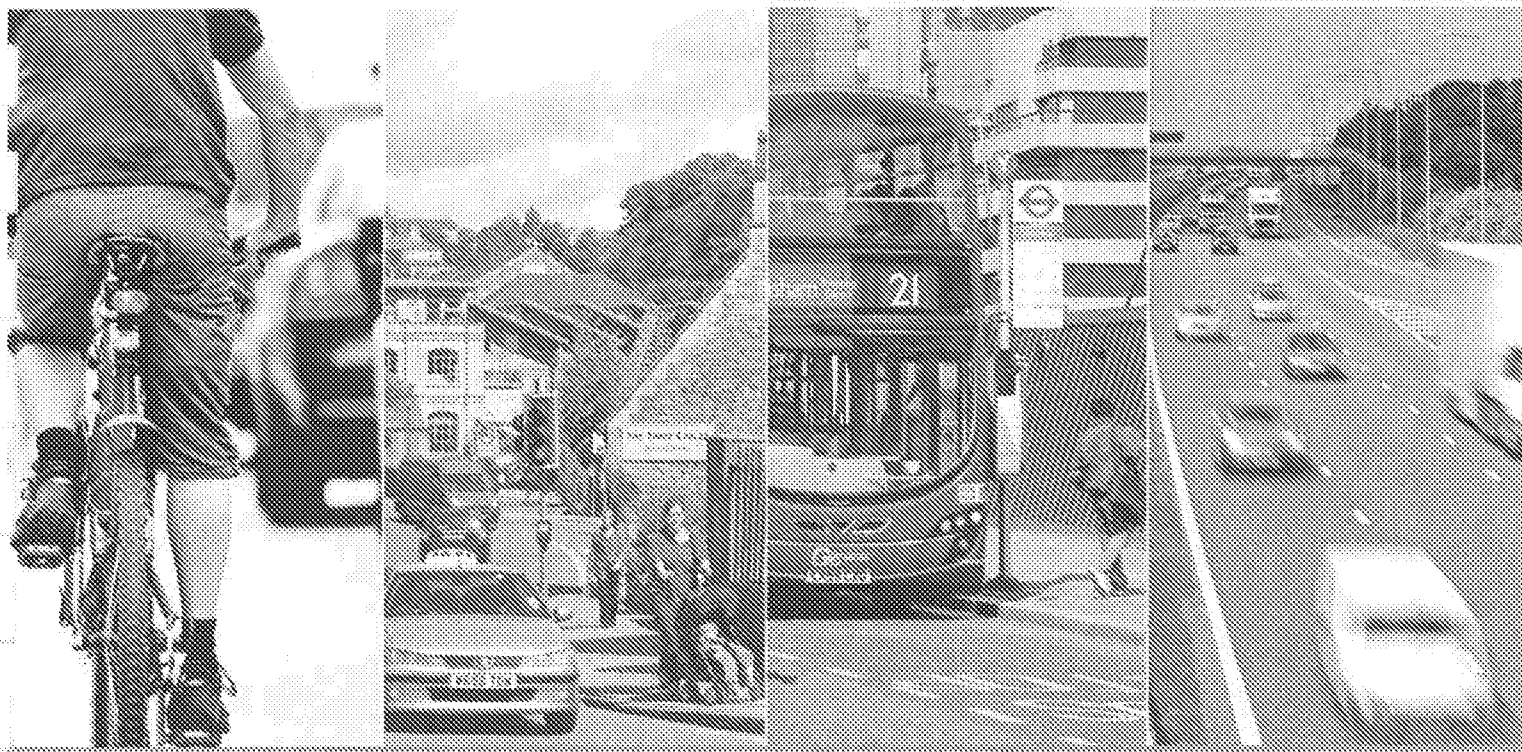


Transport Statement

Merry England Nursery, Dappers Lane, Angmering, West Sussex



Client: PNH Properties Group

Ref: 5804A/2.3

Date: November 2018

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Issue	Issue date	Compiled	Authorised
DRAFT	16 th November 2018	RS	LNS
1 st	27 th November 2018	RS	LNS
FINAL	30 th November 2018	RS	LNS

Compiled by: Rachel Stevenson

Authorised by: Lawrence Stringer CEng, MCIHT, MRTPI

Executive Summary

This Transport Statement has been written for the proposed development of 18No dwellings (17No new units and 1No refurbished unit) on the former Merry England Nursery site on the east side of Dappers Lane, Angmering, West Sussex.

The existing site is vacant consisting of the former Merry England Nursery and associated buildings. The site has a total area of around 1 hectare (approximately 2.7 acres) with existing access directly off of Dappers Lane which will be widened for use by the proposed development.

The proposed development consists of 18 residential units and a new access road. The development will include on-site car and cycle parking in line with WSCC requirements.

The site access will be laid out in accordance with West Sussex County Council's standards as a bell mouth access with a 10m (south side) and 8m (north side) kerb radii and a shared surface access road with a width of around 7.1 metres. The access will be designed with adequate visibility in both directions meeting Manual for Streets and DMRB standards.

The proposed development site is located in a relatively accessible area which is close to many local amenities and bus stops providing access to transport and other essential facilities.

The proposed development is likely to generate around 7 vehicle trips in both the AM and PM peak hours, and about 78 over the course of a 12hour typical weekday (0700-1900). These small increases can be readily accommodated on the highway network with no material operational impacts.

There are no unacceptable highway or transport impacts as a result of the proposed development.

1 Introduction

- 1.1 This report has been prepared by GTA Civils Ltd for PNH Properties Group 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 Ltd has been commissioned by PNH Properties Group to prepare a Transport Statement and Travel Plan Framework in connection with the proposed development of 18No residential dwellings on the former Merry England Nursery site on the east side of Dappers Lane, Angmering, West Sussex.

The Report

- 1.3 This Transport Statement has been written to include the following scope of work:
- Visit the site;
 - Review local planning and transport policies and their relevance to transport issues for this site;
 - Review site accessibility by all transport modes (public transport, walking, cycling);
 - Detailed assessment of local transport issues and their relevance to the site;
 - Estimate broad estimates of person and trip generations for the proposed development and distribute the generated traffic on the local network;
 - Consider any information regarding the existing use of the site;
 - Review impact of the traffic generated from the development on the local network;
 - Review proposed car and cycle parking provision in light of the estimated site trip generations and local standards;
 - Review servicing requirements of the site;
 - Outline general approach and typical measures to be adopted during the construction phase;
 - Outline a travel plan framework.

Policy Context

- 1.4 This report has been written in accordance with the following frameworks:
- National Planning Policy Framework & 2014 National Planning Policy Guidance;
 - DfT Guidance on Transport Assessments;
 - West Sussex County Council's Local Transport Plan;
 - West Sussex County Council's Transport Assessment Guidance

2 Site Location

- 2.1 The site is located within a residential area on the east side of Dappers Lane which is a narrow road restricted to a 30mph speed limit.
- 2.2 The site is situated on the far north-eastern edge of Angmering Village. Angmering is a large, narrow village and civil parish between Littlehampton and Worthing. The village lies within the area served by Arun District Council.
- 2.3 An aerial view of the site location is illustrated below in Figure 2.1 with the red line site boundary also shown.

Figure 2.1 – Aerial view of site



- 2.4 A larger site location plan can be seen in **Appendix A**.

3 Existing Site

- 3.1 The existing site is vacant and covers around 1 hectare of land comprising agricultural fields and buildings associated with the former Merry England Nursery use. There are nursery properties located to the north and south of the site, and greenfields to the east. There are many residential properties along the western side of Dappers Lane.
- 3.2 The site currently has an existing access onto Dappers Lane measuring around 3 metres in width.

Accident Data

- 3.3 Crash map records have been examined for Dappers Lane for the 3 year period of 2015-2017. During this time there were no incidents recorded along this 1km stretch of road in the vicinity of the access.
- 3.4 Therefore there are no incidents relating to the site access location on Dappers Lane.
- 3.5 The closest incidents occurred to the south of the site on Water Lane, east of the junction with Dappers Lane. This was a slight incident that involved 3 vehicles and 1 casualty in November 2016. These incidents do not appear to affect the proposed development in terms of road safety.

Speed Survey (ATC)

- 3.6 A speed survey was undertaken on 13th September – 19th September 2016 for a period of 1 week. The speed of traffic has been determined using an ATC placed on Dappers Lane close to the existing access to the site. This has revealed the following speeds:
- Southbound – 29 mph (total 85th percentile)
 - Northbound – 29 mph (total 85th percentile)
- 3.7 The ATC survey results are included in **Appendix H**.

4 Proposed Development

General

- 4.1 The proposed development consists of 17No new residential units and 1No refurbished unit, therefore providing a total of 18No residential units on site. The development mix is proposed as follows:

Affordable:

- 2No bedroom dwelling x 3
- 3No bedroom dwelling x 2

Private:

- 3No bedroom dwelling x 7
- 4No bedroom dwelling x 6

Total 18 units

Proposed Access

- 4.2 Access to the site will continue to be from Dappers Lane via the existing site access point as shown within the layout plans in **Appendix B**.
- 4.3 The proposed access will be laid out in accordance with West Sussex County Council's standards as a bell mouth access with footways provided on both sides of the access road. The internal access road will be shared surface, measuring approximately 7.1m wide (with pedestrian zones of approximately 1.5m).
- 4.4 The Manual for Streets (MfS1) is the appropriate guidance document for determining visibility splay requirements for this type of road.
- 4.5 Visibility splays are made up of the X distance (distance back into the new access from the edge of carriageway of the main) and the Y distance (the distance along the main road in each direction).
- 4.6 A distance of 2.4 metres is the appropriate X distance for most roads including this site. The Y distance is determined based on the 30mph speed limit. Therefore, the required Y distance in each direction, using Table 7.1 of MfS, is 43 metres.
- 4.7 Taking the MfS1 requirement as speeds are approximately 30mph, as demonstrated by the speed survey, visibility splays of 2.4 metres x 43 metres are achievable in each direction, as shown on the access layout plan in **Appendix B**. This may require some minor trimming back of the existing

overhanging hedge along the site frontage. Therefore, an access laid out to appropriate standards with adequate visibility is achievable.

Proposed Parking

- 4.8 On-site parking provisions will be laid out in accordance with West Sussex County Council's 'Guidance for Car Parking in New Residential Developments' and the WSCC car parking demand calculator. The calculation tool will give the appropriate level of parking provision with regards to the ward and district within West Sussex, the number of bedrooms and habitable rooms per unit etc., and should be used as a guide. See Table 4.1 below.

Table 4.1 – WSCC Car Parking Demand Calculator Results

Category	Sub-category	Unit Type	A	B	C	D	E	Total
			Houses	Houses	Houses	Houses	Houses	-
Proposed Provision	Residential	Bedrooms per Apartment	A	A	P	P	P	-
		Habitable Rooms per Unit	4	5	5	5	6	-
		Bedrooms per Unit	2	3	3	3	4	-
		No. of Units	3	2	6	1	6	18
		Appl. of 100%	0	0	3+	2	3+	38
	Commercial	Single and Double	1	1	0	0	0	-
		5+ Bedrooms	3	3	0	0	0	5.6
		Single and Double	0	0	0	0	0	-
		5+ Bedrooms	1	0	1	0	1	3.6
		Total Demand	3	3	19	2	19	47

- 4.9 The results from the WSCC car parking demand calculator suggest that there will be a total demand for a provision of 47 car parking spaces (minimum) as part of the development. The layout plan shown in Appendix B shows a total provision of 53 parking spaces which exceeds the WSCC requirement.

- 4.10 Covered and secure cycle parking to meet the West Sussex County Council's standards will be provided for each unit. The WSCC 'Guidance on Parking in New Residential Development' document states the following cycle parking requirement per unit:

- 1No & 2No bedroom houses 1 space (per unit)
- 3No+ bedroom houses 2 space (per unit)

- 4.11 These will be provided within garages if of sufficient size or within sheds in the garden area of each plot.

Emergency Access and Service Vehicles

- 4.12 The proposed access will be laid out so that emergency and refuse vehicles can enter and turn on site within the turning areas. This will be in line with the requirements set out for emergency vehicles in paragraph 6.7.2 of Manual for Streets. Refuse/Fire Tender vehicle tracking is included on the layout in **Appendix B**.
- 4.13 All bins will be provided in the front garden of each residential dwelling and the site will be laid out so that refuse vehicles can get within 25 metres of the bin stores. Refuse vehicles will be able to enter and turn on site, meeting the requirements set out in Manual for Streets 1 paragraph 6.8.9.

Stage 1 Road Safety Audit (RSA1)

- 4.14 A Stage 1 Road Safety Audit was undertaken by Elix Consultancy Limited on Friday 9th September 2016 and the site was examined in daylight hours between 1400 and 1430 on Tuesday 13th September 2016 and has been included within **Appendix F** of this report. The purpose of the RSA1 is to assess the suitability of the proposed development.
- 4.15 The Road Safety Audit was carried out with the sole purpose of identifying any features of the design that could be removed or modified in order to improve the safety of the scheme. The problems identified have been noted in the Designer's Response report included in **Appendix G** which responds to the suggestions for safety improvements.
- 4.16 A small number of relatively minor points were raised within the RSA1. Overall, the problems highlighted can all be addressed at the detailed design stage as detailed in the Designer's Response.

5 Site Accessibility

Highway Network

- 5.1 Dappers Lane is a narrow road, with a carriageway width of around 5m, subject to a 30mph speed limit. To the north this road runs to the one-way bridge beneath the A27. This effectively means that Dapper's Lane is a cul-de-sac southbound as cars are not able to drive from the old Arundel Road into Dapper's Lane. It is only possible for buses to make the trip. To the south the road links to Water Lane which runs through the centre of Angmering.
- 5.2 Although there are no footways along Dappers Lane, there are relatively wide grass verges on both sides of the road. There is a footway provided along the northern side of Water Lane which provides a pedestrian link through to Angmering High Street where there are many local amenities.
- 5.3 The Highway Authority have indicated that they would like to see the potential for a new footway connecting to the existing footway on Water Lane within the extent of the public highway.
- 5.4 Water Lane / Station Road continues south-west of the site, and joins the A259 and B2140 at a roundabout. The A259 runs from east to west providing a road link from Havant to Folkestone and forms part of the strategic highway network. The B2140 starts at a roundabout with the A259 and A280 to the southeast of Angmering and zigzags westwards through East Preston and Rustington and ends in Littlehampton, this forming part of the local highway network.

Bus

- 5.5 The nearest bus stops with frequent services are located around 245m southwest of the existing access to the site on Merryfield Crescent off of Dappers Lane; this representing a short walk of around 3 minutes. This stop is served by service number 9; this service provides relatively frequent connections to Littlehampton, Angmering Station, Rustington High Street, Shoreham-by-Sea, Lancing, Worthing etc. This service runs at a frequency of 1 service per hour from Monday to Saturday, this service is not available on Sundays.
- 5.6 The bus services currently available provide relatively good access for the residents of the proposed development to gain access to local facilities and towns such as Angmering Railway Station, Worthing and Rustington.

Rail

- 5.7 The nearest local railway station with frequent services is Angmering, which is located around 2.4km from the site. This is considered too far to walk for commuting purposes but is around 7 minutes away by bicycle. There are cycle parking facilities at the station open 24/7, giving the option for residents to cycle to the station.
- 5.8 Bus service 9 also serves Angmering Railway Station providing an alternative mode of transport between the site and the station. This total journey would take around 10 minutes.
- 5.9 Services from this station are run by Southern and are on the West Coastway Line. This station provides frequent services to destinations such as London Victoria, Brighton, Southampton Central, Haywards Heath, Portsmouth Harbour and Littlehampton. The journey times and service frequencies are set out below in Table 5.1.

