Transport Statement

Development at: Westholme Nursery

Littlehampton

West Sussex

BN17 7PP

Client: Dowsett Mayhew

Ref: 10897

Date: October 2023

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Issue	Issue date	Compiled	Checked	Authorised
1	10/01/2021	EM	RW	LS
2nd	24/03/2025	ART	LNS	LNS
3rd	24/07/2025	ART	LNS	LNS

1 Introduction

1.1 This Transport Statement (TS) report has been prepared for Mr A Hussain in conjunction with the above development and no responsibility is accepted to any third party for all or part of this study in connection with this or any other development.

1.2 GTA Civils and Transport has been commissioned by Mr A Hussain to prepare a Transport Statement in connection with the proposed development of 31 residential units at Westholme Nursery in Littlehampton, Arun District, West Sussex.

1.3 This will be composed of 21 market units and 10 affordable units. There will be the following number of units:

- 6 * 1-bedroom units
- 7 * 2-bedroom units
- 12 * 3-bedroom units
- 6 * 4-bedroom units

1.4 Specifically, the report has been prepared to investigate and advise on the impacts of the proposed residential development on the local transport network.

Policy Context

1.5 This Transport Statement has been written in accordance with the following frameworks:

- 2021 National Planning Policy Framework, Last updated December 2024 and amended February 2025 (NPPF);
- 2014 National Planning Policy Guidance (NPPG);
- Manual for Streets (MfS 1 & 2);
- West Sussex County Council Local Transport Plan;
- Arun District Council Local Plan 2011 – 2031; and
- Arun District Council Parking Standards SPD (2020).

2 Policy and Guidance

National Planning Policy Framework

2.1 The National Planning Policy Framework, first published in 2012 with revisions up to December 2024, sets out the Governments planning policies for England and how these are expected to be applied. The NPPF provides a framework within which locally prepared plans for housing and other development can be produced.

2.2 NPPF supports sustainable development, with a 'presumption in favour of sustainable development', as set out in paragraph 10 and 11:

"*10. So that sustainable transport is pursued in a positive way, at the heart of the Framework is a* ***presumption in favour of sustainable development*** *(paragraph 11):*

11. Plans and decisions should apply a presumption in favour of sustainable development.

For ***plan-making*** *this means that:*

a) All plans should promote a sustainable pattern of development that seeks to: meet the development needs of their area; align growth and infrastructure; improve the environment; mitigate climate change (including by making effective use of land in urban areas) and adapt to its effects;

b) strategic policies should as a minimum, provide for objectively assessed needs for housing and other uses, as well as any needs that cannot be met within neighbouring areas, unless:

i. the application of policies in this Framework that protect areas or assets of particular importance provides a strong reason for restricting the overall scale, type or distribution of development in the plan area; or

ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

For ***decision-taking*** *this means:*

c) approving development proposals that accord with an up-to-date development plan without delay; or

d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:

iii. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or

iv. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole, having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable home, individually or in combination."

2.3 In the context of sustainable transport and in considering development proposals the NPPF states in paragraphs 115-118:

Paragraph 115, "In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

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

Paragraph 116, *"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios."*

Paragraph 117, "*Within this context, applications for development should:*

a) *give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
b) *address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
c) *create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
d) *allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
e) *be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."*

Paragraph 118, *"All developments that will generate significant movement should be required to provide a travel plan and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored."*

National Planning Practice Guidance

2.4 National Planning Practice Guidance (NPPG) is supplementary advice intended to expand on and support the principals and practices of the National Planning Policy Framework (NPPF). It is managed and maintained by the Department of Communities & Local Government. Amongst other things, NPPG provides advice on the need for, and the preparation of, Travel Plans, Transports Statements and Transport Assessments.

2.5 NPPG states that Travel Plans, Transport Assessments and Transport Statements can positively contribute to:

- encouraging sustainable travel;
- lessening traffic generation and its detrimental impacts;
- reducing carbon emissions and climate impacts;
- creating accessible, connected, inclusive communities;
- improving health outcomes and quality of life;
- improving road safety; and
- reducing the need for new development to increase existing road capacity or provide new roads.

2.6 NPPG advises that the key transport issues to be considered in a transport evidence base should:

- assess the existing situation and likely generation of trips over time by all modes and the impact on the locality in economic, social and environmental terms; and
- consider the cumulative impacts of existing and proposed development on transport networks.

2.7 NPPG advises that the key transport issues to be considered in a transport evidence base should:

- assess the existing situation and likely generation of trips over time by all modes and the impact on the locality in economic, social and environmental terms; and
- consider the cumulative impacts of existing and proposed development on transport networks.

Manual for Streets (MfS)

2.8 MfS and MfS2 was published in 2007 and 2010 and are referred to throughout the report.

2.9 The purpose of MfS was to help rebalance the function of residential streets which had on many occasions resulted in places that were dominated by motor vehicles, which failed to make a positive contribution to the quality of life. MfS demonstrates the benefits that flow from good design and assigns a higher priority to pedestrians and cyclists, setting out an approach to residential streets that recognises their role in creating places that work for all members of the community. MfS refocuses on the place function of residential streets, giving clear guidance on how to achieve well-

designed streets and spaces that serve the community in a range of ways.

2.10 The 'Department for Transport' and 'Department for Communities and Local Government' support the guidance provided in the manuals, though importantly, they do not outline any new policies or legal requirements.

2.11 Some of the key aims for streets in the introduction, are as follows:

- help build and strengthen the communities they serve;
- meet the needs of all;
- form part of a well-connected network;

It also discourages designs that:

- primarily meet motor traffic needs;
- are difficult to serve by public transport.

2.12 MfS 2 applies the same principles to a wider variety of situations including both rural and urban. Both aim to deliver contextually sensitive designs, which involves understanding the unique landscape and role of individual modes of transport in the area.

West Sussex County Council Local Transport Plan

2.13 The Local Transport Plan (LTP3) for West Sussex covers the period 2011 to 2026 and was adopted by the County Council on March 2011.

The 4 main objectives of LTP3 are:

- Promoting Economic Growth;
- Tackling a Changing Climate;
- Providing Access to Services, Employment and Housing;
- Improving Safety, Security and Health.

Arun District Council Local Plan 2011 – 2031

2.14 The Arun Local Plan covers 2011 to 2031 for the Arun District and was adopted on the 18th of July 2018.

2.15 Arun's Local Plan strategic objectives for transport are:

- *"Reduce the need to travel and promote sustainable forms of transport;*
- *Plan for climate change and work in harmony with the environment to conserve natural resources and increase biodiversity;*

- *Create vibrant, attractive, safe and accessible towns and villages that build upon their unique characters to provide a wide range of uses and which are a focus for quality shopping, entertainment, leisure, tourism and cultural activities;*
- *Promote strong, well integrated and cohesive communities, through the promotion of healthy lifestyles, provision of good quality accessible community facilities and a safe environment, which delivers an enhanced quality of life to all. This includes meeting the needs of a growing elderly population;*
- *Strengthen Arun's economic base and provide local job opportunities by increasing, diversifying and improving the quality of employment within the District through the provision of appropriate employment sites, better infrastructure, including road and rail access, quality affordable accommodation and the development of business support and partnerships.*"

