1,054sqm (excluding displays vehicles), including 17 staff parking spaces, 13 customer spaces and 138 service vehicle spaces within the large car park to the east of the application site. The Audi site comprises a larger workshop and valeting service which would generate significant additional parking requirements and servicing needs, which is not wholly representative of the development proposals at the application site which would comprise a smaller function, as outlined below.
- 3.4.6 The development proposals would provide a total of 8 customer parking spaces (incl 1no. accessible), 20 Service spaces, 5 Demonstrator spaces, plus 36 display vehicle spaces.

- 3.4.7 The applicant has implemented a policy across all its showrooms that requires a proportion of staff to travel to work in demonstration vehicles to reduce staff parking demand. This policy would be implemented at the proposed showroom and hence it is anticipated that the 5 demonstration vehicle spaces would be used for staff when arriving/leaving the site. The applicant also operates a local recruitment policy across all its sites in order to reduce the distance travelled by staff and to encourage travel by active/sustainable modes of transport, thereby further reducing staff parking demand on the site. Car sharing would also be encouraged amongst staff members where possible and would offer a realistic travel option given that staff would reside locally. Further sustainable travel information would be provided within the associated Travel Plan Statement (Reference: 2021/5891/TPS03) which outlines available sustainable transport options for staff members as well as a range of transport measures to encourage sustainable travel.
- 3.4.8 It is notable that the Caffyns Audi site provides a total of 17 staff parking spaces for approximately 30 members of staff on the site at any given time. With regard to the proposed site there would be approximately 10 staff members on the site at any given time, given the size of the proposed showroom, thereby generating a requirement for 5-6 parking spaces on the site when applying a similar ratio. The proposed provision would therefore be suitable to accommodate the forecast demand from staff, relative to the level of parking provided at similar Caffyns sites locally and given the range of travel planning policies outlined above.
- 3.4.9 The proposals would provide 8 customer parking spaces on the site, which is consistent with the ratio of customer parking provided at other Caffyns showrooms and relative to the size of the showroom proposed.
- 3.4.10 It is understood that there would also be a small workshop/servicing function at the proposed Caffyns Volvo site, albeit significantly smaller by comparison to the Audi site. The existing workshop car park associated with the Caffyns Audi site (138 spaces) would therefore operate in a complementary manner with the proposed Volvo site, which would facilitate the shared use of the car park for the servicing of customer vehicles. This also supports WSCC's policy requirements with regard to facilitating space requirements and making best use of the land available under the applicant's control.

3.5 Electric Vehicle Parking

- 3.5.1 With regard to electric vehicle parking, West Sussex County Council: Guidance on Parking at New Developments (2020) states: "In order to respond to changing needs, it is important that developers consider the likely demand for electric charging points within new developments, and how this is likely to change over time. Developers should identify ways to cater for this demand within the design of new developments as part of the overall provision of parking facilities. This could include: for example, a mix of spaces with active charging facilities and passive provision, i.e. ducting to allow facilities to be brought into use at a later stage.". There is potential to provide EVC points as part of the development proposals, if required. Electric charging points are indicated with orange dots within **Appendix A**.

3.6 Proposed Cycle Parking Provision

- 3.6.1 Cycle parking standards in relation to the site are detailed at Table 3 of the WSCC 'Guidance on Parking at New Developments (2020)' document. Again, there are no specific cycle parking standards for car showrooms, however **Figure 3.3** below summarises the E use class cycle parking standards which provide the most comparable standards to the site.

WSCC Cycle Parking Standards	
Use Class	Cycle Provision per unit
E – Commercial, business and Services (office, research, development and light industrial process	1 space per 150 sqm for staff and 1 space per 500 sqm for visitors.

Figure 3.3: WSCC Cycle Parking Standards

- 3.6.2 Sufficient cycle parking would be provided on the site for staff, including 8 spaces for staff and 3 for visitors, in accordance with the above standards, in order to encourage and promote active modes of travel to / from the site amongst staff. This would also offer a realistic travel option given that most staff would reside within the local area and would further help to reduce car parking demand.

3.7 Delivery & Servicing Arrangements

- 3.7.1 The majority of deliveries made to the development would comprise general postal services and other small ad-hoc delivery services. This likely level of servicing activity would have a negligible impact on the site operation, local highway network, or neighbouring properties.

- 3.7.2 The internal layout of the site would be designed in order to accommodate the movement of all vehicles anticipated to require access to the site on a regular basis, such as transit sized vans or a refuse vehicle, in order to ensure that all delivery/servicing activity takes place on the site and away from the local highway network.
- 3.7.3 From time to time, it is anticipated that maximum articulated vehicles (car transporter) measuring up to 16.5m long may require access to the site for deliveries of vehicles, parts and equipment, for example. It is anticipated that all car transporter deliveries would be undertaken within the access road, with the existing workshop car park to the east of the site being available to provide a turning area. All large delivery vehicles would be pre-booked in advance with staff and managed accordingly to ensure sufficient space is retained within the workshop car park.
- 3.7.4 **Drawing 2021/5891/004** attached hereto demonstrates a car transporter making a delivery of new stock while entering and exiting onto the public highway, at Roundstone Lane in a forward gear.
- 3.7.5 As part of the proposals, two separate vehicle accesses would be provided linking the proposed site with the existing workshop car park to the east, in order to enable the safe transfer of vehicles between the car park and servicing area on the site.

4 TRIP GENERATION

- 4.1.1 This Section of the TS presents the vehicle trip generation based on sample sites using the TRICS (Trip Rate Information Computer System) database.
- 4.1.2 In order to establish the traffic generation potential associated with the proposed car showroom, the TRICS vehicle trip rates have been derived from the Transport Assessment prepared for the Caffyns Audi site in 2015 (planning ref. A/162/15/PL), which was also prepared by RGP, given that the trip generation profile associated with the proposed site is likely to be particularly comparable to the existing Caffyns Audi and these trip rates were also considered acceptable to WSCC at the time.
- 4.1.3 **Figure 4.1** below presents the approved Caffyns Audi trip rates and the subsequent traffic generation associated with the proposed development during peak hours and over the course of a typical weekday, which has been factored accordingly to reflect the anticipated proposed floor area (1,262 sqm).

Time Period	Arrivals	Departures	Total Two-way
AM Peak Hour (08:00-09:00)	0.945	0.533	1.478
PM Peak Hour (17:00-18:00)	0.396	0.598	0.994
Daily (12 hours)	7.369	7.888	15.257

Figure 4.1: Proposed Vehicle Trip Rates (Planning Ref. A/162/15/PL)

Time Period	Arrivals	Departures	Total two-way
AM Peak Hour (08:00-09:00)	12	7	19
PM Peak Hour (17:00-18:00)	5	8	13
Daily (12 hours)	93	100	193

Figure 4.2: Proposed Traffic Generation – 1,262 sqm

- 4.1.4 As shown, the proposed development is anticipated to generate 19 two-way vehicle movements during the morning peak hour, 13 two-way vehicle movements during the evening peak hour and a total of 193 two-way vehicle movements over the course of a typical weekday.
- 4.1.5 The results outlined in **Figure 4.2** above demonstrate that the proposed car showroom is anticipated to generate up to 19 two-way vehicle movements during peak hours, which equates to one additional vehicle movement (arrival / departure) every 3 minutes or so at peak times, which is a negligible increase and would not be deemed 'severe', in the context of the NPPF.

- 4.1.6 By way of a comparison, the TRICS database has also been interrogated in order to provide an up-to-date assessment of the anticipated traffic generation at the site and to validate the previously approved assessment. Full TRICS outputs from the recent TRICS assessment are attached hereto at **Appendix E**, whilst the peak hour and daily trip generation is summarised in **Figure 4.3** below.

Time Period	Arrivals	Departures	Total Two-way
AM Peak Hour (08:00-09:00)	15	5	20
PM Peak Hour (17:00-18:00)	3	11	15
Daily (12 hours)	121	120	241

Figure 4.3: Proposed Traffic Generation – TRICS

- 4.1.7 The results in **Figure 4.3** above are comparable to the approved trip rates as part of the Caffyns Audi site, demonstrating that the approved trip rates are reasonable in this instance.
- 4.1.8 RGP also holds traffic survey data from a former Caffyns car showroom in Goring undertaken in 2013. This survey observed 14 two-way vehicle movements during the morning peak hour, 12 two-way vehicle movements during the evening peak hour and total of 145 two-way vehicle movements over the course of a typical weekday associated with the former Caffyns car showroom, further suggesting that the above assessments are reasonable.

4.2 Traffic Impact Summary

- 4.2.1 The results outlined in **Figure 4.2** above demonstrate that the proposed car showroom is anticipated to generate up to 19 two-way vehicle movements during peak hours, which equates to one additional vehicle movement (arrival / departure) every 3 minutes or so at peak times, which is a negligible increase and would not be deemed 'severe', in the context of the NPPF.
- 4.2.2 With regards to the distribution of traffic, it is assumed for the purposes of this assessment that traffic is split 70% to/from the south and 30% to/from the north of the site, given the site's proximity to the strategic highway network in the form of the A259 to the south. This equates to up to 13 two-way vehicle movements travelling via the roundabout with the A259 during peak hours (i.e. one additional vehicle movement every 4-5 minutes or so through the roundabout), which is not significant and would not be detrimental to the operation of the local highway network.
- 4.2.3 It is typical to undertake detailed capacity modelling assessment of affected junctions in the event that a development contributes in excess of 30 two-way movements during peak hours, which is not the case with respect to any of the local junctions in the local area.

- 4.2.4 As discussed previously, a number of residential developments have recently come forward on land to the north of the application site, including the Quiet Waters development, the West End Nursery proposals and proposals at Worthing RFC, for example, amounting to potentially 600+ dwellings post-development.
- 4.2.5 As part of these wider proposals, a number of highway improvements have been secured along Roundstone Lane and within Angmering village to the north of the site in order to mitigate the impact of the proposals, including traffic calming measures along parts of Roundstone Lane, whilst works are currently taking place on the A259 Roundstone Bypass to provide a dual carriageway, thereby offering significant improvements in terms of capacity and highway safety.
- 4.2.6 It appears that a number of traffic surveys were undertaken on the local highway network at the time of these applications and the Caffyns Audi site between circa 2012-2015. Whilst it is acknowledged that a number of these developments have since been implemented, the traffic impact of the development proposals at the site against this background/baseline traffic would not be significant, particularly given the significant mitigation measures coming forward also.
- 4.2.7 Therefore, the impact of the additional traffic as a result of the proposed development would be negligible.

