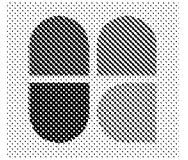


APPENDICIES



Appendix A WSCC Pre-Application Consultation Response

**WEST SUSSEX COUNTY COUNCIL
PRE-APPLICATION CONSULTATION**

DATE: 08/11/18

TO: RGP FAO Alex Budd
FROM: Stephen Gee
Stephen.gee@westsussex.gov.uk
SUBJECT: PRE-81-18
Residential development comprising c.88 dwellings and associated access
adjoining Dapper's Lane.
Land to the West of, Dapper's Lane, Angmering

RECOMMENDATION:

Advice	☒	Modification	☐	More information	☐
Objection	☐	No objection	☐	Refusal	☐

The Highways Authority has been consulted for pre-application advice in regard to the proposed residential development at Land to the West of, Dapper's Lane, Angmering. We currently operate a scheme of charging for detailed highways and transport pre-application advice to enable this service to be provided to a consistent and high standard. Please find further information on our charging procedure at the link below:

<https://www.westsussex.gov.uk/preapphighways>

Background

The site is located to the West of Dappers Lane Angmering and forms one of three parcels of land that form the strategic allocation SD9 within the Arun Local Plan. The other two parcels of land are currently in the planning system with application A/99/17 for 175 dwellings at Land South of Water Lane (due for determination on the 14/11/18) and application A/40/18 for 525 dwellings and 3ha of employment land at Land North of Water Lane.

Access

A priority junction is proposed onto Dappers Lane. An ATC has been undertaken at the site access with an average daily flow of 160 southbound vehicle movements and 442 northbound vehicle movements. 85th% speeds are 26.6mph southbound and 29.5 northbound.

Drawing No 2018/3487/001 shows visibility splays of 43m x 2.4m southbound and 43m x 2.4m to a 1m offset in a northerly direction. It is proposed to widen the carriageway and smooth the alignment of Dappers Lane. The widening to the north of the site access was discussed and its potential to increase speeds with a straighten alignment. It was considered appropriate to tie the width of the Dappers Lane north of the site in at a suitable point.

The requirement for a right hand turn lane into the site was considered, given the low level of existing southbound vehicles which would not be increased (due to the proposals as a result of the bus only restriction at the junction of Dappers Lane and Arundel Road) It is not considered that a right turn lane would be required.

It was confirmed a stage 1 safety audit would be provided with the application.

Junction Modelling

Junction modelling for an allocation of 100 dwellings has been included as a sensitivity test within the transport modelling contained within application A/40/18 with an end of local plan scenario year.

A/40/18 considered the combined impact of the three sites at:

- Dappers Lane/Water Lane;
- Water Lane / High Street;
- Water Lane/A280;
- A280/A27 Junctions.

And proposes to deliver the following mitigation:

- Roundabout junction at Water Lane/A280 (should the site not come forward in a timely manner, A/99/17 would be required to deliver a signalised improvement).
- Improvements to the A280 arm of the A280/Tinmore Lane/A27 Junction.

It should be noted that whilst the whole strategic allocation has an impact on the A259 junctions to the south, no junction modelling has been undertaken; instead the consideration of suitable mitigation from the site as a whole would be taken via a contribution.

Therefore subject to a proportional contribution to the other applications no wider junction modelling is requested.

Sustainable Transport

Footpath along Dappers Lane

In conjunction with A/40/18 the following approved applications will provide footway provision along Dappers Lane, south of the site. This application should seek to provide a footway from the site access southwards to tie into the provision.

A/142/16 – revised in A/91/18

A/27/16 – current application A/114/18 seeks to revise part of the application

A/178/17

A/74/18

Links to the village centre

The TA should identify suitable links to the village centre services via a NMU audit, application ref A/40/18 proposes the provision of tactile's on Pine Trees Close and Furze field Close and dropped kerbs on Garden Close – however the focus of the NMU audit provided by this application was on east – west movements between the site and the school on Arundel Road.

PRoW

2151 provides a route from Pine Trees Close north to the A27. No crossing opportunity is provided at the A27 where the footpath emerges. It is recommended that the proposals are discussed with the WSCC RoW team to discuss any improvements that may be required.

Public transport

No registered bus services utilise the section of Dappers Lane that the site takes access from. A shopper service is thought to utilise the bus gate for one journey on a Wednesday. As part of A/40/18 it is anticipated that service 9 will be diverted into the Land North of Water Lane development with a proposed bus gate located between Merryfield Crescent and this application.

Layout

The site layout plan shows a link to the east of the site, at the meeting it was confirmed that this would be removed and no further development proposals are forthcoming.

Parking

Parking and cycle parking are to be considered against the WSCC parking demand calculator and standards.

The Highway Authority would require the following documents to be submitted as part of any future application:

- A site location plan scale (1:1250) with site boundary indicated
 - Schedule of existing uses including planning history with reference numbers
 - Description, including site layout plans, of the proposed development and schedule of uses
 - Summary of reasons supporting the site access/highways works proposals, including plan (scale 1:250 or similar) with achievable visibility splays indicated
 - Design Audit of proposed Highway works, including plan identified departures from standards
 - Final Stage 1 Road Safety Audit of proposed highway works and designers response, including amended plans and a 'Design Audit' of proposed highway works including identified departures from standards
 - A 'Transport Statement', including location plan of key services, availability of sustainable modes of transport and existing/future vehicular generation
 - Reference to supporting national, regional, and local planning documents and policies
 - Parking strategy, including provision of parking for all modes of transport
 - Relevant data collected to date
 - Proposed trip rates supported with TRICS outputs and site selection methodology
-

I have provided, below, some standard guidance relating to road design and current standards.

There are two sets of guidance which govern road design: Manual for Streets (MfS) for lightly trafficked residential streets; and Design Manual for Roads and Bridges (DMRB) for all other roads, including rural roads. I have included links to both below.

WSCC supports the approach set out in MFS, which has been adopted guidance for residential street design since its introduction in 2007. Within this document there are some very useful references to visibility splays, turning circles and car parking layouts. The document does not however provide specific measurements for visibility splays, so:

"X "Distances from the (kerb back) are typically:

- 2.0 metres -domestic single accesses
- 2.4 metres- for shared or busy crossovers
- 4.5 metres- for busy junctions
- 9.0 metres-major junctions

"Y "Distances are based on vehicle speed, and for lightly trafficked residential streets MFS would be applied:

- 20 mph- 25 metres
- 25 mph- 33 metres
- 30 mph- 43 metres

For a road where the 85th percentile speed is in excess of 37 mph and for roads where MFS does not apply, TD/93 distances from DMRB would be applied:

- 40 mph-120 metres
- 50 mph-160 metres
- 60 mph-215 metres

I have attached a link to our Local Design Guide which provides further advice on how MfS is to be interpreted and applied within West Sussex.

I have also included a link to our parking standards which we adopted in 2003 as Supplementary Planning Guidance (SPG) and that sets out parking standards for development in West Sussex. However, in September 2010 a new approach to parking in residential developments was adopted and changes to the original SPG which are affected by the September 2010 changes have been highlighted in the 'Guidance on Car Parking in Residential Development' document provided in the link below. This also contains recommended levels of cycle provision.

Manual for Streets:

[Manual for Streets](#) and [Manual for Streets 2](#)

DMRB supplementary documents TD/93:

<http://www.standardsforhighways.co.uk/ha/standards/dmr/vol6/section1.htm>

Local Design Guide:

<https://www.westsussex.gov.uk/preapphighways> – available under Additional Information

WSCC car parking standards:

<https://www.westsussex.gov.uk/preapphighways> – available under Additional Information

S106

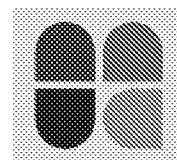
Please see below for S106 for PRE-81-18 at Land to the West of, Dapper's Lane, Angmering. This is as a guideline relating to any future Full applications relating to this site.

Due to the location of this site within the Angmering North Strategic Housing Allocation, details discussions will need to be held with WSCC to consider the infrastructure required to mitigate this development. We can advise we will be seeking contributions towards Primary, Secondary and Further Secondary Education; Libraries; and the Fire Service. A Highway Work's package will be negotiated by the Highways Case Officer once enough suitable information has been received. In addition, the installation of and connection to mains water Fire Hydrants are required at the developer's expense, these will be conditioned if necessary after a formal application has been made.

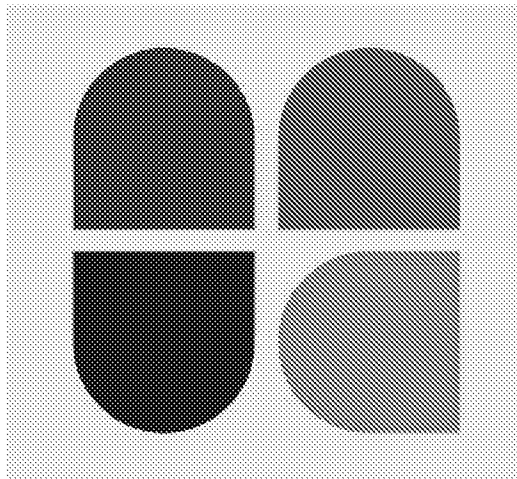
For further information please contact planningservices@westsussex.gov.uk and please include "s106 query" and the location of the proposed site in the subject line.

Stephen Gee

STRATEGIC PLANNING



Appendix B NMU Audit



B R I G H T P L A N

LAND AT DAPPER'S LANE, ANGMERING

RESIDENTIAL DEVELOPMENT

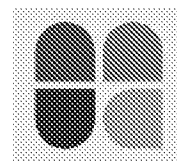
Non-Motorised User Audit

Prepared on Behalf of

Persimmon Homes

PEHO/16/3487

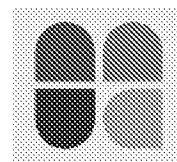
23 July 2019



APPENDCIES

Appendix A Audit Route Map

Appendix B Improvements Map

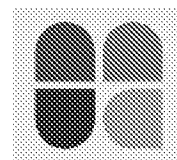


1 INTRODUCTION

- 1.1.1 This Technical Note (TN) provides a Non-Motorised User (NMU) audit of the local highway network in the vicinity of the proposed residential development at Dapper's Lane, Angmering. The audit considers the adequacy of existing pedestrian and cycle infrastructure in the vicinity of the site to accommodate the proposed development and proposes potential improvements that could be provided in conjunction with the development.
- 1.1.2 The audit considered 6 key routes between the site and local destinations including Angmering village centre, local schools and Angmering railway station. Descriptions of the routes are provided below and a map demonstrating the routes is attached at **Appendix A**.
- i. **Route 1:** Application Site (west) – St Margret's C of E Primary School.
 - ii. **Route 2:** Application Site (west) – St Wilfrid's Catholic Primary School and Angmering Village Centre.
 - iii. **Route 3:** Application Site (west) – St Wilfrid's Catholic Primary School and Angmering Village Centre via Public Right of Way (PROW) 2150.
 - iv. **Route 4:** Application Site (east) – Angmering Village Centre
 - v. **Route 5:** Application Site (east) – Angmering Village Centre via Merryfield Crescent and PROW 2153-1.
 - vi. **Route 6:** Application Site (east) – Angmering Railway Station.
- 1.1.3 The audit has been undertaken with reference to the 5 core principles relating to NMUs identified within the Department for Transport's (DfT) Local Transport Note (LTN) 1/04 'Policy, Planning and Design for Walking and Cycling', and the Chartered Institute of Highways and Transport (CIHT) 'Designing for Walking' (March 2015) guidance. The principles are as follows:
- i. **Convenience:** Networks should allow people to go where they want, be direct with little delay, have appropriate signage, and be unimpeded by street furniture or other obstructions.
 - ii. **Accessibility:** Routes should be continuous and include proper provision for crossing busy roads and the needs of people with various types and degrees of disability should be taken into account.
 - iii. **Safety:** Infrastructure must be safe and be perceived to be safe by users. Surface defects should not create hazards and vegetation should not restrict usable width of infrastructure or obstruct sight lines.
 - iv. **Comfort:** Infrastructure should meet design standards for width, gradient, and surface quality etc, and cater for all types of user, including children and disabled people. Dropped kerbs are particularly beneficial to users of wheelchairs, pushchairs and cycles, and tactile paving needs to be provided to assist visually impaired people.
 - v. **Attractiveness:** The walking and cycling environment should be attractive, interesting and free from litter, dog mess and broken glass.

1.2 Potential Improvements

- 1.2.1 This audit provides a list of potential improvements which could be made to NMU infrastructure in the vicinity of the site. Whilst minor maintenance issues were identified within the audit, potential improvements focus on new infrastructure to enhance NMU movements.

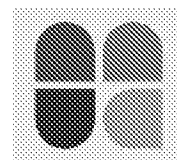


- 1.2.2 Opportunities for potential improvements have been focused routes which follow desire lines which are most likely to be used by residents of the proposed development. Desire lines have been based on distance and journey times established using Geographic Information System (GIS) algorithms. Journey times associated with each route are shown in **Figure 1.1**.

Route	Route No.	Distance	Journey Time
Site – St Margret's CofE Primary School	1	500m	6 min walk
Site (west) – Angmering Village Centre	2	1km	11 min walk
	3	1km	12 min walk
Site (east) – Angmering Village Centre	4	1.1km	13 min walk
	5	1.2km	14 min walk
Site – Angmering Railway Station	6	2.5km	8 min cycle

Figure 1.1: Journey Times

- 1.2.3 As shown in **Figure 1.1**, Route 2 provides a quicker route from the west of the site to Angmering village centre than Route 3. Similarly, Route 4 provides a quicker route from the west of the site to Angmering village centre than Route 5. Opportunities for potential improvements have therefore been primarily focused on Routes 1, 2, 4 and 6.



2 ROUTE 1

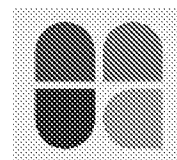
2.1.1 Route 1 runs from the south-west corner of the site to St Margret's C of E Primary School. Route 1 is shown at **Appendix A** and the audit is summarised in **Figure 2.1**.

Route 1: Application Site (west) – St Margret's C of E Primary School	
Description of Route	- Head south on PROW 2151 to join eastern end of Pine Trees Close. - Follow Pine Trees Close to Chantryfield Road. - Follow Chantryfield Road west to Arundel Road. - Follow Arundel Road north to St Margret's C of E Primary School.
Provision for Cyclists	- Pine Tree's Close, Chantryfield Road and Arundel Road are all suitable for cyclists and have 30mph speed limits. - Cyclists would likely be required to push bikes along PROW 2151 and must dismount when joining Pine Trees Close.
Convenience of Route	- The route is relatively direct and provides continuous pedestrian footways. - Pedestrians are only required to cross 2 lightly trafficked cul-de-sacs (Pine Trees Close and Furzefield Close). - The existing crossing at the Pine Trees Close junction is not on the pedestrian desire line from the site.
Accessibility of Route	- PROW 2151 has an unmade surface which is unsuitable for cyclist and mobility impaired NMUs. Overgrown vegetation encroaches on the route of the PROW. - The existing footways are c.1.2m – 1.5m wide and dropped kerb crossing are provided at the junctions of the 2 cul-de-sacs. - There is no tactile paving at the existing crossings.
Safety on Route	- Street lighting is present on along the entirety of the route excluding on PROW 2151. - There is good visibility at pedestrian crossing points. - Surfacing of the footways is generally good excluding PROW 2151. - The roads are lightly trafficked allowing safe use by cyclists. - The roads are all subject to a 30mph speed limit and Arundel Road reduces to 20mph during school pick up and drop off periods. - Natural surveillance offered by residential houses along the extent of the route.
Comfortability of Route	The route is relatively flat with no steep gradients making it comfortable for all NMUs.
Attractiveness of Route	- The route is attractive to pedestrians with wide footways, crossings, street lighting, lightly trafficked roads, and low speed limits. - The low speeds and traffic volumes on the route make it attractive to cyclists using the carriageway.
Summary	The route provides an attractive route between the site and St Margret's C of E Primary School. There are adequate footways and crossings and pedestrians are only required to cross 2 lightly trafficked cul-de-sacs.

