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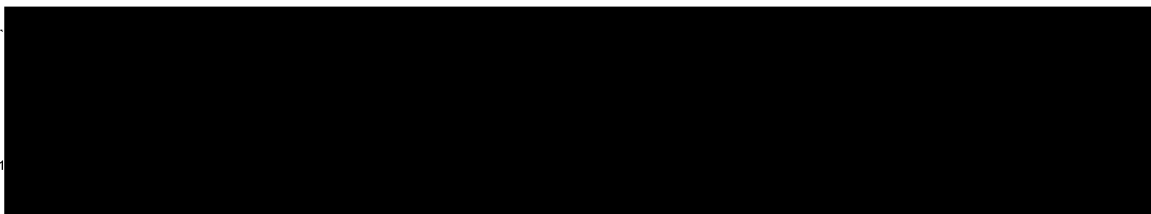


**TRANSPORT ASSESSMENT
PROPOSED MIXED USE DEVELOPMENT
SALTBOX SITE, SHRIPNEY ROAD
BOGNOR REGIS**

Langmead Developments 1 Ltd
c/o Landlink Estates Ltd
Ham Farm
Main Road
Bosham
West Sussex
PO18 8EH

ADL/AMC/3503/14B

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1.0 INTRODUCTION

1.1 Purpose of Report

1.1.1 ADL Traffic and Highways Engineering Ltd have been appointed by Langmead Developments 1 Ltd to prepare a Transport Assessment to support a hybrid planning application which comprises:

- Class B8 Warehouse
- Class B1/B8 Employment Units
- Class A1 Retail Food Store
- Two Class A3/A4 Drive Thru Restaurant Units
- Car Showroom

1.1.2 The site is located to the west of the A29 Shripney Road/A259 Felpham Relief Road Roundabout in Bognor Regis. The site is referred to as Saltbox and has planning consent (BE/102/17) for a mixed use development.

1.1.3 The new application has been prepared to revise the development profile by replacing the gym, hotel and public house with a car showroom. Some of the employment units would be reduced in size to accommodate the food store.

1.1.4 This TA describes the development proposals in respect of the access arrangements car and cycle parking provision and trip generation.

1.1.5 The TA has been prepared in line with the revised Planning Practice Guidance on “Travel plans, transport assessment and statements in decision-taking” (March 2014).

1.2 Pre-application Discussions

1.2.1 ADL undertook a pre-application consultation with West Sussex County Council (WSCC) and copies of the email correspondence is included in Appendix 1.0.

1.2.2 The methodology to derive the 2031 Saturday base traffic flows using a TEMPRO growth factor of 1.1536 has been agreed together with the trip rates and trip types for the new foodstore.

1.2.3 The same 2031 weekday base traffic flows and the traffic generated by the consented development that were submitted in the Transport Assessment (ADL/LRJ/3503/09A) dated August 2018.

1.2.4 The consented development was subject to a S106 Agreement the Heads of Terms of which were agreed with West Sussex County Council and Arun District Council. The agreed Heads of Terms are included as Appendix 1.3 and consisted of:

- Off-site highway works;
- Contribution of £132,500 towards accessibility improvements on the A29 and A259 in the vicinity of the development;
- Contribution of £65,000 towards highway capacity mitigation measures on the local highway network.

1.2.5 It has assumed that the same obligations will be applied to the new hybrid application.

1.3 Scope of Study

1.3.1 Chapter 2 of this report describes the site and surrounding area, together with analysis of the recorded accidents in the vicinity of the site.

1.3.2 Chapter 3 of the report provides details on the accessibility of the site to non-car borne modes of transport.

1.3.3 Chapter 4 describes the extent of the traffic surveys undertaken on the local road network.

1.3.4 Chapter 5 describes the proposed development and the proposed access arrangements.

1.3.5 Chapter 6 calculates the potential traffic generated by the proposed development and the traffic distribution methodology compared with the consented scheme.

1.3.6 Chapter 7 sets out the methodology for assessing the traffic impact,

1.3.7 Chapter 8 summarises and concludes the findings of the study.

2.0 EXISTING SITUATION

2.1 Site Location and Surrounding Area

- 2.1.1 The Saltbox site has an area of approximately 11.10ha (29.66 acres) and it is currently farmland although it has planning consent for a mixed use development.
- 2.1.2 The site is located on the northern edge of Bognor Regis about 3km north of the town centre, 2.5km east of North Bersted and less than a kilometre south of the village of Shripney. The site location plan is provided in Appendix 2.1.
- 2.1.3 The site is bounded by farmland to the west and north, the A29 Shripney Road to the east and a caravan site to the south. The site and surrounding area plan is provided as Appendix 2.2.

2.2 Local Road Network

- 2.2.1 The access to the site will be via a new arm on the A29 Shripney Road/A259 Roundabout. The A29 Shripney Road is a dual carriageway subject to a speed limit of 40mph in the vicinity of the site and benefits from having footways on both sides and street lighting.
- 2.2.2 The A29 Shripney Road connects Bognor Regis to Fontwell via Shripney and Westergate. It joins the A259 at a four-armed roundabout at the southeastern corner of the site. The fourth arm is a no-through road serving the Rolls-Royce Logistics warehouse.
- 2.2.3 The A259 continues eastwards from this roundabout to Littlehampton, forming part of a northern bypass to Bognor, Felpham and Middleton-on-Sea.
- 2.2.4 To the south of this roundabout the A29 joins Rowan Way and the access road to the Southern Cross Industrial Estate at another four armed roundabout junction.

2.3 Accident Data Analysis

2.3.1 The latest 3-year personal injury accident data was obtained from West Sussex County Council. The accident study area covers the stretch of the A29 Shripney Road from Shripney to the A29/Rowan Way roundabout, including both roundabout junctions. It also covers the A29 Shripney Road junction with Shripney Lane. The accident location plan is shown in Appendix 3.1.

2.3.2 The accident details are included in Appendix 3.2. A total of 15 accidents were recorded within the study area. They are as follows:

- In the vicinity of A29 Shripney Road/A259 Rowan Way Roundabout
 - 14 accidents (13 slight and 1 serious)
- A29 Shripney Road, approx. 120m north of the junction with A259 Felpham Relief Road:
 - 1 accident (slight)

2.3.3 There were no accidents recorded on the A29 Shripney Road/A259 Felpham Relief Road. The accident summary is as follows:

A29 Shripney Road/A259 Rowan Way Roundabout (14 accidents)

- Eight accidents were rear end collisions at the approaches to the roundabout as a result of the drivers failing to judge the speed of the vehicles in front. These accidents were classed as slight.
- Three accidents (two involving pedal cyclists and one involving motorcyclist) occurred when the vehicles entering the roundabout failed to give-way and collided with the cyclist/motorcyclist already travelling on the roundabout. These accidents were classed as slight.
- One accident was a result of the driver of a bus driving dangerously which caused a car to brake hard. This accident was classed as slight whereby the passengers in the car had to seek medical advice.
- One accident was a result of a vehicle changing lanes without looking properly causing a collision with a motorcyclist. This accident was classed as slight.

- One accident was a result of a woman who crossed the carriageway in order to get away from the driver of a car who was following her. As she was crossing the carriageway, the same car collided with her which caused serious injuries.

A29 Shripney Road (120m north of its junctions with A259 Felpham Relief Road (one accident)

- This accident was a result of a vehicle which lost control while travelling south and collided with another vehicle. This accident was classed as slight.

2.3.4 This accident analysis demonstrates that the accidents that were recorded were a result of driver error and hence, there are no highway safety issues that need addressing as part of this planning application.

3.0 ACCESSIBILITY

3.1 Pedestrians and Cyclists

- 3.1.1 “Guidelines for Providing for Journeys on Foot” by Chartered Institute for Highways and Transportation (2000) suggest that 2km walking distance for commuting is considered to be acceptable. There is a residential development to the south of the site, business park, industrial estates and various retail outlets within 2km walking distance. Similarly, there is a village of Shripney within 1km walking distance north of the site on the A29. The existing pedestrian routes in the vicinity of the site are shown on the plan in Appendix 4.1.
- 3.1.2 There is a 1m wide footway on the west side of the A29 Shripney Road which provides access from Shripney to the A29/A259 Felpham Relief Road roundabout. South of this roundabout, the footway on the west side widens to provide a 3.0m shared cycleway/footway between this roundabout and Rowan Way.
- 3.1.3 The footway along the western side of the A29 would be widened to 3m to provide a shared cycle/footway.
- 3.1.4 There is also a 3.0m shared cycle/footway which runs along the south side of the A259 Felpham Relief Road which crosses the A29 south of the roundabout. There is a dropped kerb, uncontrolled staggered crossing point on the A29 south of the roundabout junction with the A259 for both pedestrians and cyclists.
- 3.1.5 The shared cycleway/footway along A259 Felpham Relief Road provides pedestrian and cycle access from the A29/A259 roundabout to the residential areas of Flansham.
- 3.1.6 West Sussex County Council are creating a shared cycle path along the A259, which will start at the Hoe Lane Roundabout in Flansham and end at the Clymping roundabout near Clymping Cricket Club. This will link up with existing shared cycle paths on Felpham Relief Road in the west and Littlehampton to the east. The local cycle route map is provided in Appendix 4.2.
- 3.1.7 The S106 contribution includes for the provision of a cycle/footway along the north side of Rowan Way and a new Toucan crossing on Rowan Way.

3.2 Public Transport

Buses

- 3.2.1 The document “Planning for Public Transport in Development” (Chartered Institute of Highways and Transportation – 1999) recommends that new developments should be located so that public transport trips involve a walking distance of less than 400m from the nearest bus stop.
- 3.2.2 There are northbound and southbound bus stops on the A29 south of Rowan Way at a walking distance of approximately 450m to 500m south of the site access point. They serve the routes № 66A and 66C. The bus stops are provided with bus shelter, seating arrangements and timetable information board.
- 3.2.3 A plan showing the bus stop locations is provided in Appendix 4.3 and the local bus route map is provided in Appendix 4.4. Table 3A summarises the bus services at these bus stops.

Table 3A Bus Service Summary

Service №	Route	Frequency	
		Mon-Fri	Sat
66A/66C	Bognor-Shripney-Westergate-Bognor Regis	120 min	120 min

Source: Traveline

- 3.2.4 Table 3A shows that there is one bus service every two hours during the day that serve the bus stops south of the site and one per hour in the AM and PM peak. These bus routes provide access to locations between Bognor and Westergate, Walberton and Yapton.

4.0 BASELINE DATA

4.1 2031 Reference Traffic Flows

4.1.1 ADL obtained the 2031 Reference weekday AM and PM peak hour flows from WSCC. These flows make an allowance for all the committed developments in the area up to the year 2031. The flows were obtained in passenger car units (pcus) for the following junctions:

- Junction 1 - A29/A259 Felpham Relief Road Roundabout
- Junction 2 - A29/A259 Rowan Way Roundabout

4.1.2 The 2031 weekday AM and PM peak hour flows were adjusted to include the flows on the Steyning Way arm of the A29/A259 Rowan Way roundabout.

4.1.3 The adjusted 2031 base traffic flows for the AM and PM peak hour periods that were used in the August 2017 TA are shown in Appendices 7.1 and 7.2.

4.1.4 ADL commissioned a manual traffic count which was carried out on Saturday 23rd June 2018 at the Felpham Relief Road and Rowan Way roundabouts between 10:00-16:00 hours. The traffic survey data is included as Appendix 5.0.

4.1.5 The Saturday peak period occurs between 11:00-12:00 and the traffic flows in PCU's are shown diagrammatically in Appendix 6.1.

4.1.6 The 2031 Saturday peak hour traffic flows have been derived by multiplying the 2018 flows by the agreed TEMPRO factor of 1.1539. The 2031 Saturday peak traffic flows are shown in Appendix 7.3.

5.0 DEVELOPMENT PROPOSALS

5.1 The Development Proposal

- 5.1.1 The consented scheme was submitted as a hybrid application, to allow full details to be submitted for the parcel of land to the rear of the site, where Warburtons has a requirement for a Class B8 warehouse for the storage and distribution of bread and products. This unit has been designed to meet their required specification and as such, detailed design information was submitted in full for this aspect of the proposal, as well as the associated infrastructure and landscaped areas of the wider site.
- 5.1.2 The full planning consent also provides for all the necessary highway and landscaping infrastructure together with drainage works and attenuation ponds. This will provide a serviced site to allow for the delivery of the remainder of the development as tenant interest is identified.
- 5.1.3 The outline permission for the remainder of the site, provides for the flexible delivery of employment space within use classes B1 and B8, the hotel, public house and the drive thru restaurants.
- 5.1.4 The current development proposal will be subject to a hybrid planning application for the whole site which will be made to change the development profile to include a car showroom and a discount food store. The size of the employment units would be reduced and the gym, public house and hotel would be removed.
- 5.1.5 The proposed site layout plan is included in Appendix 8.0.

5.1.6 The differences in floor areas of the units between the development proposal are shown in Table 5A below:

Table 5A Development Schedule of Floor Areas

Unit	Description	Consented Scheme GIA (sqm)	Development Proposal GIA(sqm)
Unit 2 (Warburtons)	B8 Warehouse B1 Offices	2,810sqm 460sqm	3,073sqm 472sqm
Hotel	C1 Hotel	80 bedrooms 2,430sqm	- -
Public House	A3/A4 – Pub/restaurant	540sqm	-
Unit 1	B8 Warehouse B1 Offices	9,750sqm 1,860sqm	9,750sqm 930sqm
Unit 1 ext	B8 Extension	4,640sqm	4,640sqm
Unit 3	B8 Warehouse	1,420sqm	1,420sqm
Unit 4	A3 Drive-thru restaurant	120sqm	167sqm
Unit 5	A3 Drive-thru restaurant	160sqm	139sqm
Unit 6	B1 Offices 50% B8 Warehouse 50%	1,590sqm 1,590sqm	318sqm 318sqm
Unit 7	B1 Offices 50% B8 Warehouse 50%	1,170sqm 1,170sqm	318sqm 318sqm
Gym	D2 Gym	870sqm	-
Unit 8	A3 Foodstore	-	1,785sqm
Unit 9	Car Showroom	-	2,121sqm

5.1.7 The floor areas by use class is set out in Table 5B below. The B1/B8 uses will decrease by 2,124sqm while the floor areas of drive thru restaurants will not be significantly changed.

Table 5B Schedule of Floor Area by Use Class

		Consented Scheme	Development Proposed
Use Class	Unit	GIA (sqm)	
B1	Units 1, 2, 6 & 7	5,080sqm	2,088sqm
B8	Units 1, 2, 3, 6 & 7	21,380sqm	19,519sqm
A3	Discount Food Store	-	1,785sqm
-	Hotel	2,430sqm	-
A3/A4	Public House	540sqm	-
-	Car Showroom	-	2,121sqm
D2	Gym	70sqm	-
A3	Drive-thru Restaurant	280sqm	306sqm

5.2 Access Arrangements

5.2.1 The vehicular access to the proposed development would remain the same as the consented scheme via a fifth arm on the A29 Shripney Road/A259 roundabout and the new Industrial Estate Road to be built as part of the consented development,

- 5.2.2 The footways on the western side of A29 Shripney Road would be linked into the site via the proposed site access and widened to provide a 3.0m shared cycle/footway along the site frontage connecting to the cycle/footway south of the A29/A259 roundabout. The site access arrangements are shown in Appendix 9.3.
- 5.2.3 A 3.0m wide cycle/footway would be provided along the eastern boundary of the site running parallel to the A29 Shripney Road. This shared cycleway/footway will link to the shared cycle/footway to the south of the site access roundabout via a splitter island and dropped kerbs with tactile paving at the site access.
- 5.2.4 This new cycle/footway link along the A29 will connect the existing footway just south of Shripney Village and will not only benefit the users of the site but also the residents of Shripney Village. Pedestrian and cycle accesses from this new link will connect into the site.
- 5.2.5 The developer has agreed to make a financial contribution to provide a Toucan crossing facility across Rowan Way together with a new shared cycle/footway along the north side of Rowan Way.

5.3 Parking

- 5.3.1 The car and cycle parking will be based upon West Sussex County Council's Revised County Parking Standards (2003) as per Table 5C below:

Table 5C Car and Cycle Parking Standard

	Car Parking (maximum)	Cycle Parking (minimum)
B1 Offices	1 space per 30sqm	Staff 1 per 150sqm Visitors 1 per 500sqm
B8 Warehouse	1 space per 100sqm	1 per 500sqm staff 1 per 1,000sqm visitors
A3/A4 Restaurants	1 space per 5sqm of public area	Staff 1 per 4 staff Customers 1 space per 25sqm
A1 Foodstore	1 space per 14sqm	Staff 1 per 100sqm Customers 1 per 100sqm
A3 Car Showroom	1 space per 30sqm	Staff 1 per 100sqm Customers 1 per 100sqm

- 5.3.2 It has been assumed that 50% of the floor area of the drive thru restaurants will be set out as public area and that there will be up to 8 staff at any one time.

5.3.3 The parking provision for Units 1, 2 and 3 are the same as for the consented scheme.

5.3.4 The car showroom would have 44 allocated parking spaces for staff and customers. There would be a further 144 spaces for static display and vehicles awaiting servicing and repair.

5.3.5 This gives the following parking requirements for the development proposal as set out in Table 5D.

Table 5D Car Parking Requirements for the Development Proposal

Unit	GIA sqm				Car Parking Standard					Provision
	A1	B1	B8	A3/A4	A1	B1	B8	A3/A4	Total	
4	-	-	-	167	-	-	-	17	17	24
5	-	-	-	139	-	-	-	14	14	9
6	-	318	318	-	-	11	3	-	14	10
7	-	318	318	-	-	11	3	-	14	10
8	1,785	-	-	-	128	-	-	-	128	140
9	-	-	-	2,121	71	-	-	-	71	44+164
Total									258	237+164

5.3.6 Table 5D demonstrates that the maximum car parking provision should be 258 spaces. The development proposal would provide a total 237 spaces which is 92% of the maximum allowed (i.e. 258 spaces) under WSCC's parking standards. Given the dual B1/B8 aspects to this proposal and the shared parking for the drive thru restaurants and the foodstore, this parking provision is considered to be adequate to support the scheme and meets the operators requirements.

Cycle Parking

5.3.7 The B/B8 warehousing units would have a total of 60 secure cycle parking spaces for staff and visitors which is the same as the consented scheme.

5.3.8 There will be a total of 8 cycle parking spaces for Units 6 & 7 which is in line with WSCC's cycle parking standards. These spaces will be provided in a secure and covered cycle store close to the building.

5.3.9 Each of the drive thru restaurants will be provided with 4 secure cycle parking spaces near the entrances to the restaurants in line with the WSCC's cycle parking standards.

5.3.10 The foodstore would have 16 secure cycle parking spaces for customers and 14 cycle parking spaces for staff making a total of 30 cycle parking spaces.

5.3.11 The car showroom would have 12 secure cycle parking bays for customers and secure storage for 12 staff cycles.

5.3.12 The cycle parking requirements are set out in Table 5E below.

Table 5E Cycle Parking Provision

Unit	GIA sqm				Cycle Parking Standard				Provision
	A1	B1	B8	A3/A4	A1	B1	B8	A3/A4	
4	-	-	-	222	-	-	-	4	4
5	-	-	-	167	-	-	-	4	4
6	-	318	318	-	-	3	1	-	4
7	-	318	318	-	-	3	1	-	4
8	1785	-	-	-	26	-	-	-	30
9	-	-	-	2121	-	-	-	42	24
Total					84				70

5.3.13 The cycle parking standard for the car showroom is one space per 100sqm for customers and one space per 100sqm for staff but due to the nature of the business this is considered on the high side being the same as for a foodstore where the number of customers is much higher. The car showroom will have 24 cycle spaces which equates to 60% of the required standard.

5.3.14 It is considered that the cycle parking provided is adequate to serve the needs of the development proposal and meets the cycle parking standards used by West Sussex County Council.

5.4 Disabled Parking

5.4.1 The warehouse units 1, 2 and 3 would have a total of 18 disabled parking bays which is the same as the consented scheme.

5.4.2 One disabled parking spaces has been provided for each of Units 6 & 7, three for the drive thru restaurants (Units 4&5), eight for the foodstore (Unit 8) and six for the car showroom (Unit 9).

5.5 Motorcycle Parking

- 5.5.1 Motor cycle parking for the B1/B8 warehousing would be provided to meet WSCC's Motor cycle parking standard.
- 5.5.2 The West Sussex County Council parking standard for motorcycles is one space per 25 car parking spaces and on this basis six motorcycle parking spaces should be provided for the A1 foodstore, one for each of the drive thru restaurants, two spaces for the B1/B8 employment uses and 2 for the car showroom.

5.6 Servicing Arrangements

- 5.6.1 The site layout has been designed such that all delivery/collection vehicles can enter and exit the site in forward gear. The swept path analysis for the B1/B8 units would be the same as for the consented scheme.
- 5.6.2 AutoTRACK assessment using a 16.5m long articulated delivery vehicle for the foodstore and a 10m long rigid lorry for the A3/A5 drive thru restaurants has been undertaken.
- 5.6.3 The swept path analysis for the industrial units has used a 10m long rigid lorry.
- 5.6.4 The swept path analysis for the car showroom demonstrates that a 10m rigid vehicle and an 11.4m long refuse vehicle can be accommodated within the site. Delivery of new vehicles by car transporter would utilise the spur off the main access road.
- 5.6.5 The swept path analysis is shown in Appendix 9.0.

6.0 VEHICULAR TRAFFIC GENERATION

6.1 Methodology

6.1.1 As part of the pre-application consultation for the consented scheme with West Sussex County Council the trip rates used to calculate the generated traffic flows for the weekday AM and PM peak periods were agreed for the following periods:

- AM peak: 08:00-09:00 hours
- PM peak: 17:00-18:00 hours

6.1.2 The TRICS data giving the weekday discount foodstore and car showroom trip rates are included in Appendix 10.0.

6.1.3 The TRICS data giving the Saturday drive-thru, foodstore and car showroom discount are included in Appendix 11.0.

6.1.4 The Saturday trip rates were also agreed with WSCC in the email from Mr Ian Gledhill dated 17th October 2018 for the peak period 11:00-12:00 hours. The employment uses have been assumed to generate no trips during the Saturday peak period.

6.1.5 The vehicle trip rates for the proposed scheme have been calculated for the following use classes and their respective gross internal floorspaces, as per Table 5B above:

- | | | |
|---|---|-----------|
| • B1 Offices (including ancillary office space) | = | 2,956sqm |
| • B8 Warehouse | = | 19,756sqm |
| • A3 Drive-thru restaurants | = | 306sqm |
| • A1 Foodstore | = | 1,785sqm |
| • A3 Car showroom | = | 2,121sqm |

6.2 Vehicle Trips

B1 Offices (2,038sqm)

6.2.1 The peak hour trip rates and vehicle trips associated with the reduced total gross internal B1 Office floorspace of 2,038sqm are provided in Table 6B.

Table 6B B1 Office Trip Rates and Vehicle Trips (2,956sqm)

Day	Time	B1 Trip Rates		B1 Vehicle Trips		
		In	Out	In	Out	2-way
Friday	08:00-09:00	1.287	0.101	26	-	28
	17:00-18:00	0.043	1.050	1	21	22
Saturday	11:00-12:00	-	-	0	0	0

B8 Warehouse (19,519sqm)

6.2.2 The peak hour trip rates and vehicle trips associated with the reduced total gross internal B8 Warehouse floorspace of 19,519sqm are provided in Table 6C.

Table 6C B8 Warehouse Trip Rates and Vehicle Trips (19,519sqm)

Day	Time	B8 Trip Rates		B8 Vehicle Trips		
		In	Out	In	Out	2-way
Friday	08:00-09:00	0.120	0.070	23	14	37
	17:00-18:00	0.048	0.131	9	26	35
Saturday	11:00-12:00	-	-	0	0	0

Two A3 and A4 Drive-thru Restaurants (306sqm)

6.2.3 The peak hour trip rates and vehicle trips associated with the proposed two drive-thru restaurants with a total gross internal area of 306sqm are provided in Table 6D.

Table 6D Drive-thru Trip Rates and Vehicle Trips (287sqm)

Day	Time	Drive-thru Trip Rates		Drive-thru Vehicle Trips		
		In	Out	In	Out	2-way
Friday	08:00-09:00	9.328	8.657	29	26	55
	17:00-18:00	9.598	9.164	29	28	57
Saturday	11:00-12:00	20.260	16.787	62	52	114

6.2.4 Not all trips to these restaurants are new to the local road network. It was agreed with WSCC that out of the total generated vehicle trips associated with the proposed drive-thru restaurants, 60% would be diverted/pass-by, 20% would be shared trips associated with the overall development, and the remaining 20% would be new to the local road network. Based on these proportions, Table 6E differentiates the type of vehicle trips during AM and PM peak hours.

Table 6E Drive-thru Vehicle Trips

Day	Time	Diverted/Pass-by (60%)		Shared (20%)		New (20%)	
		In	Out	In	Out	In	Out
Friday	08:00-09:00	16	14	5	5	5	5
	17:00-18:00	16	16	6	5	5	5
Saturday	11:00-12:00	35	29	12	10	12	10

- 6.2.5 Table 6E shows that the drive-thru restaurants would generate only 12 two-way new vehicle trips during the weekday AM and PM peak hours and 22 two-way trips during the Saturday peak period.

A1 Foodstore (1,785sqm)

- 6.2.6 The peak hour trip rates and vehicle trips associated with the proposed foodstore with a total gross internal floor area of 1,785sqm are provided in Table 6F.

Table 6F Foodstore Trip Rates and Vehicle Trips (1,785sqm)

Day	Time	Foodstore Trip Rates		Foodstore Vehicle Trips		
		In	Out	In	Out	2-way
Friday	08:00-09:00	2.656	1.975	47	35	82
	17:00-18:00	3.932	4.098	70	73	143
Saturday	11:00-12:00	3.839	3.861	69	69	138

- 6.2.7 Not all trips to the foodstore would be new to the local road network. It was agreed with WSCC that out of the total generated vehicle trips associated with the proposed foodstore on a weekday that, 55% would be diverted/transferred trips, 30% would be pass-by trips, and the remaining 15% would be new to the local road network. Based on these proportions, Table 6G differentiates the type of vehicle trips during the weekday AM and PM peak hours.

Table 6G Foodstore Trips: Weekday

Day	Time	Diverted/Transferred (55%)		Pass-by (30%)		New (15%)	
		In	Out	In	Out	In	Out
Friday	08:00-09:00	26	19	14	11	7	5
	17:00-18:00	39	40	21	22	10	10

- 6.2.8 A similar methodology was used for the trips generated on a Saturday. The generated Saturday peak trips would comprise of 60% diverted/transferred, 20% pass-by and 20% new trips.

Table 6H Foodstore Trips: Saturday

Day	Time	Diverted/Transferred (60%)		Pass-by (20%)		New (20%)	
		In	Out	In	Out	In	Out
Saturday	11:00-12:00	41	41	14	14	14	14

- 6.2.9 Tables 6G and 6H show that the foodstore would generate only 12 and 20 two-way new vehicle trips during the weekday AM and PM peak hours respectively and 28 new trips during the Saturday peak period.

Car Showroom

6.2.10 The peak hour trip rates and the vehicle trips associated with the proposed car showroom with the gross internal area of 2,263sqm are on a site with an area of 0.86ha are provided in Table 6I.

Table 6I Car Showroom Trip Rates and Vehicle Trips (0.86ha)

Day	Time	Trip Rates		Vehicle Trips		
		In	Out	In	Out	2-way
Friday	08:00-09:00	28.048	11.793	24	10	34
	17:00-18:00	11.633	20.319	10	17	27
Saturday	11:00-12:00	24.766	28.505	21	225	46

Total Consented Development Trips

6.2.11 The total peak hour vehicle trips is associated with the consented development entering and exiting the site access (discounting shared trips) are provided in Table 6J below which were the same flows used in the TA dated August 2017.

Table 6J Total Development Trips – Consented Scheme

Unit	Friday 08:00-09:00		Friday 17:00-18:00	
	In	Out	In	Out
B1 Offices	65	55	2	55
B8 Warehouse	26	15	10	28
Hotel	12	20	16	8
Public House	0	0	18	11
Drive thru Restaurants	21	19	21	21
Gym	2	3	11	5
Total	126	62	78	126

Total Proposed Development Trips

6.2.12 The total peak hour vehicle trips associated with the proposed development (discounting shared trips) are provided in Table 6K below:

Table 6K Total Proposed Development Trips

Unit	Friday 08:00-09:00		Friday 17:00-18:00		Saturday 11:00-12:00	
	In	Out	In	Out	In	Out
B1 Offices	26	2	1	21	0	0
B8 Warehouse	23	14	9	26	0	0
Drive Thru	23	21	23	22	50	42
Food Store	47	35	70	73	69	69
Car Showroom	24	10	10	17	21	25
Total	143	82	113	159	140	136

6.3 Trip Distribution

- 6.3.1 The trip distribution for the consented scheme was agreed with WSCC. The agreed percentage trip distribution is provided in Appendix 13.1.
- 6.3.2 With the exception of the foodstore, the drive-thru restaurants the new peak hour vehicle trips as shown in Table 6M have been distributed on to the site access roundabout and A29/Rowan Way roundabout on the basis of the agreed percentage distribution. The distributed development traffic across these roundabouts is shown diagrammatically in Appendix 13.2.
- 6.3.3 The trips generated by the drive thru restaurants have been shown diagrammatically in Appendix 13.3.
- 6.3.4 The trips generated by the foodstore are shown diagrammatically in Appendix 13.4.
- 6.3.5 The total trips generated by the development proposal are shown diagrammatically in Appendix 13.5.

7.0 TRAFFIC IMPACT

7.1 Increase in Vehicular Traffic

7.1.1 The increase in vehicular traffic as a result of the proposed development on the road network is provided in Table 7A.

Table 7A Increase in Vehicular Traffic in 2031 (Two-Way)

			2031 Flows (Consented Scheme)	2031 Flows + Development	% Increase
Weekday AM	A29/A259 Felpham Relief Rd Rdbt	A29(N)	1775	1805	1.7%
		A259	1886	1914	1.5%
		A29(S)	3371	3472	3.0%
	A29/A259 Rowan Way Rdbt	A29(N)	3371	3472	3.0%
		Steyning Way	663	663	0.0%
		A29(S)	1679	1723	2.6%
		Rowan Way	2098	2131	1.6%
Weekday PM	A29/A259 Felpham Relief Rd Rdbt	A29(N)	2080	2110	1.4%
		A259	2022	2052	1.5%
		A29(S)	3778	3892	3.0%
	A29/A259 Rowan Way Rdbt	A29(N)	3778	3892	3.0%
		Steyning Way	729	729	0.0%
		A29(S)	1824	1866	2.3%
		Rowan Way	2449	2485	1.5%
Saturday AM	A29/A259 Felpham Relief Rd Rdbt	A29(N)	1322*	1357	2.6%
		A259	1670*	1699	1.7%
		A29(S)	2763*	2881	4.3%
	A29/A259 Rowan Way Rdbt	A29(N)	2763*	2881	4.3%
		Steyning Way	706	706	0.0%
		A29(S)	3128*	3171	1.4%
		Rowan Way	2391*	2430	1.6%

* These 2031 base flows do not include traffic generated by consented scheme

7.1.2 Table 7A shows that the maximum increase of about 4% could occur on the A29 in the vicinity of the site during AM and PM peak hours as a result of the revised development proposal.