5 SUMMARY AND CONCLUSIONS

5.1 Summary

5.1.1 RGP is instructed by Caffyns PLC to provide highway and transport planning advice in relation to a proposed car showroom on land to the east of Roundstone Lane, Angmering, West Sussex.

5.1.2 This report identifies the following:

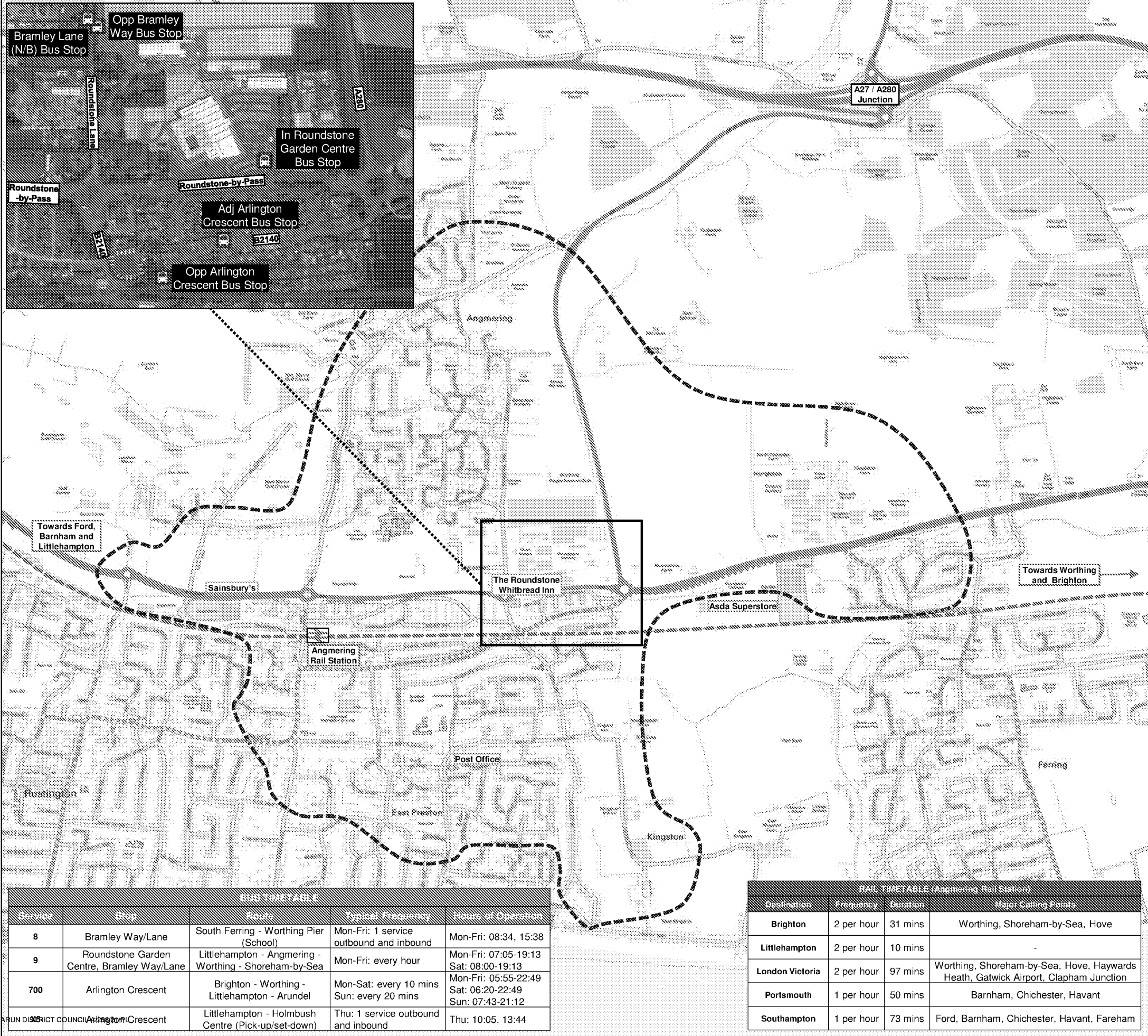
- (i) The site benefits from accessibility by public transport, including bus services within walking distance of the site;
- (ii) The application site is located on vacant land on the eastern side of Roundstone Lane and approximately 1 kilometre to the south of Angmering village centre. The site forms part of a wider Caffyns development which was recently developed to the east of the application site in 2016 to provide a Caffyns Audi showroom with associated parking provision;
- (iii) The site benefits from convenient access to a number of sustainable forms of transport, including frequent bus and rail services, which reduce the need for staff to travel by car;
- (iv) Accident data has been reviewed which confirms that there are currently no underlying issues with the design or layout of the local highway network, which would not be exacerbated by the proposals;
- (v) The proposed access to the site with Roundstone Lane would provide appropriate visibility splays in accordance with MfS design guidance;
- (vi) The proposals are anticipated to generate a negligible increase in traffic onto the local highway network;
- (vii) The proposed car parking provision has been considered with regards to comparable WSCC and ADC's parking standards and RGP's experience of similar Caffyns' sites;
- (viii) Sufficient cycle parking would be provided to reflect the likely demand;

- (ix) All delivery and servicing activity would be accommodated away from the local highway network. From time to time large articulated vehicles may require access to the site which would be comfortably accommodated within the existing workshop car park which is under Caffyns' control, and forms part of the red line boundary for this application.

5.2 Conclusion

- 5.2.1 In conclusion, the National Planning Policy Framework (July 2021) Section 111 states: "Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe." This report has established that the development would not result in a significant impact on the surrounding highway network.
- 5.2.2 On the basis of the findings within this Transport Statement and in the context of the guidelines within para. 111 of the NPPF it is considered that there are no residual or severe cumulative impacts in terms of highway safety or the operational capacity of the surrounding transport network and therefore planning permission should not be withheld on transport grounds.

PLANS



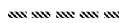
LEGEND



SITE LOCATION



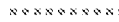
RAIL STATION



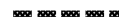
RAILWAY



LOCAL BUS STOPS



SOUTH COAST CYCLE ROUTE



2KM WALK ISOCHRONE



LOCAL AMENITIES



Transport Planning and Infrastructure Design Consultants
Chichester Road, Mill Pond House, Mill Lane, Chichester, GU1 1EP
10 Stamford Street, London SE1 3JQ
Tel: 01453 851481 / 020 7075 1662 Fax: 01453 851482
www.rgp.co.uk

Client: Caffyns PLC

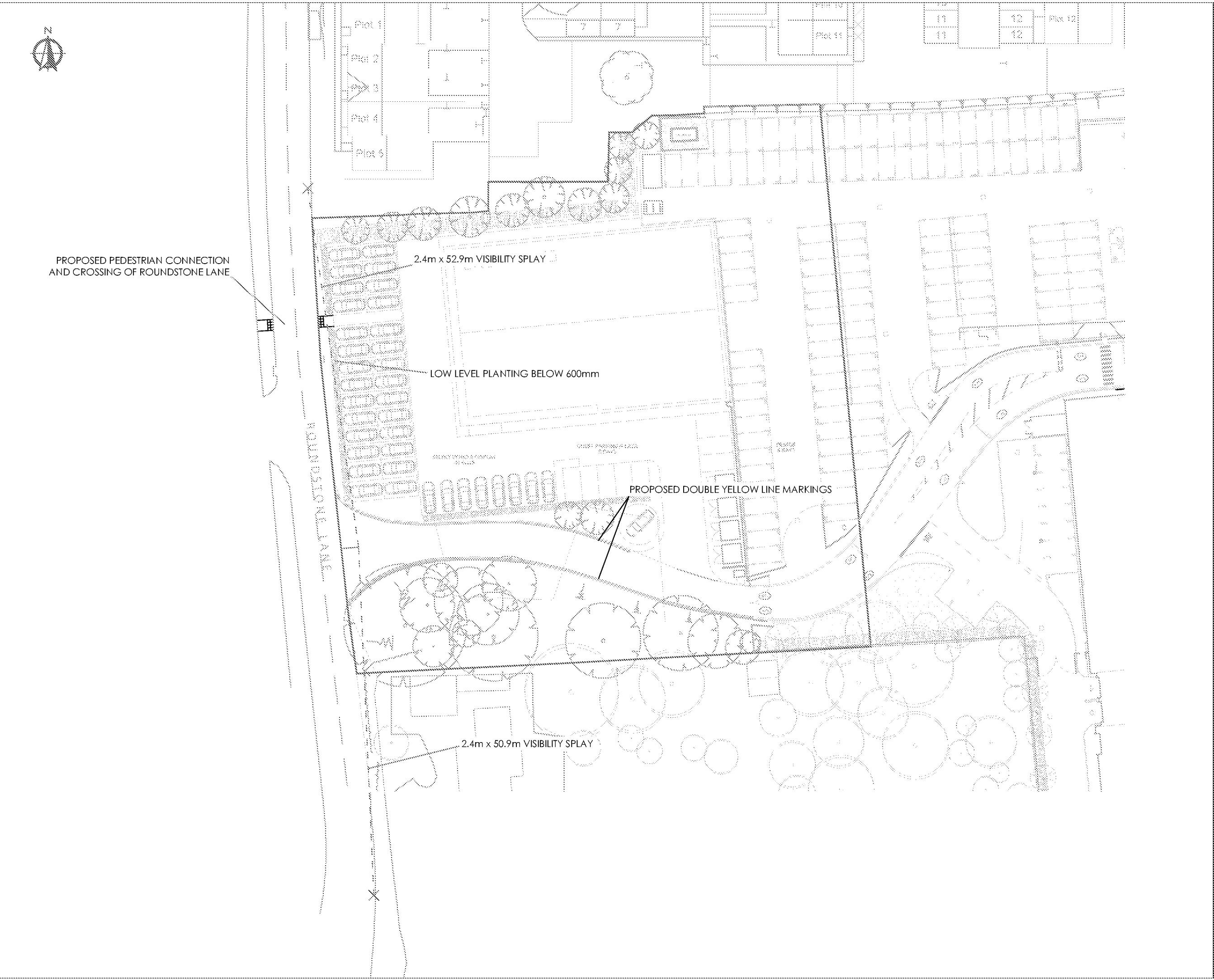
Project: Caffyns Volvo – Angmering

Title: Site Location and Accessibility Plan

BUS TIMETABLE				
Service	Stop	Route	Typical Frequency	Hours of Operation
8	Bramley Way/Lane	South Ferring - Worthing Pier (School)	Mon-Fri: 1 service outbound and inbound	Mon-Fri: 08:34, 15:38
9	Roundstone Garden Centre, Bramley Way/Lane	Littlehampton - Angmering - Worthing - Shoreham-by-Sea	Mon-Fri: every hour	Mon-Fri: 07:05-19:13 Sat: 08:00-19:13
700	Arlington Crescent	Brighton - Worthing - Littlehampton - Arundel	Mon-Sat: every 10 mins Sun: every 20 mins	Mon-Fri: 05:55-22:49 Sat: 06:20-22:49 Sun: 07:43-21:12
955	Adj Arlington Crescent	Littlehampton - Holmbush Centre (Pick-up/set-down)	Thu: 1 service outbound and inbound	Thu: 10:05, 13:44