Figure 2.1: Audit of Route 1

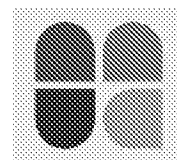
Potential Improvements

2.1.2 The audit identified 3 locations on Route 1 where existing infrastructure could be improved. The locations are shown on a map attached at **Appendix B** and a summary of the improvements is provided in **Figure 3.2**.



Improvement No.	Location	Potential Improvement
1	PROW 2151	The PROW could be improved with hard surfacing, lighting, and removal/cutting back overgrown vegetation.
2	Pine Trees Close	A new pedestrian crossing with dropped kerbs and tactile paving could be provided on Pine Trees Close on the new pedestrian desire line.
3	Arundel Road / Furzefield Close junction	Tactile paving could be provided at the existing crossing over Furzefield Close

Figure 2.2: Route 1 Potential Improvements



3 ROUTE 2

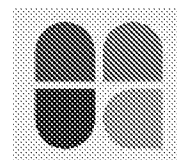
3.1.1 Route 2 runs from the south-west corner of the site to St Wilfrid's Catholic Primary School and Angmering village centre. Route 2 is shown at **Appendix A** and the audit is summarised in **Figure 3.1**.

Route 2: Application Site (west) – St Wilfrid's Catholic Primary School and Angmering Village Centre	
Description of Route	- Head south on PROW 2151 to join eastern end of Pine Trees Close. - Follow Pine Trees Close to Chantryfield Road. - Follow Chantryfield Road west to Arundel Road. - Follow Arundel Road south to St Wilfrid's Catholic Primary School and Angmering village centre.
Provision for Cyclists	- Pine Tree's Close, Chantryfield Road and Arundel Road are all suitable for cyclists and have 30mph speed limits. - Cyclists would likely be required to push bikes along PROW 2151 and must dismount when joining Pine Trees Close.
Convenience of Route	- The route is direct and provides continuous pedestrian footways. - Existing crossings on Arundel Road provide dropped kerbs on the pedestrian desire line.
Accessibility of Route	- PROW 2151 has an unmade surface which is unsuitable for cyclist and mobility impaired NMUs. Overgrown vegetation encroaches on the route of the PROW. - The existing footways are c.1.2m – 1.5m wide and dropped kerb crossing are provided at the junctions on Arundel Road. - The majority of pedestrian crossings provides tactile paving to assist visually impaired users. - No tactile paving is provided at the Chantryfield Road or Lansdowne Way junctions. - There is no crossing in close proximity of St Wilfrid's Catholic Primary School.
Safety on Route	- Street lighting is present on along the entirety of the route excluding on PROW 2151. - There is generally good visibility at pedestrian crossing points. - Surfacing of the footways is generally good excluding PROW 2151. - The roads are lightly trafficked and have low vehicle speeds allowing safe use by cyclists. - The roads are all subject to a 30mph speed limit and Arundel Road reduces to 20mph on approach to the village centre. - Natural surveillance offered by residential houses along the extent of the route.
Comfortability of Route	- The route to the school is relatively flat with no steep gradients making it comfortable for all NMUs. - The route slopes down towards Angmering village centre however the gradients would be comfortable for cyclists and mobility impaired NMUs.
Attractiveness of Route	- The route is attractive to pedestrians with wide footways, crossings, street lighting, lightly trafficked roads, and low speed limits. - The low speeds and traffic volumes on the route make it attractive to cyclists using the carriageway.
Summary	The route provides an attractive, direct route to St Wilfrid's Catholic Primary School and Angmering village centre. There are adequate footways and crossings providing continuous pedestrian infrastructure on the full extent of the route.

Figure 3.1: Audit of Route 2

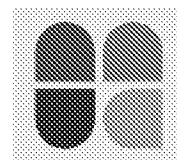
Potential Improvements

3.1.2 The audit identified 3 locations on Route 2 where existing infrastructure could be improved. The locations are shown on a map attached at **Appendix B** and a summary of the improvements is provided in **Figure 3.2**.



Improvement No.	Location	Potential Improvement
4	Arundel Road / Chantryfield Road junction	Tactile paving could be provided at the existing crossing over Chantryfield Road.
5	Arundel Road / Lansdowne Way junction	Tactile paving could be provided at the existing crossing over Lansdowne Way.
6	Arundel Road in vicinity of St Wilfrid's Catholic Primary School	A new pedestrian crossing with dropped kerbs and tactile paving could be across Arundel Road in the vicinity of St Wilfrid's Catholic Primary School.

Figure 3.2: Route 2 Potential Improvements



4 ROUTE 3

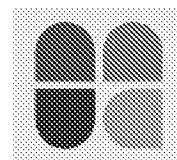
4.1.1 Route 2 runs from the south-west corner of the site to St Wilfrid's Catholic Primary School, via PROW 2150. Route 3 is shown at **Appendix A** and the audit is summarised in **Figure 4.1**.

Route 3: Application Site (west) – St Wilfrid's Catholic Primary School and Angmering Village Centre via PROW 2150	
Description of Route	- Head south on PROW 2151 to join eastern end of Pine Trees Close. - Follow Pine Trees Close to Chantryfield Road. - Cross Chantryfield Road towards Shardeloes Road. - Follow Shardeloes Road and Lloyd Goring Close south-west using pedestrian cut through. - Follow PROW 2150 south at southern end of Lloyd Goring Close. - Follow Lansdowne Way west to Arundel Road. - Follow Arundel Road south to St Wilfrid's Catholic Primary School and Angmering village centre.
Provision for Cyclists	- Pine Tree's Close, Chantryfield Road, Shardeloes Road and Arundel Road are all suitable for cyclists and have 30mph speed limits. - Cyclists would likely be required to push bikes along PROW 2151 and must dismount when joining Pine Trees Close.
Convenience of Route	- The route is direct and provides continuous pedestrian footways. - The route provides dropped kerb crossings on the pedestrian desire line.
Accessibility of Route	- PROW 2151 has an unmade surface which is unsuitable for cyclist and mobility impaired NMUs. Overgrown vegetation encroaches on the route of the PROW. - The existing footways are c.1.2m – 1.5m wide, excluding PROW 2150, and dropped kerb crossing are provided along the route. - PROW 2150 is narrow and wheelchair users may find the route difficult to negotiate.
Safety on Route	- Street lighting is present on along the entirety of the route excluding on PROW 2151. - There is generally good visibility at pedestrian crossing points. - Surfacing of the footways is generally good excluding PROW 2151. - The roads are lightly trafficked and have low vehicle speeds allowing safe use by cyclists. - The roads are all subject to a 30mph speed limit and Arundel Road reduces to 20mph on approach to the village centre. - Natural surveillance offered by residential houses along the extent of the route.
Comfortability of Route	- The route to the school is relatively flat with no steep gradients making it comfortable for all NMUs. - The route slopes down towards Angmering village centre however the gradients would be comfortable for cyclists and mobility impaired NMUs.
Attractiveness of Route	- The route is attractive to pedestrians with wide footways on the majority of the route, crossings, street lighting, lightly trafficked roads, and low speed limits. - The low speeds and traffic volumes on the route make it attractive to cyclists using the carriageway.
Summary	The route provides an attractive, direct route to St Wilfrid's Catholic Primary School and Angmering village centre. There are adequate footways and crossings providing continuous pedestrian infrastructure on the full extent of the route.

Figure 4.1: Audit of Route 3

Potential Improvements

4.1.2 Route 3 does not follow the desire line from the site and as such it is anticipated that NMUs originating at the site are unlikely to use this route. Therefore, no improvements are proposed on Route 3.



5 ROUTE 4

5.1.1 Route 4 runs from the south-west corner of the site to Angmering village centre via Dapper's Lane and Water Lane. Route 4 is shown at **Appendix A** and the audit is summarised in **Figure 5.1**.

Route 4: Application Site (east) – Angmering Village Centre	
Description of Route	- Head south on Dapper's Lane to Water Lane. - Follow Water Lane and Station Road south to the A259. - Cross A259 and continue south on B2140 to Angmering railway station
Provision for Cyclists	- Dapper's Lane, Water Lane, Station Road and the B2140 are all suitable for cyclists and have 30mph speed limits. - Cyclists are not required to dismount at any point.
Convenience of Route	The route is direct using only Dapper's Lane and Water Lane.
Accessibility of Route	- There is no existing footway on Dapper's Lane however the road is lightly trafficked making it suitable for pedestrians and cyclists to use the carriageway. - Existing footways provide a continuous link from Water Lane to Angmering village centre.
Safety on Route	- Street lighting is present on Water Lane however there is no existing lighting on Dapper's Lane. - Surfacing of the footways is generally good. - The roads are lightly trafficked allowing safe use by cyclists. - The roads are all subject to a 30mph speed limit and Water Lane reduces to 20mph on approach to Angmering village centre. - Natural surveillance offered by residential houses along the extent of the route.
Comfortability of Route	The route descends at the southern end of Dapper's Lane and toward Angmering village centre however there are no steep gradients making it comfortable for all NMUs.
Attractiveness of Route	- With the exception of Dapper's Lane, the route provides wide, well-lit footways. - The low speeds and traffic volumes on the route make it attractive to pedestrians and cyclists using the carriageway.
Summary	The route provides an attractive route between the site and Angmering village centre however the lack of existing footways on Dapper's Lane may deter pedestrians.

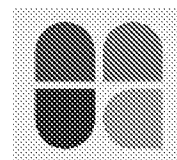
Figure 5.1: Audit of Route 4

Potential Improvements

5.1.2 The audit identified 3 locations where existing infrastructure could be improved. The locations are shown on a map attached at **Appendix B** and a summary of the improvements is provided in **Figure 5.2**.

Improvement No.	Location	Potential Improvement
7	Dapper's Lane	New pedestrian footway could be provided between the site access and Water Lane.

Figure 5.2: Route 4 Potential Improvements



6 ROUTE 5

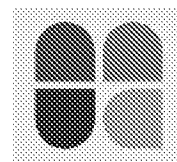
6.1.1 Route 1 runs from the east of the site to Angmering village centre via Merryfield Crescent and PROW 2153-1. Route 5 is shown at **Appendix A** and the audit is summarised in **Figure 6. 1**.

Route 5: Application Site – Angmering Village Centre via Merryfield Crescent and PROW 2153-1	
Description of Route	- Head south on Dapper's Lane to Merryfield Crescent. - Follow Merryfield Crescent to PROW 2153-1. - Follow PROW 2153-1 to Water Lane. - Follow Water Lane to Angmering village centre.
Provision for Cyclists	- Dapper's Lane, Merryfield Crescent and Water Lane are all suitable for cyclists and have 30mph speed limits. - Cyclists are required to dismount at PROW 2153-1.
Convenience of Route	- The route is relatively direct and easy to follow. - Merryfield Crescent provides a less direct route than Dapper's Lane however provides footways and a dedicated pedestrian route through PROW 2153-1.
Accessibility of Route	- There is no existing footway on Dapper's Lane however the road is lightly trafficked making it suitable for pedestrians and cyclists to use the carriageway. - Existing footways provide a continuous link from Merryfield Crescent to Angmering village centre. - There are limited dropped kerb crossing points on the route.
Safety on Route	- Street lighting is present between Merryfield Crescent and Angmering village centre however there is no existing lighting on Dapper's Lane. - Surfacing of the footways is generally good. - The roads are lightly trafficked allowing safe use by cyclists. - The roads are all subject to a 30mph speed limit and Water Lane reduces to 20mph on approach to Angmering village centre. - Natural surveillance offered by residential houses along the extent of the route.
Comfortability of Route	The route descends at the southern end of Dapper's Lane and toward Angmering village centre however there are no steep gradients making it comfortable for all NMUs.
Attractiveness of Route	- The route is attractive to pedestrians lightly trafficked roads, and low speed limits. - With the exception of Dapper's Lane, the route provides wide, well-lit footways. - The low speeds and traffic volumes on the route make it attractive to cyclists using the carriageway.
Summary	The route provides an attractive route between the site and Angmering village centre however the lack of existing footways on Dapper's Lane may deter pedestrians.

Figure 6.1: Audit of Route 5

Potential Improvements

6.1.2 Route 5 does not follow the desire line from the site and as such it is anticipated that NMUs originating at the site are unlikely to use this route. Therefore, no improvements are proposed on Route 5.



7 ROUTE 6

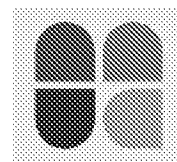
7.1.1 Route 6 runs from the south-west corner of the site to Angmering railway station via Dapper's Lane, Water Lane, Station Road and the B2140. The length of the route exceeds typical walking journeys and as such the audit for Route 6 focused on the suitability for cyclists. Route 6 is shown at **Appendix A** and the audit is summarised in **Figure 7.1**.

Route 6: Application Site (east) – Angmering Railway Station	
Description of Route	- Head south on Dapper's Lane to Water Lane. - Follow Water Lane and Station Road south to the A259. - Cross A259 and continue south on B2140 to Angmering railway station
Provision for Cyclists	- Dapper's Lane, Water Lane, Station Road and the B2140 are all suitable for cyclists and have 30mph speed limits. - A segregated cycle lane flanks the eastern side of Station Road between Greenwood Drive and the A259. - Cyclists who do not wish to negotiate the roundabout on the A259 are required to dismount to use the pedestrian bridge.
Convenience of Route	- The route is direct and only requires cyclists to use 3 roads and negotiate 2 junctions. - Cyclists to dismount when crossing the A259.
Accessibility of Route	- The route is well surfaced, and the lack of steep gradients make the route appropriate for cyclists with a range of abilities. - Cycle parking monitored by CCTV is provided at Angmering railway station.
Safety on Route	- Street lighting is present on along the entirety of the route excluding Dapper's Lane. - The roads are all subject to a 30mph speed limit and Water Lane reduces to 20mph on approach to Angmering village centre. - Natural surveillance offered by residential houses along the extent of the route.
Comfortability of Route	- The route descends at the southern end of Dapper's Lane and toward Angmering village centre however there are no steep gradients making it comfortable for cyclists. - The route is well surfaced allow comfortable cycling.
Attractiveness of Route	- With the exception of Dapper's Lane, the route is well lit. - The low speeds and traffic volumes on the route make it attractive to cyclists using the carriageway.
Summary	The route provides a direct route between the site and Angmering railway station. The low speed nature of the roads and the provision of a segregated cycle lane and crossing over the A259 make the route attractive to cyclists with a range of abilities.

Figure 7.1: Audit of Route 6

Potential Improvements

7.1.2 Route 6 provides suitable infrastructure for cyclists with a range of abilities including well surfaced, low speed roads and a section of segregated cycleway. No improvements were identified on Route 6.

