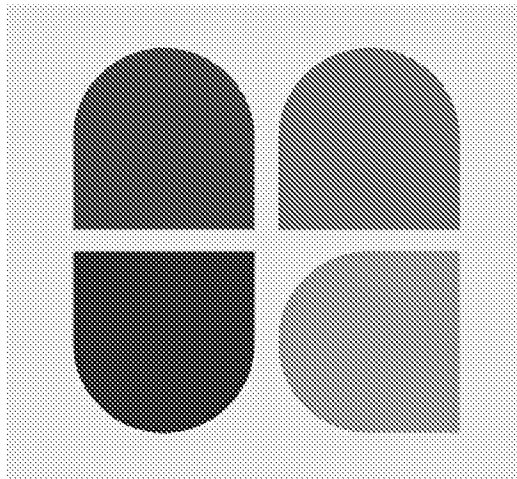




B R I G H T P L A N

**NEW KEYSTONE CENTRE, ELDON WAY,
LITTLEHAMPTON**

PROPOSED YOUTH CENTRE

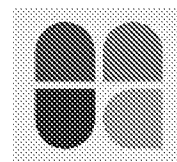
Transport Statement

Prepared on Behalf of

Littlehampton Town Council

6313

September 2021



DOCUMENT CONTROL

Project: New Keystone Centre, Eldon Way, Littlehampton
Proposed Youth Centre

Document: Transport Statement
Client: Littlehampton Town Council

Reference: 6313

Document Checking:

Author: EJD _____

Date: 26/08/2021

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Date: 26/08/2021

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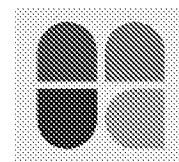
Date: 26/08/2021

Status:

Issue	Date	Status	Issued by
1.	26/08/2021	Draft	EJD
2.	14/09/2021	Final	SMO
3.			
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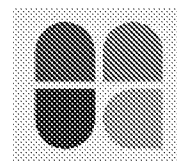
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PLANS

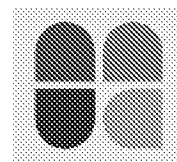
Plan 01 Accessibility Plan

DRAWINGS

- 000** Existing Keystone Centre and Proposed Keystone Centre Parking
- 001** Access Overview and Visibility Splays
- 002** Access Vehicle Swept Path Analysis
- 003** Fire Tender Vehicle Swept Path Analysis
- 004** Refuse Freighter Vehicle Swept Path Analysis
- 005** Estate Car and Mini Bus Parking Vehicle Swept Path Analysis
- 006** Visibility Splays

APPENDICES

Appendix A TRICS Report



1 INTRODUCTION

- 1.1.1 This Transport Statement (TS) has been prepared by Bright Plan on behalf of Littlehampton Town Council to support a planning application for the development of a youth centre to be known as the New Keystone Centre, located on Eldon Way, Littlehampton. The centre would replace the existing Keystone Centre situated on the opposite side of Eldon Way. The site location is shown in **Figure 1.1**.

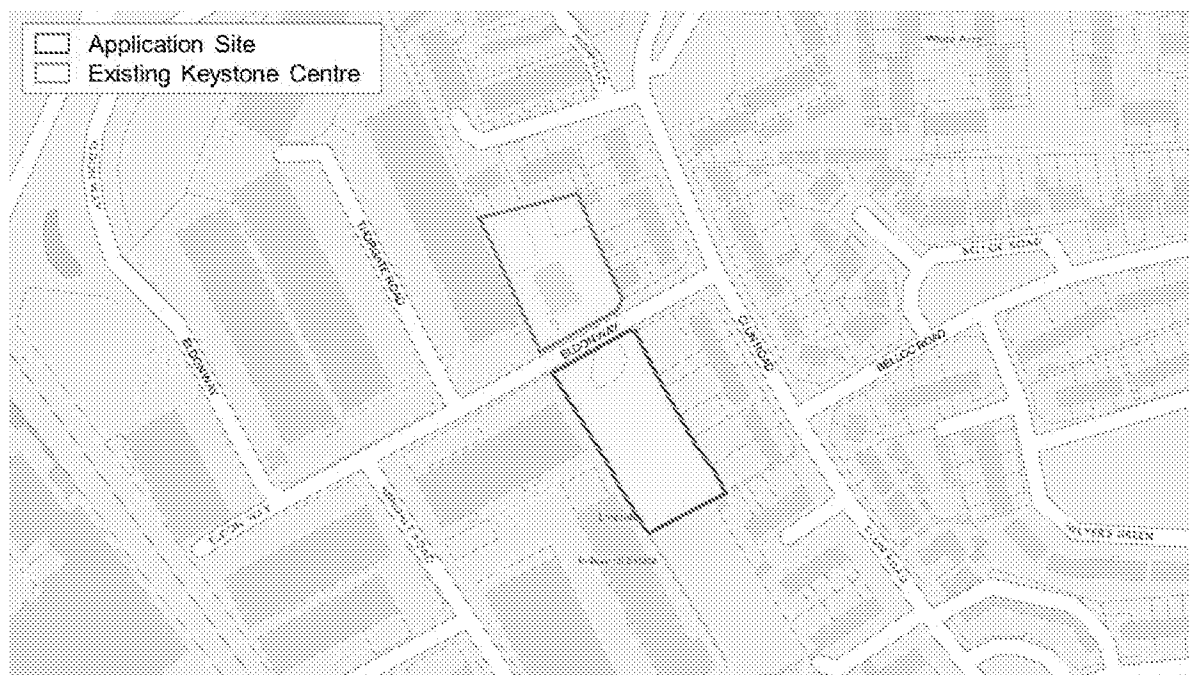
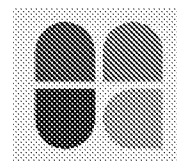


Figure 1.1: Application Site Location

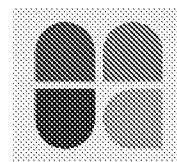
- 1.1.2 The site currently comprises of a park/recreation area including a children's play area and also provides access to a BMX track to the rear. The development would involve the construction of a new youth centre, including new play areas and a Multi-Use Games Area (MUGA), with continued access to the BMX track. The proposal would be supported by a new vehicle access served from Eldon Way.

1.2 Scope of Transport Statement

- 1.2.1 This TS outlines the key transport planning matters in accordance with national, regional and local guidance, reviewing the site's accessibility, relevant planning history/context, the proposed development layout, car and cycle parking requirements, access arrangements, servicing arrangements, and the proposed trip impact on the local road network.
- 1.2.2 The site has been assessed against the background of transport planning policy set out in the National Planning Policy Framework and Arun District Council's local transport policies. The site's highways design has been prepared in accordance with the Design Manual for Roads and Bridges (DMRB) and Manual for Streets (MfS) 1 and 2.
- 1.2.3 The remainder of this report comprises the following sections:
- Section 2** sets out the transport conditions in the local area and highway network, and provides a review of highway safety.
 - Section 3** provides an assessment of the proposed access and internal layout design, parking provision, the site's servicing arrangements.



- iii. **Section 4** provides an assessment of the site's trip generation and the anticipated traffic impact on the local road network.
- iv. **Section 5** provides a summary of the TS conclusions.



2 BASELINE CONDITIONS

2.1 Site Location and Description

- 2.1.1 The existing site encompasses an area of c.2.7ha, currently comprising a park/recreation area including a children's play area. The site is bordered by Eldon Way to the north, residential properties to the east, commercial properties to the west, and an adjoining BMX track to the south. The existing site context is demonstrated in **Figure 2.1**.



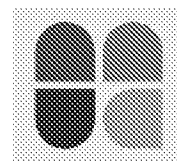
Figure 2.1: Aerial View of Site Location

2.2 Existing Vehicle Access

- 2.2.1 Vehicle access to the site is currently served from a c.5m wide crossover at the northeast corner of the site. The access is used for maintenance purposes and has a gate situated at the back of the footway. The existing access is shown in **Figure 2.2**.



Figure 2.2: Existing Vehicle Access



2.3 Local Road Network

- 2.3.1 The site fronts onto Eldon Way which primarily serves businesses within Lineside Industrial Estate, and provides access to the A259 to the northwest of the site. Eldon Way has a 7.3m wide carriageway, flanked by footways on either side. The road is subject to a 30mph speed limit, and has restricted access for vehicle over 7.5T in the vicinity of the site. The road has no parking restrictions. Eldon Way's highway features are shown in **Figure 2.3**.

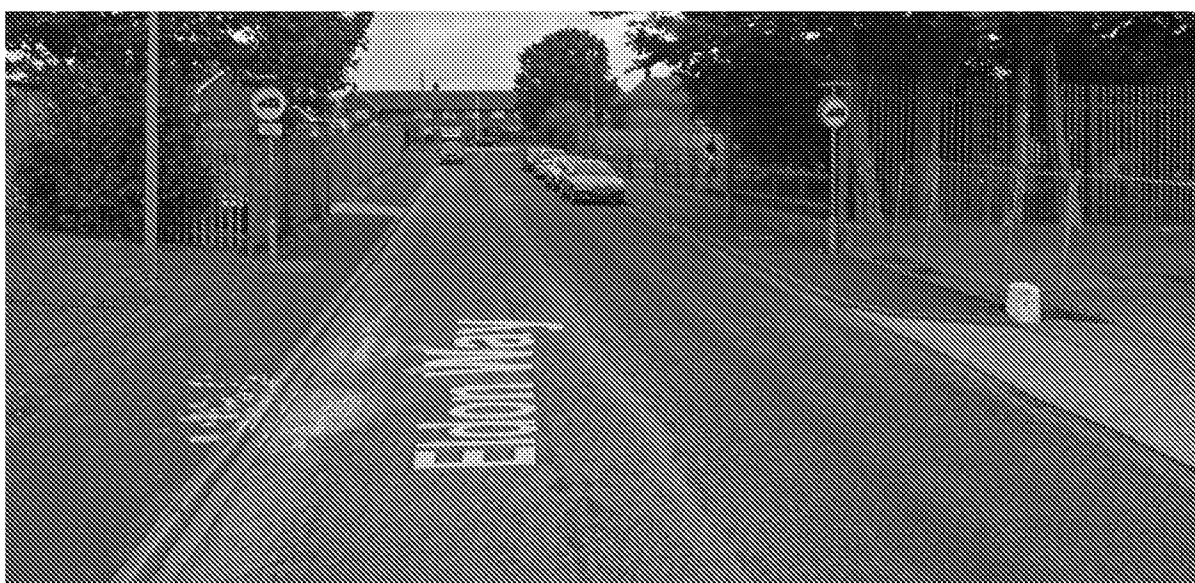


Figure 2.3: Eldon Way

2.4 Wider Highway Network

- 2.4.1 The A259 is accessible via Eldon Way to the northwest of the site, and provides a route along the south coast connecting to Chichester, Bognor Regis and Worthing. In addition, the A285 is situated c.880m to the northeast of the site and is accessible via the A259 or Clun Road. The A285 runs to the north connecting to the A27, providing access to the Strategic Road Network (SRN). The site's location in the context of the wider highway network is shown in **Figure 2.4**.