Table 5.1 – Local rail services

Destination	Frequency	Journey time
London Victoria	2-3 per hour	1h 35m
Southampton Central	1-2 per hour	1h 13m
Portsmouth Harbour	1-2 per hour	50m
Haywards Heath	2-3 per hour	43m
Brighton	2-3 per hour	30m
Littlehampton	1-2 per hour	10m

Walking and Cycling

- 5.10 Locally, the topography of the ground is fairly level which is conducive to walking and cycling. A number of the local roads within Angmering are lightly trafficked and therefore, are suitable for walking and cycling.
- 5.11 The Institution of Highway and Transportation (IHT) publication 'Guidelines for Providing Journeys on Foot, 2000' contains a table (Table 2.1) of suggested walking distances for different purposes. Table 5.2 recreates this table:

Table 5.2 – Extract from IHT 'Guidelines for Providing for Journeys on Foot'

Purpose of Journey	Footpath	Commuter	Shopping/Leisure
<i>Acceptable</i>	200	500	400
<i>Desirable</i>	400	1000	800
<i>Maximum</i>	800	2000	1200

- 5.12 Within the vicinity of the site there are local facilities and essential services that will be easily accessible for future residents of the new development. In the local area the residents of the

proposed development will be able to easily access entertainment, education, employment and transport. There are convenience stores and schools all within walking distance of the site. Key destinations in the local area are listed below in Table 5.3-5.6.

Table 5.3 – Accessibility of Development Site to Local Schools

Destination	Distance from site (miles)	Time taken to walk (minutes)	Within CIHT Guideline (YES/NO)
St Margarets Church of England Primary School	1030	13 minutes	YES
Angmering School and Sixth Form	1096	22 minutes	NO
William Older Playgroup	926	11 minutes	YES

Table 5.4 – Accessibility of Development Site to Shops

Destination	Distance from site (miles)	Time taken to walk (minutes)	Within CIHT Guideline (YES/NO)
High Street Shops	910	11 minutes	YES
Bank / Post Office	920	11 minutes	YES
Supermarket (Co-operative)	920	11 minutes	YES

Table 5.5 – Accessibility of Development Site to Local Surgeries

Destination	Distance from site (miles)	Time taken to walk (minutes)	Within CIHT Guideline (YES/NO)
Doctors Surgery	1000	13 minutes	YES
Pharmacy (Lloyds)	1012	13 minutes	YES
Dental Practice	750	9 minutes	YES

Table 5.6 – Accessibility of Development Site to Community Facilities

Destination	Distance from site (miles)	Time taken to walk (minutes)	Within CIHT Guideline (YES/NO)
St Margarets Church of England	1004	12 minutes	YES
Angmering Library	1004	12 minutes	YES
Angmering Community Centre	1580	20 minutes	NO

- 5.13 As seen from Tables 5.3-5.6 above, there are many local amenities within maximum CIHT walking distance from the site. Residents are unlikely to require their private cars to make such short journeys and so this will encourage walking/cycling and the use of sustainable public transport.

6 Trip Generations and Mode Choice

Trip Rates

- 6.1 Trip generations for the site proposals are derived from interrogation of the TRICS database. The trip rates have been established using a sample of surveyed sites which, from the examples available, best described the characteristics of sites in the Angmering area. Trip rates were based on suburban and edge-of-town private housing examples, and are therefore robust.
- 6.2 The TRICS search has been restricted to reflect the location of the proposed site. See **Table 6.1** below.

Table 6.1 – Likely trip rates for the proposed development of 1 dwelling

Development	Time Period	Trip Rate per 1 dwelling	Trip Rate proposed for 1 dwelling
'Privately Owned Houses'	Total AM Peak Hour (0800-0900)	0.392	7.056
	Total PM Peak Hour (1700-1800)	0.391	7.038

- 6.3 The detailed TRICS data for the proposed development is included in **Appendix C**.
- 6.4 Using the information from the TRICS database, the proposed development would be likely to lead to:
- Around 7 additional two-way trips in the AM peak hour;
 - Around 7 additional two-way trips in the PM peak hour;
 - Overall, around 67 additional two-way trips over a 12 hour day
- 6.5 The result of the TRICS data shows an increase to the traffic generation associated with the proposed development. It is unlikely that the resultant traffic flows would have a material impact on the operation and safety of the local highway network.

7 Highway Network Assessments

Scope

- 7.1 The assessment of transport impacts has been carried out on the basis that all the trips generated by the proposed development are new, i.e. no existing trips from any existing agricultural use have been taken into account.
- 7.2 The ability of the local highway network to satisfactorily accommodate new traffic generations to/from the proposed development has been assessed in terms of impact on the local highway network.

Base Year Traffic Flows

- 7.3 There is no universally agreed approach to determining the capacity of an urban road, but one indication is given by TA79/99 in The Design Manual for Roads and Bridges (DMRB). This type of road is classified in DMRB in Table 1 as a UAP3 road.
- 7.4 Using the Table 2 of the TA79/99 DMRB document it would suggest that the traffic capacity of roads of this type are likely to be around 545 vehicles per hour one-way. This is the busiest direction flow (assuming a 60/40 directional split), therefore, the capacity of this type of road is likely to be around 900 vehicles per hour two-way.
- 7.5 Actual traffic flows along this section of Dappers Lane are very low as it is effectively a cul-de-sac southbound (traffic is unable to enter from north of the A27). Peak hour 2 way vehicle flows will be less than 100. Taking into account the theoretical capacity of the road, there is a significant amount of existing spare capacity.

Summary

- 7.6 The local highway network can readily accommodate the small level of additional traffic arising from the proposed development with no material operational impacts.

8 Impact Assessments

General

- 8.1 The assessment of transport impacts has been carried out on the basis that all the trips generated by the proposed development are new, i.e. no existing trips in relation to any existing agricultural use have been taken into account.

Pedestrian Network

- 8.2 Previous discussions have taken place with WSCC who have indicated that they would like to see potential for a new footway connection between the site and the existing footways on Dapper Lane to enable pedestrians a safer route to the village centre. The initial WSCC comments have been included in **Appendix D**.
- 8.3 A previous planning application at this site, A/142/16/OUT, was granted permission by Arun District Council to construct a public footway. The new footway will run from the site to Merryfield Crescent, providing safer pedestrian access to many local amenities and encourage walking and cycling between the proposed development and facilities in the centre of Angmering Village. The access plan showing the proposed footway link is shown in **Appendix B**.
- 8.4 The Travel Plan Framework for the proposed development will include encouragement of walking and cycling between the proposed development and facilities in the centre of Angmering, a Travel Plan Framework has been included in **Appendix E**.

Highway Network

- 8.5 The ability of the local highway network to accommodate existing and future flows has been assessed. The local highway network can accommodate the additional traffic arising from the proposed development with no material operational impacts. The small amount of new traffic generated by the site would have no material impact on the local highway network.
- 8.6 A new footway through to the southern end of Dappers Lane will be considered to provide safer pedestrian access to many local amenities.

Parking

- 8.7 The proposed on-site vehicle parking will be designed in accordance with the West Sussex County Council Parking Demand Calculator to ensure an appropriate number of vehicle parking spaces are provided.

8.8 Therefore, a total of 47 parking spaces are required, however a total of 53 parking spaces will be provided on site for residents and visitors. Therefore, the total provision of 53 car parking spaces meets the WSCC requirement.

8.9 Cycle parking will also be provided in line with West Sussex County Council standards.

9 Conclusion

- 9.1 The proposed development consists of 18No residential dwellings (17No new units and 1No refurbished unit) together with improvements to the existing access off of Dappers Lane. The development will include on-site car and cycle parking in line with WSCC requirements.
- 9.2 The total on-site car parking provision has been designed in accordance with the WSCC car parking demand calculator which suggested a minimum provision of 47 spaces. It is proposed that a total of 53 parking spaces will be provided on site for residents and visitors.
- 9.3 The proposed access will be laid out in accordance with WSCC's standards as a bell mouth access with footways provided on both sides. Dropped kerbs and tactile paving will be provided on each side. The access will be designed with adequate visibility in both directions meeting MfS and DMRB standards. The required visibility splays have been based on the 30mph speed limit.
- 9.4 A speed survey was undertaken on 13th-19th September 2016 to determine the actual speed of traffic along Dappers Lane which has a 30mph speed limit. The speeds recorded in each direction were 29mph (northbound) and 29m (southbound).
- 9.5 Manual for Streets (MfS) is considered the appropriate guide for determining visibility splay requirements and therefore 2.4m x 43m splays are required. These splays have been measured and appear to be achievable and have been accepted by WSCC as the Highway Authority.
- 9.6 The proposed development site is located in a relatively accessible area which is close to many local amenities and bus stops providing access to transport and other essential facilities.
- 9.7 The proposed development is likely to generate around 7 additional vehicle trips in both the AM and PM peak hours, and about 67 over the course of a 12hour weekday (0700-1900). These can be accommodated on the highway network with no material operational impacts and no material impact on the local highway network.
- 9.8 A Stage 1 RSA was undertaken to identify any features of the development that could be removed or modified in order to improve the safety of the scheme. The RSA1 highlighted 4 problems which can all be addressed at the detailed design stage as outlined within the designer's response.
- 9.9 Overall, there are no unacceptable highway or transport impacts as a result of the proposed development.

- End of Report -

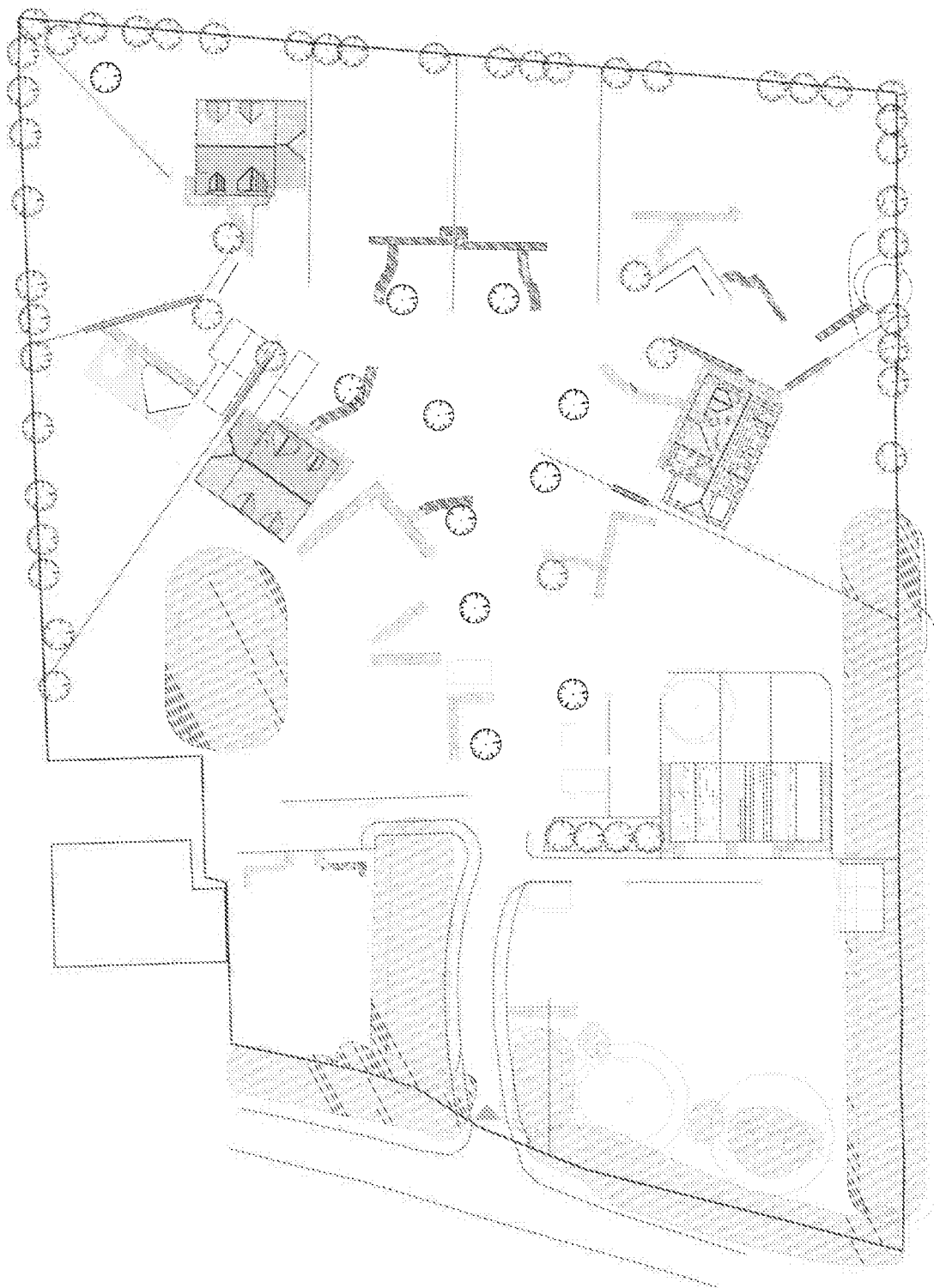
Appendix A

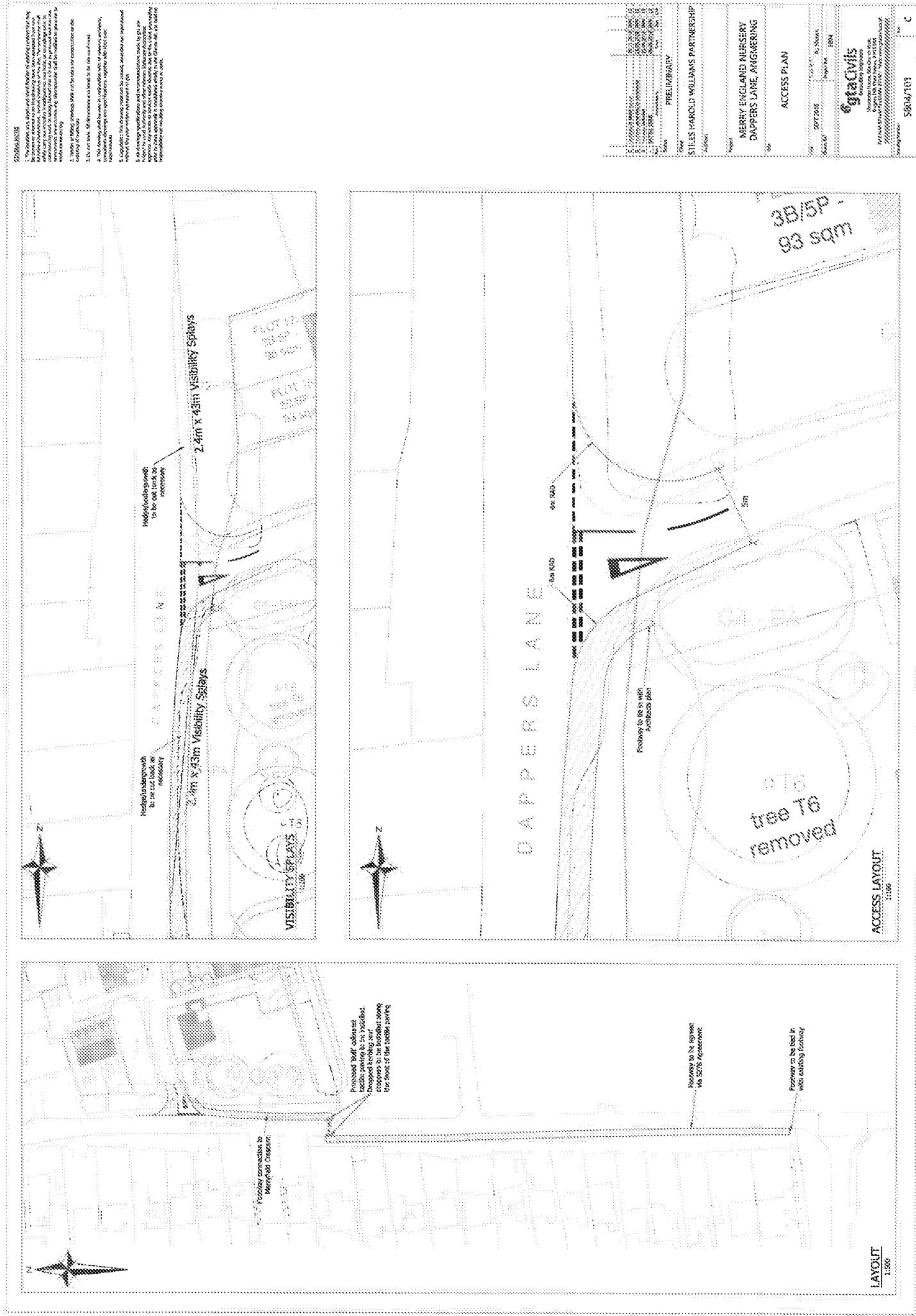
Site Location Map & Aerial Photo



Appendix B

Site Layout Plans





Appendix C

TRICS Outputs

Calculation Reference: AUDIT-349901-160707-0705

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : A - HOUSES PRIVATELY OWNED

VEHICLESSelected regions and areas:

04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	1 days
	SF SUFFOLK	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
	WK WARWICKSHIRE	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	2 days

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

Filtering Stage 2 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: Number of dwellings
 Actual Range: 6 to 23 (units:)
 Range Selected by User: 6 to 25 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/08 to 16/09/15

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

Selected survey days:

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

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

Selected survey types:

Manual count	8 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	3
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	8
------------------	---

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.

