



B R I G H T P L A N

**LAND TO THE REAR OF 107 FELPHAM
WAY, FELPHAM**

RESIDENTIAL DEVELOPMENT

Transport Statement

Prepared on Behalf of

Sussex Reeves Homes Limited

6359

16 March 2022



DOCUMENT CONTROL

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Residential Development

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TRICS – Residential

1 INTRODUCTION

- 1.1.1 This Transport Statement has been prepared by Bright Plan Ltd on behalf of Sussex Reeves Homes Limited to support a planning application for 2 residential dwellings on land to the rear of 107 Felpham Way, Felpham. The development site is located to the north of the B2259 Felpham way approximately 3.1km to the east of Bognor Regis town centre. The site location is shown in **Figure 1.1**.

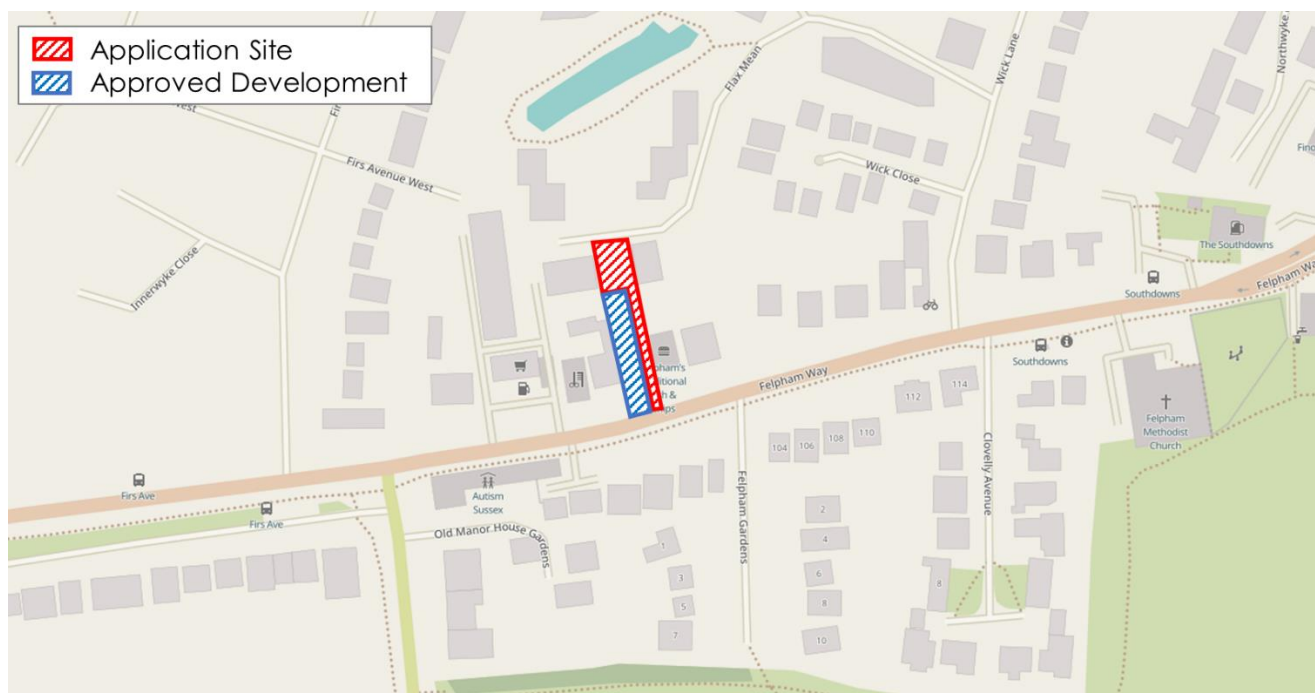


Figure 1.1 Site Location

- 1.1.2 The existing site sits to the rear of 107 Felpham Way previously serving as a rear yard and area of rough ground associated with the previous use of the site as a Co-op convenience store. The proposed development would involve the construction of 2 x 1 bed dwellings.

1.2 Planning Context

- 1.2.1 107 Felpham Way was subject to a planning application for the extension & reconstruction of the existing 2-Storey building to provide 1 No. Class E shop unit, 1 No. Flexible use commercial & 3 No. 2 bed flats (planning refs: FP/52/21/PL, FP/138/21/DOC). The application was approved on 8th June 2021.
- 1.2.2 107 Felpham Way has a clause within its title deed which states that Flax Mean cannot be utilised for vehicular access to the site, for this reason the proposed residential development access requirements would be served via the permitted access arrangements.
- 1.2.3 The proposed development will be considered in the context of the approved application.



1.3 Scope of Transport Statement

- 1.3.1 The TS outlines the key transport planning matters in accordance with national, regional, and local guidance, reviewing the site's accessibility, the proposed development layout, car and cycle parking requirements, access arrangements, servicing arrangements, and the proposed trip impact on the local road network.
- 1.3.2 The remainder of this report comprises the following sections:
- i. **Section 2** sets out the baseline transport conditions in the local area and highway network, and provides a review of highway safety;
 - ii. **Section 3** provides an assessment of the proposed access and internal layout design;
 - iii. **Section 4** sets out the proposed parking strategy for the site;
 - iv. **Section 5** considers the anticipated traffic impact on the local highway network supported by trip generation assessment;
 - v. **Section 6** provides a summary of the TS conclusions.

2 INTRODUCTION

2.1 Site Location and Description

2.1.1 The existing site comprises of a former yard and piece of rough ground to the rear of the approved application ref. FP/52/21/PL. The site is boarded by retail units to the east and west forming part of a parade of shops. The existing site context is demonstrated in **Figure 2.1**.



Figure 2.1: Site Context

2.1.2 Felpham Way is a two-way single carriageway subject to a 30mph speed limit. The carriageway is c.9.4m width and is flanked by a 2.0m footway on both sides of the carriageway. There are no parking restrictions in the vicinity of the shopping parade. Felpham Way is subject to double yellow lines on its southern side prohibiting parking. The existing carriageway is demonstrated in **Figure 2.2**.



Figure 2.2: Existing Carriageway

2.2 Existing Vehicle Access

- 2.2.1 Vehicular access to the approved application site is served the existing c.4.0m wide vehicle crossover adjoining to the B2259 Felpham Way. The existing crossover and forecourt are shown in **Figure 2.3**.



Figure 2.3: Existing Crossover

2.3 Accessibility Credentials

2.4 Pedestrian Accessibility

- 2.4.1 Felpham Way is flanked by c.2.0m wide footways on both sides of the carriageway, the footways connect to the wider footway network providing continuous links throughout Felpham and Bognor Regis facilitating pedestrian access to local services and amenities. The existing pedestrian infrastructure is shown in **Figure 2.2**.



2.4.2 The Chartered Institute of Highways and Transportation's (CIHT) publication 'Providing for Journeys on Foot' (2000) states that the average length of a journey on foot is 1km. It further recommends a preferred maximum walking distance of 2km for commuting journeys. A wide range of local services and amenities, including local bus stops, are situated within 1km of the application site and are therefore accessible on foot.

2.5 Cycle Accessibility

2.5.1 National Cycle Route (NCR) No. 2 is situated c.350m to the east of the application site and can be accessed via Felpham Way. NCR2 provides a link to Bognor Regis Town Centre via a largely traffic free route along Bognor Regis Esplanade. In addition, there are a number of local cycle routes in the vicinity of the development providing access throughout Felpham.

2.6 Accessibility by Bus

2.6.1 Firs Avenue Bus Stop (East bound and West Bound) are situated c.150m to the east of the proposed development site. The stops serve the no.69,600,141 and 700 Coastliner providing services to and from Bognor, Littlehampton, Yapton and Chichester. A summary is provided in **Figure 2.4**.