2.16 Key policies relevant to the proposed development are:

Policy T SP1 - Transport and Development

To ensure that growth in the District strengthens Arun's economic base, reduces congestion, works to tackle climate change and promotes healthy lifestyles; the Council will ensure that development: provides safe access on to the highway network; contributes to highway improvements and promotes sustainable transport, including the use of low emission fuels, public transport improvements and the cycle, pedestrian and bridleway network. The Council will support transport and development which:

a. *Is designed to reduce the need to travel by car by identifying opportunities to improve access to public transport services and passenger transport services whilst making provision for safe access to the highway network through improvements to the existing road network and the promotion of vehicles which use low-carbon energy;*
b. *Is incorporated into the District's green infrastructure network and gives priority to pedestrian and cycle movements;*
c. *Protects committed and indicative lines of major road schemes from development and, where applicable, contributes towards new road schemes which improve north-south links between Bognor Regis and Littlehampton and the A27, to ensure that they are delivered in line with strategic growth in the District;*
d. *Incorporates appropriate levels of parking in line with West Sussex County Council guidance on parking provision and the forthcoming Arun Design Guide taking into consideration the impact of development upon on-street parking and;*
e. *Is supported by an effective and deliverable Transport Assessment which demonstrates that the transport effects of development on the local and strategic road network can be satisfactorily mitigated and a Travel Plan, which is effective and deliverable, and;*
f. *Explains how the development has been designed to:*

i. *accommodate the efficient delivery of goods and supplies;*
ii. *give priority to pedestrian and cycle movements and have access to high quality public transport facilities;*
iii. *create safe and secure layouts for traffic, cyclists and pedestrians whilst avoiding street clutter; iv. incorporate facilities for charging electric and plug-in hybrid vehicles (where charging facilities are to be omitted from the development, evidence of market demand and viability must be provided); and*
iv. *consider the needs of people with disabilities by all modes of transport.*

g. *Provides improved crossing points over the railway line to improve transport links between the coast and the A27, in particular at Ford.*

Policy T DM1 - Sustainable Travel and Public Rights of Way

New development must ensure ease of movement, prioritising safe pedestrian and cycle access to the green infrastructure network and access to public transport and community transport services where a need has been identified. Access to alternative modes of transport including public transport services, the public right of way and cycle networks, must be available and accessible to all members of the community.

Policy T DM2 - Public Parking

Proposals which involve the loss of existing town centre car parks or town centre parking spaces, including provision for motorcycle and bicycle parking, must demonstrate either that:

a. The loss of parking provision is acceptable or
b. Provides sufficient parking spaces to meet anticipated demand, which must be:
   i. Conveniently located to access town centre and tourist facilities attractions;
   ii. Sufficiently safe and secure in line with the Safer Parking Scheme guidelines; and
   iii. Accessible for cars, motorcycles and bicycles.

Arun District Council Parking Standards SPD (2020)

2.17 The Arun District Council Parking Standards Supplementary Planning Document (SPD) was adopted in January 2020. The Arun District Council SPD has been established on the guidance and standards of the WSCC Guidance on Parking at New Developments (May 2019), with the exception of:

- *standards for Electric Vehicle provision takes a hybrid approach using both the Arun Electric Vehicle Infrastructure Study (2017) requirements alongside the WSCC GPND approach;*
- *rounded figures are given in table 3.1 'Expected level of provision for new residential developments';*
- *lower stepped percentage Electrical Vehicle Charging Points requirements are required from 2018 to 2030 but include 100% provision of active EV charging facilities target by 2033;*
- *cycle provision rounded from 0.5 to 1 space for Flats with up to 3 rooms (1 & 2 bed).*

2.18 Relevant policies to EV charging point in the SPD are:

Section 2.5

The WSCC GPND approach to Electric Vehicle Space Allocations differs to that set out in the ADC Vehicle Infrastructure Study. In particular, the WSCC GPND requires that a % of parking spaces on a new development must provide active Electric Vehicle (EV) charging facilities. This percentage increases annually until 2030 when 70% of spaces on a site should have EV charging facilities.

Section 2.6

However, the ADC Electric Vehicle Infrastructure Study (November 2017) requires that all houses with a garage and a driveway must have a charging point but that for new flatted and all other types of development, provision should be made for dedicated EV charging bays in 2% of the parking spaces provided.

Section 2.8

The proposed standards will mean that all new houses with a driveway and garage will be required to provide active EV charging points (in accordance with current ADC Vehicle Infrastructure Study (2017). All other development will need to provide EV charging points in 20% of parking spaces from the date of adoption of this SPD. This % figure will increase every 5 years until 2033 when 100% of all parking spaces on a new development will be required to have active EV charging points. This approach reflects that taken by the WSCC GPND and responds to the Government's declaration of a 'Climate Emergency' and future regulations on decarbonising the transport sector.

2.19 Arun DC elaborate on EV charging point standards in Table 2.2 of the SPD. This table can be seen below in **Table 2.2.**

Table 2.2 – ADC Electric Vehicle Charging Points Minimum Requirements

Year	% of Parking Spaces with Active EV Charging Points	% of Parking Spaces with Active EV Charging Points
	Houses with a driveway and garage	All other developments
2018	100	20
2023	100	30
2028	100	50
2033	100	100

2.20 ADC set out their standards to ensure functionality and efficiently of developments, stating that consideration should be given to the following:

a) *Providing garages of sufficient size - If garages are provided, they must be at least 6m x 3m internally. If garages meet this requirement, they will be regarded as an allocated parking space of 0.5 but a car port or parking space of this dimension would count as 1 parking space and calculations of parking demand will take account of this. Where garages do not meet this*

minimum size, they will not be counted towards meeting parking demand;

b) *Providing adequate visitor parking - Adequate visitor parking is required and this will be influenced by the level of unallocated parking;*

c) Likely cycle ownership and storage - Good cycle storage facilities are important, but requirements should take account of dwelling size and type. The minimum standard of cycle provision is set out in Table 2.3;

d) Where accessible or wheelchair friendly accommodation is proposed or required, parking spacing and garaging should be provided in accordance with the requirements for increased parking space proportions;

e) Impact on "total demand" where electric vehicle charging points are provided. e) Spaces for disabled people – Provision should be consistent with guidance in "Manual for Streets";

f) Motorcycle parking - Provision should be consistent with guidance in "Manual for Streets";

g) Space for storage bins – Part H of the Building Regulations suggests storage areas dimensions which are suitable for refuse and recycling bin storage. Development may be required to demonstrate suitable storage to ensure parking provision is available at all times.

2.21 **Table 2.3** in the SPD sets out the recommended levels of cycle provision.

Table 2.3 – ADC Recommended Levels of Cycling Provision

Type	Dwelling Size	Cycle Provision (per unit)
Houses	Up to 4 rooms (1 & 2 bed)	1 space
Houses	5+ rooms (3+ bed)	2 spaces
Flats	Up to 3 rooms (1 & 2 bed)	1 space (if communal storage otherwise same as 1 & 2 bed house)
Flats	4+ rooms (3+ bed)	1 space

2.22 ADC residential parking guidance states:

Section 3.1

The values of parking demand presented in Table 3.1 will be used as expected levels of demand for the design and master planning of new residential developments. These include provision of EV spaces as set out in Principle 3. As part of the Design & Access Statement applicants will be expected to schedule the parking provision, detailing the number of allocated and unallocated spaces including garages and electric vehicle charging spaces (active and passive). The Design & Access Statement should explain how the provision of parking will meet the needs of the development including how these needs are expected to change in the future.

Section 3.2

To satisfy the promotion of sustainable travel modes and choices it is considered that a 10% variation below the target parking demand value be allowed where appropriate travel option provision is provided including travel plans, public transport contributions (e.g. through section 106 contributions involving Strategic Allocations and Community Infrastructure Levy once adopted, for other non-strategic sized developments for offsite infrastructure of a strategic nature) and other sustainable travel initiatives. This is also as a result of increasing affordability issues resulting in young people staying with parents for longer.

Section 3.3

In addition to the above, visitor parking will be required to be provided at a ratio of 20% of the total number of residential units. For example, if there were 100 dwellings proposed, in addition to the allocated residents parking, 20 visitor spaces should be provided. A more flexible approach will be taken with schemes that incorporate flats and on sites close to urban centres.