Filtering Stage 3 selection:Use Class:

C3

7 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS@.

Population within 1 mile:

1,001 to 5,000	2 days
5,001 to 10,000	1 days
10,001 to 15,000	4 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	2 days
50,001 to 75,000	1 days
75,001 to 100,000	1 days
125,001 to 250,000	3 days

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

Car ownership within 5 miles:

0.6 to 1.0	5 days
1.1 to 1.5	3 days

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

Travel Plan:

No

8 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.

LIST OF SITES relevant to selection parameters

1	CA-03-A-04	DETACHED		CAMBRIDGESHIRE
	THORPE PARK ROAD			
	PETERBOROUGH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	9		
	Survey date: TUESDAY	18/10/11		Survey Type: MANUAL
2	NF-03-A-03	DETACHED HOUSES		NORFOLK
	HALING WAY			
	THETFORD			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	10		
	Survey date: WEDNESDAY	16/09/15		Survey Type: MANUAL
3	NY-03-A-08	TERRACED HOUSES		NORTH YORKSHIRE
	NICHOLAS STREET			
	YORK			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	21		
	Survey date: MONDAY	16/09/13		Survey Type: MANUAL
4	NY-03-A-11	PRIVATE HOUSING		NORTH YORKSHIRE
	HORSEFAIR			
	BOROUGHBRIDGE			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	23		
	Survey date: WEDNESDAY	18/09/13		Survey Type: MANUAL
5	SF-03-A-05	DETACHED HOUSES		SUFFOLK
	VALE LANE			
	BURY ST EDMUNDS			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	18		
	Survey date: WEDNESDAY	09/09/15		Survey Type: MANUAL
6	SH-03-A-06	BUNGALOWS		SHROPSHIRE
	ELLESMERE ROAD			
	SHREWSBURY			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	16		
	Survey date: THURSDAY	22/05/14		Survey Type: MANUAL
7	WK-03-A-01	TERRACED/SEMI/DET.		WARWICKSHIRE
	ARLINGTON AVENUE			
	LEAMINGTON SPA			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	6		
	Survey date: FRIDAY	21/10/11		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8 WK-03-A-02 BUNGALOWS WARWICKSHIRE
NARBERTH WAY
POTTERS GREEN
COVENTRY
Edge of Town
Residential Zone
Total Number of dwellings: 17
Survey date: THURSDAY 17/10/13 Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
NY-03-A-07	Anomalous Result
SF-03-A-04	Anomalous Result
SH-03-A-03	Anomalous Result
ST-03-A-05	Anomalous Result

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

VEHICLESCalculation factor: **1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	15	0.050	8	15	0.200	8	15	0.250
08:00 - 09:00	8	15	0.100	8	15	0.292	8	15	0.392
09:00 - 10:00	8	15	0.117	8	15	0.167	8	15	0.284
10:00 - 11:00	8	15	0.183	8	15	0.125	8	15	0.308
11:00 - 12:00	8	15	0.075	8	15	0.108	8	15	0.183
12:00 - 13:00	8	15	0.133	8	15	0.108	8	15	0.241
13:00 - 14:00	8	15	0.117	8	15	0.092	8	15	0.209
14:00 - 15:00	8	15	0.133	8	15	0.175	8	15	0.308
15:00 - 16:00	8	15	0.242	8	15	0.292	8	15	0.534
16:00 - 17:00	8	15	0.183	8	15	0.100	8	15	0.283
17:00 - 18:00	8	15	0.308	8	15	0.083	8	15	0.391
18:00 - 19:00	8	15	0.217	8	15	0.133	8	15	0.350
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.858			1.875			3.733

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Parameter summary

Trip rate parameter range selected: 6 - 23 (units:)
 Survey date range: 01/01/08 - 16/09/15
 Number of weekdays (Monday-Friday): 8
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 4

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

TAXIS**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	15	0.000	8	15	0.000	8	15	0.000
08:00 - 09:00	8	15	0.000	8	15	0.000	8	15	0.000
09:00 - 10:00	8	15	0.000	8	15	0.000	8	15	0.000
10:00 - 11:00	8	15	0.008	8	15	0.008	8	15	0.016
11:00 - 12:00	8	15	0.000	8	15	0.000	8	15	0.000
12:00 - 13:00	8	15	0.000	8	15	0.000	8	15	0.000
13:00 - 14:00	8	15	0.000	8	15	0.000	8	15	0.000
14:00 - 15:00	8	15	0.000	8	15	0.000	8	15	0.000
15:00 - 16:00	8	15	0.000	8	15	0.000	8	15	0.000
16:00 - 17:00	8	15	0.000	8	15	0.000	8	15	0.000
17:00 - 18:00	8	15	0.000	8	15	0.000	8	15	0.000
18:00 - 19:00	8	15	0.000	8	15	0.000	8	15	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.008			0.008			0.016

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: 6 - 23 (units:)
 Survey date range: 01/01/08 - 16/09/15
 Number of weekdays (Monday-Friday): 8
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 4

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

OGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	15	0.000	8	15	0.000	8	15	0.000
08:00 - 09:00	8	15	0.000	8	15	0.000	8	15	0.000
09:00 - 10:00	8	15	0.000	8	15	0.000	8	15	0.000
10:00 - 11:00	8	15	0.017	8	15	0.000	8	15	0.017
11:00 - 12:00	8	15	0.000	8	15	0.008	8	15	0.008
12:00 - 13:00	8	15	0.000	8	15	0.000	8	15	0.000
13:00 - 14:00	8	15	0.000	8	15	0.000	8	15	0.000
14:00 - 15:00	8	15	0.000	8	15	0.000	8	15	0.000
15:00 - 16:00	8	15	0.000	8	15	0.000	8	15	0.000
16:00 - 17:00	8	15	0.000	8	15	0.000	8	15	0.000
17:00 - 18:00	8	15	0.008	8	15	0.008	8	15	0.016
18:00 - 19:00	8	15	0.000	8	15	0.000	8	15	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.025			0.016			0.041

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.

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Parameter summary

Trip rate parameter range selected: 6 - 23 (units:)
 Survey date range: 01/01/08 - 16/09/15
 Number of weekdays (Monday-Friday): 8
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 4

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

PSVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	15	0.000	8	15	0.000	8	15	0.000
08:00 - 09:00	8	15	0.000	8	15	0.000	8	15	0.000
09:00 - 10:00	8	15	0.000	8	15	0.000	8	15	0.000
10:00 - 11:00	8	15	0.000	8	15	0.000	8	15	0.000
11:00 - 12:00	8	15	0.000	8	15	0.000	8	15	0.000
12:00 - 13:00	8	15	0.000	8	15	0.000	8	15	0.000
13:00 - 14:00	8	15	0.000	8	15	0.000	8	15	0.000
14:00 - 15:00	8	15	0.000	8	15	0.000	8	15	0.000
15:00 - 16:00	8	15	0.000	8	15	0.000	8	15	0.000
16:00 - 17:00	8	15	0.000	8	15	0.000	8	15	0.000
17:00 - 18:00	8	15	0.000	8	15	0.000	8	15	0.000
18:00 - 19:00	8	15	0.000	8	15	0.000	8	15	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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.

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Parameter summary

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 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 4

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	15	0.000	8	15	0.083	8	15	0.083
08:00 - 09:00	8	15	0.000	8	15	0.050	8	15	0.050
09:00 - 10:00	8	15	0.000	8	15	0.017	8	15	0.017
10:00 - 11:00	8	15	0.000	8	15	0.050	8	15	0.050
11:00 - 12:00	8	15	0.000	8	15	0.025	8	15	0.025
12:00 - 13:00	8	15	0.033	8	15	0.008	8	15	0.041
13:00 - 14:00	8	15	0.025	8	15	0.000	8	15	0.025
14:00 - 15:00	8	15	0.008	8	15	0.008	8	15	0.016
15:00 - 16:00	8	15	0.067	8	15	0.000	8	15	0.067
16:00 - 17:00	8	15	0.067	8	15	0.008	8	15	0.075
17:00 - 18:00	8	15	0.033	8	15	0.017	8	15	0.050
18:00 - 19:00	8	15	0.017	8	15	0.000	8	15	0.017
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.250			0.266			0.516

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.

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Appendix D

Initial WSCC Comments

From: James Rand
To: Shellbee Harmer
Subject: RE: Merry England Nursery Proposed Development Access Visibility
Date: 11 June 2015 15:21:22

Dear Shellbee,

Thanks for your enquiry regarding access to the potential development.

I'm comfortable with the information you've set out, although some reassurance that vehicle speeds are approximately in line with the 30mph speed limit would be useful. It would also need to be demonstrated that the visibility splays were achievable within the highway boundary/land under the applicants' control. Access via sustainable means will also need careful consideration given the existing lack of pedestrian facilities in the area.

Kind regards,

James

James Rand | Consultant Transport Planner, Strategic Planning, West
Sussex County Council | Location: Ground Floor, Northleigh, County Hall,
Chichester, PO19 1RH
E-mail: james.rand@westsussex.gov.uk

From: Shellbee Harmer [mailto:sharmer@gtacivils.co.uk]
Sent: 20 May 2015 17:10
To: ENV Preappadvice
Cc: Lawrence Stringer
Subject: Merry England Nursery Proposed Development Access Visibility

Hello,

I am working on a potential development site at Merry England Nursery, Angmering. The site has an access from Dapper's Lane as shown in the site layout plan attached.

There are a number of buildings on site at the moment and the proposal would be for a new residential development of around 40 dwelling units.

The site has an access onto Dapper's Lane which is subject to a speed limit of 30mph requiring 2.4m x 43m visibility splays. We have conducted a site visit (photos attached) and although visibility is currently restricted by the overgrown hedge, has measured that it should be possible to reach MfS standards for 30mph as the road is straight. Dapper's Lane is very lightly trafficked and would seem to be able to accommodate the additional flows with ease.

I am looking for a brief confirmation that you are comfortable with the above, rather than any extensive advice?

I look forward to hearing from you.

Thanks,

Shellbee Harmer
Engineering Technician



ddi: 01444 225650

tel: 01444 871444

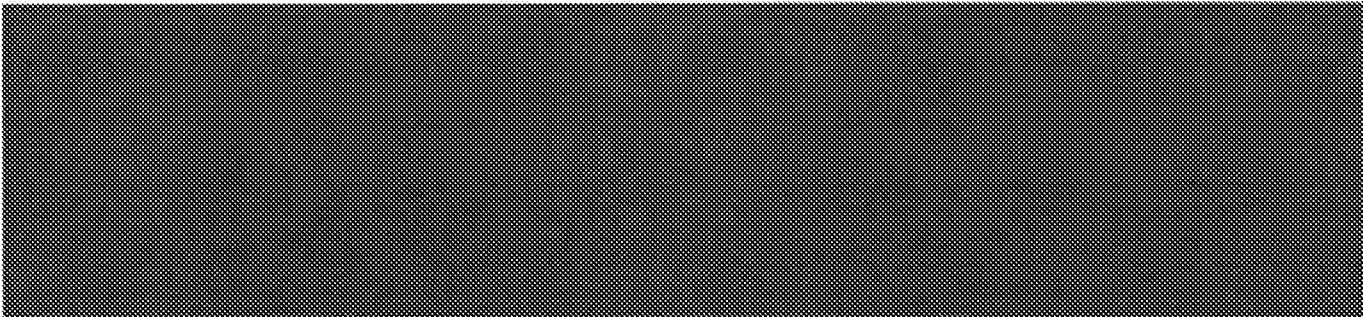
fax: 01444 871401

email: sharmer@gtacivils.co.uk

web: www.gtacivils.co.uk

Gloucester House, 66a Church Walk, Burgess Hill, West Sussex, RH15 9AS

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From: Jamie Brown
Sent: 26 August 2016 15:24
To: Planning.Responses
Cc: Deborah Urquhart
Subject: A-142-16

**WEST SUSSEX COUNTY COUNCIL
STRATEGIC PLANNING CONSULTATION**

DATE: 25/08/2016

FROM: Jamie Brown **TO: Arun District Council**
FAO: Anita Gardner

SUBJECT: A/142/16/OUT-Outline application with some matters reserved for the demolition of existing buildings and erection of 18 No. dwellings. This application is a Departure from the Development Plan.

Merry England Nursery, Dappers Lane, Angmering, West Sussex, BN16 4EN

RECOMMENDATION:

☐☐☒☐☐☒

Advice

Modification

More

Information

Objection

No Objection

Refusal

I refer to your consultation in respect of the above planning application and would provide the following comments.

Background

The current application seeks Outline planning permission for access only. At present the site is currently occupied by a mix of dwellings, farm buildings and a glass house. The proposals are accessed from Dappers Lane, a 30 mph 'D' class road located to the east of Angmering. The existing vehicular accesses will be utilised for these proposals albeit modified. The proposals are supported by a Transport Statement (TS). Initial comments from the LHA were provided in June 2015, these gave a basic scope to the depth of information provided, it was suggested at this time that visibility splays would be accepted with the inclusion of a speed survey.

Stage 1 Road Safety Audit

The scheme proposes 18 dwellings along with a revised vehicular access onto Dappers Lane. As such, it is current WSCC Policy to request that a Stage One Safety Audit (RSA) and Designers Response are provided in support of the proposal where there is an intensification in use and highway works proposed. The proposals will see revisions to the site access and the potential to add a footway connection. The applicant has provided TRICS trip rate data to establish the likely vehicle generation as a result of the proposals. This indicates that there will be an additional 7 vehicular movements in the AM and PM peak hours; therefore taking into account the above the LHA consider that there is a requirement for an RSA. These documents must be signed and dated by the respective authors.

Access and Visibility

The access does appear to be designed to meet current standards with a bellmouth style access, with kerb radii of 6 metres provided and visibility splays of 2.4 by 43 metres indicated. The location of the access is approximately 230 metres south of the change from a derestricted section of Dappers Lane to a 30mph speed limit. Manual for Streets (MfS) parameters have been used to provide a visibility splay of 43m. Manual for Streets (MfS) parameters have been used to provide a visibility splay of 43m. However Manual for Streets parameters should be used in conjunction with the recorded road speed as opposed to being set on the posted speed limit. Given the change in speed limit a short distance to the north it is possible that vehicles may not be in compliance with the speed limit at this point. Whilst speeds are unlikely to be as high as 60mph given the narrow and winding nature of Dappers Lane at this point, it has not been evidenced that adequate visibility can be achieved commensurate with the recorded 85th percentile speeds.

Accessibility

The site is poorly located to encourage safe access by sustainable modes of transport. There is no dedicated footway provision along Dappers Lane and any pedestrians or cyclists visiting the site would be required to share the carriageway with vehicles. The Water Lane/Dappers Lane junction, which provides a connection into the footway network and provides access to the nearest significant residential population, is approximately 320m to the south of the site meaning that even the shortest journeys to the site would be close to the maximum of what is considered to be a reasonable walking distance. The Applicant has proposed a length of footway connecting to the existing one onto Water Lane; however this has not been demonstrated or given any specific clarity. Given the lack of suitable infrastructure to provide safe and suitable access by sustainable modes of transport the LHA would raise an objection on these grounds.

Layout and Parking

Notwithstanding the above and whilst it is accepted that this scheme may be subject to alteration following the RSA, the following comments would be offered. The application form does not indicate if the internal road will be offered for adoption. In principle, the layout would be acceptable subject to a reserved matters application. Parking provision is stated as meeting the requirements of the WSCC Parking Demand Calculator, although the outputs from this are not provided. From checking and based on the proposed mix and tenure of the dwellings, the car parking provision is anticipated to satisfy the likely demands. Swept path diagrams have been provided demonstrating cars turning with the site, refuse collection will take place from Dappers Lane; the applicant should liaise with ADC's waste collection authority on the suitability of this arrangement.