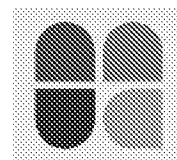


8 SUMMARY

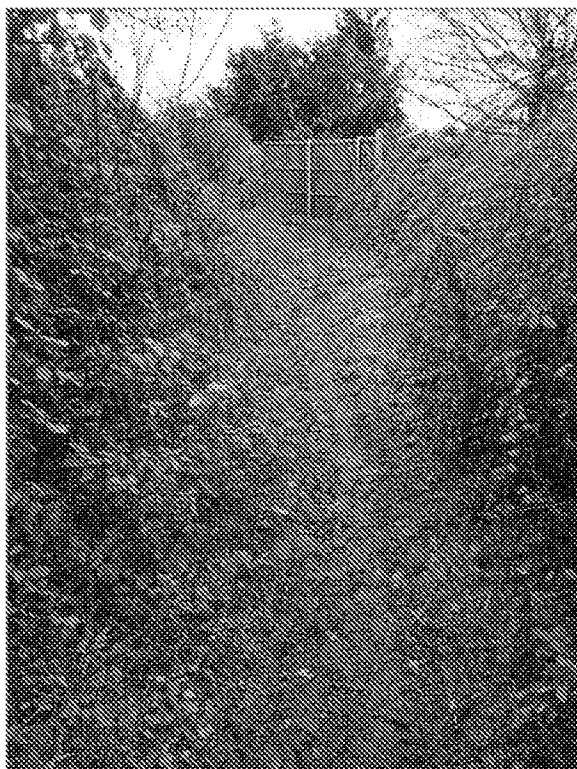
- 8.1.1 This audit identifies that existing NMU infrastructure on key routes from the application site is generally good and fulfils the 5 core principles identified within the Department for Transport (DfT) Local Transport Note (LTN) 1/04 guidance.
- 8.1.2 The audit proposes 7 potential improvements to NMU infrastructure which could be implemented in conjunction with the proposed development. The potential improvements are shown in **Figure 8.1**.

Improvement No.	Location	Potential Improvement
1	PROW 2151	The PROW could be improved with hard surfacing, lighting, and removal/cutting back overgrown vegetation.
2	Pine Trees Close	A new pedestrian crossing with dropped kerbs and tactile paving could be provided on Pine Trees Close on the new pedestrian desire line.
3	Arundel Road / Furzefield Close junction	Tactile paving could be provided at the existing crossing over Furzefield Close
4	Arundel Road / Chantryfield Road junction	Tactile paving could be provided at the existing crossing over Chantryfield Road.
5	Arundel Road / Lansdowne Way junction	Tactile paving could be provided at the existing crossing over Lansdowne Way.
6	Arundel Road in vicinity of St Wilfrid's Catholic Primary School	A new pedestrian crossing with dropped kerbs and tactile paving could be across Arundel Road in the vicinity of St Wilfrid's Catholic Primary School.
7	Dapper's Lane	New pedestrian footway could be provided between the site access and Water Lane.

Figure 8.1: Potential Improvements



Route 1: Application Site (west) – St Margret's C of E Primary School.



PROW 2151



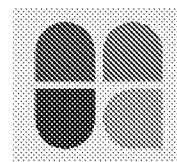
Pine Trees Close leading to Chantryfield Road



Dropped kerb crossing across Furzefield Close



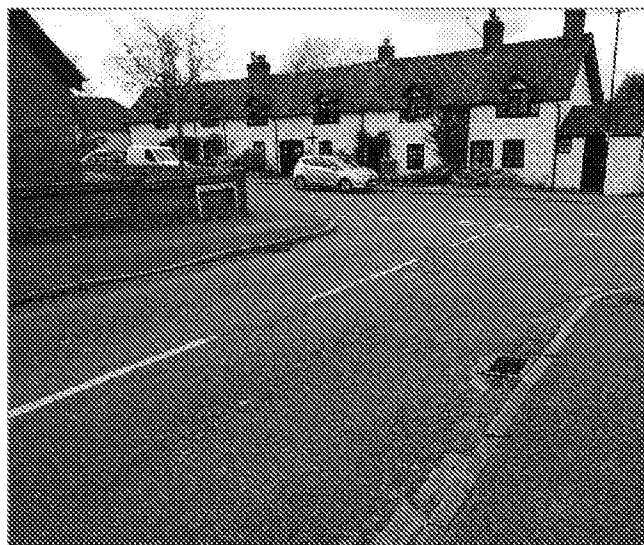
Footway on Arundel Road heading north



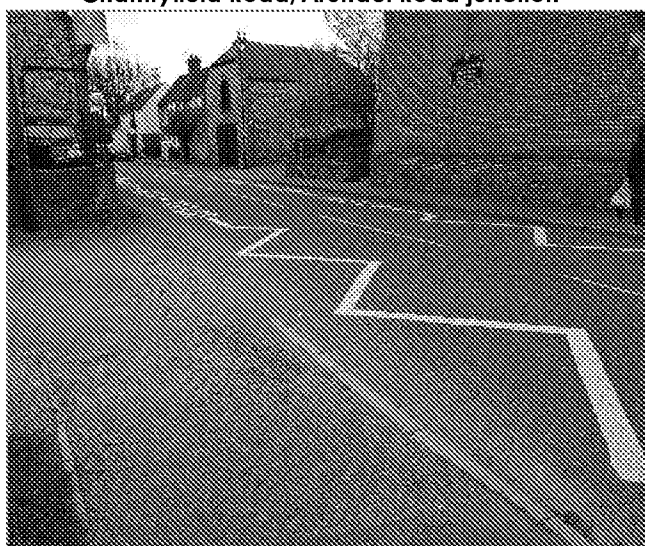
Route 2: Application Site (west) – St Wilfrid's Catholic Primary School and Angmering Village Centre.



Chantryfield Road/Arundel Road junction



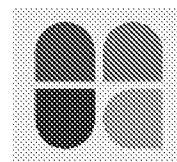
Landsdowne Road/Arundel Road junction



End of footway opposite St Wilfrid's School



Footway running through park



Route 3: Application Site (west) – St Wilfrid's Catholic Primary School and Angmering Village Centre via Public Right of Way (PROW) 2150.



Footway on Shardeloes Road



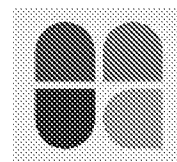
Pedestrian cut through Lloyd Goring Close



Access to PROW 2150



PROW 2150



Route 4: Application Site (east) – Angmering Village Centre



Dapper's Lane



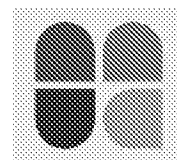
Pedestrian Crossing on Water Lane



Water Lane



Footway on Water Lane



Route 5: Application Site (east) – Angmering Village Centre via Merryfield Crescent and PROW 2153-1.



Footway heading west on Merryfield Crescent



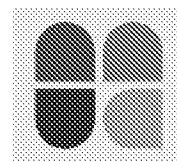
Footway heading south on Merryfield Crescent



Footway heading south on xxx



PROW 2153-1



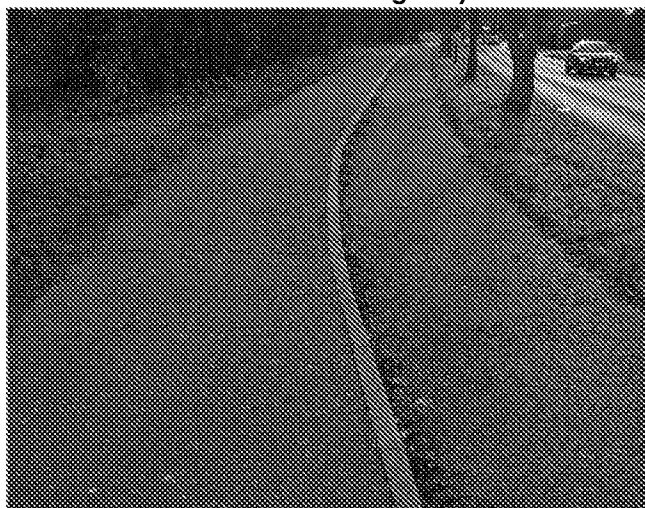
Route 6: Application Site (east) – Angmering Railway Station.



Water Lane's carriageway



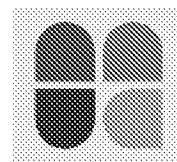
Station Road



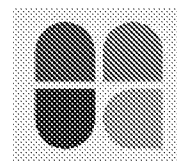
Segregated footway/cycleway



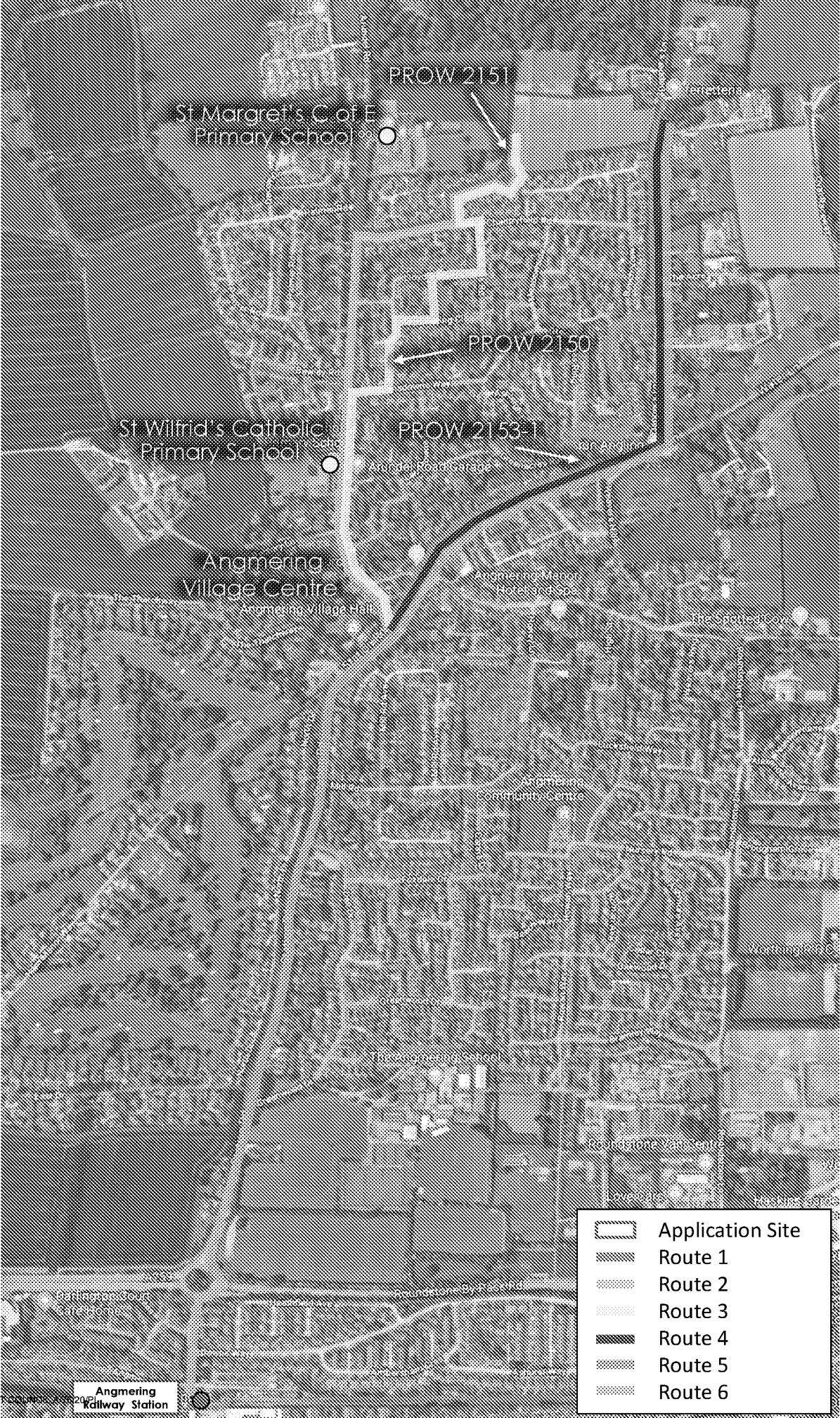
Footway on Arundel Road heading north



APPENDICIES



Appendix A Audit Route Map



St Margaret's C of E
Primary School

PROW 2151

PROW 2150

St Wilfrid's Catholic
Primary School

PROW 2153-1

Angmering
Village Centre

Angmering Manor
Hotel and Spa

Angmering
Community Centre

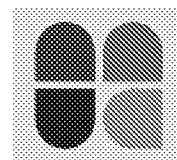
The Angmering School

Roundstone Van Centre

Barrington Court
Care Home

Angmering
Railway Station

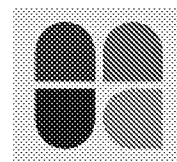
- Application Site
- Route 1
- Route 2
- Route 3
- Route 4
- Route 5
- Route 6



Appendix B Improvements Map



	Application Site
	Route 1
	Route 2
	Route 3
	Route 4
	Route 5
	Route 6
	Improvement No.



Appendix C ATC Survey Data

MODAL

modaldata.com

Globals

Report id: CustomList-103
Descriptor: Modal Dir2_(modified)
Created by: MetroCount Traffic Executive
Creation Time (UTC): 2017-05-05T09:59:50
Legal: Copyright (c)1997 - 2014 MetroCount
Graphic: header.bmp
Language: English
Country: United Kingdom
Time: UTC + 60 min
Create Version: 4.0.6.0
Metric: Part metric
Speed Unit: mph
Length Unit: metre
Mass Unit: tonne

Dataset

Site Name: Angmering
Site Attribute: ATC 4
File Name: S:\RGPL-012 Modal Data Limited\MetroCount\MTE 4.06\Data\Angmering 0 2017-05-04 1516.EC0
File Type: Plus
Algorithm: Factory default axle
Description: Dappers Lane
Lane: 0
Direction: 7
Direction Text: 7 - North bound A]B, South bound B]A.
Layout Text: Axle sensors - Paired (Class/Speed/Count)
Setup Time: 2017-04-24T11:07:50
Start Time: 2017-04-24T11:07:50
Finish Time: 2017-05-04T15:15:50
Operator: MV
Configuration: 00000000 80 00 14 6a 6a 00 00 00 00 00 , Standard

Profile

Name: Default Profile
Title: MetroCount Traffic Executive
Graphic Logo:
Header:
Footer:
Percentile 1: 85
Percentile 2: 95
Page: 10
Filter Start: 2017-04-25T00:00:00
Filter End: 2017-05-02T00:00:00
Class Scheme: ARX
Low Speed: 0
High Speed: 90
Speed Limit: 30
Speed Limits:
Separation: 0.000
Separation Type: Headway
Direction: BA
Encoded Direction: 15