2.23 Table 3.1 of the SPD sets out the expected levels of parking provision in new residential developments. This can be seen in **Table 2.4** below.

2.24 The following Parking Behaviour Zones are relevant to ADC Parking Standards:

- Zone 1 - Rural (village locations, e.g. Walberton);
- Zone 2 - Peri-rural (large villages or small settlements close to towns e.g. Angmering, Barnham); and
- Zone 4 - Urban (within towns but not in a central location).

Table 2.4 – ADC Parking Provision for New Residential Developments

Number of bedrooms	Number of habitable rooms	Parking Behaviour Zone		
		1	2	4
1	1 to 3	2	2	1
2	4	2	2	1
3	5 to 6	2	2	2
4+	7 or more	3	3	2

3 Existing Site

Site Location

3.1 The existing site is undeveloped land and contains 2 residential dwellings and a disused nursery (propagation of plants) adjacent to Toddington Lane, in Littlehampton, West Sussex.

3.2 The existing site has access directly from Toddington Lane.

3.3 An aerial view of the existing site can be seen in **Figure 3.1**, indicated by the red boundary line.

Figure 3.1 - Aerial View of the Existing Site

4 Local Highway Network

4.1 The site is adjacent to Toddington Lane which is a single lane carriageway subject to a 30mph speed limit. Toddington Lane adjoins onto the A259, approximately 520m south of the site. The A259 is the main road that connects Havant in the west to Folkstone in the east, via Littlehampton, Worthing, Brighton, Eastbourne and Hastings.

4.2 A footway is located on Toddington lane approximately 60m west of the site access. This footway connects to the surrounding neighbourhood and Littlehampton town centre.

4.3 A barriered signalised level railway crossing is located approximately 100m south of the site on Toddington Lane.

Accident Data

4.4 Local vehicle incident records in a 200m vicinity of the site were reviewed for the years 2019-2023 using www.crashmap.co.uk. CrashMap uses data collected by the police about road traffic accidents occurring on British roads where someone is injured which is then compiled into an easy to use format showcasing each incident on a map. This data is approved by the National Statistics Authority and reported on by the Department for Transport each year.

4.5 There have been 2 incidents over the last 5 years (2019-2023) in a 200m radius of the site, as illustrated by the exclamation marks in **Figure 4.1** below. The details of these incidents can be seen in **Table 4.1** below.

Figure 4.1 - Recorded Accident Crash Map

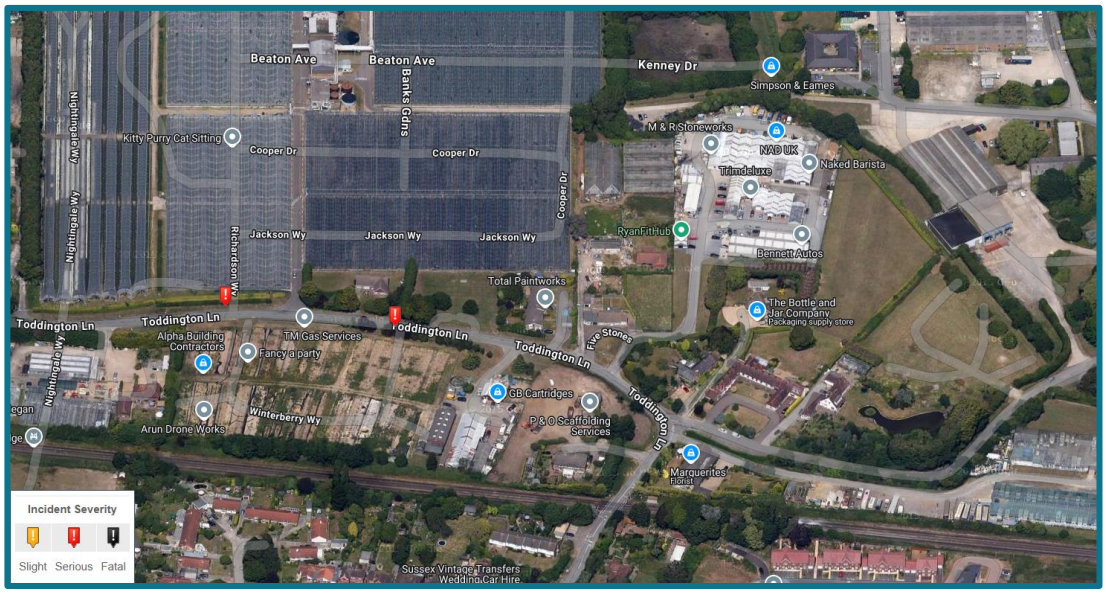


Table 4.1 – Accident Details

Date	Category	Location	No. Vehicles Involved	No. Casualties Involved
16/09/2021	Serious	Toddington Lane	1	1
21/02/2023	Serious	Toddington Lane	2	1

4.6 The 2 accidents recorded in the vicinity of the site are not related to the site access and do not reflect any existing safety issues on Toddington Lane. There should be no safety concerns because of the proposed development.

5 Modal Choice & Travel Data

Bus Services

5.1 The nearest bus stop to the site is Seaton Road bus stop, located approximately 900m (11-minute walk) south west of the site access point. This bus stop provides a shelter, seats and a timetable. Services during peak hours can be seen below in **Table 5.1.**

5.2 The next nearest bus stop to the site is Worthing Road bus stop, located approximately 1.1km south east of the site on the B2187. This bus stop provides a timetable. Services during peak hours can be seen below in **Table 5.2.**

Table 5.1 – Weekday Local Bus Services to the Site (Seaton Road)

Service	Destination	Frequency in 0800 – 0900 AM peak hour	Frequency in 1700 – 1800 PM peak hour
9	Shoreham (Holmbush Centre) – Lancing – Worthing – Angmering – Littlehampton – Arundel	1	1

Table 5.2 – Weekday Local Bus Services to the Site (Worthing Road)

Service	Destination	Frequency in 0800 – 0900 AM peak hour	Frequency in 1700 – 1800 PM peak hour
700	Brighton – Hove – Portslade – Shoreham – Lancing – Worthing – Goring-by-Sea – Ferring – Littlehampton – Wick	3	6

Rail

5.3 The nearest railway station is Littlehampton Railway Station, located approximately 2.5km (30-minute walk or 9-minute cycle) south of the site.

5.4 Littlehampton Railway Station facilities and services include:

- 82 cycle parking spaces with storage CCTV;
- 30 standard car parking spaces (£4.60 per day);
- disabled car parking spaces;
- ticket office and ticket machines;
- toilets;
- waiting rooms;
- taxi rank;
- step free access; and
- ramp for train disabled access.

5.5 Services from this Station are operated by Southern Rail. Details of the typical weekday frequency and destinations of trains from Littlehampton Railway Station are outlined in **Table 5.3** below.

Table 5.3 - Typical Weekday Frequencies in Peak Hours from Littlehampton Railway Station

Destination	Frequency in 0800 – 0900 AM peak hour	Frequency in 1700 – 1800 PM peak hour	Adult Single	Adult Return
Bognor Regis	3	2	£5.20	£6.30
London Victoria	5	5	£32.40	£35.40
Portsmouth Harbour	2	2	£12.90	£13.40

5.6 As **Table 5.3** demonstrates, there is a high frequency of rail services to key destinations during peak hours. The reasonable cycling distance between Littlehampton Railway Station and the site means that travel by rail is a sustainable modal choice for residents and visitors of the proposed development.

Walking and Cycling

5.7 Manual for Streets suggests 800m as being the maximum target distance to amenities for new developments. NPPF states that walking can be the most attractive alternative for short distance car trips up to 2km and cycling for distances up to 5km.