RAIL TIMETABLES (Angmering Rail Station)			
Destination	Frequency	Duration	Major Calling Points
Brighton	2 per hour	31 mins	Worthing, Shoreham-by-Sea, Hove
Littlehampton	2 per hour	10 mins	-
London Victoria	2 per hour	97 mins	Worthing, Shoreham-by-Sea, Hove, Haywards Heath, Gatwick Airport, Clapham Junction
Portsmouth	1 per hour	50 mins	Barnham, Chichester, Havant
Southampton	1 per hour	73 mins	Ford, Barnham, Chichester, Havant, Fareham

DRAWINGS



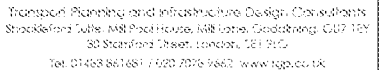
This drawing has been prepared for the purpose of printing discussions and does not constitute a detailed design, drawing, or construction drawing. A Design Hazard Inventory has been prepared by RGP setting out the hazards which have been designed out. This is available upon request.

VISIBILITY SPLAYS

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[illegible]

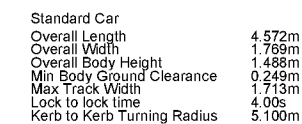
Client: Caffyns PLC Project: Caffyns Volvo, Angmering Proposed Car Showroom				UNDISRICT COUNCIL A2682UPL
Drawing title: Proposed Access and Visibility Splays				
Drawing No: 2021/5891/002		Rev: P1		
Scale: 1:500	Drawn by: DLH	Checked by: BCC	A	

ARUN DISTRICT COUNCIL A/268/21/PL



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SITE BOUNDARY

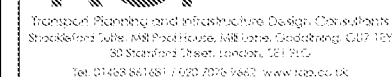


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RESIDUAL HAZARDS

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[illegible]

Client: **Caffyns PLC**

Project	Caffyns Volvo, Angmering Proposed Car Showroom
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Drawing file: **Swept Path Analysis - Standard Car**

Learning No.	2021/5891/003	Rev.	P
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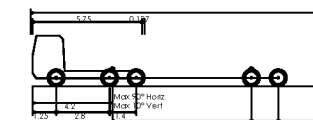
Drawn	Drawn by	Checked by
1-800	DLH	BCC

AS



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

===== SITE BOUNDARY



Car Transporter (Artic Type)	
Overall Length	15.500m
Overall Width	2.500m
Overall Body Height	2.661m
Min Body Ground Clearance	0.427m
Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.900m

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

S-1	D(0)	DATE RECEIVED		RECEIVED
Rev.	Answer	Comments		Date



Transport Planning and Infrastructure Design Consultants
 Stockford Jule Mill Pool House, Mill Lane, Goddington, GU7 1DZ
 30 Stockford Chase, London, SE1 7JG
 Tel: 01463 861681 / 020 7076 7662, www.tsp.co.uk

Client: **Caffyns PLC**

Project	Caffyns Volvo, Angmering Proposed Car Showroom
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Drawing file: **Swept Path Analysis - Car Transporter**

Learning No.	2021/5891/004	Page	1
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Trace	Drawn By	Checked by
1.500	DLH	BCC

A

APPENDIX A



Caffyns Volvo Worthing

Drawing title
Site Plan

Amendments
Planning Issue

Drawing No.
3661-SRA-XX-XX-D-A-09-001

Revision
P02

Project No.	Originator	Project	Target	Form	Date	Revision	Number
MR	MR	-	-	-	15/12/2021	PLANNING	

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APPENDIX B

PRE-APPLICATION TRANSPORT NOTE

CAFFYNS VOLVO, ANGMERING

Proposed Car Showroom

Date: July 2021

Ref: 21/5891/TN01

1 INTRODUCTION

- 1.1 RGP is instructed by Caffyns PLC to provide highway and transport planning advice in relation to a proposed car showroom on land to the east of Roundstone Lane, Angmering.
- 1.2 The application site is located on vacant land on the eastern side of Roundstone Lane and approximately 1 kilometre to the south of the Angmering village centre. The site forms part of a wider Caffyns development which was recently developed to the east of the application site in 2016 to provide a new Caffyns Audi showroom with associated parking provision under planning reference: A/162/15/PL, as illustrated in **Figure 1.1** below.

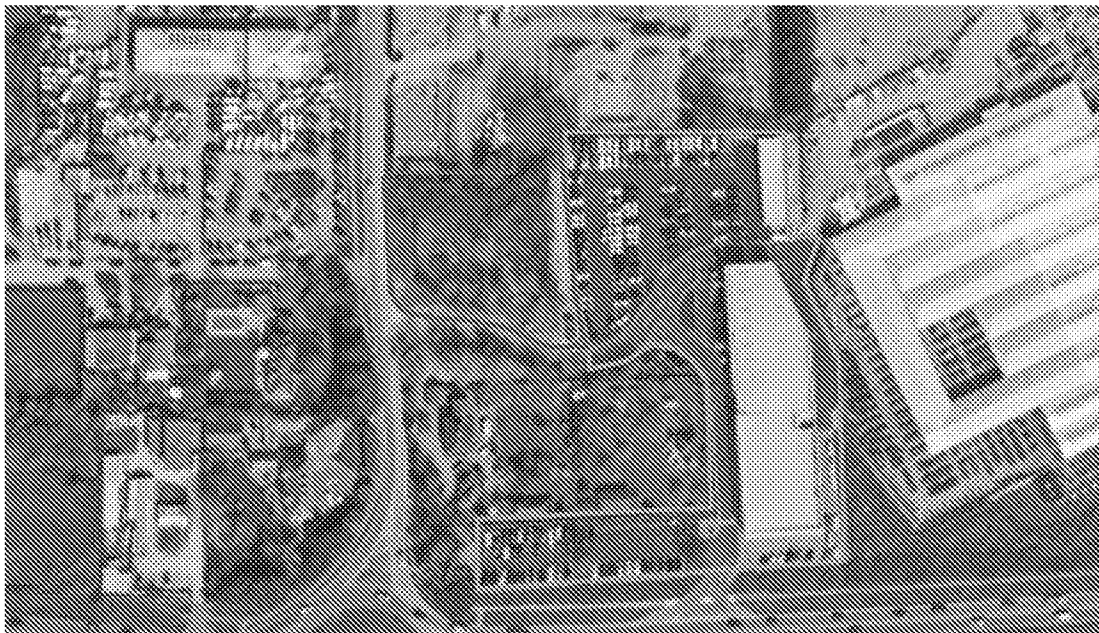
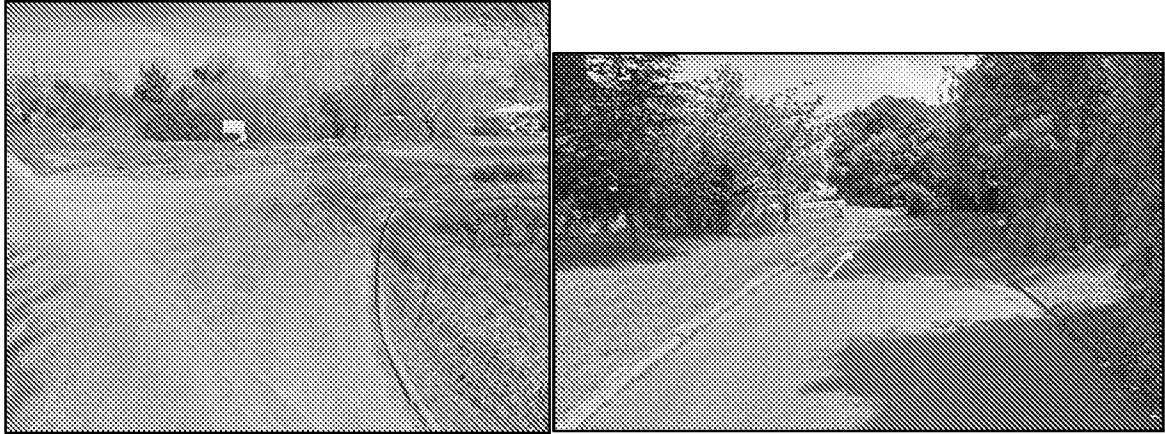


Figure 1.1: Site Location

- 1.3 The proposals comprise the creation of a new car showroom to be operated by Caffyns Volvo. Vehicular access to the site would be provided via an existing access road which currently takes access from Roundstone Lane at the south-western corner of the site. The existing access road currently serves a large parking and servicing area for the Caffyns Audi site and a goods/servicing access only to the rear of the Haskins Garden Centre to the east. Both the proposed access to the site and existing access with Roundstone Lane would provide appropriate visibility splays in line with West Sussex County Council (WSCC) and MfS design guidance.
- 1.4 Parking would be provided on the site in accordance with WSCC's parking standards and suitable to accommodate the forecast demand based on RGP's experience of similar Caffyns and car dealership sites. All delivery and servicing activity would also be accommodated on the site. A copy of the indicative site layout plan is attached hereto at **Appendix A**.
- 1.5 This Pre-Application Transport Note has been prepared for the consideration of Officers at West Sussex County Council (WSCC), as Highway Authority, setting out the transport aspects associated with a proposed car showroom at the site.