Service No.	Route Summary	Typical Frequency	Operating Hours
69	Wick – Littlehampton – Bognor Regis – Barfoots of Botley	2 per day	Mon – Sun: 05:00-06:40 and 18:15 -19:52
600	Bognor Regis – Felpham – Elmer	Every 20 mins	Mon – Fri: 06:05 – 22:01 Sat – 06:30 – 22:01 Sun: 08:05 – 18:51
141	Yapton – Felpham – Bognor Regis – Bishop Luffa School	Once a day	Mon – Fri: 06:42 – 07:30 and 14:45 – 15:30
700 Coastliner	Little Hampton – Felpham – Bognor Regis – Chichester	Every 10 mins	Mon – Fri: 05:31 – 00:33 Sat: 06:27 -00:33 Sun: 07:18-21:43

Figure 2.4: Services Available from Local Bus Stops

2.6.2 Bognor Regis train station is situated c.3.6km to the east of the application site. The stations are served by Southern Rail and provide services to and from Barnham, London Victoria, and Littlehampton. A summary of the services available are provided in **Figure 2.5**.

Destination	Route Summary	Typical Journey Time	Typical Frequency
Barnham	Direct	7 mins	Every 15 mins
London Victoria	Barnham, Ford, Arundel, Billingshurst, Horsham, Crawley, Three Bridges, Gatwick Airport, Clapham Junction	1 hour 45 mins	Every 15 mins
Littlehampton	Barnham, Ford	18 mins	Every 30 mins

Figure 2.5: Services Available from Bognor Regis Railway Station

2.7 Accident Data

- 2.7.1 To determine the existing highway safety record on the local road network an assessment of Personal Injury Accidents (PIAs) has been undertaken for a 5-year period from January 2016 to December 2020 using the Crash Map online data portal. The study area considered includes Garden Close, Freeman Way and Spencer Way.
- 2.7.2 Patterns displayed in incident proximity, frequency, severity can be assessed to establish if there are any underlying highways design issues that require a more detailed investigation. Collisions are classified as 'slight', 'serious' or 'fatal', depending on the severity of the incident. The location of incidents relative to the site is displayed on **Figure 2.6**.

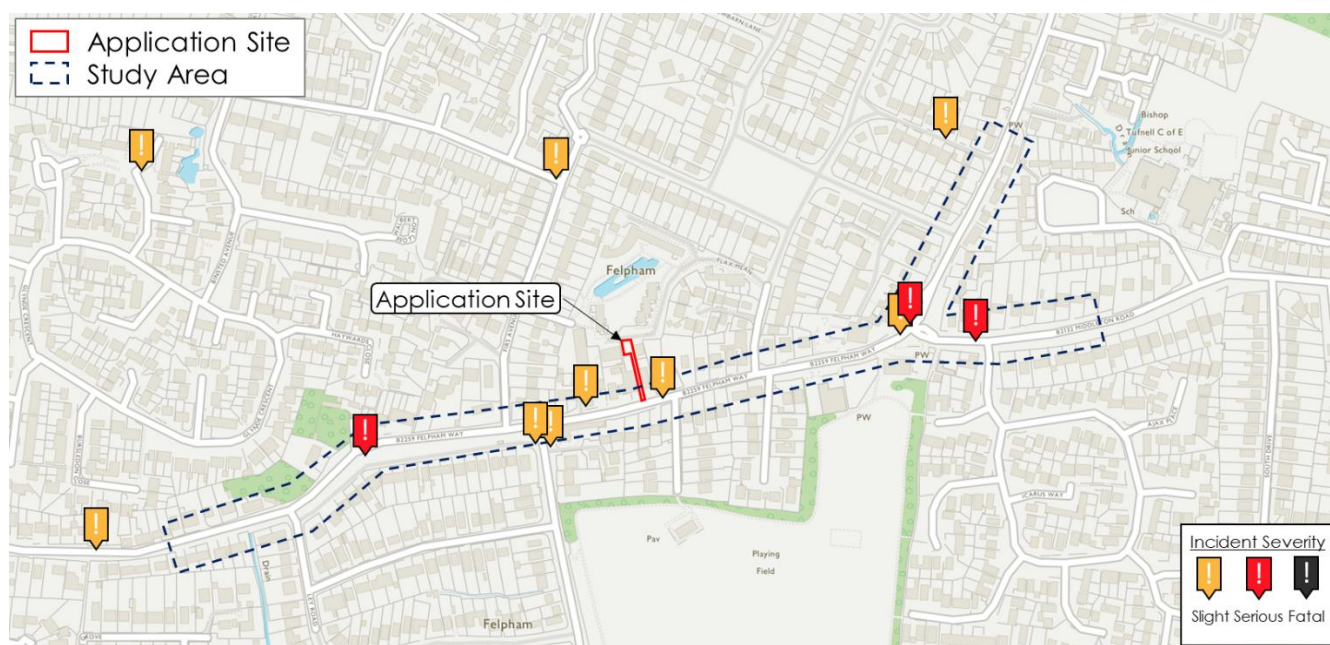


Figure 2.7: Crash Map

- 2.7.3 The PIA assessment found a total of 8 incidents within the study area, these include 5 'slight' and 3 'serious' incidents. The incidents did not reveal any pattern in terms of incident frequency and circumstances that suggests there is any underlying highways safety issues in the study area.



3 PROPOSED DEVELOPMENT

3.1 Overview

- 3.1.1 The development proposes the construction of 2 x 1 bed residential dwellings to the rear of the approved application ref. FP/52/21/PL. The proposed layout is attached in **Appendix A**.

3.2 Car Parking

- 3.2.1 It is proposed that the development would operate as car-free. The zero-car parking provision is appropriate based on the following:

- i. The application site is situated within a highly accessible location with a range of services and amenities within a desirable walking/cycling distance;
- ii. Local bus stops are situated in close proximity of the site and provide a high frequency of services to a range of local destinations;
- iii. Bognor Regis railway station is a c.11 min cycle from the site and provides regular services to local destinations as well as destinations further afield.
- iv. The developments intended tenure and the small size of the plots would attract a demographic that do not bring cars.
- v. The dwellings will be marketed as car-free suited to those who do not own a vehicle and require only local access.

- 3.2.2 Based on the factors set out above it is considered unlikely that occupants of the 1-bedroom dwellings would own vehicles. However, recognising this could not be enforced, the potential for the local road network to accommodate long stay residential overspill parking on the local road network has been explored in **Section 4**.

3.3 Pedestrian Access

- 3.3.1 Pedestrian access to the development site would be served via a 2.5m + wide footpath on the western side of the application site. The proposed footpath would lead c.30m into the site providing access to the proposed residential dwellings.

3.4 Emergency Access

- 3.4.1 Fire tenders (the largest emergency vehicle) would access the site via Flax Mean. In accordance with Building Regulations Part B the following design compliances are met:

- i. Fire tenders would be able to access within 45.0m of all dwellings.
- ii. Fire tenders could achieve an appropriate level of access without requiring reversing distances greater than 20.0m.



iii. A minimum carriageway width of 3.7m is maintained on route to the site.

3.4.2 A vehicle swept path analysis has been undertaken demonstrating a fire tender negotiating Flax Mean and performing turning manoeuvres on Flax Mean in **Drawing 2021-6359-002**

3.5 Servicing Arrangements

3.5.1 Refuse collection would take places as per the approved servicing arrangements for 107 Felpham Way (ref. FP/52/21/PL), with collection taken from Felpham Way. Refuse vehicle servicing and bin carry distances are provided in **Drawing 2021-6359-002**. The bin collection arrangements are consistent with other residential and businesses on Felpham Way.

3.5.2 Bin carry distances are compliant with those set out in Manual for Streets Design Guidance (30.0m for residents, 25.0m for collectors).



4 PARKING PROVISION

4.1 Residential Car Parking Provision

- 4.1.1 The residential car parking provision has been determined using the West Sussex County Council Residential Car Parking Provision Tool. A summary of the required and proposed residential car parking provision is shown in **Figure 4.1**. The WSCC residential parking calculator is attached at **Appendix B**.