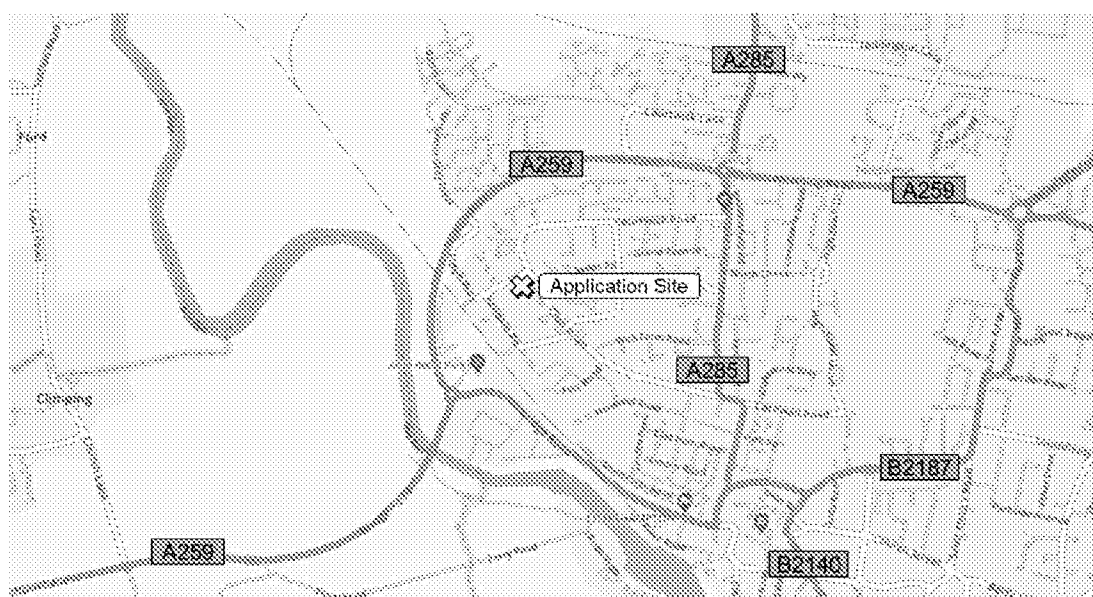
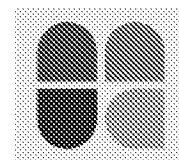


Figure 2.4: Wider Highway Network



2.5 Accessibility Credentials

Pedestrian Accessibility

- 2.5.1 Eldon Way is flanked by c.1.8m wide footways on the either side of the carriageway. The footways connect with Littlehampton's wider footway network providing continuous pedestrian access through suburban areas of Littlehampton. The existing footways on Eldon Way are shown in **Figure 2.3**.
- 2.5.2 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. As shown on **Plan 01**, a range of local services and amenities, including local bus stops, are situated within 1km of the application site and are therefore accessible on foot.

Cycle Accessibility

- 2.5.3 The western length of Eldon Way includes a local cycle route which provides access to Wick to the north, and Littlehampton town centre/ seafront to the south. The route additionally connects with the National Cycle Route (NCR) 2 at Terminus Road c.850m to the south of the site, providing a largely traffic-free route to Bognor Regis. The local cycle route network is shown on **Plan 01**.
- 2.5.4 The CIHT's publication 'Cycle Friendly Infrastructure' (1996), suggests that reasonably fit individuals can comfortably cycle a distance of 8km. The full extent of Littlehampton, as well as Rustington, East Preston and much of Bognor Regis are therefore accessible from the site by cycle.

Accessibility by Bus

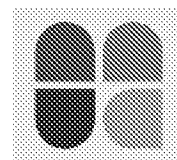
- 2.5.5 The 'Wickbourne Stores' bus stops are situated on Clun Road c.150m to the southeast of the site. The stops serve the no.700 service which runs between Brighton and Wick, with high frequency services on both weekdays and weekends. The stops also serve the no.665 school service to Westbourne School, which provides a convenient connection for pupils attending the youth centre after school. Details of the services available are provided in **Figure 2.5**.

Service No.	Route Summary	Typical Frequency	Typical Operating Hours
700	Brighton - Wick	Mon-Fri: 1 every 10 min Sat: 1 every 12 min Sun: 1 every 20 min	Mon-Fri: 05:43 – 20:25 Sat: 06:47 – 20:25 Sun: 07:05 – 19:15
665	Wickbourne - Westergate	1 out and return every school day	Out: 07:14 Return: 15:20

Figure 2.5: Services Available from Wickbourne Stores Bus Stops

Accessibility by Train

- 2.5.6 Littlehampton railway station is situated c.1km to the southeast of the site and is accessible via the local cycle routes or using the no.700 bus service. The station provides regular services to a range of locations including Worthing, Bognor Regis, Hove, Portsmouth and Southsea, London Victoria. A summary of services available is provided in **Figure 2.6**.



Destination	Route Summary	Typical Journey Time	Typical Frequency
Worthing	Littlehampton – Angmering – Worthing	21 – 22 minutes	2 every hour
Bognor Regis	Littlehampton – Barnham – Bognor Regis	21 – 25 minutes	2 every hour
Hove	Littlehampton – Worthing – Shoreham-by-Sea – Hove	37 – 51 minutes	3 every hour
Portsmouth & Southsea	Littlehampton – Barnham – Chichester – Havant – Portsmouth & Southsea	53min – 1hr 5min	3 every hour
London Victoria	Littlehampton – Worthing – Hove – Burgess Hill – East Croydon – London Victoria	1hr 45min – 1hr 50min	3 every hour

Figure 2.6: Services Available from Littlehampton Railway Station

2.6 Accident Record

- 2.6.1 To determine highway safety on the local road network an assessment of Personal Injury Accidents (PIAs) has been undertaken for a 5-year period from July 2015 to July 2021 using the Sussex Safer Roads Partnership online data portal. The study reviewed an area within 300m of the site, including Eldon Way, Clun Road, Arndale Road and Belloc Road.
- 2.6.2 Patterns displayed in the data can be assessed with regards to their proximity, frequency, severity and the cause of incident 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 injuries sustained. The locations of the incidents relative to the site is displayed on **Figure 2.7**.

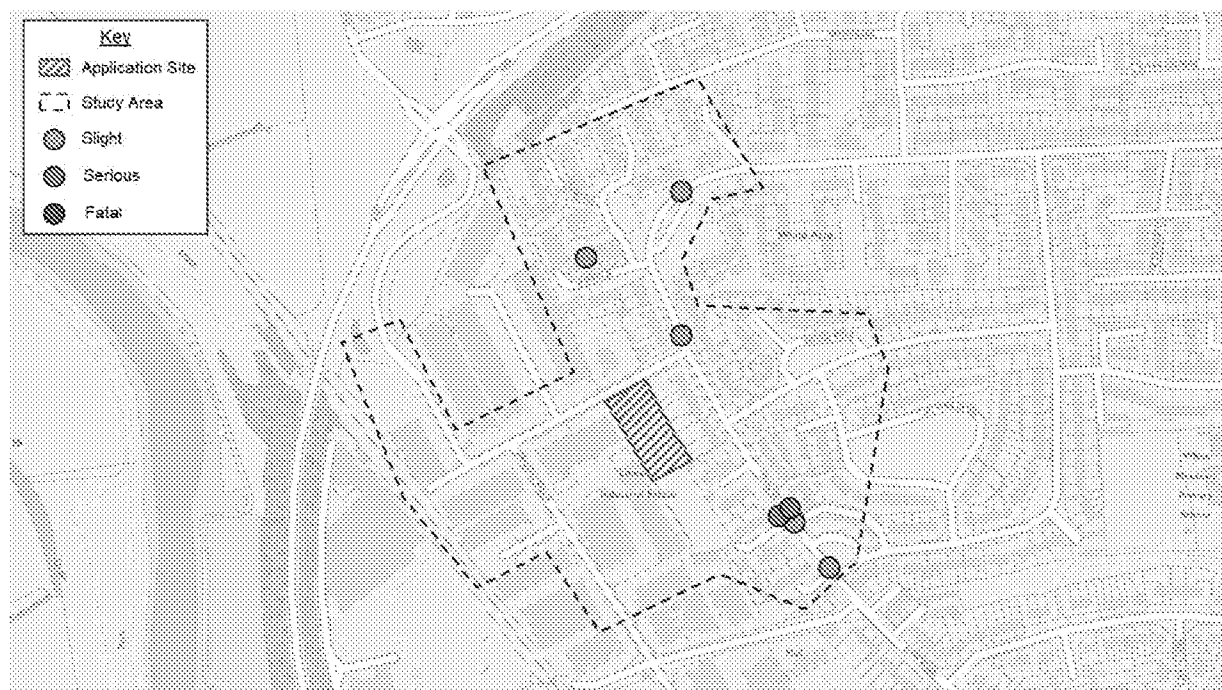
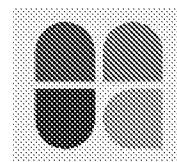


Figure 2.7: PIA Distribution

- 2.6.3 A total of 7 incidents were recorded during the 5-year period, comprised of 2 'serious' incidents and 5 'slight' incidents. The PIA record does not reveal any pattern that in terms of distribution, severity or cause that would be exacerbated by the proposed development.



3 PROPOSED DEVELOPMENT

3.1 Overview

- 3.1.1 The proposed development would involve the construction of a new youth centre and associated facilities, as well as a new car park adjoining Eldon Way. The centre would replace the existing Keystone Centre on the opposite side of Eldon Way. The proposed site layout is shown on **Drawing 2021-6313-000**.

3.2 Vehicle Access

Access Geometries

- 3.2.1 Vehicle access to the site would be served from a vehicle crossover adjoining the southern side of Eldon Way in the location of the existing access. The access would comprise a 6.0m wide vehicle crossover supported by 1.0m chamfers, designed in accordance with DMRB CD 123 'Geometric design of at-grade priority and signal-controlled junctions'. The proposed access arrangement is shown on **Drawing 2021-6313-001**.

Vehicle Swept Path Analysis

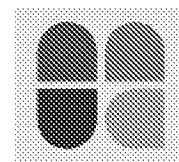
- 3.2.2 A vehicle swept path analysis has been undertaken reviewing the operation of the proposed site access. The vehicle swept path analysis demonstrates the following vehicle manoeuvres:
- i. Concurrent access and egress by a large estate car in **Drawing 2020-6313-002**.
 - ii. Access and egress by a minibus in **Drawing 2020-6313-002**.
 - iii. Access and egress by fire tenders in **Drawing 2020-6313-003**.

Visibility

- 3.2.3 Visibility requirements at the site access have been determined based on a 30mph design speed in line with the posted speed limit on Eldon Way. Using the calculation coefficients set out in Manual for Streets (MfS), splays measuring 2.4m x 43.0m are required in both directions. The necessary visibility splays are achievable as demonstrated on **Drawing 2020-6313-001**.
- 3.2.4 It is notable that a greater extent of visibility is achievable from the access. As shown on **Drawing 2020-6313-006**, visibility is achievable along the full extent of Eldon Way between the junction with Clun Road and the 90° bend in the road (2.4m x 191.4m).

3.3 Pedestrian Access

- 3.3.1 Primary pedestrian access to the site would be served from a 2.0m wide footpath connecting with the existing footway on Eldon Way. The footpath would provide a continuous connection through the site providing access to the new youth centre, and the MUGA and bmx track to the rear. The pedestrian access arrangement is shown on **Drawing 2021-6313-001**.
- 3.3.2 A new pedestrian crossing would be provided across Eldon Way in line with the proposed pedestrian access. The uncontrolled crossing would comprise dropped kerbs and tactile paving. Pedestrian visibility splays at the proposed crossing are demonstrated as achievable on **Drawing 2020-6313-001**.



3.4 Emergency Access

3.4.1 The site would allow fire tenders (the largest emergency vehicle) to comfortably negotiate the proposed access and perform on-site turning manoeuvres. In accordance with MfS guidance, the following design compliances are met:

- i. Fire tenders would be able to access within 45.0m of the proposed building.
- 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 throughout the site.

3.4.2 A vehicle swept path analysis has been undertaken demonstrating fire tenders accessing the site and performing turning manoeuvres in **Drawing 2020-6313-003**.

3.5 Servicing Arrangements

3.5.1 Refuse collection would be undertaken from Eldon Way's carriageway, from a bin store situated just inside the site access. Bin carry distances between properties and refuse collectors would be within the maximum thresholds set out in MfS, as demonstrated in **Drawing 2020-6313-004**.