5.8 Future residents and visitors of the site can access the development via the footways on Toddington lane, located approximately 53m west of the site and 60m south of the site.

5.9 Key destinations and their proximity to the site are listed below in **Table 5.4**. Walking times are based on a walk speed of 1.4m/s as referenced in IHT (2000) Guidelines for Providing for Journeys on Foot. The site is within a reasonable proximity to a variety of amenities, facilities and services.

Table 5.4 - Accessibility of the Proposed Development Site to Key Services

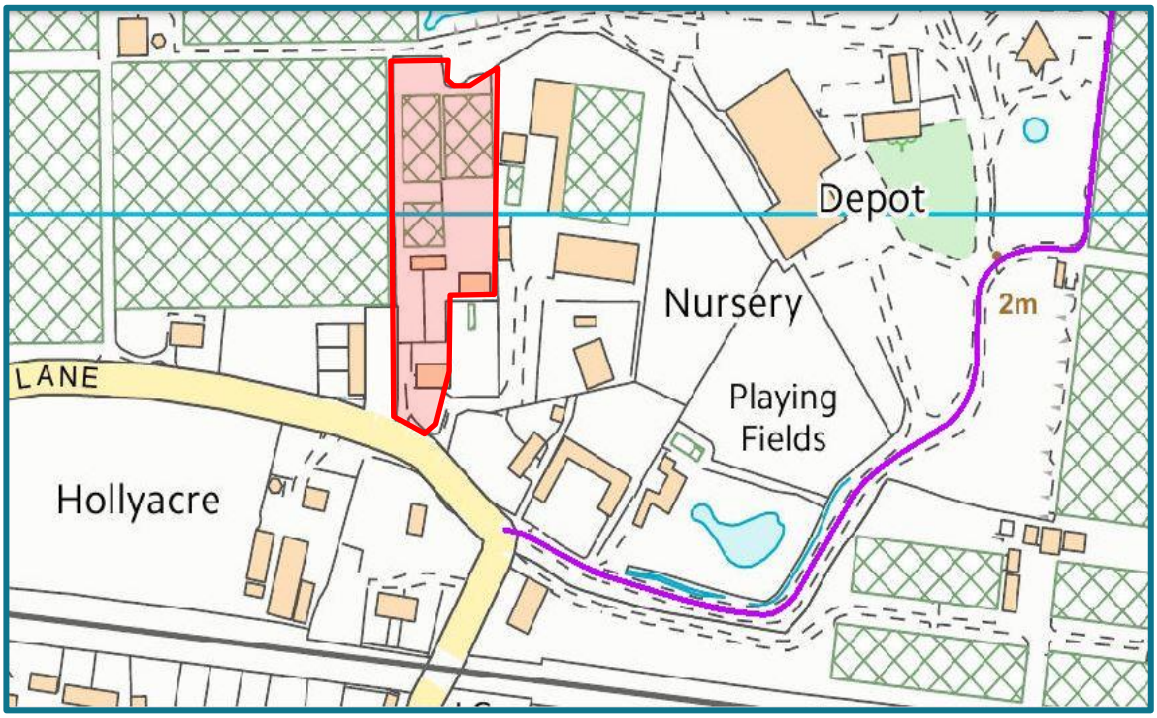
Destination	Distance from Site	Walk Time	Cycle Time
Eastergate Parish Hall	280m	3-minutes	1-minute
The Locomotive (public house)	850m	10-minutes	3-minutes
Six Bells	1km	12-minutes	4-minutes
Wick Football Club	1km	12-minutes	4-minutes
Cornfield School	1km	12-minutes	4-minutes
The Co-Operative Child Care (Nursery)	1.3km	16-minutes	4-minutes
Lyminster Primary School	1.3km	17-minutes	4-minutes
Morrisons	1.4km	18-minutes	6-minutes

5.10 Based on local highway characteristics, cycle routes and the distance from the site to key destinations, walking and cycling journeys are a viable option of travel for residents of the proposed development.

5.11 The nearest cycleway is located approximately 530m south of the site on the A259. This cycleway runs along the A259 until The Body Shop Roundabout, approximately 500m to the east and to Wick Roundabout, approximately 570m to the west.

5.12 There is one public right of way (PRoW) located within a close proximity to the site. **Figure 5.1** below illustrates the location of PRoW 3096.

Figure 5.1 – Public Right of Way 3096 (WSCC PRoW)



6 Proposed Development

6.1 The proposed development is for 31 new residential units with associated parking and landscaping. The 2 existing residential units on site will be demolished.

6.2 The proposed development will be composed of 21 market units and 10 affordable units.

6.3 There will be the following provision of units:

- 6 * 1-bedroom units
- 7 * 2-bedroom units
- 12 * 3-bedroom units
- 6 * 4-bedroom units

6.4 The proposed development layout plan can be seen in **Appendix A**.

Proposed Access

6.5 Vehicles will access the site via an upgraded vehicular access onto Toddington Lane. This will be in the form of a bell-mouth junction. The existing Five Stones access road to the Knightscroft residency on the site will be removed.

6.6 Visibility splays have been shown on the layout drawing of 2.4m * 43m, to comply with Manual for Streets 1 standards for a 30mph speed limit. The visibility splays are shown in **Appendix B**.

6.7 A footway is proposed on either side of the access road leading into the site to link the proposed development to Toddington Lane. It is proposed for a 2m wide footway to be constructed along the northern side of Toddington Lane to Trevett Place (approximately 60m long) (see **Appendix B**) where a crossing with lowered kerbs and tactile paving will connect the site to the existing pedestrian network on adjacent flank of Toddington Lane.

Stage 1 RSA Designers Response

6.8 EC Road Safety Limited was commissioned by GTA Civils Ltd to undertake a Stage 1 Road Safety Audit on the proposed site access on Toddington Lane. The full Stage 1 RSA and designers response can be viewed in **Appendix C.**

6.9 One issue was raised through the RSA1 process. This is listed in **Table 6.1** below, together with the recommendation and Designer's Response.

Table 6.1 - RSA1 Problems, Recommendations & Designer's Response

Problem	Location	Description	Recommendation	Designer's Response
3.1.1	Toddington Lane	Lack of footway continuity could result in pedestrian injury.	A strategic footway design / pedestrian route should be incorporated allowing for safe pedestrian access / egress at the site.	Agreed. The access plan includes a 60m long footway that connects to the existing footway on Toddington Lane, adjacent to Trevett Place. The proposed footway is located within the designated highway boundary and includes a crossing point with a dropped kerb and tactile paving.

Proposed Cycle Parking

6.10 Cycle parking standards for development in Arun District are set out in the document "Arun District Council Parking Standards SPD" (2020). 1- and 2-bedroom houses will require 1 cycle parking space per unit and 3-bedroom houses will require 2 cycle parking spaces per unit.

6.11 Cycle parking will be provided in accordance with Arun District Standards.

Proposed Car Parking

6.12 Vehicle parking standards are set out in the document "Arun District Council Parking Standards SPD" (2020). The proposed development is in a parking behaviour zone 2 as per Appendix 2 of the above document. The parking requirements are as follows:

- 1-bedroom Units: 2 parking spaces
- 2-bedroom units: 2 parking spaces
- 3-bedroom units: 2 parking spaces
- 4-bedroom units: 3 parking spaces

6.13 In addition, 0.2 parking spaces should be provided per unit for visitor parking. The parking provision required is as follows:

- 6 * 1-bedroom units: 12 parking spaces
- 7 * 2-bedroom units: 14 parking spaces
- 12 * 3-bedroom units: 24 parking spaces
- 6 * 4-bedroom units: 12 parking spaces
- Visitor parking requirements: 6 parking spaces
- Total parking requirements: 71 parking spaces

6.14 The proposed development provides 61 parking spaces including 6 visitor parking spaces. Whilst this is a lower provision this should be acceptable as car ownership levels for the area indicate an average ownership of 1.3 cars per household. Please see Nomis census data showing this in **Appendix D**.