Residential	Car Parking Demand	Proposed Provision
Unallocated Spaces	3 spaces	0 spaces
Total	3 spaces	0 spaces

Figure 4.1: Residential Car Parking Provision

- 4.1.2 As shown in **Figure 4.1**, the site would provide a theoretical shortfall of 3 spaces compared with the maximum standards. It is therefore anticipated that the proposal could result in overspill parking for 3 spaces on the local road network.
- 4.1.3 The approved application ref FP/52/21/PL has a parking demand for 12 spaces on the local road network. This assessment therefore considered that the 12 spaces found on the local road network within the vicinity of the development are not available as a result of permitted development.

4.2 Lambeth Survey

- 4.2.1 As identified in **Figures 4.1**, the site is expected to result in a 3-space overspill on the local road network. In order to assess the existing on-street parking demand and available capacity in the vicinity of the site, an independent parking survey has been undertaken. As the surrounding area is predominately residential, a Lambeth survey methodology has been used to identify peak parking stress on the local road network in the vicinity of the application site.

4.3 Methodology

- 4.3.1 The 'Lambeth' methodology identifies the peak parking conditions for residents by undertaking surveys overnight when residents are typically at home and therefore parked on the local road network. Parked vehicle counts were recorded at 01:00am on Wednesday 7th and Thursday 8th of October prior to the Covid 19 pandemic. The use of pre-pandemic data is considered more representative of the typical parking demand on the local road network, this approach was accepted in planning application FP/52/2/PL. The methodology requires parking counts to be undertaken within all viable on-street parking areas within a 200m walking distance of the development site.



- 4.3.2 The parking counts can be compared to the total capacity in the study area to determine the parking stress as a percentage. The maximum parking capacity was established assuming standard passenger car unit (PCU) dimensions of 6.0m x 2.0m. The PCU size provides a robust estimation of the parking capacity in the survey area, as in reality cars can park at a higher density than this unit allows.
- 4.3.3 In calculating the maximum capacity, care was taken to exclude parking areas in front of dropped kerbs that serve private driveways. The study area and maximum parking capacity on each road is demonstrated in **Figures 4.2** and **4.3**. The results of the survey are attached in **Appendix C**.



Figure 4.2 Survey Area and Maximum Parking Capacities

Location	Capacity
Felpham Way	31
Summerley Lane	19
Firs Avenue	10
Felpham Gardens	14
Clovelly Avenue	16
Wick Lane	4
Wick Close	0
Total	94

Figure 4.3: Survey Area and Maximum Parking Capacities

4.4 Results

- 4.4.1 This section summarises the results from the car parking survey using the average remaining capacity over the two surveys days. A summary of the results is demonstrated in **Figure 3.5**.



Location	Capacity	Cars parked	Available Spaces
Felpham Way	31	0	31
Summerley Lane	19	8	11
Firs Avenue	10	0	10
Felpham Gardens	14	4	10
Clovelly Avenue	16	0	16
Wick Lane	4	1	3
Wick Close	0	0	0
Total	94	13	81

Figure 4.5: Survey Results (2 Day Average) *discrepancies due to rounding

- 4.4.2 The survey revealed an average of 81 spaces available across the overall study, including 31 spaces available on Felpham Way. The overspill from application FP/52/21/PL would require 12 on-street parking bays, it is considered that these would park on Felpham Way reducing the available space on Felpham way to 19 spaces.
- 4.4.3 It is considered that the theoretical on-street parking demand for 3 vehicles arising from the proposed development can be accommodated on the local road network.

4.5 Cycle Parking

- 4.5.1 Cycle parking has been provided in accordance with West Sussex County Council's Guidance on Parking at New Developments August 2019. A summary of the required and proposed provision is provided in **Figure 4.5**.

Unit	Number of Units / Gross Floor Area	WSCC	Required Provision	Proposed Provision
1 Bed House	2	1 space per dwelling	2	2
Total	2	-	2	2

Figure 4.5: Cycle Parking Standards

- 4.5.2 Cycle parking for the residential units would be provided within a secure cycle store.



5 TRIP GENERATION ASSESSMENT

- 1.1.1 It is unlikely that vehicles would be owned by occupants of the proposed development. However, recognising that a car free proposal cannot be enforced in this locale, the TRICS database (version 7.7.1) has been interrogated to anticipate the likely traffic volumes generated by the development. To establish the number of the trips generated by the proposed dwellings, the parameters identified in **Figure 4.1** have been used to filter the TRICS database.

TRICS (Version 7.7.1)	
Filtering Parameter:	Criteria Selected:
i. Land use	Residential – Flats, Privately Owned
ii. Regions	England (Excluding Greater London)
iii. Number of Dwellings	14 to 84 Units
iv. Date Range	01/01/13 to 10/06/21
v. Count Type	Manual
vi. Selected Days	Weekdays
vii. Selected Locations	Suburban Area Edge of Town Neighbourhood Centre
viii. Population Within 1 Mile	1 10,001 to 15,000 - 3 survey day 2 20,001 to 25,000 - 5 survey day 3 25,001 to 50,000 – 1 survey day
ix. Population Within 5 Miles	1 25,001 to 50,000 – 7 survey days 2 50,001 to 75,000 - 7 survey day 3 125,001 to 250,000 – 5 survey days

Figure 4.1: TRICS Filtering Parameters

- 1.1.2 The TRICS output is provided at **Appendix D**, whilst a summary of the weekday peak hour and daily trip rates, along with the subsequent vehicle movements associated with the proposed flats is provided in **Figure 4.2**.

Trip Rate per Dwelling			
	Arrivals	Departures	Two-way Total
AM Peak Hour	0.098	0.204	0.302
PM Peak Hour	0.177	0.071	0.248
Daily Traffic	1.231	1.287	2.518
TRICS Vehicle Trip Generation (2 Dwellings)			
AM Peak Hour	0	0	1
PM Peak Hour	0	0	0
Daily Traffic	2	3	5

Figure 4.2: Proposed Trip Generation



- 1.1.3 The TRICS assessment suggests that the overall site would generate 5 daily 2-way vehicle movements of which 1 would occur during the network's AM peak traffic hour, and no trips would occur in the network's PM peak traffic hour.
- 1.1.4 The additional daily vehicle trips resulting from the proposed development would have a negligible impact upon local road network in terms of highway capacity and safety.



6 SUMMARY AND CONCLUSIONS

6.1.1 This Highways Statement has been prepared by Bright Plan Limited on behalf of Sussex Reeves Homes Limited to support the proposed development at Felpham Way, Felpham. The findings from this assessment are as follows:

- i. The proposals would involve the construction of 2 x 1-bedroom bungalows.
- ii. The application site is readily accessible on foot, by cycle and by public transport. There is a range of services and amenities available with walking and cycling distance of the site.
- iii. The PIA record does not reveal any pattern in terms of distribution, severity or incident circumstances that would be exacerbated by the proposed development.
- iv. Recognising a car free proposal cannot be enforced in this locale, a theoretical short fall in parking could occur.
- v. Parking surveys demonstrate that overspill parking would be accommodated on the local road network.
- vi. The proposed site is anticipated to generate a total of 5 daily 2-way trips with 1 occurring during the AM peak hour and no trips occurring during the PM peak hour.
- vii. In the unlikely event that site occupant's own vehicles a TRICS trip generation assessment has been undertaken which identifies up to 5 daily vehicle trips could be generated by the proposal.
- viii. The theoretical trip generation would have a negligible impact on the operation of the local road network.