3.6 Car Parking Provision

3.6.1 ADC and WSCC's car parking guidance documents do not provide representative parking standards for youth centres. The required level of parking has therefore been based on the parking ratio for the existing Keystone Centre. A summary of the assessment and the proposed provision is shown on **Drawing 2021-6313-000** and in **Figure 3.1**.

Existing Keystone Centre			New Keystone Centre		
Area	Parking Spaces	Ratio	Area	Parking Spaces Based on Existing Ratio	Proposed Provision
268	8	1 space per 33.5sqm	394	12 (1 space per 33.5sqm)	12 including 1 disabled and 1 minibus

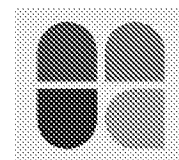
Figure 3.1: Car Parking Provision

3.6.2 The site would provide 12 spaces which is in line with the ratio of the existing Keystone Centre, however the provision would also include 1 disabled bay and 1 minibus bay. As such, the provision is in line with the existing parking ratio and is appropriate for the proposed centre.

3.6.3 Parking spaces would use minimum dimensions of 2.4m x 4.8m in accordance with MfS guidance. A vehicle swept path analysis has been undertaken demonstrating car parking manoeuvres in **Drawing 2020-6313-005**.

3.7 Cycle Parking

3.7.1 ADC and WSCC's parking guidance documents do not provide relevant cycle parking standards for youth centres. The site would provide 8 spaces to the front of the building which is considered appropriate for the proposed centre. The cycle parking is shown on **Drawing 2020-6313-000**.



4 TRIP GENERATION AND TRAFFIC DISTRIBUTION

4.1 Trip Generation Assessment

- 4.1.1 To establish the number of vehicle trips associated with the centre, a trip generation assessment has been undertaken using the TRICS database. It is noted however that as the development would replace the existing Keystone community centre, it is anticipated that the majority of vehicle trips to the site would be existing trips on the local road network associated with the existing centre.
- 4.1.2 To identify surveys of comparable sites, the parameters identified in **Figure 4.1** have been used to filter the TRICS database.

TRICS (Version 7.8.2)	
Filtering Parameter:	Criteria Selected:
i. Land use	Leisure – Community Centre
ii. Regions	England (Excluding Greater London)
iii. Gross Floor Area	100 – 1000 sqm
iv. Date Range	01/01/13 to 24/05/19
v. Count Type	Manual
vi. Selected Days	Weekdays
vii. Selected Locations	- o Edge of Town Centre – 2 survey days - o Suburban Area – 1 survey day
viii. Population Within 1 Mile	- o 5,001 to 10,000 – 2 survey days - o 25,001 to 50,000 – 1 survey day
ix. Population Within 5 Miles	- o 5,001 to 25,000 – 1 survey day - o 25,001 to 50,000 – 1 survey day - o 50,001 to 75,000 – 1 survey day

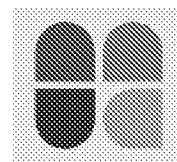
Figure 4.1: TRICS Filtering Parameters

- 4.1.3 A summary of the weekday peak hour trip rates, and the subsequent vehicle movements associated with the dwellings is provided in **Figure 4.2**. The full TRICS output is attached at **Appendix A**.

Trip Rate per 100sqm			
Time Period	Arrivals	Departures	Two-way Total
AM Peak Hour (08-09)	0.752	0.058	0.810
PM Peak Hour (17-18)	1.099	0.578	1.677
Daily (12 Hour)	8.022	8.761	16.783
TRICS Vehicle Trip Generation (394 sqm)			
AM Peak Hour (08-09)	3	0	3
PM Peak Hour (17-18)	4	2	7
Daily (12 Hour)	32	35	66

Figure 4.2: Anticipated Trip Generation

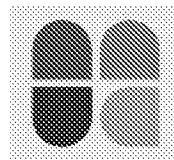
- 4.1.4 The TRICS assessment suggests that the community centre would generate 66 daily 2-way vehicle movements of which 3 would occur during the network's AM peak traffic hour (08:00-09:00), and 7 would occur in the PM peak traffic hour (17:00-18:00).



5 SUMMARY AND CONCLUSIONS

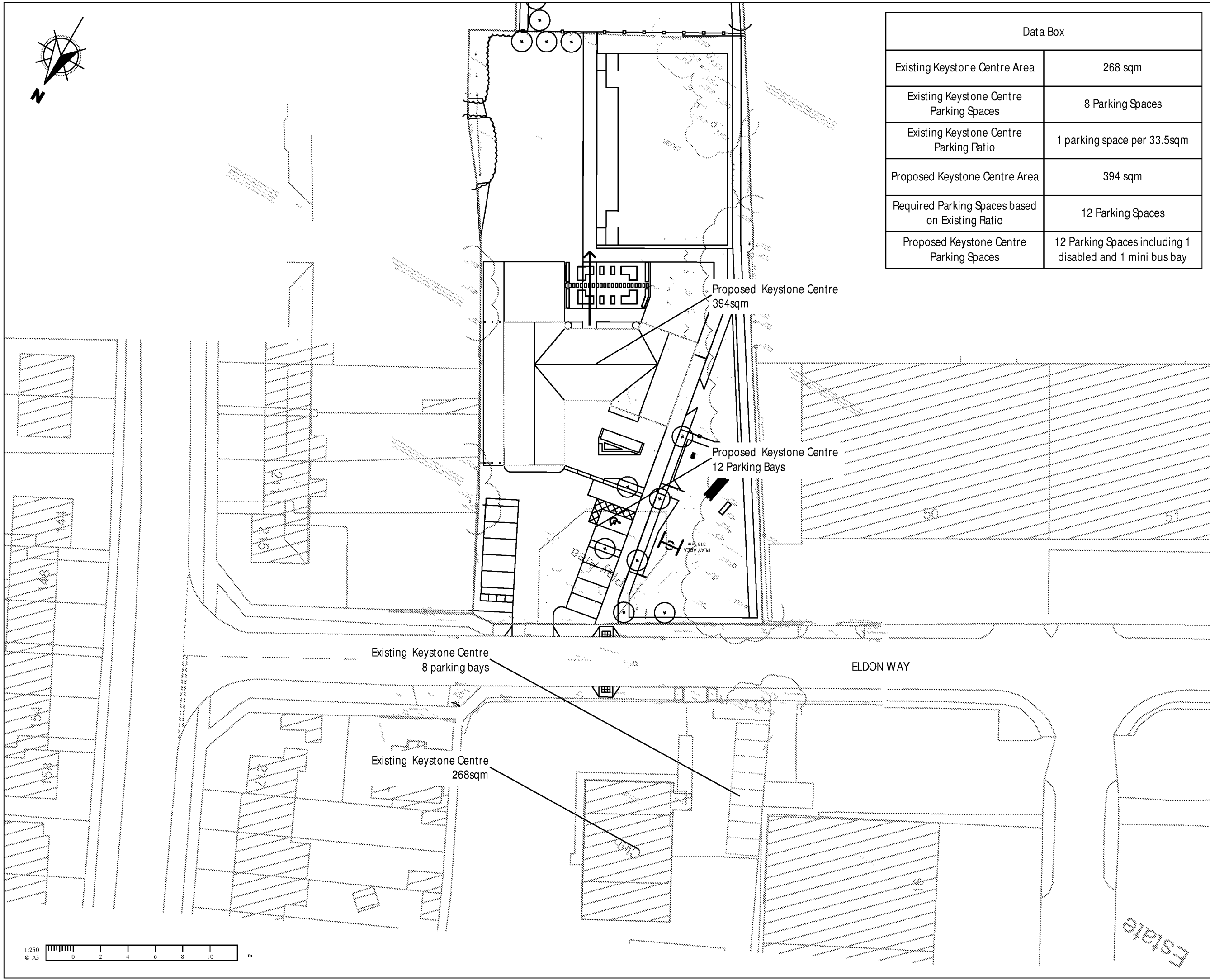
5.1.1 This Transport Statement has been prepared by Bright Plan on behalf of Littlehampton Town Council to support a planning application for a youth centre at Eldon Way, Littlehampton. The findings from this report are as follows:

- i. The application site is readily accessible on foot and by cycle using existing footways and cycle routes. Conveniently located bus stops and Littlehampton railway station provide further opportunities for sustainable travel from the site.
- ii. The PIA record does not reveal any pattern in terms of distribution, severity or incident circumstances that would be exacerbated by the proposal.
- iii. Vehicle access to the site would be served from a new access adjoining Eldon Way. The geometric arrangement of which accords with DMRB CD 123.
- iv. A vehicle swept path analysis has been undertaken demonstrating that the access geometries can accommodate concurrent car movements, as well as access by large emergency vehicles.
- v. The access achieves the necessary visibility splays based on the 30mph speed limit on Eldon Way.
- vi. A dedicated pedestrian access would be provided adjoining the existing footway on Eldon Way, and a new pedestrian crossing would be provided across Eldon Way.
- vii. The site's internal geometries would accommodate access and turning manoeuvres by large emergency vehicles.
- viii. The required car parking provision for the development has been determined using the parking ratio for the existing Keystone Centre. The development would additionally provide a disabled parking bay and a minibus bay.
- ix. The development would provide 8 cycle parking spaces to the front of the proposed building.
- x. A trip generation assessment has been undertaken suggesting that the development would generate 66 daily 2-way vehicle movements, of which 3 would occur in the AM peak hour, and 7 would occur in the PM peak hour.
- xi. The majority of vehicle trips would not be new to the local road network, as a comparable trip generation would be associated with the existing Keystone Centre that will cease operating.



DRAWINGS

- 000** Existing Keystone Centre and Proposed Keystone Centre Parking
- 001** Access Overview and Visibility Splays
- 002** Access Vehicle Swept Path Analysis
- 003** Fire Tender Vehicle Swept Path Analysis
- 004** Refuse Freighter Vehicle Swept Path Analysis
- 005** Estate Car and Mini Bus Parking Vehicle Swept Path Analysis
- 006** Visibility Splays



Data Box	
Existing Keystone Centre Area	268 sqm
Existing Keystone Centre Parking Spaces	8 Parking Spaces
Existing Keystone Centre Parking Ratio	1 parking space per 33.5sqm
Proposed Keystone Centre Area	394 sqm
Required Parking Spaces based on Existing Ratio	12 Parking Spaces
Proposed Keystone Centre Parking Spaces	12 Parking Spaces including 1 disabled and 1 mini bus bay

NOTES

A3

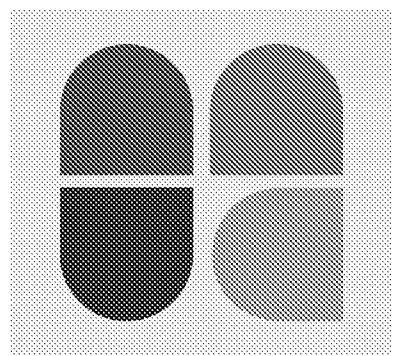
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4. Any information given regarding existing underground services is given in good faith after consultation with the relevant authority, however accuracy is not certain.