6.15 Electric Vehicle Charging points will be provided for 100% of dwellings with a garage and driveway and to 30% of the remaining dwellings in conformance with ADC electric vehicle parking standards set out in **Table 2.2.**

Servicing & Emergency Access

6.16 The proposed layout is set out to comply with the provisions in paragraph 6.8.9 of Manual for Streets 1 that requires refuse vehicles to be able to reach within 25metres of the storage point for collection, and that residents are not required to carry waste for more than 30metres. The layout complies with these requirements.

6.17 **Appendix B** demonstrates the vehicle tracking for a WSCC refuse vehicle of 11.2 metres in length around the proposed development and exemplifies that the site is in accordance with the above MfS standards.

6.18 In accordance with Manual for Streets, a fire appliance will be able to access the development and reach within 45metres of all parts of all properties in accordance with Building Regulations (2010).

7 Trip Generation

Proposed Trip Generation

7.1 The proposed development is for 31 new residential units to be constructed. 2 existing residentials units will be demolished as part of the development. For a stringent assessment of trip generation for the site the 2 existing units have not been discounted from the trip generation.

7.2 The TRICS database has been used to determine the trip generation for the proposed development. Whilst 10 of the proposed units are to be affordable, the TRICS trip generation has used privately owned houses only for a stringent assessment.

7.3 The following parameters have been used in the TRICS trip generation:

- Privately owned houses
- Surveys from 01/01/2012 to 27/09/2019
- Sites with 7 to 50 units
- Sites in all parts of England except Greater London
- Sites in edge of town or suburban areas

7.4 The full TRICS report including a filtering summary can be found contained in **Appendix E**. The trip generation for the 31 units is shown below in **Table 7.1.**

Table 7.1: Trip Generation for 31 Private Houses

Mode	AM Peak (8:00 - 9:00)			PM Peak (17:00 - 18:00)			Daily (7:00 - 19:00)		
	In	Out	2-Way	In	Out	2-Way	In	Out	2-Way
Per unit	0.137	0.317	0.454	0.269	0.100	0.369	1.957	2.096	4.053
31 units	4	10	14	8	3	11	61	65	126

Summary

7.5 The proposed development is likely to lead to additional trips of:

- Approximately 14 two-way vehicle trips in the morning peak hour (0800-0900);
- Approximately 11 two-way vehicle trips in the evening peak hour (1700-1800); and
- Approximately 126 two-way daily vehicle trips.

7.6 The forecast vehicle trips associated with the development would easily be accommodated on the highway network and would not represent a severe impact.

8 Conclusion

8.1 This Transport Statement (TS) report has been prepared for Mr A Hussain in conjunction with the development of 31 new residential units at Westholme Nursery, Littlehampton, BN17 7PP.

8.2 The proposed development will be 21 market units and 10 affordable units with associated parking and landscaping.

8.3 The proposed development will be composed of the following units:

- 6 * 1-bedroom units
- 7 * 2-bedroom units
- 12 * 3-bedroom units
- 6 * 4-bedroom units

8.4 The proposed development is in accordance with national, regional and local planning policy.

8.5 The proposed development site is currently undeveloped land and contains 2 residential units. The existing residential units will be demolished as part of the development proposals.

8.6 The site will have access from Toddington Lane via an improved priority access junction. Visibility at the access will be 2.4m * 43m in accordance with the standard for 30mph in Manual for Streets 1.

8.7 Cycle parking will be provided in accordance with Arun DC standards. Vehicle Parking has been provided to ensure sufficient levels of parking are provided to prevent any offsite parking being required. Parking provision is in accordance with Arun DC standards for all market units and in accordance with census data car ownership levels for the area.

8.8 A refuse vehicle and a fire appliance can access all units in accordance with standards set out in Manual for Streets 1 and Building Regulation standards (2010).

8.9 The proposed development will add 14 additional journeys in the AM peak (0800-0900) and 11 additional journeys in the PM peak (1700-1800). This should not have any impact to the local highway network given the relatively small increase in movements.

8.10 In conclusion, there are no unacceptable highway or transport impacts as a result of the proposed development.

Appendix A

Proposed Site Layout Plan

Proposed site plan Scale 1:250@A1

0m 5m 10m 15m 20m 25m 30m 35m 40m 45m 50m

Planning issue

A 231123 Parking revised

rev.	date

These drawings should be approved by local Authority

client Mr A. Hussain

project Westholme Nursery
Toddington Lane, Littlehampton

drawing Proposed site plan

scale Shown@A1 date May 2017
drawn

2d St Johns Road
Hove, East Sussex
BN3 2FB

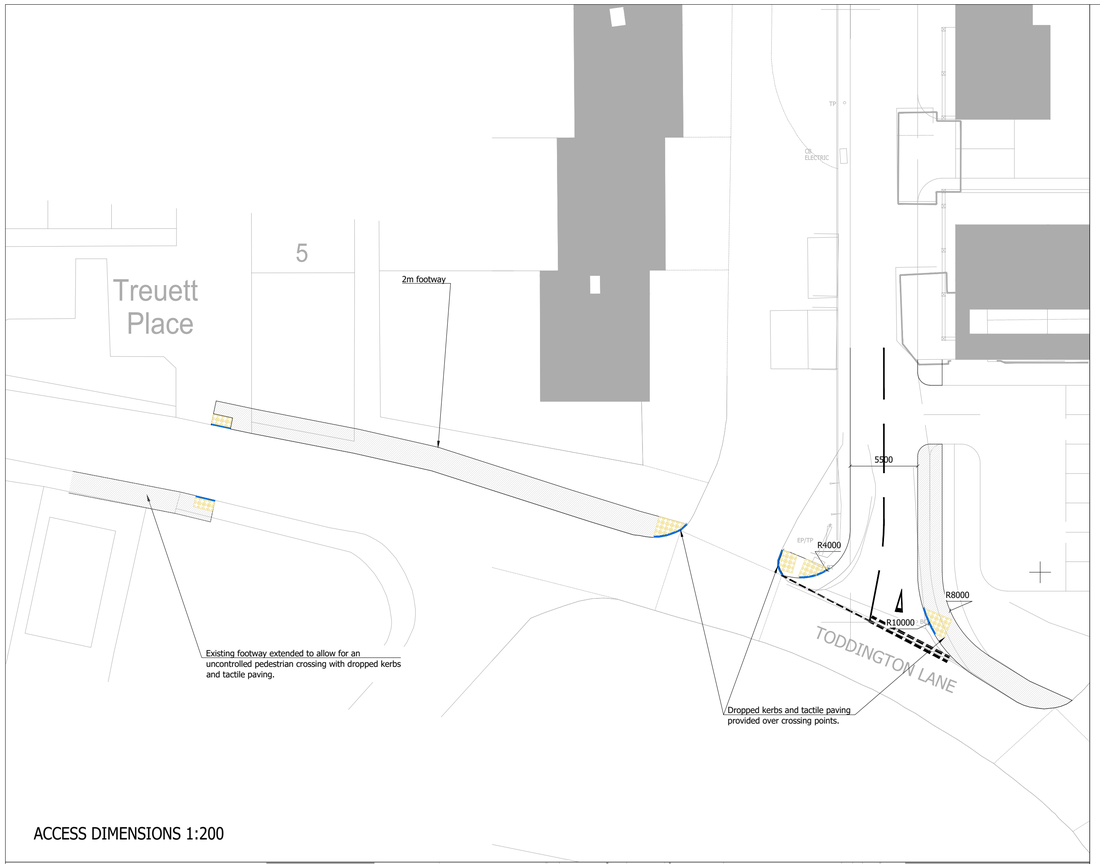
tel: 01273 203230
email:info@taarchitects.co.uk