7.1.3 Given the maximum increase in trips of about 4% could occur on the A29 in the vicinity of the site; only the A29/A259 Felpham Relief Road roundabout and the A29/Rowan Way roundabout have been subject to a capacity assessment.

7.1.4 The proposed development flows at these junctions have been added to the 2031 consented flows to obtain 2031 base plus development flows. These flows have been provided diagrammatically in Appendix 13.0.

7.2 Capacity Assessment: Off-site Junctions

7.2.1 The A29/A259 Felpham Relief Road roundabout and the A29/A259 Rowan Way roundabout have been assessed for capacity for the following scenario using TRL's Junctions 9 software:

- 2031 Base + Development flows (Appendices 13.1, 13.2 and 13.3)

A29/A259 Felpham Relief Road Roundabout

7.2.2 The A29/A259 Felpham Relief Road roundabout has been assessed using TRL's Junctions 9 software. The geometry plan is shown in Appendix 14.1. The ARCADY outputs are provided in Appendix 14.2 and are summarised in Table 7B.

Table 7B Capacity Assessment: A29/A259 Felpham Relief Road Roundabout

	Arm	2031 Consented		2031 Consented + Dev		Difference in queue
		RFC	Queue	RFC	Queue	
Weekday AM	A29(N)	0.47	1	0.47	1	0
	A259 Felpham Relief Rd	0.81	8	0.90	8	0
	Oldlands Farm Access	0.09	0	0.09	0	0
	A29(S)	0.93	11	0.93	12	+1
	Site Access	0.19	0	0.24	0	0
Weekday PM	A29(N)	0.73	3	0.73	3	0
	A259 Felpham Relief Rd	0.98	19	0.99	21	+2
	Oldlands Farm Access	0.23	0	0.27	0	0
	A29(S)	0.97	20	0.98	22	+1
	Site Access	0.47	1	0.57	1	0
Saturday AM	A29(N)	-	-	0.43	1	-
	A259 Felpham Relief Rd	-	-	0.77	3	-
	Oldlands Farm Access	-	-	0.02	0	-
	A29(S)	-	-	0.77	3	-
	Site Access	-	-	0.28	0	-

RFC = Ratio of flow to capacity

Queue = Measured in pcu's

7.2.3 Table 7B shows that the A29/A259 Felpham Relief Road Roundabout operates above the theoretical capacity during the weekday peak periods (i.e. RFC value of more than 0.85) with the consented development flows will continue to operate above capacity with the proposed development in place.

7.2.4 However, the maximum increase in queues as a result of the proposal of only two pcus could occur on the A29 (south) approach during PM peak hour period. This increase is not considered to be significant for a peak hour scenario in 2031.

7.2.5 Nonetheless, a robust Travel Plan will be implemented to reduce the number of private car trips to the development. This would ensure the traffic impact of the development on this roundabout is reduced.

A29/A259 Rowan Way Roundabout

7.2.6 The A29/A259 Rowan Way roundabout has been assessed using TRL's Junctions 9 software. The geometry plan is shown in Appendix 16.1. The ARCADY outputs are provided in Appendix 15.2 and are summarised in Table 7C.

Table 7C Capacity Assessment: A29/A259 Rowan Way Roundabout

	Arm	2031 Consented		2031 Consented + Dev		Difference in queue
		RFC	Queue	RFC	Queue	
Weekday AM	A29 (N)	0.86	6	0.86	6	0
	Steyning Way	0.34	1	0.34	1	0
	A29 (S)	0.52	1	0.52	1	0
	A259 Rowan Way	0.94	12	0.94	12	0
Weekday PM	A29 (N)	0.99	27	1.00	34	+5
	Steyning Way	0.96	10	0.94	10	0
	A29 (S)	0.55	1	0.54	1	0
	A259 Rowan Way	0.89	7	0.89	7	0
Saturday AM	A29 (N)	-	-	0.94	12	-
	Steyning Way	-	-	0.92	8	-
	A29 (S)	-	-	1.02	39	-
	A259 Rowan Way	-	-	1.01	28	-

RFC = Ratio of flow to capacity

Queue = Measured in pcu's

7.2.7 Table 7C shows that the A29/A259 Rowan Way Roundabout operates above the theoretical capacity (i.e. RFC value of more than 0.85) in the 2031 scenario continues to operate above capacity with the proposed development in place.

7.2.8 However, the maximum increase in the weekday queues as a result of the proposal is only 5 pcus which could occur on the A29 (north) approach during PM peak period. This increase is not considered to be severe for a peak hour scenario.

A29/A259 Rowan Way Roundabout: Flat Profile

7.2.9 The roundabout would also operate above its theoretical capacity during the Saturday peak period the queues on the A29 south and Rowan Way would be in the order of 39-28 pcu's respectively with RFC's of 1.02 and 1.01.

7.2.10 The capacity modelling of this roundabout uses the OTAB feature which introduces a peak within a peak where as it is normal for traffic flows to remain more constant at peak times and a flat profile is more typical. The capacity of the A29/A259 Rowan Way roundabout has been assessed using a flat profile and the results are set out in Table 7D below.

Table 7D Capacity Assessment: A29/A259 Rowan Way Roundabout: Flat Profile

	Arm	2031 Consented + Dev	
		RFC	Queue
Weekday AM	A29(N)	0.77	3
	Steyning Way	0.28	0
	A29(S)	0.45	1
	A259 Rowan Way	0.82	5
Weekday PM	A29(N)	0.90	9
	Steyning Way	0.75	3
	A29(S)	0.46	1
	A259 Rowan Way	0.79	4
Saturday AM	A29(N)	0.84	5
	Steyning Way	0.70	2
	A29(S)	0.90	9
	A259 Rowan Way	0.89	8

7.2.11 The results of the capacity assessment for the roundabout using a flat profile shows that the RFC during the weekday morning peak is reduced to 0.9 on the A29 (north) with a queue of 9 pcu's and the RFC during the Saturday morning peak is reduced to 0.9 on the A29 (south), again with a queue of 9 pcu's.

7.2.12 It is accepted that, while either profile isn't entirely representative, the flat profile does indicate what the average queuing and delays will occur during the peak periods and in the case of the Rowan Way roundabout the additional traffic generated by the development will have little impact.

7.2.13 A robust Travel Plan will be implemented to reduce the number of private car trips to the development. This would ensure the traffic impact of the development on this roundabout is reduced.

7.2.14 A Draft Travel Plan for the development proposal has also submitted in support of this application.

7.3 Creation of Local Jobs

- 7.3.1 There are simply not enough jobs in Arun District to support the local population. In 2015, there were just 0.63 jobs for every 16-64-year-old resident. By contrast, there are more jobs in neighbouring Chichester than there are 16-64-year-old residents. This shows a very low level of local labour market containment, which means that working age residents disproportionately have to travel to work.
- 7.3.2 In 2011, more than half (27,200) of Arun's working residents commuted out of the District to work every day, including over 10,500 who travelled to Chichester and 5,700 who worked in Worthing. This lack of local jobs and high level of out-commuting adds to pressure on the already stretched local transport infrastructure, particularly the A27.
- 7.3.3 The Saltbox site will also deliver over 500 new private sector jobs once the project is complete. These will include a broad range of jobs that will help to increase labour market containment in Arun potentially also reducing pressures on the local road network and reducing out commuting to other areas.

8.0 SUMMARY AND CONCLUSIONS

- 8.1 This Transport Assessment has been prepared by ADL Traffic and Highways Engineering Ltd and the assessment has been informed by pre-application discussion with WSCC.
- 8.2 The planning application is submitted as a hybrid application the site that has the benefit of a hybrid planning consent (BE/102/17). The new application comprises a new car showroom in place of the gym, hotel and public house and a new food store with a reduction in the size of the employment areas.
- 8.3 The site comprises an area of 11.10ha (29.66 acres) and is currently farmland.
- 8.4 The site is located on the northern edge of Bognor Regis approximately 3km north of the town centre, 2.5km east of North Bersted and less than a kilometre south of the village of Shripney.
- 8.5 The site is bounded by farmland to the west and north, the A29 Shripney Road to the east and a caravan site to the south.
- 8.6 There are shared cycle/footways in both sides of the A29 south of the Rowan Way roundabout which link the development site with the residential, commercial and retail areas to the south. There is another cycle/footway on the south side of the Felpham Relief Road which provides a link to the residential developments to the east of the site.
- 8.7 The proposal would provide a 3.0m wide shared cycleway/footway facility along the west side of the A29. This link will connect the existing cycle/footway from Rowan Way to the south and with the footway to Shripney Village to the north.
- 8.8 The developer has agreed to make a financial contribution to provide a new pedestrian and cycle crossing facility on Rowan Way and for capacity improvements to the local highway network.
- 8.9 The development proposal would provide a total of 237 car parking spaces including 19 disabled parking spaces) which equate to 92% of the maximum allowed (i.e. 258 spaces) under WSCC's parking standards.

- 8.10 Cycle and motorcycle parking would be provided in accordance with WSCC's parking standards. These spaces will be provided in a secure and covered cycle store close to the buildings.
- 8.11 AutoTRACK assessment shows that the proposed layout has been designed to accommodate all types of vehicles that are envisaged to serve the new development.
- 8.12 The following junctions have been considered as part of the assessment:
- Junction 1 - A29/A259 Felpham Relief Road Roundabout;
 - Junction 2 - A29/A259 Rowan Way Roundabout;
- 8.13 The network AM and PM peak hours are:
- Weekday AM peak 08:00 – 09:00 hours
 - Weekday PM peak 17:00 – 18:00 hours
 - Saturday AM 11:00 – 12:00 hours
- 8.14 The 2031 Traffic Flows for these junctions for the weekday peak periods were obtained from the Transport Assessment dated August 2017 that was prepared to support the original planning application.
- 8.15 A Saturday traffic count was undertaken in June 2018 in order to determine the Saturday peak traffic flows on the local highway network. A TEMPRO growth factor was used to derive the 2031 Saturday peak flows in order that the impact of introducing a discount foodstore could be assessed.
- 8.16 The development would generate an additional of 37 and 68 two-way vehicle trips above the consented scheme during the AM and PM peak hour periods respectively and 276 two way vehicle trips during the Saturday peak. These generated flows have been distributed onto the local road network based on 2011 Census origin-destination. The distribution methodology was agreed with WSCC's highways officer.
- 8.17 The threshold analysis showing that the maximum increase in traffic of up to 4.3% could occur on the A29 in the vicinity of the site.

- 8.18 The capacity assessment demonstrates that the A29/A259 Felpham Relief Road roundabout and A29/A259 Rowan Way roundabouts operate above their theoretical capacity in the 2031 consented scheme scenario. These roundabouts will continue to operate above theoretical capacity with the development in place although the increase in queues on the approaches to these roundabouts as a result of the development is not considered to be severe.
- 8.19 The Saltbox site will deliver over 500 new private sector jobs once the project is complete. These will include a broad range of jobs that will help to increase labour market containment in Arun potentially also reducing pressures on the local road network and reducing out commuting to other areas further afield.
- 8.20 A robust Travel Plan will be implemented to reduce the number of private car trips to the development. This would reduce that the traffic impact of the development on the local highway network.
- 8.21 The TA demonstrates that there are no highway reasons to refuse this planning application.

CORRESPONDENCE WITH WEST SUSSEX COUNTY COUNCIL

- 1.1 Email Correspondence of 17th October 2018
- 1.2 Email Correspondence of 12th November 2018
- 1.3 S106 Agreement Heads of Terms

Tony Chapman

From: Ian Gledhill <[REDACTED]>
Sent: 17 October 2018 12:14
To: Amol Pisal
Cc: Tony Chapman
Subject: RE: SALT BOX

Amol, taking the various points,

1. The TEMPRO growth factor is accepted.
2. No further comment required
3. No further comment required
4. With regards to the increase in pass-by trips, I think this relies upon the nature of the proposed food retail use, the range of goods, and therefore how much of an appeal this might have to passing traffic. Given that a discount food store is proposed, this would only further reinforce the lower number of pass-by. As a result and looking afresh at the suggested splits for both the weekday and weekend, I would require pass-by, diverted, and transferred trips to be separated rather than having pass-by and diverted together. Pass-by and diverted trips are quite different and should be treated independently of each other as these will impact upon the assessment.

I would suggest then that the number of pass-by trips should be much less (for the reasons stated above) than presented for both the weekday and weekend. The number of diverted and transferred trips should be increased accordingly. Ideally the number of transferred trips, which I accept is likely to be a high percentage, would be based on some evidence with diverted forming a smaller number.

Kind regards

Ian Gledhill

Ian Gledhill BSc MIHE MCIHT | Principal Planner – County Highways - Planning Services - Economy, Planning, and Place Directorate, West Sussex County Council | Location: Ground Floor Northleigh, County Hall, Chichester, PO19 1RH
Internal: 25717 | External: 0330 222 5717
E-mail: ian.gledhill@westsussex.gov.uk

From: Amol Pisal [r [REDACTED]]
Sent: 15 October 2018 16:22
To: Ian Gledhill
Cc: Tony Chapman
Subject: RE: SALT BOX

Afternoon Ian

Thank you very much for your response.

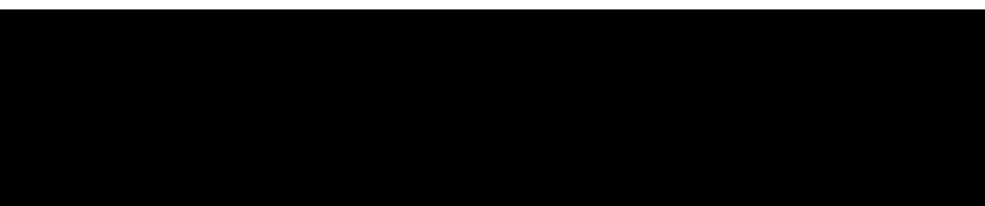
1. Given that there has been no Saturday peak hour modelling work undertaken as part of Arun DC transport studies, we will use the TEMPRO/NTM growth factors to obtain the 2031 Base Saturday peak hour flows. The 2018 to 2031 TEMPRO/NTM growth factor for Saturday for Arun is **1.1539**.
2. I note your agreement to our TRICS data.

3. I agree with you that the new trips on Saturday could be increased to 20% for robust assessment and we will take this into consideration within our forthcoming TA.
4. However, during weekday, it is unlikely that the Foodstore would attract 20% new trips due to its location and the 'commuting' nature of the AM and PM Peak hour traffic. However, to provide a robust and realistic trip generation during weekday AM and PM Peak hours, we would increase the new trips to 15%. As such, the revised trip type proportioning for weekday and Saturday peak hour flows are provided below.

Trip type	Weekday AM and PM Peak Hours	Saturday Peak Hour
New trips	15%	20%
Pass-by Trips / Transferred trips from other foodstores located to the south of the site	55%	50%
Diverted trips	30%	30%
Total	100%	100%

Thank you.

Kind regards



From: Ian Gledhill [REDACTED]
 Sent: 15 October 2018 14:19
 To: Amol Pish [REDACTED]
 Cc: Tony Cha [REDACTED]
 Subject: RE: SALT BOX

Hello Amol, I've had a look through the various stages of the Arun DC transport studies. None of these include mention or consideration of a Saturday peak hour. As such, it's safe to assume that no such model or modelling work has ever been undertaken.

In terms of substituting those uses that have permission for a food store and car showroom, in principle I doubt this will make too great a difference. As you've suggested in your email, the food store is unlikely to generate any great number of new trips but moreover will just result in trips being transferred to the new location. Depending on trip redistribution from existing stores, this should mean only those junctions in the immediate vicinity will need to be assessed.

The only point I would make in terms of the trip draw, is whether for robustness the number of new trips is increased to 20%. The TRICS outputs are also acceptable.

Kind regards

Ian Gledhill

Ian Gledhill | BSc MIHE MCIHT | Principal Planner – County Highways - Planning Services - Economy, Planning, and Place Directorate, West Sussex County Council | Location: Ground Floor Northleigh, County Hall, Chichester, PO19 1RH
Internal: 25717 | External: 0330 222 5717
E-mail: ian.gledhill@westsussex.gov.uk

From: Amol Pisal [mailto:amol.pisal@westsussex.gov.uk]

Sent: 11 October 2018 11:24

To: Ian Gledhill

Cc: Tony Chapman

Subject: SALT BOX

Morning Ian

It was good to speak with you earlier this week. As discussed, I would be grateful if you could kindly let us know if there is indeed a 2031 Saturday peak hour model that WSCC/Arun DC hold and if so, please provide the modelled traffic data for the following junctions:-

1. A259 Felpham Relief Road /A29 roundabout
2. A29/Rowan Way roundabout
3. A259/B2132 staggered junction
4. Bognor Road Roundabout

TRICS: Foodstore and car showroom

Also, my Client is currently revisiting the development and in that, the intention is to replace some of the permitted employment uses with a discount foodstore and to replace the permitted hotel+pub+gym with a car showroom. I attach the TRICS output files for the foodstore and car showroom sites for your approval.

Foodstore Trip Types

With regard to the proposed foodstore, given the development's strategic location, it is not unreasonable to assume that a significant proportion of trips to the store during both the weekday AM and PM peak hours and Saturday peak hours will be linked trips (i.e. a diversion from an existing trip). These will occur as either pass-by trips on A259 Felpham Relief Road/A29 roundabout or diverted trips from the A29/Rowan Way roundabout. In addition, a material proportion of the primary trips generated by the store will transfer from competitor stores in the locale, most notably the Lidl, Tesco and Sainsbury's all located within 2 kilometres from the development.

Trip type	%
New trips	10%
Pass-by Trips / Transferred trips from other foodstores located to the south of the site	60%
Diverted trips	30%
Total	100%

I would be grateful if you could kindly let us know if the attached TRICS outputs and the above trip type proportioning is agreeable to you. Thank you.

Kind regards

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Tony Chapman

From: Tony Chapman
Sent: 12 November 2018 11:33
To: 'Ian Gledhill'
Subject: RE: Saltbox, Bognor Regis
Attachments: Study Area .pdf; 2206188 Bognor Regis by Zone (W).pdf

Ian

With reference to your email below please find attached the revised table of pass-by and Diverted/Transferred Trips for the Discount Foodstore.

I agree that the pass-by trips should be lower and that the Diverted / Transferred Trips should be higher. I have added the diverted and transferred trips together as the origin and destination of these trips are essentially the same as the main attractors in the area ie Tesco and Sainsburys are located to the south of the Rowan Way Roundabout on Shripney Road.

I attach the results of the household telephone survey which shows that Tesco and Sainsburys account for 59.9% shopping trips in the area and that home to store trips account for 82.4% of shopping trips with store to home trips accounting for 89.3% . On this basis the percentages used for new trips are considered robust.

Trip type	Weekday AM and PM Peak Hours	Saturday Peak Hour
New trips	15%	20%
Pass-by Trips	30%	20%
Diverted trips/ Transferred trips	55%	60%
Total	100%	100%

Regards Tony

Tony Chapman BSc, C.Eng, MICE, MCIHT, MCIWEM
Director
ADL Traffic and Highways Engineering Ltd
ADL House, The Oaklands Business Park
Armstrong Way, Yate, BS37 5NA.

[REDACTED]

From: Ian Gledhill [mailto:[REDACTED]]
Sent: 17 October 2018 12:14
To: Amol Pisal <[REDACTED]>
Cc: Tony Chapman [mailto:[REDACTED]]
Subject: RE: SALT BOX

Amol, taking the various points,

1. The TEMPRO growth factor is accepted.
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3. No further comment required
4. With regards to the increase in pass-by trips, I think this relies upon the nature of the proposed food retail use, the range of goods, and therefore how much of an appeal

this might have to passing traffic. Given that a discount food store is proposed, this would only further reinforce the lower number of pass-by. As a result and looking afresh at the suggested splits for both the weekday and weekend, I would require pass-by, diverted, and transferred trips to be separated rather than having pass-by and diverted together. Pass-by and diverted trips are quite different and should be treated independently of each other as these will impact upon the assessment.

I would suggest then that the number of pass-by trips should be much less (for the reasons stated above) than presented for both the weekday and weekend. The number of diverted and transferred trips should be increased accordingly. Ideally the number of transferred trips, which I accept is likely to be a high percentage, would be based on some evidence with diverted forming a smaller number.

Kind regards

Ian Gledhill

Ian Gledhill BSc MIHE MCIHT| Principal Planner – County Highways - Planning Services - Economy, Planning, and Place Directorate, West Sussex County Council | Location: Ground Floor Northleigh, County Hall, Chichester, PO19 1RH
Internal: 25717 | External: 0330 222 5717
E-mail: ian.gledhill@westsussex.gov.uk

From: Amol Pisal [REDACTED]
Sent: 15 October 2018 10:22
To: Ian Gledhill
Cc: Tony Chapman
Subject: RE: SALT BOX

Afternoon Ian

Thank you very much for your response.

1. Given that there has been no Saturday peak hour modelling work undertaken as part of Arun DC transport studies, we will use the TEMPRO/NTM growth factors to obtain the 2031 Base Saturday peak hour flows. The 2018 to 2031 TEMPRO/NTM growth factor for Saturday for Arun is 1.1539.
2. I note your agreement to our TRICS data.
3. I agree with you that the new trips on Saturday could be increased to 20% for robust assessment and we will take this into consideration within our forthcoming TA.
4. However, during weekday, it is unlikely that the Foodstore would attract 20% new trips due to its location and the 'commuting' nature of the AM and PM Peak hour traffic. However, to provide a robust and realistic trip generation during weekday AM and PM Peak hours, we would increase the new trips to 15%. As such, the revised trip type proportioning for weekday and Saturday peak hour flows are provided below.

Trip type	Weekday AM and PM Peak Hours	Saturday Peak Hour
New trips	15%	20%
Pass-by Trips / Transferred trips from other foodstores located to the south of the site	55%	50%
Diverted trips	30%	30%
Total	100%	100%

Thank you.

Kind regards

From: Ian Gledhill <[REDACTED]>
Sent: 15 October 2018 14:19
To: Amol Pisal [REDACTED]
Cc: Tony Chapman [REDACTED]
Subject: RE: SALT BOX

Hello Amol, I've had a look through the various stages of the Arun DC transport studies. None of these include mention or consideration of a Saturday peak hour. As such, it's safe to assume that no such model or modelling work has ever been undertaken.

In terms of substituting those uses that have permission for a food store and car showroom, in principle I doubt this will make too great a difference. As you've suggested in your email, the food store is unlikely to generate any great number of new trips but moreover will just result in trips being transferred to the new location. Depending on trip redistribution from existing stores, this should mean only those junctions in the immediate vicinity will need to be assessed.

The only point I would make in terms of the trip draw, is whether for robustness the number of new trips is increased to 20%. The TRICS outputs are also acceptable.

Kind regards

Ian Gledhill

Ian Gledhill BSc MIHE MCIHT | Principal Planner – County Highways - Planning Services - Economy, Planning, and Place Directorate, West Sussex County Council | Location: Ground Floor Northleigh, County Hall, Chichester, PO19 1RH
Internal: 25717 | External: 0330 222 5717
E-mail: ian.gledhill@westsussex.gov.uk

From: Amol Pisal [REDACTED]
Sent: 11 October 2018 11:24
To: Ian Gledhill
Cc: Tony Chapman
Subject: SALT BOX

Morning Ian

It was good to speak with you earlier this week. As discussed, I would be grateful if you could kindly let us know if there is indeed a 2031 Saturday peak hour model that WSCC/Arun DC hold and if so, please provide the modelled traffic data for the following junctions:-

1. A259 Felpham Relief Road /A29 roundabout
2. A29/Rowan Way roundabout
3. A259/B2132 staggered junction
4. Bognor Road Roundabout

TRICS: Foodstore and car showroom

Also, my Client is currently revisiting the development and in that, the intention is to replace some of the permitted employment uses with a discount foodstore and to replace the permitted hotel+pub+gym with a car showroom. I attach the TRICS output files for the foodstore and car showroom sites for your approval.

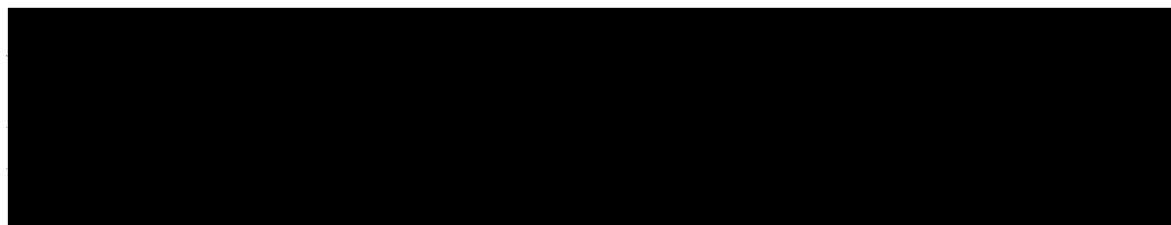
Foodstore Trip Types

With regard to the proposed foodstore, given the development's strategic location, it is not unreasonable to assume that a significant proportion of trips to the store during both the weekday AM and PM peak hours and Saturday peak hours will be linked trips (i.e. a diversion from an existing trip). These will occur as either pass-by trips on A259 Felpham Relief Road/A29 roundabout or diverted trips from the A29/Rowan Way roundabout. In addition, a material proportion of the primary trips generated by the store will transfer from competitor stores in the locale, most notably the Lidl, Tesco and Sainsbury's all located within 2 kilometres from the development.

Trip type	%
New trips	10%
Pass-by Trips / Transferred trips from other foodstores located to the south of the site	60%
Diverted trips	30%
Total	100%

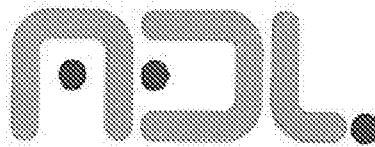
I would be grateful if you could kindly let us know if the attached TRICS outputs and the above trip type proportioning is agreeable to you. Thank you.

Kind regards



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ADL Traffic and Highways Engineering Ltd
ADL House, Oaklands Business Park, Armstrong Way, Yate, Bristol, BS37 5NA

SALTBOX, BOGNOR REGIS

S106 AGREEMENT

HEADS OF TERMS

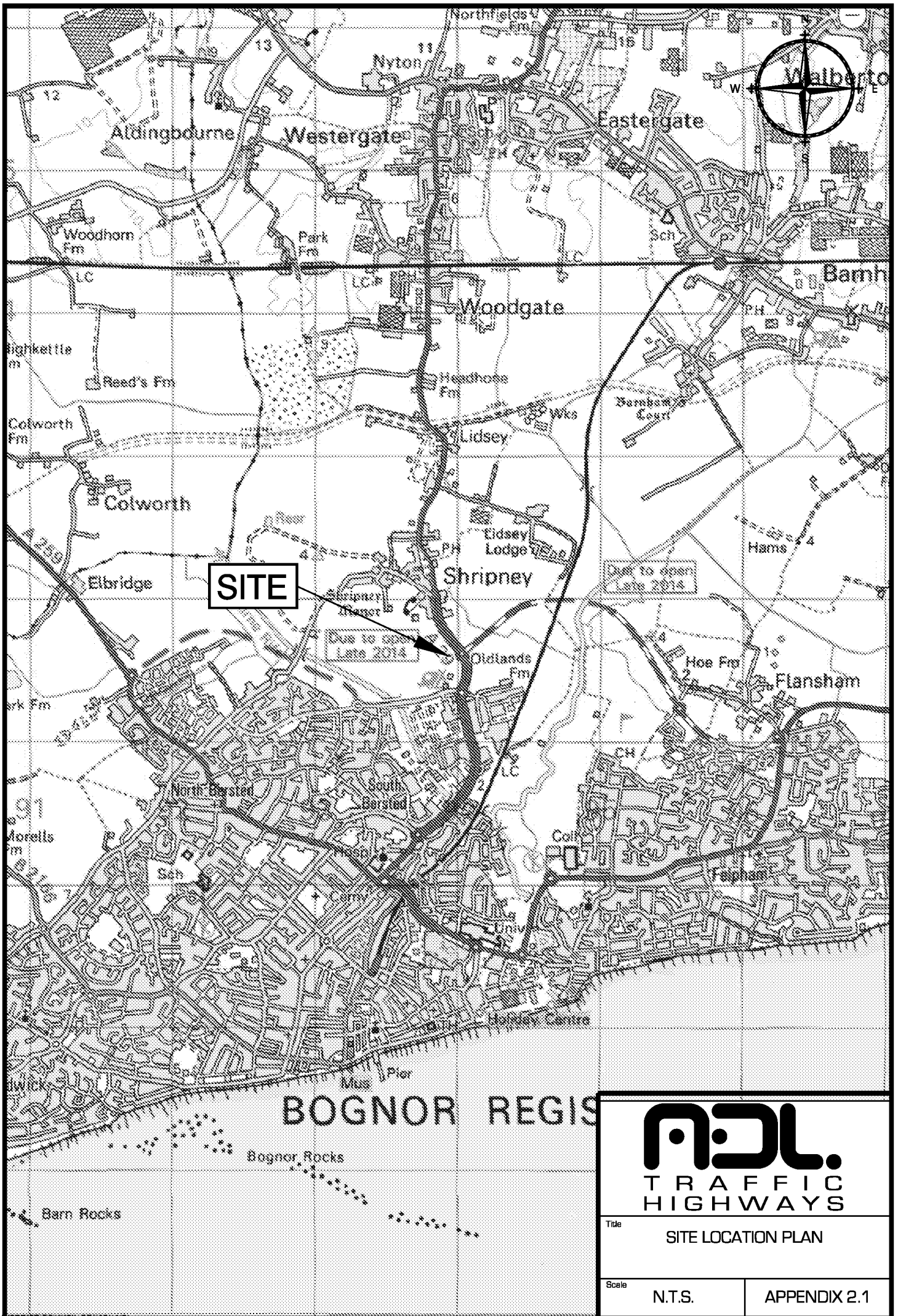
(H1194)

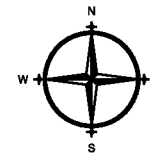
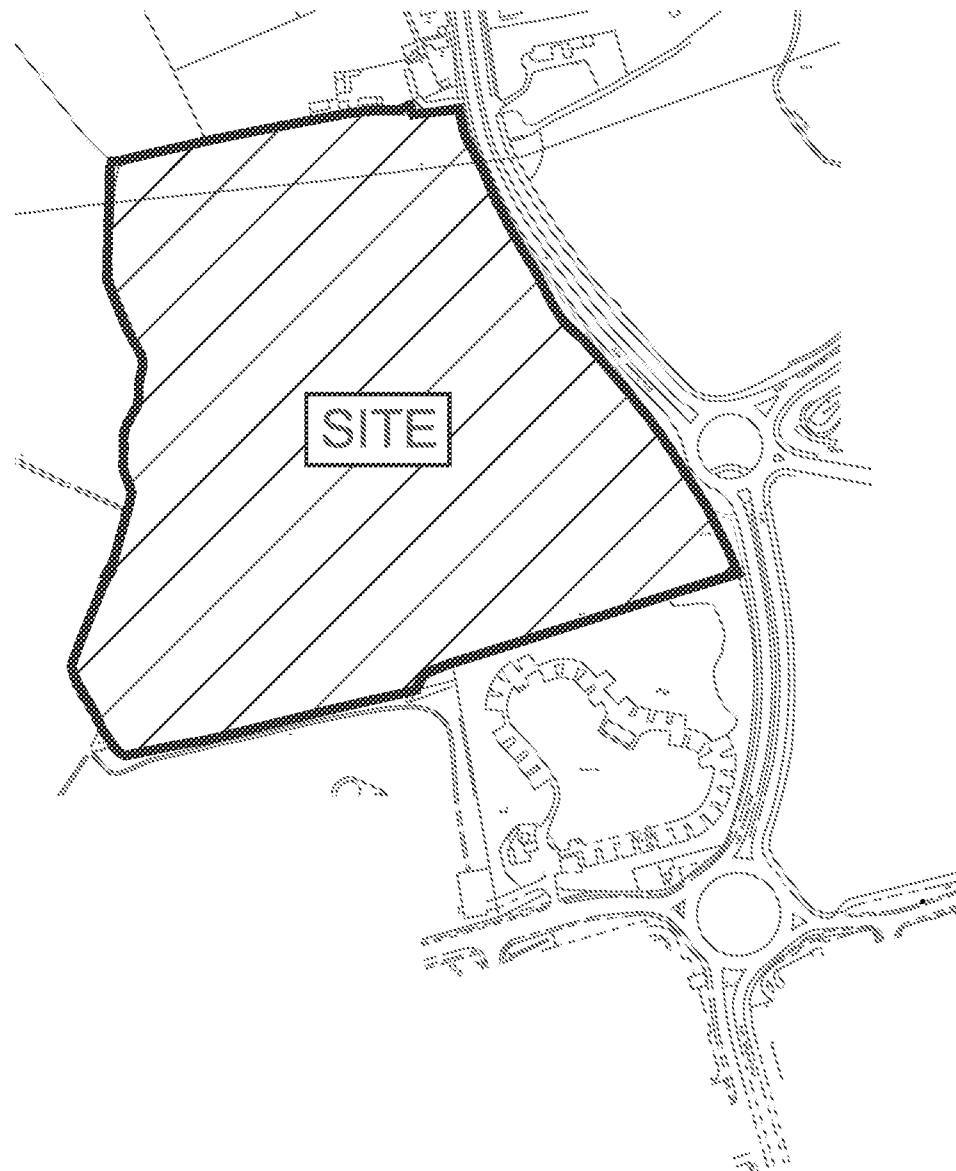
REVISION B

1. Off-site highway works to provide new access into site from the Shripney Road roundabout and associated works to street lighting, signage and highway drainage including all necessary service diversions.
2. A contribution of £132,500 towards accessibility improvements on the A29 and A259 in the vicinity of the development that includes the provision of improved foot/cycleways including crossing facilities on the A29 Shripney Road and A259 Rowan Way.
3. A contribution of £65,000 towards highway capacity mitigation measures on the local highway network as set out in the Local Plan study.