-LEGEND-

- Site Boundary
Existing Road
Markings

B	Revised Layout	13/09/2021
A	Revised Layout	22/06/2021
-	Original Issue	09/06/2021

Rev.	Amendments	Date
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Drawing Status	Final
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Client	Littlehampton Town Council
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Project	Keystone Centre, Eldon Way
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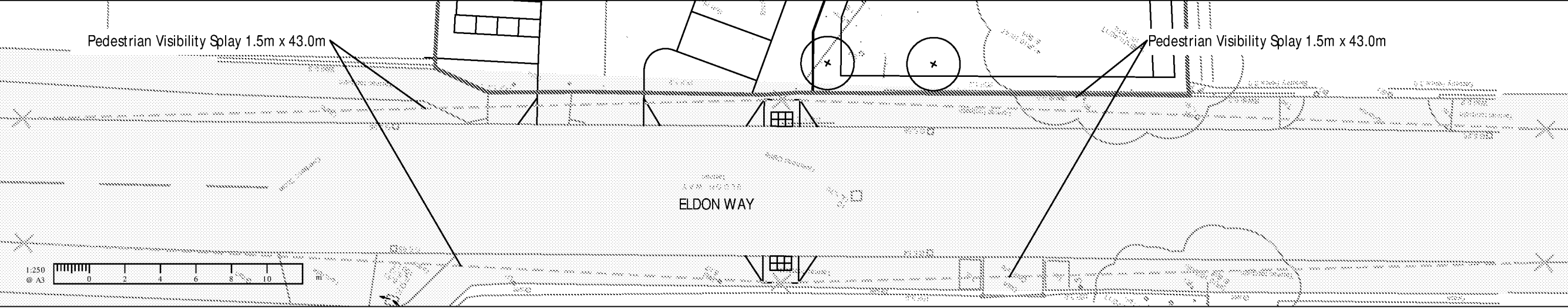
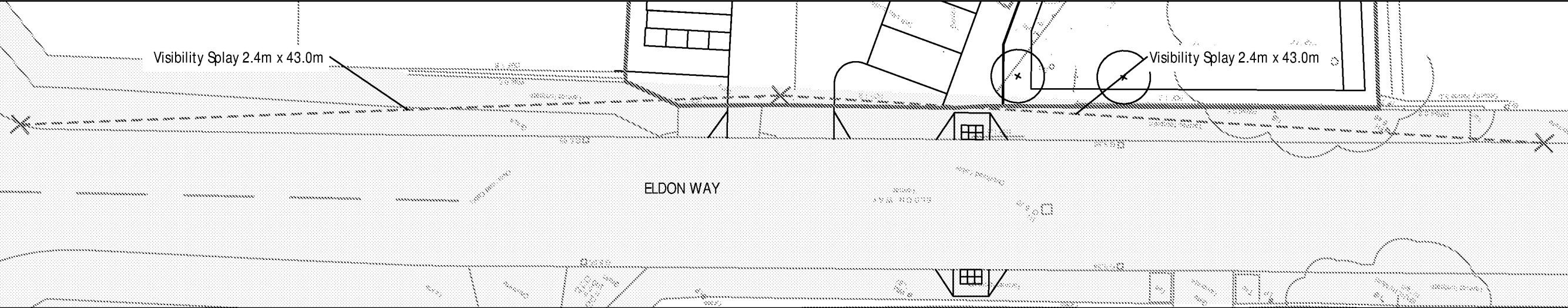
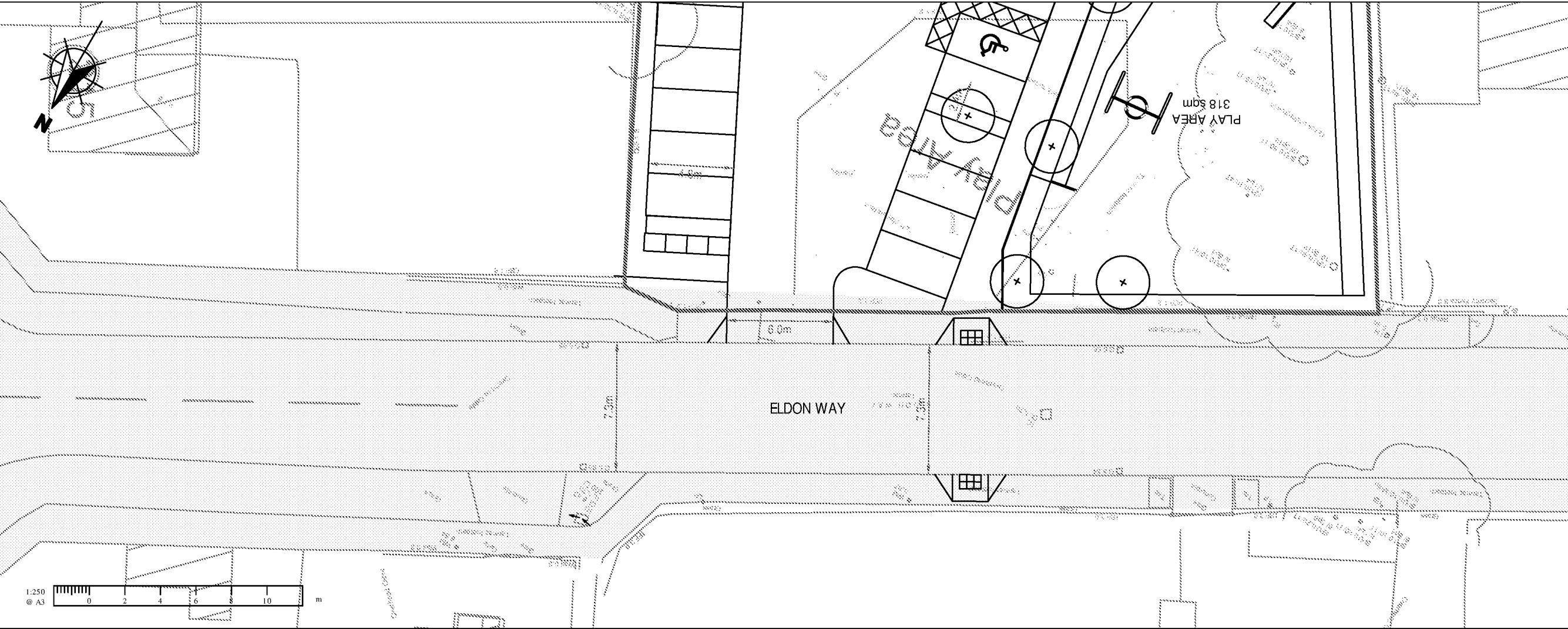
Drawing Title	Existing Keystone Centre and Proposed Keystone Centre Parking
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-LEGEND-

Site Boundary

Public Highway

Existing Road Markings

Visibility Splays

Pedestrian Visibility Splays

C

Revised Layout

13/09/2021

B

Revised Layout

24/08/2021

A

Revised Layout

22/06/2021

-

Original Issue

09/06/2021

Rev.