DAPPER'S LANE - ANGMERING													SOUTHBOUND																						
Report Id - CustomList-103																																			
Site Name - Angmering																																			
Description - Dappers Lane																																			
Direction - BA																																			
25 April 2017																																			
Time	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Total	Vbin 0-5	Vbin 5-10	Vbin 10-15	Vbin 15-20	Vbin 20-25	Vbin 25-30	Vbin 30-35	Vbin 35-40	Vbin 40-45	Vbin 45-50	Vbin 50-55	Vbin 55-60	Vbin 60-65	Vbin 65-70	Vbin 70-75	Vbin 75-80	Vbin 80-85	Vbin 85-90	Mean	Vpp 85		
0000	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	23.9	-		
0100	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	23.7	-		
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-		
0300	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	30.7	-		
0400	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	28.3	-		
0500	1	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	28.3	-		
0600	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	20.6	-		
0700	1	2	0	2	0	0	0	0	0	0	0	0	5	0	0	0	2	1	1	1	0	0	0	0	0	0	0	0	0	0	0	23.5	-		
0800	2	0	1	3	0	0	0	0	0	0	0	0	6	0	0	1	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	17.6	-		
0900	2	8	0	1	0	0	0	0	0	0	0	0	11	0	0	2	4	4	1	0	0	0	0	0	0	0	0	0	0	0	0	20.2	23.7		
1000	2	8	0	1	0	0	0	0	0	0	0	0	11	0	1	2	1	5	1	1	0	0	0	0	0	0	0	0	0	0	0	19.9	24.6		
1100	4	10	0	1	1	0	0	1	0	0	0	0	17	1	2	1	7	6	0	0	0	0	0	0	0	0	0	0	0	0	0	16.7	21.9		
1200	2	8	1	1	0	0	0	0	0	0	0	0	12	0	0	3	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	17.4	19.2		
1300	1	12	0	3	0	0	0	0	0	0	0	0	16	0	1	0	6	3	5	1	0	0	0	0	0	0	0	0	0	0	0	22.1	28.9		
1400	1	10	0	0	0	0	0	0	0	0	0	0	11	0	0	4	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	18.4	23.3		
1500	2	8	0	1	0	0	0	0	0	0	0	0	11	0	0	1	2	7	0	1	0	0	0	0	0	0	0	0	0	0	0	21.7	23.7		
1600	0	7	0	0	0	0	0	0	0	0	0	0	7	0	0	0	2	2	2	0	1	0	0	0	0	0	0	0	0	0	0	24.8	-		
1700	2	12	0	2	0	0	0	0	0	0	0	0	16	0	0	1	3	4	6	2	0	0	0	0	0	0	0	0	0	0	0	23.7	28.9		
1800	4	6	0	0	0	1	0	0	0	0	0	0	11	0	0	1	4	6	0	0	0	0	0	0	0	0	0	0	0	0	0	19.9	20.8		
1900	2	3	0	1	0	0	0	0	0	0	0	0	6	0	0	0	2	2	0	2	0	0	0	0	0	0	0	0	0	0	0	24.2	-		
2000	2	3	0	2	0	0	0	0	0	0	0	0	7	0	0	1	3	0	2	0	1	0	0	0	0	0	0	0	0	0	0	22.5	-		
2100	5	1	0	0	0	1	0	0	0	0	0	0	7	0	0	0	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	19.5	-		
2200	0	3	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	31.7	-		
2300	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	24.8	-		
08-09	2	0	1	3	0	0	0	0	0	0	0	0	6	0	0	1	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	17.6	-		
17-18	2	12	0	2	0	0	0	0	0	0	0	0	16	0	0	1	3	4	6	2	0	0	0	0	0	0	0	0	0	0	0	23.7	28.9		
10-16	12	56	1	7	1	0	0	1	0	0	0	0	78	1	4	11	26	26	7	3	0	0	0	0	0	0	0	0	0	0	0	19.3	24.6		
00-05	0	1	0	3	0	0	0	0	0	0	0	0	4	0	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	26.7	-		
00-00	33	106	2	21	1	2	0	1	0	0	0	0	166	1	4	17	55	53	23	10	3	0	0	0	0	0	0	0	0	0	0	21	25		

MODAL

modaldata.com

DAPPER'S LANE - ANGMERING													SOUTHBOUND																																	
Report Id - CustomList-103																										MODAL modaldata.com																				
Site Name - Angmering																																														
Description - Dappers Lane																																														
Direction - BA																																														
26 April 2017																																														
Time	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Total	Vbin 0 5 10	Vbin 5 10 15	Vbin 15 20 25	Vbin 20 25 30	Vbin 25 30 35	Vbin 30 35 40	Vbin 35 40 45	Vbin 40 45 50	Vbin 45 50 55	Vbin 50 55 60	Vbin 55 60 65	Vbin 60 65 70	Vbin 65 70 75	Vbin 70 75 80	Vbin 75 80 85	Vbin 80 85 90	Mean	Vpp 85															
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-															
0100	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	27.4	-															
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-															
0300	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	29.2	-															
0400	0	0	0	2	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	23.1	-															
0500	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	21.3	-																
0600	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	27.1	-																
0700	4	2	0	1	0	0	0	0	0	0	0	0	7	0	0	1	3	2	1	0	0	0	0	0	0	0	0	0	20.2	-																
0800	0	7	1	3	0	0	0	0	0	0	0	0	11	0	0	0	4	5	2	0	0	0	0	0	0	0	0	0	21.5	23.7																
0900	1	6	0	3	0	0	0	0	0	0	0	0	10	0	0	2	4	3	1	0	0	0	0	0	0	0	0	0	19.2	-																
1000	1	8	0	2	0	0	0	0	0	0	0	0	11	0	0	2	2	6	1	0	0	0	0	0	0	0	0	0	20.6	24.6																
1100	2	12	0	1	0	0	0	0	0	0	0	0	15	0	0	5	3	6	1	0	0	0	0	0	0	0	0	0	18.9	23.5																
1200	2	6	0	3	0	0	0	0	0	0	0	0	11	0	0	0	5	5	0	1	0	0	0	0	0	0	0	0	21.5	23.3																
1300	0	10	0	2	0	0	0	0	0	0	0	0	12	0	0	1	6	1	3	1	0	0	0	0	0	0	0	0	21.5	25.3																
1400	1	5	0	1	0	0	0	0	0	0	0	0	7	0	0	0	3	3	1	0	0	0	0	0	0	0	0	0	21.1	-																
1500	0	7	0	3	0	0	0	0	0	0	0	0	10	0	0	1	3	5	0	1	0	0	0	0	0	0	0	0	20.8	-																
1600	2	15	0	1	0	0	0	0	0	0	0	0	18	0	0	2	9	3	4	0	0	0	0	0	0	0	0	0	20.5	25.1																
1700	1	16	0	1	0	0	0	0	0	0	0	0	18	0	0	1	10	3	3	1	0	0	0	0	0	0	0	0	20.6	25.3																
1800	1	19	0	1	0	0	0	0	0	0	0	0	21	0	0	2	5	9	4	1	0	0	0	0	0	0	0	0	21.8	27.5																
1900	1	17	0	1	0	0	0	0	0	0	0	0	19	0	1	0	4	10	2	2	0	0	0	0	0	0	0	0	21.8	25.3																
2000	0	4	0	0	0	0	0	0	0	0	0	0	4	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0	20	-																
2100	0	5	0	0	0	0	0	0	0	0	0	0	5	0	0	2	2	0	1	0	0	0	0	0	0	0	0	0	16.8	-																
2200	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	22.2	-																
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-																
08-09	0	7	1	3	0	0	0	0	0	0	0	0	11	0	0	0	4	5	2	0	0	0	0	0	0	0	0	0	21.5	23.7																
17-18	1	16	0	1	0	0	0	0	0	0	0	0	18	0	0	1	10	3	3	1	0	0	0	0	0	0	0	0	20.6	25.3																
10-16	6	48	0	12	0	0	0	0	0	0	0	0	66	0	0	9	22	26	6	3	0	0	0	0	0	0	0	0	20.6	24.6																
00-05	0	1	0	3	0	0	0	0	0	0	0	0	4	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	25.7	-																
00-00	17	143	1	26	0	0	0	0	0	0	0	0	187	0	1	19	65	66	29	7	0	0	0	0	0	0	0	0	20.9	25.3																

DAPPER'S LANE - ANGMERING													SOUTHBOUND																																		
Report Id - CustomList-103																																															
Site Name - Angmering																																															
Description - Dappers Lane																																															
Direction - BA																																															
27 April 2017																																															
Time	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Total	Vbin 0-5	Vbin 5-10	Vbin 10-15	Vbin 15-20	Vbin 20-25	Vbin 25-30	Vbin 30-35	Vbin 35-40	Vbin 40-45	Vbin 45-50	Vbin 50-55	Vbin 55-60	Vbin 60-65	Vbin 65-70	Vbin 70-75	Vbin 75-80	Vbin 80-85	Vbin 85-90	Mean	Vpp 85														
0000	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	26.2	-														
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-														
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-														
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-														
0400	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	24.5	-														
0500	1	2	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	27.8	-														
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-														
0700	0	4	1	2	0	0	0	0	0	0	0	0	7	0	0	0	2	1	3	1	0	0	0	0	0	0	0	0	0	0	0	24.2	-														
0800	0	3	2	2	0	0	0	0	0	0	0	0	7	0	1	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	17	-														
0900	0	5	0	0	0	0	0	0	0	0	0	0	5	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	20.6	-														
1000	1	5	0	2	0	0	0	0	0	0	0	0	8	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	20.8	-														
1100	1	18	0	0	0	0	0	0	0	0	0	0	19	0	1	2	7	8	1	0	0	0	0	0	0	0	0	0	0	0	0	18.9	22.4														
1200	1	7	0	0	0	0	0	0	0	0	0	0	8	0	0	1	2	2	3	0	0	0	0	0	0	0	0	0	0	0	0	22.8	-														
1300	1	6	0	0	0	0	0	0	0	0	0	0	7	0	0	0	1	4	2	0	0	0	0	0	0	0	0	0	0	0	0	24.3	-														
1400	0	5	0	0	0	0	0	0	0	0	0	0	5	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	21	-														
1500	0	13	0	0	0	0	0	0	0	0	0	0	13	0	0	2	2	7	2	0	0	0	0	0	0	0	0	0	0	0	0	20.7	24.6														
1600	1	7	0	2	0	0	0	0	0	0	0	0	10	0	0	0	4	5	1	0	0	0	0	0	0	0	0	0	0	0	0	21.2	-														
1700	3	10	0	2	0	0	0	0	0	0	0	0	15	0	0	0	4	7	3	1	0	0	0	0	0	0	0	0	0	0	0	23.5	29.1														
1800	1	10	0	0	0	0	0	0	0	0	0	0	11	0	0	1	0	8	1	1	0	0	0	0	0	0	0	0	0	0	0	22.9	24.2														
1900	1	27	0	1	0	0	0	0	0	0	0	0	29	1	4	6	9	6	2	1	0	0	0	0	0	0	0	0	0	0	0	17.4	23.5														
2000	3	2	0	0	0	1	0	0	0	0	0	0	6	0	0	0	2	2	0	2	0	0	0	0	0	0	0	0	0	0	0	23.1	-														
2100	0	30	0	0	0	0	0	0	0	0	0	0	30	0	0	1	13	13	2	1	0	0	0	0	0	0	0	0	0	0	0	21.2	24.6														
2200	1	4	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	25.8	-														
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-														
08-09	0	3	2	2	0	0	0	0	0	0	0	0	7	0	1	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	17	-														
17-18	3	10	0	2	0	0	0	0	0	0	0	0	15	0	0	0	4	7	3	1	0	0	0	0	0	0	0	0	0	0	0	23.5	29.1														
10-16	4	54	0	2	0	0	0	0	0	0	0	0	60	0	1	5	17	29	8	0	0	0	0	0	0	0	0	0	0	0	0	20.9	24.2														
00-05	0	1	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	25.3	-														
00-00	15	159	3	12	0	1	0	0	0	0	0	0	190	1	6	15	55	78	28	7	0	0	0	0	0	0	0	0	0	0	0	21.1	26.2														

MODAL

modaldata.com

DAPPER'S LANE - ANGMERING													SOUTHBOUND																									MODAL											
Report Id - CustomList-103																																																	
Site Name - Angmering																																																	
Description - Dappers Lane																																																	
Direction - BA																																																	
28 April 2017																																						modaldata.com											
Time	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Total	Vbin 0-5	Vbin 5-10	Vbin 10-15	Vbin 15-20	Vbin 20-25	Vbin 25-30	Vbin 30-35	Vbin 35-40	Vbin 40-45	Vbin 45-50	Vbin 50-55	Vbin 55-60	Vbin 60-65	Vbin 65-70	Vbin 70-75	Vbin 75-80	Vbin 80-85	Vbin 85-90	Mean	Vpp 85																
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-																
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-																
0200	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	37.9	-																
0300	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	28.3	-																
0400	0	0	0	2	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	26.2	-																
0500	1	1	0	1	0	0	0	0	0	0	0	0	3	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	24.3	-																
0600	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	25.2	-																
0700	3	4	0	1	0	0	0	0	0	0	0	0	8	0	0	1	1	5	0	1	0	0	0	0	0	0	0	0	0	0	0	21.9	-																
0800	2	1	1	0	0	0	0	0	0	0	0	0	4	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	18.9	-																
0900	2	5	0	0	0	0	0	0	0	0	0	0	7	0	0	0	1	3	2	0	1	0	0	0	0	0	0	0	0	0	0	25.4	-																
1000	1	10	0	0	0	0	0	0	0	0	0	0	11	0	0	3	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	18.7	23.5																
1100	2	18	0	0	0	0	0	0	0	0	0	0	20	0	0	3	10	6	1	0	0	0	0	0	0	0	0	0	0	0	0	18.6	20.8																
1200	2	5	0	1	0	0	0	0	0	1	0	0	9	0	0	2	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	18.3	-																
1300	0	9	0	3	0	0	0	0	0	0	0	0	12	0	0	0	5	4	3	0	0	0	0	0	0	0	0	0	0	0	0	21.1	25.5																
1400	1	5	0	0	0	0	0	0	0	0	0	0	6	0	0	2	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	20.4	-																
1500	3	19	0	2	0	0	0	0	0	0	0	0	24	0	0	0	10	10	4	0	0	0	0	0	0	0	0	0	0	0	0	21.6	24.6																
1600	4	13	0	5	0	0	0	0	0	0	0	0	22	0	0	2	5	5	8	2	0	0	0	0	0	0	0	0	0	0	0	23.1	28.9																
1700	1	13	1	1	0	0	0	0	0	0	0	0	16	0	0	0	3	8	3	2	0	0	0	0	0	0	0	0	0	0	0	23.5	27.3																
1800	1	8	0	0	0	0	0	0	0	0	0	0	9	0	0	1	3	2	1	2	0	0	0	0	0	0	0	0	0	0	0	22.8	-																
1900	2	2	0	0	0	0	0	0	0	0	0	0	4	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	21.2	-																
2000	0	4	0	1	0	0	0	0	0	0	0	0	5	0	0	1	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	22.4	-																
2100	0	4	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	28.4	-																
2200	1	4	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	24.2	-																
2300	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	26.3	-																
08-09	2	1	1	0	0	0	0	0	0	0	0	0	4	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	18.9	-																
17-18	1	13	1	1	0	0	0	0	0	0	0	0	16	0	0	0	3	8	3	2	0	0	0	0	0	0	0	0	0	0	0	23.5	27.3																
10-16	9	56	0	6	0	0	0	0	0	1	0	0	82	0	0	10	34	28	10	0	0	0	0	0	0	0	0	0	0	0	0	19.9	24.4																
00-05	0	1	0	3	0	0	0	0	0	0	0	0	4	0	0	0	0	0	3	0	1	0	0	0	0	0	0	0	0	0	0	29.6	-																
00-00	26	130	2	18	0	0	0	0	0	1	0	0	177	0	0	15	53	62	35	10	2	0	0	0	0	0	0	0	0	0	0	21.9	27.1																