SITE LOCATION AND SURROUNDING AREA

2.1	Site Location
2.2	Site and Surrounding Area





ADL.
TRAFFIC
HIGHWAYS

Title
SITE AND SURROUDING AREA

Scale
1:500@A4

APPENDIX 2.2

ACCIDENT DATA

3.1	Accident Location Plan
3.2	Accident Details

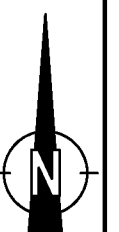


Appendix 3.1

REPRODUCED FROM 2016 ORDINANCE SURVEY MASTER MAPPING
WITH THE PERMISSION OF THE CONTROLLER OF HER MAJESTY'S
STATIONERY OFFICE. CROWN COPYRIGHT. UNAUTHORISED
REPRODUCTION INFRINGES CROWN COPYRIGHT AND MAY LEAD TO
PROSECUTION OR CIVIL PROCEEDINGS. LICENCE no. N.S.C.C.
10002117

Collision Search
Area

Accident Severity		Casualty Severity		Casualty Class	
Slight	14	Slight	23	Driver	11
Serious	1	Serious	1	P.Riders	2
Fatal	0	Fatal	0	Pass.	10
				Ped.	1



AREA	Bognor	DRA□ □	D□
RO□TE □o.	A29	CHEC□ED	
FILE □o.	17075	DATE	1□517
1	17 5	Redrawn search area	D□
Rev	Date	Amendment	Lame



West
Sussex
County
Council

PIA Search Ref 17075
A29 Bognor□Shripney
5yrs to 2□Fe□17

DRG ☐ o.
SCALE ☐ ot Std
Matt Davey Director of Highways and Transport Co nly Hall est Street Chichester est S sse PO19 1RH Tel 012 2105

West Sussex Injury Accident Engineers Report
PIA Search Ref 17075 - A29 Bognor to Shripney - 5yrs to 28 Feb 17

Accident 1 of 15 1201450 Severity: Slight Sun 18/03/2012 at 12:45 on the A29 Police Officer Attend: No

A29 Shripney .Road Of U Rowan Way. at Junction as Shown Above.

Light: Light - Weather: Fine - Road Surface: Dry - Speed Limit: 30mph

Easting / Northing 494055 / 101365

Veh 1	Car	Stopping	from N to S	No Skid	Impact: Front	Male Aged Between 75-84
Veh 2	Car	Stopping	from N to S	No Skid	Impact: Back	Female Aged Between 45-54
Cas 1	Passenger	of veh 2	Slight	Female	Aged between 17-24	

V1 and V2 both Heading South on the A29. V2 Slowed for Give Way Lines at Roundabout, and V1 Failed to Slow in Time, and Impacted with the Rear of V2.

Accident 2 of 15 1203648 Severity: Serious Mon 16/07/2012 at 19:20 on the A29 Police Officer Attend: Yes

A29 Shripney Road Bognor Regis 100M South Of U Rowan Way Outside on A29 Near John Wiley & Sons Ltd

Light: Light - Weather: Rain - Road Surface: Wet - Speed Limit: 40mph

Easting / Northing 494050 / 101235

Veh 1	Car	Starting	from N to S	No Skid	Impact: Front	u/k Aged Between N/A
Cas 1	Pedestrian	of veh 1	Serious	Female	Aged between 25-34	

Female Pedestrian Walking Along Footpath on Southbound Carriageway A29 Shripney Road, Approached by Unknown Male in Vehicle, and Asked If she Wanted a Lift, Female Refused and Walked Away from Vehicle. Female Victim Noticed Vehicle Approaching her Again, and Decided to Cross to Opposite Carriageway. Female Stepped into the Road, at which Point the Vehicle Pulled Away, Colliding with her and Knocking her to Ground, Causing Several Injuries.

Accident 3 of 15 1303422 Severity: Slight Fri 05/07/2013 at 08:41 on the A29 Police Officer Attend: No

A29 BOGNOR REGIS AT JUNCTION OF U ROWAN WAY OUTSIDE AT R/BT

Light: Light - Weather: Fine - Road Surface: Dry - Speed Limit: 40mph

Easting / Northing 494030 / 101293

Veh 1	Car	Going ahead other	from W to E	No Skid	Impact: Offside	Female Aged Between 17-24
Veh 2	Pedal Cycle	Turning right	from E to N	No Skid	Impact: Front	Female Aged Between 55-64
Cas 1	Driver or Rider	of veh 2	Slight	Female	Aged between 55-64	

APPARANTLY VEH 1 PULLED ONTO THE ROUNDABOUT WITHOUT LOOKING AND COLLIDED WITH A CYCLIST FROM THE RIGHT.

Accident 4 of 15 1401497 Severity: Slight Tue 18/03/2014 at 09:29 on the A29 Police Officer Attend: Yes

A29 SHRIPNEY ROAD BOGNOR REGIS AT JUNCTION OF U STEYNING WAY OUTSIDE KFC

Light: Light - Weather: Fine - Road Surface: Dry - Speed Limit: 40mph

Easting / Northing 494055 / 101362

Appendix 3.2

Veh 1	Taxi	Starting			from N to S	No Skid	Impact: Front	Male Aged Between 45-54
Veh 2	M/cycle 50 - 125cc	Starting			from N to S	No Skid	Impact: Back	Female Aged Between 45-54
Cas 1	Driver or Rider	of veh 2	Slight	Female	Aged between	45-54		

V1 WAITING BEHIND V2, V2 DOES NOT MOVE OFF WHEN V1 WAS EXPECTING AND V1 MOVES FORWARD AND BUMPS INTO V2 CAUSING HER TO FALL OFF OF MOTOR CYCLE.

Accident 5 of 15 1401784 Severity: Slight Wed 02/04/2014 at 16:55 on the A29 Police Officer Attend: Yes

A29 SHRIPNEY ROAD BOGNOR REGIS 320M SOUTH OF U SHRIPNEY LANE

Light: Light - Weather: Fine - Road Surface: Dry - Speed Limit: 40mph

Easting / Northing 493936 / 101723

Veh 1	Car	Going ahead LH bend			from N to SE	No Skid	Impact: Front	Male Aged Between 17-24
Veh 2	Car	Going ahead other			from S to N	No Skid	Impact: Offside	Male Aged Between 17-24
Cas 1	Driver or Rider	of veh 2	Slight	Male	Aged between	17-24		

V1 TRAVELLING SOUTH LOST CONTROL OF VEHICLE AND CROSSED OVER CENTRAL RESERVATION, STRIKING THE SIDE OF V2 CAUSING IT TO ROLL OVER ONTO ITS ROOF.

Accident 6 of 15 1407594 Severity: Slight Wed 24/12/2014 at 07:12 on the A29 Police Officer Attend: Yes

A29 BOGNOR AT JUNCTION OF U ROWAN WAY OUTSIDE ON ROUNDABOUT

Light: Dark/lights lit - Weather: Fine - Road Surface: Dry - Speed Limit: 40mph

Easting / Northing 494028 / 101297

Veh 1	Car	Going ahead other			from S to N	No Skid	Impact: Offside	Male Aged Between 45-54
Veh 2	Pedal Cycle	Going ahead other			from N to W	No Skid	Impact: Front	Male Aged Between 35-44
Cas 1	Driver or Rider	of veh 2	Slight	Male	Aged between	35-44		

PEDAL CYCLE NEGOTIATING ROUND ABOUT FROM NORTH TO EXIT WEST, VEHICLE ONE CAR TRAVELLING NORTH ENTERED ROUNDABOUT AND COLLIDED WITH PEDAL.

Accident 7 of 15 1506180 Severity: Slight Wed 14/10/2015 at 16:20 on the A29 Police Officer Attend: No

A29 SHRIPNEY ROAD SOUTH BERSTEAD AT JUNCTION OF U ROWAN WAY

Light: Light - Weather: Fine - Road Surface: Dry - Speed Limit: 40mph

Easting / Northing 494055 / 101378

Veh 1	Bus or Coach	Going ahead other			from N to S	No Skid	Impact: None	Male Aged Between 35-44
Veh 2	Car	Going ahead other			from N to S	No Skid	Impact: None	Male Aged Between 17-24
Cas 1	Driver or Rider	of veh 2	Slight	Male	Aged between	17-24		
Cas 2	Passenger	of veh 2	Slight	Female	Aged between	17-24		
Cas 3	Passenger	of veh 2	Slight	Male	Aged between	17-24		

DRIVER VEHICLE 2 REPORTING DANGEROUS DRIVER IN VEHICLE 1 ALMOST COLLIDED WITH HIS VEHICLE CAUSING HIM TO BRAKE HARD. INFORMANT FELT DRIVER VEHICLE 1 WAS SPEEDING IN ADDITION TO COMING STRAIGHT ACROSS BOTH LANES AT THE ROUNDABOUT. THIS ACTION SUBSEQUENTLY CAUSED INFORMANT AND 2 OF HIS PASSENGERS TO SUFFER STRAIN AND SOFT TISSUE DAMAGE TO THEIR NECKS FOR WHICH MEDICAL ADVICE WAS SOUGHT.

Accident 8 of 15 1507463 Severity: Slight Tue 15/12/2015 at 21:04 on the A29 Police Officer Attend: Yes

A29 SHRIPNEY ROAD BOGNOR REGIS AT JUNCTION OF U ROWAN WAY OUTSIDE AT RA

Light: Dark/lights lit - Weather: Rain - Road Surface: Wet - Speed Limit: 40mph

Easting / Northing 494028 / 101290

Veh 1	Car	Going ahead other	from S to N	No Skid	Impact: Front	Male Aged Between 25-34
Veh 2	M/cycle <= 50cc	Going ahead other	from E to W	No Skid	Impact: Nearside	Male Aged Between 10-16
Cas 1	Driver or Rider	of veh 2 Slight Male	Aged between 10-16			

V1 WAS TRAVELLING NORTHBOUND ALONG A29 ENTERING RA, WHILST V2 WAS TRAVELLING WESTBOUND MID RA. V1 ENTERED RA AND COLLIDED WITH NEARSIDE OF V2

Accident 9 of 15 1507478 Severity: Slight Tue 15/12/2015 at 16:15 on the A29 Police Officer Attend: No

A29 SHRIPNEY ROAD BOGNOR REGIS AT JUNCTION OF A29

Light: Light - Weather: Fine - Road Surface: Wet - Speed Limit: 40mph

Easting / Northing 494057 / 101370

Veh 1	Car	Turning right	from N to W	No Skid	Impact: Front	Female Aged Between 17-24
Veh 2	Car	Going ahead other	from N to S	No Skid	Impact: Back	u/k Aged Between N/A
Cas 1	Driver or Rider	of veh 1 Slight Female	Aged between 17-24			
Cas 2	Passenger	of veh 1 Slight Female	Aged between 17-24			

V2 MADE AN EMERGENCY STOP ON THE ROUNDABOUT FOR UNKNOWN REASON. V1 HAS COLLIDED WITH REAR OF V2. V2 HAS DRIVEN AWAY FROM THE SCENE WITHOUT EXCHANGING DETAILS.

Accident 10 of 15 1602305 Severity: Slight Thu 21/04/2016 at 08:00 on the A259 Police Officer Attend: Yes

A259 BOGNOR REGIS AT JUNCTION OF A29 OUTSIDE SHRIPNEY ROUNDABOUT

Light: Light - Weather: Fine - Road Surface: Dry - Speed Limit: 40mph

Easting / Northing 494009 / 101346

Veh 1	Car	Going ahead other	from W to E	No Skid	Impact: Front	Male Aged Between 65-74
Veh 2	Car	Waiting to go ahead but held up	from W to E	No Skid	Impact: Back	Male Aged Between 17-24
Cas 1	Driver or Rider	of veh 2 Slight Male	Aged between 17-24			

V2 WAITING AT ROUNDABOUT JUNCTION, V1 HAS PULLED UP BEHIND AND CRASHED INTO THE BACK OF V2.

Accident 11 of 15 1602440 Severity: Slight Tue 26/04/2016 at 12:00 on the A29 Police Officer Attend: No

A29 SHRIPNEY ROAD BOGNOR REGIS AT JUNCTION OF U ROWAN WAY OUTSIDE ON ROUNDABOUT

Light: Light - Weather: Fine - Road Surface: Dry - Speed Limit: 40mph

Easting / Northing 494020 / 101347

Veh 1	Car	Starting	from S to N	No Skid	Impact: Front	Male Aged Between 55-64
Veh 2	Car	Waiting to go ahead but held up	from S to N	No Skid	Impact: Back	Male Aged Between 35-44
Cas 1	Driver or Rider	of veh 2 Slight Male	Aged between 35-44			
Cas 2	Passenger	of veh 2 Slight Male	Aged between 25-34			

V1 FAILED TO JUDGE V2 SPEED AT ROUNDABOUT JUNCTION AND COLLIDED WITH REAR OF V1 CAUSING MINOR DAMAGE AND SLIGHT INJURY.

Accident 12 of 15 1602797 Severity: Slight Fri 13/05/2016 at 07:44 on the U Police Officer Attend: Yes

U ROWAN WAY BOGNOR REGIS AT JUNCTION OF A29 OUTSIDE ON APPROACH TO R/A

Light: Light - Weather: Fine - Road Surface: Dry - Speed Limit: 40mph

Easting / Northing 493990 / 101325

Veh 1	Car	O/T moving veh on its O/S	from W to E	No Skid	Impact: Offside	Male Aged Between 35-44
Veh 2	M/cycle > 500cc	Stopping	from W to E	No Skid	Impact: Offside	Male Aged Between 25-34
Cas 1	Driver or Rider	of veh 2	Slight Male	Aged between	25-34	

V1 MOTOR CAR TRAVELLING EASTBOUND ON ROWAN WAY MOVED TO OFFSIDE ON APPROACH ON R/A TO PASS WAITING VEHICLES. V2 MOTORCYCLE ALSO TRAVELLING ROWAN WAY FILTERING PASS WAITING VEHICLES ON OFFSIDE APPROACH ALSO, AS V1 MOVED OUT TO BEGIN PASSING WAITING TRAFFIC COLLIDED WITH V2 CAUSING MINOR INJURY HIP OF RIDER.

Accident 13 of 15 1604445 Severity: Slight Sat 23/07/2016 at 18:02 on the A29 Police Officer Attend: No

A29 BOGNOR REGIS AT JUNCTION OF U ROWAN WAY

Light: Light - Weather: Fine - Road Surface: Dry - Speed Limit: 40mph

Easting / Northing 493993 / 101337

Veh 1	Car	Waiting to go ahead but held up	from W to E	No Skid	Impact: Back	Male Aged Between 25-34
Veh 2	Car	Waiting to go ahead but held up	from W to E	No Skid	Impact: Front	Female Aged Between 25-34
Cas 1	Driver or Rider	of veh 1	Slight Male	Aged between	25-34	
Cas 2	Driver or Rider	of veh 2	Slight Female	Aged between	25-34	
Cas 3	Passenger	of veh 2	Slight Male	Aged between	25-34	
Cas 4	Passenger	of veh 2	Slight Male	Aged between	0-9	
Cas 5	Passenger	of veh 2	Slight Male	Aged between	10-16	
Cas 6	Passenger	of veh 2	Slight Male	Aged between	10-16	

STATIONARY V2, AT ROUNDABOUT, STRUCK FROM BEHIND BY V1 ENTERING SAME ROUNDABOUT

Accident 14 of 15 1604523 Severity: Slight Wed 27/07/2016 at 12:45 on the A29 Police Officer Attend: No

A29 SHRIPNEY ROAD BOGNOR REGIS AT JUNCTION OF U ROWAN WAY OUTSIDE MCDONALDS ROUNDABOUT

Light: Light - Weather: Fine - Road Surface: Dry - Speed Limit: 40mph

Easting / Northing 494054 / 101375

Veh 1	Car	Going ahead other	from N to S	No Skid	Impact: Front	Male Aged Between 65-74
Veh 2	Car	Going ahead other	from N to S	No Skid	Impact: Back	Male Aged Between 45-54
Cas 1	Passenger	of veh 2	Slight Female	Aged between	35-44	

V2 HAS APPROACHED THE ROUNDABOUT AND COME TO A STOP. V1 HAS THEN STARTED TO MOVE ONTO THE ROUNDABOUT AND STOPPED AGAIN. V1 WHICH WAS BEHIND V2 HAS DRIVEN INTO THE REAR OF V2 AT SLOW SPEED. I SURMISE THAT THE DRIVER OF V1 EXPECTED V2 TO CONTINUE ONTO THEROUNDABOUT AND DID NOT EXPECT IT TO STOP AGAIN.

Accident 15 of 15 1604943 Severity: Slight Tue 16/08/2016 at 13:34 on the A29 Police Officer Attend: Yes

A29 SHRIPNEY ROAD BOGNOR REGIS 80M SOUTH OF U ROWAN WAY

Light: Light - Weather: Fine - Road Surface: Dry - Speed Limit: 40mph

Easting / Northing 494036 / 101218

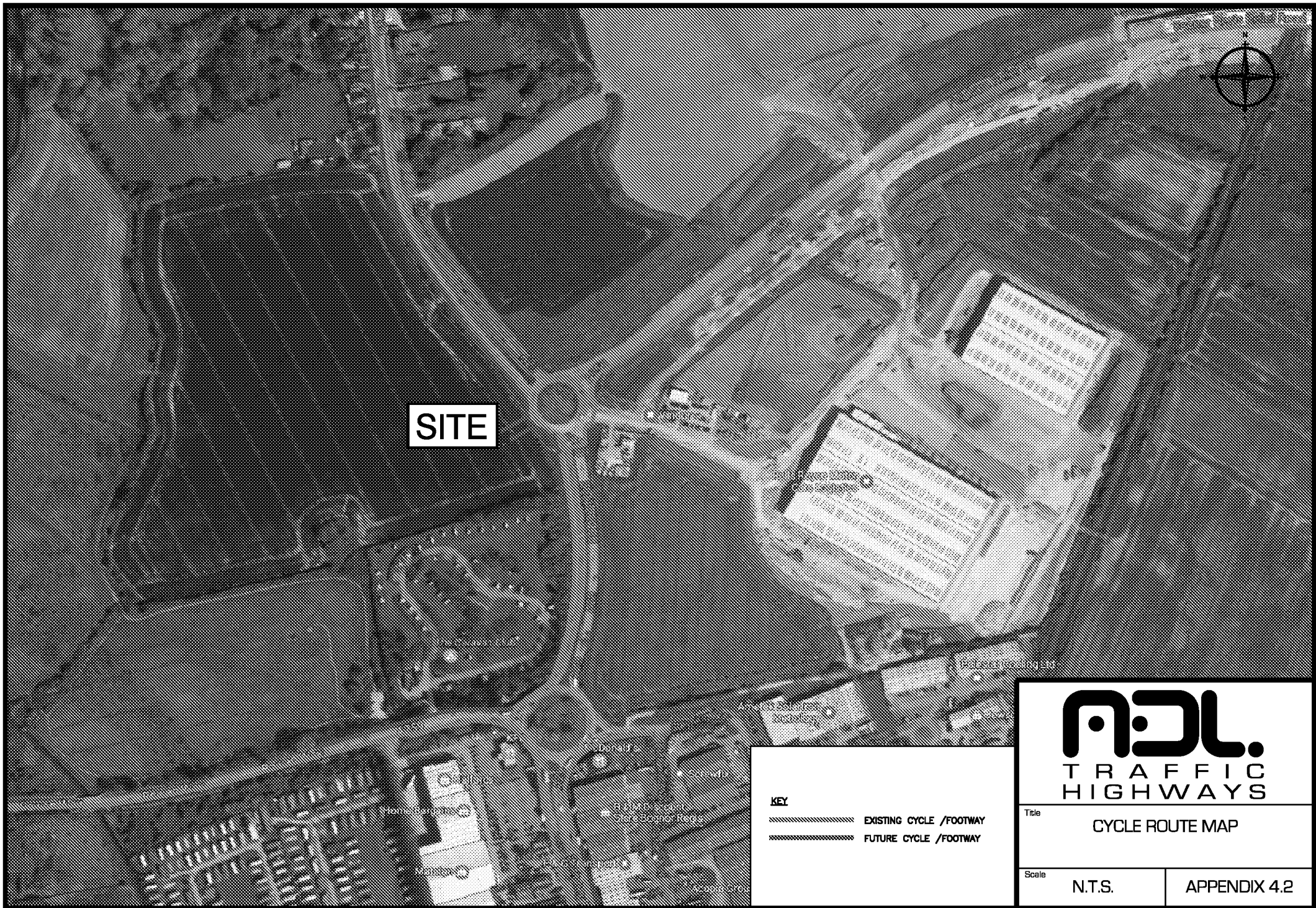
Veh 1	Car	Starting			from SE to N	No Skid	Impact: Front	Female Aged Between 17-24
Veh 2	Car	Going ahead other			from SE to N	No Skid	Impact: Nearside	Female Aged Between 65-74
Cas 1	Driver or Rider	of veh 2	Slight	Female	Aged between	65-74		

VEHICLE 2 WAS TRAVELLING IN LANE 1 NORTHBOUND ON THE A29 SHRIPNEY ROAD TOWARDS A ROUNDABOUT. VEHICLE 1 WAS STATIONARY JUST OFF THE ROAD OUTSIDE A CAR GARAGE AND IN THE PROCESS OF REJOINING THE TRAFFIC THE DRIVERS FOOT SLIPPED OFF THE CLUTCH AND THE VEHICLE WENT INTO THE REAR NEARSIDE OF VEHICLE 2 CAUSING MINOR INJURIES TO THE DRIVER.

APPENDIX 4.0

ACCESSIBILITY

4.1	Pedestrian Route Map
4.2	Cycle Route Map
4.3	Bus Stop Location Plan
4.4	Bus Routes

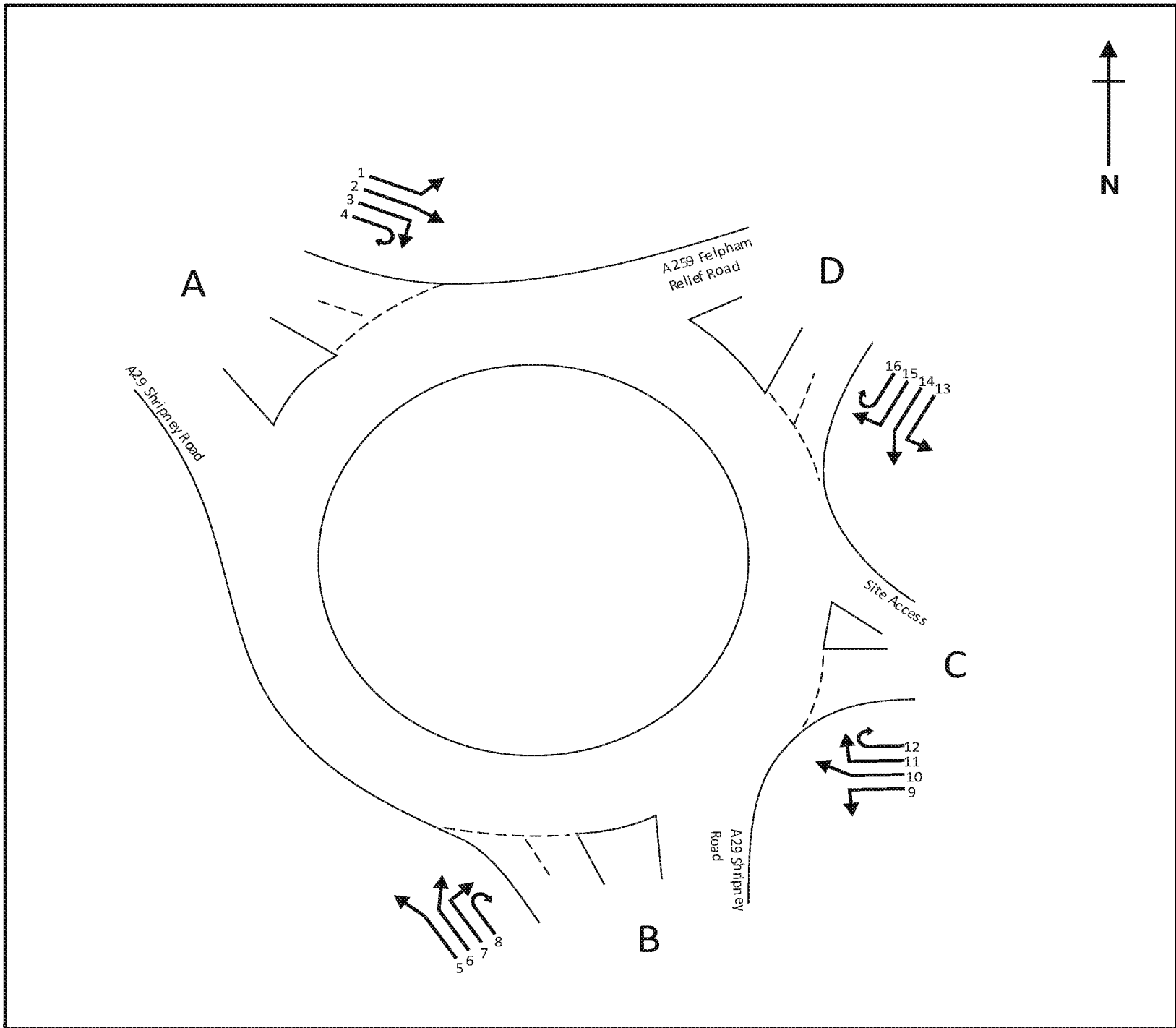


Route map for Compass Travel service 66 (outbound)



Appendix 4.4

2018 TRAFFIC SURVEY: SATURDAY 23rd JUNE 2018



For and on behalf of:



BOGNOR REGIS

Saturday 23 June 2018

1000-1600

Drawing N°: 23140 - 01

Site: 1

Location: A29 Shripney Road /
Site Access /
A259 Felpham Relief Road

MANUAL CLASSIFIED COUNTS



JOB REF: 23140

JOB NAME: BOGNOR REGIS

SITE: 1

LOCATION: A29 SHRIPNEY ROAD / SITE ACCESS / A259 FELPHAM RELIEF ROAD

DATE: 23/06/2018

DAY: SATURDAY

TIME	MOVEMENT 1								MOVEMENT 2							
	FROM A29 SHRIPNEY ROAD (NW) TO A259 FELPHAM RELIEF ROAD								FROM A29 SHRIPNEY ROAD (NW) TO SITE ACCESS							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
10:00	10	1	0	0	0	0	0	11	0	0	0	0	0	0	0	0
10:15	9	2	0	0	0	0	0	11	0	0	0	0	0	0	0	0
10:30	10	1	0	0	0	0	2	13	0	0	0	0	0	0	0	0
10:45	14	1	0	0	0	0	0	15	0	0	0	0	0	0	0	0
11:00	9	2	0	0	0	1	0	12	0	0	0	0	0	0	0	0
11:15	7	0	0	0	0	0	0	7	0	0	0	0	0	1	1	1
11:30	20	0	1	0	0	1	0	22	0	0	0	0	0	0	0	0
11:45	10	2	0	0	0	0	0	12	0	0	0	0	0	0	0	0
12:00	13	1	0	0	0	1	0	15	0	0	0	0	0	0	0	0
12:15	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0
12:30	11	1	0	0	0	1	0	13	0	0	0	0	0	0	0	0
12:45	12	2	1	0	0	0	0	15	0	0	0	0	0	0	0	0
13:00	8	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0
13:15	15	0	0	0	0	0	0	15	0	0	0	0	0	0	0	0
13:30	13	0	0	0	0	0	0	13	0	0	0	0	0	0	0	0
13:45	11	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0
14:00	17	0	0	0	0	1	0	18	0	0	0	0	0	0	0	0
14:15	8	1	0	0	0	0	0	9	0	0	0	0	0	0	0	0
14:30	11	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0
14:45	12	2	0	0	0	0	1	15	0	0	0	0	0	0	0	0
15:00	15	1	0	0	0	1	0	17	0	0	0	0	0	0	0	0
15:15	8	1	0	0	0	0	2	11	0	0	0	0	0	0	0	0
15:30	13	1	0	0	0	0	0	14	0	0	0	0	0	0	0	0
15:45	14	1	0	0	0	0	0	15	0	0	0	0	0	0	0	0