Amendments

Date

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Drawing Status

Final

Client

Littlehampton Town Council

Project

Keystone Centre, Eldon Way

Drawing Title

Access Overview and Visibility Splays

Scale

1:250

Date

Sept 21

Drawn By

SMO

Checked

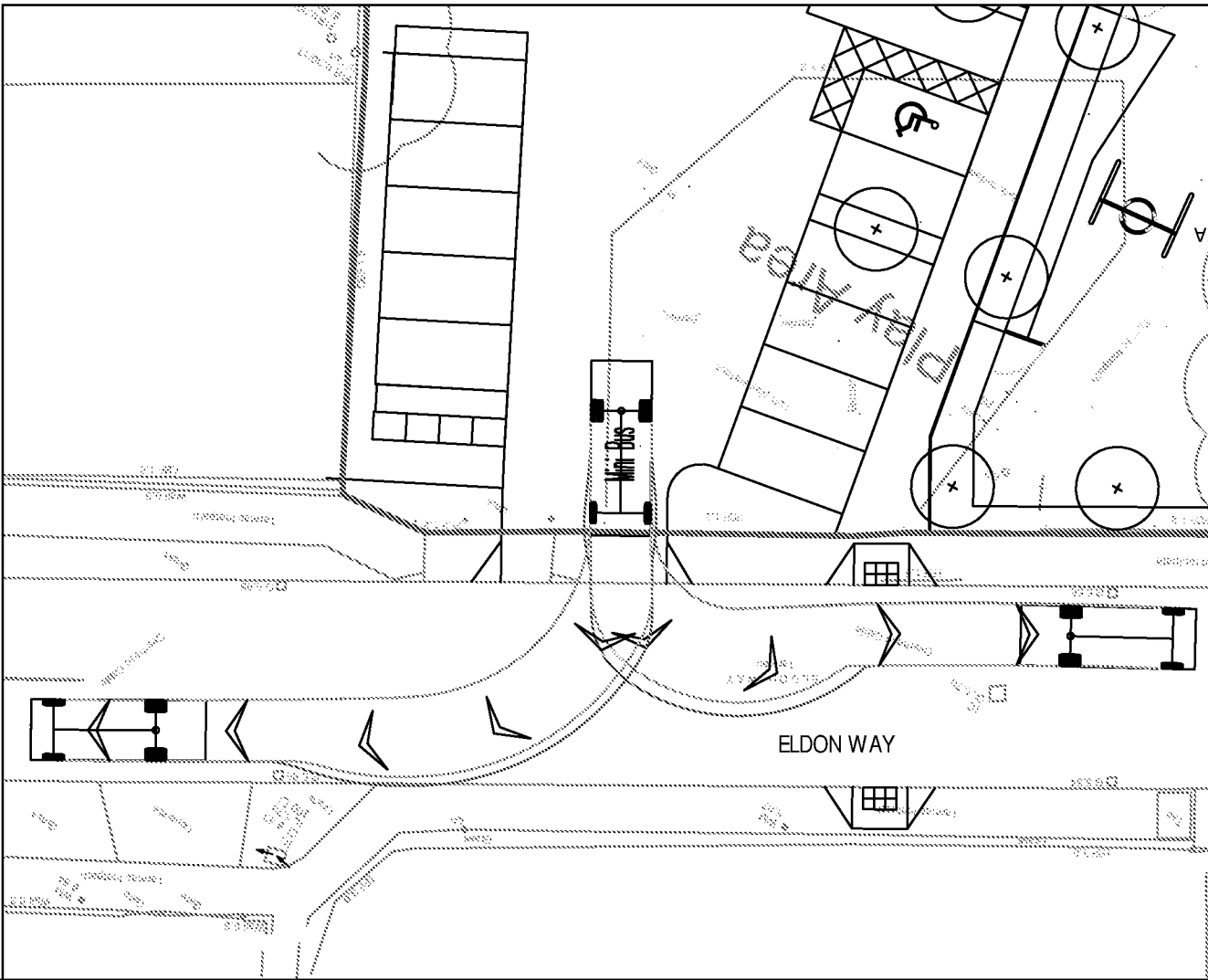
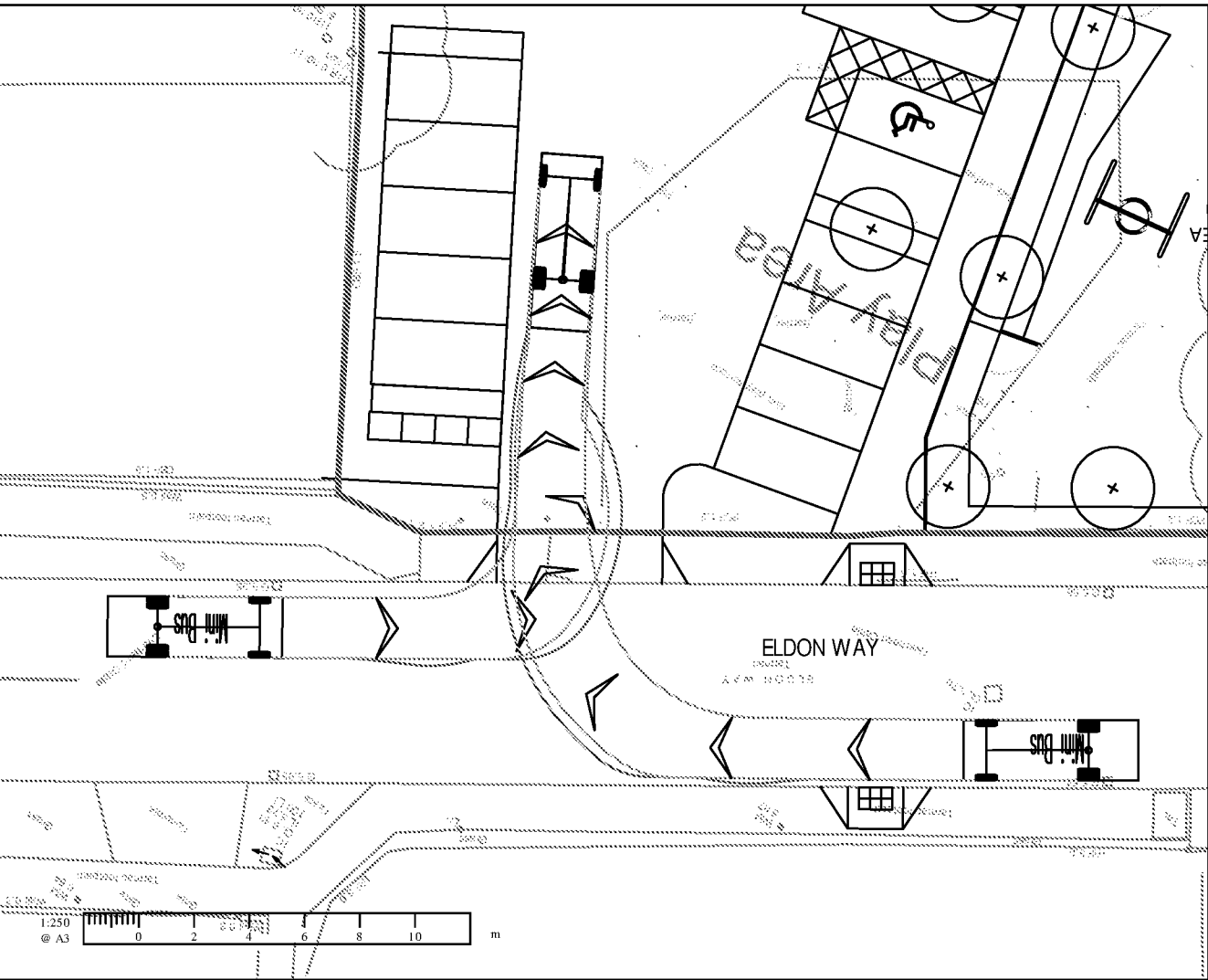
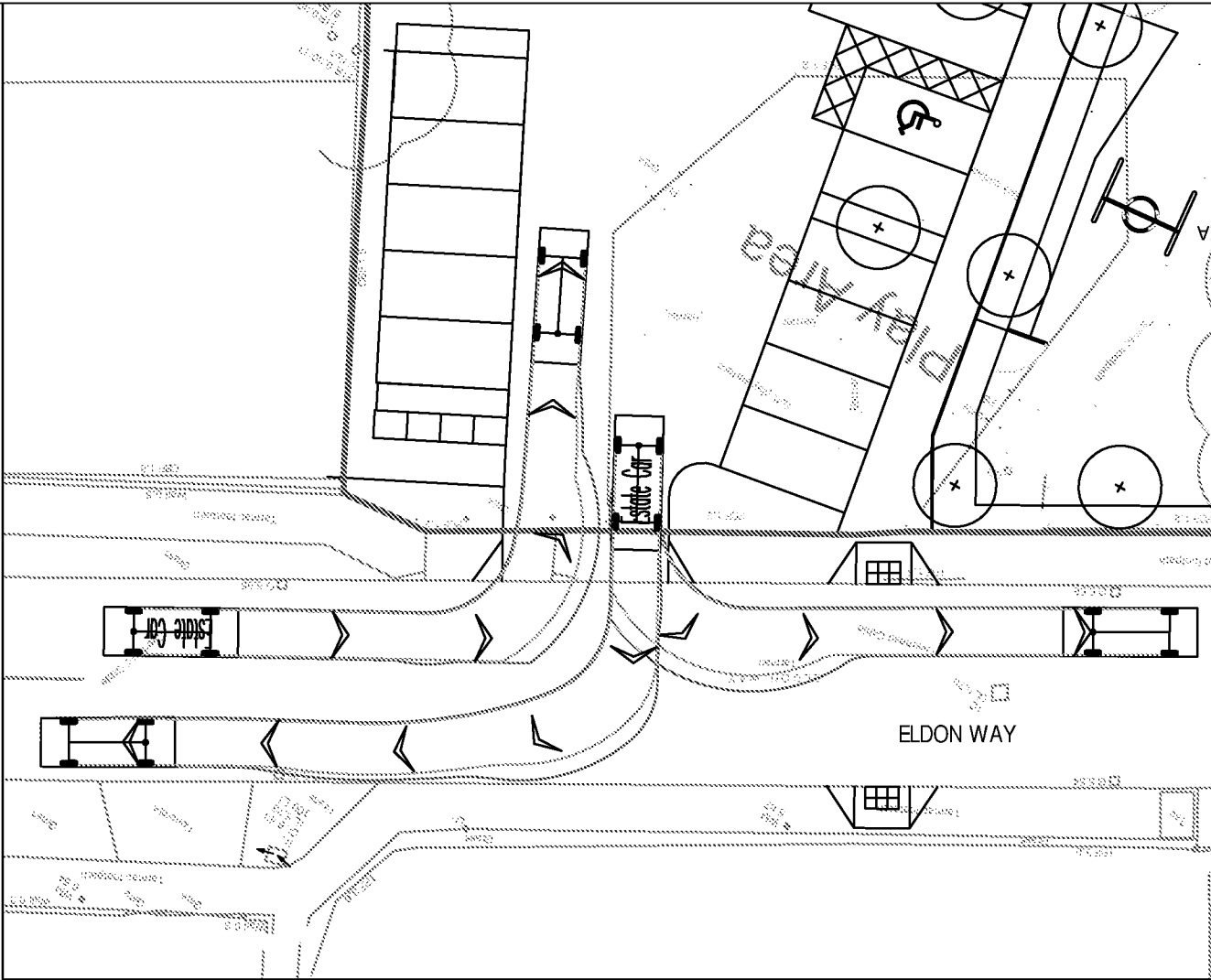
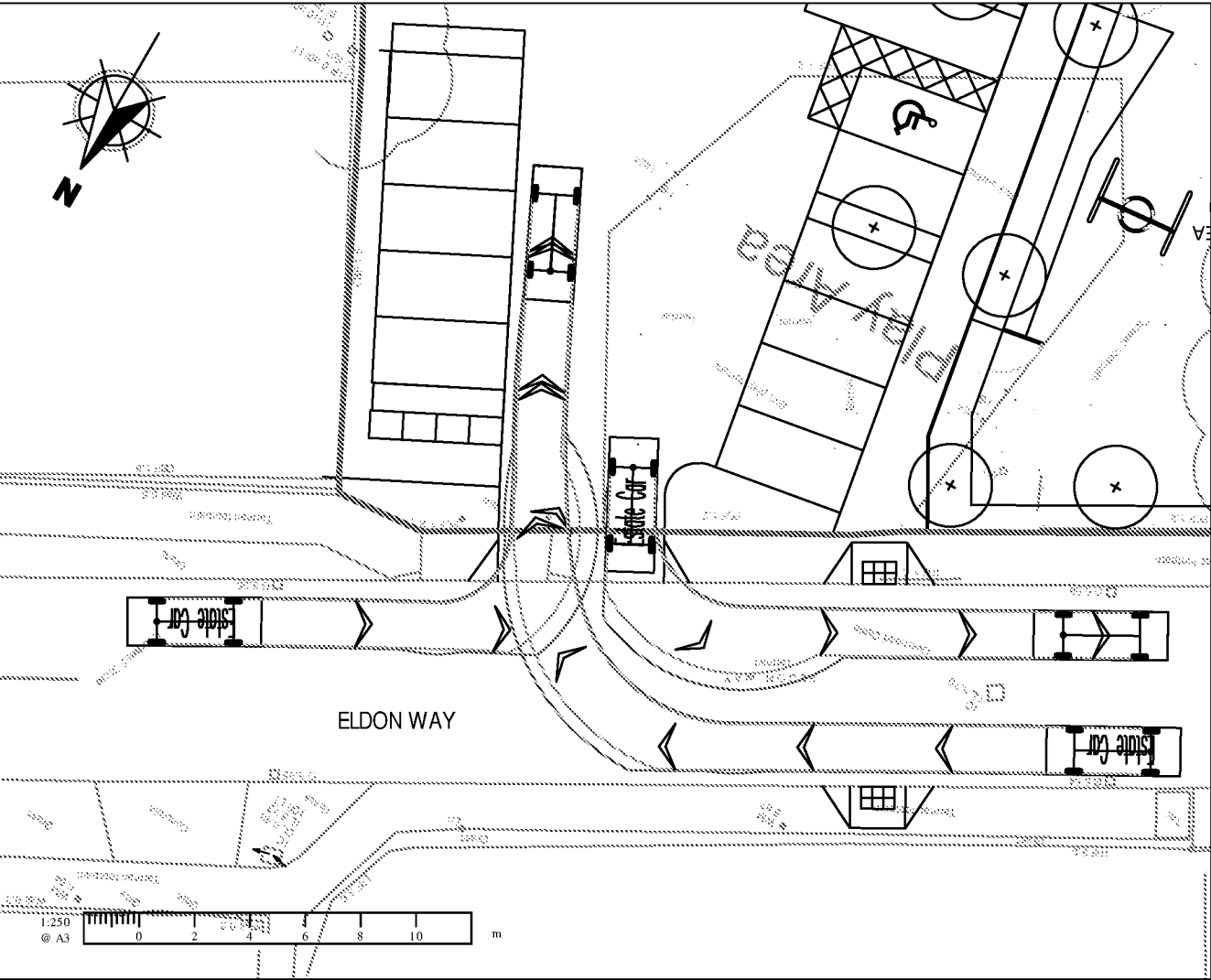
ALB

Drawing No.

2021-6313-001

Rev.