MODAL

modaldata.com

DAPPER'S LANE - ANGMERING													SOUTHBOUND																																		
Report Id - CustomList-103																																															
Site Name - Angmering																																															
Description - Dappers Lane																																															
Direction - BA																																															
29 April 2017																																															
Time	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Total	Vbin 0-5	Vbin 5-10	Vbin 10-15	Vbin 15-20	Vbin 20-25	Vbin 25-30	Vbin 30-35	Vbin 35-40	Vbin 40-45	Vbin 45-50	Vbin 50-55	Vbin 55-60	Vbin 60-65	Vbin 65-70	Vbin 70-75	Vbin 75-80	Vbin 80-85	Vbin 85-90	Mean	Vpp 85														
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-														
0100	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	22.6	-														
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-														
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-														
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-														
0500	0	1	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	26.3	-														
0600	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.8	-														
0700	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	21.6	-														
0800	1	5	0	1	0	0	0	0	0	0	0	0	7	0	1	1	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	21.7	-														
0900	7	6	0	0	0	0	0	0	0	0	0	0	13	0	0	2	3	5	3	0	0	0	0	0	0	0	0	0	0	0	0	21.4	25.1														
1000	2	7	0	0	0	1	0	0	0	0	0	0	10	0	0	1	3	4	2	0	0	0	0	0	0	0	0	0	0	0	0	21.3	-														
1100	1	10	0	1	0	2	0	0	0	0	0	0	14	0	1	4	2	6	1	0	0	0	0	0	0	0	0	0	0	0	0	18.1	22.1														
1200	7	7	0	0	1	0	0	0	0	0	0	0	15	0	0	0	9	2	2	1	1	0	0	0	0	0	0	0	0	0	0	22.3	25														
1300	1	4	0	0	0	1	0	0	0	0	1	0	7	0	0	1	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	19.9	-														
1400	1	4	0	0	0	1	0	0	0	0	0	0	6	0	0	2	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	18.1	-														
1500	3	7	0	0	0	0	0	0	0	0	0	0	10	0	0	0	5	3	2	0	0	0	0	0	0	0	0	0	0	0	0	20.3	-														
1600	2	8	0	0	0	0	0	0	0	0	0	0	10	0	0	0	3	5	2	0	0	0	0	0	0	0	0	0	0	0	0	22.4	-														
1700	4	16	0	0	0	1	0	0	0	0	0	0	21	0	1	2	7	5	4	2	0	0	0	0	0	0	0	0	0	0	0	20.6	28.4														
1800	0	9	0	0	0	0	0	0	0	0	0	0	9	0	0	0	1	5	2	1	0	0	0	0	0	0	0	0	0	0	0	24.3	-														
1900	0	4	0	0	0	0	0	0	0	0	0	0	4	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	23.2	-														
2000	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.6	-														
2100	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.7	-														
2200	0	5	0	0	0	0	0	0	0	0	0	0	5	0	0	1	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	21.1	-														
2300	0	4	0	0	0	0	0	0	0	0	0	0	4	0	0	0	1	2	0	0	1	0	0	0	0	0	0	0	0	0	0	25.9	-														
08-09	1	5	0	1	0	0	0	0	0	0	0	0	7	0	1	1	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	21.7	-														
17-18	4	16	0	0	0	1	0	0	0	0	0	0	21	0	1	2	7	5	4	2	0	0	0	0	0	0	0	0	0	0	0	20.6	28.4														
10-16	15	39	0	1	1	5	0	0	0	0	1	0	62	0	1	8	25	17	9	1	1	0	0	0	0	0	0	0	0	0	0	20.2	25.9														
00-05	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	22.6	-														
00-00	29	103	0	3	1	6	0	0	0	0	1	0	143	0	3	15	46	46	25	6	2	0	0	0	0	0	0	0	0	0	0	21.2	27.7														

MODAL

modaldata.com

DAPPER'S LANE - ANGMERING													SOUTHBOUND																																		
Report Id - CustomList-103																																															
Site Name - Angmering																																															
Description - Dappers Lane																																															
Direction - BA																																															
30 April 2017																																															
Time	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vbin 80 85	Vbin 85 90	Mean	Vpp 85														
0000	0	4	0	0	0	0	0	0	0	0	0	0	4	0	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	20.1	-														
0100	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	20	-														
0200	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	30.2	-														
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-													
0400	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	33.2	-													
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-													
0600	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12.5	-													
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-													
0800	2	8	0	0	0	0	0	0	0	0	0	0	10	0	0	3	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	20.7	-													
0900	8	5	1	0	0	0	0	0	0	0	0	0	14	0	1	2	3	7	0	0	1	0	0	0	0	0	0	0	0	0	0	0	19.9	21.9													
1000	5	9	0	0	0	1	0	0	0	0	0	0	15	0	0	0	9	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	19.9	23													
1100	3	9	1	1	0	0	0	0	0	1	0	0	15	0	0	0	3	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	21.7	23.3													
1200	6	3	0	0	0	3	0	0	0	1	0	0	13	0	0	1	2	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	21.3	25.1													
1300	0	2	0	0	0	1	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.2	-													
1400	5	16	0	0	0	1	0	0	0	0	0	0	22	0	1	3	6	9	1	2	0	0	0	0	0	0	0	0	0	0	0	0	20.1	23.5													
1500	0	3	0	0	0	0	0	0	0	0	0	0	3	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.1	-													
1600	0	4	0	0	0	1	0	0	0	0	0	0	5	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.2	-													
1700	2	5	0	0	0	0	0	0	0	0	0	0	7	0	0	1	2	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	21.2	-													
1800	0	7	0	1	0	0	0	0	0	0	0	0	8	0	0	0	0	5	1	2	0	0	0	0	0	0	0	0	0	0	0	0	26.2	-													
1900	0	8	0	0	0	1	0	0	0	0	0	0	9	0	0	0	1	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	25	-													
2000	1	2	0	0	0	1	0	0	0	0	0	0	4	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	25.6	-													
2100	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.5	-													
2200	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.3	-													
2300	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	32.2	-													
08-09	2	8	0	0	0	0	0	0	0	0	0	0	10	0	0	3	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	20.7	-													
17-18	2	5	0	0	0	0	0	0	0	0	0	0	7	0	0	1	2	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	21.2	-													
10-16	19	42	1	1	0	6	0	0	0	2	0	0	71	0	1	4	24	34	6	2	0	0	0	0	0	0	0	0	0	0	0	0	20.5	23.5													
00-05	0	8	0	0	0	0	0	0	0	0	0	0	8	0	0	1	0	4	1	2	0	0	0	0	0	0	0	0	0	0	0	0	24.3	-													
00-00	33	93	2	2	0	9	0	0	0	2	0	0	141	0	2	12	33	68	14	10	2	0	0	0	0	0	0	0	0	0	0	0	21.5	25.7													

MODAL

modaldata.com

DAPPER'S LANE - ANGMERING													SOUTHBOUND																																		
Report Id - CustomList-103																																															
Site Name - Angmering																																															
Description - Dappers Lane																																															
Direction - BA																																															
01 May 2017																																															
Time	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Total	Vbin 0-5	Vbin 5-10	Vbin 10-15	Vbin 15-20	Vbin 20-25	Vbin 25-30	Vbin 30-35	Vbin 35-40	Vbin 40-45	Vbin 45-50	Vbin 50-55	Vbin 55-60	Vbin 60-65	Vbin 65-70	Vbin 70-75	Vbin 75-80	Vbin 80-85	Vbin 85-90	Mean	Vpp 85														
0000	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	24.1	-														
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-														
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-														
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-														
0400	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	24.5	-														
0500	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	31.2	-														
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-														
0700	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15.6	-														
0800	3	5	0	0	1	0	0	0	0	0	0	0	9	0	0	1	2	6	0	0	0	0	0	0	0	0	0	0	0	0	0	19.9	-														
0900	1	5	0	0	0	0	0	0	1	0	0	0	7	0	0	1	1	4	1	0	0	0	0	0	0	0	0	0	0	0	0	21.4	-														
1000	1	6	1	0	0	0	0	0	0	0	0	0	8	0	0	0	2	6	0	0	0	0	0	0	0	0	0	0	0	0	0	20.6	-														
1100	2	4	0	0	0	0	0	0	0	0	0	0	6	0	0	0	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	21.5	-														
1200	1	10	0	0	0	0	0	0	0	0	0	0	11	0	0	0	3	4	4	0	0	0	0	0	0	0	0	0	0	0	0	21.7	26.4														
1300	1	8	0	0	0	1	0	0	0	0	0	1	11	0	0	1	5	4	1	0	0	0	0	0	0	0	0	0	0	0	0	18.7	20.8														
1400	1	9	0	0	0	1	0	0	0	0	0	0	11	0	0	1	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	19.9	21.9														
1500	0	1	0	1	0	0	0	0	0	0	0	0	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15.2	-														
1600	8	4	0	0	0	0	0	0	0	0	0	0	12	0	3	1	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	16.1	20.1														
1700	3	5	0	0	0	0	0	0	0	0	0	0	8	0	0	1	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	20.2	-														
1800	0	8	0	0	0	0	0	0	0	0	0	0	8	0	0	0	2	3	2	1	0	0	0	0	0	0	0	0	0	0	0	23.8	-														
1900	1	6	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	3	3	1	0	0	0	0	0	0	0	0	0	0	0	25.5	-														
2000	0	5	0	0	0	0	0	0	0	0	0	0	5	0	0	0	1	2	1	1	0	0	0	0	0	0	0	0	0	0	0	25.2	-														
2100	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	29.9	-														
2200	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	27.9	-														
2300	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.4	-														
08-09	3	5	0	0	1	0	0	0	0	0	0	0	9	0	0	1	2	6	0	0	0	0	0	0	0	0	0	0	0	0	0	19.9	-														
17-18	3	5	0	0	0	0	0	0	0	0	0	0	8	0	0	1	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	20.2	-														
10-16	6	38	1	1	0	2	0	0	0	0	0	1	49	0	0	3	18	21	6	1	0	0	0	0	0	0	0	0	0	0	0	20.1	23.5														
00-05	0	1	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	24.3	-														
00-00	25	80	1	2	1	2	0	1	0	0	0	1	113	0	3	8	34	47	16	5	0	0	0	0	0	0	0	0	0	0	0	20.8	26.4														

MODAL

modaldata.com

DAPPER'S LANE - ANGMERING

SOUTHBOUND

Report Id - CustomList-103
Site Name - Angmering
Description - Dappers Lane
Direction - BA



modaldata.com

Grand Total

Time	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Total	Vbin 0	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 65	Vbin 70	Vbin 75	Vbin 80	Vbin 85	Mean	Vpp 85	
--	178	814	11	84	3	20	0	2	0	3	1	1	1117	2	19	101	341	420	170	55	9	0	0	0	0	0	0	0	0	0	0	0	21.2	26.6

MODAL

modaldata.com

Globals

Report id: CustomList-103
Descriptor: Modal Dir2_(modified)
Created by: MetroCount Traffic Executive
Creation Time (UTC): 2017-05-05T09:58:18
Legal: Copyright (c)1997 - 2014 MetroCount
Graphic: header.bmp
Language: English
Country: United Kingdom
Time: UTC + 60 min
Create Version: 4.0.6.0
Metric: Part metric
Speed Unit: mph
Length Unit: metre
Mass Unit: tonne

Dataset

Site Name: Angmering
Site Attribute: ATC 4
File Name: S:\RGPL-012 Modal Data Limited\MetroCount\MTE 4.06\Data\Angmering 0 2017-05-04 1516.EC0
File Type: Plus
Algorithm: Factory default axle
Description: Dappers Lane
Lane: 0
Direction: 7
Direction Text: 7 - North bound A]B, South bound B]A.
Layout Text: Axle sensors - Paired (Class/Speed/Count)
Setup Time: 2017-04-24T11:07:50
Start Time: 2017-04-24T11:07:50
Finish Time: 2017-05-04T15:15:50
Operator: MV
Configuration: 00000000 80 00 14 6a 6a 00 00 00 00 00 , Standard

Profile

Name: Default Profile
Title: MetroCount Traffic Executive
Graphic Logo:
Header:
Footer:
Percentile 1: 85
Percentile 2: 95
Pace: 10
Filter Start: 2017-04-25T00:00:00
Filter End: 2017-05-02T00:00:00
Class Scheme: ARX
Low Speed: 0
High Speed: 90
Speed Limits: 30
Separation: 0.000
Separation Type: Headway
Direction: AB
Encoded Direction: 15

DAPPER'S LANE - ANGMERING													NORTHBOUND																																	
Report Id - CustomList-103																										MODAL																				
Site Name - Angmering																																														
Description - Dappers Lane																																														
Direction - AB																																														
25 April 2017																										modaldata.com																				
Time	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Total	Vbin 0-5	Vbin 5-10	Vbin 10-15	Vbin 15-20	Vbin 20-25	Vbin 25-30	Vbin 30-35	Vbin 35-40	Vbin 40-45	Vbin 45-50	Vbin 50-55	Vbin 55-60	Vbin 60-65	Vbin 65-70	Vbin 70-75	Vbin 75-80	Vbin 80-85	Vbin 85-90	Mean	Vpp 85													
0000	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	23.3	-													
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-													
0200	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	24.8	-													
0300	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	34.9	-													
0400	0	3	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	29.6	-													
0500	0	4	0	1	1	0	0	0	0	0	0	0	6	0	0	0	1	1	2	1	1	0	0	0	0	0	0	0	0	0	0	26.8	-													
0600	1	24	0	5	0	0	0	0	0	0	0	0	30	0	0	1	0	3	15	11	0	0	0	0	0	0	0	0	0	0	0	28	32.7													
0700	4	29	1	3	0	0	0	0	0	0	0	0	37	0	1	1	3	13	12	6	1	0	0	0	0	0	0	0	0	0	0	25	30.9													
0800	1	53	1	4	0	0	0	0	0	0	0	0	59	0	0	3	3	14	30	9	0	0	0	0	0	0	0	0	0	0	0	26	30													
0900	1	37	1	3	0	0	0	0	0	0	0	0	42	0	0	4	8	15	14	1	0	0	0	0	0	0	0	0	0	0	0	22.6	27.3													
1000	5	30	0	0	0	0	0	0	0	0	0	0	35	0	3	3	9	9	7	2	2	0	0	0	0	0	0	0	0	0	0	22	29.3													
1100	2	26	0	2	2	0	0	0	0	0	0	0	32	0	4	4	7	12	5	0	0	0	0	0	0	0	0	0	0	0	0	19	24.6													
1200	0	36	0	4	0	0	0	0	0	0	0	0	40	0	0	3	7	15	13	2	0	0	0	0	0	0	0	0	0	0	0	22.7	27.5													
1300	1	26	1	4	0	0	0	0	0	0	0	0	32	0	1	1	4	6	13	7	0	0	0	0	0	0	0	0	0	0	0	25.1	30													
1400	2	26	1	3	0	0	0	0	0	0	0	0	32	0	2	3	5	8	13	1	0	0	0	0	0	0	0	0	0	0	0	22.4	27.7													
1500	1	31	1	2	0	0	0	0	0	0	0	0	35	0	1	3	5	11	14	1	0	0	0	0	0	0	0	0	0	0	0	22.8	28.6													
1600	3	35	0	2	0	0	0	0	0	0	0	0	40	0	0	5	8	8	17	2	0	0	0	0	0	0	0	0	0	0	0	22.9	28.2													
1700	3	25	1	3	0	0	0	0	0	0	0	0	32	0	0	3	2	5	16	5	1	0	0	0	0	0	0	0	0	0	0	25.4	30.2													
1800	0	18	1	4	0	0	0	0	0	0	0	0	23	0	0	3	1	5	12	2	0	0	0	0	0	0	0	0	0	0	0	24.1	29.8													
1900	1	16	0	0	0	0	0	0	0	0	0	0	17	0	1	0	2	6	5	3	0	0	0	0	0	0	0	0	0	0	0	24.4	28.9													
2000	0	4	0	0	0	0	0	0	0	0	0	0	4	0	0	1	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	26.9	-													
2100	0	7	0	1	0	0	0	0	0	0	0	0	8	0	0	1	0	1	3	3	0	0	0	0	0	0	0	0	0	0	0	27.8	-													
2200	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	26.3	-													
2300	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	32.7	-													
08-09	1	53	1	4	0	0	0	0	0	0	0	0	59	0	0	3	3	14	30	9	0	0	0	0	0	0	0	0	0	0	0	26	30													
17-18	3	25	1	3	0	0	0	0	0	0	0	0	32	0	0	3	2	5	16	5	1	0	0	0	0	0	0	0	0	0	0	25.4	30.2													
10-16	11	175	3	15	2	0	0	0	0	0	0	0	206	0	11	17	37	61	65	13	2	0	0	0	0	0	0	0	0	0	0	22.4	25													
00-05	0	5	0	1	0	0	0	0	0	0	0	0	6	0	0	0	0	2	2	2	0	0	0	0	0	0	0	0	0	0	0	28.6	-													
00-00	25	435	8	42	3	0	0	0	0	0	0	0	513	0	13	39	65	135	196	58	6	1	0	0	0	0	0	0	0	0	0	24	29.5													