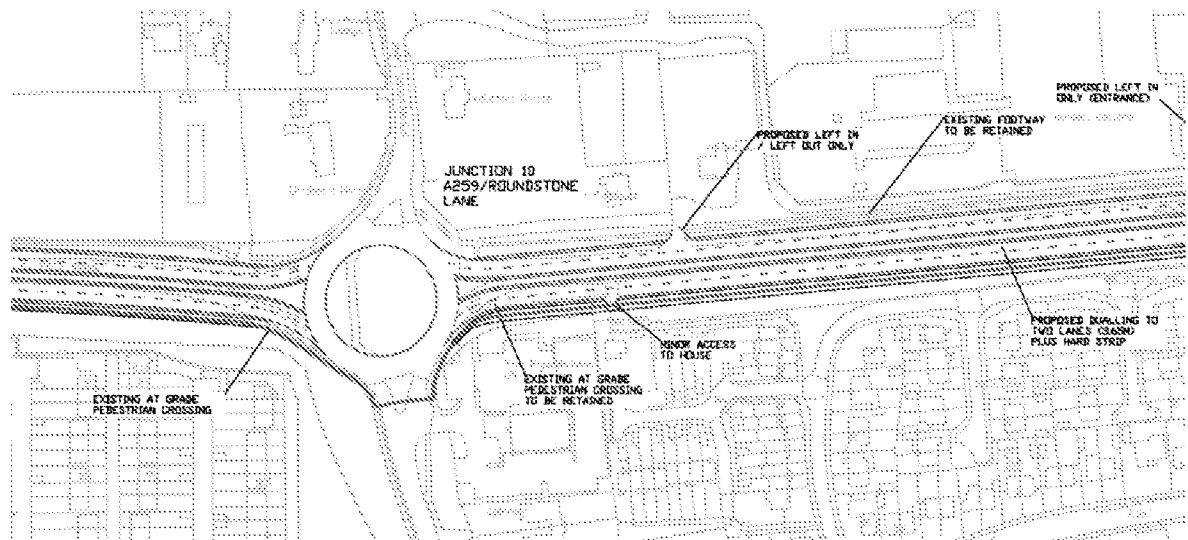
2 ACCESSIBILITY CREDENTIALS

- 2.1 The location of the site in the context of the surrounding area and highway network is illustrated on **Plan 01**, attached hereto.
- 2.2 As shown, the application site is located on vacant land on the eastern side of Roundstone Lane and approximately 1 kilometre to the south of the Angmering village centre. The site forms part of a wider Caffyns development which was recently developed to the east of the application site in 2016 to provide a new Caffyns Audi showroom with associated parking provision.
- 2.3 The site is also bound by a recently constructed residential development to the north of the site for 30 residential dwellings (Quiet Waters scheme), whilst there is a large car dealership on the western side of Roundstone Lane opposite the site.
- 2.4 The existing access road aligning the southern boundary of the site currently serves a large servicing/valet car park associated with the existing Caffyns Audi site and as a servicing access only to the rear of the Haskins Garden Centre to the east. The access road meets Roundstone Lane at the south-western corner of the application site via a priority junction, as shown in **photographs 1 and 2** below.



Photographs 1 and 2: Roundstone Lane/Site Access

- 2.5 Roundstone Lane comprises a two-way single carriageway road measuring circa 6 metres in width. Roundstone Lane is subject to a 30 mph posted speed limit in the vicinity of the site and meets the A259 at a four-arm roundabout junction approximately 85 metres to the south of the site.
- 2.6 The A259 forms a locally strategic south coast route connecting Emsworth in Hampshire to Folkestone in Kent, which facilitates access to Chichester, Bognor Regis, Littlehampton, Ferring, Worthing, Lancing, Shoreham-by-Sea and Portslade, running parallel with the A27. To the east of the application site, the A259 connects with the A280 Angmering Bypass, heading in a north easterly direction where it connects with the A27, forming part of the Strategic Road Network (SRN).
- 2.7 The A259 appears to be currently undergoing extensive highway improvement works at the roundabout junction to the south of the site as part of a number of wider developments proposals coming forward in the vicinity of the site, including dualling of the A259 Roundstone Bypass. The highway improvement works currently coming forward in the vicinity of the site are illustrated below, although confirmation on this matter is requested by WSCC.



- 2.8 The western side of Roundstone Lane benefits from street lighting and a circa 1.5 metre wide footway which continues along its length, facilitating access to the residential communities and village centre of Angmering to the north.
- 2.9 In terms of cycle infrastructure, the South Coast Cycle Route (S.C.C.R.) is located c. 200m to the south of the application site, providing cycle links to Littlehampton, East Preston, Rustington and a connection to the National Cycle Network Route (NCNR) 2 (6km to the west of the site), for example.
- 2.10 The application site benefits from being within short walking distance of a number of bus stops serving a wide range of bus services. The nearest bus stops to the site are located on Roundstone Lane, immediately to the north of the junction with the site access. These bus stops were recently implemented as part of the Quiet Waters planning consent to the north of the site (planning ref: A/132/17/OUT). This bus stop serves bus routes 8 and 9 (1 per hour in each direction) facilitating direct access to Angmering, Littlehampton, Shoreham-by-Sea and Worthing.
- 2.11 Angmering rail station is located within approximately 1.3 kilometres of the site, which is directly accessible on-foot. Angmering Station is situated on the West Coastway Line managed by Southern trains and provides frequent services to local and regional destinations including Brighton, Chichester, Clapham Junction, Gatwick Airport, Havant, London Victoria, Portsmouth, Southampton and Worthing.

Summary

- 2.12 It is evident that the site benefits from convenient access to frequent public transport services which would provide staff and some visitors with numerous opportunities to travel by sustainable modes. The applicant (Caffyn's) also operates a number of policies across all its existing showrooms in order to reduce reliance upon private vehicles, including local recruitment policies and travel to work methods, which are discussed within this report. These policies would also be implemented for the proposed site.
- 2.13 It is anticipated that most customers would travel by private vehicle to / from the site in order to collect or drop-off vehicles, owing to the nature of the proposed use, although alternative sustainable modes of transport are available for some journeys where customers are collecting or dropping-off vehicles only for maintenance, for example.

3 ACCIDENT REVIEW

- 3.1 Accident data for the most recent five-year period has been reviewed using the Crash Map website (www.crashmap.co.uk) in order to identify any pattern or cluster of accidents on the local highway network in the vicinity of the site.

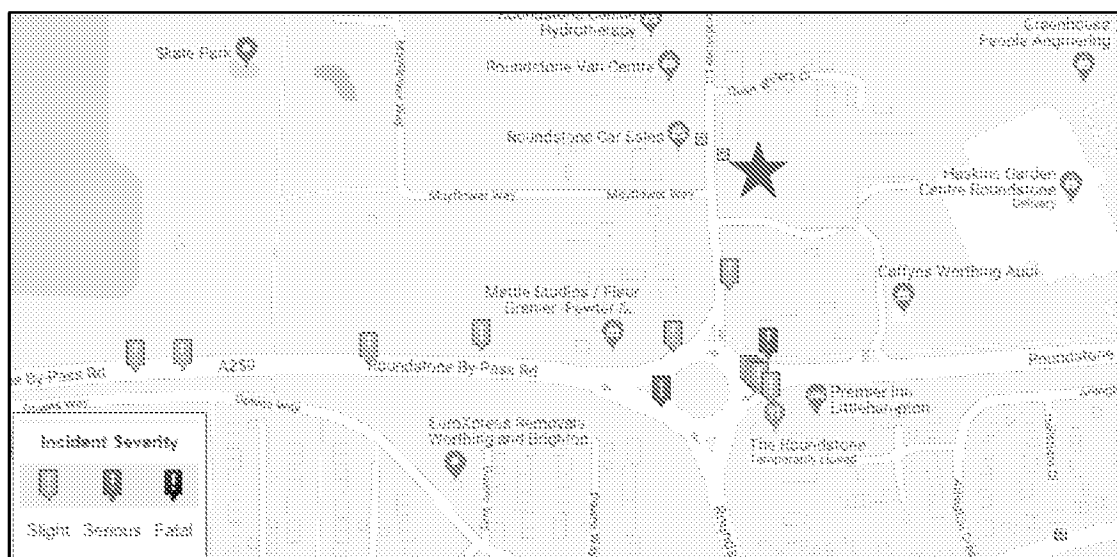


Figure 3.1: Accident Data Location Plot (Crash Map)

- 3.2 As shown, no accidents have taken place in the vicinity of the site access junction with Roundstone Lane, indicating that vehicles are currently able to enter or egress from the access road without safety issue.

- 3.3 A total of 8 accidents have taken place at the roundabout junction to the south-west of the site with the A259, including 2 serious and 6 slight accidents, which gives a rate of circa 1.6PIAs/annum which is typical for a roundabout of this nature. Although these accidents would be reviewed in more detail within a future Transport Statement. Furthermore, a number of highway improvements are currently being implemented at the roundabout junction which includes dualling of the A259 Roundstone Bypass.
- 3.4 The remaining accidents have taken place on links or straight sections of carriageway at various locations within the area of study outlined above, all of which are slight in terms of severity. This is typical for a section of highway of this nature, given the nature of traffic volumes and speeds, and is consistent with similar part of the wider highway network in the area.
- 3.5 Whilst all accidents are indeed regrettable, it is evident that there does not appear to be any accidents which have taken place on the local highway network in the vicinity of the site which highlight any underlying issues with the design or layout of the local highway network and it is not anticipated that the rate of accidents locally would be exacerbated by the proposals.

4 ACCESS

- 4.1 Vehicular access to the proposed car showroom would be provided from the northern side of the existing access road which currently serves the existing Caffyns Audi development and provides a goods / servicing access only to the rear of the Haskins Garden Centre to the east of the application site.
- 4.2 A new access to the site would be provided from the northern side of the access road which would be designed in accordance with WSCC design standards. The proposed access would be suitable to accommodate two-way vehicle movements by cars and suitable to accommodate the movement of large articulated vehicles, for example. It would also be demonstrated as part of a future Transport Statement that appropriate visibility splays can be achievable in both directions along the access road from the proposed site access (2.4m x 25m), commensurate with vehicle approach speeds of 20 mph, as advocated by Manual for Streets guidance.
- 4.3 The existing access road in turn meets Roundstone Lane at the south-western corner of the site via a priority junction.
- 4.4 It would also be demonstrated as part of a future Transport Statement that appropriate visibility splays can be provided in both directions along Roundstone Lane from the access road, (2.4m x 43m), commensurate with vehicle approach speeds of 30 mph, based on the posted speed limit, as advocated by Manual for Streets guidance. In reality greater levels of visibility are achievable to approaching vehicles due to the straight alignment along Roundstone Lane. This arrangement was considered acceptable to WSCC as part of the Caffyns Audi site to the east.