C



NOTES

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LEGEND

Site Boundary

Existing Road

Markings

Swept Path

Wheel Track

Over Swing

6.330

3.7

2.192

2.601

0.374

2.192

4.005

6.450

Mini Bus

Overall Length

Overall Width

Overall Body Height

Min Body Ground Clearance

Track Width

Lock to lock time

Kerb to Kerb Turning Radius

4.845

2.7

1.424

0.189

1.655

4.005

4.950

Estate Car

Overall Length

Overall Width

Overall Body Height

Min Body Ground Clearance

Max Track Width

Lock to lock time

Kerb to Kerb Turning Radius

B

Revised Layout

13/09/2021

A

Revised Layout

22/06/2021

-

Original Issue

09/06/2021

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

Client

Littlehampton Town Council

Project

Keystone Centre, Eldon Way

Drawing Title

Access

Vehicle Swept Path Analysis

Scale

1:250

Date

Sept 21

Drawn By

SMO

Checked By

ALB

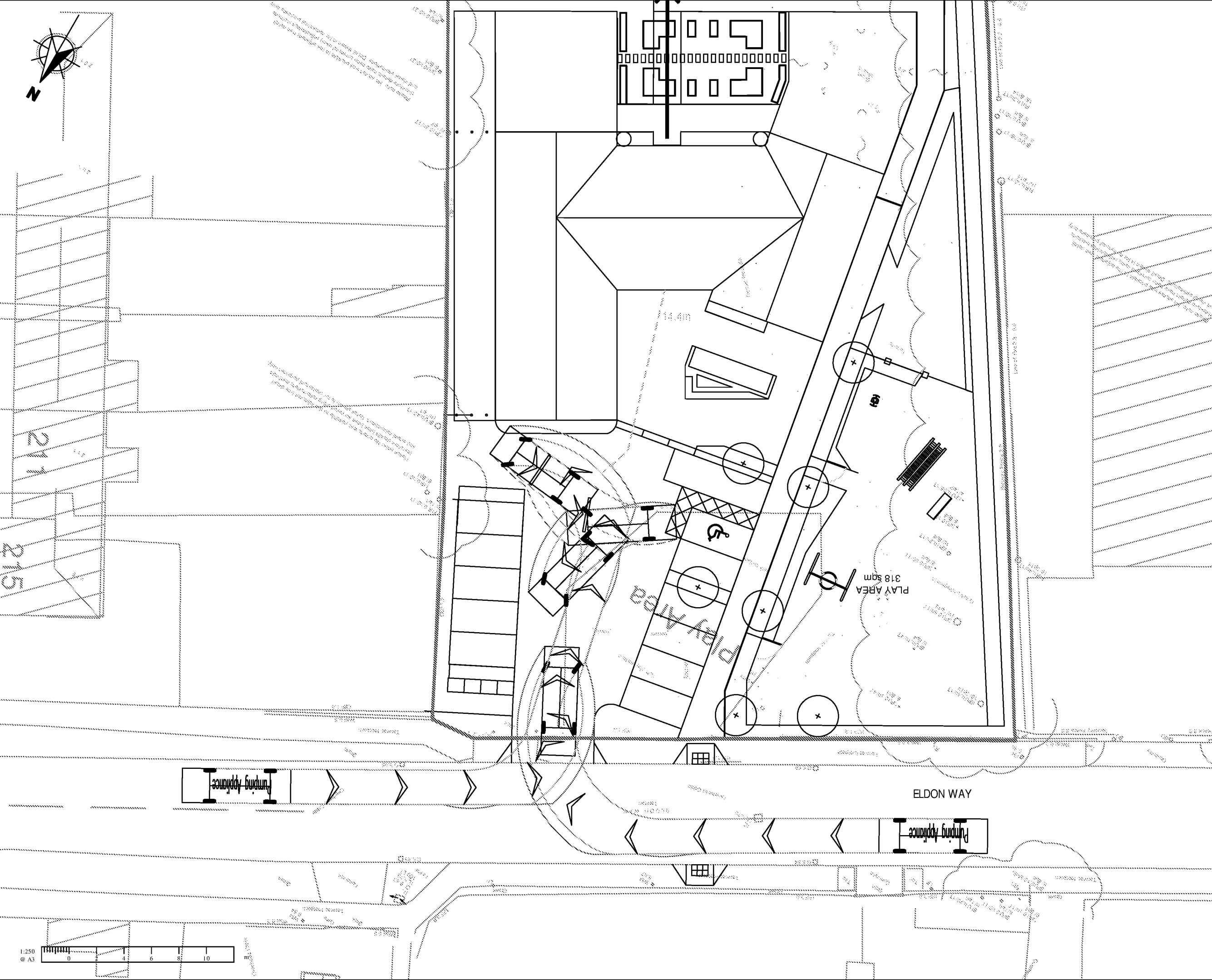
Drawing No.

2021-6313-002

Rev.

B

ARUN DISTRICT COUNCIL LU/338/21/PL



NOTES

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-LEGEND-

Site Boundary

Existing Road

Markings

Distance to Building Entrance

-Swept Path-

Wheel Track

Over Swing

7.9

1.3

4.4

Pumping Appliance

Overall Length

Overall Width

Overall Body Height

Min Body Ground Clearance

Track Width

Lock to lock time

Kerb to Kerb Turning Radius

7.900m

2.500m

3.300m

0.140m

2.500m

4.00s

7.750m

B

Revised Layout

13/09/2021

A

Revised Layout

22/06/2021

-

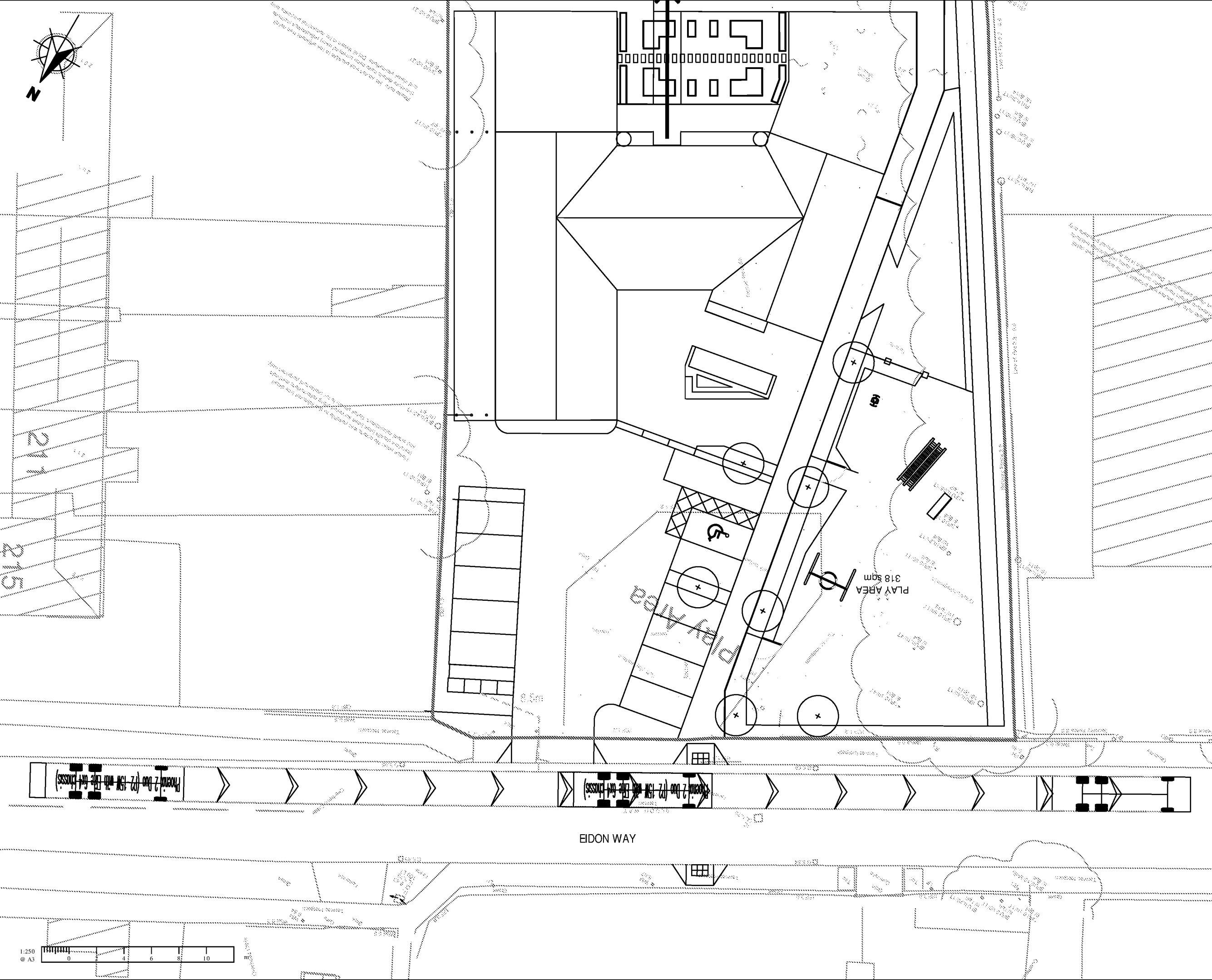
Original Issue

09/06/2021

Rev.