DAPPER'S LANE - ANGMERING													NORTHBOUND																						
Report Id - CustomList-103																																			
Site Name - Angmering																																			
Description - Dappers Lane																																			
Direction - AB																																			
26 April 2017																																			
Time	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vbin 80 85	Vbin 85 90	Mean	Vpp 85		
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-		
0100	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	22.1	-		
0200	0	2	0	1	0	0	0	0	0	0	0	0	3	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	29.2	-		
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-		
0400	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	28.9	-		
0500	0	5	0	3	0	0	0	0	0	0	0	0	8	0	0	0	0	1	4	3	0	0	0	0	0	0	0	0	0	0	0	28.2	-		
0600	1	19	0	5	0	0	0	0	0	0	0	0	25	0	1	0	2	2	10	9	1	0	0	0	0	0	0	0	0	0	0	27.3	32.9		
0700	1	32	0	2	0	0	0	0	0	0	0	0	35	0	0	0	0	10	17	7	1	0	0	0	0	0	0	0	0	0	0	27.7	31.8		
0800	0	46	0	3	0	0	0	0	0	0	0	0	49	0	0	0	1	17	23	7	1	0	0	0	0	0	0	0	0	0	0	26.7	30		
0900	2	24	1	4	1	0	0	0	0	0	0	0	32	0	1	2	1	20	5	3	0	0	0	0	0	0	0	0	0	0	0	23.1	25.9		
1000	1	26	0	4	0	0	0	0	0	0	0	0	31	0	2	0	3	8	11	6	1	0	0	0	0	0	0	0	0	0	0	24.8	30.9		
1100	2	26	0	3	0	0	0	0	0	0	0	0	31	0	1	6	4	13	5	2	0	0	0	0	0	0	0	0	0	0	0	21.1	26.2		
1200	0	24	1	0	0	0	0	0	0	0	0	0	25	0	0	0	3	8	11	3	0	0	0	0	0	0	0	0	0	0	0	25.3	29.8		
1300	0	18	0	1	0	0	0	0	0	0	0	0	19	0	0	0	2	5	10	2	0	0	0	0	0	0	0	0	0	0	0	25.5	29.1		
1400	1	14	0	3	1	0	0	0	0	0	0	0	19	0	0	1	3	7	8	0	0	0	0	0	0	0	0	0	0	0	0	23.7	27.5		
1500	1	29	0	5	0	0	0	0	0	0	0	0	35	0	0	4	4	17	10	0	0	0	0	0	0	0	0	0	0	0	0	22.4	27.1		
1600	0	36	1	1	0	0	0	0	0	0	0	0	38	0	1	4	4	13	15	1	0	0	0	0	0	0	0	0	0	0	0	23.1	27.7		
1700	2	39	0	3	0	0	0	0	0	0	0	0	44	0	2	1	7	16	14	4	0	0	0	0	0	0	0	0	0	0	0	23.5	29.5		
1800	1	52	0	3	0	0	0	0	0	0	0	0	56	0	1	1	6	21	24	2	1	0	0	0	0	0	0	0	0	0	0	24.6	28.2		
1900	1	42	0	1	0	0	0	0	0	0	0	0	44	0	1	1	3	15	19	5	0	0	0	0	0	0	0	0	0	0	0	24.9	28.2		
2000	0	18	0	1	0	0	0	0	0	0	0	0	19	0	0	0	2	12	3	2	0	0	0	0	0	0	0	0	0	0	0	23.7	28.2		
2100	0	5	0	1	0	0	0	0	0	0	0	0	6	0	0	0	2	2	1	1	0	0	0	0	0	0	0	0	0	0	0	22.6	-		
2200	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	38.2	-		
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-		
08-09	0	46	0	3	0	0	0	0	0	0	0	0	49	0	0	0	1	17	23	7	1	0	0	0	0	0	0	0	0	0	0	26.7	30		
17-18	2	39	0	3	0	0	0	0	0	0	0	0	44	0	2	1	7	16	14	4	0	0	0	0	0	0	0	0	0	0	0	23.5	29.5		
10-16	5	137	1	16	1	0	0	0	0	0	0	0	160	0	3	11	19	58	55	13	1	0	0	0	0	0	0	0	0	0	0	23.6	28.6		
00-05	0	5	0	1	0	0	0	0	0	0	0	0	6	0	0	0	0	1	3	2	0	0	0	0	0	0	0	0	0	0	0	27.9	-		
00-00	13	461	3	44	2	0	0	0	0	0	0	0	523	0	10	20	47	188	193	59	6	0	0	0	0	0	0	0	0	0	0	24.6	29.5		



DAPPER'S LANE - ANGMERING													NORTHBOUND																						
Report Id - CustomList-103																																			
Site Name - Angmering																																			
Description - Dappers Lane																																			
Direction - AB																																			
27 April 2017																																			
Time	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Total	Vbin 0-5	Vbin 5-10	Vbin 10-15	Vbin 15-20	Vbin 20-25	Vbin 25-30	Vbin 30-35	Vbin 35-40	Vbin 40-45	Vbin 45-50	Vbin 50-55	Vbin 55-60	Vbin 60-65	Vbin 65-70	Vbin 70-75	Vbin 75-80	Vbin 80-85	Vbin 85-90	Mean	Vpp 85		
0000	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	35.9	-		
0100	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	25.2	-		
0200	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	33.1	-		
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-		
0400	0	3	0	1	0	0	0	0	0	0	0	0	4	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	30.4	-		
0500	0	6	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	28.7	-		
0600	2	18	0	6	1	0	0	0	0	0	0	0	27	0	1	0	1	6	11	5	3	0	0	0	0	0	0	0	0	0	0	27.2	32.9		
0700	2	32	0	2	0	0	0	0	0	0	0	0	36	0	0	2	0	6	14	12	2	0	0	0	0	0	0	0	0	0	0	27.8	32		
0800	0	41	2	3	0	0	0	0	0	0	0	0	46	0	0	1	2	11	26	6	0	0	0	0	0	0	0	0	0	0	0	26.3	26.9		
0900	2	32	0	2	0	0	0	0	0	0	0	0	36	0	1	3	2	16	10	4	0	0	0	0	0	0	0	0	0	0	0	23.8	26.9		
1000	2	27	0	3	0	0	0	0	0	0	0	0	32	0	3	0	2	10	15	2	0	0	0	0	0	0	0	0	0	0	0	23.9	26.2		
1100	1	33	0	2	0	0	0	0	0	0	0	0	36	0	0	4	4	12	13	3	0	0	0	0	0	0	0	0	0	0	0	23.3	27.3		
1200	1	20	0	2	0	0	0	0	0	0	0	0	23	0	0	1	4	7	7	4	0	0	0	0	0	0	0	0	0	0	0	24.6	30.4		
1300	0	16	0	1	0	0	0	0	0	0	0	0	17	0	1	0	0	7	8	1	0	0	0	0	0	0	0	0	0	0	0	24.8	26.2		
1400	1	20	0	2	0	0	0	0	0	0	0	0	23	0	0	1	2	7	13	0	0	0	0	0	0	0	0	0	0	0	0	24.3	27.1		
1500	0	29	2	4	0	0	0	0	0	0	0	0	35	0	0	2	7	12	13	1	0	0	0	0	0	0	0	0	0	0	0	23.2	27.7		
1600	1	24	1	3	0	0	0	0	0	0	0	0	29	0	0	1	4	9	12	2	1	0	0	0	0	0	0	0	0	0	0	24.6	26.4		
1700	1	18	2	3	0	0	0	0	0	0	0	0	24	0	0	3	2	10	8	1	0	0	0	0	0	0	0	0	0	0	0	23.1	27.1		
1800	2	28	0	0	0	0	0	0	0	0	0	0	30	0	0	4	4	8	11	3	0	0	0	0	0	0	0	0	0	0	0	23.3	26.9		
1900	5	36	0	0	0	0	0	0	0	0	0	0	41	0	3	9	5	14	8	2	0	0	0	0	0	0	0	0	0	0	0	20.4	26.8		
2000	0	24	0	2	0	0	0	0	0	0	0	0	26	0	0	0	2	14	7	2	1	0	0	0	0	0	0	0	0	0	0	25.1	29.5		
2100	0	11	0	1	0	0	0	0	0	0	0	0	12	0	0	0	1	4	5	2	0	0	0	0	0	0	0	0	0	0	0	25.7	27.1		
2200	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	17.8	-		
2300	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	24.6	-		
08-09	0	41	2	3	0	0	0	0	0	0	0	0	46	0	0	1	2	11	26	6	0	0	0	0	0	0	0	0	0	0	0	26.3	26.9		
17-18	1	18	2	3	0	0	0	0	0	0	0	0	24	0	0	3	2	10	8	1	0	0	0	0	0	0	0	0	0	0	0	23.1	27.1		
10-16	5	145	2	14	0	0	0	0	0	0	0	0	166	0	4	8	19	55	69	11	0	0	0	0	0	0	0	0	0	0	0	23.8	26		
00-05	0	5	0	2	0	0	0	0	0	0	0	0	7	0	0	0	0	0	3	3	1	0	0	0	0	0	0	0	0	0	0	30.8	-		
00-00	20	423	7	38	1	0	0	0	0	0	0	0	489	0	9	32	42	156	186	56	8	0	0	0	0	0	0	0	0	0	0	24.5	29.3		



DAPPER'S LANE - ANGMERING													NORTHBOUND																						
Report Id - CustomList-103																																			
Site Name - Angmering																																			
Description - Dappers Lane																																			
Direction - AB																																			
28 April 2017																																			
Time	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Total	Vbin 0-5	Vbin 5-10	Vbin 10-15	Vbin 15-20	Vbin 20-25	Vbin 25-30	Vbin 30-35	Vbin 35-40	Vbin 40-45	Vbin 45-50	Vbin 50-55	Vbin 55-60	Vbin 60-65	Vbin 65-70	Vbin 70-75	Vbin 75-80	Vbin 80-85	Vbin 85-90	Mean	Vpp 85		
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-		
0100	0	1	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	25.9	-		
0200	0	3	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	28.8	-		
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-		
0400	0	2	0	1	0	0	0	0	0	0	0	0	3	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	29.6	-	
0500	0	3	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	29.4	-	
0600	2	16	0	5	0	0	0	0	0	0	0	0	23	0	1	0	1	4	8	8	1	0	0	0	0	0	0	0	0	0	0	0	27.6	32.9	
0700	2	25	0	3	0	0	0	0	0	0	0	0	30	0	1	1	1	5	14	7	1	0	0	0	0	0	0	0	0	0	0	0	26.5	30.4	
0800	0	36	1	3	0	0	0	0	0	0	0	0	40	0	0	1	4	11	19	4	1	0	0	0	0	0	0	0	0	0	0	0	25.8	29.3	
0900	4	36	0	1	0	0	0	0	0	0	0	0	41	0	1	2	4	12	21	1	0	0	0	0	0	0	0	0	0	0	0	0	23.7	27.3	
1000	0	34	0	0	0	1	0	0	0	0	0	0	35	0	0	2	4	16	11	1	1	0	0	0	0	0	0	0	0	0	0	0	23.6	27.3	
1100	0	25	0	2	0	0	0	0	0	0	0	0	27	0	0	2	5	6	12	2	0	0	0	0	0	0	0	0	0	0	0	0	23.6	29.1	
1200	0	42	0	1	0	0	0	0	0	0	0	0	43	0	0	2	7	20	12	2	0	0	0	0	0	0	0	0	0	0	0	0	23.4	27.7	
1300	2	28	0	4	0	0	0	0	0	0	0	0	34	0	0	2	5	14	8	5	0	0	0	0	0	0	0	0	0	0	0	0	23.8	28.6	
1400	1	31	2	3	0	0	0	0	0	0	0	0	37	0	0	0	8	11	16	2	0	0	0	0	0	0	0	0	0	0	0	0	23.9	26.2	
1500	0	28	0	1	0	0	0	0	0	0	0	0	29	0	0	0	5	12	7	5	0	0	0	0	0	0	0	0	0	0	0	0	25.1	30.2	
1600	3	30	1	2	0	0	0	0	0	0	0	0	36	0	0	3	5	15	9	4	0	0	0	0	0	0	0	0	0	0	0	0	23.4	29.1	
1700	1	30	0	3	0	0	0	0	0	0	0	0	34	0	0	2	2	8	14	8	0	0	0	0	0	0	0	0	0	0	0	0	25.7	30.6	
1800	0	18	0	4	0	0	0	0	0	0	0	0	22	0	0	1	1	7	13	0	0	0	0	0	0	0	0	0	0	0	0	0	24.7	26	
1900	0	16	0	0	0	0	0	0	0	0	0	0	16	0	0	0	2	2	12	0	0	0	0	0	0	0	0	0	0	0	0	0	26.1	28.9	
2000	1	5	0	1	0	0	0	0	0	0	0	0	7	0	0	0	1	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	24	-	
2100	0	8	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	2	4	1	1	0	0	0	0	0	0	0	0	0	0	0	28.2	-	
2200	0	5	0	1	0	0	0	0	0	0	0	0	6	0	0	0	0	0	4	1	1	0	0	0	0	0	0	0	0	0	0	0	30.5	-	
2300	0	7	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	1	4	2	0	0	0	0	0	0	0	0	0	0	0	0	28.8	-	
08-09	0	36	1	3	0	0	0	0	0	0	0	0	40	0	0	1	4	11	19	4	1	0	0	0	0	0	0	0	0	0	0	0	25.8	29.3	
17-18	1	30	0	3	0	0	0	0	0	0	0	0	34	0	0	2	2	8	14	8	0	0	0	0	0	0	0	0	0	0	0	0	25.7	30.6	
10-16	3	188	2	11	0	1	0	0	0	0	0	0	205	0	0	8	34	79	66	17	1	0	0	0	0	0	0	0	0	0	0	0	23.9	26	
00-05	0	6	0	2	0	0	0	0	0	0	0	0	8	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	28.4	-	
00-00	16	429	4	36	0	1	0	0	0	0	0	0	486	0	3	18	55	151	194	59	6	0	0	0	0	0	0	0	0	0	0	0	24.9	29.5	