- 4.5 WSCC are therefore respectfully asked to confirm that the proposed access arrangements are acceptable.

5 TRAFFIC GENERATION AND IMPACT

- 5.1 In order to establish the traffic generation potential associated with the proposed car showroom, the TRICS vehicle trip rates have been derived from the Transport Assessment prepared for the Caffyns Audi site in 2015 (planning ref. A/162/15/PL), which was also prepared by RGP, given that the trip generation profile associated with the proposed site is likely to be particularly comparable to the existing Caffyns Audi and these trip rates were also considered acceptable to WSCC at the time.

- 5.2 **Figure 5.1** below presents the approved Caffyns Audi trip rates and the subsequent traffic generation associated with the proposed development during peak hours and over the course of a typical weekday, which has been factored accordingly to reflect the anticipated proposed floor area (700 sqm), although this may be subject to change to reflect the evolution of the scheme.

Time Period	Arrivals	Departures	Total Two-way
AM Peak Hour (08:00-09:00)	0.945	0.533	1.478
PM Peak Hour (17:00-18:00)	0.396	0.598	0.994
Daily (12 hours)	7.369	7.888	15.257

Figure 5.1: Proposed Vehicle Trip Rates (Planning Ref. A/162/15/PL)

Time Period	Arrivals	Departures	Total two-way
AM Peak Hour (08:00-09:00)	7	4	10
PM Peak Hour (17:00-18:00)	3	4	7
Daily (12 hours)	52	55	107

Figure 5.2: Proposed Traffic Generation – 700 sqm

- 5.3 As shown, the proposed development is anticipated to generate 10 two-way vehicle movements during the morning peak hour, 7 two-way vehicle moments during the evening peak hour and a total of 107 two-way vehicle movements over the course of a typical weekday.
- 5.4 By way of a comparison, the TRICS database has also been interrogated in order to provide an up-to-date assessment of the anticipated traffic generation at the site and to validate the previously approved assessment. Full TRICS outputs from the recent TRICS assessment are attached hereto at **Appendix B**, whilst the peak hour and daily trip generation is summarised in **Figure 5.3** below.

Time Period	Arrivals	Departures	Total Two-way
AM Peak Hour (08:00-09:00)	8	3	11
PM Peak Hour (17:00-18:00)	2	6	8
Daily (12 hours)	67	66	132

Figure 5.3: Proposed Traffic Generation – TRICS

- 5.5 The results in **Figure 5.3** above are comparable to the approved trip rates as part of the Caffyns Audi site, demonstrating that the approved trip rates are reasonable in this instance.
- 5.6 RGP also holds traffic survey data from a former Caffyns car showroom in Goring undertaken in 2013. This survey observed 14 two-way vehicle movements during the morning peak hour, 12 two-way vehicle movements during the evening peak hour and total of 145 two-way vehicle movements over the course of a typical weekday associated with the former Caffyns car showroom, further suggesting that the above assessments are reasonable.

Traffic Impact

- 5.7 The results outlined in **Figure 5.2** above demonstrate that the proposed car showroom is anticipated to generate up to 10 two-way vehicle movements during peak hours, which equates to one additional vehicle movement (arrival / departure) every 6 minutes or so at peak times, which is a negligible increase and would not be deemed 'severe', in the context of the NPPF.
- 5.8 With regards to the distribution of traffic, it is assumed for the purposes of this assessment that traffic is split 70% to/from the south and 30% to/from the north of the site, given the site's proximity to the strategic highway network in the form of the A259 to the south. This equates to up to 7 two-way vehicle movements travelling via the roundabout with the A259 during peak hours (i.e. one additional vehicle movement every 8-9 minutes or so through the roundabout), which is not significant and would not be detrimental to the operation of the local highway network.
- 5.9 It is typical to undertake detailed capacity modelling assessment of affected junctions in the event that a development contributes in excess of 30 two-way movements during peak hours, which is not the case with respect to any of the local junctions in the local area.
- 5.10 As discussed previously, a number of residential developments have recently come forward on land to the north of the application site, including the Quiet Waters development, the West End Nursery proposals and proposals at Worthing RFC, for example, amounting to potentially 600+ dwellings post-development.
- 5.11 As part of these wider proposals, a number of highway improvements have been secured along Roundstone Lane and within Angmering village to the north of the site in order to mitigate the impact of the proposals, including traffic calming measures along parts of Roundstone Lane, whilst works are currently taking place on the A259 Roundstone Bypass to provide a dual carriageway, thereby offering significant improvements in capacity and in terms of highway safety.

5.12 It appears that a number of traffic surveys were undertaken on the local highway network at the time of these applications and the Caffyns Audi site between circa 2012-2015. Whilst it is acknowledged that a number of these developments have since been implemented, the traffic impact of the development proposals at the site against this background/baseline traffic would not be significant, notwithstanding the significant mitigation measures coming forward also.

5.13 Therefore, the impact of the additional traffic as a result of the proposed development would be negligible.

5.14 As such, it is considered that it would not be necessary to undertake any detailed junction modelling work as part of a future Transport Statement, given the low impact of the proposals, although WSCC are respectfully asked to confirm that the above analysis is acceptable.

6 CAR PARKING

6.1 Car parking standards in relation to the site are detailed within the 'West Sussex County Council: Guidance on Parking at New Developments (2020)' and 'Arun District Council's Parking Standards SPD (2020)'.

6.2 Neither document specify parking standards for car showrooms, however **Figure 6.1** below summarises the most comparable parking standards outlined within WSCC's parking standards document for comparison purposes.

WSCC Non-Residential Car Parking Standards		
Use Class	Car Parking Standard	Required Provision
E – Commercial, business and Services (office, research, development and light industrial process)	1 space per 30 sqm	23 spaces

Figure 6.1: WSCC Cycle Parking Standards

6.3 On the basis of the above standards and the total floor area proposed, the site would generate a requirement for approximately 23 spaces for the proposed car showroom (700 sqm).

6.4 WSCC's parking standards document also states that these standards should only be used to provide an initial guide in any event and that site specific assessments should be undertaken in order to balance operational needs, space requirements and to make efficient use of the land available.

- 6.5 It is therefore also important to understand how other Caffyns sites operate. It is notable that the adjacent Caffyns Audi site proposed a total of 168 car parking spaces for the showroom comprising 1,054sqm (excluding displays vehicles), including 17 staff parking spaces, 13 customer spaces and 138 service vehicle spaces within the large car park to the east of the application site. The Audi site comprises a larger workshop and valeting service which would generate significant additional parking requirements and servicing needs, which is not wholly representative of the development proposals at the application site which would comprise a smaller function, as outlined below.
- 6.6 It is anticipated that the proposals would provide a total of 7 customer parking spaces, 5 demonstration vehicle spaces, plus 40 display vehicle spaces.
- 6.7 The applicant has implemented a policy across all its showrooms that requires a proportion of staff to travel to work in demonstration vehicles to reduce staff parking demand. This policy would be implemented at the proposed showroom and hence it is anticipated that the 5 demonstration vehicle spaces would be used for staff when arriving/leaving the site. The applicant also operates a local recruitment policy across all its sites in order to reduce the distance travelled by staff and to encourage travel by active/sustainable modes of transport, thereby further reducing staff parking demand on the site. Car sharing would also be encouraged amongst staff members where possible and would offer a realistic travel option given that staff would reside locally.
- 6.8 It is notable that the Caffyns Audi site provides a total of 17 staff parking spaces for approximately 30 members of staff on the site at any given time. With regard to the proposed site there would be approximately 10 staff members on the site at any given time, given the size of the proposed showroom, thereby generating a requirement for 5-6 parking spaces on the site when applying a similar methodology. The proposed provision would therefore be suitable to accommodate the forecast demand from staff, relative to the level of parking provided at similar Caffyns sites locally and given the range of travel planning policies outlined above.
- 6.9 The proposals would provide 7 customer parking spaces on the site, which is consistent with the ratio of customer parking provided at other Caffyns showrooms and relative to the size of the showroom proposed.
- 6.10 It is understood that there would also be a small workshop/servicing function at the proposed Caffyns Volvo site, albeit significantly smaller by comparison to the Audi site. The existing workshop car park associated with the Caffyns Audi site (138 spaces) would therefore operate in a complementary manner with the proposed Volvo site, which would facilitate the shared use of the car park for the servicing of customer vehicles. This also supports WSCC's policy requirements with regard to facilitating space requirements and making best use of the land available under the applicant's control.

7 CYCLE PARKING

- 7.1 Cycle parking standards in relation to the site are detailed at Table 3 of the WSCC 'Guidance on Parking at New Developments (2020)' document. Again, there are no specific cycle parking standards for car showrooms, however **Figure 7.1** below summarises the E use class cycle parking standards which provide the most comparable standards to the site.

WSCC Cycle Parking Standards	
Use Class	Cycle Provision per unit
E – Commercial, business and Services (office, research, development and light industrial process	1 space per 150 sqm for staff and 1 space per 500 sqm for visitors.

Figure 7.1: WSCC Cycle Parking Standards

- 7.2 It is anticipated that sufficient cycle parking would be provided on the site for staff, in accordance with the above standards, in order to encourage and promote active modes of travel to / from the site amongst staff. This would also offer a realistic travel option given that most staff would reside within the local area and would further help to reduce car parking demand.
- 7.3 With regards to visitor cycle parking, it is important to recognise that the proposals are for a car showroom and there is unlikely to be demand for cycle parking by visitors since customers are likely to travel by car to drop off or collect their vehicle. It is therefore considered appropriate to provide a lower level of cycle parking in this instance since demand would be reduced to staff use only, however WSCC are respectfully asked to confirm that a reduction in the level of cycle parking is acceptable.