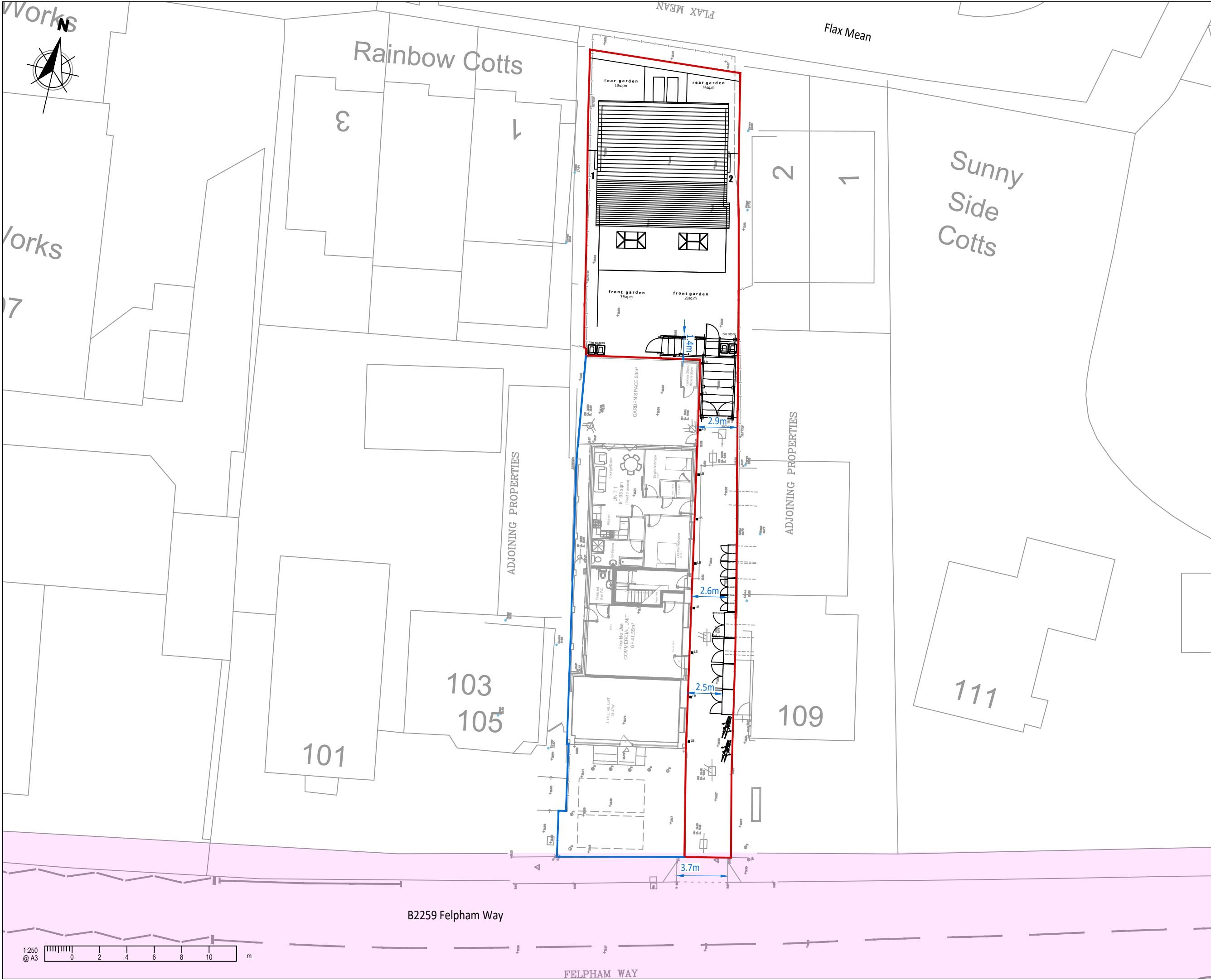
DRAWINGS

2021-6359-001

Site Overview

2021-6359-002

Emergency Access and Site Servicing



NOTES

A3

1. This drawing is to be read in conjunction with all other Bright Plan drawings, and with all relevant Architect's and Engineer's drawings and specification. Any discrepancies found are to be reported immediately to the Engineer.
2. Bright Plan accepts no responsibility for inaccuracies in data provided by third parties such as topographic surveys or Ordnance Survey mapping.
3. Do not scale, work to figured dimensions only. All dimensions are in millimeters unless noted otherwise and all levels are in metres from the topographic survey datum.
4. Any information given regarding existing underground services is given in good faith after consultation with the relevant authority, however accuracy is not certain.

-LEGEND-

- Site Boundary
- Approved Application Ref. FP/52/21/PL
- Highway Boundary
- Existing Road Markings

B	Final Issue	Mar 2022
A	Final Issue	Oct 2021
-	Original Issue	Sept 2021
Rev.	Amendments	Date



BRIGHT PLAN
Transport Planning and Civil Engineering Consultants
2 West Barn, Norton Lane, Chichester, West Sussex PO20 3AF
Tel: 01243 210418 Email: enquiries@bpcivils.co.uk
www.bpcivils.co.uk