DAPPER'S LANE - ANGMERING													NORTHBOUND																																		
Report Id - CustomList-103																																															
Site Name - Angmering																																															
Description - Dappers Lane																																															
Direction - AB																																															
29 April 2017																																															
Time	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Total	Vbin 0 5 10	Vbin 5 10 15	Vbin 10 15 20	Vbin 15 20 25	Vbin 20 25 30	Vbin 25 30 35	Vbin 30 35 40	Vbin 35 40 45	Vbin 40 45 50	Vbin 45 50 55	Vbin 50 55 60	Vbin 55 60 65	Vbin 60 65 70	Vbin 65 70 75	Vbin 70 75 80	Vbin 75 80 85	Vbin 80 85 90	Mean	Vpp 85															
0000	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	35.2	-															
0100	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	27.7	-															
0200	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	31	-															
0300	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	30.9	-															
0400	0	2	0	1	0	0	0	0	0	0	0	0	3	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	33.9	-															
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-															
0600	1	5	0	1	0	0	0	0	0	0	0	0	7	0	0	1	0	3	1	2	0	0	0	0	0	0	0	0	0	0	24.5	-															
0700	2	17	0	2	0	0	0	0	0	0	0	0	21	0	1	1	2	6	8	3	0	0	0	0	0	0	0	0	0	0	24.9	29.6															
0800	5	20	0	0	0	0	0	0	0	0	0	0	25	0	2	3	2	10	7	1	0	0	0	0	0	0	0	0	0	0	21.8	26.2															
0900	8	32	1	2	0	0	0	0	0	0	0	0	43	0	2	3	12	9	12	5	0	0	0	0	0	0	0	0	0	0	22.6	26.6															
1000	4	26	1	2	0	1	0	0	0	0	0	0	34	0	1	5	4	11	10	2	1	0	0	0	0	0	0	0	0	0	22.7	25															
1100	4	31	0	0	0	0	0	0	0	0	0	0	35	0	4	1	6	11	8	5	0	0	0	0	0	0	0	0	0	0	22.1	26.9															
1200	2	33	0	0	0	0	0	0	0	0	0	0	35	0	0	1	4	12	9	8	1	0	0	0	0	0	0	0	0	0	25.5	30.4															
1300	4	28	0	0	0	0	0	0	0	0	0	0	32	0	0	4	3	7	15	2	1	0	0	0	0	0	0	0	0	0	24.2	26.2															
1400	3	27	0	3	0	0	0	0	0	0	0	0	33	0	2	1	2	6	18	3	1	0	0	0	0	0	0	0	0	0	25.2	29.5															
1500	1	28	0	0	0	0	0	0	0	0	0	0	29	0	1	1	1	8	13	4	1	0	0	0	0	0	0	0	0	0	25.7	30															
1600	1	27	0	2	0	0	0	0	0	0	0	0	30	0	0	1	8	9	9	3	0	0	0	0	0	0	0	0	0	0	23.5	25															
1700	1	29	1	1	0	0	0	0	0	0	0	0	32	0	0	2	4	7	16	2	1	0	0	0	0	0	0	0	0	0	25	28.4															
1800	0	22	1	1	0	0	0	0	0	0	0	0	24	0	0	2	1	7	10	3	1	0	0	0	0	0	0	0	0	0	25.6	28.6															
1900	0	11	0	1	0	0	0	0	0	0	0	0	12	0	0	0	0	3	6	3	0	0	0	0	0	0	0	0	0	0	26.8	30.6															
2000	1	9	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	1	7	1	1	0	0	0	0	0	0	0	0	0	28.8	-															
2100	0	6	0	0	0	0	0	0	0	0	0	0	6	0	1	0	1	2	2	0	0	0	0	0	0	0	0	0	0	0	21.4	-															
2200	0	11	0	0	0	0	0	0	0	0	0	0	11	0	0	0	1	3	3	4	0	0	0	0	0	0	0	0	0	0	27.6	31.3															
2300	0	9	0	0	0	0	0	0	0	0	0	0	9	0	0	0	1	3	3	2	0	0	0	0	0	0	0	0	0	0	26	-															
08-09	5	20	0	0	0	0	0	0	0	0	0	0	25	0	2	3	2	10	7	1	0	0	0	0	0	0	0	0	0	0	21.8	26.2															
17-18	1	29	1	1	0	0	0	0	0	0	0	0	32	0	0	2	4	7	16	2	1	0	0	0	0	0	0	0	0	0	25	28.4															
10-16	18	173	1	5	0	1	0	0	0	0	0	0	196	0	8	13	20	55	73	24	5	0	0	0	0	0	0	0	0	0	24.2	29.6															
00-05	0	6	0	1	0	0	0	0	0	0	0	0	7	0	0	0	0	2	3	2	0	0	0	0	0	0	0	0	0	0	32.3	-															
00-00	37	377	4	16	0	1	0	0	0	0	0	0	435	0	14	26	52	118	159	56	10	0	0	0	0	0	0	0	0	0	24.4	30															



DAPPER'S LANE - ANGMERING													NORTHBOUND																						
Report Id - CustomList-103																																			
Site Name - Angmering																																			
Description - Dappers Lane																																			
Direction - AB																																			
30 April 2017																																			
Time	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Total	Vbin 0-5	Vbin 5-10	Vbin 10-15	Vbin 15-20	Vbin 20-25	Vbin 25-30	Vbin 30-35	Vbin 35-40	Vbin 40-45	Vbin 45-50	Vbin 50-55	Vbin 55-60	Vbin 60-65	Vbin 65-70	Vbin 70-75	Vbin 75-80	Vbin 80-85	Vbin 85-90	Mean	Vpp 85		
0000	0	4	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	28.3	-		
0100	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	34.7	-		
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-		
0300	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	29.1	-		
0400	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	29.2	-		
0500	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	27.4	-		
0600	1	6	0	0	0	0	0	0	0	0	0	0	7	0	1	0	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	23.1	-		
0700	0	5	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	2	1	2	0	0	0	0	0	0	0	0	0	0	0	27.1	-		
0800	5	14	0	0	0	0	0	0	0	0	0	0	19	0	1	5	1	8	3	1	0	0	0	0	0	0	0	0	0	0	0	20.3	24.8		
0900	2	22	0	0	0	1	0	0	0	0	0	0	25	0	2	1	2	2	16	2	0	0	0	0	0	0	0	0	0	0	0	24.1	27.3		
1000	5	41	1	0	0	0	0	0	0	0	0	0	47	0	1	4	7	19	12	4	0	0	0	0	0	0	0	0	0	0	0	22.6	26.4		
1100	1	15	1	2	0	0	0	0	0	1	0	0	20	0	0	2	5	5	7	1	0	0	0	0	0	0	0	0	0	0	0	22.4	27.1		
1200	1	33	0	1	0	0	0	0	0	0	0	0	35	0	1	2	0	17	14	1	0	0	0	0	0	0	0	0	0	0	0	23.6	27.1		
1300	3	20	0	1	0	2	0	0	0	0	0	0	26	0	5	1	2	6	11	1	0	0	0	0	0	0	0	0	0	0	0	21.6	25		
1400	3	18	0	0	0	1	0	0	0	0	0	0	22	0	1	2	1	6	9	3	0	0	0	0	0	0	0	0	0	0	0	24.4	29.3		
1500	1	11	0	0	0	0	0	0	0	0	0	0	12	0	0	2	0	1	9	0	0	0	0	0	0	0	0	0	0	0	0	23.7	27.1		
1600	0	30	0	1	0	0	0	0	0	0	0	0	31	0	1	1	4	11	12	2	0	0	0	0	0	0	0	0	0	0	0	23.6	28.2		
1700	0	17	0	1	0	0	0	0	0	0	0	0	18	0	0	0	0	5	9	3	1	0	0	0	0	0	0	0	0	0	0	27.2	31.3		
1800	1	11	0	0	0	0	0	0	0	0	0	0	12	0	1	0	0	1	6	4	0	0	0	0	0	0	0	0	0	0	0	26.6	30.2		
1900	0	14	0	0	0	0	0	0	0	0	0	0	14	0	0	0	1	3	8	2	0	0	0	0	0	0	0	0	0	0	0	26.6	29.1		
2000	0	7	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	1	5	0	0	1	0	0	0	0	0	0	0	0	0	29.1	-		
2100	0	6	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	1	3	1	0	1	0	0	0	0	0	0	0	0	0	29.5	-		
2200	0	2	0	1	0	0	0	0	0	0	0	0	3	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	25.7	-		
2300	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	32	-		
08-09	5	14	0	0	0	0	0	0	0	0	0	0	19	0	1	5	1	8	3	1	0	0	0	0	0	0	0	0	0	0	0	20.3	24.8		
17-18	0	17	0	1	0	0	0	0	0	0	0	0	18	0	0	0	0	5	9	3	1	0	0	0	0	0	0	0	0	0	0	27.2	31.3		
10-16	14	138	2	4	0	3	0	0	0	1	0	0	162	0	8	13	15	54	62	10	0	0	0	0	0	0	0	0	0	0	0	22.9	27.7		
00-05	0	8	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	5	3	0	0	0	0	0	0	0	0	0	0	0	0	29.4	-		
00-00	23	284	2	7	0	4	0	0	0	1	0	0	321	0	14	20	24	90	139	30	2	2	0	0	0	0	0	0	0	0	0	24.1	28.9		



DAPPER'S LANE - ANGMERING													NORTHBOUND																						
Report Id - CustomList-103																																			
Site Name - Angmering																																			
Description - Dappers Lane																																			
Direction - AB																																			
01 May 2017																																			
Time	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Total	Vbin 0-5	Vbin 5-10	Vbin 10-15	Vbin 15-20	Vbin 20-25	Vbin 25-30	Vbin 30-35	Vbin 35-40	Vbin 40-45	Vbin 45-50	Vbin 50-55	Vbin 55-60	Vbin 60-65	Vbin 65-70	Vbin 70-75	Vbin 75-80	Vbin 80-85	Vbin 85-90	Mean	Vpp 85		
0000	0	1	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	29.8	-		
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-		
0200	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	30.8	-		
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-		
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-		
0500	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	30.1	-		
0600	0	5	0	2	0	0	0	0	0	0	0	0	7	0	0	0	0	3	2	2	0	0	0	0	0	0	0	0	0	0	0	26.5	-		
0700	0	10	0	0	0	0	0	0	0	0	0	0	10	0	0	1	0	6	3	0	0	0	0	0	0	0	0	0	0	0	0	22.9	-		
0800	1	18	1	0	1	0	0	0	0	0	0	0	21	0	0	2	1	9	8	1	0	0	0	0	0	0	0	0	0	0	0	24.3	29.1		
0900	6	21	0	0	0	0	0	0	0	0	0	0	27	0	1	3	4	12	7	0	0	0	0	0	0	0	0	0	0	0	0	21.9	25.9		
1000	4	24	1	0	0	2	0	0	0	0	0	0	31	0	2	3	3	13	9	1	0	0	0	0	0	0	0	0	0	0	0	21.9	26.2		
1100	2	33	0	2	0	1	1	0	0	0	0	0	39	0	0	3	0	19	10	6	1	0	0	0	0	0	0	0	0	0	0	25.1	30		
1200	0	39	1	0	0	0	0	0	0	0	0	0	40	0	0	2	6	15	14	3	0	0	0	0	0	0	0	0	0	0	0	23.7	26.2		
1300	1	23	1	0	0	0	0	0	0	0	0	0	25	0	1	1	5	10	7	1	0	0	0	0	0	0	0	0	0	0	0	22.4	27.1		
1400	2	25	0	0	0	0	0	0	0	0	0	0	27	0	0	1	4	11	7	3	1	0	0	0	0	0	0	0	0	0	0	25.1	29.5		
1500	3	19	0	3	0	0	0	0	0	0	0	0	25	0	2	3	2	7	9	2	0	0	0	0	0	0	0	0	0	0	0	22.4	26.2		
1600	1	20	0	1	0	0	0	0	0	0	0	0	22	0	0	2	4	7	7	2	0	0	0	0	0	0	0	0	0	0	0	23.2	26.6		
1700	0	14	0	1	0	0	0	0	0	0	0	0	15	0	0	1	1	10	2	0	0	0	0	0	0	0	0	0	0	0	0	26.9	29.8		
1800	0	13	1	1	1	0	0	0	0	0	0	0	16	0	1	0	0	7	7	1	0	0	0	0	0	0	0	0	0	0	0	24.3	28.9		
1900	0	8	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	1	6	1	0	0	0	0	0	0	0	0	0	0	0	27	-		
2000	0	5	0	0	0	0	0	0	0	0	0	0	5	0	0	0	1	2	1	1	0	0	0	0	0	0	0	0	0	0	0	24.5	-		
2100	0	4	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	25.6	-		
2200	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	40.4	-		
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-		
08-09	1	18	1	0	1	0	0	0	0	0	0	0	21	0	0	2	1	9	8	1	0	0	0	0	0	0	0	0	0	0	0	24.3	29.1		
17-18	0	14	0	1	0	0	0	0	0	0	0	0	15	0	0	1	1	1	10	2	0	0	0	0	0	0	0	0	0	0	0	26.9	29.8		
10-16	12	163	3	5	0	3	1	0	0	0	0	0	187	0	5	13	20	75	56	16	2	0	0	0	0	0	0	0	0	0	0	23.5	26.9		
00-05	0	2	0	1	0	0	0	0	0	0	0	0	3	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	30.1	-		
00-00	20	286	5	11	2	3	1	0	0	0	0	0	326	0	7	22	31	126	109	30	2	1	0	0	0	0	0	0	0	0	0	23.9	29.1		



DAPPER'S LANE - ANGMERING

NORTHBOUND

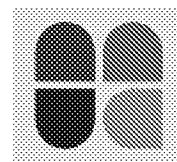
Report Id - CustomList-103
Site Name - Angmering
Description - Dappers Lane
Direction - AB

MODAL

modaldata.com

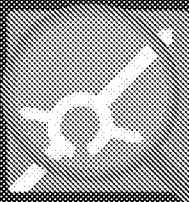
Grand Total

Time	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Total	Vbin 0	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 65	Vbin 70	Vbin 75	Vbin 80	Vbin 85	Mean	Vpp 85	
--	154	2695	33	194	8	9	1	0	0	1	0	0	3095	0	70	177	316	964	1176	348	40	4	0	0	0	0	0	0	0	0	0	0	24.4	29.5



Appendix D CrashMap Report





Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	17	Male	21 - 25	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Journey as part of work	Kerb	None
2	Car (excluding private hire)	10	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Other	Kerb	None

Casualties

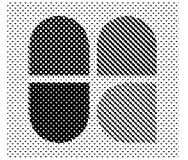
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Vehicle or pillion passenger	Female	21 - 25	Unknown or other	Unknown or other

Accident Description:

Accident description text currently unavailable for this highway authority / police force

For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions



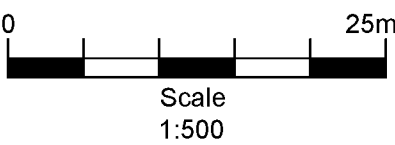


Appendix E Site Layout



- Red Line Boundary
- HA Rental Property
- HA Shared Ownership Property

Dapper's Lane, Angmering								
Market	Compliance	Units sqft	Total units	Total sqft	Beds	Storey	Type	Habitable Rooms
ALL NSB								
PRIVATE								
HANBURY+		768	14	10752	2	2	2B3P	5
DERWENT		969	7	6783	2	2	2B3P	5
LOCKWOOD		999	11	10889	2	2	2B3P	5
LONGTHORPE+		1171	4	4684	3	2	3B4P	6
CONISTON		1222	4	4688	3	2	3B4P	7
CONISTON+	M4(2)	1234	8	9672	3	2	3B4P	7
WARWICK		1333	4	5332	4	2	4B6P	7
HOLYWELL		1414	7	9898	4	2	4B5P	8
Total:			59	63198				
HA 30% (75%R 25%SO)								
5 SO		Nett						
2B3P		761	4	3124	2	2	2B3P	4
WP352DA+		1001	1	1001	3	2	3B5P	5
20R		781	12	8572	2	2	2B3P	4
2B3P		1001	6	6006	3	2	3B5P	5
WP352DA+	M4(3)	897	2	1794	2	2	2B3P	4
WP2 M4(3)								
Total:			25	21297				
Overall Site Total:			84	84495				



PERSIMMON

Together, we make a home

Persimmon Homes Thames Valley

Persimmon House, Knoll Road,

Camberley, Surrey GU15 3TQ

Tel: 01276 808080

Site:

Dapper's Lane

Angmering

Littlehampton

Date:

Nov 2019

Scale:

1:500 @A1

Orig No:

A77-PL-01

Drawing Title:

Planning Layout - 84 Units

Drawing Status:

PRELIMINARY

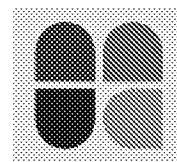
Drawn by:

VW

Checked by:

ME

Rev:



Appendix F Stage 1 Road Safety Audit



Road Safety Audit Stage 1

Land at Dapper's Lane, Angmering

Client: RGP

Road Safety Answers reference no: RSA075A

This content of this document is copyright of Road Safety Answers Ltd
Registered address: 17 McDermott Road, Borough Green, Sevenoaks, Kent, TN15 8SA



Control Sheet

	Name	Date	Signature
Author	Paul Martin	03/12/2018	
Checker	Steve Richards	06/12/2018	
Authoriser	Paul Martin	12/12/2018	

Report Version

RSA Report Ref.	Version	Date of Issue
RSA075A	Finalv2	12/12/2018

1. Introduction

1.1 This report describes a Stage 1 Road Safety Audit carried out on the preliminary design for a priority junction onto Dapper's Lane, Angmering to serve a new residential development, for RGP, on the on behalf of West Sussex County Council. The audit was carried out in the office of Road Safety Answers Ltd during December 2018.