8 DELIVERY AND SERVICING

- 8.1 The internal layout of the site would be designed in order to accommodate the movement of all vehicles anticipated to require access to the site on a regular basis, such as a large refuse vehicle, in order to ensure that all delivery/servicing activity takes place on the site and away from the local highway network.
- 8.2 From time to time it is anticipated that maximum articulated vehicles (car transporter) measuring up to 16.5m long may require access to the site for deliveries of vehicles, parts and equipment, for example. It is anticipated that all deliveries would be undertaken within the existing workshop car park to the east of the site only, consistent with the existing arrangement for the Cafffyns Audi site. All large delivery vehicles would be pre-booked in advance with staff and managed accordingly to ensure sufficient space is retained within the workshop car park.

- 8.3 As part of the proposals, two separate vehicle accesses would be provided linking the proposed site with the existing workshop car park to the east, in order to enable the safe transfer of vehicles between the car park and servicing area on the site.

9 SUMMARY AND CONCLUSIONS

9.1 This Pre-Application Transport Note has been prepared for the consideration of Highway Officers at WSCC, outlining the highway and transport matters relating to a proposed car showroom on land to the east of Roundstone Lane, Angmering. This Technical Note concludes the following:

- i) The application site is located on vacant land on the eastern side of Roundstone Lane and approximately 1 kilometre to the south of the Angmering village centre. The site forms part of a wider Caffyns development which was recently developed to the east of the application site in 2016 to provide a new Caffyns Audi showroom with associated parking provision;
- ii) The site benefits from convenient access to a number of sustainable forms of transport, including frequent bus and rail services, which reduce the need for staff to travel by car;
- iii) Accident data has been reviewed which confirms that there are currently no underlying issues with the design or layout of the local highway network, which would not be exacerbated by the proposals;
- iv) The proposals comprise the creation of a new car showroom to be operated by Caffyns Volvo. Vehicular access to the site would be provided via an existing service road which currently takes access from Roundstone Lane at the south-western corner of the site. The existing access road currently serves a large parking and servicing area for the Caffyns Audi site and servicing access only to the rear of the Haskins Garden Centre to the east. Both the proposed access to the site and existing access with Roundstone Lane would provide appropriate visibility splays in line with WSCC and MfS design guidance;
- v) The proposals are anticipated to generate a negligible increase in traffic onto the local highway network;
- vi) The proposed car parking provision has been considered with regards to comparable WSCC and ADC's parking standards and RGP's experience of similar Caffyns' sites;
- vii) Sufficient cycle parking would be provided to reflect the likely demand;
- viii) All delivery and servicing activity would be accommodated on the site, away from the local highway network. From time to time large articulated vehicles may require

access to the site which would be comfortably accommodated within the existing workshop car park which is under Caffyns' control.

9.2 To support a formal planning application, RGP proposes the completion of a Transport Statement (TS), the scope of which would include the following:

- i) Policy Review;
- ii) Accessibility Credentials;
- iii) Accident Analysis;
- iv) Trip Generation and Impact (no junction modelling assumed);
- v) Parking Provision;
- vi) Access and Servicing Arrangements;

9.3 Officers of WSCC are requested to confirm that the above scope is acceptable, and that the following matters which are set out within this report are acceptable:

- i) Proposed access arrangements;
- ii) Proposed trip generation assessment and analysis with no junction modelling assumed;
- iii) The proposed car and cycle parking provision.

9.4 WSCC is also requested to identify any other transport planning requirements for a forthcoming planning application on the site.

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VMIG

Jamie Brown MCIHT | Senior Planner, County Highways, Planning Services, Economy, Planning,
and Place Directorate
West Sussex County Council | Location: Ground Floor Northleigh, County Hall, Chichester,
PO19 1QT
Internal: 25719 External: 033022 25719
E-mail: jamie.brown@westsussex.gov.uk

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Chris Blamey
Director

M 07776 146229
T 01483 861681
E c.blamey@rgp.co.uk
www.rgp.co.uk

ARUN DISTRICT COUNCIL A/268/21/PL

$$C \uparrow \text{IXI} \neq D \uparrow \text{IXI}, \text{IXI} \uparrow \Rightarrow \text{IXI} \uparrow \Rightarrow \text{IXI} \uparrow$$
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No. of dwellings	Commercial and retail area	Additional written response only	Single meeting and written response
Up to 10	Up to 100m ²	£110 plus VAT	£275 plus VAT
11-24	101m ² -500m ²	£440 plus VAT	£660 plus VAT
25-49	501m ² -1,000m ²	£660 plus VAT	£935 plus VAT
50-79	1,001m ² -2,000m ²	£1,210 plus VAT	£1,375 plus VAT
80-199	2,001m ² -5,000m ²	£2,200 plus VAT	£2,200 plus VAT
200+	5,001m ² +	£2,420 plus VAT	£2,420 plus VAT

 $/D_{\mu} \mathbb{Q}$

Director

1 01483 861681

E c.blamey@rg

.....



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[illegible]

I am currently in the process of getting this booked in for you.

4

[illegible]

APPENDIX C

ROUNDSTONE LANE, ANGMERING

NORTHBOUND

Globals

Report	CustomList-62
Description	Modal Dir2
Created by	MetroCount Traffic Executive
Creation Time (UTC)	2021-11-12T10:43:15
Legal	Copyright (c)1997 - 2019 MetroCount
Project	
Language	English
Country	United Kingdom
Time	UTC + 0 min
Create Version	5.0.7.0
Units	Part metric
Speed Unit	mph
Length Unit	metre
Mass Unit	tonne

Dataset

Location	Angmering
Site Address	ATC 7
File Name	C:\Users\vichardmoore\Desktop\Angmering 0 2021-11-12 1036.EC0
File Type	Plus
Access Plan	Factory default axle
Access Plan	Roundstone Lane
Lane	0
Direction	7
Direction Text	7 - North bound A B, South bound B A.
Legend Text	Axle sensors - Paired (Class/Speed/Count)
Setup Time	2021-11-01T11:18:19
Start Time	2021-11-01T11:18:19
End Time	2021-11-12T10:35:19
Operator	RM
Configuration	80 00 14 6a 6a 00 00 00 00 00

Profile

Name	Default Profile
Title	MetroCount Traffic Executive
Graphic Logo	
Header	
Footer	
Percentage 1	85
Percentage 2	95
Page	10
Rise Start	2021-11-03T00:00:00
Rise End	2021-11-10T00:00:00
Class Scheme	ARX
Class Scheme	Clis(1-12) Dir(AB) Sp(6,99) Headway(0) Span(0 - 100) Lane(0-16)
Low Speed	6
High Speed	99
Minimum Headway	10
Vehicle Length	
Separation	0.000
Separation Type	Headway
Direction	AB
Speed Direction	15



ROUNDSTONE LANE, ANGMERING

SOUTHBOUND

Globals

Report	CustomList-62
Description	Modal Dir2
Created by	MetroCount Traffic Executive
Creation Time (UTC)	2021-11-12T10:45:10
Legal	Copyright (c)1997 - 2019 MetroCount
Project	
Language	English
Country	United Kingdom
Time	UTC + 0 min
Create Version	5.0.7.0
Units	Part metric
Speed Unit	mph
Length Unit	metre
Mass Unit	tonne

Dataset

Location	Angmering
Site Address	ATC 7
File Name	C:\Users\vichardmoore\Desktop\Angmering 0 2021-11-12 1036.EC0
File Type	Plus
Align Axis	Factory default axle
Countdown	Roundstone Lane
Lane	0
Direction	7
Direction Text	7 - North bound A B, South bound B A.
Legend Text	Axle sensors - Paired (Class/Speed/Count)
Setup Time	2021-11-01T11:18:19
Start Time	2021-11-01T11:18:19
End Time	2021-11-12T10:35:19
Operator	RM
Configuration	80 00 14 6a 6a 00 00 00 00 00

Profile

Name	Default Profile
Title	MetroCount Traffic Executive
Graphic Logo	
Header	
Footer	
Percentage 1	85
Percentage 2	95
Page	10
Rise Start	2021-11-03T00:00:00
Rise End	2021-11-10T00:00:00
Class Scheme	ARX
Class (1-12) Dir(BA) Sp(6,99) Headway(0) Span(0 - 100) Lane(0-16)	
Low Speed	6
High Speed	99
Minimum Speed	10
Vehicle Length	
Separation	0.000
Separation Type	Headway
Direction	BA
Speed Direction	15



modaldata.com

APPENDIX D



LAND EAST OF ROUNDSTONE LANE, ANGMERING

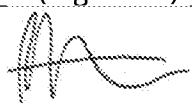
PROPOSED ACCESS ARRANGEMENT TO CAR SHOWROOM

Stage 1 Road Safety Audit

November 2021

CG-GH-21-3579-RSA1

Report title:	Land East of Roundstone Lane, Angmering- Proposed Access Arrangement To Car Showroom - RSA1
Date:	30/11/2021
Document reference and revision:	CG-GH -21-3579-RSA1
Prepared by:	The Safety Forum
On behalf of:	RGP

Revision Status	Prepared by: (Name)	Checked by: (Name)	Approved by: (Signature)	Date Approved:
Original	C George	G Holland		30/11/2021
Designer's Response				
Authority's Response				
Audit Response				

Client:	
RGP Consulting Engineers Limited	The Safety Forum Ltd
Shackleford Suite Mill Pool House Mill Lane Godalming GU7 1EY	PO Box 831 Godalming Surrey GU7 9HT
	30/11/2021

TABLE OF CONTENTS

1.0	INTRODUCTION.....	3
2.0	ITEMS CONSIDERED	5
3.0	MATTERS ARISING FROM THIS STAGE 1 AUDIT.	6
4.0	AUDITOR STATEMENT	8

APPENDIX A Location Plan

1.0 INTRODUCTION

1.1 This report results from a Stage 1 Road Safety Audit (RSA) carried out on the access arrangements to a proposed car showroom, East of Roundstone Lane, Angmering. The site is located on vacant land on the eastern side of Roundstone Lane and approximately 1 kilometre to the south of the Angmering village centre. The site forms part of a wider Caffyns development which was developed to the east of the application site in 2016 to provide a new Caffyns Audi showroom.

1.2 The proposed highway access arrangements to the development include:

- vehicular access to the site via a private service road which currently takes access from Roundstone Lane at the south-western corner of the site; the existing private service road currently serves a large parking and servicing area for the Caffyns Audi site and a goods/servicing access only to the rear of the Haskins Garden Centre to the east; and
- a dedicated turning area would be retained within the adjacent car park for a car transporter, representing the largest vehicle requiring access to the site.