Amendments

Date



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-LEGEND-

Site Boundary

Existing Road

Markings

Distance to Bin Store

-Swept Path-

Wheel Track

Over Swing

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

Overall Length

Overall Width

Overall Body Height

Min Body Ground Clearance

Track Width

Lock to lock time

Kerb to Kerb Turning Radius

11,200m

2,530m

3,751m

0,304m

2,500m

4,00s

9,500m

B

Revised Layout

13/09/2021

A

Revised Layout

22/06/2021

-

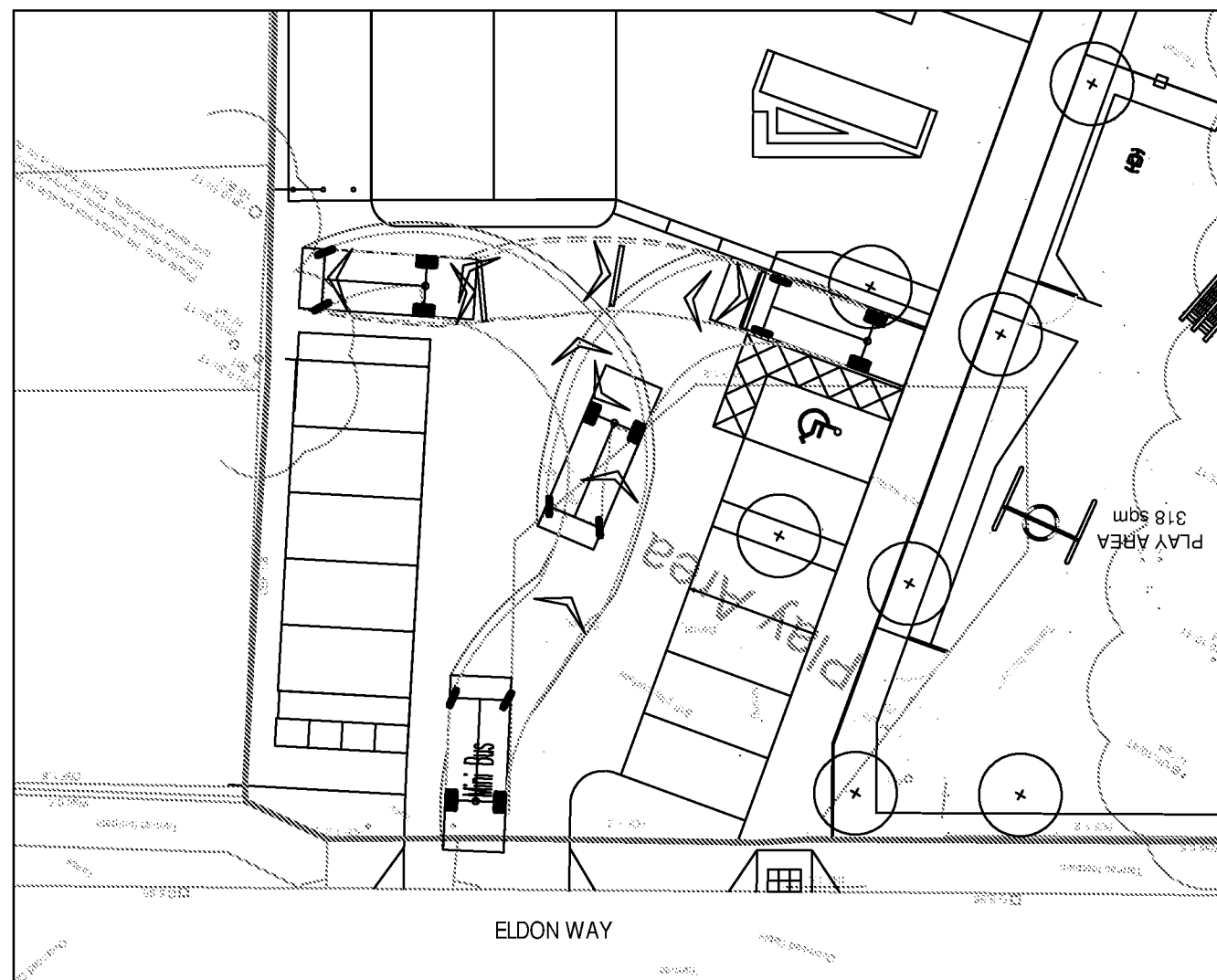
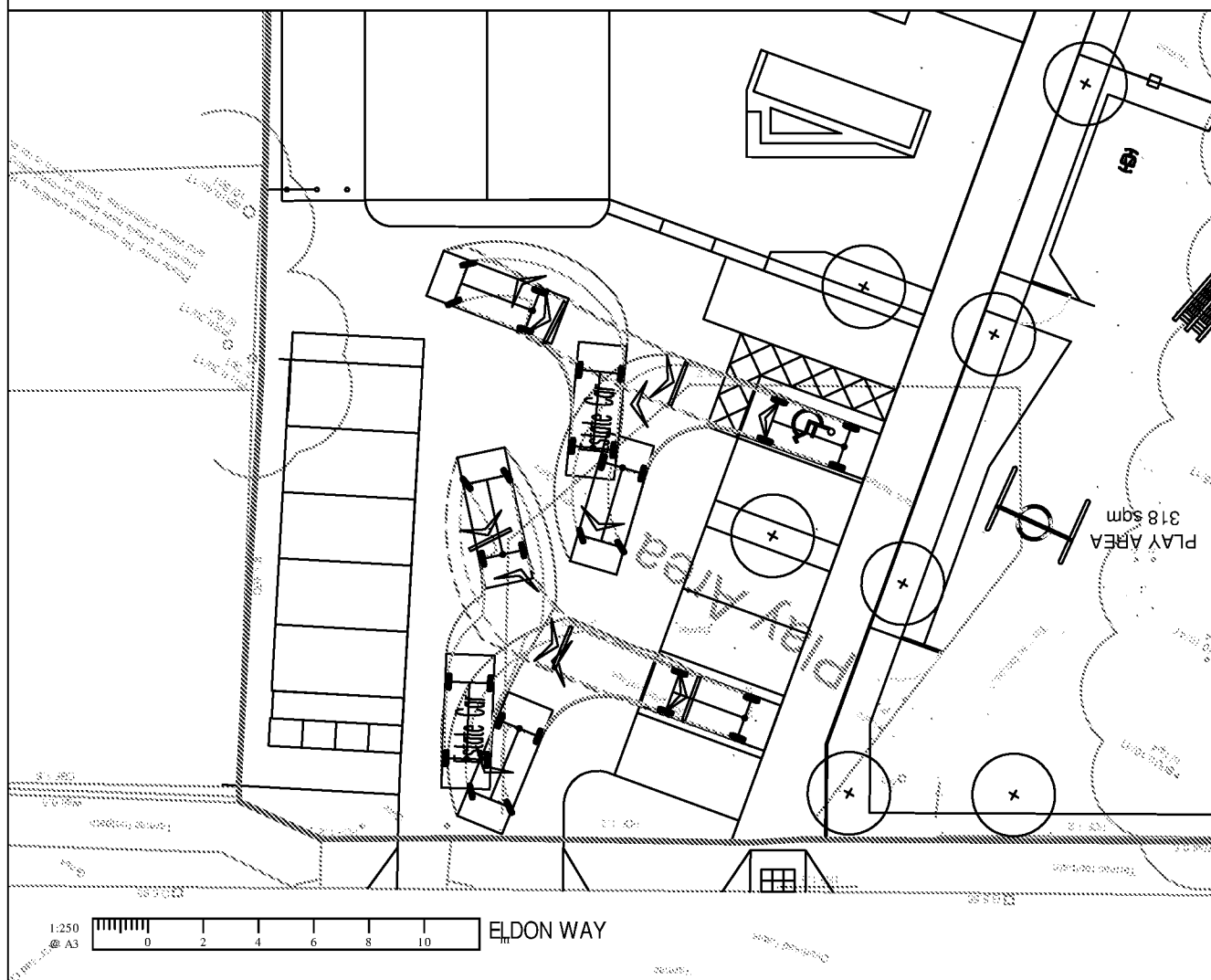
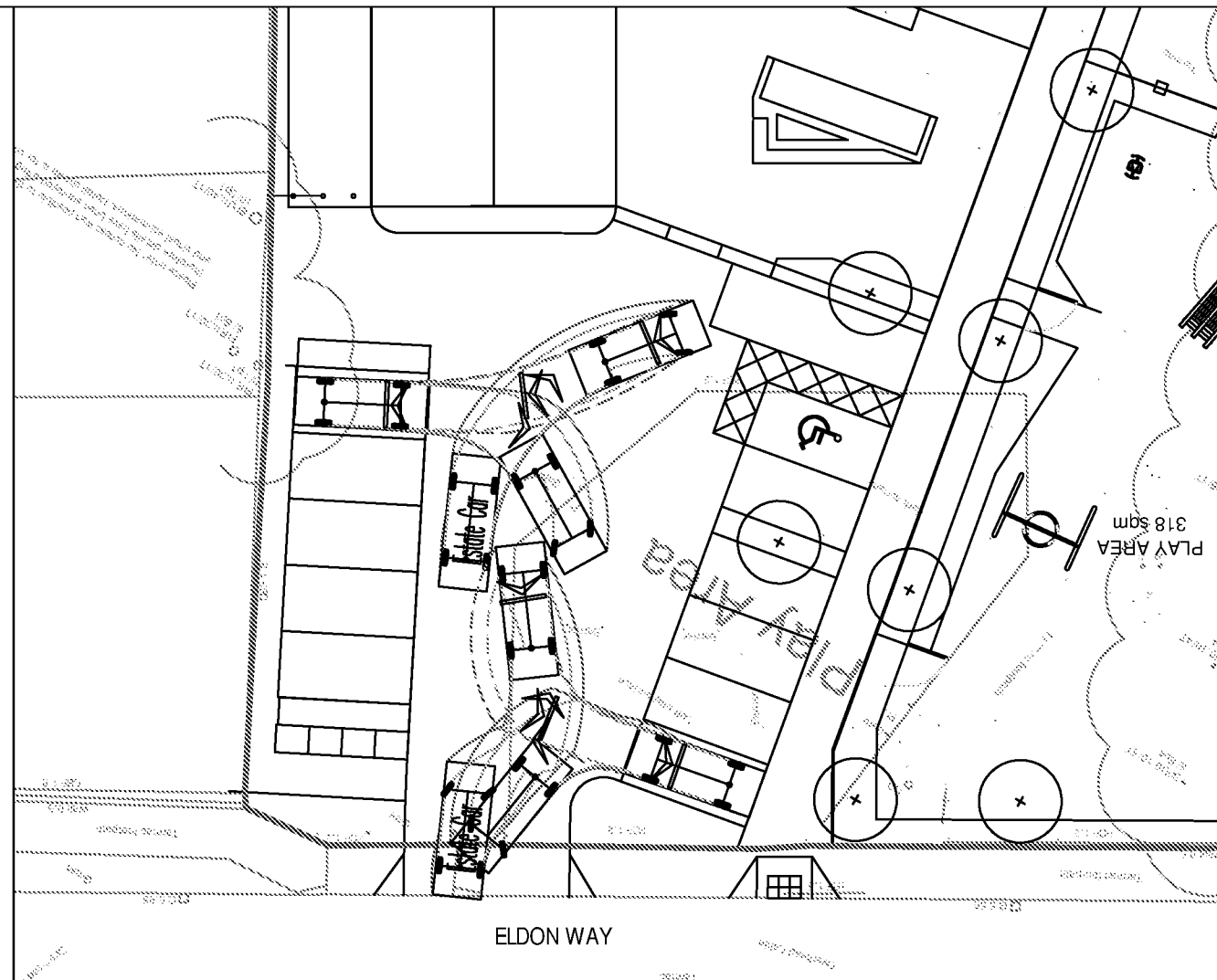
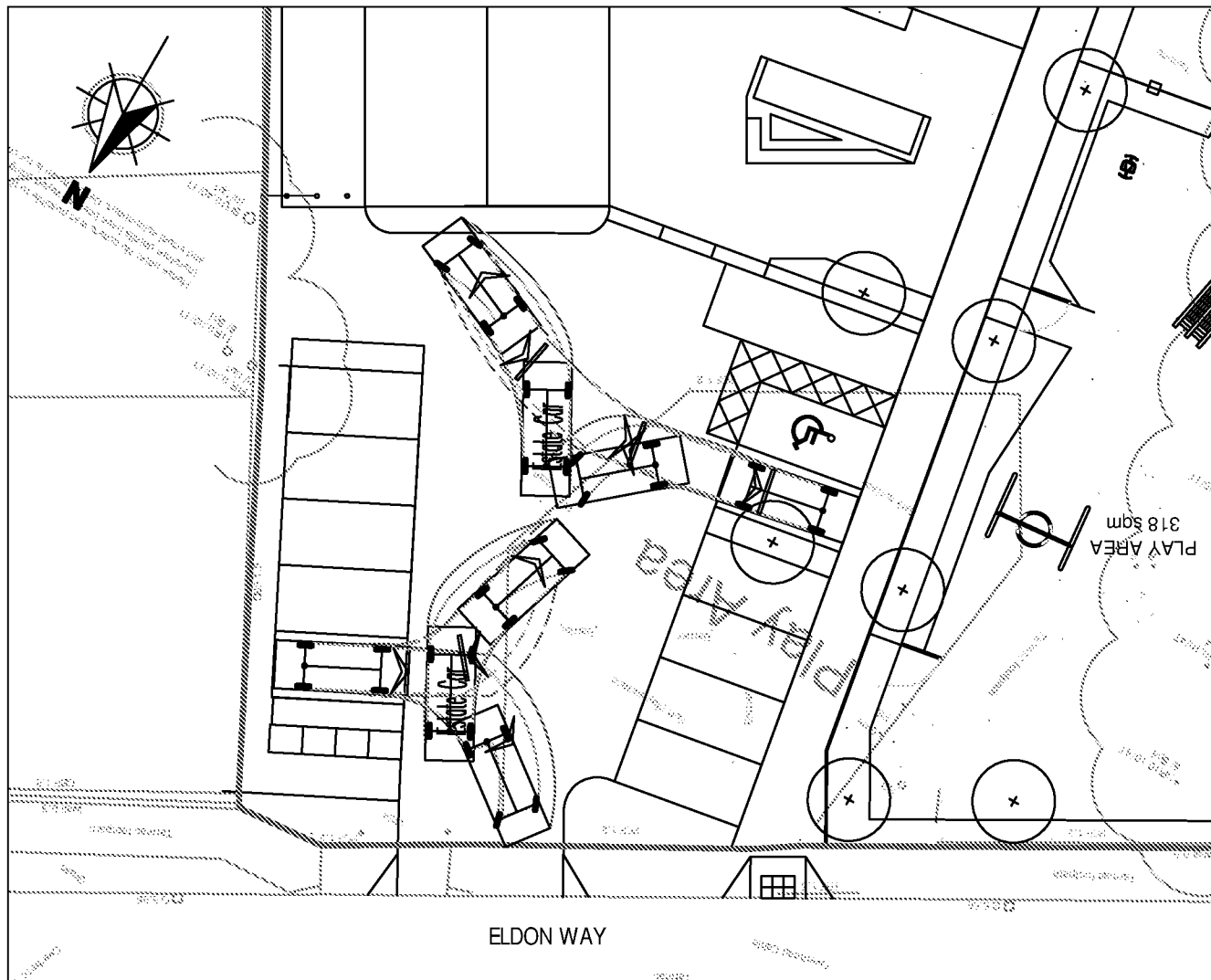
Original Issue

09/06/2021

Rev.