Conclusion

The LHA considers that it has not been demonstrated sufficiently that the proposed development does not provide for safe and suitable access to the site, contrary to paragraph 32 of the National Planning Policy Framework and objective 1.2.1 of the WSCC Local Transport Plan (2011-2026), by virtue of

1. It has not been satisfactorily demonstrated that the proposed access to the site from Dappers Lane does not have a detrimental impact on the safety of highway users and that it is suitable for its intended use.
2. The proposed development does not provide for safe and suitable access by sustainable modes of transport nor encourage the use of such modes

Jamie Brown
Strategic Planning

Appendix E

Travel Plan Framework

1 Introduction

- 1.1 This report has been prepared for PNH Properties Group 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 Ltd has been commissioned by PNH Properties Group to prepare a Transport Statement and Travel Plan Framework in connection with the proposed development of 18 residential dwellings on the former Merry England Nursery site on the east side of Dappers Lane, Angmering, West Sussex.
- 1.3 Specifically, the report has been prepared to investigate and advise on the impacts of a proposed residential development. This Travel Plan Framework should be read in conjunction with the Transport Statement.

Background

- 1.4 The report has been prepared in accordance with the principles and advice in:
- National Planning Policy Framework;
 - DfT Guidance on Transport Assessments;
 - West Sussex County Council's Local Transport Plan;
 - West Sussex County Council's Transport Assessment Guidance.
- 1.5 The proposal is to develop the site with 18 houses. The proposed mix of housing is as follows:

Affordable:

- 2No bedroom dwelling x 3
- 3No bedroom dwelling x 2

Private:

- 3No bedroom dwelling x 7
- 4No bedroom dwelling x 6

Total 18 units

2 Travel Plan Context

- 2.1 The principles and practices of Travel Plans are widely accepted and their need and function are incorporated into all levels of the planning process. Nationally, the National Planning Policy Framework (NPPF) supports the concept of Travel Plans in support of major applications to manage the current and future transport demands of new development in the most sustainable way. In West Sussex, Travel Plans are a vital initiative in support of sustainable travel objectives.
- 2.2 The Planning Context will also be clearly laid out including the NPPF, the West Sussex County Council Local Transport Plan and Arun District Council Core Strategy together with other specific local transport strategies produced by ADC and WSCC.

3 Travel Plan Objectives

- 3.1 The high level vision and objectives of the Travel Plan will be described and laid out in this section. The objectives will guide the overall direction of the Travel Plan and will be used to determine the targets set for the Travel Plan.
- 3.2 The principal objective of the Travel Plan will be to manage the new transport impacts that could arise as a result of the proposed development, and help deliver a more sustainable, healthy, environmentally friendly, low carbon future for Angmering and its wider environs.
- 3.3 Key objectives of the Travel Plan would therefore be:
- Enabling residents and visitors to have an informed choice about their travel options;
 - Reducing the potential environmental impacts of transport use, including by cutting carbon emissions and their contribution to climate change and local air quality;
 - Maximising use of sustainable transport modes for all journeys; and
 - Encouraging active travel (walking and cycling), as major contributors to improving the health and well-being of residents.

4 Site Assessments

- 4.1 Public Transport - The Travel Plan will describe the local bus and rail network, level of service and accessibility from the site to these services.
- 4.2 Walking and Cycling – The accessibility of the site to walking and cycling will also be clearly laid out to illustrate the sustainable nature of the site.
- 4.3 An assessment of the site in relation to mobility impaired users of the transport network will be included.

- 4.4 The local road network will be described and detailed within this section together with the on-site parking provision.

5 Trip Generations and Transport Impacts

- 5.1 The likely person trip generations as a result of the development have been based on trip rates agreed with Highways England for the assessment of this proposed housing development, as described within the Transport Statement.
- 5.2 The impact of the proposed development on the public transport and road networks will be clearly laid out.
- 5.3 Travel Survey - Following occupation a detailed survey would be undertaken as an initial base line survey.

6 Travel Plan Targets

- 6.1 The purpose of this Travel Plan is to manage the new transport impacts that could arise as a result of the proposed development.
- 6.2 The principal targets will be laid out within the report emphasising and maximising the use of sustainable modes, particularly public transport, walk and cycle, through measures and actions set out later in this plan.
- 6.3 Targets will be determined based on current modal split from the Transport Statement (TRICS/Census etc) together with the baseline post-occupation travel survey details. Targets will be based on the SMART methodology so that they are measurable goals in order to assess modal shift as follows:
- *Specific:* saying precisely what is to be achieved
 - *Measurable:* over the duration of the target. It must allow for regular evaluation of the effectiveness of the target. Thus the target must use data which is easily collected and updated over the duration of the target.
 - *Appropriate:* and linked to overall objectives and aims
 - *Realistic:* in terms of their potential for being achieved over the duration of the target
 - *Timed:* The target must define a date or series of dates by which it is expected to be achieved.
- 6.4 In line with the recommendations of the May 2009 national guidance on Travel Plans (DCLG), an output based approach will be adopted, where progress towards the overall target of zero car use will have greater significance than individual sustainable modal shares (e.g. bus, rail etc).

6.5 Key targets for this site would be:

- Reduce to a minimum the number of single-occupancy car traffic movements to and from the site;
- Maximise use of buses for longer distance travel;
- Maximise use of walk / cycle for shorter distance, more local journeys.

7 Travel Plan Management

7.1 One of the key elements of a successful Travel Plan is the appointment of Travel Plan Co-ordinator role. This will be an integral part of implementing the Travel Plan.

7.7 Key responsibilities of the Travel Plan Co-ordinator will include:

- Being the main point of contact for residents for Travel Plan related matters, and for liaison with the local authority;
- Maintaining support for a sustainable transport approach from the whole client community;
- Securing appropriate resourcing for agreed surveys and monitoring, implementation measures, and marketing and promotion.

8 Travel Plan Measures

8.1 The Plan includes a number of specific measures and mechanisms, all to be delivered in accordance with the following Action Plan timetable.

8.2 Typical Travel Plan specific measures include:

- Promotion and awareness raising packages
- Measures to support complementary travel plans on and off site – area based plans and forums
- Facilities that reduce the need to travel
- Public transport improvements
- Car Clubs and car share
- Cycling and walking measures
- Financial incentives – cycle purchase schemes, season ticket loans etc
- Site based internet/intranet

8.3 Mechanisms and measures potentially suited to this site and the objectives of the Travel Plan would include:

Walking

There is great potential for promoting walking as a means of accessing local facilities. To encourage this measures could include:

- Displaying information and advice concerning safe pedestrian routes to and from the site at a location accessible to residents and visitors.
- Displaying information on a new bespoke website
- Distributing information to all new residents as part of the standard site travel packs.

Cycling

The following measures to promote cycling as a means of accessing local facilities could also be promoted by measures including:

- Displaying information and advice concerning safe cycle routes in a location accessible to residents and visitors.
- Displaying information on a new bespoke website
- Distributing information to all new residents as part of the standard site travel packs.

Public Transport

Promotion of the use of public transport for accessing facilities further from the site could be encouraged through measures such as:

- Displaying up-to-date details of bus services, including bus stop locations, route information and service frequencies, in a location accessible to residents and visitors.
- Displaying route disruption notices and alternative routes, when essential maintenance is in place.
- Providing details of ticketing options to residents.
- Provision of up to date bus timetables and rail maps.
- Displaying information on a new bespoke website
- Distributing information to all new residents as part of the standard site travel packs.

Car Sharing

Promotion of increased car sharing and a reduction in the proportion of single occupancy car use will be promoted through an internet based car share scheme either site-bespoke or linking with wider area car sharing initiatives.

- 8.4 The Travel Packs will include a welcome pack showing local footways, cycle routes and bus stops and services, together with information on the site Travel Plan contact details for the Travel Plan Co-ordinator, and links to the bespoke website.

9 Action Plan

9.1 The applicant and the nominated Travel Plan Co-ordinator will be responsible for delivering the Travel Plan in accordance with the following:

- Prior to Implementation of the Approved Development
 - Applicant to submit Draft Travel Plan to Arun District Council and West Sussex County Council for written agreement and approval.
- Prior to Occupation of the Dwelling
 - On-site cycle parking spaces to be provided in accordance with the approved plan;
 - Identification of Travel Plan Co-ordinator from amongst the development Management Company.
- On Occupation of the Development
 - Prepared travel information ('Travel Packs') to be distributed to all occupiers of the dwellings on their first occupation, the pack detailing sustainable transport modes for access to the site, and links to Arun DC/West Sussex CC and other websites;
 - Establishment of Travel Planning Group comprising Co-ordinator, and representatives of the development Management Company and occupiers of the residential units;
- During 1st Year following occupation of development
 - Initial travel surveys to be 1 year from first occupation, with report prepared by Travel Plan Co-ordinator for agreement by Travel Planning Group and submission to Arun DC/West Sussex CC within 3 months.
- Continuous
 - Travel Plan Co-ordinator to advertise and promote the sustainable transport credentials of the site through internal notice boards, newsletters, and meetings of the Travel Planning Group;
 - Travel Plan Co-ordinator to update sustainable transport information in the Travel Packs as necessary.
- Annually to 3rd anniversary of occupation
 - Travel Plan Co-ordinator to carry out update travel surveys;
 - Travel Plan Co-ordinator to prepare and submit to the Council an 'Update on Progress Report' for agreement by Travel Planning Group and submission to Arun DC/West Sussex CC within 3 months.

10 Monitoring and Review

- 10.1 A programme of monitoring and review will be agreed with the local authorities. Monitoring, review and update of the Travel Plan will be carried out to a timetable agreed with the local authorities. All monitoring surveys will be TRICS SAM compliant.
- 10.2 The Travel Plan Co-ordinator will be responsible for the preparation and dissemination of the Monitoring Report.

Appendix F

Road Safety Audit (RSA1)

**Merry England Nursery
Dappers Lane
Angmering
West Sussex
BN16 4EN**

Proposed Access Road to New Development

STAGE 1 - ROAD SAFETY AUDIT

Report No. EC/2016/09/GTA1

September 2016



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Date: 15 September 2016

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Position: Principal Engineer
Date: 15 September 2016

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1. INTRODUCTION

1.1 General

1.1.1 Elix Consultancy Limited has been commissioned by GTA Civils Limited to undertake a Stage 1 Road Safety Audit on the proposed development at Merry England Nursery, Dappers Lane, Angmering, West Sussex. The proposal consists of a small residential development of approximately 18 dwellings with proposed amendments to an existing access on to Dappers Lane.

1.1.2 The scope of the audit relates to the proposed access arrangements onto Dappers Lane and associated improvements in conjunction with the proposed development. The works comprise of the amendments of an existing access to form a new bell mouth style access and estate road. The existing access is in the form of a vehicular crossover into the site with limited vehicle movements. The proposal would result in an intensification of use. It is therefore proposed to provide a new estate road with visibility splays to meet the 30mph speed limit in place.

1.1.3 The existing access adjoins Dappers Lane, which is a single carriageway road subject to the 30mph speed limit. However, a change of speed limit is located further along Dappers Lane to the north to 60mph. The road itself is rural in its nature with residential properties located intermittently along the route. Limited footways exist along Dappers Lane with large grass verges intersecting the property boundaries.

1.1.4 The Road Safety Audit Team Membership was the following:

Paul Nevard

MSc, BA (Hons) CMILT, MCIHT, MSoRSA

Director - Elix Consultancy Ltd
Principal Traffic Engineer
Road Safety Audit Team Leader

Joseph Burbidge

PG (Dip), BA (Hons), MCIHT

Elix Consultancy Ltd
Principal Traffic Engineer
Road Safety Audit Team Member

1.1.5 This audit took place at the Elix Consultancy office on Friday 9th September 2016 and the site was examined by Paul Nevard and Joseph Burbidge together in daylight hours between 14.00 and 14.30 hours, Tuesday 13th September 2016. The weather during the daytime site visit was dry and bright. Traffic flows were low and vehicle speeds at the site were observed as being low to moderate.

1.1.6 The Road Safety Audit also comprised of an examination of the site supplied to the Road Safety Audit Team, referenced in Appendix A of this report. The location of problems raised can be found within the report, photographed for reference or referenced in Appendix B of this report.

1.1.7 The terms of reference of the Road Safety Audit are as described in the Design Manual for Roads and Bridges (DMRB) Standard HD19/15. 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.

1.1.8 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 in order to improve the safety of the scheme. Any problems identified have been noted in this report together with suggestions for safety improvements, which we recommend should be studied for implementation.

1.1.9 All 'Problems' are considered of potential significance to road safety and to warrant further consideration by the scheme's promoters and designers.

1.2 Purpose of Scheme

1.2.1 The purpose of the scheme is to assess the suitability of the proposed access in terms of geometry, use and visibility taking into consideration the impact of the proposed amendments and development.

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

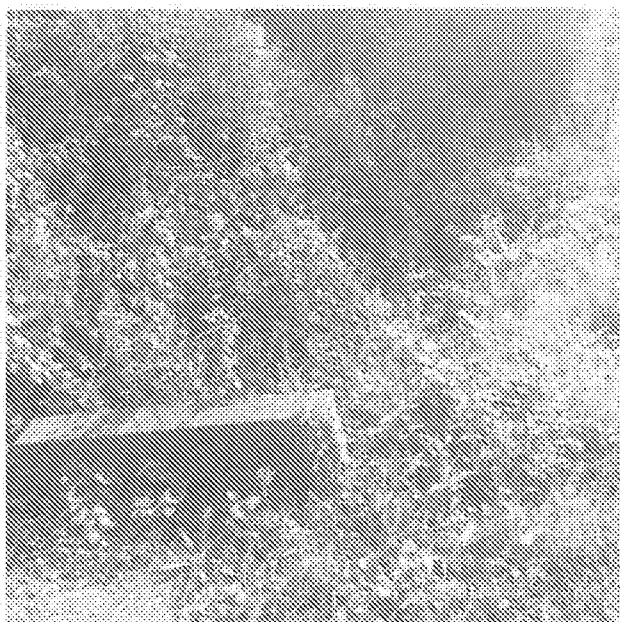
Location: Proposed access on to Dappers Lane.

Summary: Lack of details regarding drainage could result in localised ponding. This could compromise road safety resulting in loss of control type collisions.

Detail: No footway currently exists in the proximity of Merry England Nursery along Dappers Lane. The scheme therefore proposes a new access road with a bell mouth junction. Currently at this location a filter trench appears to be provided that forms part of a sustainable urban drainage system (SUDs) to help water runoff from the fields and local area. The plan does not indicate what system will be put in to address existing water run-off, or whether the existing filter trench will be relocated or amended adjacent to the access. As drainage will no doubt be an issue, further information will need to be supplied with any detailed design.

RECOMMENDATION

Ensure that adequate drainage information is shown and indicated on any further plans.



3.2

Local Alignment

No Problems identified in this category at this Stage.

3.3 Junctions

3.3.1 PROBLEM

Location: Dappers Lane – adjoining proposed access road

Summary: Lack of pedestrian footway could compromise pedestrian safety.

Detail: The scheme proposes a pedestrian footway into the site. However, no footway is located in close proximity to the site on Dappers Lane. Therefore, it would be expected that a number of pedestrians would travel to the site and walk along the carriageway in Dappers Lane. No footway is currently present and does not appear to be proposed at this stage. Whilst it is accepted that the existing footway is located some distance from the development site, and construction of the footway extension would remove the grass verges and change the nature of the road, additional pedestrians (future occupiers) using the live carriageway to gain access to the development and dwellings may result in pedestrian collisions.

RECOMMENDATION

Ensure that suitable improvements to the footway(s) are proposed as part of the scheme.

3.3.2 PROBLEM

Location: Proposed access road into the new development.

Summary: Sightlines could result in vehicle conflict.

Detail: The proposed access road adjoins Dappers Lane where the speed limit is listed as 30mph. It was observed on site that most drivers do obey this limit and as such visibility splays of 43 metres should be adequate and appropriate as shown. Unfortunately during the site visit, it was noted one motorist driving in what appeared to be in excess of 30mph. As no traffic flow or speed survey data has been provided as part of the road safety audit and as such the 85th per centile speed of vehicles using Dappers Lane would be required to establish whether the proposed sightlines are appropriate. Insufficient visibility distances will mean that drivers may emerge onto Dappers Lane resulting in vehicle conflict.