Drawing Status	Final
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Client	Sussex Reeves Homes Limited
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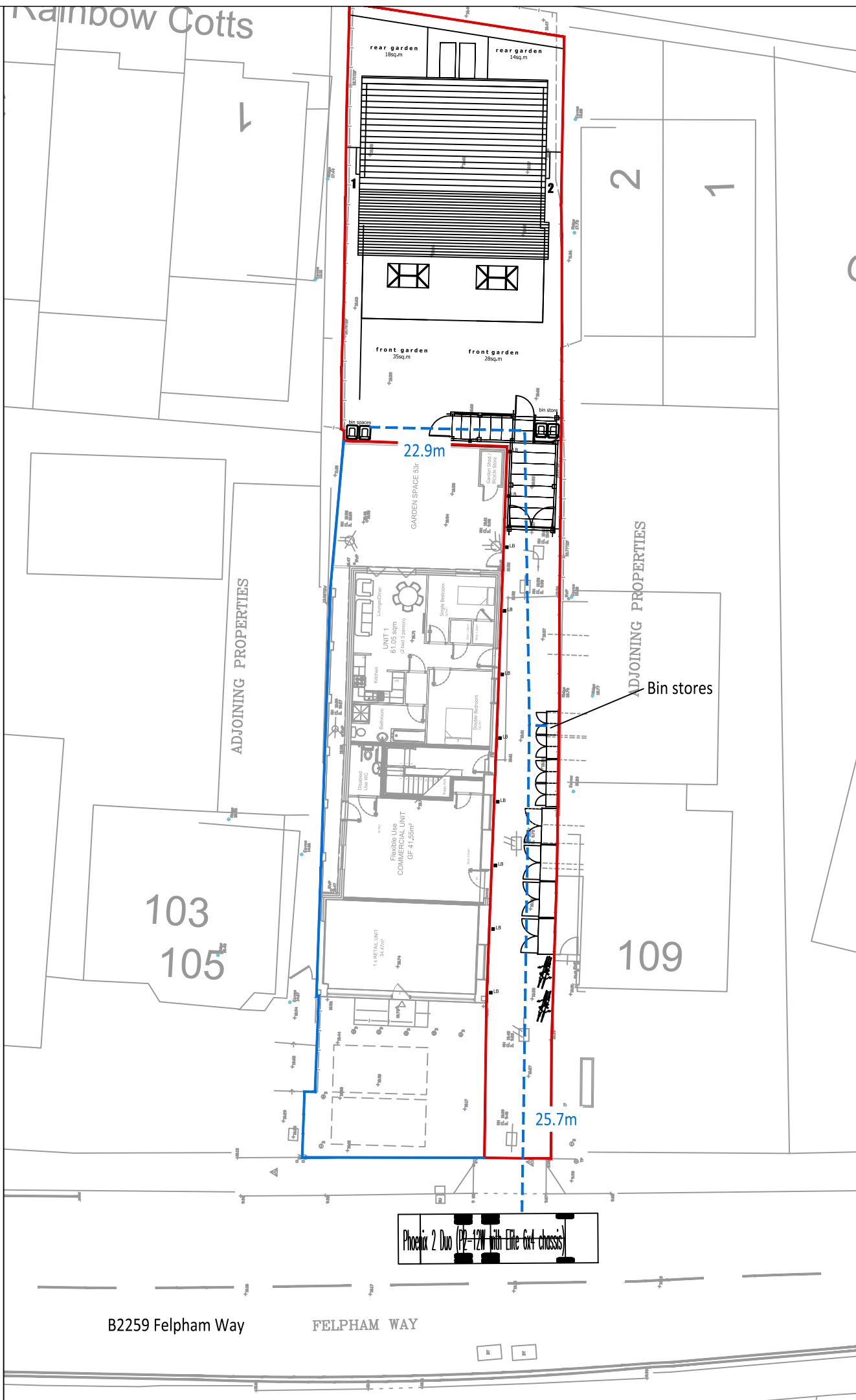
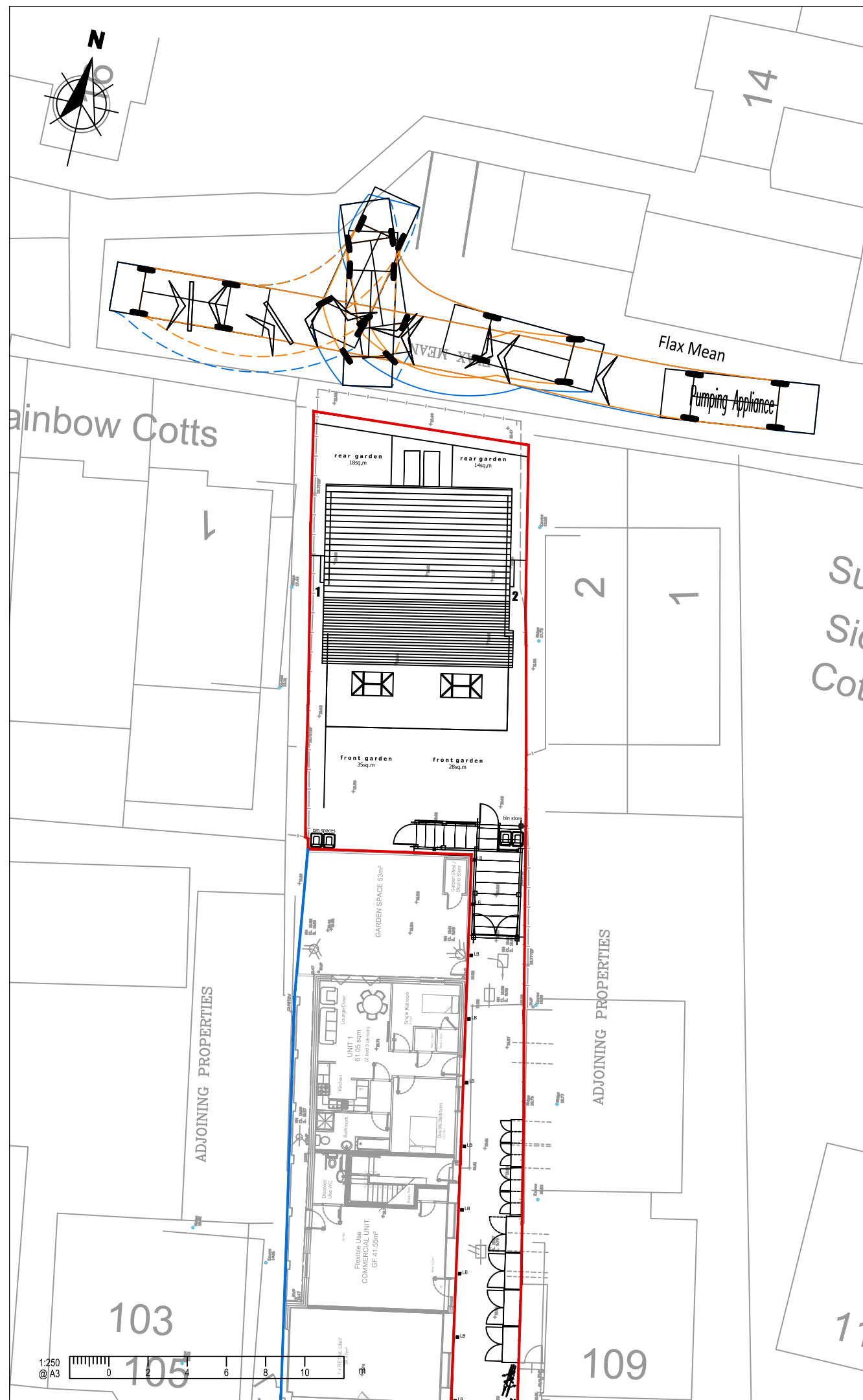
Project	Land to the Rear of 107 Felpham Way, Felpham
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Drawing Title	Site Overview
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Scale	Date	Drawn By	Checked
1:250	Mar 22	SMO	ALB

Drawing No.	Rev.
2021-6359-001	B

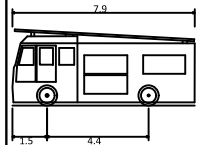
ARIN DISTRICT COUNCIL FP/31/22/PL



- | NOTES | | A3 |
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| 1. | This drawing is to be read in conjunction with all other Bright Plan drawings, and with all relevant Architect's and Engineer's drawings and specification. Any discrepancies found are to be reported immediately to the Engineer. | |
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| 4. | Any information given regarding existing underground services is given in good faith after consultation with the relevant authority, however accuracy is not certain. | |

-LEGEND-

-  Site Boundary
-  Approved Application Ref. FP/52/21/PL
-  Existing Road Markings
-  Distance to Building Entrance
-  Distance to Bin Store
-  Swept Path
-  Wheel Track
-  Over Swing



Pumping Appliance	
Overall Length	7.900m
Overall Width	2.500m
Overall Body Height	3.300m
Min Body Ground Clearance	0.140m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.750m

B	Revised Note	Mar 2022
A	Revised Note	Oct 2021
-	Original Issue	Sept 2021
Rev.	Amendments	Date



B R I G H T P L A N
Transport Planning and Civil Engineering Consultants
 2 West Barn, Norton Lane, Chichester, West Sussex PO20 3AF
 Tel: 01243 210418 Email: enquiries@bpcivils.co.uk
www.bpcivils.co.uk

Drawing Status	Final
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Client	Sussex Reeves Homes Limited
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Project Land to the Rear of
107 Felpham Way, Felpham

Drawing Title
Emergency Access and Site Servicing

Scale	Date	Drawn By	Checked By
1:250	Mar 22	SMO	ALB

Drawing No. 2021-6359-002	Rev. B
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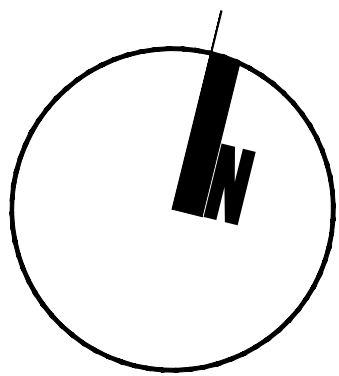