Amendments

Date

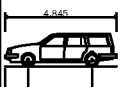


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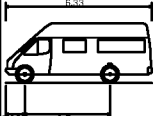
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-LEGEND

 Site Boundary
 Existing Road
 Markings
 -Swept Path-
 Wheel Track
 Over Swing

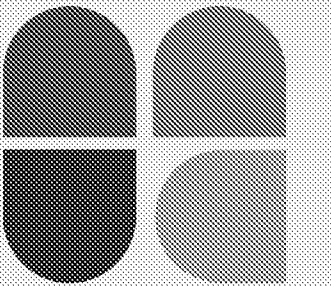


Estate Car	
Overall Length	4.845m
Overall Width	1.750m
Overall Body Height	1.424m
Min Body Ground Clearance	0.189m
Max Track Width	1.655m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	4.950m



Mini Bus	
Overall Length	6.330m
Overall Width	2.192m
Overall Body Height	2.601m
Min Body Ground Clearance	0.374m
Track Width	2.192m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	6.450m

B	Revised Layout	13/09/202
A	Revised Layout	22/06/202
-	Original Issue	09/06/202
Rev.	Amendments	Date



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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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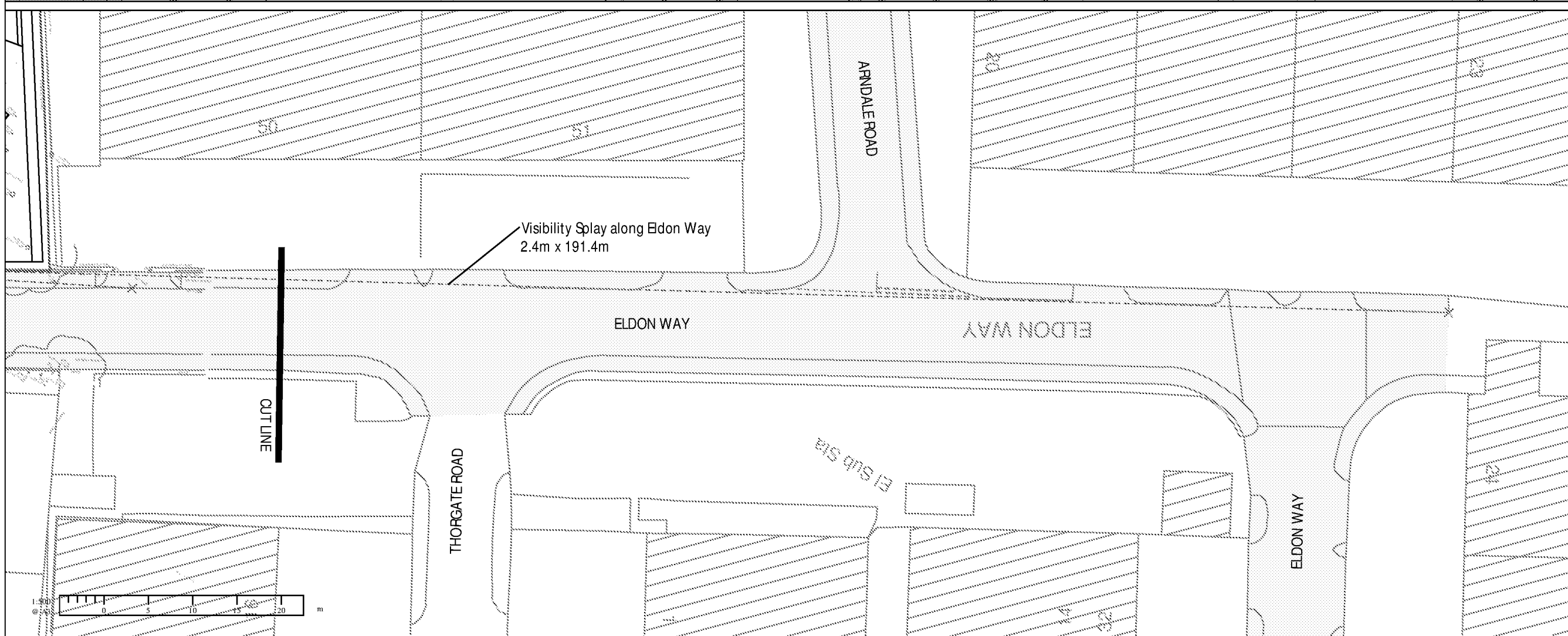
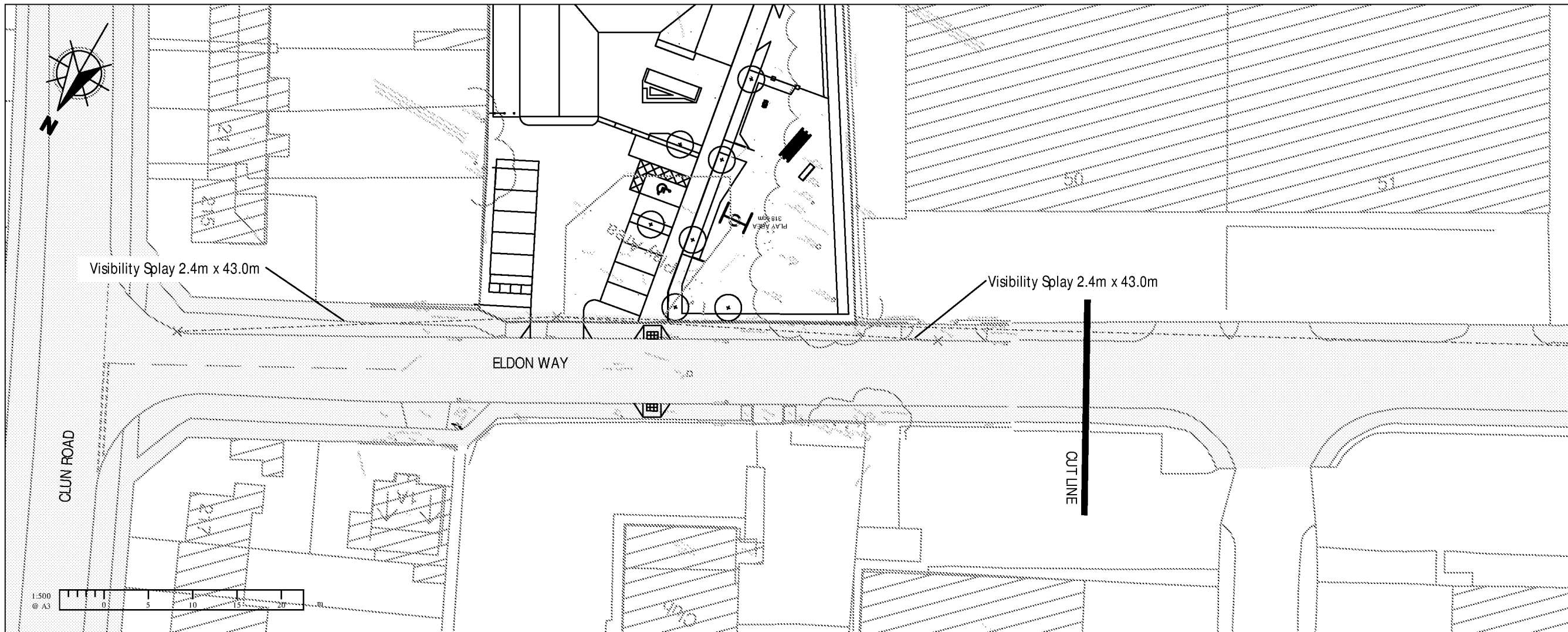
Client Littlehampton Town Council

Project Keystone Centre, Eldon Way

Drawing Title
Estate Car and Mini Bus Parking Vehicle Swept Path Analysis

Scale 1:250	Date Sept 21	Drawn By SMO	Checked ALB
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Drawing No.	Re v.
2021-6313-005	B



NOTES

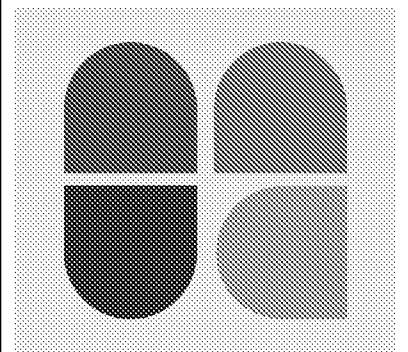
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-LEGEND-

-  Site Boundary
 Public Highway
 Existing Road
 Markings
 Visibility Splays

A	Revised Layout	13/09/2021
-	Original Issue	24/08/2021
Rev.	Amendments	Date



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Tel: 01243 210418 Email: enquiries@bpcivils.co.uk
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Drawing Status	Final
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Client Littlehampton Town Council

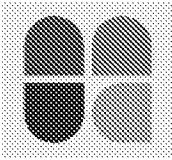
Project Keystone Centre, Eldon Way

Drawing Title	8/21 PL
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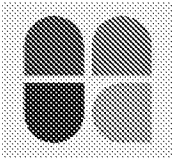
Visibility Splays

Scale 1:500	Date Sept 21	Drawn By SMO	Checked ALB
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Drawing No.	Re v.
0001 0010 000	A



APPENDICES



Appendix A TRICS Report

Calculation Reference: AUDIT-305901-210802-0827

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
 Category : Q - COMMUNITY CENTRE

TOTAL VEHICLESSelected regions and areas:

04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
09	NORTH	
	TW TYNE & WEAR	1 days
10	WALES	
	PS POWYS	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: 350 to 750 (units: sqm)
 Range Selected by User: 100 to 1000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 24/05/19

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	1 days
Thursday	1 days
Friday	1 days

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

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	2
Suburban Area (PPS6 Out of 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	1
High Street	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:

F2(b) 3 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 2 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:

5,001 to 25,000 1 days

25,001 to 50,000 1 days

50,001 to 75,000 1 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 1 days

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

Travel Plan:

No 3 days

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

PTAL Rating:

No PTAL Present 3 days

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

LIST OF SITES relevant to selection parameters

1	CA-07-Q-02	COMMUNITY CENTRE	CAMBRI DGESHI RE
	HIGH STREET CAMBOURNE		
	Edge of Town Centre High Street		
	Total Gross floor area:	629 sqm	
	Survey date: THURSDAY	07/06/18	Survey Type: MANUAL
2	PS-07-Q-01	COMMUNITY CENTRE	POWYS
	HOWELL ROAD WELSHPOOL		
	Edge of Town Centre No Sub Category		
	Total Gross floor area:	350 sqm	
	Survey date: TUESDAY	12/05/15	Survey Type: MANUAL
3	TW-07-Q-03	COMMUNITY CENTRE	TYNE & WEAR
	ASKEW ROAD W GATESHEAD TEAMS		
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total Gross floor area:	750 sqm	
	Survey date: FRIDAY	24/05/19	Survey Type: MANUAL

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

MANUALLY DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
SW-07-Q-01	22/10/13	Trip rate too low

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE

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	2	490	0.204	2	490	0.000	2	490	0.204
08:00 - 09:00	3	576	0.752	3	576	0.058	3	576	0.810
09:00 - 10:00	3	576	0.578	3	576	0.405	3	576	0.983
10:00 - 11:00	3	576	0.636	3	576	0.463	3	576	1.099
11:00 - 12:00	3	576	0.289	3	576	0.810	3	576	1.099
12:00 - 13:00	3	576	0.405	3	576	0.231	3	576	0.636
13:00 - 14:00	3	576	0.521	3	576	0.521	3	576	1.042
14:00 - 15:00	3	576	0.116	3	576	0.347	3	576	0.463
15:00 - 16:00	3	576	0.694	3	576	0.289	3	576	0.983
16:00 - 17:00	3	576	0.174	3	576	0.463	3	576	0.637
17:00 - 18:00	3	576	1.099	3	576	0.578	3	576	1.677
18:00 - 19:00	2	490	1.430	2	490	0.204	2	490	1.634
19:00 - 20:00	2	490	1.124	2	490	3.371	2	490	4.495
20:00 - 21:00	2	490	0.000	2	490	1.021	2	490	1.021
21:00 - 22:00	1	350	0.000	1	350	0.000	1	350	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			8.022			8.761			16.783

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

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

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Parameter summary

Trip rate parameter range selected:	350 - 750 (units: sqm)
Survey date range:	01/01/13 - 24/05/19
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
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.