RECOMMENDATION

Speed surveys to confirm the speed of drivers using Dappers Lane.

3.4 Non-Motorised User Provision

No Problems identified in this category at this Stage.

3.5 Road Signs, Carriageway Markings & Street Lighting

3.5.1 PROBLEM

Location: Proposed new access road.

Summary: Lack of details regarding the Give Way road markings and/or signs could result in failure to give way type collisions.

Detail: A lack of Give Way signs and/or associated road markings could result in driver confusion with drivers being unaware of arrangement, particularly during the hours of darkness and as road marking become faded. It is unclear from the proposal plan whether the access would be a shared space and/or the materials to be used. Without warning that the estate road adjoins Dappers Lane, this could lead to motorists failing to yield at the junction resulting in vehicle collisions.

RECOMMENDATION

Provide details with any detail design on the proposed access road arrangement to be considered as part of any Stage 2.

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 HD 19/15.

AUDIT TEAM LEADER

Paul Nevard

Signed:



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Joseph Burbidge

Signed:



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Date: 15/09/2016

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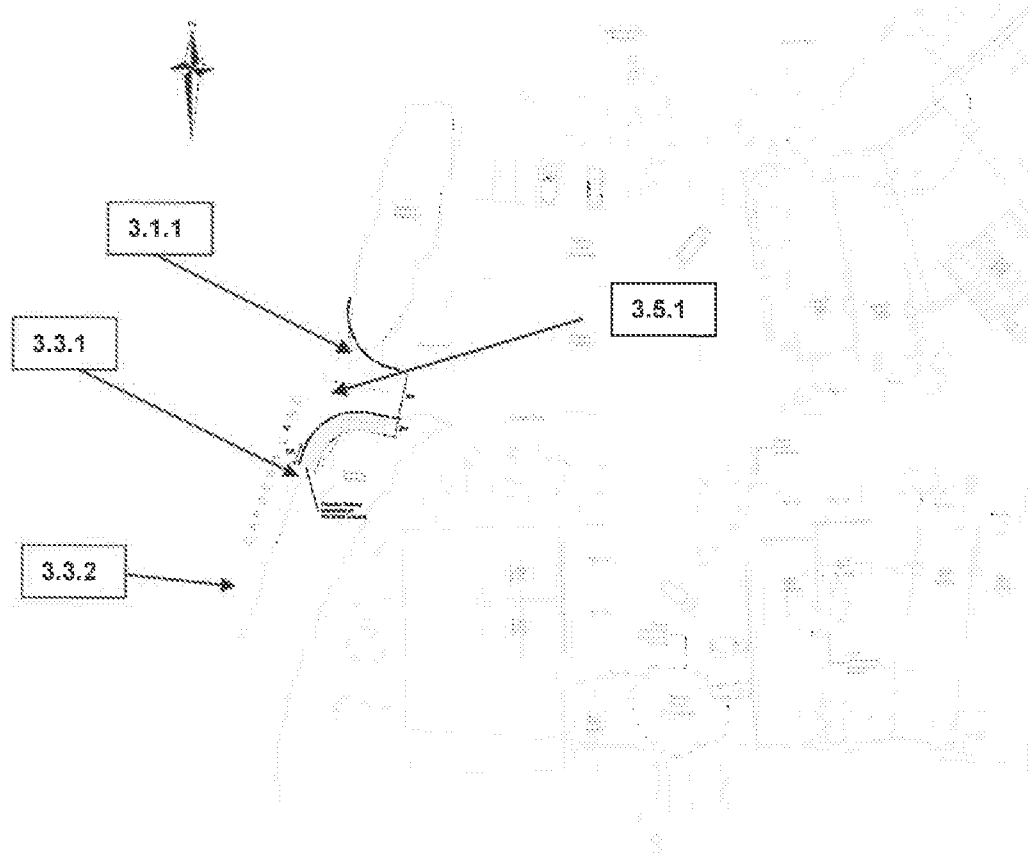
APPENDIX A

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

- Access Plan – 5804/01
- Vehicle Track Plots within Site
- Location Plan

APPENDIX B

Location of problems identified at this Stage 1 Road Safety Audit

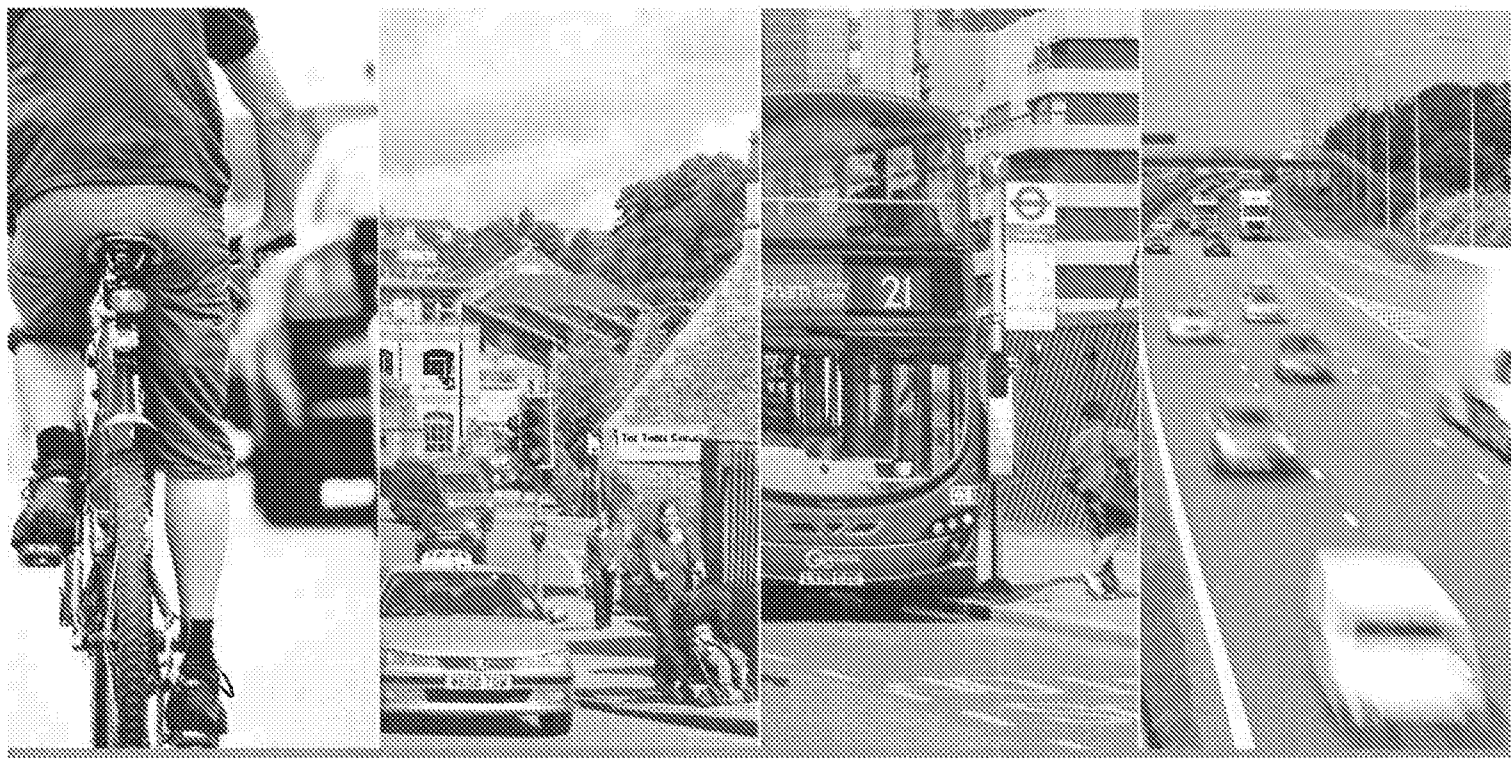


Appendix G

Designers Response to RSA1

Designers Response to RSA1

Merry England Nursery, Dappers Lane, Angmering



Client: Merry England Nursery – Dappers Lane, Angmering, West Sussex, BN16 4EN

Ref: S804A/2.3

Date: September 2016

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3	Conclusion	5

Rev	Rev Date	Compiled	Authorised
DRAFT	28 th September 2016	RS	LNS

Compiled by: Rachel Stevenson

Authorised by: Lawrence Stringer CEng, MCIHT, MRTPI

1 Introduction

- 1.1 Elix Consultancy Limited has been commissioned by GTA Civils Ltd to undertake a Stage 1 Road Safety Audit on the proposed development of 18 new dwellings on the former Merry England Nursery site on the east side of Dappers Lane, Angmering. The proposal includes improvements to the existing access off of Dappers Lane. The development will include on-site car and cycle parking in line with WSCC requirements.
- 1.2 The existing access adjoins Dappers Lane, which is a single carriageway road subject to the 30mph speed limit. However, a change of speed limit is located further along Dappers Lane to the north to 60mph. The road itself is rural in its nature with residential properties located intermittently along the route. Limited footways exist along Dappers Lane with large grass verges intersecting the property boundaries. This report describes a Stage 1 Road Safety Audit of the proposed access arrangements.

2 Designers response to the RSA1

- 2.1 A number of points were raised through the RSA1 process. These are listed in the table 1 below, together with the recommendation and Designer's Response.

Table 1 – RSA1 Problems, Recommendations & Designer's Response

Problem	Location	Description	Recommendation	Designer's Response	Comments
3.1.	Proposed access onto Dappers Lane.	Lack of details regarding drainage could result in localised ponding. This could compromise road safety resulting in loss of control type collisions.	Ensure that adequate drainage information is shown and indicated on any further plans.	Agreed. Adequate drainage information will be shown and indicated as part of the detailed design.	
3.3.1	Dappers Lane – adjoining proposed access road	Lack of pedestrian footway could compromise pedestrian safety.	Ensure that suitable improvements to the footway(s) are proposed as part of the scheme.	Agreed. A drawing will be produced to show a footway connection extending 200m south of the site to connect with the existing footway on Merryfield Crescent. A suitable pedestrian crossing point will also be provided with dropped kerbs & tactile paving.	
3.3.2	Proposed access road into the new development.	Sightlines could result in vehicle conflict.	Speed surveys to confirm the speed of drivers using Dappers Lane.	Agreed. A speed survey has been undertaken to indicate vehicle speeds along Dappers Lane. This indicates the 85 th percentile speed of traffic is 29mph in each direction.	

3.5.1	Proposed new access road.	Lack of details regarding the Give Way road markings and/or signs could result in failure to give way type collisions.	Provide details with any detail design on the proposed access road arrangement to be considered as part of any Stage 2.	Agreed. Give Way road markings & signs will be indicated on the proposed layout plans as part of the detailed design stage.	
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3 Conclusion

- 3.1 There were four problems raised through the RSA1 process which were all of fairly minor nature and relatively straightforward to address. Therefore, the RSA1 has not raised any fundamental problems cannot be resolved.

- End of Report -

Appendix H

Speed Survey (ATC)



AUTOMATIC TRAFFIC COUNT REPORT

REF: Site No: 12091601

SITE LOCATION: Dappers Lane, Angmering, Littlehampton

Client: GTA Civils

DATE: Tuesday 13th September - Monday 19th September 2016

Requester: Rachel Stevenson





Site No: 12091601

Site: Dappers Lane Merry England Nursery Angmering, Littlehampton DIRECTION: 1 South Bound

Date	Time		Count	Speed bins (mph)												v15	vm	v85	Length bins (m)				P/C Bike	Car	MGV	HGV	Artic/Bus	
	From	To		1-10	11-20	21-30	31-40	41-50	51-60	61-70	71-80	81-90	>90	1.5	6.5				8.5	10.5								
Tuesday																												
13/09/16	00:00	01:00	0	0	0	0	0	0	0	0	0	0	0															
13/09/16	01:00	02:00	0	0	0	0	0	0	0	0	0	0	0															
13/09/16	02:00	03:00	0	0	0	0	0	0	0	0	0	0	0															
13/09/16	03:00	04:00	0	0	0	0	0	0	0	0	0	0	0															
13/09/16	04:00	05:00	3	0	0	2	1	0	0	0	0	0	0															
13/09/16	05:00	06:00	0	0	0	0	0	0	0	0	0	0	0															
13/09/16	06:00	07:00	3	1	2	0	0	0	0	0	0	0	0															
13/09/16	07:00	08:00	9	1	1	6	1	0	0	0	0	0	0															
13/09/16	08:00	09:00	10	0	4	5	1	0	0	0	0	0	0															
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13/09/16	10:00	11:00	22	2	13	5	2	0	0	0	0	0	0															
13/09/16	11:00	12:00	11	1	3	7	0	0	0	0	0	0	0															
13/09/16	12:00	13:00	24	3	8	12	1	0	0	0	0	0	0															
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13/09/16	06:00-22:00		244	17	83	132	12	0	0	0	0	0	0															
13/09/16	00:00-24:00		253	17	86	135	14	1	0	0	0	0	0															



Site No: 12091601

Site: Dappers Lane Merry England Nursery Angmering, Littlehampton DIRECTION: 1 South Bound

Date	Time	Count	Speed bins (mph)										Length bins				v85	vm	v15	v5	P/C Bike	Car	MGV	10.5	14.0
			1-10	11-20	21-30	31-40	41-50	51-60	61-70	71-80	81-90	>90	1.5	6.5	8.5	10.5									
Wednesday	From To																								
14/09/16	00:00 01:00	0	0	0	0	0	0	0	0	0	0	0													
14/09/16	01:00 02:00	0	0	0	0	0	0	0	0	0	0	0													
14/09/16	02:00 03:00	0	0	0	0	0	0	0	0	0	0	0													
14/09/16	03:00 04:00	1	0	0	0	1	0	0	0	0	0	0													
14/09/16	04:00 05:00	3	0	0	1	2	0	0	0	0	0	0													
14/09/16	05:00 06:00	0	0	0	0	0	0	0	0	0	0	0													
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14/09/16	10:00 11:00	18	5	1	11	1	0	0	0	0	0	0													
14/09/16	11:00 12:00	18	2	6	9	1	0	0	0	0	0	0													
14/09/16	12:00 13:00	19	0	4	11	3	1	0	0	0	0	0													
14/09/16	13:00 14:00	20	0	5	12	3	0	0	0	0	0	0													
14/09/16	14:00 15:00	10	1	4	5	0	0	0	0	0	0	0													
14/09/16	15:00 16:00	27	0	6	14	7	0	0	0	0	0	0													
14/09/16	16:00 17:00	13	1	2	8	2	0	0	0	0	0	0													
14/09/16	17:00 18:00	25	2	5	12	6	0	0	0	0	0	0													
14/09/16	18:00 19:00	56	1	16	38	1	0	0	0	0	0	0													
14/09/16	19:00 20:00	18	4	8	4	2	0	0	0	0	0	0													
14/09/16	20:00 21:00	37	1	5	31	0	0	0	0	0	0	0													
14/09/16	21:00 22:00	4	0	0	2	2	0	0	0	0	0	0													
14/09/16	22:00 23:00	2	0	0	2	0	0	0	0	0	0	0													
14/09/16	23:00 24:00	0	0	0	0	0	0	0	0	0	0	0													
14/09/16	06:00-09:00	22	2	4	13	3	0	0	0	0	0	0													
14/09/16	15:00-19:00	121	4	29	72	16	0	0	0	0	0	0													
14/09/16	06:00-24:00	305	19	68	182	34	2	0	0	0	0	0													
14/09/16	00:00-24:00	311	19	68	185	37	2	0	0	0	0	0													



Site No: 12091601

Site: Dappers Lane Merry England Nursery Angmering, Littlehampton DIRECTION: 1 South Bound

Date	Time	Count	Speed bins [mph]												v15	vm	v85	Length bins [m]				Artic/Bus																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
			1-10	11-20	21-30	31-40	41-50	51-60	61-70	71-80	81-90	>90	1.5	6.5				8.5	10.5																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
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Site No: 12091601