1.3 This Stage 1 RSA was carried out at the request of RGP Consulting Engineers Limited. The Overseeing Organisation is West Sussex County Council.

1.4 A Road Safety Audit Brief incorporating relevant documentation was supplied by Will Taylor of RGP and was accepted by the RSA Team as sufficient for the completion of a Stage 1 RSA.

1.5 The Audit was carried out between 22nd and 29th November 2021 by consultants working on behalf of The Safety Forum Limited. The Audit Team, which is established from The Safety Forum Ltd and independent of the project design team, has had no involvement with the project.

The Auditors were:

Team Leader: Christina George
MCIHT, MSoRSA

Team Member: Gregg Holland
FSoRSA, FIHE, AMRSGB, HE RSA Cert Comp, RegRSA [IHE]

1.6 The report has been prepared in accordance with General Principles and Scheme Governance General Information, GG 119, Road Safety Audit.

-
- 1.7 The Audit consisted of a desktop study and a site visit. The site visit was carried out on 23rd November 2021, between 11:30 and 12:00 hours by all members of the Audit Team together. The weather was clear; the road surface was dry. Traffic conditions were moderate.
- 1.8 Issues relating to the health & safety of operatives constructing, operating or maintaining the highway are not covered by Road Safety Audit. Only issues relating to the design and construction of facilities for highway maintenance that may potentially contribute to a Road Safety Matter are considered by the Road Safety Audit process.
- 1.9 Road Safety Audit is not a technical check that the design conforms to Standards and/or best practice guidance. Design Organisations are responsible for ensuring that their designs have been subjected to the appropriate design reviews (including, where applicable, Walking, Cycling & Horse Riding Assessment & Review) prior to Road Safety Audit.
- 1.10 Road Safety Audit is not a check that the scheme has been constructed in accordance with the design.
- 1.11 Whilst reference is made to certain design standards, where safety may be compromised by a reduction in standard, this report is not intended to provide a design check. The Auditors have only reported on matters that might have an adverse effect on road safety in the context of the chosen design. No attempt has been made to comment on the justification of the scheme or the appropriateness of the design. Consequently, the Auditors accept no responsibility for the design or construction of the scheme.
- 1.12 The recommendations in this report are aimed at addressing the road safety problems; however, there may be other alternative acceptable ways to overcome a specific problem, when other practical issues are considered. The recommendations contained herein do not absolve the Designer of his/her responsibilities.
- 1.13 The Auditors would be pleased to discuss the acceptability of alternative solutions to problems identified during the Audit, and would encourage the Designer to consult them on this matter.
- 1.14 The Overseeing Organisation response to the RSA should be formally recorded and reported to the Designer and the RSA Team so that a record of the Audit process is contained in the As Built design pack to be provided and retained by the Overseeing Organisation on final completion.
- 1.15 All problems identified in this Road Safety Audit Report are indicated on a location plan in Appendix A

2.0 ITEMS CONSIDERED

- 2.1 The Road Safety Audit was undertaken on the scheme detailed in the following documentation provided by RGP Consulting Engineers Limited.

Drawing No.	Rev	Title
Plan 01.pdf	-	Caffyns Volvo- Angmering Site Location and Accessibility Plan
3661-XXX-SRA-XX-XX-DRA-SK-A-004	P01	Site Plan Proposed
2021/5891/001	P2	Car Transporter Swept Path Analysis
Document Filename	Rev/Date	Title
RSA Brief Template	29/10/2021	Road Safety Audit - Stage 1 Brief

- 2.2 No departure from standards or other information was submitted to the Audit Team.
- 2.3 The collision data for the previous 60 month show that no accidents have taken place in the vicinity of the service road junction with Roundstone Lane. that 8 accidents have taken place at the roundabout junction with the A259 to the south of the site (1.6 PIA's per year). A detailed accident review is to be conducted as part of a future Transport Statement to support any planning application.

3.0 MATTERS ARISING FROM THIS STAGE 1 AUDIT.

JUNCTIONS - LAYOUT

3.1 PROBLEM

LOCATION: Proposed Development Access [Drg.No.2021/5891/001 Rev.P2]

SUMMARY: Vehicles parked on the access road creates the risk of vehicle/vehicle conflicts.

The Audit Team are unclear from the drawings and without a Transport Statement at this stage in the design process, to the number of parking spaces available for visitors to the car showroom. There is concern that if insufficient parking is provided that visitors may park on the access road. This creates the risk of vehicle/vehicle conflicts from drivers entering/exiting the junction having to drive on the wrong side of the road. If drivers are entering the access road at the same time as vehicles are exiting this creates the risk of head on collisions or shunt type collisions from vehicles being forced to brake sharply. Additionally, vehicles parking on the access road, close to the junction reduces the visibility for drivers exiting creating the risk of vehicles turning into the path of oncoming traffic.

RECOMMENDATION

Ensure adequate parking is provided for visitors and parking controls are provided to prohibit parking in the vicinity of the junction.

WALKING, CYCLING AND HORSE RIDING-PEDESTRIANS

3.2 PROBLEM

LOCATION: Eastern side of Roundstone Lane [Drg.No.2021/5891/001 Rev.P2].

SUMMARY: Absence of footway creates the risk of pedestrian/ vehicle collisions.

The Audit Team noted on site that there is a gap in footway provision on the eastern side of Roundstone Lane in the vicinity of the proposed access to the car showroom. Footway has been provided approximately 50 metres further north by the north and southbound bus stops and 70metres to the south by the roundabout junction with the A259 Roundstone By-pass Road. There is concern that this gap in footway provision in the vicinity of the access reduces the connectivity for pedestrians using these bus services. This creates the risk of pedestrians walking within the main carriageway at risk of conflict with vehicles.

RECOMMENDATION

Ensure pedestrians are provided with a continuous footway along the eastern side of Roundstone Lane to the north and southbound bus stops.

4.0 AUDITOR STATEMENT

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

AUDIT TEAM LEADER

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

Signed: 

Date: 29 November 2021

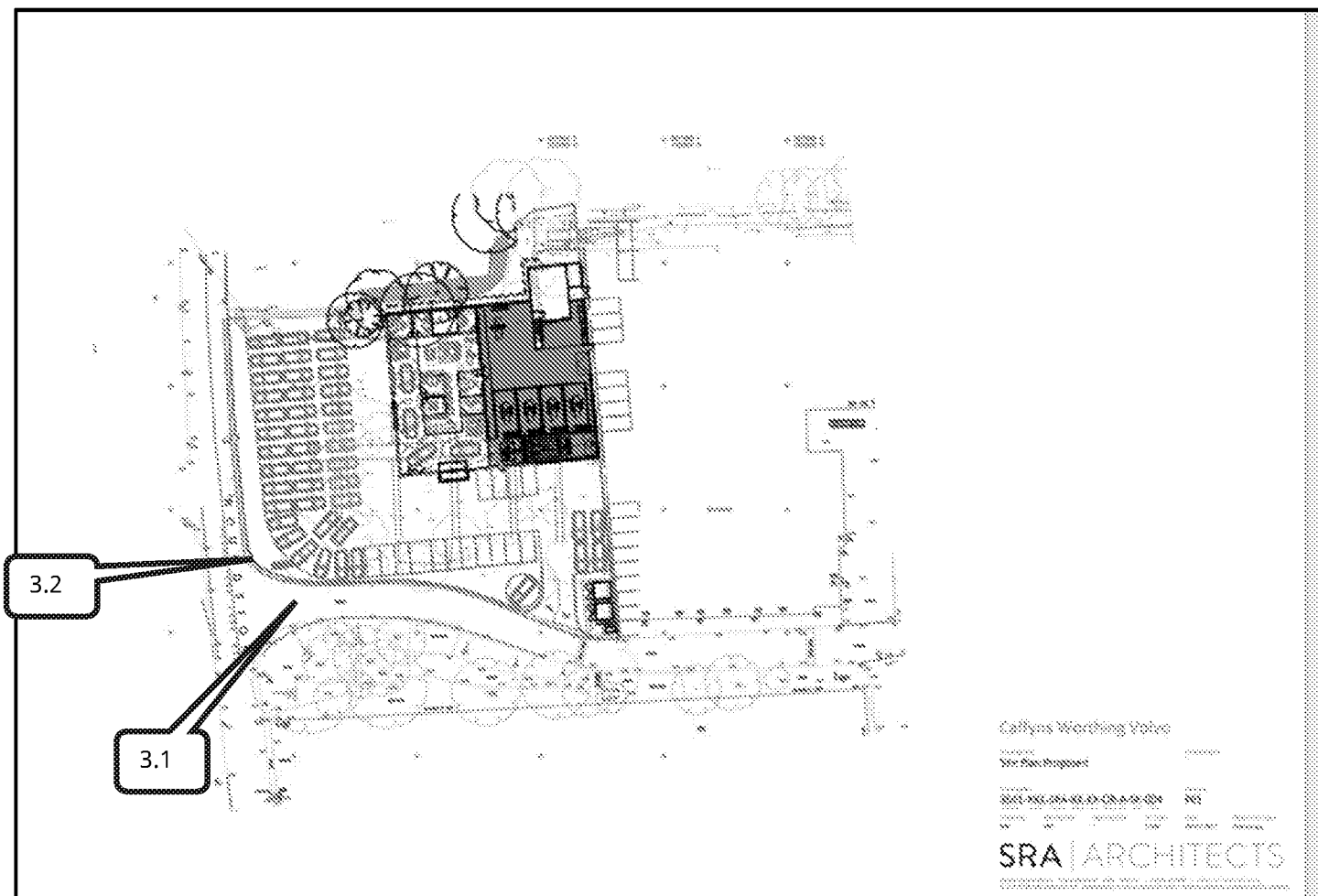
AUDIT TEAM MEMBER

Name: Gregg Holland
Position: Independent Road Safety Consultant
On behalf of:
The Safety Forum Ltd
PO Box 831
Godalming
Surrey
GU7 9HT

Signed: 

Date: 28 November 2021

APPENDIX A: LOCATION PLAN



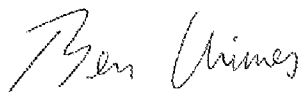
Road Safety Audit - Stage 1
Land East of Roundstone Lane, Angmering
Proposed Access Arrangements To Car Showroom

ROAD SAFETY AUDIT RESPONSE

1. Project Details:

Report title:	Land East of Roundstone Lane, Angmering - Proposed Access Arrangement to Car Showroom - Stage 1 Road Safety Audit (RSA) Designers Response
Date:	13/12/2021
Document reference and revision:	CG-GH-21-3579-RSA1
Prepared by:	RGP Consulting Engineers Limited
On behalf of:	West Sussex County Council (WSCC)

2. Authorisation Sheet:

Project:	Land East of Roundstone Lane, Angmering - Proposed Access Arrangement to Car Showroom
Report title:	Stage 1 Road Safety Audit (RSA) Designers Response
Prepared by:	
Name:	Ben Chimes
Position:	Principal Consultant
Signed:	
Organisation	RGP
Date:	13/12/21
Approved by:	
Name:	Chris Blamey
Position:	Director
Signed:	
Organisation	RGP
Date:	13/12/21

3. Introduction:

Include as summary of the scheme, the stage of the RSA and the date or reference of the RSA report it relates to.