Turner Associates
Architects and Planning Consultants

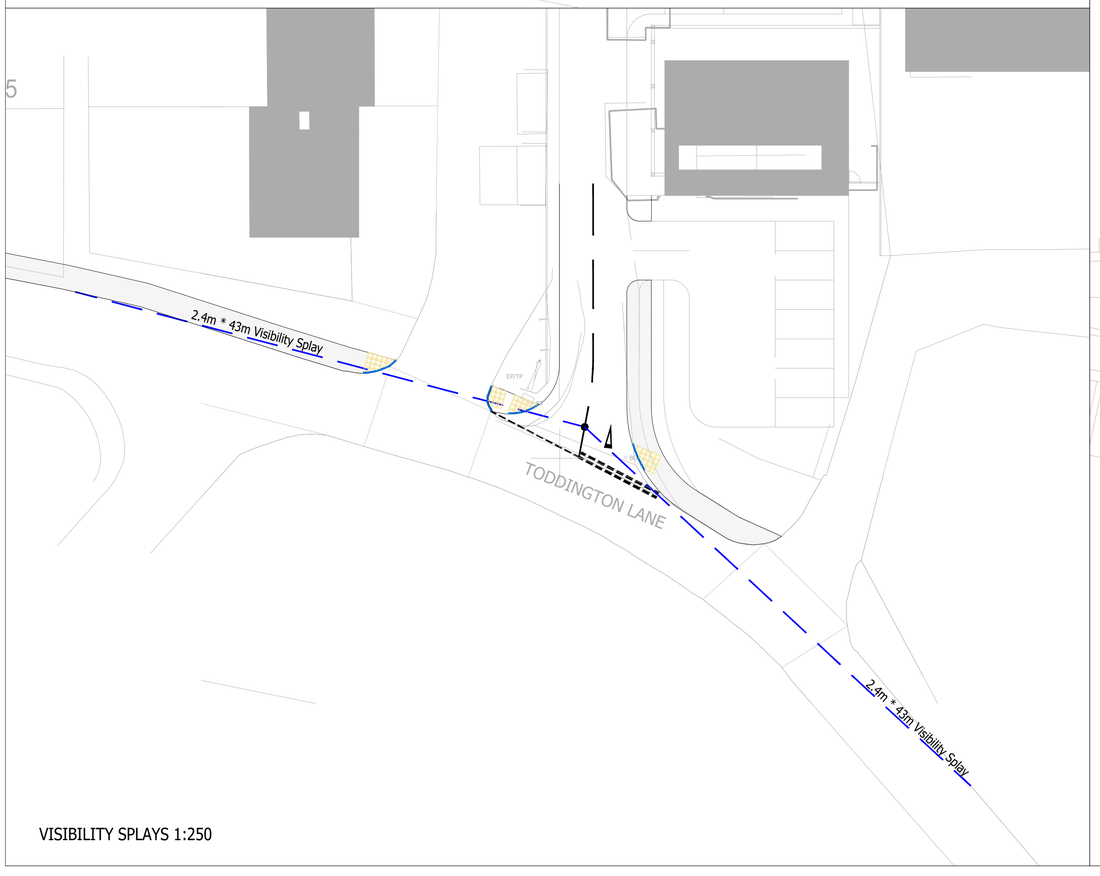
TA 1057 / 10 rev. A

Appendix B

Access Drawing / Visibility Splays



ACCESS DIMENSIONS 1:200



VISIBILITY SPLAYS 1:250

REFUSE VEHICLE SWEPT PATHS 1:500

GENERAL NOTES

1. The location, size, depth and identification of existing services that may be shown or referred to on this drawing have been assessed from non intrusive observations , record drawings or the like. The contractor shall safely carry out intrusive investigations, trial holes or soundings prior to commencing work to satisfy himself that it is safe to proceed and that the assessments are accurate. any discrepancies shall be notified to gta prior to works commencing.

2. Tender or billing drawings shall not be used for construction or the ordering of materials.

3. Do not scale. All dimensions and levels to be site confirmed.

4. This drawing shall be read in conjunction with all relevant architects, consultants drawings and specifications, together with H&S plan requirements.

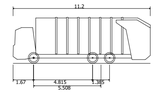
5. Copyright : This drawing must not be copied, amended nor reproduced without the prior written agreement of gta.

6. All drawings specifications and recommendations made by gta are subject to Local Authority and other relevant Statutory Authorities approval. Any works or services made abortive due to the client proceeding prior to these approvals is considered wholly at the Clients risk. gta hold no responsibility for resulting abortive works or costs.

7. If viewing this drawing as an Autocad file (.dwg) in digital format then it is done so with this Disclaimer due to the fact that it can be altered and manipulated following its issue by GTA Civils & Transport and therefore, any alteration or modification of DWG data files provided by GTA Civils & Transport, by you or a third party, without GTA Civils and Transport's express written approval, is done so entirely at your own risk. Modification includes (but is not limited to) turning layers on and off, unfreezing layers and reloading, turning on and off print functions and unloading x-refs.

8. Your attention is also drawn to the fact that the information contained within this file may be subject to alteration at any time, pending technical approval from an approving authority or at the client's instruction. It is therefore strongly recommended that multiple and regular cross checks are made against the current contract drawings.
It is your responsibility to ensure that the correct issue or revision of the DWG data file is being used and requests for updated information made accordingly.

9. Should any apparent discrepancies between the data contained within the DWG file and the current contract drawings become evident, it must be reported back to GTA Civils & Transport as soon as reasonably practicable. Precedence should be given to the current contract drawings (PDF) unless advised otherwise.



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

Overall Length	11.200m
Overall Width	2.530m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.500m

Vehicle wheels outline

Vehicle Body envelope

Rev	Amendments	Date	Dsn	Chk
P4	AMENDED TO WSCC COMMENTS	2025-07-24	ART	LNS
P3	AMENDED TO LATEST SITE LAYOUT	2025-03-13	ART	LNS
P2	FOOTWAY CONNECTION ADDED	2021-01-06	ART	EM
P1	INITIAL ISSUE	2020-11-26	ART	EM

Status
PRELIMINARY

Client
MR A HUSSAIN

Architect
TURNER ASSOCIATES

Project
WESTHOLME NURSERY
TODDINGTON LANE

Title
PROPOSED SITE ACCESS AND REFUSE VEHICLE SWEPT PATHS

Date: MARCH 2025
Scale @ A1: AS SPECIFIED
Clients Ref.:
Project Ref.: 10897E

gta Civils & Transport
Maple House, 192-198 London Road,
Burgess Hill, West Sussex, RH15 9RD
Tel.01444 871444 Web: www.gtacivils.co.uk

Drawing Number: 10897_100
Rev.: P4

Appendix C

Stage 1 RSA

Westholme Nursery
Toddington Lane
Littlehampton
West Sussex
BN17 7PP

PROPOSED SITE DEVELOPMENT

STAGE 1 ROAD SAFETY AUDIT

Report No. EC/2020/12/GTA2

December 2020

Prepared by:

EC ROAD SAFETY LIMITED

1 Draven Close
Hayes, Bromley, Kent
BR2 7PN
United Kingdom

[redacted]

AUTHORISATION SHEET

Client: GTA Civils Limited

Project: Proposed Site Development

Address: Toddington Lane
Littlehampton
West Sussex
BN17 7PP

PREPARED BY

Name: Vinny Rey
Position: Traffic Engineer / Road Safety Auditor
Date: 04 December 2020

AGREED BY

Name: Paul Nevard
Position: Director – EC Road Safety Limited
Date: 08 December 2020

AUTHORISED FOR ISSUE

Name: Paul Nevard
Position: Director – EC Road Safety Limited
Date: 08 December 2020

DISTRIBUTION

Issue No.	Issued To	Date Issued
1.	Edward Mullins – GTA Civils Limited	09/12/2020
2.	Office Copy	09/12/2020

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1. INTRODUCTION

1.1 General

1.1.1 EC Road Safety Limited has been commissioned by GTA Civils Limited to undertake a Stage 1 Road Safety Audit on a proposed development at the existing Westholme Nursery site on Toddington Lane, Littlehampton, West Sussex. The development consists of 31 residential units with associated car and cycle parking. The proposed scheme consists of:

- Revised access onto Toddington Lane
- Short stretch of footway on the northern side of Toddington Lane east of the proposed development site access.