MANUAL CLASSIFIED COUNTS



JOB REF: 23140

JOB NAME: BOGNOR REGIS

SITE: 1

LOCATION: A29 SHRIPNEY ROAD / SITE ACCESS / A259 FELPHAM RELIEF ROAD

DATE: 23/06/2018

DAY: SATURDAY

TIME	MOVEMENT 3								MOVEMENT 4							
	FROM A29 SHRIPNEY ROAD (NW) TO A29 SHRIPNEY ROAD (S)								FROM A29 SHRIPNEY ROAD (NW) TO A29 SHRIPNEY ROAD (NW)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
10:00	97	6	2	0	0	1	0	106	1	0	0	0	0	0	0	1
10:15	110	9	0	0	0	0	0	119	0	0	0	0	0	0	0	0
10:30	118	15	2	0	0	1	1	137	1	0	0	0	0	0	0	1
10:45	123	9	3	0	0	1	1	137	0	0	0	0	0	0	0	0
11:00	115	10	2	0	0	0	1	128	1	0	0	0	0	0	0	1
11:15	112	10	2	0	1	1	0	126	1	0	0	0	0	0	0	1
11:30	134	14	2	0	0	1	1	152	0	0	0	0	0	0	0	0
11:45	96	13	0	0	0	3	0	112	0	0	0	0	0	0	0	0
12:00	91	12	2	0	0	0	0	105	0	0	0	0	0	0	0	0
12:15	95	10	1	0	0	0	1	107	0	0	0	0	0	0	0	0
12:30	102	10	0	0	0	1	0	113	0	0	0	0	0	0	0	0
12:45	86	6	1	0	0	1	0	94	1	0	0	0	0	0	0	1
13:00	122	7	1	1	0	3	0	134	0	0	0	0	0	0	0	0
13:15	110	8	0	0	0	0	0	118	0	0	0	0	0	0	0	0
13:30	102	10	0	0	1	1	0	114	0	0	0	0	0	0	0	0
13:45	112	10	1	1	0	0	0	124	0	0	0	0	0	0	0	0
14:00	115	5	0	0	0	2	1	123	0	0	0	0	0	0	0	0
14:15	103	12	2	0	0	4	0	121	0	0	0	0	0	0	0	0
14:30	120	8	1	0	0	1	0	130	0	0	0	0	0	0	0	0
14:45	82	10	0	0	0	1	0	93	0	0	0	0	0	0	0	0
15:00	99	7	1	0	0	2	0	109	0	0	0	0	0	0	0	0
15:15	103	13	1	0	0	2	0	119	0	0	0	0	0	0	0	0
15:30	102	6	1	0	1	1	0	111	0	0	0	0	0	0	0	0
15:45	88	6	0	0	0	1	0	95	0	0	0	0	0	0	0	0

MANUAL CLASSIFIED COUNTS



JOB REF: 23140

JOB NAME: BOGNOR REGIS

SITE: 1

LOCATION: A29 SHRIPNEY ROAD / SITE ACCESS / A259 FELPHAM RELIEF ROAD

DATE: 23/06/2018

DAY: SATURDAY

TIME	MOVEMENT 5								MOVEMENT 6							
	FROM A29 SHRIPNEY ROAD (S) TO A29 SHRIPNEY ROAD (NW)								FROM A29 SHRIPNEY ROAD (S) TO A259 FELPHAM RELIEF ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
10:00	115	12	1	0	0	2	0	130	105	9	2	0	0	1	0	117
10:15	114	10	2	0	1	3	0	130	140	10	0	1	0	1	0	152
10:30	98	9	4	0	0	2	0	113	118	14	4	1	0	1	1	139
10:45	102	12	2	0	0	4	1	121	126	17	0	2	0	3	0	148
11:00	100	10	0	0	0	1	0	111	125	13	1	0	0	0	0	139
11:15	116	11	0	1	0	4	0	132	112	14	0	0	0	2	0	128
11:30	116	15	0	1	0	2	0	134	170	16	1	0	0	2	1	190
11:45	129	12	1	0	0	2	1	145	142	14	1	0	0	5	2	164
12:00	122	13	1	0	0	3	0	139	161	12	0	0	0	0	0	173
12:15	120	12	1	1	0	1	0	135	136	14	2	1	0	5	0	158
12:30	109	8	0	0	0	3	0	120	148	17	4	0	0	1	0	170
12:45	98	9	0	0	1	0	0	108	148	19	1	0	0	2	0	170
13:00	101	13	2	0	0	3	0	119	130	11	1	0	0	0	1	143
13:15	115	6	7	0	0	0	1	129	145	15	1	0	0	3	1	165
13:30	97	5	2	0	0	3	1	108	139	6	1	0	0	1	0	147
13:45	81	5	3	2	0	2	0	93	136	6	0	0	0	5	0	147
14:00	101	7	2	0	0	2	0	112	120	9	1	1	1	1	0	133
14:15	96	8	3	0	0	2	0	109	121	15	2	1	0	0	0	139
14:30	108	8	0	0	0	2	0	118	111	7	2	0	1	0	0	121
14:45	106	6	0	0	1	5	0	118	126	9	1	0	0	1	0	137
15:00	109	10	1	0	0	2	0	122	141	12	0	1	0	1	0	155
15:15	97	8	0	0	0	1	0	106	150	12	3	0	0	1	0	166
15:30	93	4	1	1	0	3	0	102	127	8	2	0	0	2	0	139
15:45	89	9	1	0	0	3	0	102	156	11	1	0	0	1	0	169

602

717

MANUAL CLASSIFIED COUNTS



JOB REF: 23140

JOB NAME: BOGNOR REGIS

SITE: 1

DATE: 23/06/2018

LOCATION: A29 SHRIPNEY ROAD / SITE ACCESS / A259 FELPHAM RELIEF ROAD

DAY: SATURDAY

TIME	MOVEMENT 7								MOVEMENT 8							
	FROM A29 SHRIPNEY ROAD (S) TO SITE ACCESS								FROM A29 SHRIPNEY ROAD (S) TO A29 SHRIPNEY ROAD (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	1	0	0	1	0	0	0	2	0	0	0	0	0	1	0	1
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	1	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0
11:30	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
12:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2
14:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
14:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
14:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
15:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

MANUAL CLASSIFIED COUNTS



JOB REF: 23140

JOB NAME: BOGNOR REGIS

SITE: 1

LOCATION: A29 SHRIPNEY ROAD / SITE ACCESS / A259 FELPHAM RELIEF ROAD

DATE: 23/06/2018

DAY: SATURDAY

TIME	MOVEMENT 9								MOVEMENT 10							
	FROM SITE ACCESS TO A29 SHRIPNEY ROAD (S)								FROM SITE ACCESS TO A29 SHRIPNEY ROAD (NW)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
10:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
10:15	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
10:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	3	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1
11:45	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
12:00	5	1	0	0	0	1	0	7	0	0	0	0	0	0	0	0
12:15	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0
14:15	1	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
15:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
15:30	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

MANUAL CLASSIFIED COUNTS



JOB REF: 23140

JOB NAME: BOGNOR REGIS

SITE: 1

LOCATION: A29 SHRIPNEY ROAD / SITE ACCESS / A259 FELPHAM RELIEF ROAD

DATE: 23/06/2018

DAY: SATURDAY

TIME	MOVEMENT 11								MOVEMENT 12							
	FROM SITE ACCESS TO A259 FELPHAM RELIEF ROAD								FROM SITE ACCESS TO SITE ACCESS							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

MANUAL CLASSIFIED COUNTS



JOB REF: 23140

JOB NAME: BOGNOR REGIS

SITE: 1

LOCATION: A29 SHRIPNEY ROAD / SITE ACCESS / A259 FELPHAM RELIEF ROAD

DATE: 23/06/2018

DAY: SATURDAY

TIME	MOVEMENT 13								MOVEMENT 14							
	FROM A259 FELPHAM RELIEF ROAD TO SITE ACCESS								FROM A259 FELPHAM RELIEF ROAD TO A29 SHRIPNEY ROAD (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
10:00	0	0	0	0	0	0	0	0	154	14	2	0	0	2	1	173
10:15	0	0	0	0	0	0	0	0	147	9	2	0	0	5	0	163
10:30	0	0	0	0	0	0	0	0	144	10	3	0	0	3	0	160
10:45	0	0	0	0	0	0	0	0	137	11	1	0	0	2	0	151
11:00	0	0	0	0	0	0	0	0	162	24	0	1	0	1	0	188
11:15	0	0	0	0	0	0	0	0	158	14	4	0	0	1	0	177
11:30	2	0	0	0	0	0	0	2	149	9	3	0	0	2	0	163
11:45	1	0	0	0	0	0	0	1	175	14	2	0	0	1	0	192
12:00	0	1	0	1	0	0	0	2	163	19	1	1	0	2	0	186
12:15	0	0	0	0	0	0	0	0	140	25	4	1	0	3	1	174
12:30	0	0	0	0	0	0	0	0	144	12	0	0	0	2	1	159
12:45	1	0	0	0	0	0	0	1	154	15	4	0	0	2	0	175
13:00	0	0	0	0	0	0	0	0	151	10	3	0	1	6	0	171
13:15	0	0	0	0	0	0	0	0	161	9	0	0	0	1	0	171
13:30	0	0	0	0	0	0	0	0	106	14	1	0	0	1	0	122
13:45	0	0	0	0	0	0	0	0	143	8	0	0	0	0	0	151
14:00	0	0	0	0	0	0	0	0	180	13	4	0	0	1	0	198
14:15	0	0	0	0	0	0	0	0	160	10	2	0	0	2	0	174
14:30	0	0	0	0	0	0	0	0	141	9	1	0	0	0	0	151
14:45	1	0	0	0	0	0	0	1	153	13	5	1	0	0	0	172
15:00	0	0	0	0	0	0	0	0	155	12	0	1	0	2	0	170
15:15	1	0	0	0	0	0	0	1	135	9	0	0	0	1	0	145
15:30	0	0	0	0	0	0	0	0	163	7	1	1	0	5	0	177
15:45	1	0	0	0	0	0	0	1	135	6	1	0	0	0	0	142

MANUAL CLASSIFIED COUNTS



JOB REF: 23140

JOB NAME: BOGNOR REGIS

SITE: 1

LOCATION: A29 SHRIPNEY ROAD / SITE ACCESS / A259 FELPHAM RELIEF ROAD

DATE: 23/06/2018

DAY: SATURDAY

TIME	MOVEMENT 15								MOVEMENT 16							
	FROM A259 FELPHAM RELIEF ROAD TO A29 SHRIPNEY ROAD (NW)								FROM A259 FELPHAM RELIEF ROAD TO A259 FELPHAM RELIEF ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
10:00	10	1	0	0	0	0	0	11	0	0	0	0	0	0	0	0
10:15	13	1	0	0	0	0	0	14	0	0	0	0	0	0	0	0
10:30	16	1	1	0	0	0	0	18	0	0	0	0	0	0	0	0
10:45	11	3	0	0	0	0	0	14	1	0	0	0	0	0	0	1
11:00	7	1	0	0	0	0	0	8	0	0	0	0	0	0	0	0
11:15	18	0	1	0	0	0	0	19	0	0	0	0	0	0	0	0
11:30	8	1	0	0	0	0	0	9	0	0	0	0	0	0	0	0
11:45	10	2	0	0	0	1	0	13	0	0	0	0	0	0	0	0
12:00	22	0	0	0	0	0	0	22	2	0	0	0	0	0	0	2
12:15	15	2	0	0	0	0	0	17	0	0	0	0	0	0	0	0
12:30	7	0	0	0	0	0	0	7	1	0	0	0	0	0	0	1
12:45	15	0	0	0	0	0	0	15	0	0	0	0	0	0	0	0
13:00	11	1	0	0	0	0	2	14	0	0	0	0	0	0	0	0
13:15	9	3	1	0	0	1	0	14	1	0	0	0	0	0	0	1
13:30	14	2	1	0	0	0	0	17	0	0	0	0	0	0	0	0
13:45	8	2	0	0	0	0	0	10	2	0	0	0	0	0	0	2
14:00	8	2	0	0	0	0	0	10	0	0	0	0	0	0	0	0
14:15	15	1	0	0	0	0	0	16	0	0	0	0	0	0	0	0
14:30	11	0	0	0	0	1	1	13	0	0	0	0	0	0	0	0
14:45	13	0	0	0	0	0	0	13	2	0	0	0	0	0	0	2
15:00	12	0	0	0	0	0	0	12	0	0	0	0	0	0	0	0
15:15	5	1	0	0	0	0	0	6	0	0	0	0	0	0	0	0
15:30	8	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0
15:45	7	0	0	0	0	0	0	7	1	0	0	0	0	0	0	1

MANUAL CLASSIFIED COUNTS



JOB REF: 23140

JOB NAME: BOGNOR REGIS

SITE: 1

LOCATION: A29 SHRIPNEY ROAD / SITE ACCESS / A259 FELPHAM RELIEF ROAD

DATE: 23/06/2018

DAY: SATURDAY

TIME	TO ARM A								FROM ARM A							
	A29 SHRIPNEY ROAD (NW)								A29 SHRIPNEY ROAD (NW)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
10:00	126	13	1	0	0	2	0	142	108	7	2	0	0	1	0	118
10:15	127	11	2	0	1	3	0	144	119	11	0	0	0	0	0	130
10:30	115	10	5	0	0	2	0	132	129	16	2	0	0	1	3	151
10:45	113	15	2	0	0	4	1	135	137	10	3	0	0	1	1	152
11:00	108	11	0	0	0	1	0	120	125	12	2	0	0	1	1	141
11:15	135	11	1	1	0	4	0	152	120	10	2	0	1	1	1	135
11:30	125	16	0	1	0	2	0	144	154	14	3	0	0	2	1	174
11:45	139	14	1	0	0	3	1	158	106	15	0	0	0	3	0	124
12:00	144	13	1	0	0	3	0	161	104	13	2	0	0	1	0	120
12:15	135	14	1	1	0	1	0	152	105	10	1	0	0	0	1	117
12:30	116	8	0	0	0	3	0	127	113	11	0	0	0	2	0	126
12:45	114	9	0	0	1	0	0	124	99	8	2	0	0	1	0	110
13:00	112	14	2	0	0	3	2	133	130	7	1	1	0	3	0	142
13:15	124	9	8	0	0	1	1	143	125	8	0	0	0	0	0	133
13:30	111	7	3	0	0	3	1	125	115	10	0	0	1	1	0	127
13:45	89	7	3	2	0	2	0	103	123	10	1	1	0	0	0	135
14:00	109	9	2	0	0	2	0	122	132	5	0	0	0	3	1	141
14:15	111	9	3	0	0	2	0	125	111	13	2	0	0	4	0	130
14:30	119	8	0	0	0	3	1	131	131	8	1	0	0	1	0	141
14:45	119	6	0	0	1	5	0	131	94	12	0	0	0	1	1	108
15:00	121	10	1	0	0	2	0	134	114	8	1	0	0	3	0	126
15:15	102	9	0	0	0	1	0	112	111	14	1	0	0	2	2	130
15:30	101	4	1	1	0	3	0	110	115	7	1	0	1	1	0	125
15:45	96	9	1	0	0	3	0	109	102	7	0	0	0	1	0	110

TO ARM A IS TOTAL OF MOVEMENTS 4, 5, 10, 15

MANUAL CLASSIFIED COUNTS



JOB REF: 23140

JOB NAME: BOGNOR REGIS

SITE: 1

LOCATION: A29 SHRIPNEY ROAD / SITE ACCESS / A259 FELPHAM RELIEF ROAD

DATE: 23/06/2018

DAY: SATURDAY

TIME	TO ARM B A29 SHRIPNEY ROAD (5)								FROM ARM B A29 SHRIPNEY ROAD (5)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
10:00	252	20	4	0	0	3	1	280	220	21	3	0	0	3	0	247
10:15	257	18	2	1	0	5	0	283	254	20	2	1	1	4	0	282
10:30	263	25	5	0	0	5	1	299	217	23	8	2	0	4	1	255
10:45	260	20	4	0	0	3	1	288	228	29	2	2	0	7	1	269
11:00	278	34	2	1	0	1	1	317	225	23	1	0	0	1	0	250
11:15	270	24	6	0	1	2	0	303	229	25	0	2	0	6	0	262
11:30	286	23	5	0	0	3	1	318	288	31	1	1	0	4	1	326
11:45	276	27	2	0	0	4	0	309	272	26	2	0	0	7	3	310
12:00	260	32	3	1	0	3	0	299	284	25	1	0	0	3	0	313
12:15	235	35	5	2	0	3	2	282	256	26	3	2	0	6	0	293
12:30	246	22	0	0	0	3	1	272	257	25	4	0	0	4	0	290
12:45	241	21	5	0	0	3	0	270	246	28	1	0	1	2	0	278
13:00	274	17	4	1	1	9	0	306	232	24	3	0	0	3	1	263
13:15	271	17	0	0	0	1	0	289	260	21	8	0	0	3	2	294
13:30	210	24	1	0	1	2	0	238	236	11	3	0	0	4	1	255
13:45	255	18	1	1	0	0	0	275	217	11	3	2	0	7	0	240
14:00	307	18	4	0	0	3	1	333	224	16	3	1	1	3	0	248
14:15	265	22	4	0	0	6	1	298	218	23	5	1	0	2	0	249
14:30	262	17	2	0	0	1	0	282	220	15	2	0	1	2	0	240
14:45	237	23	5	1	0	1	0	267	233	15	1	0	1	6	0	256
15:00	256	19	1	1	0	4	0	281	251	22	1	1	0	3	0	278
15:15	238	22	1	0	0	3	1	265	247	20	3	0	0	2	0	272
15:30	268	13	2	1	1	6	0	291	221	12	3	1	0	5	0	242
15:45	223	12	1	0	0	1	0	237	245	20	2	0	0	4	0	271

TO ARM B IS TOTAL OF MOVEMENTS 3, 8, 9, 14

MANUAL CLASSIFIED COUNTS



JOB REF: 23140

JOB NAME: BOGNOR REGIS

SITE: 1

DATE: 23/06/2018

LOCATION: A29 SHRIPNEY ROAD / SITE ACCESS / A259 FELPHAM RELIEF ROAD

DAY: SATURDAY

TIME	TO ARM C SITE ACCESS								FROM ARM C SITE ACCESS							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
10:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
10:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
10:30	1	0	0	1	0	0	0	2	1	0	0	0	0	0	0	1
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
11:15	1	0	0	1	0	0	1	3	0	0	0	0	0	0	0	0
11:30	4	0	0	0	0	0	0	4	4	0	0	0	0	0	0	4
11:45	1	0	0	0	0	0	0	1	4	0	0	0	0	0	0	4
12:00	0	1	0	1	0	0	0	2	5	1	0	0	0	1	0	7
12:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	1	0	0	0	0	0	0	1	10	0	0	0	0	0	0	10
14:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	2
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
15:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
15:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
15:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
15:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0

TO ARM C IS TOTAL OF MOVEMENTS 2, 7, 12, 13

MANUAL CLASSIFIED COUNTS



JOB REF: 23140

JOB NAME: BOGNOR REGIS

SITE: 1

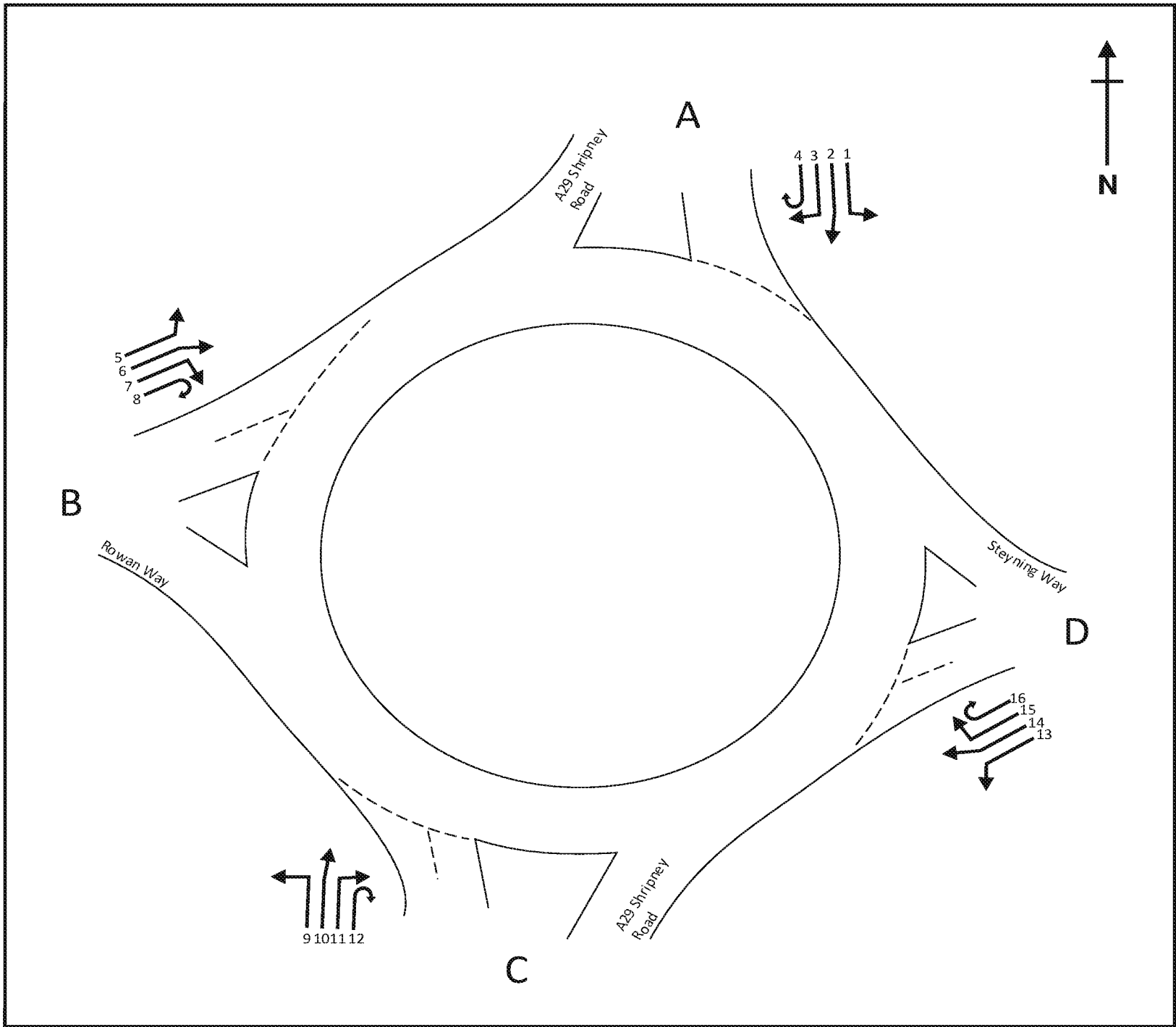
LOCATION: A29 SHRIPNEY ROAD / SITE ACCESS / A259 FELPHAM RELIEF ROAD

DATE: 23/06/2018

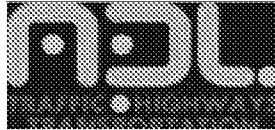
DAY: SATURDAY

TIME	TO ARM D								FROM ARM D							
	A259 FELPHAM RELIEF ROAD								A259 FELPHAM RELIEF ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
10:00	115	10	2	0	0	1	0	128	164	15	2	0	0	2	1	184
10:15	149	12	0	1	0	1	0	163	160	10	2	0	0	5	0	177
10:30	128	15	4	1	0	1	3	152	160	11	4	0	0	3	0	178
10:45	141	18	0	2	0	3	0	164	149	14	1	0	0	2	0	166
11:00	135	15	1	0	0	1	0	152	169	25	0	1	0	1	0	196
11:15	119	14	0	0	0	2	0	135	176	14	5	0	0	1	0	196
11:30	190	16	2	0	0	3	1	212	159	10	3	0	0	2	0	174
11:45	152	16	1	0	0	5	2	176	186	16	2	0	0	2	0	206
12:00	176	13	0	0	0	1	0	190	187	20	1	2	0	2	0	212
12:15	146	14	2	1	0	5	0	168	155	27	4	1	0	3	1	191
12:30	160	18	4	0	0	2	0	184	152	12	0	0	0	2	1	167
12:45	160	21	2	0	0	2	0	185	170	15	4	0	0	2	0	191
13:00	138	11	1	0	0	0	1	151	162	11	3	0	1	6	2	185
13:15	161	15	1	0	0	3	1	181	171	12	1	0	0	2	0	186
13:30	152	6	1	0	0	1	0	160	120	16	2	0	0	1	0	139
13:45	149	6	0	0	0	5	0	160	153	10	0	0	0	0	0	163
14:00	137	9	1	1	1	2	0	151	188	15	4	0	0	1	0	208
14:15	129	16	2	1	0	0	0	148	175	11	2	0	0	2	0	190
14:30	122	7	2	0	1	0	0	132	152	9	1	0	0	1	1	164
14:45	140	11	1	0	0	1	1	154	169	13	5	1	0	0	0	188
15:00	156	13	0	1	0	2	0	172	167	12	0	1	0	2	0	182
15:15	158	13	3	0	0	1	2	177	141	10	0	0	0	1	0	152
15:30	140	9	2	0	0	2	0	153	171	7	1	1	0	5	0	185
15:45	171	12	1	0	0	1	0	185	144	6	1	0	0	0	0	151

TO ARM D IS TOTAL OF MOVEMENTS 1, 6, 11, 16



For and on behalf of:



BOGNOR REGIS

Saturday 23 June 2018

1000-1600

Drawing N°: 23140 - 02

Site: 2

Location: A29 Shipney Road /
Rowan Way /
Steyning Way

MANUAL CLASSIFIED COUNTS



JOB REF: 23140

JOB NAME: BOGNOR REGIS

SITE: 1

LOCATION: A29 SHRIPNEY ROAD / SITE ACCESS / A259 FELPHAM RELIEF ROAD

DATE: 23/06/2018

DAY: SATURDAY

TIME	MOVEMENT 1								MOVEMENT 2							
	FROM A29 SHRIPNEY ROAD (NW) TO A259 FELPHAM RELIEF ROAD								FROM A29 SHRIPNEY ROAD (NW) TO SITE ACCESS							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
10:00	10	1	0	0	0	0	0	11	0	0	0	0	0	0	0	0
10:15	9	2	0	0	0	0	0	11	0	0	0	0	0	0	0	0
10:30	10	1	0	0	0	0	2	13	0	0	0	0	0	0	0	0
10:45	14	1	0	0	0	0	0	15	0	0	0	0	0	0	0	0
11:00	9	2	0	0	0	1	0	12	0	0	0	0	0	0	0	0
11:15	7	0	0	0	0	0	0	7	0	0	0	0	0	0	1	1
11:30	20	0	1	0	0	1	0	22	0	0	0	0	0	0	0	0
11:45	10	2	0	0	0	0	0	12	0	0	0	0	0	0	0	0
12:00	13	1	0	0	0	1	0	15	0	0	0	0	0	0	0	0
12:15	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0
12:30	11	1	0	0	0	1	0	13	0	0	0	0	0	0	0	0
12:45	12	2	1	0	0	0	0	15	0	0	0	0	0	0	0	0
13:00	8	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0
13:15	15	0	0	0	0	0	0	15	0	0	0	0	0	0	0	0
13:30	13	0	0	0	0	0	0	13	0	0	0	0	0	0	0	0
13:45	11	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0
14:00	17	0	0	0	0	1	0	18	0	0	0	0	0	0	0	0
14:15	8	1	0	0	0	0	0	9	0	0	0	0	0	0	0	0
14:30	11	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0
14:45	12	2	0	0	0	0	1	15	0	0	0	0	0	0	0	0
15:00	15	1	0	0	0	1	0	17	0	0	0	0	0	0	0	0
15:15	8	1	0	0	0	0	2	11	0	0	0	0	0	0	0	0
15:30	13	1	0	0	0	0	0	14	0	0	0	0	0	0	0	0
15:45	14	1	0	0	0	0	0	15	0	0	0	0	0	0	0	0

MANUAL CLASSIFIED COUNTS



JOB REF: 23140

JOB NAME: BOGNOR REGIS

SITE: 1

LOCATION: A29 SHRIPNEY ROAD / SITE ACCESS / A259 FELPHAM RELIEF ROAD

DATE: 23/06/2018

DAY: SATURDAY

TIME	MOVEMENT 3								MOVEMENT 4							
	FROM A29 SHRIPNEY ROAD (NW) TO A29 SHRIPNEY ROAD (S)								FROM A29 SHRIPNEY ROAD (NW) TO A29 SHRIPNEY ROAD (NW)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
10:00	97	6	2	0	0	1	0	106	1	0	0	0	0	0	0	1
10:15	110	9	0	0	0	0	0	119	0	0	0	0	0	0	0	0
10:30	118	15	2	0	0	1	1	137	1	0	0	0	0	0	0	1
10:45	123	9	3	0	0	1	1	137	0	0	0	0	0	0	0	0
11:00	115	10	2	0	0	0	1	128	1	0	0	0	0	0	0	1
11:15	112	10	2	0	1	1	0	126	1	0	0	0	0	0	0	1
11:30	134	14	2	0	0	1	1	152	0	0	0	0	0	0	0	0
11:45	96	13	0	0	0	3	0	112	0	0	0	0	0	0	0	0
12:00	91	12	2	0	0	0	0	105	0	0	0	0	0	0	0	0
12:15	95	10	1	0	0	0	1	107	0	0	0	0	0	0	0	0
12:30	102	10	0	0	0	1	0	113	0	0	0	0	0	0	0	0
12:45	86	6	1	0	0	1	0	94	1	0	0	0	0	0	0	1
13:00	122	7	1	1	0	3	0	134	0	0	0	0	0	0	0	0
13:15	110	8	0	0	0	0	0	118	0	0	0	0	0	0	0	0
13:30	102	10	0	0	1	1	0	114	0	0	0	0	0	0	0	0
13:45	112	10	1	1	0	0	0	124	0	0	0	0	0	0	0	0
14:00	115	5	0	0	0	2	1	123	0	0	0	0	0	0	0	0
14:15	103	12	2	0	0	4	0	121	0	0	0	0	0	0	0	0
14:30	120	8	1	0	0	1	0	130	0	0	0	0	0	0	0	0
14:45	82	10	0	0	0	1	0	93	0	0	0	0	0	0	0	0
15:00	99	7	1	0	0	2	0	109	0	0	0	0	0	0	0	0
15:15	103	13	1	0	0	2	0	119	0	0	0	0	0	0	0	0
15:30	102	6	1	0	1	1	0	111	0	0	0	0	0	0	0	0
15:45	88	6	0	0	0	1	0	95	0	0	0	0	0	0	0	0