Provide details of the representatives from design organisation who prepared the RSA response report.

4. Key Personnel

Overseeing Organisation:	West Sussex County Council Highways County Hall West Street Chichester PO19 1RG
RSA Team:	Team Leader: Christina George MCIHT, MSoRSA Team Member: Gregg Holland FSoRSA, FIHE, AMRSGB, HE RSA Cert Comp, RegRSA [IHE]
Design Organisation:	RGP Consulting Engineers Limited Shackleford Suite Mill Pool House, Mill Lane Godalming GU7 1EY

5. Road Safety Audit Decision Log:

RSA Problem	RSA recommendation	Design organisation response	Overseeing Organisation Responses	Agreed RSA action
3.1 PROBLEM LOCATION: Proposed Development Access [Drg.No.2021/5891/001 Rev.P2] SUMMARY: Vehicles parked on the access road creates the risk of vehicle/vehicle conflicts. The Audit Team are unclear from the drawings and without a Transport Statement at this stage in the design process, to the number of parking spaces available for visitors to the car showroom. There is concern that if insufficient parking is provided that visitors may park on the access road.	Ensure adequate parking is provided for visitors and parking controls are provided to prohibit parking in the vicinity of the junction.	This matter is accepted by the designers. The proposed scheme would provide sufficient on-site car parking, in line with relevant parking standards and likely demand, to prevent any displacement onto the access road. Furthermore, it is proposed that double yellow lines be included along the access road to discourage	Insert the Overseeing Organisation's response	Insert the design organisation's and Overseeing Organisation's agree action to the problem

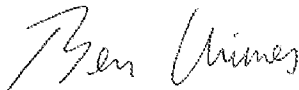
This creates the risk of vehicle/vehicle conflicts from drivers entering/exiting the junction having to drive on the wrong side of the road. If drivers are entering the access road at the same time as vehicles are exiting this creates the risk of head on collisions or shunt type collisions from vehicles being forced to brake sharply. Additionally, vehicles parking on the access road, close to the junction reduces the visibility for drivers exiting creating the risk of vehicles turning into the path of oncoming traffic.		informal parking. As shown in drawing 2021/5891/00 2 attached hereto.		
3.2 PROBLEM LOCATION: Eastern side of Roundstone Lane [Drg.No.2021/5891/00 1 Rev.P2]. SUMMARY: Absence of footway creates the risk of pedestrian/ vehicle collisions. The Audit Team noted on site that there is a gap in footway provision on the eastern side of Roundstone Lane in the vicinity of the proposed access to the car showroom. Footway has been provided approximately 50	Ensure pedestrians are provided with a continuous footway along the eastern side of Roundstone Lane to the north and southbound bus stops.	This matter is accepted by the designers. A new footway connection between the site and the existing footway to the west shall be provided as part of the development proposals. As shown in drawing 2021/5891/00 2 attached hereto.	Insert the Overseeing Organisation's response	Insert the design organisation's and Overseeing Organisation's agree action to the problem

metres further north by the north and southbound bus stops and 70metres to the south by the roundabout junction with the A259 Roundstone Bypass Road. There is concern that this gap in footway provision in the vicinity of the access reduces the connectivity for pedestrians using these bus services. This creates the risk of pedestrians walking within the main carriageway at risk of conflict with vehicles.				
--	--	--	--	--

6. Design organisation and Overseeing Organisation statements:

The following statements should be signed by the design organisation and the Overseeing Organisation.

Design organisation statement

On behalf of the design organisation I certify that:	
1) the RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Overseeing Organisation.	
Name:	Ben Chimes
Position:	Principal Consultant
Signed:	
Organisation	RGP
Date:	13/12/2021

Overseeing Organisation statement

On behalf of the Overseeing Organisation I certify that:

- 1) the RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the design organisation; and**
- 2) the agreed RSA actions will be progressed.**

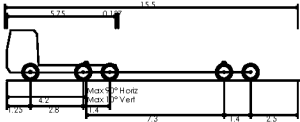
Name:	Insert name
Position:	Insert position
Signed:	Insert signature
Organisation	Insert organisation
Date:	Insert date

DRAWINGS



NOTES

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



Car Transporter (Artic Type)
Overall Length 15.500m
Overall Width 2.500m
Overall Body Height 2.641m
Min Body Ground Clearance 0.427m
Track Width 2.500m
Lock to lock time 6.00s
Kerb to kerb turning radius 6.700m

Extent of Vehicle
Turning Area

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RESIDUAL HAZARDS

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

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

Rev	Drawn	Comments	Date
01	GE	Car to pull and vessel not connected	01/11/21
02	CB	HEP added	22/11/21
Rev	Drawn	Comments	Date



Transport Planning and Infrastructure Design Consultants
Shackleton Suite, M8 Park House, M8 Gate, Goddington, GU7 1GJ
30 Station Road, London, SE1 2LJ
Tel: 01488 861681 / 020 7076 9602 www.rgp.co.uk

Client	Strutt & Parker				
Project	Cattfyns Volvo, Angmering, Worthing				
Drawing title	Car Transporter Sweep Path Analysis				
Drawing No.	2021/5891/001			Rev.	P2
Scale	1:500	Drawn by	GE	Checked by	CB
					A

APPENDIX E

Calculation Reference: AUDIT-728001-210420-0428

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 14 - CAR SHOW ROOMS

Category : A - CAR SHOW ROOMS

TOTAL VEHICLESSelected regions and areas:

05	EAST MIDLANDS	
	LE LEICESTERSHIRE	1 days
	NR NORTHAMPTONSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	1 days
09	NORTH	
	TW TYNE & WEAR	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: Gross floor area
 Actual Range: 1050 to 1920 (units: sqm)
 Range Selected by User: 500 to 2000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/00 to 08/07/16

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:

Tuesday	2 days
Wednesday	2 days
Friday	1 days

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

Selected survey types:

Manual count	5 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	5
--------------	---

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:

Industrial Zone	3
Commercial Zone	1
No Sub Category	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.

Secondary Filtering selection:

Use Class:

Sui Generis 5 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 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:

5,001 to 10,000	1 days
10,001 to 15,000	3 days
20,001 to 25,000	1 days

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

Population within 5 miles:

125,001 to 250,000	3 days
250,001 to 500,000	2 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	2 days
1.1 to 1.5	3 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 5 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 5 days

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

LIST OF SITES relevant to selection parameters

1	CH-14-A-01	EVANS HALSHAW FORD	CHESHI RE
	STADIUM WAY		
	CHESTER		
	SEALAND IND. ESTATE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	1050 sqm	
	Survey date: WEDNESDAY	12/11/14	Survey Type: MANUAL
2	LE-14-A-05	HONDA	LEICESTERSHI RE
	45-49 COVENTRY ROAD		
	LEICESTER		
	NARBOROUGH		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	1300 sqm	
	Survey date: TUESDAY	04/11/14	Survey Type: MANUAL
3	NR-14-A-01	TOYOTA	NORTHAMPTONSHI RE
	FERRIS ROW		
	NORTHAMPTON		
	RIVERSIDE BUSINESS PARK		
	Edge of Town		
	Commercial Zone		
	Total Gross floor area:	1100 sqm	
	Survey date: TUESDAY	22/05/07	Survey Type: MANUAL
4	TW-14-A-01	SAAB	TYNE & WEAR
	A191 WHITLEY ROAD		
	NEWCASTLE		
	BELLWAY IND. ESTATE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	1920 sqm	
	Survey date: FRIDAY	10/11/06	Survey Type: MANUAL
5	WY-14-A-02	FORD	WEST YORKSHI RE
	MOORSIDE		
	NEAR HALIFAX		
	MOORSIDE		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	1870 sqm	
	Survey date: WEDNESDAY	14/09/05	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
CA-14-A-03	Location
CB-14-A-02	Location
CB-14-A-03	Size
EX-14-A-02	Location
GM-14-A-02	Location
KC-14-A-02	Location
LE-14-A-02	Location
LN-14-A-01	Location
SY-14-A-01	Location
WM-14-A-02	Location
WS-14-A-03	Not suitable

TRIP RATE for Land Use 14 - CAR SHOW ROOMS/A - CAR SHOW ROOMS

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	4	1343	0.615	4	1343	0.149	4	1343	0.764
08:00 - 09:00	5	1448	1.188	5	1448	0.414	5	1448	1.602
09:00 - 10:00	5	1448	0.870	5	1448	0.635	5	1448	1.505
10:00 - 11:00	5	1448	1.105	5	1448	0.884	5	1448	1.989
11:00 - 12:00	5	1448	1.022	5	1448	1.105	5	1448	2.127
12:00 - 13:00	5	1448	0.746	5	1448	0.773	5	1448	1.519
13:00 - 14:00	5	1448	0.829	5	1448	0.760	5	1448	1.589
14:00 - 15:00	5	1448	0.939	5	1448	1.146	5	1448	2.085
15:00 - 16:00	5	1448	1.091	5	1448	0.953	5	1448	2.044
16:00 - 17:00	5	1448	0.663	5	1448	0.801	5	1448	1.464
17:00 - 18:00	5	1448	0.276	5	1448	0.884	5	1448	1.160
18:00 - 19:00	5	1448	0.207	5	1448	0.497	5	1448	0.704
19:00 - 20:00	3	1340	0.075	3	1340	0.473	3	1340	0.548
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			9.626			9.474			19.100

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:	1050 - 1920 (units: sqm)
Survey date range:	01/01/00 - 08/07/16
Number of weekdays (Monday-Friday):	5
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.