APPENDICES

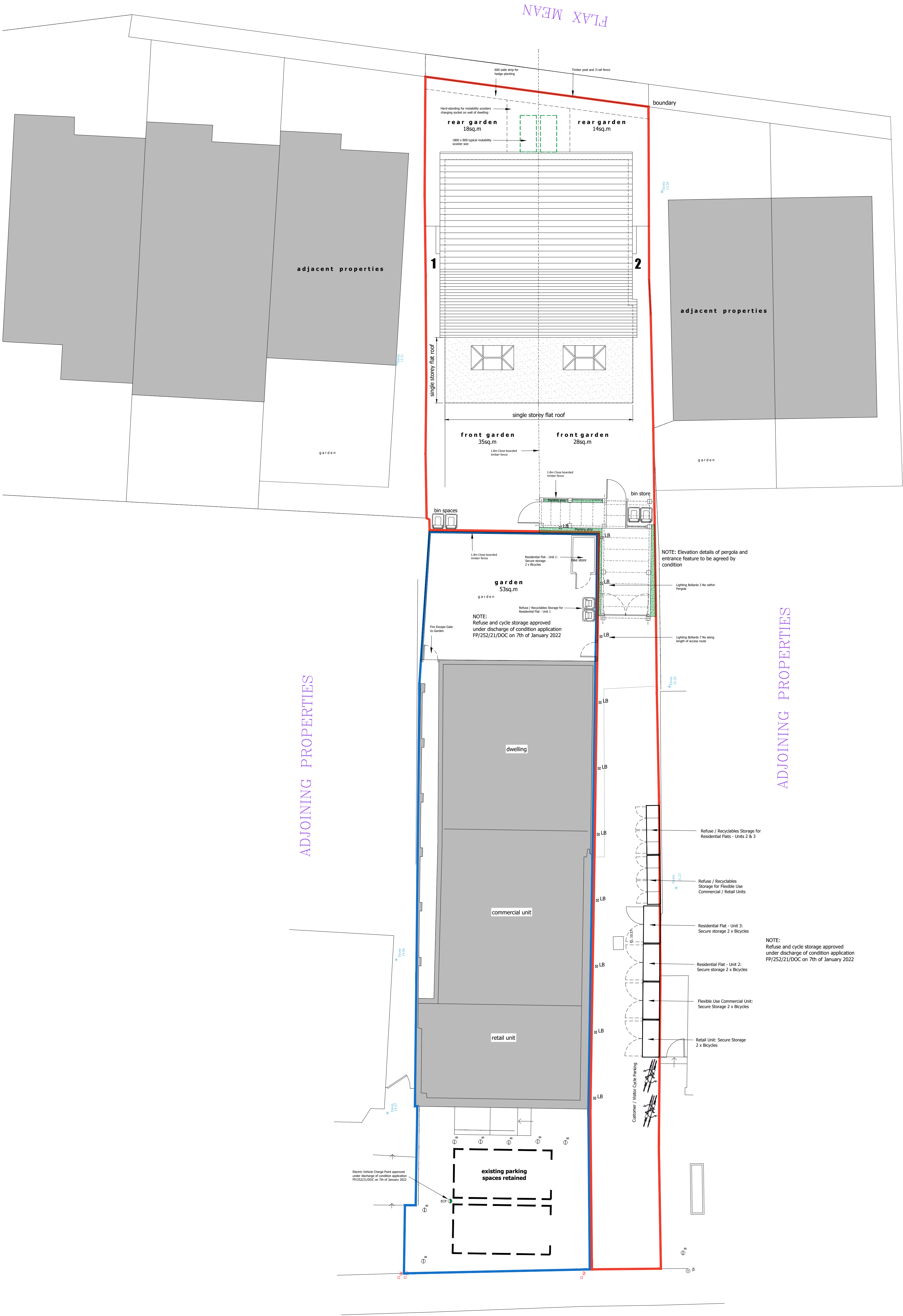


Appendix A

Proposed Layout



DO NOT SCALE FROM THIS DRAWING EXCEPT FOR PLANNING PURPOSES ONLY.			
ALL DIMENSIONS RELATING TO SUB-CONTRACTOR OR SUPPLIERS WORK MUST BE CHECKED ON SITE AND AGREED BETWEEN THE GENERAL CONTRACTOR & THE SUB-CONTRACTORS \ SUPPLIERS. ALL DIMENSIONS ARE IN MILLIMETERS. IF IN DOUBT ASK.			
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REV.	AMENDMENT	BY	DATE
A	revised following email	sab	01.07.21
B	Garden layouts to proposed dwellings reconfigured to accommodate mobility scooters, hard standing provided for refuse bins, pergola and gated access provided off existing adjacent to 107 Felpham Way	kc	22.02.22
C	Lighting Bollards added to access from Felpham Way. Items approved under discharge of condition application FP/252/21/DOC on 7th of January 2022 added to drawing.		
	Lighting Bollards added to Pergola, Internal site fencing annotated, Fence to northern boundary to Flax Mean annotated	kc	23.02.22



Project		Land to rear 107 Felpham, Bognor Regis	
Drawing		Sketch Site Plan	
Date	august 2021	Drawn by	
Scales	1:100 @ A1	Suitability	sketch
Doc No	DLS-031-SK-11-B	Revision	C



David Seaman - DLS: ARCH
Mobile: 07776 304714
Email: david.seaman@dlsarch.co.uk



Appendix B

Residential Car Parking Provision Tool

WEST SUSSEX COUNTY COUNCIL RESIDENTIAL CAR PARKING PROVISION TOOL

This parking demand tool has been compiled by West Sussex County Council. If you have queries relating to the information provided or require additional information please contact planninghighways@westsussex.gov.uk.

GUIDANCE ON USE

This parking demand calculator has been designed to comply with the West Sussex County Council Revised Guidance for Parking Provision (2018). This calculator supersedes the West Sussex Car Ownership Parking Demand Tool.

This tool has been designed for use by developers as an initial assessment of car parking provision required in residential developments. This tool provides an indication as to the potential overall parking demand that could be associated with specific development quantum. In addition to the information presented within this calculator it is for the developer to justify the appropriateness of the parking levels proposed with other appropriate data and in discussion with the Local Planning Authority and West Sussex County Council as Highway Authority.

The following is a step by step process for the calculation of development parking demand, all GREY cells require no user input:

1. Select the Ward in which the development is located;

a. If known select from the drop down in the BLUE box marked "Ward"

b. If unknown use the Ward finder tool by entering the development post code (including the standard space separation e.g. RH6 0AQ, BN11 1DR), then complete a. above.
2. Enter the number of units of each size in the GREEN boxes marked "Number of Units of this Type", with respect to the number of bedrooms or number of habitable rooms in the dwelling type.
3. Your total "Parking Demand if 100% Unallocated" (all parking on site is shared) is shown in the adjacent cells.
4. If known, enter the total number of spaces allocated to each dwelling type across the development in the PINK boxes marked "Enter Total Number of Allocated Spaces".
5. Your development parking demand using your existing allocation design is then displayed in the ORANGE boxes marked "Total Parking Required if Design Allocated Used"
6. The Unallocated Parking Demand is the additional number of unallocated spaces over the design allocated required to meet the total parking demand, and includes visitors parking demand.
7. If your Total Number of Allocated Spaces is greater than the "Parking Demand if 100% Unallocated" then the existing parking design should be reviewed in line with the West Sussex County Council Revised Guidance for Parking Provision (2018).