1.1.2 The scope of the audit relates to the proposed access arrangements at Toddington Lane for the access forming part of the Westholme Nursery site development.

1.1.3 Toddington Lane is a residential road in its nature subject to a 30mph speed limit. Toddington Lane adjoins onto the A259 approximately 520 metres to the south. The A259 is the coastal road that connects Havant in the west to Folkstone in the east via Littlehampton, Worthing, Brighton, Eastbourne and Hastings. Toddington Lane adjoins to Heamfield Road and onto the A284, approximately 650 metres west of the site. The A284 connects Littlehampton in the south to Whiteways Lodge in the north via Arundel.

1.1.4 A footway is located approximately 53 metres west of the site on Toddington Lane on its southern flank. This footway connects to the surrounding neighbourhood and Littlehampton town centre. Another footway is located approximately 60 metres south of the site on Toddington Lane on its eastern flank.

1.1.5 The Road Safety Audit Team (approved by Edward Mullins - GTA Civils Limited) consisted of:

Vinny Rey	
BEng (Hons) MCIHT, MSoRSA	Traffic Engineer
RSA, Cert. Comp	Road Safety Audit Team Leader
Paul Nevard	
MSc, **BA (Hons) CMILT, MCIHT, MSoRSA**	Director – EC Road Safety Ltd
RSA, Cert. Comp	Principal Traffic Engineer
	Road Safety Audit Team Member

1.1.6 The Road Safety Audit Brief issued by Edward Mullins (GTA Civils Ltd) to the Audit Team and subsequently accepted and consisted of the following:

- 10897_100 Site Access Design.pdf
- Westholme Nursery – Transport Statement.pdf

1.1.7 The Audit Team examined the Audit Brief and plans at on Monday 30th November 2020 and the site was subsequently examined by Paul Nevard and Vinny Rey together on Wednesday 2nd December between 11.45 and 12.00 hours. The weather during the daytime site visit was dry but overcast. Traffic flows were low and vehicle speeds were observed as being low.

1.1.8 No details of drainage, lighting, personal injury collisions, strategic signage or levels have been provided. These issues are not, therefore, considered further in this report.

1.1.9 The Road Safety Audit also comprised of an examination of the documents forming the Audit Brief supplied to the Road Safety Audit Team and are referenced in Appendix A of this report. The location of any problems raised can be found within the report, photographed for reference, or referenced in Appendix B of this report. If no problems are identified, only a location plan will be provided for reference in Appendix B.

1.1.10 The terms of reference of the Road Safety Audit are as described in the Highways England General Principles and Scheme Governance General information GG 119 Road Safety Audit. The Road Safety Audit Team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the designs to any other criteria. This Road Safety Audit has not considered structural safety or checked for compliance to standards. This safety audit does not perform any "Technical Check" function on these proposals. It is assumed that the Project Sponsor is satisfied that such a "Technical Check" has been successfully completed prior to requesting this safety audit.

1.1.11 This Road Safety Audit has been undertaken based on the Road Safety Audit Team's previous experience and knowledge in undertaking Accident Investigation, Road Safety Engineering and Road Safety Audits. No member of the Road Safety Audit Team has had any previous input to the design of the scheme. The audit has been carried out with the sole purpose of identifying any features of the design that could be removed or modified to improve the safety of the scheme. The problems identified have been noted in this report together with suggestions for safety improvements, which we recommend should be studied for implementation.

1.2 Purpose of Scheme

The purpose of the scheme is a new development at the existing Westholme Nursery site.

2. PROBLEMS IDENTIFIED IN PREVIOUS ROAD SAFETY AUDITS

No previous audits have been supplied to the Audit Team and the Audit Team believe that none have been produced.

3. PROBLEMS IDENTIFIED AT THIS STAGE 1 ROAD SAFETY AUDIT

3.1 General

3.1.1 PROBLEM

Location: Toddington Lane

Summary: Lack of footway continuity could result in pedestrian injury.

Detail: The proposed development is going to result in significant numbers of pedestrian movements to and from the site and, whilst it is proposed to introduce a short stretch of footway east of the site access, it currently appears to lack continuity as it would not connect to any other formal footway. This lack of continuity could lead to confusion for pedestrians and result in the footway being unused with pedestrians instead choosing to walk in the carriageway putting them at risk of being struck by vehicles.

RECOMMENDATION

A strategic footway design / pedestrian route should be incorporated allowing for safe pedestrian access / egress at the site.

3.2 Local Alignment

No problems identified in this category at this stage.

3.3 Junctions

No problems identified in this category at this stage.

3.4 Non-Motorised User Provision

No problems identified in this category at this stage.

3.5 Road Signs, Carriageway Markings & Street Lighting

No Problems identified in this category at this Stage.

End of list of Problems identified and Recommendations offered in this Stage 1 Audit

4. AUDIT TEAM STATEMENT

We certify that this audit has been carried out in accordance with GG119.

AUDIT TEAM LEADER

Vinny Rey

Signed [redacted]

Date: 04/12/2020

AUDIT TEAM MEMBER

Paul Nevard

Signed: [redacted]

EC Road Safety Ltd
1 Draven Close
Hayes
Bromley
Kent
BR2 7PN
United Kingdom

Tel:

Email:

[redacted]

APPENDIX A

List of documents and plans considered during this Stage 1 Road Safety Audit:

- 10897_100 Site Access Design.pdf
- Westholme Nursery – Transport Statement.pdf

APPENDIX B

Location of problems identified during this Stage 1 Road Safety Audit:

Stage 1 Road Safety Audit: Designers Response Report

Proposed Residential Development Access,

Toddington Lane,

Littlehampton,

West Sussex, BN17 7PP

Client: Mr A Hussain

Ref: 10298D

Date: July 2025

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4 Design Organisation and Overseeing Organisation statements 5

Issue	Issue date	Compiled	Checked	Authorised
1st	24/07/025	ART	LNS	LNS

1 Introduction

1.1 This report results from a Stage 1 Road Safety Audit carried out to assess a new access on to Toddington Lane and a new section of footway and crossing. This is in relation to the proposed development of 31 residential units. The stage 1 Road Safety Audit was undertaken by EC Road Safety.