MANUAL CLASSIFIED COUNTS



JOB REF: 23140

JOB NAME: BOGNOR REGIS

SITE: 1

LOCATION: A29 SHRIPNEY ROAD / SITE ACCESS / A259 FELPHAM RELIEF ROAD

DATE: 23/06/2018

DAY: SATURDAY

TIME	MOVEMENT 5								MOVEMENT 6							
	FROM A29 SHRIPNEY ROAD (S) TO A29 SHRIPNEY ROAD (NW)								FROM A29 SHRIPNEY ROAD (S) TO A259 FELPHAM RELIEF ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
10:00	115	12	1	0	0	2	0	130	105	9	2	0	0	1	0	117
10:15	114	10	2	0	1	3	0	130	140	10	0	1	0	1	0	152
10:30	98	9	4	0	0	2	0	113	118	14	4	1	0	1	1	139
10:45	102	12	2	0	0	4	1	121	126	17	0	2	0	3	0	148
11:00	100	10	0	0	0	1	0	111	125	13	1	0	0	0	0	139
11:15	116	11	0	1	0	4	0	132	112	14	0	0	0	2	0	128
11:30	116	15	0	1	0	2	0	134	170	16	1	0	0	2	1	190
11:45	129	12	1	0	0	2	1	145	142	14	1	0	0	5	2	164
12:00	122	13	1	0	0	3	0	139	161	12	0	0	0	0	0	173
12:15	120	12	1	1	0	1	0	135	136	14	2	1	0	5	0	158
12:30	109	8	0	0	0	3	0	120	148	17	4	0	0	1	0	170
12:45	98	9	0	0	1	0	0	108	148	19	1	0	0	2	0	170
13:00	101	13	2	0	0	3	0	119	130	11	1	0	0	0	1	143
13:15	115	6	7	0	0	0	1	129	145	15	1	0	0	3	1	165
13:30	97	5	2	0	0	3	1	108	139	6	1	0	0	1	0	147
13:45	81	5	3	2	0	2	0	93	136	6	0	0	0	5	0	147
14:00	101	7	2	0	0	2	0	112	120	9	1	1	1	1	0	133
14:15	96	8	3	0	0	2	0	109	121	15	2	1	0	0	0	139
14:30	108	8	0	0	0	2	0	118	111	7	2	0	1	0	0	121
14:45	106	6	0	0	1	5	0	118	126	9	1	0	0	1	0	137
15:00	109	10	1	0	0	2	0	122	141	12	0	1	0	1	0	155
15:15	97	8	0	0	0	1	0	106	150	12	3	0	0	1	0	166
15:30	93	4	1	1	0	3	0	102	127	8	2	0	0	2	0	139
15:45	89	9	1	0	0	3	0	102	156	11	1	0	0	1	0	169

602

717

MANUAL CLASSIFIED COUNTS



JOB REF: 23140

JOB NAME: BOGNOR REGIS

SITE: 1

LOCATION: A29 SHRIPNEY ROAD / SITE ACCESS / A259 FELPHAM RELIEF ROAD

DATE: 23/06/2018

DAY: SATURDAY

TIME	MOVEMENT 7								MOVEMENT 8							
	FROM A29 SHRIPNEY ROAD (S) TO SITE ACCESS								FROM A29 SHRIPNEY ROAD (S) TO A29 SHRIPNEY ROAD (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	1	0	0	1	0	0	0	2	0	0	0	0	0	1	0	1
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	1	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0
11:30	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
12:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2
14:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
14:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
14:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
15:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

MANUAL CLASSIFIED COUNTS



JOB REF: 23140

JOB NAME: BOGNOR REGIS

SITE: 1

DATE: 23/06/2018

LOCATION: A29 SHRIPNEY ROAD / SITE ACCESS / A259 FELPHAM RELIEF ROAD

DAY: SATURDAY

TIME	MOVEMENT 9								MOVEMENT 10							
	FROM SITE ACCESS TO A29 SHRIPNEY ROAD (S)								FROM SITE ACCESS TO A29 SHRIPNEY ROAD (NW)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
10:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
10:15	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
10:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	3	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1
11:45	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
12:00	5	1	0	0	0	1	0	7	0	0	0	0	0	0	0	0
12:15	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0
14:15	1	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
15:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
15:30	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

MANUAL CLASSIFIED COUNTS



JOB REF: 23140

JOB NAME: BOGNOR REGIS

SITE: 1

LOCATION: A29 SHRIPNEY ROAD / SITE ACCESS / A259 FELPHAM RELIEF ROAD

DATE: 23/06/2018

DAY: SATURDAY

TIME	MOVEMENT 11								MOVEMENT 12							
	FROM SITE ACCESS TO A259 FELPHAM RELIEF ROAD								FROM SITE ACCESS TO SITE ACCESS							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

MANUAL CLASSIFIED COUNTS



JOB REF: 23140

JOB NAME: BOGNOR REGIS

SITE: 1

LOCATION: A29 SHRIPNEY ROAD / SITE ACCESS / A259 FELPHAM RELIEF ROAD

DATE: 23/06/2018

DAY: SATURDAY

TIME	MOVEMENT 13								MOVEMENT 14							
	FROM A259 FELPHAM RELIEF ROAD TO SITE ACCESS								FROM A259 FELPHAM RELIEF ROAD TO A29 SHRIPNEY ROAD (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
10:00	0	0	0	0	0	0	0	0	154	14	2	0	0	2	1	173
10:15	0	0	0	0	0	0	0	0	147	9	2	0	0	5	0	163
10:30	0	0	0	0	0	0	0	0	144	10	3	0	0	3	0	160
10:45	0	0	0	0	0	0	0	0	137	11	1	0	0	2	0	151
11:00	0	0	0	0	0	0	0	0	162	24	0	1	0	1	0	188
11:15	0	0	0	0	0	0	0	0	158	14	4	0	0	1	0	177
11:30	2	0	0	0	0	0	0	2	149	9	3	0	0	2	0	163
11:45	1	0	0	0	0	0	0	1	175	14	2	0	0	1	0	192
12:00	0	1	0	1	0	0	0	2	163	19	1	1	0	2	0	186
12:15	0	0	0	0	0	0	0	0	140	25	4	1	0	3	1	174
12:30	0	0	0	0	0	0	0	0	144	12	0	0	0	2	1	159
12:45	1	0	0	0	0	0	0	1	154	15	4	0	0	2	0	175
13:00	0	0	0	0	0	0	0	0	151	10	3	0	1	6	0	171
13:15	0	0	0	0	0	0	0	0	161	9	0	0	0	1	0	171
13:30	0	0	0	0	0	0	0	0	106	14	1	0	0	1	0	122
13:45	0	0	0	0	0	0	0	0	143	8	0	0	0	0	0	151
14:00	0	0	0	0	0	0	0	0	180	13	4	0	0	1	0	198
14:15	0	0	0	0	0	0	0	0	160	10	2	0	0	2	0	174
14:30	0	0	0	0	0	0	0	0	141	9	1	0	0	0	0	151
14:45	1	0	0	0	0	0	0	1	153	13	5	1	0	0	0	172
15:00	0	0	0	0	0	0	0	0	155	12	0	1	0	2	0	170
15:15	1	0	0	0	0	0	0	1	135	9	0	0	0	1	0	145
15:30	0	0	0	0	0	0	0	0	163	7	1	1	0	5	0	177
15:45	1	0	0	0	0	0	0	1	135	6	1	0	0	0	0	142

MANUAL CLASSIFIED COUNTS



JOB REF: 23140

JOB NAME: BOGNOR REGIS

SITE: 1

LOCATION: A29 SHRIPNEY ROAD / SITE ACCESS / A259 FELPHAM RELIEF ROAD

DATE: 23/06/2018

DAY: SATURDAY

TIME	MOVEMENT 15								MOVEMENT 16							
	FROM A259 FELPHAM RELIEF ROAD TO A29 SHRIPNEY ROAD (NW)								FROM A259 FELPHAM RELIEF ROAD TO A259 FELPHAM RELIEF ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
10:00	10	1	0	0	0	0	0	11	0	0	0	0	0	0	0	0
10:15	13	1	0	0	0	0	0	14	0	0	0	0	0	0	0	0
10:30	16	1	1	0	0	0	0	18	0	0	0	0	0	0	0	0
10:45	11	3	0	0	0	0	0	14	1	0	0	0	0	0	0	1
11:00	7	1	0	0	0	0	0	8	0	0	0	0	0	0	0	0
11:15	18	0	1	0	0	0	0	19	0	0	0	0	0	0	0	0
11:30	8	1	0	0	0	0	0	9	0	0	0	0	0	0	0	0
11:45	10	2	0	0	0	1	0	13	0	0	0	0	0	0	0	0
12:00	22	0	0	0	0	0	0	22	2	0	0	0	0	0	0	2
12:15	15	2	0	0	0	0	0	17	0	0	0	0	0	0	0	0
12:30	7	0	0	0	0	0	0	7	1	0	0	0	0	0	0	1
12:45	15	0	0	0	0	0	0	15	0	0	0	0	0	0	0	0
13:00	11	1	0	0	0	0	2	14	0	0	0	0	0	0	0	0
13:15	9	3	1	0	0	1	0	14	1	0	0	0	0	0	0	1
13:30	14	2	1	0	0	0	0	17	0	0	0	0	0	0	0	0
13:45	8	2	0	0	0	0	0	10	2	0	0	0	0	0	0	2
14:00	8	2	0	0	0	0	0	10	0	0	0	0	0	0	0	0
14:15	15	1	0	0	0	0	0	16	0	0	0	0	0	0	0	0
14:30	11	0	0	0	0	1	1	13	0	0	0	0	0	0	0	0
14:45	13	0	0	0	0	0	0	13	2	0	0	0	0	0	0	2
15:00	12	0	0	0	0	0	0	12	0	0	0	0	0	0	0	0
15:15	5	1	0	0	0	0	0	6	0	0	0	0	0	0	0	0
15:30	8	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0
15:45	7	0	0	0	0	0	0	7	1	0	0	0	0	0	0	1

MANUAL CLASSIFIED COUNTS



JOB REF: 23140

JOB NAME: BOGNOR REGIS

SITE: 1

LOCATION: A29 SHRIPNEY ROAD / SITE ACCESS / A259 FELPHAM RELIEF ROAD

DATE: 23/06/2018

DAY: SATURDAY

TIME	TO ARM A								FROM ARM A							
	A29 SHRIPNEY ROAD (NW)								A29 SHRIPNEY ROAD (NW)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
10:00	126	13	1	0	0	2	0	142	108	7	2	0	0	1	0	118
10:15	127	11	2	0	1	3	0	144	119	11	0	0	0	0	0	130
10:30	115	10	5	0	0	2	0	132	129	16	2	0	0	1	3	151
10:45	113	15	2	0	0	4	1	135	137	10	3	0	0	1	1	152
11:00	108	11	0	0	0	1	0	120	125	12	2	0	0	1	1	141
11:15	135	11	1	1	0	4	0	152	120	10	2	0	1	1	1	135
11:30	125	16	0	1	0	2	0	144	154	14	3	0	0	2	1	174
11:45	139	14	1	0	0	3	1	158	106	15	0	0	0	3	0	124
12:00	144	13	1	0	0	3	0	161	104	13	2	0	0	1	0	120
12:15	135	14	1	1	0	1	0	152	105	10	1	0	0	0	1	117
12:30	116	8	0	0	0	3	0	127	113	11	0	0	0	2	0	126
12:45	114	9	0	0	1	0	0	124	99	8	2	0	0	1	0	110
13:00	112	14	2	0	0	3	2	133	130	7	1	1	0	3	0	142
13:15	124	9	8	0	0	1	1	143	125	8	0	0	0	0	0	133
13:30	111	7	3	0	0	3	1	125	115	10	0	0	1	1	0	127
13:45	89	7	3	2	0	2	0	103	123	10	1	1	0	0	0	135
14:00	109	9	2	0	0	2	0	122	132	5	0	0	0	3	1	141
14:15	111	9	3	0	0	2	0	125	111	13	2	0	0	4	0	130
14:30	119	8	0	0	0	3	1	131	131	8	1	0	0	1	0	141
14:45	119	6	0	0	1	5	0	131	94	12	0	0	0	1	1	108
15:00	121	10	1	0	0	2	0	134	114	8	1	0	0	3	0	126
15:15	102	9	0	0	0	1	0	112	111	14	1	0	0	2	2	130
15:30	101	4	1	1	0	3	0	110	115	7	1	0	1	1	0	125
15:45	96	9	1	0	0	3	0	109	102	7	0	0	0	1	0	110

TO ARM A IS TOTAL OF MOVEMENTS 4, 5, 10, 15

MANUAL CLASSIFIED COUNTS



JOB REF: 23140

JOB NAME: BOGNOR REGIS

SITE: 1

LOCATION: A29 SHRIPNEY ROAD / SITE ACCESS / A259 FELPHAM RELIEF ROAD

DATE: 23/06/2018

DAY: SATURDAY

TIME	TO ARM B								FROM ARM B							
	A29 SHRIPNEY ROAD (S)								A29 SHRIPNEY ROAD (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
10:00	252	20	4	0	0	3	1	280	220	21	3	0	0	3	0	247
10:15	257	18	2	1	0	5	0	283	254	20	2	1	1	4	0	282
10:30	263	25	5	0	0	5	1	299	217	23	8	2	0	4	1	255
10:45	260	20	4	0	0	3	1	288	228	29	2	2	0	7	1	269
11:00	278	34	2	1	0	1	1	317	225	23	1	0	0	1	0	250
11:15	270	24	6	0	1	2	0	303	229	25	0	2	0	6	0	262
11:30	286	23	5	0	0	3	1	318	288	31	1	1	0	4	1	326
11:45	276	27	2	0	0	4	0	309	272	26	2	0	0	7	3	310
12:00	260	32	3	1	0	3	0	299	284	25	1	0	0	3	0	313
12:15	235	35	5	2	0	3	2	282	256	26	3	2	0	6	0	293
12:30	246	22	0	0	0	3	1	272	257	25	4	0	0	4	0	290
12:45	241	21	5	0	0	3	0	270	246	28	1	0	1	2	0	278
13:00	274	17	4	1	1	9	0	306	232	24	3	0	0	3	1	263
13:15	271	17	0	0	0	1	0	289	260	21	8	0	0	3	2	294
13:30	210	24	1	0	1	2	0	238	236	11	3	0	0	4	1	255
13:45	255	18	1	1	0	0	0	275	217	11	3	2	0	7	0	240
14:00	307	18	4	0	0	3	1	333	224	16	3	1	1	3	0	248
14:15	265	22	4	0	0	6	1	298	218	23	5	1	0	2	0	249
14:30	262	17	2	0	0	1	0	282	220	15	2	0	1	2	0	240
14:45	237	23	5	1	0	1	0	267	233	15	1	0	1	6	0	256
15:00	256	19	1	1	0	4	0	281	251	22	1	1	0	3	0	278
15:15	238	22	1	0	0	3	1	265	247	20	3	0	0	2	0	272
15:30	268	13	2	1	1	6	0	291	221	12	3	1	0	5	0	242
15:45	223	12	1	0	0	1	0	237	245	20	2	0	0	4	0	271

TO ARM B IS TOTAL OF MOVEMENTS 3, 8, 9, 14

MANUAL CLASSIFIED COUNTS



JOB REF: 23140

JOB NAME: BOGNOR REGIS

SITE: 1

DATE: 23/06/2018

LOCATION: A29 SHRIPNEY ROAD / SITE ACCESS / A259 FELPHAM RELIEF ROAD

DAY: SATURDAY

TIME	TO ARM C SITE ACCESS								FROM ARM C SITE ACCESS							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
10:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
10:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
10:30	1	0	0	1	0	0	0	2	1	0	0	0	0	0	0	1
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
11:15	1	0	0	1	0	0	1	3	0	0	0	0	0	0	0	0
11:30	4	0	0	0	0	0	0	4	4	0	0	0	0	0	0	4
11:45	1	0	0	0	0	0	0	1	4	0	0	0	0	0	0	4
12:00	0	1	0	1	0	0	0	2	5	1	0	0	0	1	0	7
12:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	1	0	0	0	0	0	0	1	10	0	0	0	0	0	0	10
14:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	2
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
15:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
15:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
15:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
15:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0

TO ARM C IS TOTAL OF MOVEMENTS 2, 7, 12, 13

MANUAL CLASSIFIED COUNTS



JOB REF: 23140

JOB NAME: BOGNOR REGIS

SITE: 1

LOCATION: A29 SHRIPNEY ROAD / SITE ACCESS / A259 FELPHAM RELIEF ROAD

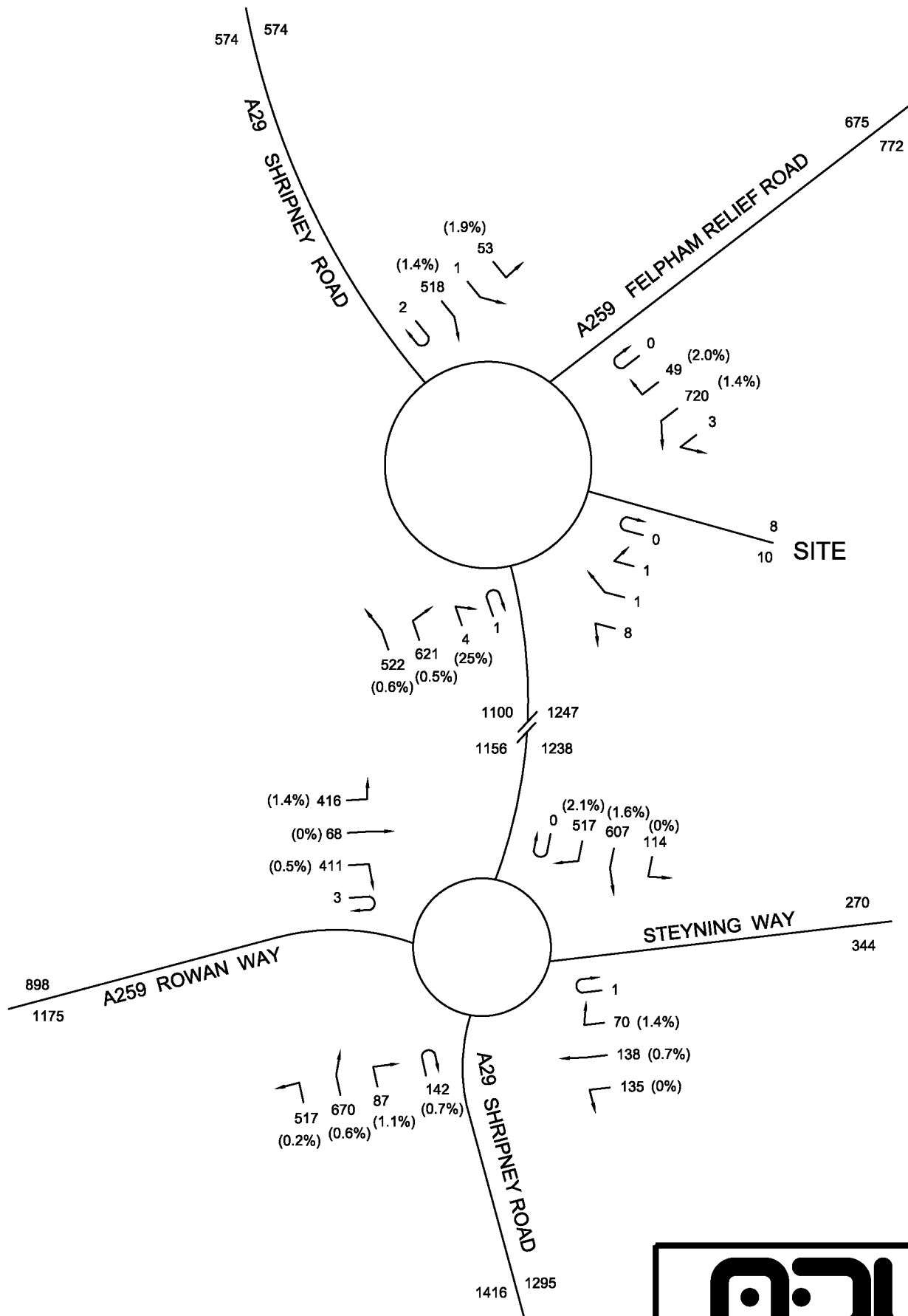
DATE: 23/06/2018

DAY: SATURDAY

TIME	TO ARM D A259 FELPHAM RELIEF ROAD								FROM ARM D A259 FELPHAM RELIEF ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
10:00	115	10	2	0	0	1	0	128	164	15	2	0	0	2	1	184
10:15	149	12	0	1	0	1	0	163	160	10	2	0	0	5	0	177
10:30	128	15	4	1	0	1	3	152	160	11	4	0	0	3	0	178
10:45	141	18	0	2	0	3	0	164	149	14	1	0	0	2	0	166
11:00	135	15	1	0	0	1	0	152	169	25	0	1	0	1	0	196
11:15	119	14	0	0	0	2	0	135	176	14	5	0	0	1	0	196
11:30	190	16	2	0	0	3	1	212	159	10	3	0	0	2	0	174
11:45	152	16	1	0	0	5	2	176	186	16	2	0	0	2	0	206
12:00	176	13	0	0	0	1	0	190	187	20	1	2	0	2	0	212
12:15	146	14	2	1	0	5	0	168	155	27	4	1	0	3	1	191
12:30	160	18	4	0	0	2	0	184	152	12	0	0	0	2	1	167
12:45	160	21	2	0	0	2	0	185	170	15	4	0	0	2	0	191
13:00	138	11	1	0	0	0	1	151	162	11	3	0	1	6	2	185
13:15	161	15	1	0	0	3	1	181	171	12	1	0	0	2	0	186
13:30	152	6	1	0	0	1	0	160	120	16	2	0	0	1	0	139
13:45	149	6	0	0	0	5	0	160	153	10	0	0	0	0	0	163
14:00	137	9	1	1	1	2	0	151	188	15	4	0	0	1	0	208
14:15	129	16	2	1	0	0	0	148	175	11	2	0	0	2	0	190
14:30	122	7	2	0	1	0	0	132	152	9	1	0	0	1	1	164
14:45	140	11	1	0	0	1	1	154	169	13	5	1	0	0	0	188
15:00	156	13	0	1	0	2	0	172	167	12	0	1	0	2	0	182
15:15	158	13	3	0	0	1	2	177	141	10	0	0	0	1	0	152
15:30	140	9	2	0	0	2	0	153	171	7	1	1	0	5	0	185
15:45	171	12	1	0	0	1	0	185	144	6	1	0	0	0	0	151