Ward	District	Parking Behaviour Zone
Felpham East	Arun	2

Ward Finder		
Postcode	Ward	Please Enter Postcode

Number of Bedrooms	Number of Habitable Rooms	Number Of Units Of this Type	Parking Demand if 100% Unallocated
1	1 to 3	2	3
2	4		0
3	5 to 6		0
4+	7 or more		0
Total		2	3

PARKING DEMAND INCLUDING ALLOCATED PARKING				
Number of Bedrooms	Number of Habitable Rooms	Enter Total Number of Allocated Spaces	Unallocated Parking Demand	Total Parking Required if Design Allocated Used
1	1 to 3	0	3	3
2	4			
3	5 to 6			
4+	7 or more			
Total			3	

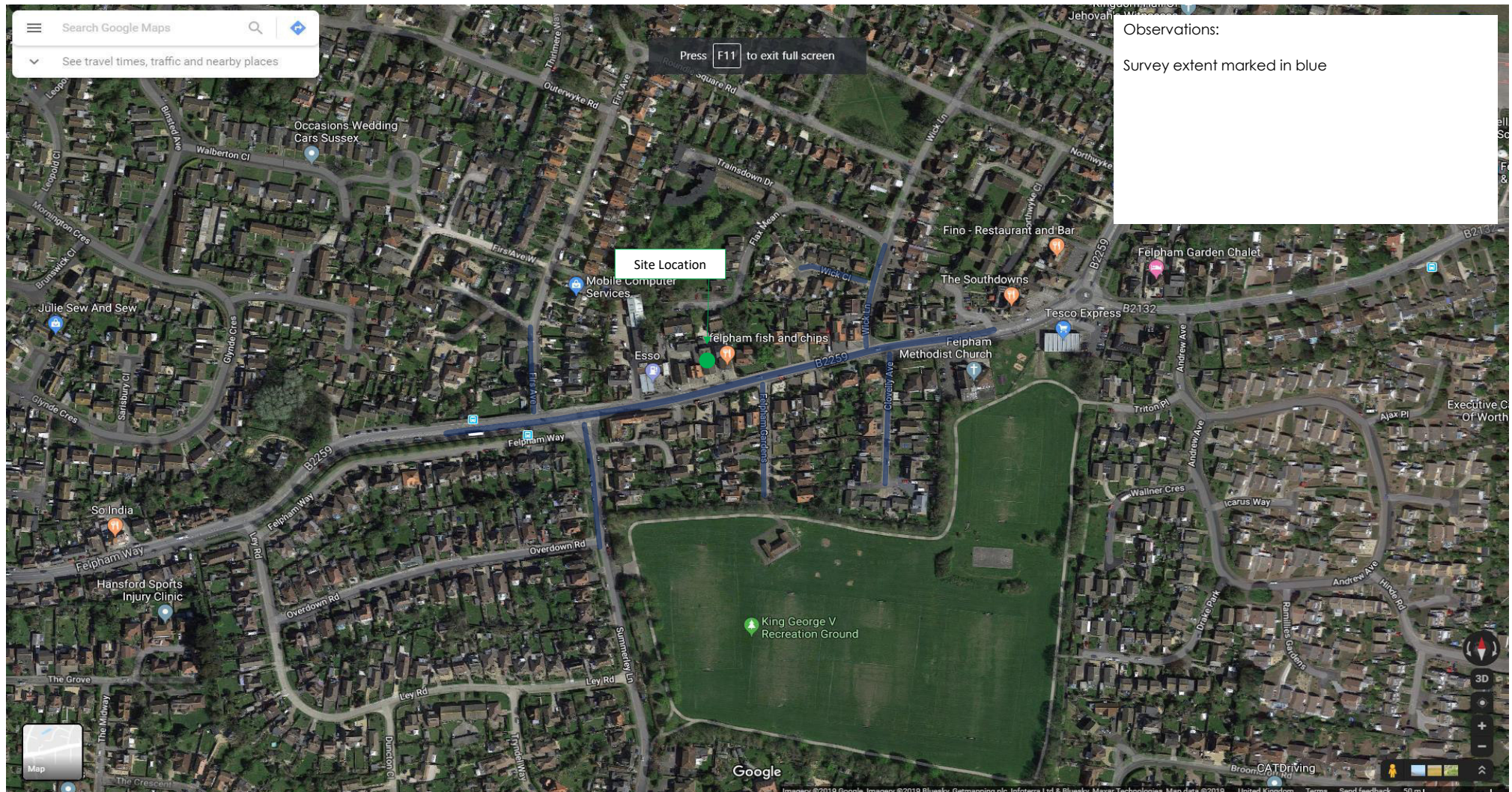


Appendix C

Lambeth Survey

0049 - Felpham Way Lambeth Results

Tuesday 15th and Wednesday 16th October 2019



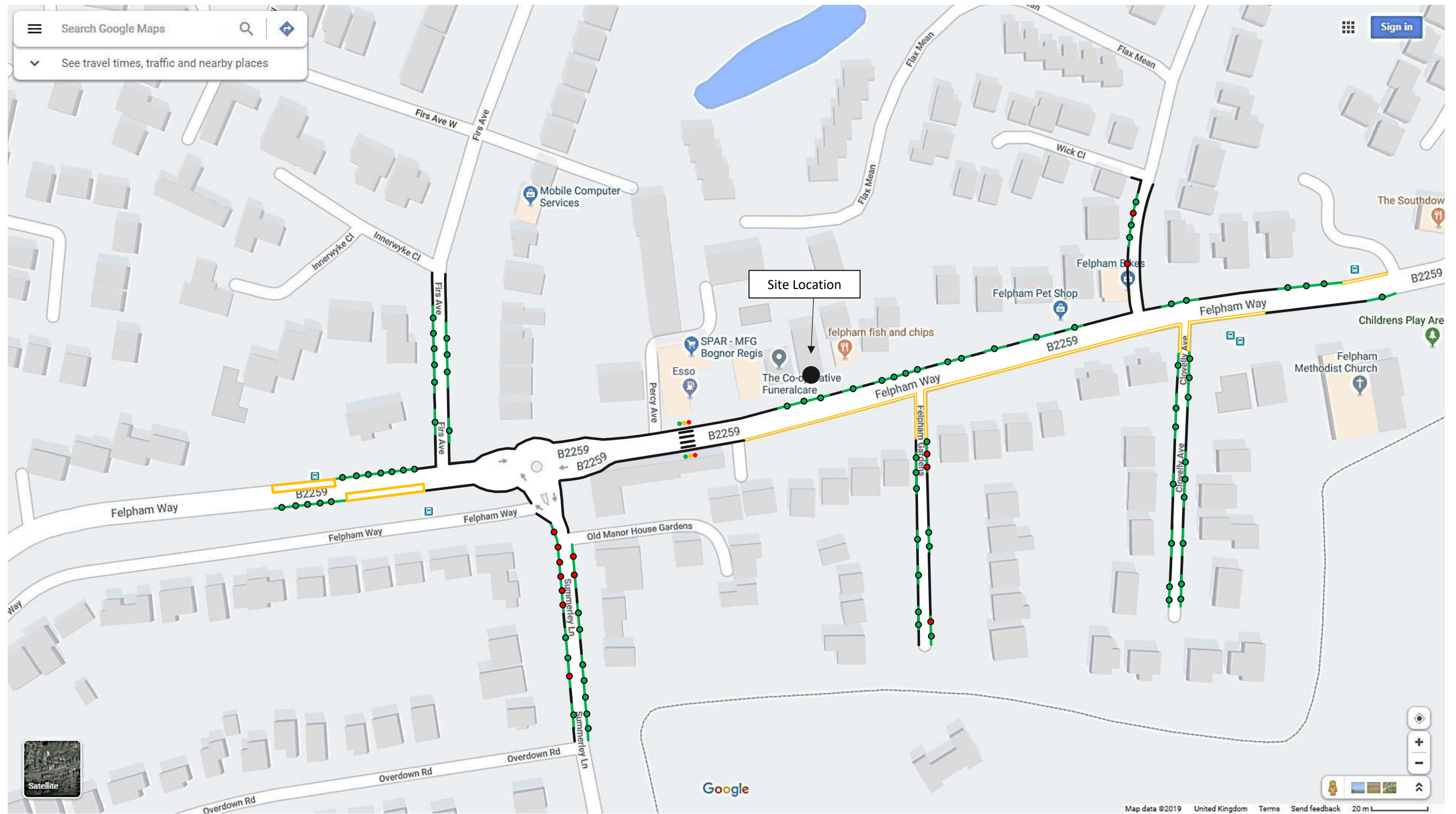
0049 - Felpham Way Lambeth Results

15/10/2019 | 00:30

	Available Parking				Parking Restriction										Total Legal Parking			Waiting Restriction					Other				Total Parking Stress		
	Marked Bays		Unrestricted		Permit Holders		Pay & Display		Disabled		Motorcycle Bay		Single Yellow Out of hours					Double Yellow	Bus Stop	Turning Area	Footpath	Dropped Kerb	Single Yellow		Single Red				
	Parked	Spaces	Parked	Spaces	Parked	Spaces	Parked	Spaces	Parked	Spaces	Parked	Spaces	Parked	Spaces	Parked	Spaces	Total Legal Parking						Parked	Spaces	Parked	Spaces	Parked	Spaces	Parked
Street																													
Felpham Way			0	31										0	31	0%								0	31	0%			
Summerley Lane			9	19										9	19	47%								9	19	47%			
Firs Avenue			0	10										0	10	0%								0	10	0%			
Felpham Gardens			3	14										3	14	21%								3	14	21%			
Clovelly Avenue			0	16										0	16	0%								0	16	0%			
Wick Lane			1	4										1	4	25%								2	4	50%			
Wick Close			0	0										0	0	N/A								0	0	N/A			
														0	0	N/A								0	0	N/A			
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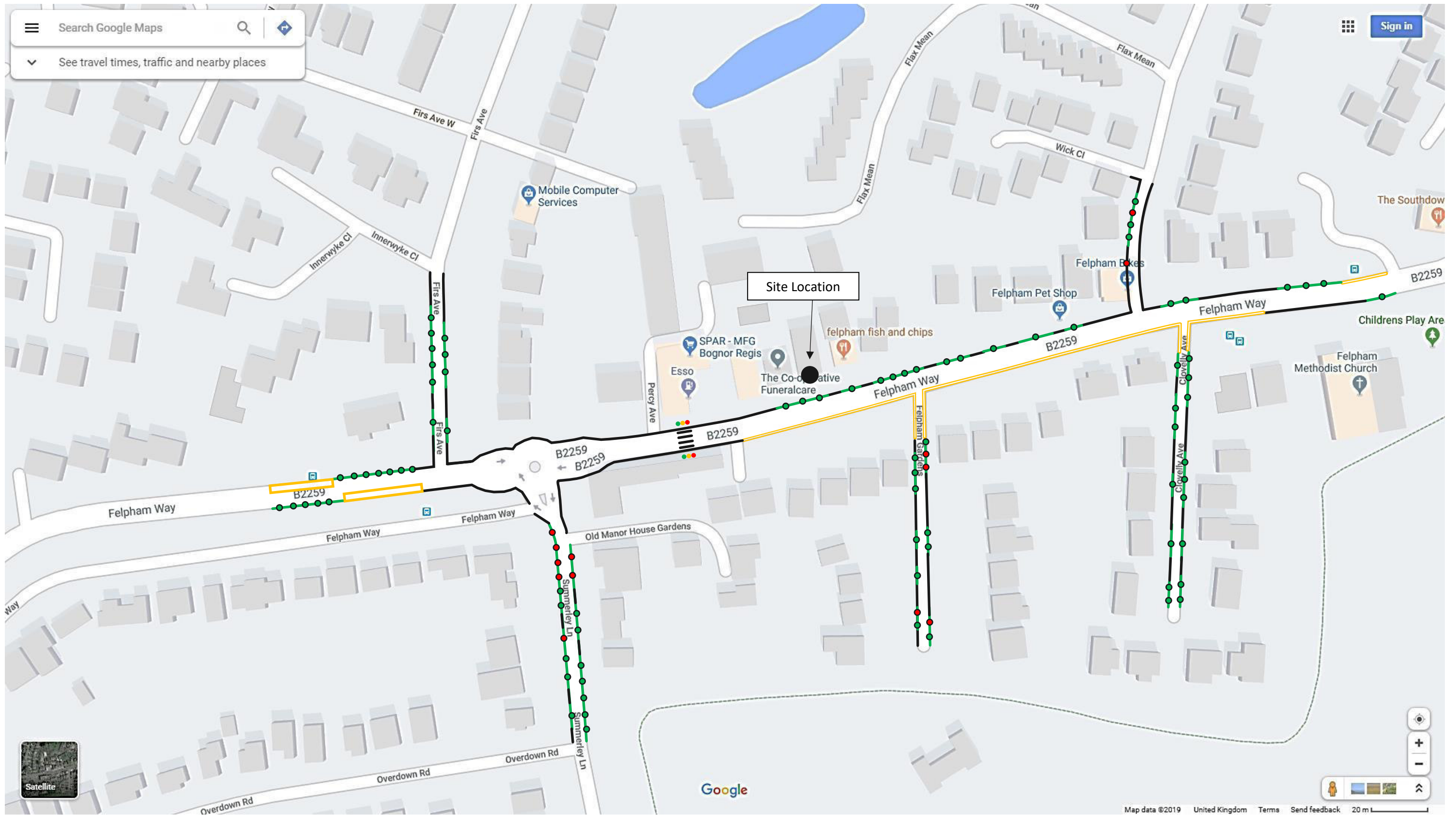
3 / 3

Tuesday 15.10.19 at 00:30



Obrada, Chichester Enterprise Centre, Terminus Road, Chichester, PO19 8TX
 01243 884630
www.obtrada.co.uk
info@obtrada.co.uk

Wednesday 16.10.19 at 00:30



Obrada, Chichester Enterprise Centre, Terminus Road, Chichester, PO19 8TX
 01243 884630
www.obtrada.co.uk
info@obtrada.co.uk



Appendix D

TRICS – Residential

Calculation Reference: AUDIT-305901-210930-0949

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	HF HERTFORDSHIRE	3 days
03	SOUTH WEST	
	DC DORSET	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
	SF SUFFOLK	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	RI EAST RIDING OF YORKSHIRE	1 days
09	NORTH	
	CB CUMBRIA	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