Site: Dappers Lane

Merry England Nursery

Angmering, Littlehampton

DIRECTION: 1 South Bound

Date	Time	From	To	Speed bins (mph)											v15	vm	v85	Length bins (m)				Artic/Bus
				1-10	11-20	21-30	31-40	41-50	51-60	51-70	71-80	81-90	>90					1.5	8.5	MGV	10.5	
Friday																						
16/09/16	00:00	01:00	01:00	2	0	1	0	0	0	0	0	0	0	0	16	21	26	0	2	0	0	0
16/09/16	01:00	02:00	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16/09/16	02:00	03:00	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16/09/16	03:00	04:00	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16/09/16	04:00	05:00	05:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16/09/16	05:00	06:00	06:00	2	0	1	1	0	0	0	0	0	0	0	31	32	33	0	1	1	0	0
16/09/16	06:00	07:00	07:00	2	0	1	1	0	0	0	0	0	0	0	15	18	21	0	1	0	1	0
16/09/16	07:00	08:00	08:00	11	2	1	6	2	0	0	0	0	0	0	19	24	28	0	2	0	0	0
16/09/16	08:00	09:00	09:00	8	0	3	5	0	0	0	0	0	0	0	20	23	30	2	8	1	0	0
16/09/16	09:00	10:00	10:00	13	3	2	6	2	0	0	0	0	0	0	14	21	29	0	7	1	0	0
16/09/16	10:00	11:00	11:00	22	4	6	8	4	0	0	0	0	0	0	10	21	28	0	13	0	0	0
16/09/16	11:00	12:00	12:00	18	1	2	12	2	1	0	0	0	0	0	4	21	31	5	15	2	0	0
16/09/16	12:00	13:00	13:00	19	1	5	11	1	1	0	0	0	0	0	22	25	30	1	17	0	0	0
16/09/16	13:00	14:00	14:00	22	1	8	12	1	0	0	0	0	0	0	20	24	27	0	18	1	0	0
16/09/16	14:00	15:00	15:00	14	4	3	7	0	0	0	0	0	0	0	15	22	28	0	18	4	0	0
16/09/16	15:00	16:00	16:00	14	1	4	8	1	0	0	0	0	0	0	10	19	27	0	13	1	0	0
16/09/16	16:00	17:00	17:00	6	1	2	3	0	0	0	0	0	0	0	17	23	29	1	12	1	0	0
16/09/16	17:00	18:00	18:00	27	3	3	19	2	0	0	0	0	0	0	11	18	27	0	5	1	0	0
16/09/16	18:00	19:00	19:00	14	4	3	5	2	0	0	0	0	0	0	18	22	28	2	24	0	0	1
16/09/16	19:00	20:00	20:00	13	1	5	4	3	0	0	0	0	0	0	6	19	26	1	13	0	0	0
16/09/16	20:00	21:00	21:00	4	0	0	2	2	0	0	0	0	0	0	13	22	31	0	13	0	0	0
16/09/16	21:00	22:00	22:00	13	2	3	8	0	0	0	0	0	0	0	30	32	32	0	4	0	0	0
16/09/16	22:00	23:00	23:00	2	0	0	1	0	1	0	0	0	0	0	15	19	23	1	12	0	0	0
16/09/16	23:00	24:00	24:00	2	0	1	1	0	0	0	0	0	0	0	21	36	50	0	2	0	0	0
16/09/16	00:00	01:00	01:00	2	0	1	1	0	0	0	0	0	0	0	17	22	27	0	2	0	0	0
16/09/16	01:00	02:00	02:00	21	2	5	12	2	0	0	0	0	0	0	18	23	29	2	17	2	0	0
16/09/16	02:00	03:00	03:00	61	9	12	35	5	0	0	0	0	0	0	13	20	28	4	54	2	0	1
16/09/16	03:00	04:00	04:00	220	28	51	117	22	2	0	0	0	0	0	15	22	28	13	194	12	0	1
16/09/16	04:00	05:00	05:00	230	28	54	121	24	3	0	0	0	0	0	16	23	29	13	202	13	1	1



Site No: 12091601

Site: Dappers Lane Merry England Nursery Angmering, Littlehampton DIRECTION: 1 South Bound

Date	Time	Count	Speed bins [mph]										Length bins [m]					v85	vm	v15	v16	v17	v18	v19	v20	v21	v22	v23	v24	v25	v26	v27	v28	v29	v30	v31	v32	v33	v34	v35	v36	v37	v38	v39	v40	v41	v42	v43	v44	v45	v46	v47	v48	v49	v50	v51	v52	v53	v54	v55	v56	v57	v58	v59	v60	v61	v62	v63	v64	v65	v66	v67	v68	v69	v70	v71	v72	v73	v74	v75	v76	v77	v78	v79	v80	v81	v82	v83	v84	v85	v86	v87	v88	v89	v90	v91	v92	v93	v94	v95	v96	v97	v98	v99	v100	v101	v102	v103	v104	v105	v106	v107	v108	v109	v110	v111	v112	v113	v114	v115	v116	v117	v118	v119	v120	v121	v122	v123	v124	v125	v126	v127	v128	v129	v130	v131	v132	v133	v134	v135	v136	v137	v138	v139	v140	v141	v142	v143	v144	v145	v146	v147	v148	v149	v150	v151	v152	v153	v154	v155	v156	v157	v158	v159	v160	v161	v162	v163	v164	v165	v166	v167	v168	v169	v170	v171	v172	v173	v174	v175	v176	v177	v178	v179	v180	v181	v182	v183	v184	v185	v186	v187	v188	v189	v190	v191	v192	v193	v194	v195	v196	v197	v198	v199	v200	v201	v202	v203	v204	v205	v206	v207	v208	v209	v210	v211	v212	v213	v214	v215	v216	v217	v218	v219	v220	v221	v222	v223	v224	v225	v226	v227	v228	v229	v230	v231	v232	v233	v234	v235	v236	v237	v238	v239	v240	v241	v242	v243	v244	v245	v246	v247	v248	v249	v250	v251	v252	v253	v254	v255	v256	v257	v258	v259	v260	v261	v262	v263	v264	v265	v266	v267	v268	v269	v270	v271	v272	v273	v274	v275	v276	v277	v278	v279	v280	v281	v282	v283	v284	v285	v286	v287	v288	v289	v290	v291	v292	v293	v294	v295	v296	v297	v298	v299	v300	v301	v302	v303	v304	v305	v306	v307	v308	v309	v310	v311	v312	v313	v314	v315	v316	v317	v318	v319	v320	v321	v322	v323	v324	v325	v326	v327	v328	v329	v330	v331	v332	v333	v334	v335	v336	v337	v338	v339	v340	v341	v342	v343	v344	v345	v346	v347	v348	v349	v350	v351	v352	v353	v354	v355	v356	v357	v358	v359	v360	v361	v362	v363	v364	v365	v366	v367	v368	v369	v370	v371	v372	v373	v374	v375	v376	v377	v378	v379	v380	v381	v382	v383	v384	v385	v386	v387	v388	v389	v390	v391	v392	v393	v394	v395	v396	v397	v398	v399	v400	v401	v402	v403	v404	v405	v406	v407	v408	v409	v410	v411	v412	v413	v414	v415	v416	v417	v418	v419	v420	v421	v422	v423	v424	v425	v426	v427	v428	v429	v430	v431	v432	v433	v434	v435	v436	v437	v438	v439	v440	v441	v442	v443	v444	v445	v446	v447	v448	v449	v450	v451	v452	v453	v454	v455	v456	v457	v458	v459	v460	v461	v462	v463	v464	v465	v466	v467	v468	v469	v470	v471	v472	v473	v474	v475	v476	v477	v478	v479	v480	v481	v482	v483	v484	v485	v486	v487	v488	v489	v490	v491	v492	v493	v494	v495	v496	v497	v498	v499	v500	v501	v502	v503	v504	v505	v506	v507	v508	v509	v510	v511	v512	v513	v514	v515	v516	v517	v518	v519	v520	v521	v522	v523	v524	v525	v526	v527	v528	v529	v530	v531	v532	v533	v534	v535	v536	v537	v538	v539	v540	v541	v542	v543	v544	v545	v546	v547	v548	v549	v550	v551	v552	v553	v554	v555	v556	v557	v558	v559	v560	v561	v562	v563	v564	v565	v566	v567	v568	v569	v570	v571	v572	v573	v574	v575	v576	v577	v578	v579	v580	v581	v582	v583	v584	v585	v586	v587	v588	v589	v590	v591	v592	v593	v594	v595	v596	v597	v598	v599	v600	v601	v602	v603	v604	v605	v606	v607	v608	v609	v610	v611	v612	v613	v614	v615	v616	v617	v618	v619	v620	v621	v622	v623	v624	v625	v626	v627	v628	v629	v630	v631	v632	v633	v634	v635	v636	v637	v638	v639	v640	v641	v642	v643	v644	v645	v646	v647	v648	v649	v650	v651	v652	v653	v654	v655	v656	v657	v658	v659	v660	v661	v662	v663	v664	v665	v666	v667	v668	v669	v670	v671	v672	v673	v674	v675	v676	v677	v678	v679	v680	v681	v682	v683	v684	v685	v686	v687	v688	v689	v690	v691	v692	v693	v694	v695	v696	v697	v698	v699	v700	v701	v702	v703	v704	v705	v706	v707	v708	v709	v710	v711	v712	v713	v714	v715	v716	v717	v718	v719	v720	v721	v722	v723	v724	v725	v726	v727	v728	v729	v730	v731	v732	v733	v734	v735	v736	v737	v738	v739	v740	v741	v742	v743	v744	v745	v746	v747	v748	v749	v750	v751	v752	v753	v754	v755	v756	v757	v758	v759	v760	v761	v762	v763	v764	v765	v766	v767	v768	v769	v770	v771	v772	v773	v774	v775	v776	v777	v778	v779	v780	v781	v782	v783	v784	v785	v786	v787	v788	v789	v790	v791	v792	v793	v794	v795	v796	v797	v798	v799	v800	v801	v802	v803	v804	v805	v806	v807	v808	v809	v810	v811	v812	v813	v814	v815	v816	v817	v818	v819	v820	v821	v822	v823	v824	v825	v826	v827	v828	v829	v830	v831	v832	v833	v834	v835	v836	v837	v838	v839	v840	v841	v842	v843	v844	v845	v846	v847	v848	v849	v850	v851	v852	v853	v854	v855	v856	v857	v858	v859	v860	v861	v862	v863	v864	v865	v866	v867	v868	v869	v870	v871	v872	v873	v874	v875	v876	v877	v878	v879	v880	v881	v882	v883	v884	v885	v886	v887	v888	v889	v890	v891	v892	v893	v894	v895	v896	v897	v898	v899	v900	v901	v902	v903	v904	v905	v906	v907	v908	v909	v910	v911	v912	v913	v914	v915	v916	v917	v918	v919	v920	v921	v922	v923	v924	v925	v926	v927	v928	v929	v930	v931	v932	v933	v934	v935	v936	v937	v938	v939	v940	v941	v942	v943	v944	v945	v946	v947	v948	v949	v950	v951	v952	v953	v954	v955	v956	v957	v958	v959	v960	v961	v962	v963	v964	v965	v966	v967	v968	v969	v970	v971	v972	v973	v974	v975	v976	v977	v978	v979	v980	v981	v982	v983	v984	v985	v986	v987	v988	v989	v990	v991	v992	v993	v994	v995	v996	v997	v998	v999	v1000	v1001	v1002	v1003	v1004	v1005	v1006	v1007	v1008	v1009	v1010	v1011	v1012	v1013	v1014	v1015	v1016	v1017	v1018	v1019	v1020	v1021	v1022	v1023	v1024	v1025	v1026	v1027	v1028	v1029	v1030	v1031	v1032	v1033	v1034	v1035	v1036	v1037	v1038	v1039	v1040	v1041	v1042	v1043
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Site No: 12091601

Site: Dappers Lane

Merry England Nursery

Angmering, Littlehampton

DIRECTION: 1 South Bound

Date	Time	Count	Speed bins (mph)										v15	vm	v85	Length bins (m)				
			1-10	11-20	21-30	31-40	41-50	51-60	61-70	71-80	81-90	>90				1.5	Car	MGV	8.5	10.5
	From To																			
18/09/16	00:00 01:00	2	0	0	2	0	0	0	0	0	0	0	23	24	24	0	2	0	0	0
18/09/16	01:00 02:00	1	0	0	0	1	0	0	0	0	0	0	36	36	36	0	1	0	0	0
18/09/16	02:00 03:00	1	0	0	0	0	1	0	0	0	0	0	41	41	41	0	1	0	0	0
18/09/16	03:00 04:00	2	0	0	1	1	0	0	0	0	0	0	27	29	31	0	2	0	0	0
18/09/16	04:00 05:00	0	0	0	0	0	0	0	0	0	0	0	--	--	--	0	0	0	0	0
18/09/16	05:00 06:00	1	0	1	0	0	0	0	0	0	0	0	14	14	14	0	1	0	0	0
18/09/16	06:00 07:00	1	1	0	0	0	0	0	0	0	0	0	4	4	4	0	1	0	0	0
18/09/16	07:00 08:00	3	2	0	1	0	0	0	0	0	0	0	8	13	23	1	2	0	0	0
18/09/16	08:00 09:00	12	1	6	5	0	0	0	0	0	0	0	12	17	22	7	5	0	0	0
18/09/16	09:00 10:00	13	3	1	7	2	0	0	0	0	0	0	8	21	30	2	11	0	0	0
18/09/16	10:00 11:00	22	3	6	12	1	0	0	0	0	0	0	13	20	27	3	19	0	0	0
18/09/16	11:00 12:00	17	2	10	5	0	0	0	0	0	0	0	15	19	24	4	13	0	0	0
18/09/16	12:00 13:00	19	1	10	8	0	0	0	0	0	0	0	16	20	26	5	13	1	0	0
18/09/16	13:00 14:00	10	0	3	7	0	0	0	0	0	0	0	18	23	29	2	8	0	0	0
18/09/16	14:00 15:00	25	1	8	12	3	1	0	0	0	0	0	14	23	30	5	20	0	0	0
18/09/16	15:00 16:00	12	1	5	4	1	1	0	0	0	0	0	18	23	29	1	10	0	1	0
18/09/16	16:00 17:00	10	1	4	4	1	0	0	0	0	0	0	13	20	24	1	9	0	0	0
18/09/16	17:00 18:00	15	1	6	4	3	1	0	0	0	0	0	15	24	34	3	11	1	0	0
18/09/16	18:00 19:00	9	2	3	4	0	0	0	0	0	0	0	5	18	26	1	8	0	0	0
18/09/16	19:00 20:00	15	1	2	10	2	0	0	0	0	0	0	16	24	30	2	12	0	0	1
18/09/16	20:00 21:00	4	0	0	3	1	0	0	0	0	0	0	29	30	29	0	4	0	0	0
18/09/16	21:00 22:00	6	0	1	5	0	0	0	0	0	0	0	22	26	29	0	6	0	0	0
18/09/16	22:00 23:00	2	0	0	1	1	0	0	0	0	0	0	22	27	31	0	2	0	0	0
18/09/16	23:00 24:00	0	0	0	0	0	0	0	0	0	0	0	--	--	--	0	0	0	0	0
18/09/16	06:00-09:00	18	4	6	6	0	0	0	0	0	0	0	8	11	16	8	8	0	0	0
18/09/16	15:00-19:00	46	5	18	16	5	2	0	0	0	0	0	13	21	28	6	38	1	1	0
18/09/16	06:00-22:00	193	20	65	91	14	3	0	0	0	0	0	14	20	26	37	152	2	1	1
18/09/16	00:00-24:00	202	20	66	95	17	4	0	0	0	0	0	18	22	27	37	161	2	1	1



Site No: 12091601

Site: Dappers Lane Merry England Nursery Angmering, Littlehampton DIRECTION: 1 South Bound