1.2 EC Road safety completed a site visit on 02/12/2020 with the audit being issued to GTA on 09/12/2020.

2 Project Details

Table 2.1 Project Details

Report title:	Stage 1 Road Safety Audit Response Report
Date:	24/07/2025
Document reference and revision:	12433
Prepared by:	GTA Civils & Transport Ltd
On behalf of:	Mr A Hussain

Table 2.2 Authorisation sheet

Project:	Toddington Lane, Littlehampton
Report title:	Stage 1 Road Safety Audit
Prepared by:	
Name:	Andrew Tanner
Position:	Principal Transport Planner
Signed:	[redacted]
Organisation:	GTA Civils & Transport Ltd
Date:	24/07/2025
Approved by:	
Name:	Lawrence Stringer
Position:	
Signed:	[redacted]
Organisation:	GTA Civils & Transport Ltd
Date:	24/07/2025

Key Personnel

Table 2.3 Key Personnel

Overseeing Organisation:	WSCC
RSA Team:	Paul Nevard/Vinny Rey, EC Road Safety Ltd
Design Organisation:	Edward Mullins/Andrew Tanner, GTA Civils & Transport Ltd

3 Road Safety Audit Decision Log

Table 3.1 RSA1 Problems, Recommendations & Response

Problem	Location	Description	Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
3.1.1	Toddington Lane	Lack of footway continuity could result in pedestrian injury.	A strategic footway design / pedestrian route should be incorporated allowing for safe pedestrian access / egress at the site.	Agreed. The access plan includes a 60m long footway that connects to the existing footway on Toddington Lane, adjacent to Trevett Place. The proposed footway is located within the designated highway boundary and includes a crossing point with a dropped kerb and tactile paving.		

4 Design Organisation and Overseeing Organisation statements

Table 4.1 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 have been discussed and agreed with the Overseeing Organisation	
Name:	Andrew Tanner
Signed:	[redacted]
Position:	Principal Transport Planner
Organisation:	GTA Civils & Transport
Date:	24/07/2025

Table 4.2 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 have been discussed and agreed with the design organisation; and 2) the agreed RSA actions will be progressed	
Name:	WSCC
Signed:	
Position:	
Organisation:	
Date:	

Civil Engineering - Transport Planning - Flood Risk

GTA Civils & Transport, Maple House, 192-198 London Road, Burgess Hill, West Sussex, RH15 9RD

[redacted]

Appendix D

NOMIS Car Ownership Data

KS404EW - Car or van availability

40.3

population	All households; All cars or vans
units	Households
date	2011
rural urban	Total

Cars	lsoa2011:E01031467 : Arun 004D		msoa2011:E02006545 : Arun 004		ward011qs:E05007600 : Wick with Toddington		pca10:Bognor Regis and Littlehampton	
All categories: Car or van availability	743	1.34	3,458	1.13	2,442	1.30	43,456	1.21
No cars or vans in household	113		840		420		9,624	
1 car or van in household	347		1,597		1,141		19,658	
2 cars or vans in household	223		807		685		10,909	
3 cars or vans in household	44		171		150		2,471	
4 or more cars or vans in household	16		43		46		794	
sum of all cars or vans in the area	992		3,905		3,167		52,460	

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.

Appendix E

TRICS Output

Calculation Reference: AUDIT-349901-201020-1034

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST		
	SM	SOMERSET	1 days
04	EAST ANGLIA		
	NF	NORFOLK	1 days
	SF	SUFFOLK	2 days
05	EAST MIDLANDS		
	LN	LINCOLNSHIRE	1 days
06	WEST MIDLANDS		
	SH	SHROPSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	1 days
08	NORTH WEST		
	CH	CHESHIRE	3 days
09	NORTH		
	DH	DURHAM	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: 7 to 50 (units:)
Range Selected by User: 6 to 50 (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: 01/01/12 to 27/09/19

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:

Monday	1 days
Tuesday	5 days
Wednesday	2 days
Thursday	3 days

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

Selected survey types:

Manual count	11 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 undertaking using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	6
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:

Residential Zone	11

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	11 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	4 days
10,001 to 15,000	4 days
15,001 to 20,000	1 days
20,001 to 25,000	2 days

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

Population within 5 miles:

50,001 to 75,000	6 days
75,001 to 100,000	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	5 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	2 days
No	9 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	11 days

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

LIST OF SITES relevant to selection parameters

1 CH-03-A-09 TERRACED HOUSES CHESHIRE
GREYSTOKE ROAD
MACCLESFIELD
HURDSFIELD
Edge of Town
Residential Zone
Total No of Dwellings: 24
Survey date: MONDAY 24/11/14 Survey Type: MANUAL

2 CH-03-A-10 SEMI-DETACHED & TERRACED CHESHIRE
MEADOW DRIVE
NORTHWICH
BARNTON
Edge of Town
Residential Zone
Total No of Dwellings: 40
Survey date: TUESDAY 04/06/19 Survey Type: MANUAL

3 CH-03-A-11 TOWN HOUSES CHESHIRE
LONDON ROAD
NORTHWICH
LEFTWICH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 24
Survey date: THURSDAY 06/06/19 Survey Type: MANUAL

4 DH-03-A-01 SEMI DETACHED DURHAM
GREENFIELDS ROAD
BISHOP AUCKLAND

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 50
Survey date: TUESDAY 28/03/17 Survey Type: MANUAL

5 LN-03-A-03 SEMI DETACHED LINCOLNSHIRE
ROOKERY LANE
LINCOLN
BOULTHAM
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 22
Survey date: TUESDAY 18/09/12 Survey Type: MANUAL

6 NF-03-A-01 SEMI DET. & BUNGALOWS NORFOLK
YARMOUTH ROAD
CAISTER-ON-SEA

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 27
Survey date: TUESDAY 16/10/12 Survey Type: MANUAL

7 NY-03-A-13 TERRACED HOUSES NORTH YORKSHIRE
CATTERICK ROAD
CATTERICK GARRISON
OLD HOSPITAL COMPOUND
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 10
Survey date: WEDNESDAY 10/05/17 Survey Type: MANUAL

8 SF-03-A-04 DETACHED & BUNGALOWS SUFFOLK
NORMANSTON DRIVE
LOWESTOFT

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 7
Survey date: TUESDAY 23/10/12 Survey Type: MANUAL

9 SF-03-A-05 DETACHED HOUSES SUFFOLK
VALE LANE
BURY ST EDMUNDS

Edge of Town
Residential Zone
Total No of Dwellings: 18
Survey date: WEDNESDAY 09/09/15 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

10	SH-03-A-06 ELLESMERE ROAD SHREWSBURY	BUNGALOWS		SHROPSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		16	
	Survey date: THURSDAY		*22/05/14*	*Survey Type: MANUAL*
11	SM-03-A-01 WEMBDON ROAD BRIDGWATER NORTHFIELD Edge of Town Residential Zone Total No of Dwellings:	DETACHED & SEMI	33	SOMERSET
	Survey date: THURSDAY		*24/09/15*	*Survey Type: MANUAL*

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	11	25	0.059	11	25	0.255	11	25	0.314
08:00 - 09:00	11	25	0.137	11	25	0.317	11	25	0.454
09:00 - 10:00	11	25	0.151	11	25	0.196	11	25	0.347
10:00 - 11:00	11	25	0.133	11	25	0.144	11	25	0.277
11:00 - 12:00	11	25	0.125	11	25	0.129	11	25	0.254
12:00 - 13:00	11	25	0.137	11	25	0.151	11	25	0.288
13:00 - 14:00	11	25	0.148	11	25	0.159	11	25	0.307
14:00 - 15:00	11	25	0.159	11	25	0.210	11	25	0.369
15:00 - 16:00	11	25	0.244	11	25	0.181	11	25	0.425
16:00 - 17:00	11	25	0.225	11	25	0.151	11	25	0.376
17:00 - 18:00	11	25	0.269	11	25	0.100	11	25	0.369
18:00 - 19:00	11	25	0.170	11	25	0.103	11	25	0.273
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.957			2.096			4.053

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

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

Parameter summary

Trip rate parameter range selected:	7 - 50 (units:)
Survey date date range:	01/01/12 - 27/09/19
Number of weekdays (Monday-Friday):	11
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Civil Engineering - Transport Planning - Flood Risk

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[redacted]

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