 Actual Range: 14 to 84 (units:)
 Range Selected by User: 1 to 100 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 10/06/21

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

Selected survey days:

Monday	3 days
Tuesday	1 days
Wednesday	3 days
Thursday	1 days
Friday	1 days

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

Selected survey types:

Manual count	9 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	5
Edge of Town	3
Neighbourhood Centre (PPS6 Local Centre)	1

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

Selected Location Sub Categories:

Residential Zone

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:

C3 9 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:

10,001 to 15,000	3 days
20,001 to 25,000	5 days
25,001 to 50,000	1 days

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

Population within 5 miles:

25,001 to 50,000	1 days
50,001 to 75,000	3 days
125,001 to 250,000	5 days

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

Car ownership within 5 miles:

0.6 to 1.0	6 days
1.1 to 1.5	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:

Yes	3 days
No	6 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	9 days
-----------------	--------

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

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

Bright Plan 2 West Barn Chichester

Licence No: 305901

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

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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	9	41	0.038	9	41	0.139	9	41	0.177
08:00 - 09:00	9	41	0.098	9	41	0.204	9	41	0.302
09:00 - 10:00	9	41	0.112	9	41	0.139	9	41	0.251
10:00 - 11:00	9	41	0.076	9	41	0.106	9	41	0.182
11:00 - 12:00	9	41	0.084	9	41	0.079	9	41	0.163
12:00 - 13:00	9	41	0.106	9	41	0.106	9	41	0.212
13:00 - 14:00	9	41	0.068	9	41	0.082	9	41	0.150
14:00 - 15:00	9	41	0.109	9	41	0.114	9	41	0.223
15:00 - 16:00	9	41	0.120	9	41	0.084	9	41	0.204
16:00 - 17:00	9	41	0.131	9	41	0.084	9	41	0.215
17:00 - 18:00	9	41	0.177	9	41	0.071	9	41	0.248
18:00 - 19:00	9	41	0.112	9	41	0.079	9	41	0.191
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.231			1.287			2.518

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

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

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Parameter summary

Trip rate parameter range selected: 14 - 84 (units:)
 Survey date range: 01/01/13 - 10/06/21
 Number of weekdays (Monday-Friday): 9
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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