Date	Time	Count	1-10	11-20	21-30	31-40	41-50	51-60	61-70	71-80	81-90	>90	v15	vm	v85	P/C Bike	Car	MGV	8.5	10.5	14.0
Monday	From To																				
19/09/16	00:00 01:00	1	0	0	1	0	0	0	0	0	0	0	30	30	30	0	1	0	0	0	0
19/09/16	01:00 02:00	0	0	0	0	0	0	0	0	0	0	0	—	—	—	0	0	0	0	0	0
19/09/16	02:00 03:00	1	0	0	0	1	0	0	0	0	0	0	31	31	31	0	1	0	0	0	0
19/09/16	03:00 04:00	0	0	0	0	0	0	0	0	0	0	0	—	—	—	0	0	0	0	0	0
19/09/16	04:00 05:00	1	0	0	0	1	0	0	0	0	0	0	31	31	31	0	0	1	0	0	0
19/09/16	05:00 06:00	4	1	0	2	1	0	0	0	0	0	0	26	24	30	0	4	0	0	0	0
19/09/16	06:00 07:00	3	0	2	0	1	0	0	0	0	0	0	17	24	34	1	2	0	0	0	0
19/09/16	07:00 08:00	9	1	2	6	0	0	0	0	0	0	0	14	21	26	3	5	0	1	0	0
19/09/16	08:00 09:00	15	4	3	8	0	0	0	0	0	0	0	5	18	28	1	10	2	0	0	2
19/09/16	09:00 10:00	17	4	3	8	2	0	0	0	0	0	0	10	20	28	0	16	1	0	0	0
19/09/16	10:00 11:00	7	1	4	2	0	0	0	0	0	0	0	14	16	22	2	5	0	0	0	0
19/09/16	11:00 12:00	30	0	8	18	4	0	0	0	0	0	0	19	23	30	0	29	1	0	0	0
19/09/16	12:00 13:00	13	0	2	9	2	0	0	0	0	0	0	23	26	29	1	11	1	0	0	0
19/09/16	13:00 14:00	17	0	4	9	3	1	0	0	0	0	0	20	25	31	1	15	0	0	1	1
19/09/16	14:00 15:00	18	2	2	9	4	1	0	0	0	0	0	19	26	33	2	14	2	0	0	0
19/09/16	15:00 16:00	14	0	2	11	1	0	0	0	0	0	0	22	25	29	0	13	1	0	0	0
19/09/16	16:00 17:00	12	0	3	8	1	0	0	0	0	0	0	20	24	27	1	11	0	0	0	0
19/09/16	17:00 18:00	26	0	4	16	6	0	0	0	0	0	0	21	26	31	1	22	3	0	0	0
19/09/16	18:00 19:00	32	2	7	20	3	0	0	0	0	0	0	20	23	28	4	28	0	0	0	0
19/09/16	19:00 20:00	16	0	2	13	1	0	0	0	0	0	0	21	24	27	1	15	0	0	0	0
19/09/16	20:00 21:00	21	1	0	18	2	0	0	0	0	0	0	22	24	28	0	21	0	0	0	0
19/09/16	21:00 22:00	2	0	0	0	2	0	0	0	0	0	0	36	37	37	0	2	0	0	0	0
19/09/16	22:00 23:00	0	0	0	0	0	0	0	0	0	0	0	—	—	—	0	0	0	0	0	0
19/09/16	23:00 24:00	0	0	0	0	0	0	0	0	0	0	0	—	—	—	0	0	0	0	0	0
19/09/16	06:00-09:00	27	5	7	14	1	0	0	0	0	0	0	12	21	29	5	17	2	1	2	2
19/09/16	15:00-19:00	84	2	16	55	11	0	0	0	0	0	0	21	25	29	6	74	4	0	0	0
19/09/16	06:00-22:00	252	15	48	155	32	2	0	0	0	0	0	19	24	29	18	219	11	1	3	3
19/09/16	00:00-24:00	259	16	48	158	35	2	0	0	0	0	0	21	25	30	18	225	12	1	3	3
Total		1666	142	434	900	177	13	0	0	0	0	0	19	24	29	173	1400	66	11	16	16



Site No: 12091601

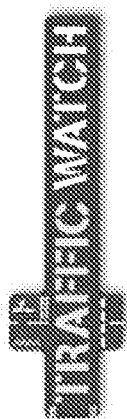
Site: Dappers Lane

Merry England Nursery

Angmering, Littlehampton

DIRECTION: 2 North Bound

Date	Time From	Time To	Count	Speed bins (mph)											v15	vm	v85	Length bins (m)				14.0 Artic/Bus
				1-10	11-20	21-30	31-40	41-50	51-60	61-70	71-80	81-90	>90					1.5 P/C Bike	6.5 Car	8.5 MGW	10.5 HGV	
Tuesday	00:00	01:00	1	0	0	1	0	0	0	0	0	0	0	0	24	24	24	0	1	0	0	0
13/09/16	01:00	02:00	2	0	0	1	1	0	0	0	0	0	0	0	22	29	36	0	2	0	0	0
13/09/16	02:00	03:00	0	0	0	0	0	0	0	0	0	0	0	0	--	--	--	0	0	0	0	0
13/09/16	03:00	04:00	1	0	0	0	1	0	0	0	0	0	0	0	36	36	36	0	1	0	0	0
13/09/16	04:00	05:00	1	0	0	0	1	0	0	0	0	0	0	0	29	29	29	0	1	0	0	0
13/09/16	05:00	06:00	6	0	0	4	2	0	0	0	0	0	0	0	24	28	32	0	6	0	0	0
13/09/16	06:00	07:00	34	0	4	18	12	0	0	0	0	0	0	0	22	28	35	0	32	1	0	1
13/09/16	07:00	08:00	45	2	1	26	15	1	0	0	0	0	0	0	23	28	34	2	41	1	1	0
13/09/16	08:00	09:00	52	2	2	39	9	0	0	0	0	0	0	0	24	27	31	2	48	1	1	0
13/09/16	09:00	10:00	44	0	9	32	3	0	0	0	0	0	0	0	19	23	27	0	44	0	0	0
13/09/16	10:00	11:00	37	6	7	17	7	0	0	0	0	0	0	0	13	22	31	1	32	4	0	0
13/09/16	11:00	12:00	29	1	7	20	1	0	0	0	0	0	0	0	18	23	27	1	27	0	1	0
13/09/16	12:00	13:00	29	3	3	20	3	0	0	0	0	0	0	0	16	23	27	3	24	2	0	0
13/09/16	13:00	14:00	22	0	3	15	4	0	0	0	0	0	0	0	21	26	31	0	21	1	0	0
13/09/16	14:00	15:00	29	2	3	22	2	0	0	0	0	0	0	0	16	23	27	2	25	1	1	0
13/09/16	15:00	16:00	39	3	9	22	5	0	0	0	0	0	0	0	19	23	27	2	37	0	0	0
13/09/16	16:00	17:00	51	6	10	33	2	0	0	0	0	0	0	0	17	22	27	2	48	0	1	0
13/09/16	17:00	18:00	46	4	12	25	4	1	0	0	0	0	0	0	12	22	29	2	43	1	0	0
13/09/16	18:00	19:00	60	3	12	38	7	0	0	0	0	0	0	0	18	23	28	2	56	2	0	0
13/09/16	19:00	20:00	24	5	2	12	5	0	0	0	0	0	0	0	10	22	31	1	23	0	0	0
13/09/16	20:00	21:00	27	1	4	18	4	0	0	0	0	0	0	0	20	24	27	0	27	0	0	0
13/09/16	21:00	22:00	7	0	0	7	0	0	0	0	0	0	0	0	22	26	28	0	7	0	0	0
13/09/16	22:00	23:00	4	0	0	3	1	0	0	0	0	0	0	0	24	27	27	0	4	0	0	0
13/09/16	23:00	24:00	0	0	0	0	0	0	0	0	0	0	0	0	--	--	--	0	0	0	0	0
13/09/16	06:00-09:00		131	4	7	83	36	1	0	0	0	0	0	0	23	27	33	4	121	3	2	1
13/09/16	15:00-19:00		196	16	43	118	18	1	0	0	0	0	0	0	17	23	28	8	184	3	1	0
13/09/16	06:00-22:00		575	38	88	364	83	2	0	0	0	0	0	0	16	24	29	20	535	14	5	1
13/09/16	00:00-24:00		590	38	88	374	88	2	0	0	0	0	0	0	21	25	30	20	560	14	5	1



Site No: 12091601

Site: Dappers Lane Merry England Nursery Angmering, Littlehampton DIRECTION: 2 North Bound

Date	Time	Count	Speed bins (mph)										v15	vm	v85	Length bins (m)				Artic/Bus
			1-10	11-20	21-30	31-40	41-50	51-60	61-70	71-80	81-90	>90				P/C Bike	Car	MGV	HGV	
14/09/16	00:00	1	0	0	0	1	0	0	0	0	0	0	38	38	38	0	1	0	0	0
14/09/16	01:00	2	0	0	1	1	0	0	0	0	0	0	22	30	37	0	2	0	0	0
14/09/16	02:00	0	0	0	0	0	0	0	0	0	0	0	—	—	—	0	0	0	0	0
14/09/16	03:00	2	0	0	1	1	0	0	0	0	0	0	27	32	37	0	2	0	0	0
14/09/16	04:00	1	0	0	1	0	0	0	0	0	0	0	25	26	25	0	1	0	0	0
14/09/16	05:00	7	0	0	6	1	0	0	0	0	0	0	23	27	30	0	7	0	0	0
14/09/16	06:00	37	2	2	18	14	1	0	0	0	0	0	22	28	33	2	34	1	0	0
14/09/16	07:00	46	2	3	18	22	1	0	0	0	0	0	24	29	36	3	42	1	0	0
14/09/16	08:00	47	2	1	32	12	0	0	0	0	0	0	24	27	31	1	44	2	0	0
14/09/16	09:00	38	1	2	31	4	0	0	0	0	0	0	22	26	29	1	36	0	1	0
14/09/16	10:00	43	4	5	26	8	0	0	0	0	0	0	18	25	31	1	40	2	0	0
14/09/16	11:00	39	1	3	26	7	0	0	0	0	0	0	21	26	31	0	38	1	0	0
14/09/16	12:00	27	1	5	15	6	0	0	0	0	0	0	17	25	32	0	27	0	0	0
14/09/16	13:00	36	0	6	21	9	0	0	0	0	0	0	20	27	34	0	34	0	2	0
14/09/16	14:00	32	0	5	25	2	0	0	0	0	0	0	21	25	29	0	30	2	0	0
14/09/16	15:00	31	1	4	24	2	0	0	0	0	0	0	21	25	29	0	31	0	0	0
14/09/16	16:00	51	4	6	33	8	0	0	0	0	0	0	19	25	29	2	48	1	0	0
14/09/16	17:00	43	2	8	24	9	0	0	0	0	0	0	19	25	31	0	42	0	1	0
14/09/16	18:00	74	5	18	43	7	1	0	0	0	0	0	19	23	28	3	69	2	0	0
14/09/16	19:00	43	4	1	32	6	0	0	0	0	0	0	21	25	29	0	43	0	0	0
14/09/16	20:00	11	2	0	8	1	0	0	0	0	0	0	21	22	29	0	11	0	0	0
14/09/16	21:00	8	0	0	7	1	0	0	0	0	0	0	24	27	29	0	8	0	0	0
14/09/16	22:00	3	0	0	3	0	0	0	0	0	0	0	21	23	27	0	3	0	0	0
14/09/16	23:00	1	0	1	0	0	0	0	0	0	0	0	16	16	16	0	1	0	0	0
14/09/16	24:00	130	6	6	68	48	2	0	0	0	0	0	23	28	33	6	120	4	0	0
14/09/16	06:00-09:00	199	12	36	124	26	1	0	0	0	0	0	20	24	29	5	190	3	1	0
14/09/16	15:00-19:00	606	31	69	365	118	3	0	0	0	0	0	21	25	31	13	577	12	4	0
14/09/16	06:00-22:00	623	31	70	397	122	3	0	0	0	0	0	22	26	30	13	594	12	4	0
14/09/16	00:00-24:00																			



Site No: 12091601

Site: Dappers Lane

Merry England Nursery

Angmering, Littlehampton

DIRECTION: 2 North Bound

Date	Time	Count	Speed bins (mph)										v15	vm	v85	Length bins (m)			
			1-10	11-20	21-30	31-40	41-50	51-60	61-70	71-80	81-90	>90				1.5	6.5	8.5	10.5
Thursday	From To																		
15/09/16	00:00 01:00	1	0	0	1	0	0	0	0	0	0	0	23	23	23	0	1	0	0
15/09/16	01:00 02:00	1	0	0	1	0	0	0	0	0	0	0	29	29	29	0	1	0	0
15/09/16	02:00 03:00	2	0	0	2	0	0	0	0	0	0	0	24	27	30	0	1	0	0
15/09/16	03:00 04:00	0	0	0	0	0	0	0	0	0	0	0	—	—	—	0	0	0	0
15/09/16	04:00 05:00	2	0	0	1	1	0	0	0	0	0	0	30	32	34	0	2	0	0
15/09/16	05:00 06:00	33	2	24	5	2	0	0	0	0	0	0	11	15	27	10	16	1	0
15/09/16	06:00 07:00	32	0	3	17	11	1	0	0	0	0	0	21	28	34	0	30	1	0
15/09/16	07:00 08:00	44	2	6	25	10	1	0	0	0	0	0	20	26	32	1	42	1	0
15/09/16	08:00 09:00	46	2	5	29	10	0	0	0	0	0	0	21	26	32	0	44	0	2
15/09/16	09:00 10:00	43	3	3	31	6	0	0	0	0	0	0	21	24	30	1	38	3	1
15/09/16	10:00 11:00	41	6	6	26	3	0	0	0	0	0	0	13	21	27	3	37	1	0
15/09/16	11:00 12:00	39	2	7	27	3	0	0	0	0	0	0	19	23	29	2	37	0	0
15/09/16	12:00 13:00	42	5	8	24	5	0	0	0	0	0	0	16	23	29	1	40	1	0
15/09/16	13:00 14:00	25	2	4	14	5	0	0	0	0	0	0	16	24	31	1	24	0	0
15/09/16	14:00 15:00	31	3	3	21	4	0	0	0	0	0	0	18	24	29	1	29	0	1
15/09/16	15:00 16:00	31	0	5	22	4	0	0	0	0	0	0	21	25	29	0	30	1	0
15/09/16	16:00 17:00	39	2	3	29	5	0	0	0	0	0	0	21	25	30	0	37	2	0
15/09/16	17:00 18:00	53	4	8	31	10	0	0	0	0	0	0	18	24	31	1	52	0	0
15/09/16	18:00 19:00	34	1	6	23	4	0	0	0	0	0	0	20	24	29	0	34	0	0
15/09/16	19:00 20:00	16	3	1	9	3	0	0	0	0	0	0	9	24	32	2	14	0	0
15/09/16	20:00 21:00	10	0	0	9	1	0	0	0	0	0	0	23	27	28	0	10	0	0
15/09/16	21:00 22:00	14	0	2	10	2	0	0	0	0	0	0	22	25	30	1	13	0	0
15/09/16	22:00 23:00	7	0	0	5	2	0	0	0	0	0	0	26	29	31	0	7	0	0
15/09/16	23:00 24:00	1	1	0	0	0	0	0	0	0	0	0	9	9	9	0	1	0	0
15/09/16	06:00-09:00	122	4	14	71	31	2	0	0	0	0	0	21	28	33	1	116	2	2
15/09/16	15:00-19:00	157	7	22	105	23	0	0	0	0	0	0	20	25	30	1	153	3	0
15/09/16	06:00-22:00	540	35	70	347	86	2	0	0	0	0	0	19	25	30	14	511	10	4
15/09/16	00:00-24:00	587	38	94	362	91	2	0	0	0	0	0	20	24	29	24	540	12	4



Site No: 12091601

Site: Dappers Lane Merry England Nursery Angmering, Littlehampton DIRECTION: 2 North Bound