TO ARM D IS TOTAL OF MOVEMENTS 1, 6, 11, 16

2018 SATURDAY PEAK HOUR FLOWS

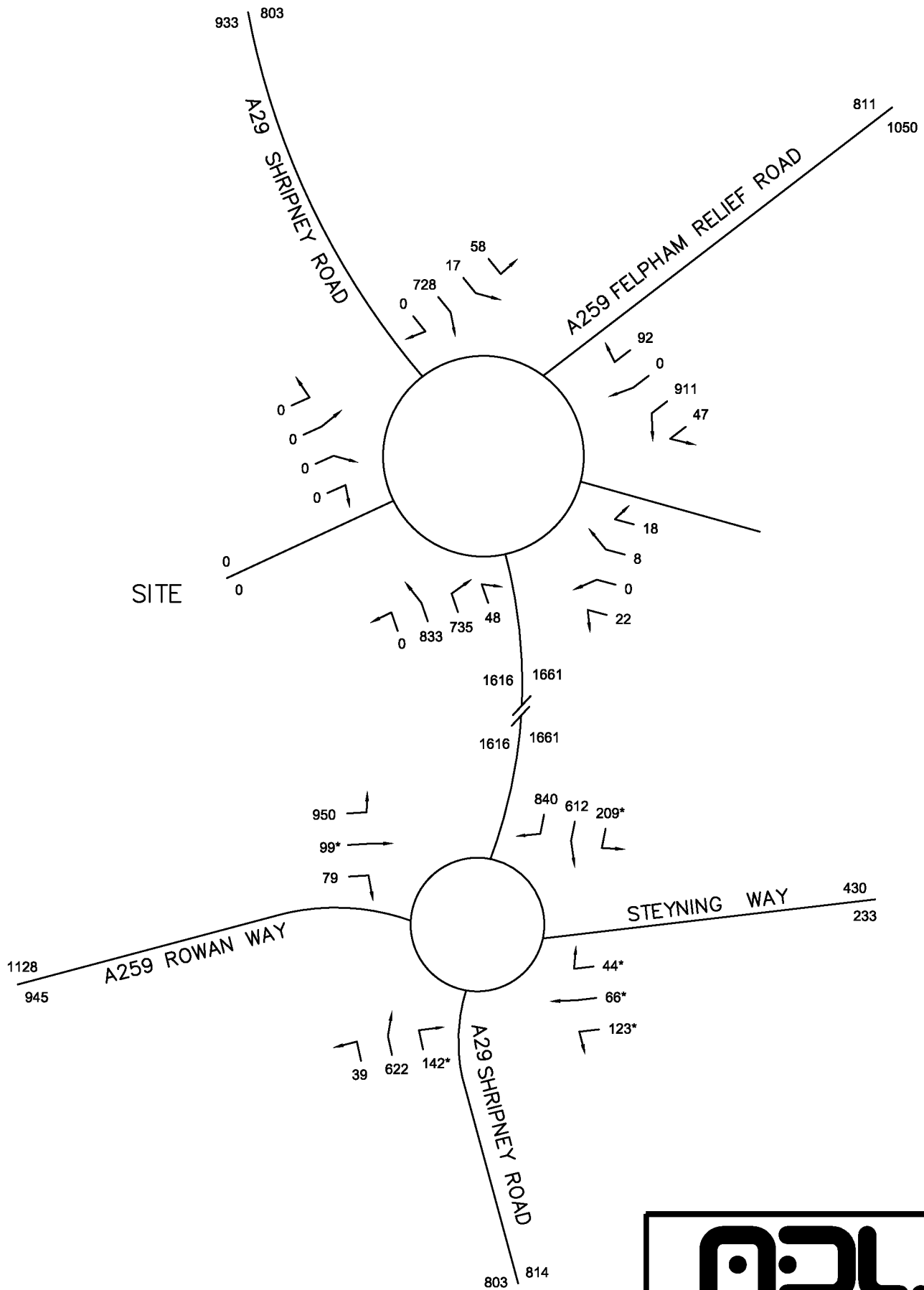


() Percentage HGV'S

	
Title 2018 SURVEYD FLOWS SATURDAY PEAK HOUR 11:00-12:00 HOURS	
Scale N.T.S.	APPENDIX 6.0

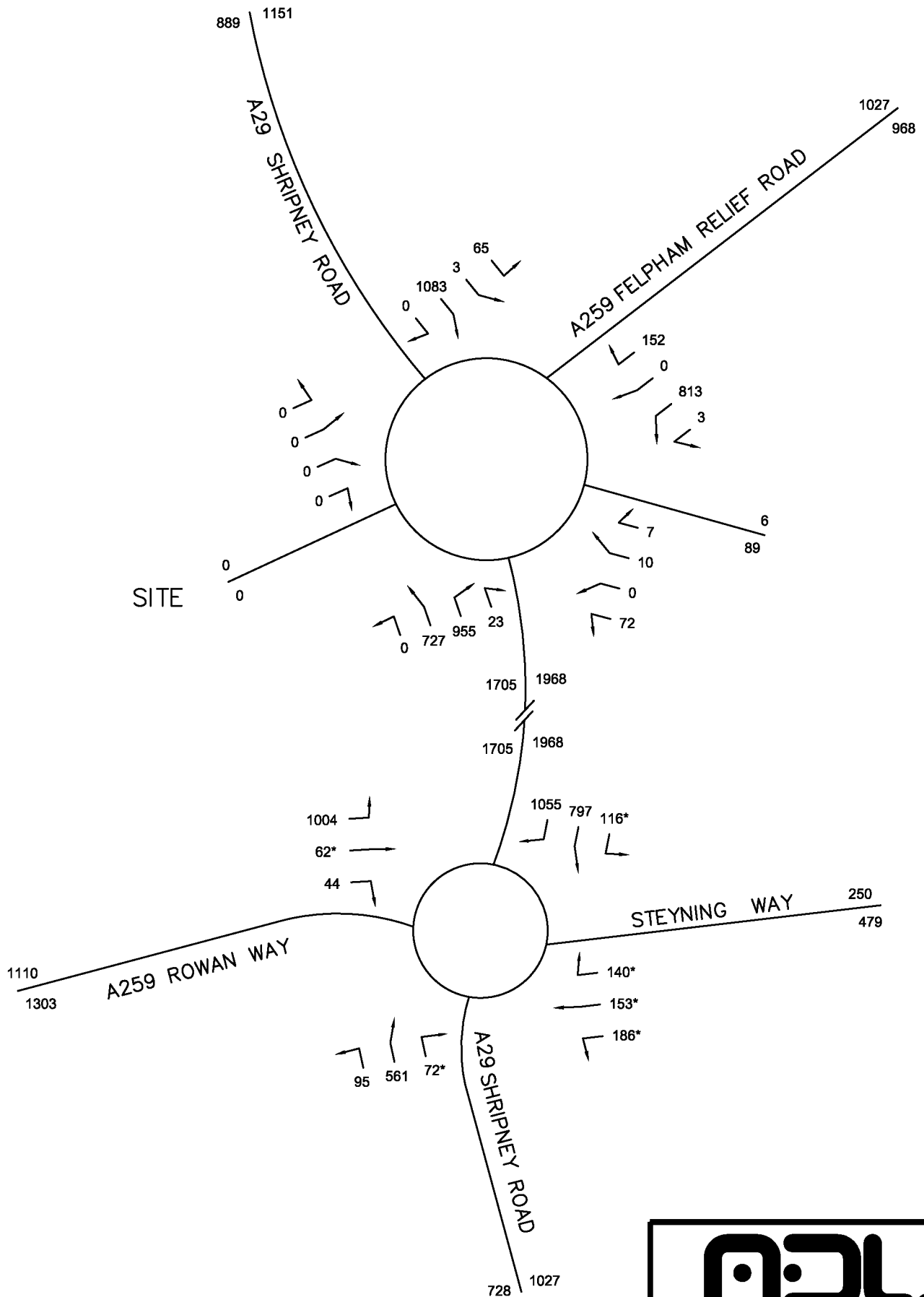
2031 BASE TRAFFIC FLOWS

7.1	AM Peak Hour
7.2	PM Peak Hour
7.3	Saturday Peak Hour



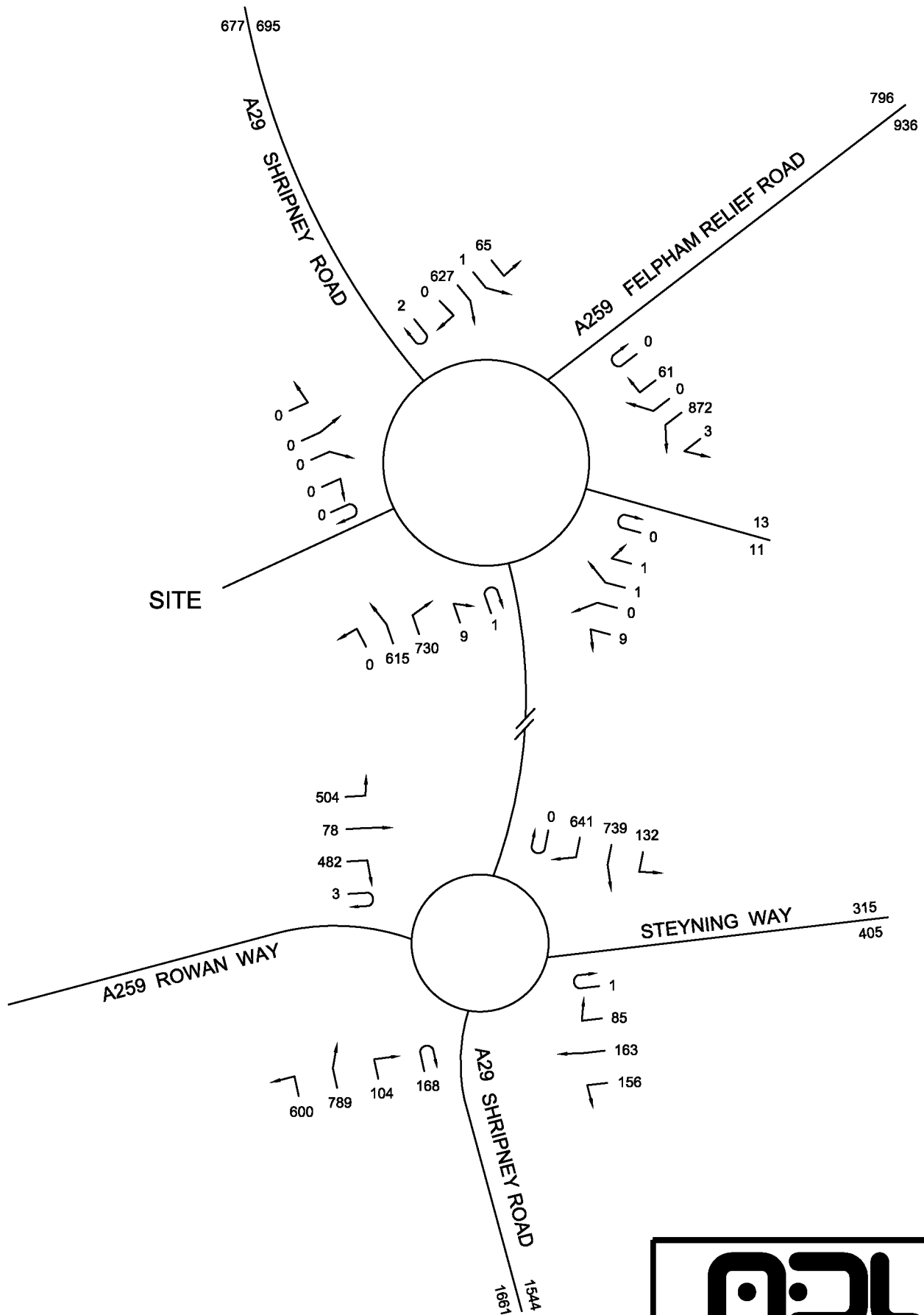
FIGURES IN PCU'S

Title 2031 BASE TRAFFIC FLOWS AM PEAK HOUR	
Scale N.T.S.	APPENDIX 7.1



FIGURES IN PCU'S

Title 2031 BASE TRAFFIC FLOWS PM PEAK HOUR	
Scale N.T.S.	APPENDIX 7.2



FIGURES IN PCU'S

TEMPRO Growth Factor = 1.1539

ADL.
TRAFFIC
HIGHWAYS

Title

2031 BASE TRAFFIC FLOWS
SATURDAY PEAK HOUR

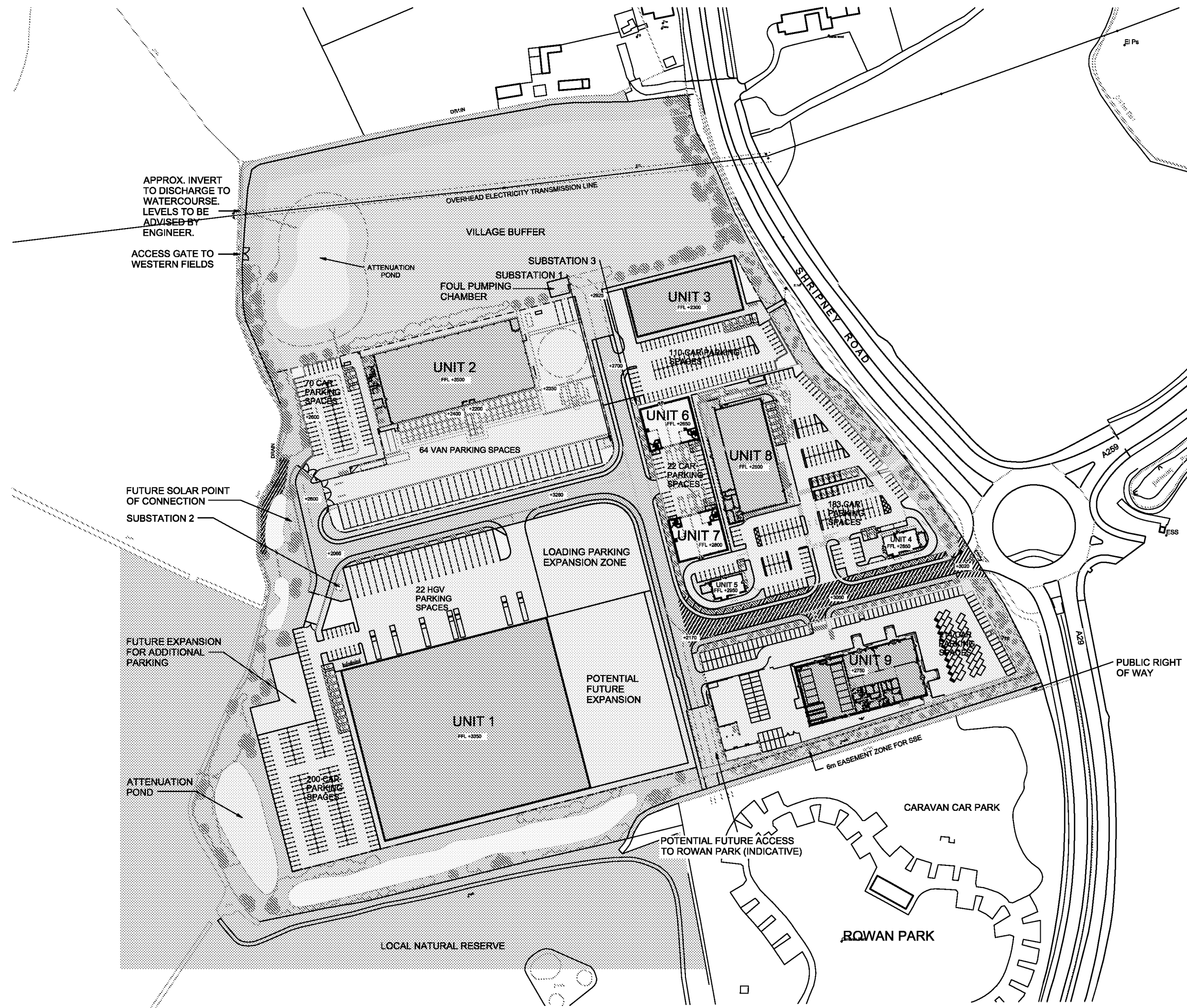
Scale

N.T.S.

APPENDIX 7.3

PLANS

8.1	Proposed Site Layout
8.2	Site Access Arrangements



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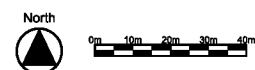
LIST OF INFORMANTS:
 INFORMANT 1
 INFORMANT 2
 INFORMANT 3
 INFORMANT 4
 INFORMANT 5

REVISIONS	DATE	OWN	REV
DESCRIPTION	DATE	SIG	REV

This drawing contains critical information in colour. To ensure this information is legible, only print or copy this drawing in full colour.

PARAMETERS LEGEND:

- A1 - SHOP/RETAIL
- A3 - RESTAURANT
- B1/B8 - INDUSTRIAL UNITS
- B8 - WAREHOUSE / DISTRIBUTION
- CAR SHOWROOM
- FUTURE EXPANSION
- FUTURE EXPANSION - EXTERNAL AREA
- FOOTWAYS
- SHARED PEDESTRIAN / CYCLE ROUTE
- GREEN SPACE GATEWAY CORRIDOR
- GREEN SPACE: ECOLOGY BUFFER
- GREEN SPACE: HIGHWAY VERGE
- GREEN SPACE: VILLAGE BUFFER
- LANDSCAPE
- ATTENUATION POND
- SWALE
- HIGHWAY/PARKING
- SOLAR POINT
- HIGHWAY PRIMARY CORRIDOR
- GREEN SPACE: STRUCTURAL PLANTING
- EASEMENT ZONE

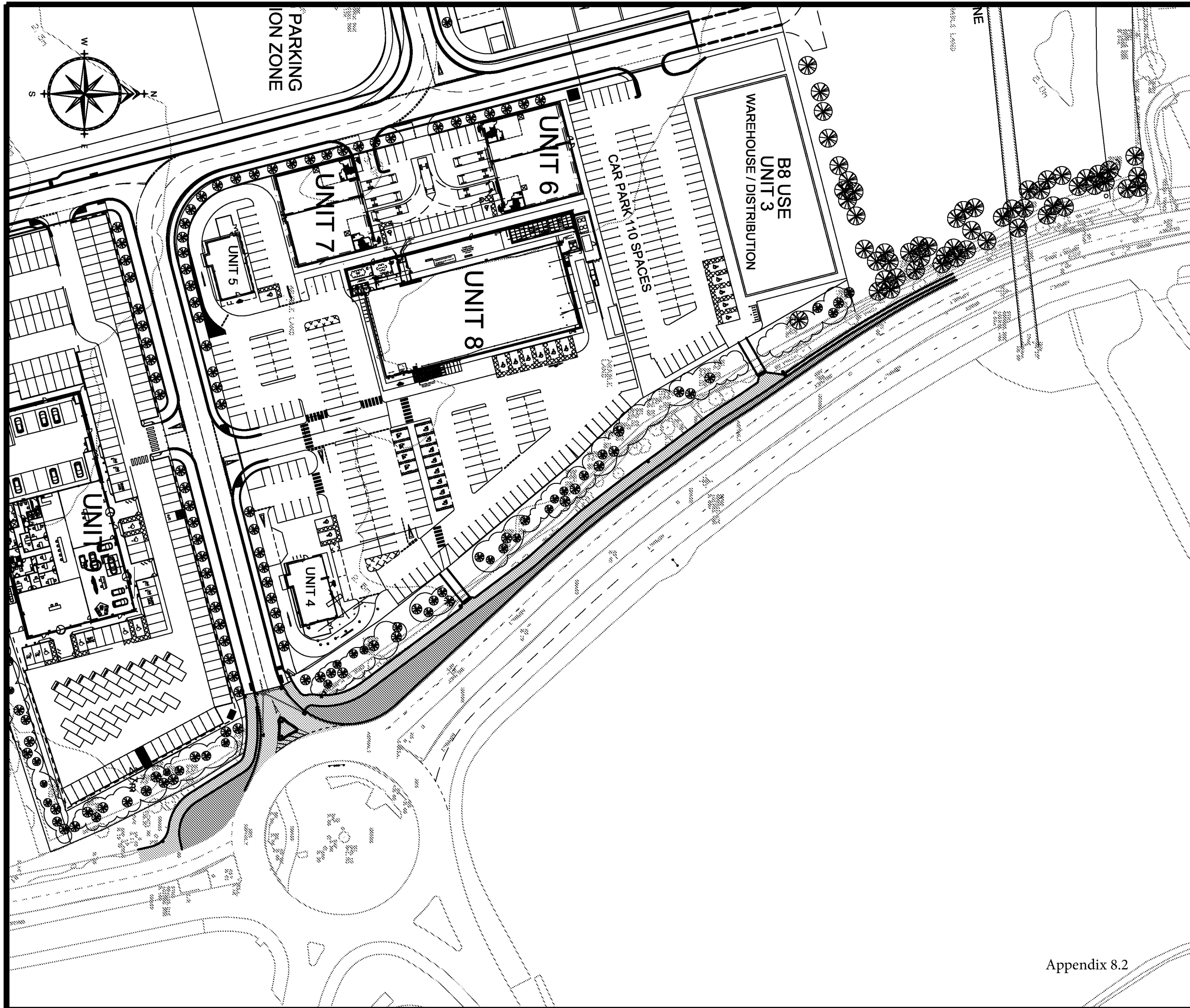


MountfordPigott

**SITE MASTERPLAN
 BLOCK PLAN
 1744-P01**

1:1000 @ A1
 DRAWN BY MW 07.12.18

SALTBOX - BOGNOR REGIS



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NOTES

1. Do not scale from this drawing
2. All details to be confirmed on site.

Drawings

- 3503-100 - Site Location
- 3503-101 - General Arrangement Sheet 1 of 2
- 3503-102 - General Arrangement Sheet 2 of 2
- 3503-103 - Site Clearance Sheet 1 of 2
- 3503-104 - Site Clearance Sheet 2 of 2
- 3503-105 - Construction Types Sheet 1 of 2
- 3503-106 - Construction Types Sheet 2 of 2
- 3503-107 - Signage and Whitelining Sheet 1 of 2
- 3503-108 - Signage and Whitelining Sheet 2 of 2
- 3503-190 - Standard Details Sheet 1 of 2
- 3503-191 - Standard Details Sheet 2 of 2

KEY:

- CARRIAGEWAY
- FOOTWAY
- VERGE
- PROPOSED HIGHWAY SURFACE WATER

FOR APPROVAL

A	Layout Amended and Notes Added	13.11.18	MCW/AMC
Rev	Description	Date	By Chk

AMENDMENTS

ADL
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HIGHWAYS

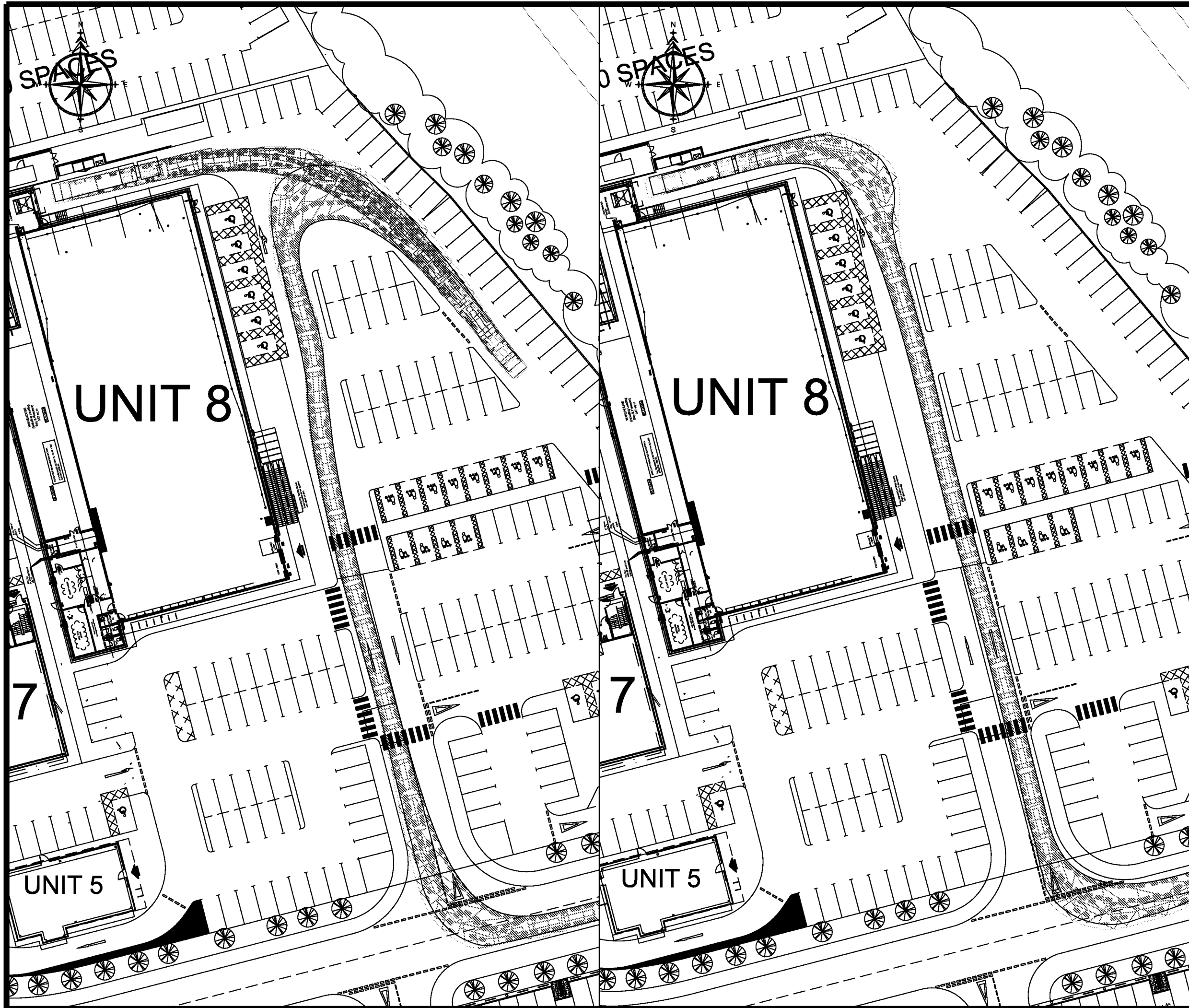
ADL Traffic & Highways Engineering Ltd.
ADL House
The Oaklands Business Park
Yate, Bristol
BS37 5NA
Tel : 01454 332100
Fax : 01454 327983
E-Mail : hcad@adlhighways.co.uk

ADL Job No.	3503		
Project	Bognor Regis Saltbox		
Title	S.278 Legal Plan		
Date	11.10.18	Drawn	MCW
Checked	AMC	Date	11.10.18
Scale	1:1000	Approved	
Org No.	3503-001	Rev	A

Appendix 8.2

SWEPT PATH ANALYSIS

9.1	Food Store
9.2	Drive-thru (Unit 4) – 10m Rigid Vehicle
9.3	Drive-thru (Unit 5) – 10m Rigid Vehicle
9.4	Car Showroom – 10m rigid Vehicle
9.5	Car Showroom – Refuse Vehicle
9.6	Car Showroom – Car Trnsporter



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NOTES

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2. All details to be confirmed on site.

Appendix 9.1

FOR APPROVAL

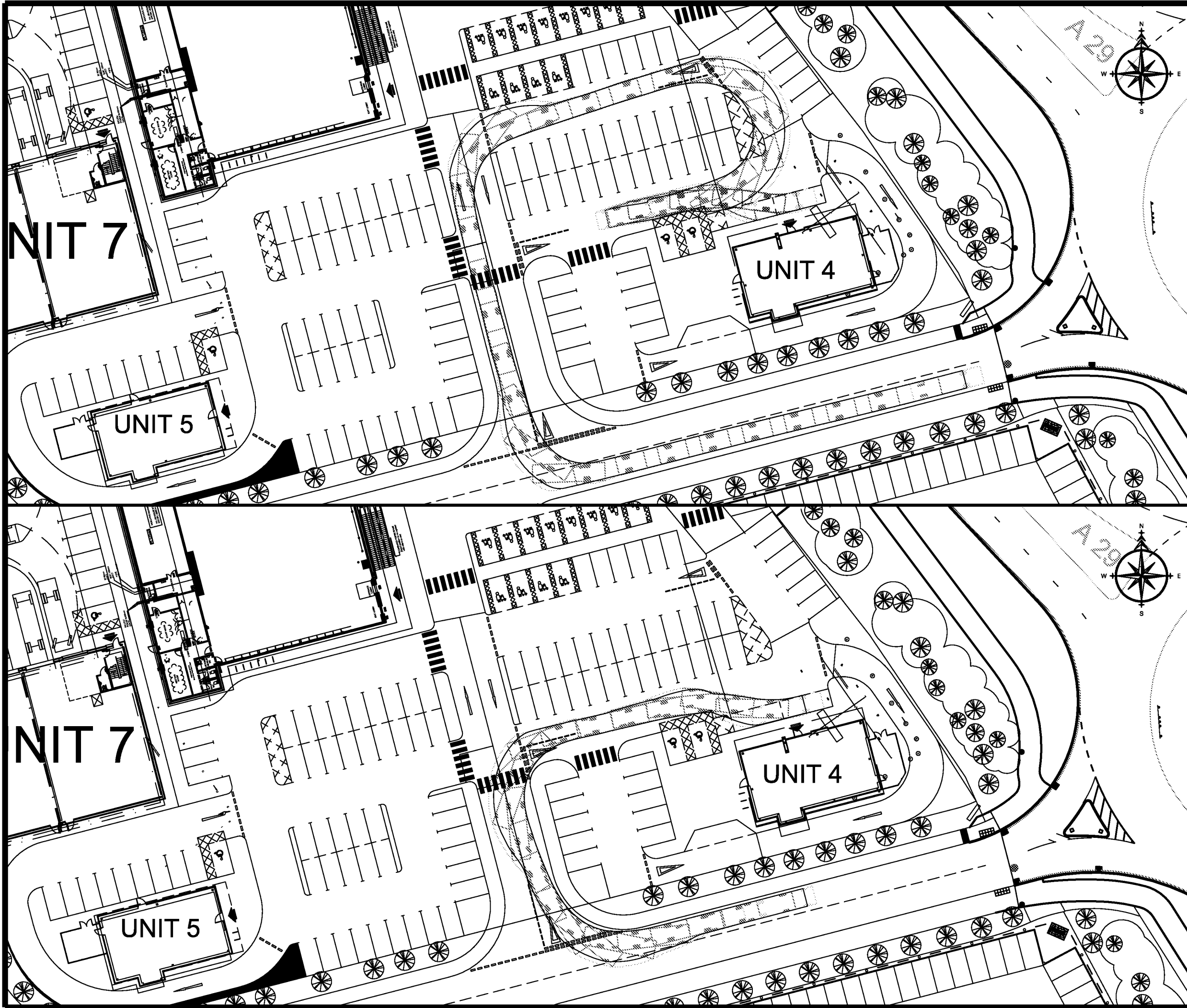
Rev	Description	Date	By	Chk
A	Tracking amended to suit new architects layout.	13.12.18	JW	AMC

AMENDMENTS

ADL.
TRAFFIC
HIGHWAYS

ADL Traffic & Highways Engineering Ltd.
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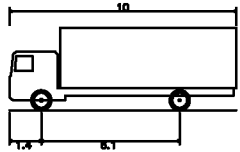
ADL Job No.	3503			
Project	Bognor Regis Saltbox			
Title	Swept Path Analysis 16.5m Articulated Vehicle			
Date	05.10.18	Drawn	MCW	
Checked	AMC	Date	05.10.18	Approved
Scale	1:500	Dwg No.	3503-TR05	Rev.
				A



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NOTES

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2. All details to be confirmed on site.



FTA Design HG Rigid Vehicle (1998)
Overall Length 10.000m
Overall Width 2.500m
Overall Body Height 3.645m
Min Body Ground Clearance 0.440m
Track Width 2.470m
Lock to Lock Time 3.00s
Kerb to Kerb Turning Radius 11.000m

Appendix 9.2

FOR APPROVAL

B	Architects layout revised	13.12.18	JW	AMC
A	Tracking amended to suit new architects layout	28.11.18	JW	AMC
Rev	Description	Date	By	Chk

AMENDMENTS

ADL.
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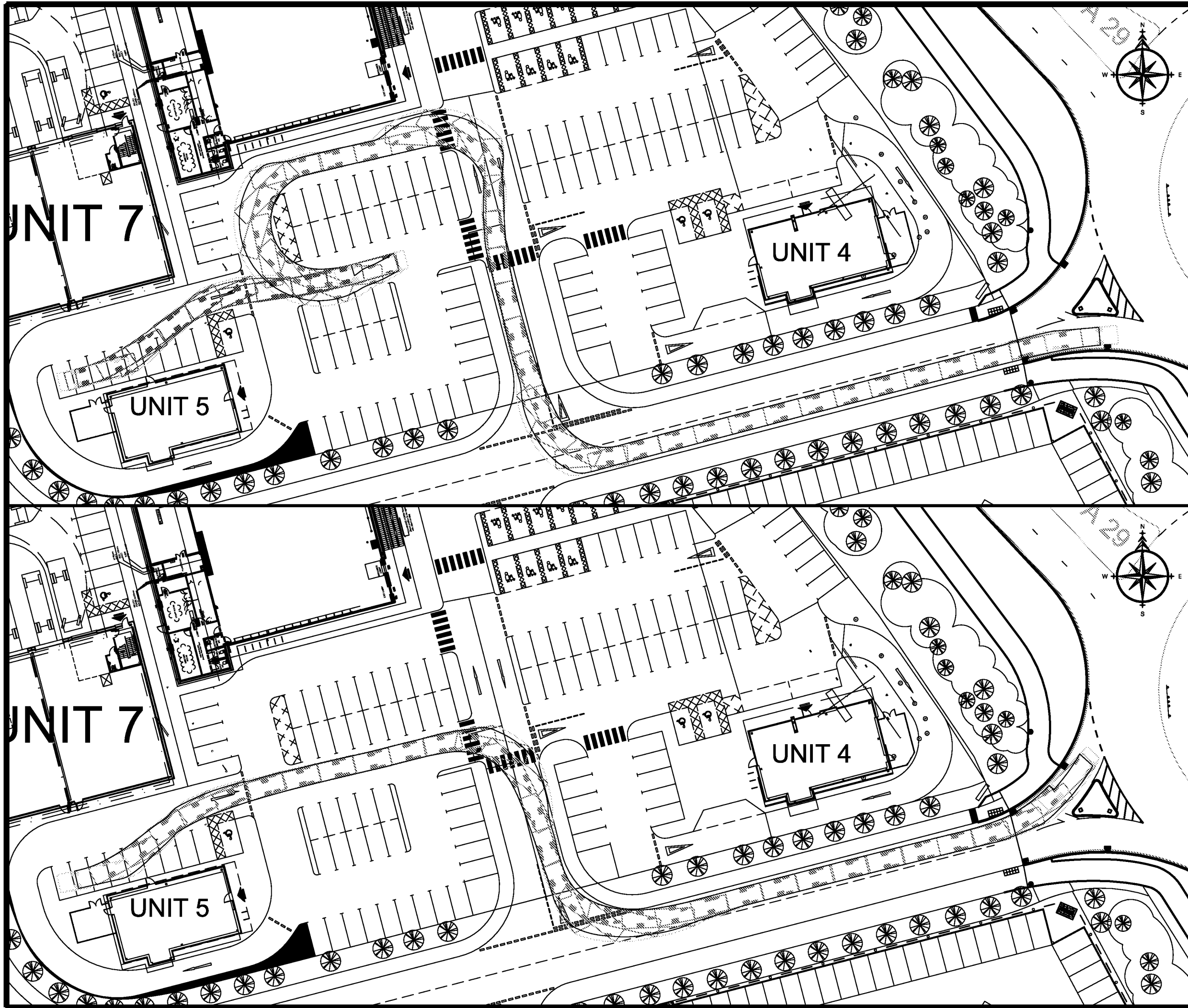
ADL Traffic & Highways Engineering Ltd.
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E-Mail : hcad@adlhighways.co.uk

ADL Job No. 3503

Project Bognor Regis
Saltbox

Title Swept Path Analysis
10m Rigid

Date	05.10.18	Drawn	MCW
Checked	AMC	Date	05.10.18
Scale	1:500	Approved	
Dwg No.	3503-TR06	Rev.	B



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NOTES

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2. All details to be confirmed on site.