1.2 The audit team members were as follows: -

Paul Martin, BSc (Hons), CEng, FCIHT, FSoRSA, IEng, MICE
HE Approved RSA Certificate of Competency (2013)
Director, Road Safety Answers Ltd

Steve Richards, MCIHT, MSoRSA
Independent Road Safety Consultant

1.3 The audit comprised an examination of the documents listed in **Appendix A**, and included the drawings supplied by Alex Budd of RGP. The site was visited by the Audit Team, together, on 3rd December, 2018, between 14.00 and 14.30 hours. The weather was overcast and the road surface was wet. Traffic flows were very light on Dapper's Lane. Pedestrian flows were also very light and no cyclists were observed on Dapper's Lane during the site visit.

1.4 The terms of reference of the audit are as described in the UK's national standard for road safety audit, GG 119 (recently replaced HD 19/15). The 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 design to any other criteria.

1.5 All of the problems described in this report are considered by the audit team to require action in order to improve the safety of the scheme and minimise accident occurrence.

1.6 The purpose of the scheme is to provide a suitable vehicular and pedestrian access to a residential development adjacent to Dapper's Lane.

1.7 The scheme consists the following elements:-

- a priority junction with 6m kerb radii and a 6m wide carriageway into the site,
- a 1.8m wide footway on the northern side of the access road joining Dapper's Lane,

- an uncontrolled pedestrian crossing point where the footway terminates from the development, approximately 12m north of the centreline of the access road, with dropped kerbs and tactile paving,
 - a section of footway on the eastern side of Dapper's Lane, joining the northern end of a footway from permitted development (not yet implemented).
- 1.8 No details of surface water drainage or street lighting or signage (other than the give way road markings at the proposed access junction) have been provided. These issues are not, therefore, considered further in this report.

2. Items resulting from this Stage 1 Audit

2.1 PROBLEM

Location: Northern end of proposed footway, east side of Dapper's Lane

Summary: Risk of pedestrian trips and falls.

On the east side of Dapper's Lane the proposed footway does not terminate in a pedestrian friendly manner. The verge on the east side of Dapper's Lane is banked and uneven in profile (shown in photo 1). Pedestrians continuing to walk north from this new footway may trips and fall on the rough verge if the termination of the eastern footway does not guide them onto the carriageway with a suitable transition.



Photo 1: Looking north along Dapper's Lane – eastern verge is banked and uneven

RECOMMENDATION

On the eastern side of Dapper's Lane the footway should terminate at the proposed pedestrian crossing point where pedestrians can enter the carriageway at grade and continue to walk northwards if they so desire.

Design Team Response:

Problem agreed – The proposed footway has been terminated at the crossing point.

Client Officer Response:

3. Audit Team Statement

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

Audit Team Leader

Paul Martin - BSc (Hons), CEng, FCIHT, FSoRSA, Ieng, MICE
HE Approved RSA Certificate of Competency (2013)
Director, Road Safety Answers Ltd

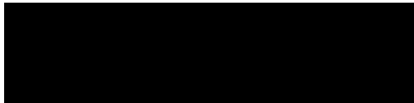


Signed

Date12/12/2018.....

Audit Team Member

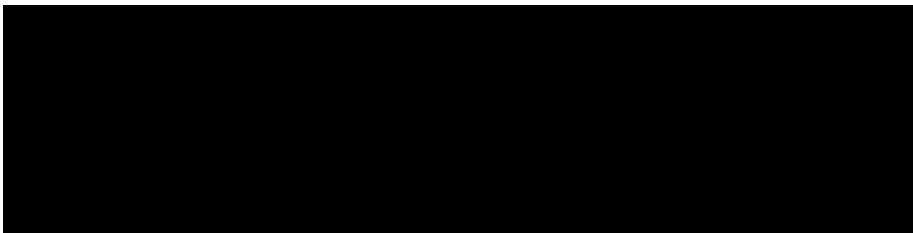
Steve Richards, MCIHT, MSoRSA
Independent Road Safety Consultant



Signed

Date12/12/2018.....

Road Safety Answers Ltd
17, McDermott Road
Borough Green
Sevenoaks
Kent, TN15 8SA



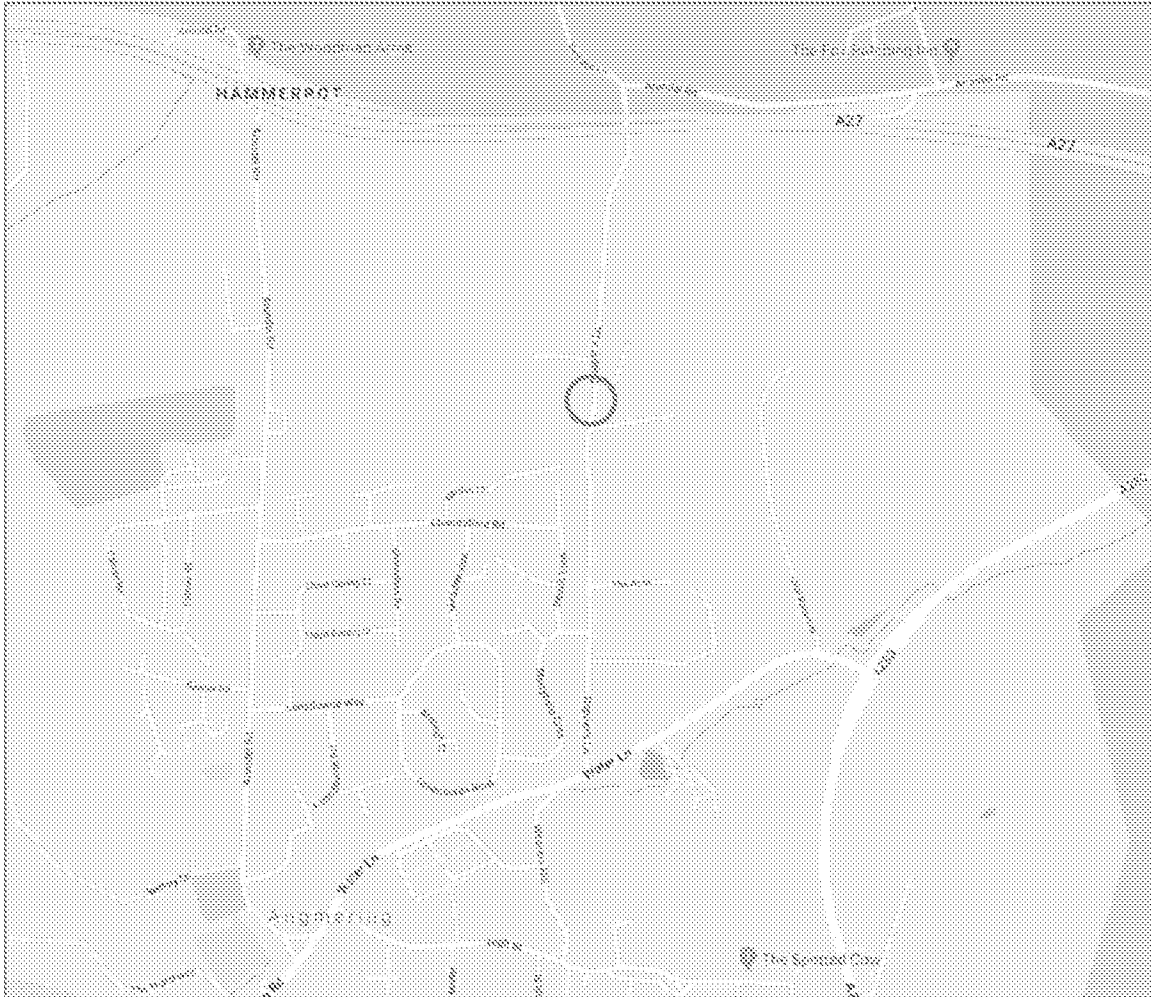
Appendix A

Drawings and Documents Examined:

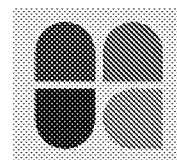
Drawing 2017/3487/001 Rev. B

Appendix B

The following plan shows the location of the scheme



ARUN DISTRICT COUNCIL A/76/20/PL



Appendix G WSCC Residential Car Parking Demand Calculator

WEST SUSSEX COUNTY COUNCIL CAR OWNERSHIP PARKING DEMAND TOOL

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

Please input the ward name for your development location below by double clicking in the box or click box and use the drop down menu to the right of the box. The spreadsheet will automatically show the District and Ward of this location. If the ward is not known please input postcode into the Ward Finder. The tool will allow input up to 3 wards in the boxes below. Please refer to notes for more details.

Ward 1	Angmering
District	Arun
Ward 2	East Preston with Kingston
District	Arun
Ward 3	
District	
Ward Tempro Factor 2009-2026	1.095580
District Tempro Factor 2009-2026	1.067644



west
sussex
county
council

Ward Finder

Postcode		Ward	
----------	--	------	--

Note:

No special provision need be made for visitors where at least half of the total parking provision with a development is unallocated. In other circumstances, it may be appropriate to allow for demand for visitor parking of up to 0.2 spaces per dwelling.

In areas of parking constraint, levels of provision below predicted demand may be applicable.

The tool is expressed as number of Rooms (Per Unit). If data is not available in this format and Bedrooms is used this will need to be converted. A general guide for conversion is as follows:

Houses	Flats
1 bed = 3 rooms	Studio = 1 room
2 bed = 4 rooms	1 bed = 2 rooms
3 bed = 5 rooms	2 bed = 3 rooms
4 bed = 6 rooms	3 bed = 4 rooms
5 bed = 7 rooms	4 bed = 5 rooms

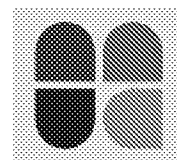
Garages will count as 1 space when allocating spaces.

Ward data used can be checked by the user by referring to the District-Ward Data Tables. The Tables highlight if the Census data does not include data for certain dwelling sizes. In such cases ownership values have been obtained using the nearest sized dwelling with same tenure and, for example, if no data is available for a private house with 1 room then data for a private house with 2 rooms has been used. The Car Ownership Data is highlighted in purple where such an approach has been used. Where Census data contains small samples for certain sized dwellings this is highlighted in red, and green if <50 in the Total Demand column. In such cases, other wards should be selected to achieve a higher sample size.

Report Summary Table

DEVELOPMENT MIX				
Ref.	Unit Type	Unit Tenure	Habitable Rooms (Per Unit)	No. of Units (Total)
A	Houses	Private	4	32
B	Houses	Private	5	4
C	Houses	Private	5	12
D	Houses	Private	6	11
E	Houses	Council/Housing Association (not including shared ownership)	4	18
F	Houses	Council/Housing Association (not including shared ownership)	5	7
G				
H				
I				
J				
K				
L				
M				
N				
O				
P				
Q				
R				
S				
Total				84

ALLOCATED PARKING
Spaces (Per Unit)
2
1
2
2
2
2
2
2



Appendix H TRICS Data Output

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

VEHICLESSelected regions and areas:

02	SOUTH EAST	
	SC SURREY	1 days
	WS WEST SUSSEX	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	2 days
09	NORTH	
	DH DURHAM	2 days

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

Secondary Filtering selection:

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

Parameter: Number of dwellings
 Actual Range: 50 to 180 (units:)
 Range Selected by User: 50 to 200 (units:)

Parking Spaces Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/11 to 09/05/19

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

Selected survey days:

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

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

Selected survey types:

Manual count	7 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)	2
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	6
No Sub Category	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:Use Class:

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

1 days

5,001 to 10,000

2 days

10,001 to 15,000

4 days

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

Population within 5 miles:

75,001 to 100,000

4 days

100,001 to 125,000

1 days

125,001 to 250,000

2 days

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

Car ownership within 5 miles:

0.6 to 1.0

1 days

1.1 to 1.5

6 days

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

Travel Plan:

Yes

2 days

No

5 days

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

PTAL Rating:

No PTAL Present

7 days

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

LIST OF SITES relevant to selection parameters

1	DH-03-A-01	SEMI DETACHED	DURHAM
	GREENFIELDS ROAD		
	BISHOP AUCKLAND		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	50	
	Survey date: TUESDAY	28/03/17	Survey Type: MANUAL
2	DH-03-A-03	SEMI-DETACHED & TERRACED	DURHAM
	PILGRIMS WAY		
	DURHAM		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	57	
	Survey date: FRIDAY	19/10/18	Survey Type: MANUAL
3	NY-03-A-09	MIXED HOUSING	NORTH YORKSHIRE
	GRAMMAR SCHOOL LANE		
	NORTHALLERTON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	52	
	Survey date: MONDAY	16/09/13	Survey Type: MANUAL
4	NY-03-A-10	HOUSES AND FLATS	NORTH YORKSHIRE
	BOROUGHBRIDGE ROAD		
	RIPON		
	Edge of Town		
	No Sub Category		
	Total Number of dwellings:	71	
	Survey date: TUESDAY	17/09/13	Survey Type: MANUAL
5	SC-03-A-04	DETACHED & TERRACED	SURREY
	HIGH ROAD		
	BYFLEET		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	71	
	Survey date: THURSDAY	23/01/14	Survey Type: MANUAL
6	WS-03-A-04	MIXED HOUSES	WEST SUSSEX
	HILLS FARM LANE		
	HORSHAM		
	BROADBRIDGE HEATH		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	151	
	Survey date: THURSDAY	11/12/14	Survey Type: MANUAL
7	WS-03-A-08	MIXED HOUSES	WEST SUSSEX
	ROUNDSTONE LANE		
	ANGMERING		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	180	
	Survey date: THURSDAY	19/04/18	Survey Type: MANUAL

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	90	0.070	7	90	0.267	7	90	0.337
08:00 - 09:00	7	90	0.134	7	90	0.328	7	90	0.462
09:00 - 10:00	7	90	0.166	7	90	0.196	7	90	0.362
10:00 - 11:00	7	90	0.149	7	90	0.207	7	90	0.356
11:00 - 12:00	7	90	0.153	7	90	0.161	7	90	0.314
12:00 - 13:00	7	90	0.168	7	90	0.147	7	90	0.315
13:00 - 14:00	7	90	0.198	7	90	0.172	7	90	0.370
14:00 - 15:00	7	90	0.152	7	90	0.214	7	90	0.366
15:00 - 16:00	7	90	0.280	7	90	0.187	7	90	0.467
16:00 - 17:00	7	90	0.218	7	90	0.147	7	90	0.365
17:00 - 18:00	7	90	0.291	7	90	0.146	7	90	0.437
18:00 - 19:00	7	90	0.210	7	90	0.131	7	90	0.341
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.189			2.303			4.492

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

Trip rate parameter range selected:	50 - 180 (units:)
Survey date range:	01/01/11 - 09/05/19
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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	7	90	0.000	7	90	0.000	7	90	0.000
08:00 - 09:00	7	90	0.000	7	90	0.000	7	90	0.000
09:00 - 10:00	7	90	0.002	7	90	0.000	7	90	0.002
10:00 - 11:00	7	90	0.002	7	90	0.003	7	90	0.005
11:00 - 12:00	7	90	0.002	7	90	0.000	7	90	0.002
12:00 - 13:00	7	90	0.000	7	90	0.002	7	90	0.002
13:00 - 14:00	7	90	0.003	7	90	0.000	7	90	0.003
14:00 - 15:00	7	90	0.002	7	90	0.005	7	90	0.007
15:00 - 16:00	7	90	0.002	7	90	0.000	7	90	0.002
16:00 - 17:00	7	90	0.002	7	90	0.003	7	90	0.005
17:00 - 18:00	7	90	0.000	7	90	0.000	7	90	0.000
18:00 - 19:00	7	90	0.000	7	90	0.000	7	90	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.015			0.013			0.028

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.