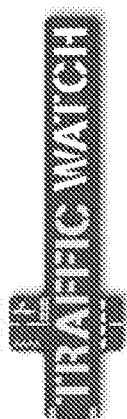
Date	Time	From	To	Count	1-10	11-20	21-30	31-40	41-50	51-60	61-70	71-80	81-90	>90	v15	vm	v85	P/C Bike	Car	MGV	Length bins [m]	10.5	14.0
16/09/16	00:00	00:00	01:00	0	0	0	0	0	0	0	0	0	0	0	0	29	29	29	0	0	0	0	0
16/09/16	01:00	01:00	02:00	1	0	0	1	0	0	0	0	0	0	0	0	29	29	29	0	1	0	0	0
16/09/16	02:00	02:00	03:00	4	0	0	3	1	0	0	0	0	0	0	0	29	30	30	0	4	0	0	0
16/09/16	03:00	03:00	04:00	1	0	0	1	0	0	0	0	0	0	0	0	25	25	25	0	1	0	0	0
16/09/16	04:00	04:00	05:00	3	0	1	2	0	0	0	0	0	0	0	0	18	24	29	0	3	0	0	0
16/09/16	05:00	05:00	06:00	7	0	1	5	1	0	0	0	0	0	0	0	21	25	29	0	6	1	0	0
16/09/16	06:00	06:00	07:00	34	5	5	16	8	0	0	0	0	0	0	0	11	24	31	6	26	2	0	0
16/09/16	07:00	07:00	08:00	38	3	6	20	9	0	0	0	0	0	0	0	12	24	31	7	31	0	0	0
16/09/16	08:00	08:00	09:00	44	2	8	29	5	0	0	0	0	0	0	0	20	24	29	1	41	1	0	1
16/09/16	09:00	09:00	10:00	35	2	4	27	2	0	0	0	0	0	0	0	20	23	27	1	33	1	0	0
16/09/16	10:00	10:00	11:00	43	3	6	23	10	1	0	0	0	0	0	0	19	26	34	0	42	1	0	0
16/09/16	11:00	11:00	12:00	34	0	4	26	4	0	0	0	0	0	0	0	22	25	29	0	32	0	2	0
16/09/16	12:00	12:00	13:00	43	3	6	31	3	0	0	0	0	0	0	0	16	23	28	1	42	0	0	0
16/09/16	13:00	13:00	14:00	27	2	1	20	4	0	0	0	0	0	0	0	23	26	30	0	26	1	0	0
16/09/16	14:00	14:00	15:00	29	2	6	15	6	0	0	0	0	0	0	0	14	24	32	0	29	0	0	0
16/09/16	15:00	15:00	16:00	41	4	6	28	3	0	0	0	0	0	0	0	16	23	28	4	36	1	0	0
16/09/16	16:00	16:00	17:00	36	4	5	22	4	1	0	0	0	0	0	0	14	24	30	1	34	1	0	0
16/09/16	17:00	17:00	18:00	33	1	4	21	7	0	0	0	0	0	0	0	22	25	31	1	29	1	2	0
16/09/16	18:00	18:00	19:00	42	1	4	31	6	0	0	0	0	0	0	0	22	26	29	0	41	0	1	0
16/09/16	19:00	19:00	20:00	17	2	2	10	3	0	0	0	0	0	0	0	20	22	26	1	15	1	0	0
16/09/16	20:00	20:00	21:00	14	1	1	12	0	0	0	0	0	0	0	0	22	24	28	1	12	1	0	0
16/09/16	21:00	21:00	22:00	8	0	2	5	1	0	0	0	0	0	0	0	19	25	30	0	8	0	0	0
16/09/16	22:00	22:00	23:00	9	1	0	7	1	0	0	0	0	0	0	0	25	24	27	1	8	0	0	0
16/09/16	23:00	23:00	24:00	5	1	2	2	0	0	0	0	0	0	0	0	13	17	21	0	5	0	0	0
16/09/16	06:00-09:00			116	10	19	65	22	0	0	0	0	0	0	0	14	24	30	14	98	3	0	1
16/09/16	15:00-19:00			152	10	19	102	20	1	0	0	0	0	0	0	19	24	30	6	140	3	3	0
16/09/16	06:00-22:00			516	35	70	336	75	2	0	0	0	0	0	0	18	24	30	24	477	11	5	1
16/09/16	00:00-24:00			548	37	74	357	78	2	0	0	0	0	0	0	20	24	29	25	505	12	5	1



Site No: 12091601

Site: Dappers Lane Merry England Nursery Angmering, Littlehampton DIRECTION: 2 North Bound

Date	Time	Count	Speed bins (mph)										Length bins (m)							
			1-10	11-20	21-30	31-40	41-50	51-60	51-70	71-80	81-90	>90	v15	vm	v85	1.5	6.5	8.5	10.5	14.0
Saturday	From	To																		
17/09/16	00:00	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17/09/16	01:00	02:00	1	0	0	1	0	0	0	0	0	0	0	25	25	25	0	0	1	0
17/09/16	02:00	03:00	1	0	0	0	1	0	0	0	0	0	0	39	39	39	0	1	0	0
17/09/16	03:00	04:00	2	0	1	0	1	0	0	0	0	0	0	16	26	36	0	2	0	0
17/09/16	04:00	05:00	3	0	0	3	0	0	0	0	0	0	0	21	25	27	0	3	0	0
17/09/16	05:00	06:00	3	0	1	0	1	1	0	0	0	0	0	14	30	41	0	2	1	0
17/09/16	06:00	07:00	8	1	1	5	1	0	0	0	0	0	0	16	23	29	1	6	1	0
17/09/16	07:00	08:00	22	2	1	15	4	0	0	0	0	0	0	21	24	31	2	20	0	0
17/09/16	08:00	09:00	31	3	3	20	5	0	0	0	0	0	0	18	24	30	0	28	3	0
17/09/16	09:00	10:00	28	2	2	19	5	0	0	0	0	0	0	22	26	31	1	27	0	0
17/09/16	10:00	11:00	33	4	2	21	6	0	0	0	0	0	0	18	24	31	1	31	0	1
17/09/16	11:00	12:00	29	2	5	17	4	1	0	0	0	0	0	18	24	31	1	28	0	0
17/09/16	12:00	13:00	22	3	2	14	2	1	0	0	0	0	0	12	23	29	0	21	0	1
17/09/16	13:00	14:00	33	1	5	21	6	0	0	0	0	0	0	20	25	31	1	31	1	0
17/09/16	14:00	15:00	36	0	9	23	4	0	0	0	0	0	0	18	24	29	0	36	0	0
17/09/16	15:00	16:00	32	1	1	24	6	0	0	0	0	0	0	23	27	31	0	31	0	1
17/09/16	16:00	17:00	31	2	2	18	9	0	0	0	0	0	0	21	25	31	1	29	1	0
17/09/16	17:00	18:00	29	1	2	14	12	0	0	0	0	0	0	22	28	33	1	28	0	0
17/09/16	18:00	19:00	23	0	2	16	5	0	0	0	0	0	0	21	27	32	0	22	1	0
17/09/16	19:00	20:00	19	1	1	14	2	1	0	0	0	0	0	22	26	30	0	19	0	0
17/09/16	20:00	21:00	4	0	0	3	1	0	0	0	0	0	0	21	25	24	0	4	0	0
17/09/16	21:00	22:00	4	0	0	3	1	0	0	0	0	0	0	26	28	27	0	4	0	0
17/09/16	22:00	23:00	4	0	0	4	0	0	0	0	0	0	0	24	25	25	0	4	0	0
17/09/16	23:00	24:00	5	0	0	2	2	1	0	0	0	0	0	30	33	34	0	5	0	0
17/09/16	06:00-09:00		61	6	5	40	10	0	0	0	0	0	0	18	24	30	3	54	4	0
17/09/16	15:00-19:00		115	4	7	72	32	0	0	0	0	0	0	22	27	32	2	110	2	1
17/09/16	06:00-22:00		384	23	38	247	73	3	0	0	0	0	0	20	25	30	9	365	7	2
17/09/16	00:00-24:00		403	23	40	257	78	5	0	0	0	0	0	21	25	31	9	382	9	2



Site No: 12091801

Site: Dappers Lane Merry England Nursery Angmering, Littlehampton DIRECTION: 2 North Bound

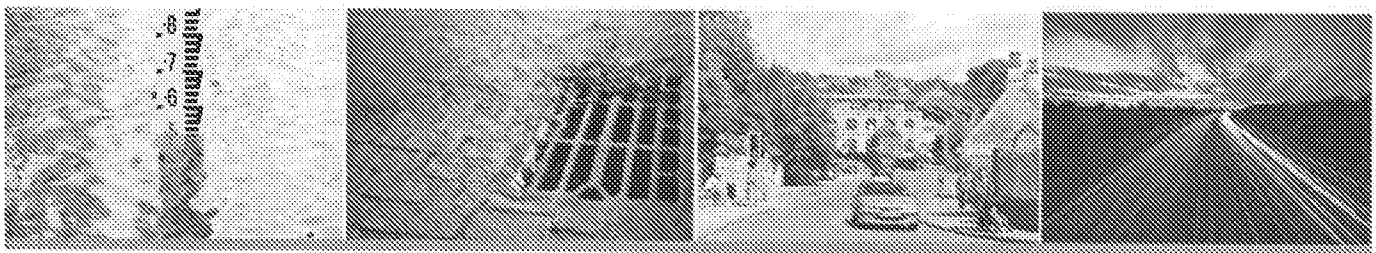
Date	Time	Count	Speed bins [mph]										Length bins [m]				v15	vm	v85	P/C Bike	Car	MGV	10.5	14.0
			1-10	11-20	21-30	31-40	41-50	51-60	61-70	71-80	81-90	>90	1.5	6.5	6.5	10.5								
18/09/16	00:00	4	0	1	3	0	0	0	0	0	0	0	0	0	0	0	25	25	27	0	4	0	0	0
18/09/16	01:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6	6	0	1	0	0	0
18/09/16	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18/09/16	03:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	21	21	21	0	1	0	0	0
18/09/16	04:00	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	26	30	34	0	2	0	0	0
18/09/16	05:00	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	7	13	19	0	2	0	0	0
18/09/16	06:00	5	1	1	3	0	0	0	0	0	0	0	0	0	0	0	16	21	28	1	4	0	0	0
18/09/16	07:00	22	3	2	13	4	0	0	0	0	0	0	0	0	0	0	12	24	32	0	21	1	0	0
18/09/16	08:00	21	9	4	6	2	0	0	0	0	0	0	0	0	0	0	6	16	27	4	17	0	0	0
18/09/16	09:00	34	3	3	21	7	0	0	0	0	0	0	0	0	0	0	20	25	31	1	32	1	0	0
18/09/16	10:00	36	3	3	25	5	0	0	0	0	0	0	0	0	0	0	20	24	30	1	35	0	0	0
18/09/16	11:00	42	7	8	23	4	0	0	0	0	0	0	0	0	0	0	10	21	29	2	39	1	0	0
18/09/16	12:00	44	7	3	26	8	0	0	0	0	0	0	0	0	0	0	14	23	31	3	41	0	0	0
18/09/16	13:00	40	4	4	27	5	0	0	0	0	0	0	0	0	0	0	18	24	29	0	39	0	1	0
18/09/16	14:00	38	4	5	22	7	0	0	0	0	0	0	0	0	0	0	19	24	32	0	37	1	0	0
18/09/16	15:00	28	5	5	16	2	0	0	0	0	0	0	0	0	0	0	8	21	25	4	24	0	0	0
18/09/16	16:00	33	5	4	19	5	0	0	0	0	0	0	0	0	0	0	12	22	30	3	30	0	0	0
18/09/16	17:00	29	3	3	19	4	0	0	0	0	0	0	0	0	0	0	19	24	30	3	26	0	0	0
18/09/16	18:00	25	1	3	15	6	0	0	0	0	0	0	0	0	0	0	21	26	33	0	25	0	0	0
18/09/16	19:00	17	0	1	13	2	1	0	0	0	0	0	0	0	0	0	24	27	30	0	17	0	0	0
18/09/16	20:00	5	0	0	4	1	0	0	0	0	0	0	0	0	0	0	25	27	28	0	5	0	0	0
18/09/16	21:00	5	0	2	3	0	0	0	0	0	0	0	0	0	0	0	18	23	25	0	5	0	0	0
18/09/16	22:00	3	1	0	1	1	0	0	0	0	0	0	0	0	0	0	9	21	31	0	3	0	0	0
18/09/16	23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18/09/16	24:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18/09/16	06:00-09:00	48	13	7	22	6	0	0	0	0	0	0	0	0	0	0	11	20	29	5	42	1	0	0
18/09/16	15:00-19:00	115	14	15	69	17	0	0	0	0	0	0	0	0	0	0	15	23	30	10	105	0	0	0
18/09/16	06:00-22:00	424	55	51	255	62	1	0	0	0	0	0	0	0	0	0	16	23	30	22	397	4	1	0
18/09/16	00:00-24:00	437	58	53	261	64	1	0	0	0	0	0	0	0	0	0	16	22	28	22	410	4	1	0

Site: Dappers Lane

Angmering, Littlehampton

DIRECTION: 2

		Count	Speed bins (mph)												Length bins (mi)						
Date	Time		1-10	11-20	21-30	31-40	41-50	51-60	61-70	71-80	81-90	>90	v15	vm	v85	P/C Bike	Car	MGV	HGV	10.5	14.0
Monday	From To																				
19/09/16	00:00 01:00	1	1	0	0	0	0	0	0	0	0	0	3	3	3	1	0	0	0	0	0
19/09/16	01:00 02:00	1	0	1	0	0	0	0	0	0	0	0	21	21	21	0	1	0	0	0	0
19/09/16	02:00 03:00	1	0	0	1	0	0	0	0	0	0	0	34	34	34	0	1	0	0	0	0
19/09/16	03:00 04:00	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	0	0	0	0
19/09/16	04:00 05:00	1	0	0	1	0	0	0	0	0	0	0	24	24	24	0	1	0	0	0	0
19/09/16	05:00 06:00	7	0	1	4	2	0	0	0	0	0	0	24	27	33	0	7	0	0	0	0
19/09/16	06:00 07:00	32	1	3	19	9	0	0	0	0	0	0	22	26	33	0	31	0	0	0	1
19/09/16	07:00 08:00	39	2	1	25	10	1	0	0	0	0	0	23	27	33	1	36	1	1	0	0
19/09/16	08:00 09:00	27	2	5	17	3	0	0	0	0	0	0	19	24	29	0	26	0	1	0	0
19/09/16	09:00 10:00	45	5	5	30	5	0	0	0	0	0	0	18	23	27	0	44	1	0	0	0
19/09/16	10:00 11:00	40	2	6	25	7	0	0	0	0	0	0	25	31	31	0	40	0	0	0	0
19/09/16	11:00 12:00	31	5	7	19	0	0	0	0	0	0	0	13	21	27	0	31	0	0	0	0
19/09/16	12:00 13:00	41	1	6	28	5	1	0	0	0	0	0	20	26	30	0	39	2	0	0	0
19/09/16	13:00 14:00	30	0	4	20	6	0	0	0	0	0	0	21	27	33	0	30	0	0	0	0
19/09/16	14:00 15:00	28	2	1	16	9	0	0	0	0	0	0	22	27	34	1	27	0	0	0	0
19/09/16	15:00 16:00	23	0	1	20	2	0	0	0	0	0	0	24	27	29	0	22	0	1	0	0
19/09/16	16:00 17:00	46	2	4	23	17	0	0	0	0	0	0	23	27	34	0	44	2	0	0	0
19/09/16	17:00 18:00	51	1	6	42	2	0	0	0	0	0	0	21	25	29	0	48	2	1	0	0
19/09/16	18:00 19:00	43	1	4	31	7	0	0	0	0	0	0	22	26	31	0	42	1	0	0	0
19/09/16	19:00 20:00	17	2	3	11	1	0	0	0	0	0	0	17	22	27	0	17	0	0	0	0
19/09/16	20:00 21:00	30	0	7	18	5	0	0	0	0	0	0	18	25	31	0	29	1	0	0	0
19/09/16	21:00 22:00	6	0	2	3	1	0	0	0	0	0	0	19	26	30	0	6	0	0	0	0
19/09/16	22:00 23:00	3	0	0	3	0	0	0	0	0	0	0	22	24	27	0	3	0	0	0	0
19/09/16	23:00 24:00	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	0	0	0	0
19/09/16	06:00-09:00	98	5	9	61	22	1	0	0	0	0	0	21	26	32	1	93	1	2	1	1
19/09/16	15:00-19:00	163	4	15	116	28	0	0	0	0	0	0	23	26	31	0	156	5	2	0	0
19/09/16	06:00-22:00	529	26	65	347	89	2	0	0	0	0	0	20	25	31	2	512	10	4	1	1
19/09/16	00:00-24:00	543	27	66	356	92	2	0	0	0	0	0	20	24	29	3	525	10	4	1	1
Total		3731	252	485	2364	613	17	0	0	0	0	0	20	25	29	116	3506	73	25	9	9



Drainage - Flood Risk - Highways - Transport

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