Appendix 9.3

FOR APPROVAL

B	Tracking amended to suit architects layout	12.12.18	JW	AMC
A	Amendments to Layout	8.9.18	MCW	AMC
Rev	Description	Date	By	Chk

AMENDMENTS

ADL.
TRAFFIC
HIGHWAYS

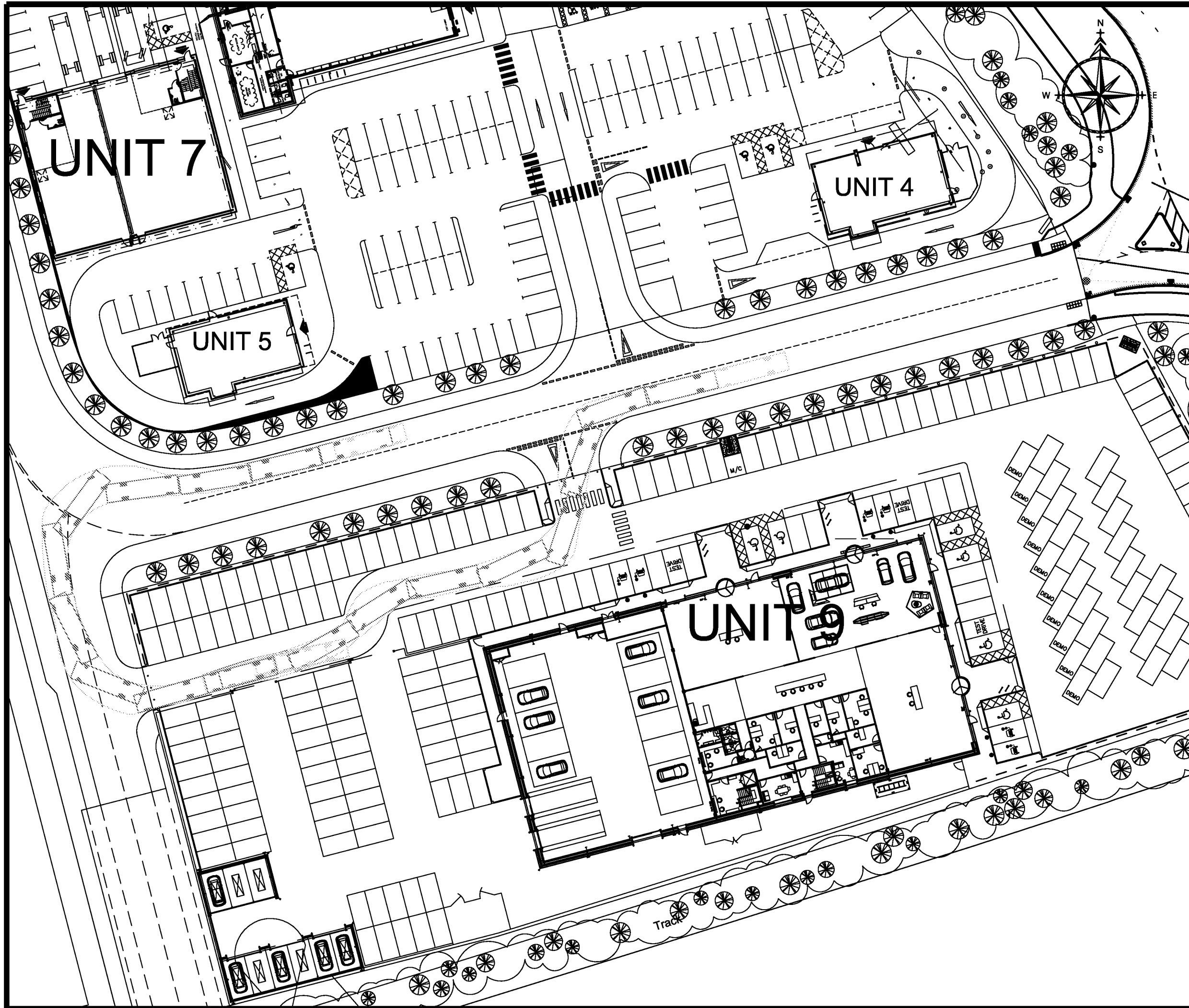
ADL Traffic & Highways Engineering Ltd.
ADL House
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BS37 5NA
Tel : 01454 332100
Fax : 01454 327983
E-Mail : hcad@adlhighways.co.uk

ADL Job No. 3503

Project Bognor Regis
Saltbox

Title Swept Path Analysis
10m Rigid

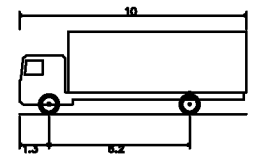
Date	05.10.18	Drawn	MCW
Checked	AMC	Date	05.10.18
Scale	1:500	Approved	
Drwg No.	3503-TR02	Date	
Rev.	B		



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NOTES

1. Do not scale from this drawing.
2. All details to be confirmed on site.



FTA Design Rigid Vehicle (1983)
Overall Length 10.000m
Overall Width 2.500m
Overall Body Height 0.422m
Min Body Ground Clearance 2.500m
Track Width 2.500m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 12.000m

Appendix 9.4

FOR APPROVAL

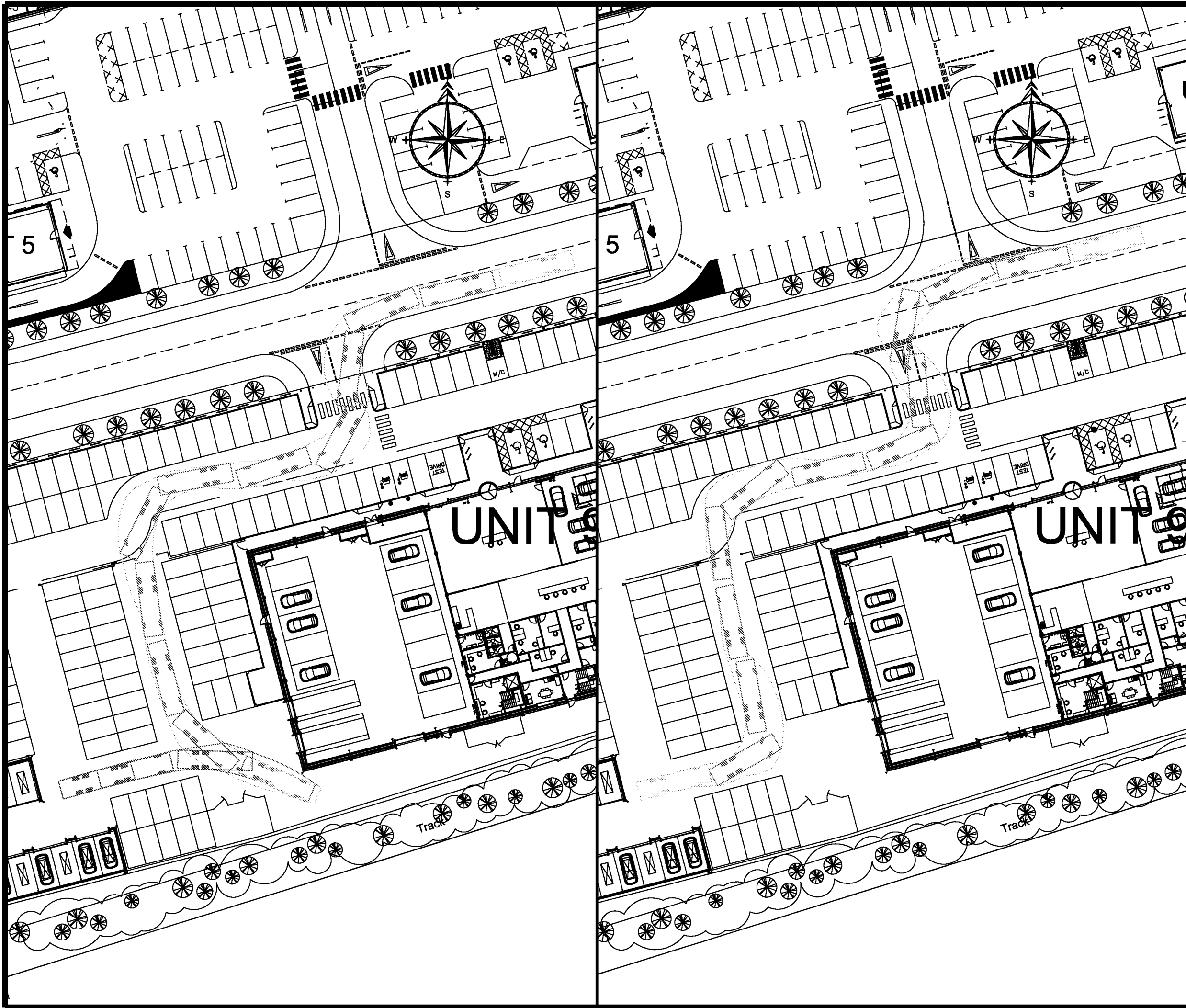
Rev	Description	Date	By	Chk
B	Architects layout amended.	13.12.18	JW	AMC
A	Tracking amended.	28.11.18	JW	AMC

AMENDMENTS

ADL.
TRAFFIC
HIGHWAYS

ADL Traffic & Highways Engineering Ltd.
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Fax : 01454 327983
E-Mail : hcad@adlhighways.co.uk

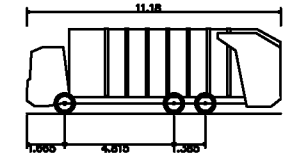
ADL Job No.	4116		
Project	Salt Box Site Bognor Regis		
Title	Swept Path Analysis 10m Rigid Vehicle		
Date	26.11.18	Drawn	JW
Checked	AMC	Date	26.11.18
Scale	1:500	Approved	
		Date	
		Rev.	B
		Dwg No.	4116-TR02



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NOTES

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2. All details to be confirmed on site.



Phoenix 2 One-Pass (with Elite 6x4 chassis)
Overall Length 11.180m
Overall Width 2.550m
Overall Body Height 0.760m
Min Body Ground Clearance 0.312m
Track Width 2.350m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 10.150m

Appendix 9.5

FOR APPROVAL

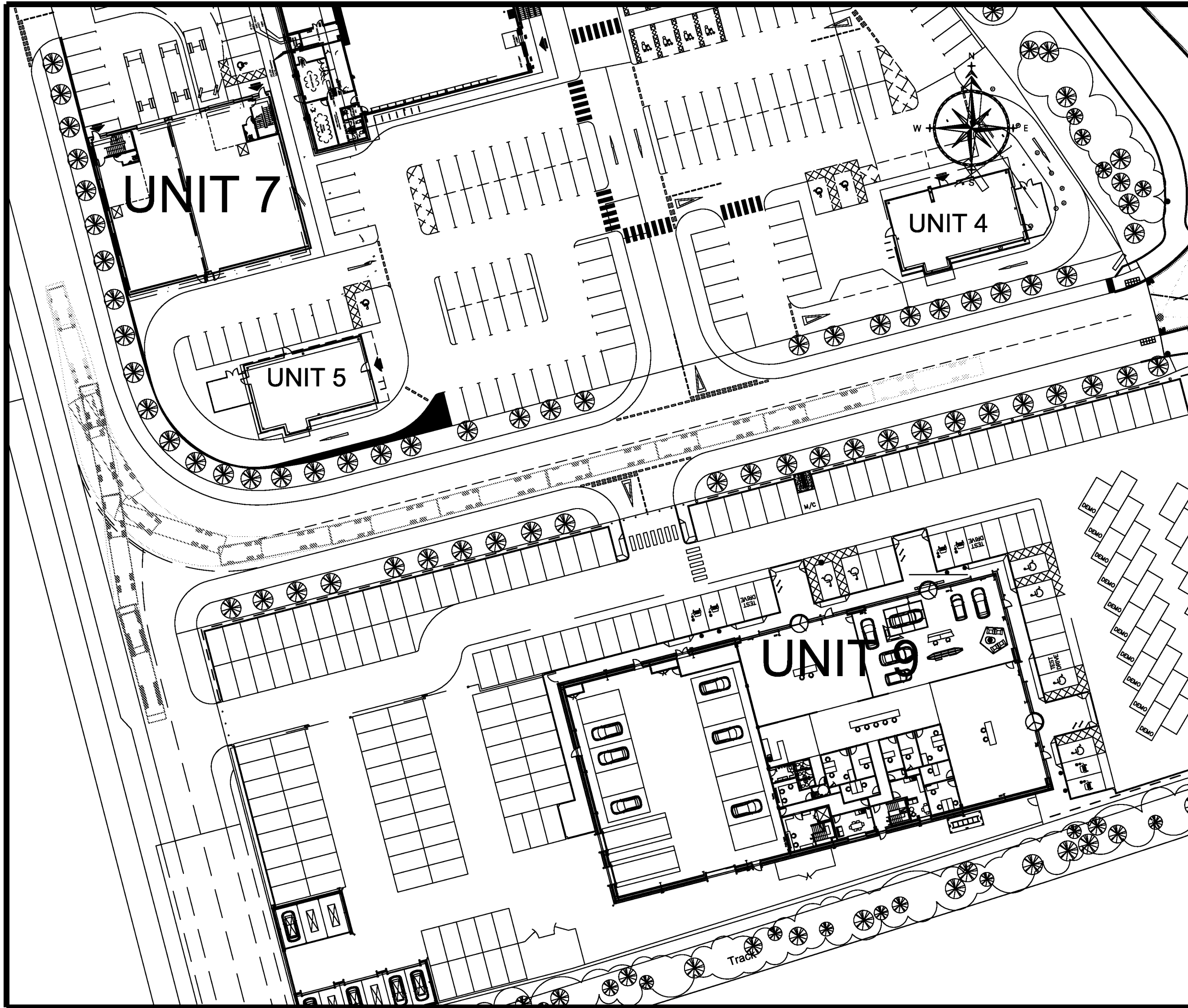
A	Tracking amended to suit new architects layout	13.12.18	JW	AMC
Rev	Description	Date	By	Chk

AMENDMENTS

ADL.
TRAFFIC
HIGHWAYS

ADL Traffic & Highways Engineering Ltd.
ADL House
The Oaklands Business Park
Yate, Bristol
BS37 5NA
Tel : 01454 332100
Fax : 01454 327983
E-Mail : hcad@adlhighways.co.uk

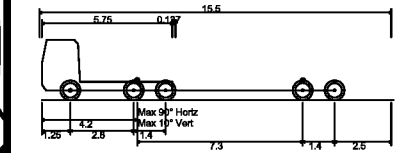
ADL Job No.	4116			
Project	Salt Box Site Bognor Regis			
Title	Swept Path Analysis 11m Refuse Vehicle			
Date	26.11.18	Drawn	JW	
Checked	AMC	Date	26.11.18	Approved
Scale	1:500	Dwg No.	4116-TR03	Rev.
				A



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NOTES

1. Do not scale from this drawing.
2. All details to be confirmed on site.



Car Transporter (Artic Type)
Overall Length 15.500m
Overall Width 2.500m
Overall Body Height 2.681m
Min Body Ground Clearance 0.427m
Track Width 2.500m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 6.900m

Appendix 9.6

FOR APPROVAL

Rev	Description	Date	By	Chk
A	Architects layout amended.	13.12.18	JW	AMC

AMENDMENTS

ADL.
TRAFFIC
HIGHWAYS

ADL Traffic & Highways Engineering Ltd.
ADL House
The Oaklands Business Park
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Fax : 01454 327983
E-Mail : hcad@adlhighways.co.uk

ADL Job No. 4116

Project Salt Box Site
Bognor Regis

Title Swept Path Analysis
Car Transporter

Date	26.11.18	Drawn	JW
Checked	AMC	Date	26.11.18
Scale	1:500	Approved	
		Date	
		Rev.	A
		Dwg No.	4116-TR04

APPENDIX 10.0

WEEKDAY TRICS DATA

10.1
10.2

Discount Food Store
Car Showroom

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
 Category : C - DISCOUNT FOOD STORES

VEHICLESSelected regions and areas:

03	SOUTH WEST	
	SM SOMERSET	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
05	EAST MIDLANDS	
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	WO WORCESTERSHIRE	1 days
09	NORTH	
	DH DURHAM	1 days
10	WALES	
	CF CARDIFF	1 days

Secondary Filtering selection:

Parameter: Gross floor area
 Actual Range: 750 to 2568 (units: sqm)
 Range Selected by User: 700 to 2703 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 28/10/17

Selected survey days:

Wednesday	1 days
Thursday	3 days
Friday	2 days

Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

Selected Locations:

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

Selected Location Sub Categories:

Industrial Zone	1
Development Zone	1
Retail Zone	3
No Sub Category	1

Secondary Filtering selection:Use Class:

A1	6 days
----	--------

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	3 days
25,001 to 50,000	1 days
50,001 to 100,000	1 days

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	1 days
50,001 to 75,000	1 days
75,001 to 100,000	1 days
250,001 to 500,000	2 days

Secondary Filtering selection (Cont.):

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	5 days

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	6 days

Travel Plan:

Not Known	1 days
Yes	1 days
No	4 days

PTAL Rating:

No PTAL Present	6 days
-----------------	--------

LIST OF SITES relevant to selection parameters

1	CA-01-C-01	LIDL	CAMBRIDGESHIRE
	CROMWELL ROAD		
	WISBECH		
	Edge of Town		
	Retail Zone		
	Total Gross floor area:	750 sqm	
	Survey date: FRIDAY	21/10/16	Survey Type: MANUAL
2	CF-01-C-01	LIDL	CARDIFF
	EAST TYNDALL STREET		
	CARDIFF		
	Suburban Area (PPS6 Out of Centre)		
	Development Zone		
	Total Gross floor area:	2568 sqm	
	Survey date: THURSDAY	29/06/17	Survey Type: MANUAL
3	DH-01-C-01	ALDI	DURHAM
	WATLING ROAD		
	BISHOP AUCKLAND		
	Edge of Town		
	Retail Zone		
	Total Gross floor area:	1023 sqm	
	Survey date: THURSDAY	06/04/17	Survey Type: MANUAL
4	NT-01-C-01	LIDL	NOTTINGHAMSHIRE
	CHAPEL LANE		
	BINGHAM		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	2440 sqm	
	Survey date: FRIDAY	15/07/16	Survey Type: MANUAL
5	SM-01-C-01	LIDL	SOMERSET
	SEAWARD WAY		
	MINEHEAD		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	2247 sqm	
	Survey date: THURSDAY	22/06/17	Survey Type: MANUAL
6	WO-01-C-01	LIDL	WORCESTERSHIRE
	BLACKPOLE ROAD		
	WORCESTER		
	BRICKFIELDS		
	Edge of Town		
	Retail Zone		
	Total Gross floor area:	2417 sqm	
	Survey date: WEDNESDAY	13/07/16	Survey Type: MANUAL

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES

VEHICLES**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	1908	0.376	6	1908	0.122	6	1908	0.498
08:00 - 09:00	6	1908	2.656	6	1908	1.975	6	1908	4.631
09:00 - 10:00	6	1908	3.320	6	1908	2.779	6	1908	6.099
10:00 - 11:00	6	1908	3.827	6	1908	3.722	6	1908	7.549
11:00 - 12:00	6	1908	4.500	6	1908	4.238	6	1908	8.738
12:00 - 13:00	6	1908	4.718	6	1908	4.334	6	1908	9.052
13:00 - 14:00	6	1908	4.325	6	1908	4.945	6	1908	9.270
14:00 - 15:00	6	1908	4.797	6	1908	4.675	6	1908	9.472
15:00 - 16:00	6	1908	4.421	6	1908	4.500	6	1908	8.921
16:00 - 17:00	6	1908	4.194	6	1908	4.133	6	1908	8.327
17:00 - 18:00	6	1908	3.932	6	1908	4.098	6	1908	8.030
18:00 - 19:00	6	1908	3.443	6	1908	3.740	6	1908	7.183
19:00 - 20:00	6	1908	2.595	6	1908	2.945	6	1908	5.540
20:00 - 21:00	6	1908	1.573	6	1908	1.922	6	1908	3.495
21:00 - 22:00	6	1908	0.516	6	1908	0.970	6	1908	1.486
22:00 - 23:00	6	1908	0.035	6	1908	0.201	6	1908	0.236
23:00 - 24:00									
Total Rates:			49.228				49.299	98.527	

Parameter summary

Trip rate parameter range selected:	750 - 2568 (units: sqm)
Survey date date range:	01/01/10 - 28/10/17
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 14 - CAR SHOW ROOMS
Category : A - CAR SHOW ROOMS

VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	EX ESSEX	1 days
	WS WEST SUSSEX	1 days
03	SOUTH WEST	
	DV DEVON	1 days
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	2 days
05	EAST MIDLANDS	
	LE LEICESTERSHIRE	1 days
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
	SY SOUTH YORKSHIRE	1 days
	WY WEST YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	1 days
09	NORTH	
	CB CUMBRIA	1 days
	TW TYNE & WEAR	2 days
11	SCOTLAND	
	HI HIGHLAND	1 days

Secondary Filtering selection:

Parameter: Site area
Actual Range: 0.18 to 1.38 (units: hect)
Range Selected by User: 0.07 to 2.00 (units: hect)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 29/11/17

Selected survey days:

Monday	2 days
Tuesday	3 days
Wednesday	4 days
Thursday	3 days
Friday	5 days

Selected survey types:

Manual count	17 days
Directional ATC Count	0 days

Selected Locations:

Suburban Area (PPS6 Out of Centre)	8
Edge of Town	9

Selected Location Sub Categories:

Industrial Zone	8
Commercial Zone	3
Development Zone	2
Residential Zone	2
Retail Zone	2

Secondary Filtering selection:Use Class:

Not Known	1 days
Sui Generis	15 days

Population within 1 mile:

1,001 to 5,000	2 days
5,001 to 10,000	4 days
10,001 to 15,000	2 days
15,001 to 20,000	3 days
20,001 to 25,000	3 days
25,001 to 50,000	3 days

Population within 5 miles:

5,001 to 25,000	2 days
25,001 to 50,000	2 days
75,001 to 100,000	4 days
125,001 to 250,000	7 days
250,001 to 500,000	1 days
500,001 or More	1 days

Car ownership within 5 miles:

0.6 to 1.0	6 days
1.1 to 1.5	11 days

Travel Plan:

No	17 days
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PTAL Rating:

No PTAL Present	17 days
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LIST OF SITES relevant to selection parameters

1	CA-14-A-03	FORD		CAMBRIDGESHIRE
	STUKELEY MEADOWS			
	HUNTINGDON			
	Suburban Area (PPS6 Out of Centre)			
	Commercial Zone			
	Total Site area:	0.89	hect	
	Survey date: FRIDAY	21/10/11		Survey Type: MANUAL
2	CA-14-A-04	MERCEDES BENZ		CAMBRIDGESHIRE
	BARNWELL ROAD			
	CAMBRIDGE			
	Edge of Town			
	Commercial Zone			
	Total Site area:	0.80	hect	
	Survey date: THURSDAY	11/10/12		Survey Type: MANUAL
3	CB-14-A-03	PEUGEOT		CUMBRIA
	GILWILLY ROAD			
	PENRITH			
	GILWILLY IND. ESTATE			
	Edge of Town			
	Industrial Zone			
	Total Site area:	0.42	hect	
	Survey date: WEDNESDAY	11/06/14		Survey Type: MANUAL
4	CH-14-A-01	EVANS HALSHAW FORD		CHESHIRE
	STADIUM WAY			
	CHESTER			
	SEALAND IND. ESTATE			
	Edge of Town			
	Industrial Zone			
	Total Site area:	0.74	hect	
	Survey date: WEDNESDAY	12/11/14		Survey Type: MANUAL
5	DV-14-A-02	VAUXHALL		DEVON
	MARSH BARTON ROAD			
	EXETER			
	Suburban Area (PPS6 Out of Centre)			
	Retail Zone			
	Total Site area:	0.66	hect	
	Survey date: THURSDAY	28/11/13		Survey Type: MANUAL
6	EX-14-A-02	KIA		ESSEX
	BRAINTREE ROAD			
	BRAINTREE			
	Edge of Town			
	Development Zone			
	Total Site area:	0.59	hect	
	Survey date: FRIDAY	08/07/16		Survey Type: MANUAL
7	HI-14-A-01	VOLKSWAGEN		HIGHLAND
	ARDGOUR ROAD			
	FORT WILLIAM			
	BANAVIE			
	Edge of Town			
	Residential Zone			
	Total Site area:	0.40	hect	
	Survey date: TUESDAY	17/06/14		Survey Type: MANUAL
8	LE-14-A-05	HONDA		LEICESTERSHIRE
	45-49 COVENTRY ROAD			
	LEICESTER			
	NARBOROUGH			
	Edge of Town			
	Industrial Zone			
	Total Site area:	0.65	hect	
	Survey date: TUESDAY	04/11/14		Survey Type: MANUAL
9	LN-14-A-01	HONDA		LINCOLNSHIRE
	TOLLEMACHE ROAD			
	GRANTHAM			
	Edge of Town			
	Commercial Zone			
	Total Site area:	0.62	hect	
	Survey date: MONDAY	15/11/10		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

10	NY-14-A-04 HUTTON BANK RIPON	LAND ROVER		NORTH YORKSHIRE
	Edge of Town Industrial Zone Total Site area:		0.93 hect	
	Survey date: MONDAY		23/09/13	Survey Type: MANUAL
11	SY-14-A-01 MIDDLE BANK DONCASTER HYDE PARK	HYUNDAI		SOUTH YORKSHIRE
	Suburban Area (PPS6 Out of Centre) Industrial Zone Total Site area:		0.40 hect	
	Survey date: FRIDAY		21/12/12	Survey Type: MANUAL
12	TW-14-A-02 STONEYGATE CLOSE GATESHEAD	RENAULT		TYNE & WEAR
	Suburban Area (PPS6 Out of Centre) Industrial Zone Total Site area:		1.10 hect	
	Survey date: FRIDAY		04/10/13	Survey Type: MANUAL
13	TW-14-A-03 SOUTHWICK ROAD SUNDERLAND MONKWEARMOUTH	CAR SHOW ROOM		TYNE & WEAR
	Suburban Area (PPS6 Out of Centre) Development Zone Total Site area:		0.18 hect	
	Survey date: WEDNESDAY		05/04/17	Survey Type: MANUAL
14	WL-14-A-02 GREAT WESTERN WAY SWINDON	MERCEDES BENZ		WILTSHIRE
	Suburban Area (PPS6 Out of Centre) Retail Zone Total Site area:		1.38 hect	
	Survey date: WEDNESDAY		21/09/16	Survey Type: MANUAL
15	WM-14-A-04 LAWLEY MIDDLEWAY BIRMINGHAM	VOLKSWAGEN		WEST MIDLANDS
	Suburban Area (PPS6 Out of Centre) Industrial Zone Total Site area:		1.04 hect	
	Survey date: THURSDAY		25/10/12	Survey Type: MANUAL
16	WS-14-A-03 BROUGHAM ROAD WORTHING	FORD		WEST SUSSEX
	Edge of Town Residential Zone Total Site area:		0.41 hect	
	Survey date: FRIDAY		17/10/14	Survey Type: MANUAL
17	WY-14-A-03 ELLAND ROAD LEEDS	VOLKSWAGEN		WEST YORKSHIRE
	Suburban Area (PPS6 Out of Centre) Industrial Zone Total Site area:		1.34 hect	
	Survey date: TUESDAY		24/09/13	Survey Type: MANUAL

TRIP RATE for Land Use 14 - CAR SHOW ROOMS/A - CAR SHOW ROOMS

VEHICLES

Calculation factor: 1 hect

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	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	1	0.62	0.000	1	0.62	0.000	1	0.62	0.000
07:00 - 08:00	12	0.83	14.571	12	0.83	2.196	12	0.83	16.767
08:00 - 09:00	17	0.74	28.048	17	0.74	11.793	17	0.74	39.841
09:00 - 10:00	17	0.74	20.717	17	0.74	16.972	17	0.74	37.689
10:00 - 11:00	17	0.74	17.610	17	0.74	14.900	17	0.74	32.510
11:00 - 12:00	17	0.74	17.928	17	0.74	16.574	17	0.74	34.502
12:00 - 13:00	17	0.74	19.203	17	0.74	18.327	17	0.74	37.530
13:00 - 14:00	17	0.74	17.450	17	0.74	17.052	17	0.74	34.502
14:00 - 15:00	17	0.74	16.733	17	0.74	19.841	17	0.74	36.574
15:00 - 16:00	17	0.74	13.705	17	0.74	16.892	17	0.74	30.597
16:00 - 17:00	17	0.74	15.219	17	0.74	20.876	17	0.74	36.095
17:00 - 18:00	17	0.74	11.633	17	0.74	20.319	17	0.74	31.952
18:00 - 19:00	15	0.78	2.894	15	0.78	14.809	15	0.78	17.703
19:00 - 20:00	4	0.96	0.521	4	0.96	9.635	4	0.96	10.156
20:00 - 21:00	1	0.66	4.545	1	0.66	7.576	1	0.66	12.121
21:00 - 22:00	1	0.66	0.000	1	0.66	21.212	1	0.66	21.212
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			200.777			228.974			429.751

Parameter summary

Trip rate parameter range selected:	0.18 to 1.38 (units: hect)
Survey date date range:	01/01/10 - 29/11/17
Number of weekdays (Monday-Friday):	17
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

APPENDIX 11.0

SATURDAY TRICS DATA

11.1	Drive-thru Restaurant
11.2	Discount Food Store
11.3	Car Showroom

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
Category : D - FAST FOOD - DRIVE THROUGH

VEHICLES

Selected regions and areas:

10 WALES	
CE CEREDIGION	1 days
NW NEWPORT	1 days

Secondary Filtering selection:

Parameter: Gross floor area
Actual Range: 341 to 350 (units: sqm)
Range Selected by User: 182 to 800 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/09 to 22/03/19

Selected survey days:

Saturday 2 days

Selected survey types:

Manual count 2 days
Directional ATC Count 0 days

Selected Locations:

Edge of Town 2

Selected Location Sub Categories:

Retail Zone 2

Secondary Filtering selection:

Use Class:

A3	1 days
A5	1 days

Population within 1 mile:

10,001 to 15,000 2 days

Population within 5 miles:

25,001 to 50,000	1 days
125,001 to 250,000	1 days

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	1 days

Travel Plan:

No 2 days

PTAL Rating:

No PTAL Present 2 days

LIST OF SITES relevant to selection parameters

1	CE-06-D-01	MCDONALD'S	CEREDIGION
		FFORDD PARC Y LLYN	
		ABERYSTWYTH	
		Edge of Town	
		Retail Zone	
		Total Gross floor area:	350 sqm
		Survey date: SATURDAY	09/05/15
2	NW-06-D-01	KFC	NEWPORT
		SPYTTY ROAD	
		NEWPORT	
		Edge of Town	
		Retail Zone	
		Total Gross floor area:	341 sqm
		Survey date: SATURDAY	16/10/10
			Survey Type: MANUAL

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/D - FAST FOOD - DRIVE THROUGH

VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	350	1.429	1	350	0.857	1	350	2.286
06:00 - 07:00	1	350	7.714	1	350	5.143	1	350	12.857
07:00 - 08:00	1	350	9.143	1	350	6.857	1	350	16.000
08:00 - 09:00	2	346	7.959	2	346	7.381	2	346	15.340
09:00 - 10:00	2	346	15.051	2	346	12.880	2	346	27.931
10:00 - 11:00	2	346	15.051	2	346	15.485	2	346	30.536
11:00 - 12:00	2	346	20.260	2	346	16.787	2	346	37.047
12:00 - 13:00	2	346	28.509	2	346	26.339	2	346	54.848
13:00 - 14:00	2	346	27.062	2	346	29.522	2	346	56.584
14:00 - 15:00	2	346	25.036	2	346	22.287	2	346	47.323
15:00 - 16:00	2	346	20.405	2	346	22.865	2	346	43.270
16:00 - 17:00	2	346	18.958	2	346	20.116	2	346	39.074
17:00 - 18:00	2	346	16.208	2	346	16.787	2	346	32.995
18:00 - 19:00	2	346	21.418	2	346	20.550	2	346	41.968
19:00 - 20:00	2	346	18.379	2	346	19.971	2	346	38.350
20:00 - 21:00	2	346	11.577	2	346	12.446	2	346	24.023
21:00 - 22:00	2	346	11.577	2	346	11.722	2	346	23.299
22:00 - 23:00	2	346	7.959	2	346	9.986	2	346	17.945
23:00 - 24:00	1	350	12.571	1	350	14.000	1	350	26.571
Total Rates:			296.266			291.981			588.247

Parameter summary

Trip rate parameter range selected:	341 - 350 (units: sqm)
Survey date date range:	01/01/09 - 22/03/19
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	2
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

Calculation Reference: AUDIT-733701-180925-0916

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : C - DISCOUNT FOOD STORES

VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	SM SOMERSET	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	2 days
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	WO WORCESTERSHIRE	1 days
10	WALES	
	CF CARDIFF	1 days

Secondary Filtering selection:

Parameter: Gross floor area
Actual Range: 1485 to 2568 (units: sqm)
Range Selected by User: 700 to 2703 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 28/10/17

Selected survey days:

Saturday 6 days

Selected survey types:

Manual count 6 days
Directional ATC Count 0 days

Selected Locations:

Suburban Area (PPS6 Out of Centre) 3
Edge of Town 3

Selected Location Sub Categories:

Industrial Zone 1
Development Zone 1
Retail Zone 1
High Street 1
No Sub Category 2

Secondary Filtering selection:

Use Class:

A1 6 days

Population within 1 mile:

5,001 to 10,000 2 days
15,001 to 20,000 2 days
25,001 to 50,000 1 days
50,001 to 100,000 1 days

Population within 5 miles:

5,001 to 25,000 1 days
50,001 to 75,000 1 days
125,001 to 250,000 2 days
250,001 to 500,000 2 days

Car ownership within 5 miles:

0.5 or Less 2 days
1.1 to 1.5 4 days

Secondary Filtering selection (Cont.):

Petrol filling station:

Included in the survey count 0 days
 Excluded from count or no filling station 6 days

Travel Plan:

Not Known 1 days
 Yes 1 days
 No 4 days

PTAL Rating:

No PTAL Present 6 days

LIST OF SITES relevant to selection parameters

1	CF-01-C-01	LIDL	CARDIFF
	EAST TYNDALL STREET		
	CARDIFF		
	Suburban Area (PPS6 Out of Centre)		
	Development Zone		
	Total Gross floor area:	2568 sqm	
	Survey date: SATURDAY	01/07/17	Survey Type: MANUAL
2	LN-01-C-02	LIDL	LINCOLNSHIRE
	DIXON STREET		
	LINCOLN		
	NEW BOULTHAM		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Gross floor area:	2233 sqm	
	Survey date: SATURDAY	28/10/17	Survey Type: MANUAL
3	LN-01-C-03	ALDI	LINCOLNSHIRE
	NEWARK ROAD		
	LINCOLN		
	BRACEBRIDGE		
	Suburban Area (PPS6 Out of Centre)		
	High Street		
	Total Gross floor area:	1485 sqm	
	Survey date: SATURDAY	28/10/17	Survey Type: MANUAL
4	NT-01-C-01	LIDL	NOTTINGHAMSHIRE
	CHAPEL LANE		
	BINGHAM		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	2440 sqm	
	Survey date: SATURDAY	16/07/16	Survey Type: MANUAL
5	SM-01-C-01	LIDL	SOMERSET
	SEAWARD WAY		
	MINEHEAD		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	2247 sqm	
	Survey date: SATURDAY	24/06/17	Survey Type: MANUAL
6	WO-01-C-01	LIDL	WORCESTERSHIRE
	BLACKPOLE ROAD		
	WORCESTER		
	BRICKFIELDS		
	Edge of Town		
	Retail Zone		
	Total Gross floor area:	2417 sqm	
	Survey date: SATURDAY	16/07/16	Survey Type: MANUAL

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES

VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	2232	0.471	6	2232	0.105	6	2232	0.576
08:00 - 09:00	6	2232	2.539	6	2232	1.897	6	2232	4.436
09:00 - 10:00	6	2232	3.809	6	2232	3.017	6	2232	6.826
10:00 - 11:00	6	2232	4.951	6	2232	4.444	6	2232	9.395
11:00 - 12:00	6	2232	6.124	6	2232	5.833	6	2232	11.957
12:00 - 13:00	6	2232	5.444	6	2232	6.161	6	2232	11.605
13:00 - 14:00	6	2232	5.146	6	2232	5.071	6	2232	10.217
14:00 - 15:00	6	2232	5.049	6	2232	5.258	6	2232	10.307
15:00 - 16:00	6	2232	4.959	6	2232	5.063	6	2232	10.022
16:00 - 17:00	6	2232	4.720	6	2232	4.839	6	2232	9.559
17:00 - 18:00	6	2232	3.839	6	2232	3.861	6	2232	7.700
18:00 - 19:00	6	2232	2.733	6	2232	3.107	6	2232	5.840
19:00 - 20:00	6	2232	1.927	6	2232	2.547	6	2232	4.474
20:00 - 21:00	6	2232	0.993	6	2232	1.165	6	2232	2.158
21:00 - 22:00	6	2232	0.597	6	2232	0.874	6	2232	1.471
22:00 - 23:00	6	2232	0.052	6	2232	0.119	6	2232	0.171
23:00 - 24:00									
Total Rates:			53.353			53.361			106.714

Parameter summary

Trip rate parameter range selected:	1485 - 2568 (units: sqm)
Survey date date range:	01/01/10 - 28/10/17
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	6
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

Calculation Reference: AUDIT-733701-180925-0932

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 14 - CAR SHOW ROOMS
Category : A - CAR SHOW ROOMS

VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	HC HAMPSHIRE	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days

Secondary Filtering selection:

Parameter: Site area
Actual Range: 0.44 to 1.00 (units: hect)
Range Selected by User: 0.07 to 2.00 (units: hect)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/00 to 29/11/17

Selected survey days:

Saturday 3 days

Selected survey types:

Manual count 3 days
Directional ATC Count 0 days

Selected Locations:

Edge of Town 2
Neighbourhood Centre (PPS6 Local Centre) 1

Selected Location Sub Categories:

Industrial Zone 1
Residential Zone 1
No Sub Category 1

Secondary Filtering selection:

Use Class:

Sui Generis 3 days

Population within 1 mile:

5,001 to 10,000 1 days
10,001 to 15,000 1 days
15,001 to 20,000 1 days

Population within 5 miles:

125,001 to 250,000 1 days
250,001 to 500,000 1 days
500,001 or More 1 days

Car ownership within 5 miles:

0.6 to 1.0 1 days
1.1 to 1.5 2 days

Travel Plan:

Not Known 1 days
No 2 days

PTAL Rating:

No PTAL Present 3 days

LIST OF SITES relevant to selection parameters

1	CA-14-A-02	SKODA		CAMBRI DGESHI RE
	FENGATE			
	PETERBOROUGH			
	FENGATE			
	Edge of Town			
	Industrial Zone			
	Total Site area:	0.44	hect	
	Survey date: SATURDAY	17/10/09		Survey Type: MANUAL
2	GM-14-A-01	MOTORWORLD		GREATER MANCHESTER
	MANCHESTER OLD ROAD			
	NEAR MANCHESTER			
	RHODES			
	Neighbourhood Centre (PPS6 Local Centre)			
	Residential Zone			
	Total Site area:	0.70	hect	
	Survey date: SATURDAY	11/03/00		Survey Type: MANUAL
3	HC-14-A-01	MERCEDES BENZ		HAMPSHI RE
	GEORGE CURL WAY			
	SOUTHAMPTON			
	Edge of Town			
	No Sub Category			
	Total Site area:	1.00	hect	
	Survey date: SATURDAY	15/10/05		Survey Type: MANUAL

TRIP RATE for Land Use 14 - CAR SHOW ROOMS/A - CAR SHOW ROOMS

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

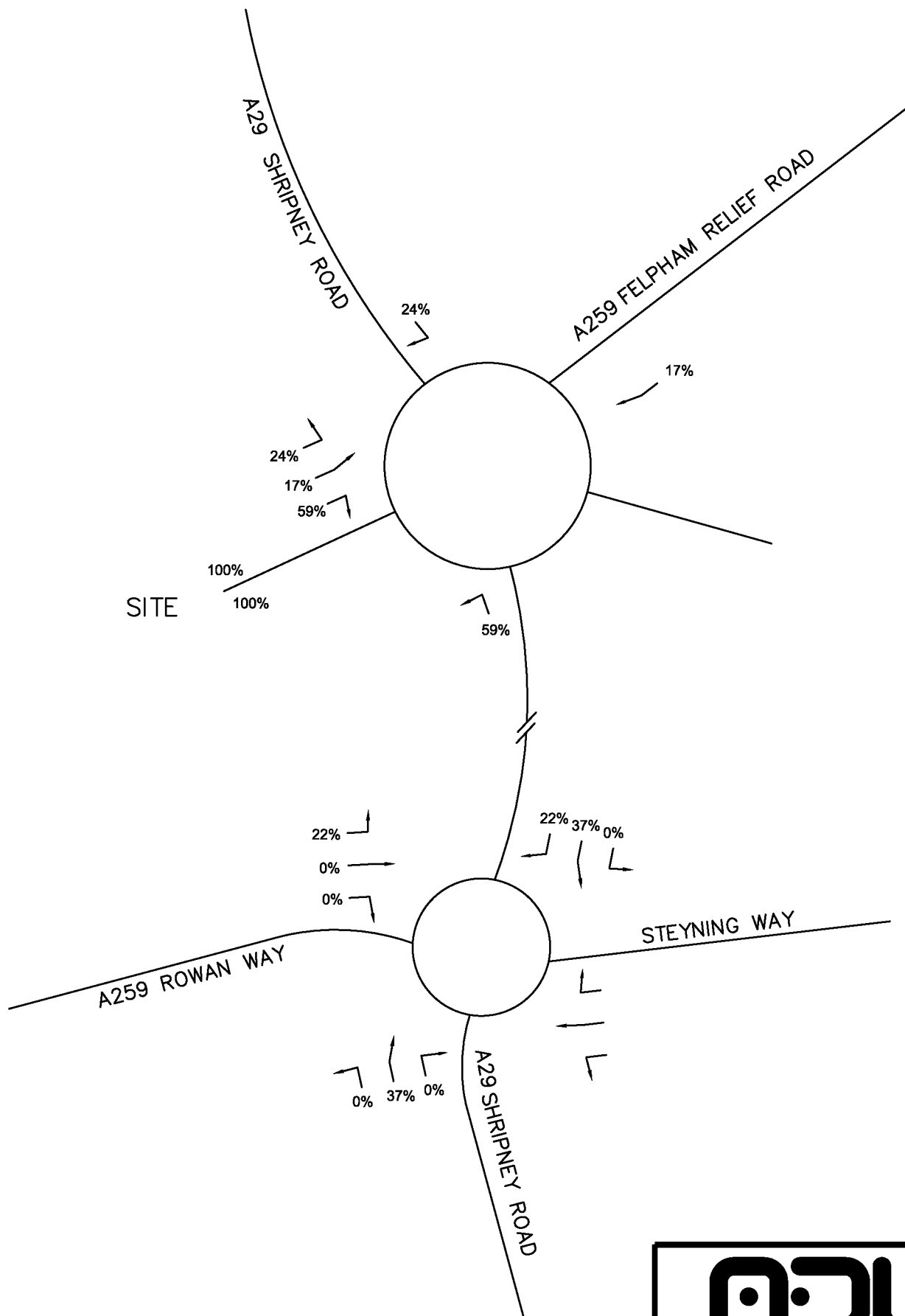
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	2	0.72	21.528	2	0.72	6.250	2	0.72	27.778
09:00 - 10:00	2	0.72	16.667	2	0.72	10.417	2	0.72	27.084
10:00 - 11:00	3	0.71	18.224	3	0.71	20.561	3	0.71	38.785
11:00 - 12:00	3	0.71	24.766	3	0.71	28.505	3	0.71	53.271
12:00 - 13:00	3	0.71	26.168	3	0.71	29.439	3	0.71	55.607
13:00 - 14:00	3	0.71	20.561	3	0.71	23.832	3	0.71	44.393
14:00 - 15:00	3	0.71	35.981	3	0.71	32.710	3	0.71	68.691
15:00 - 16:00	3	0.71	23.364	3	0.71	25.701	3	0.71	49.065
16:00 - 17:00	3	0.71	23.832	3	0.71	29.907	3	0.71	53.739
17:00 - 18:00	3	0.71	5.607	3	0.71	14.953	3	0.71	20.560
18:00 - 19:00	1	0.70	1.429	1	0.70	44.286	1	0.70	45.715
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates: 218.127 266.561 484.688									

Parameter summary

Trip rate parameter range selected:	0.44 to 1.00 (units: hect)
Survey date date range:	01/01/00 - 29/11/17
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	3
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

**GENERATED FLOWS ON SITE ACCESS ROUNDABOUT AND
A29/ROWAN WAY ROUNDABOUT**

12.1	Agreed Traffic Distribution
12.2	Generated Traffic Flows – Weekday AM Peak
12.3	Generated Traffic Flows – Weekday PM Peak
12.4	Generated Traffic Flows – Saturday Peak



ADL.
TRAFFIC
HIGHWAYS

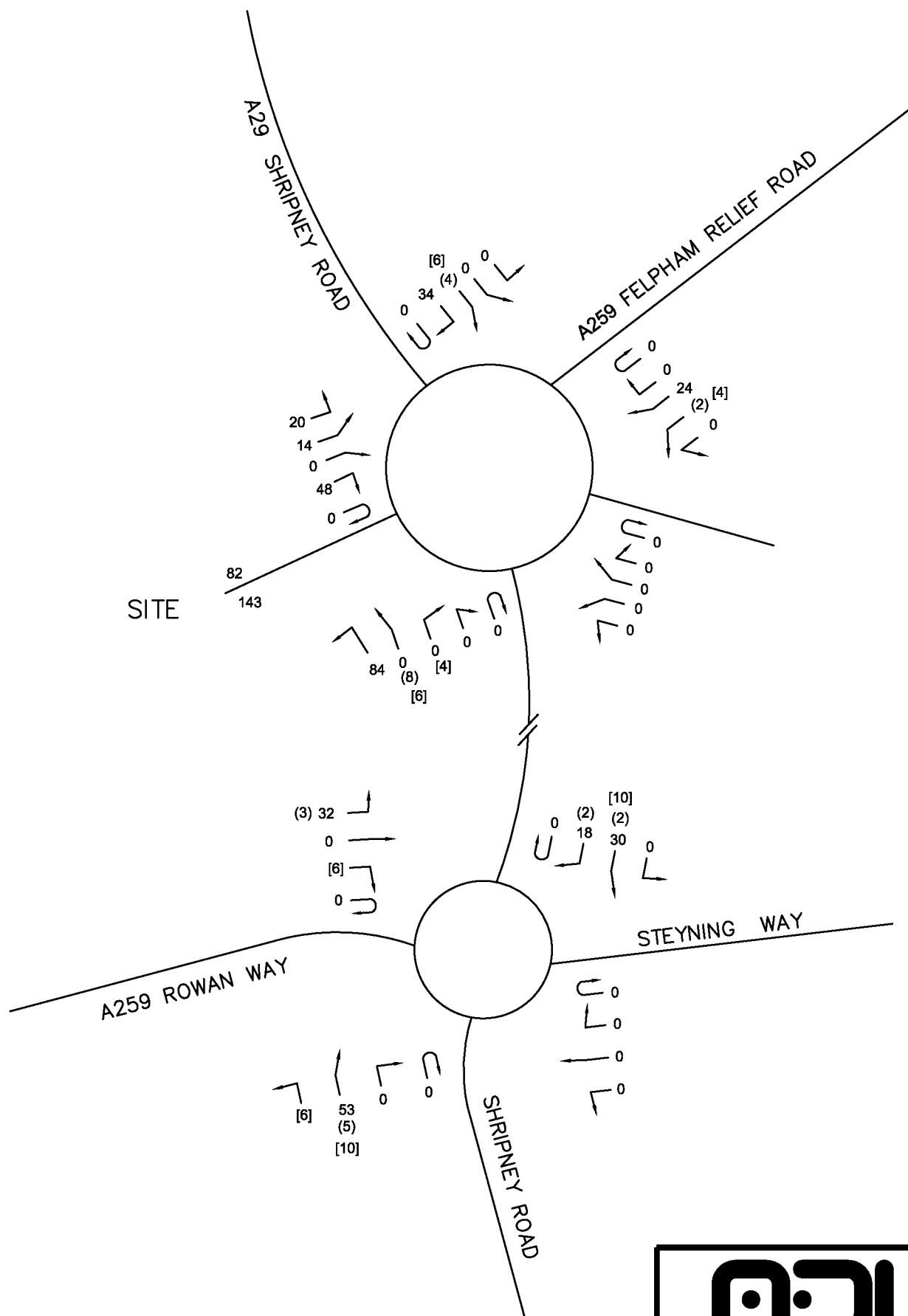
Title

AGREED PROPOSED TRAFFIC
DISTRIBUTION

Scale

N.T.S.

APPENDIX 12.1



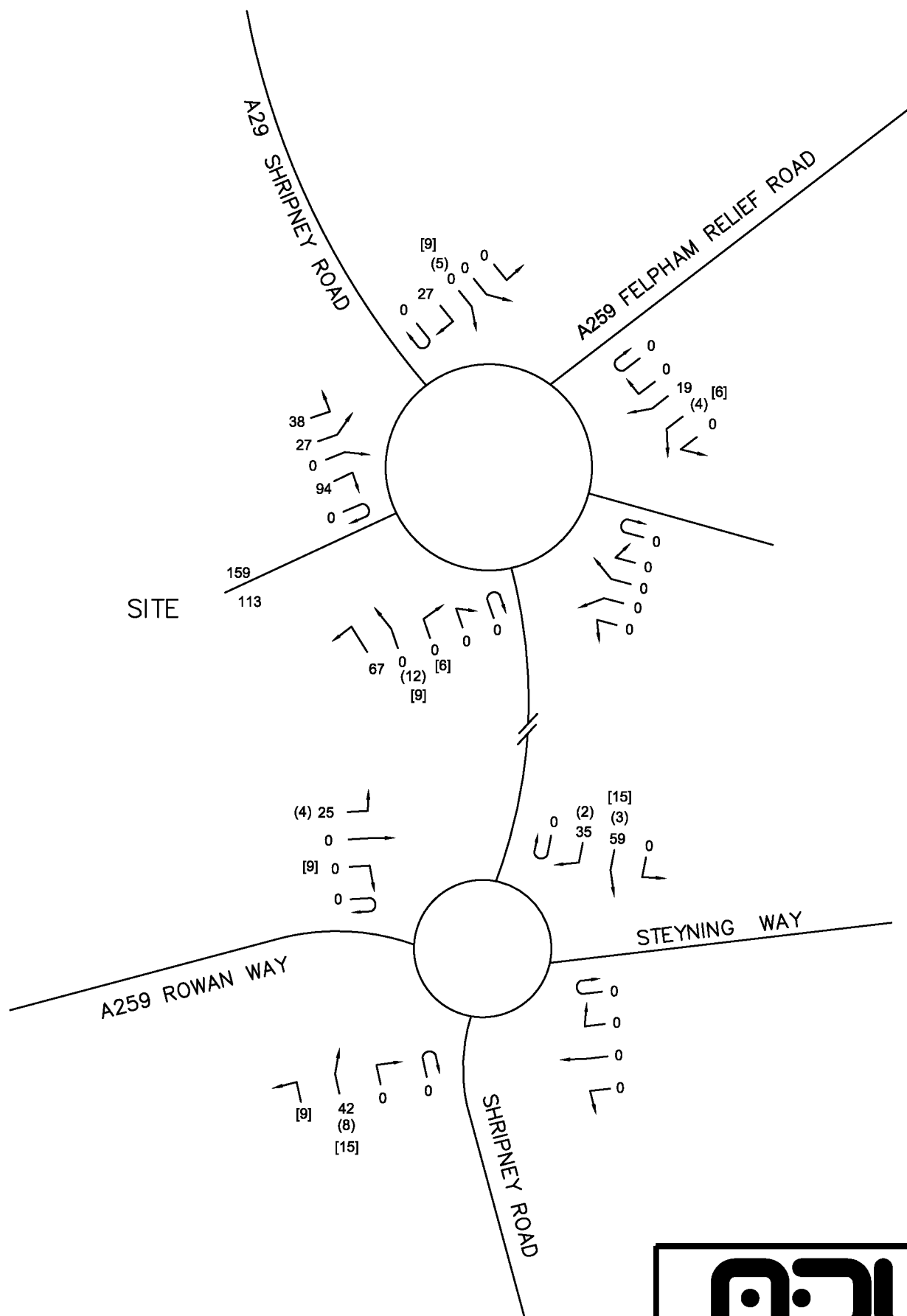
- () Pass-by food store trips
 [] Transferred food store trips

ADL.
 TRAFFIC
 HIGHWAYS

Title
 GENERATED TRAFFIC FLOWS
 WEEKDAY AM PEAK

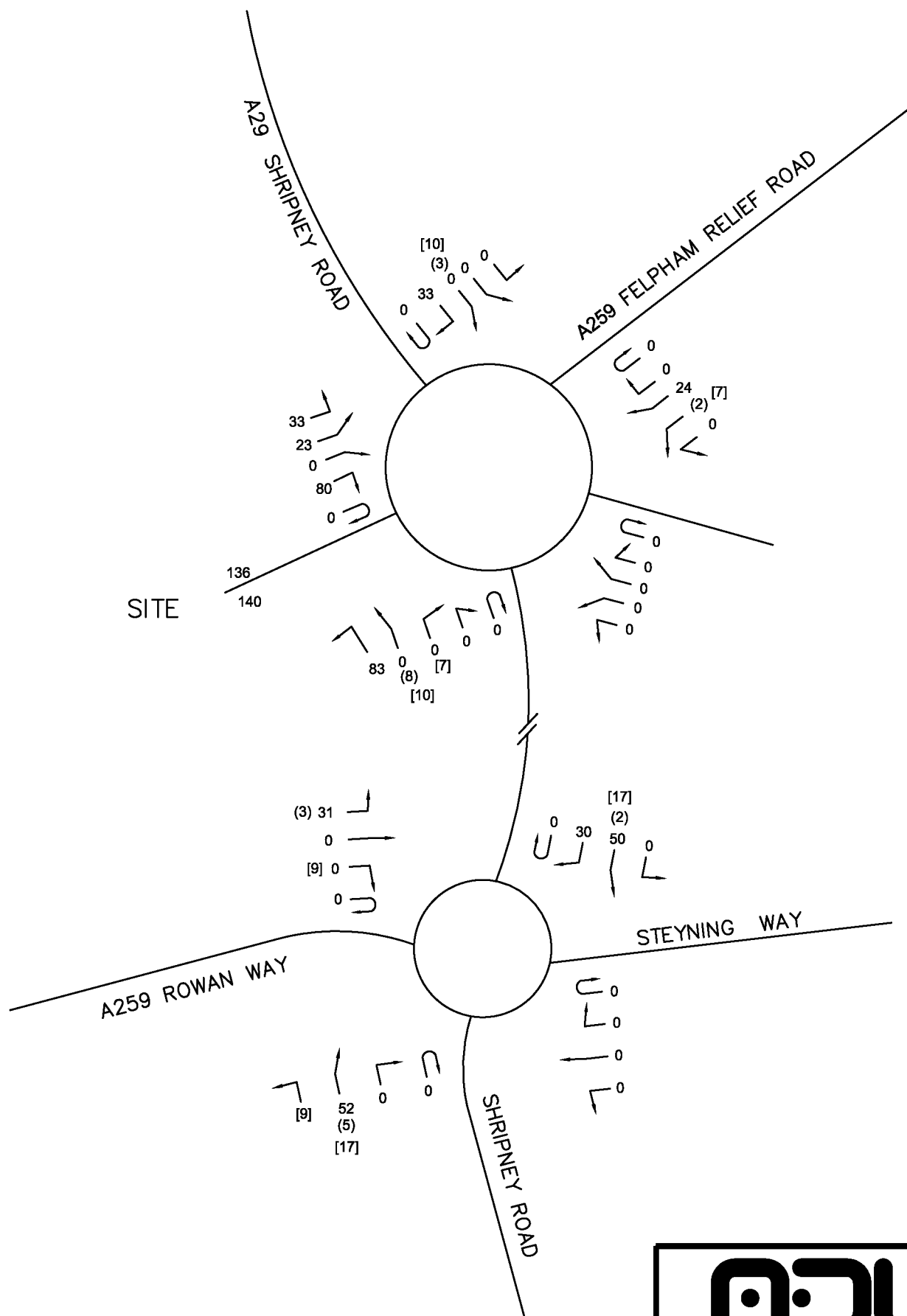
Scale
 N.T.S.

APPENDIX 12.2



- () Pass-by food store trips
 [] Transferred food store trips

Title GENERATED TRAFFIC FLOWS WEEKDAY PM PEAK	
Scale N.T.S.	APPENDIX 12.3

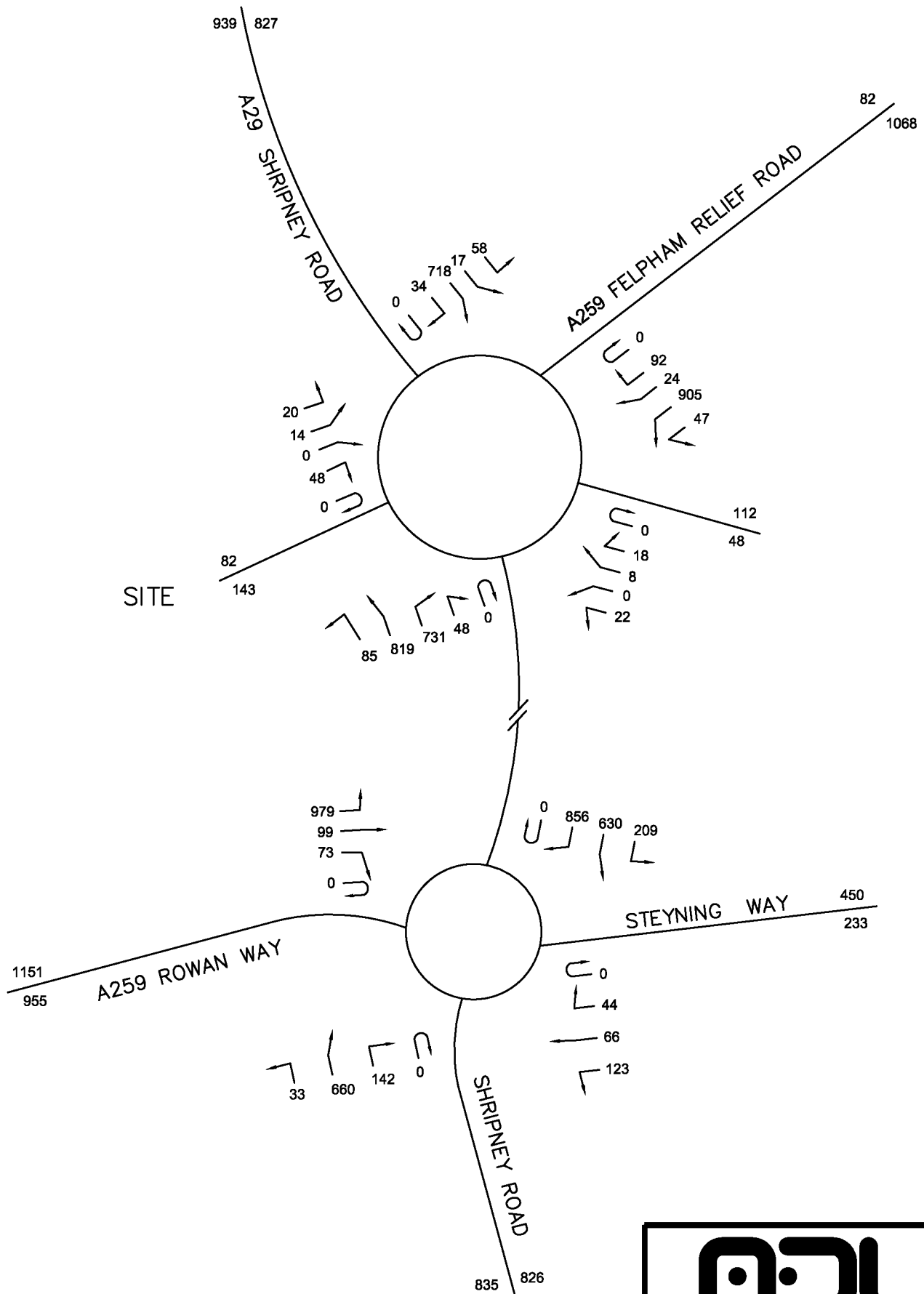


- () Pass-by food store trips
 [] Transferred food store trips

 AHL. TRAFFIC HIGHWAYS	
Title GENERATED TRAFFIC FLOWS SATURDAY PEAK	
Scale N.T.S.	APPENDIX 12.4

**2031 BASE + DEVELOPMENT FLOWS: SITE ACCESS ROUNDABOUT
AND A29/A259 ROWAN WAY ROUNDABOUT**

13.1	Weekday AM Peak Hour
13.2	Weekday PM Peak Hour
13.3	Saturday PM Peak Hour



- () Pass-by food store trips
 [] Transferred food store trips

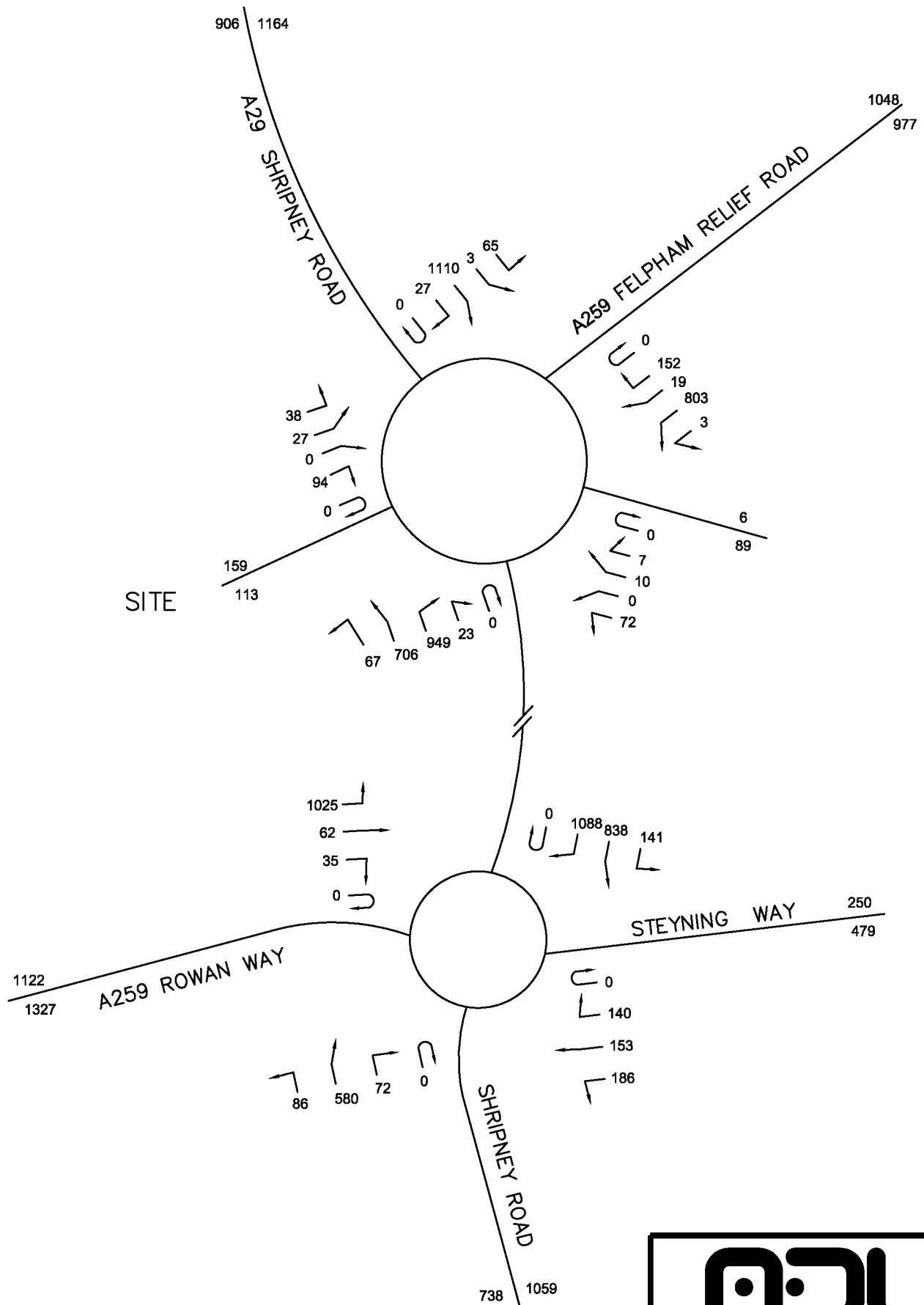
A.D.L.
 TRAFFIC
 HIGHWAYS

Title
 2031 BASE + DEVELOPMENT FLOWS
 WEEKDAY AM PEAK HOUR

Scale

N.T.S.

APPENDIX 13.1



- () Pass-by food store trips
 [] Transferred food store trips

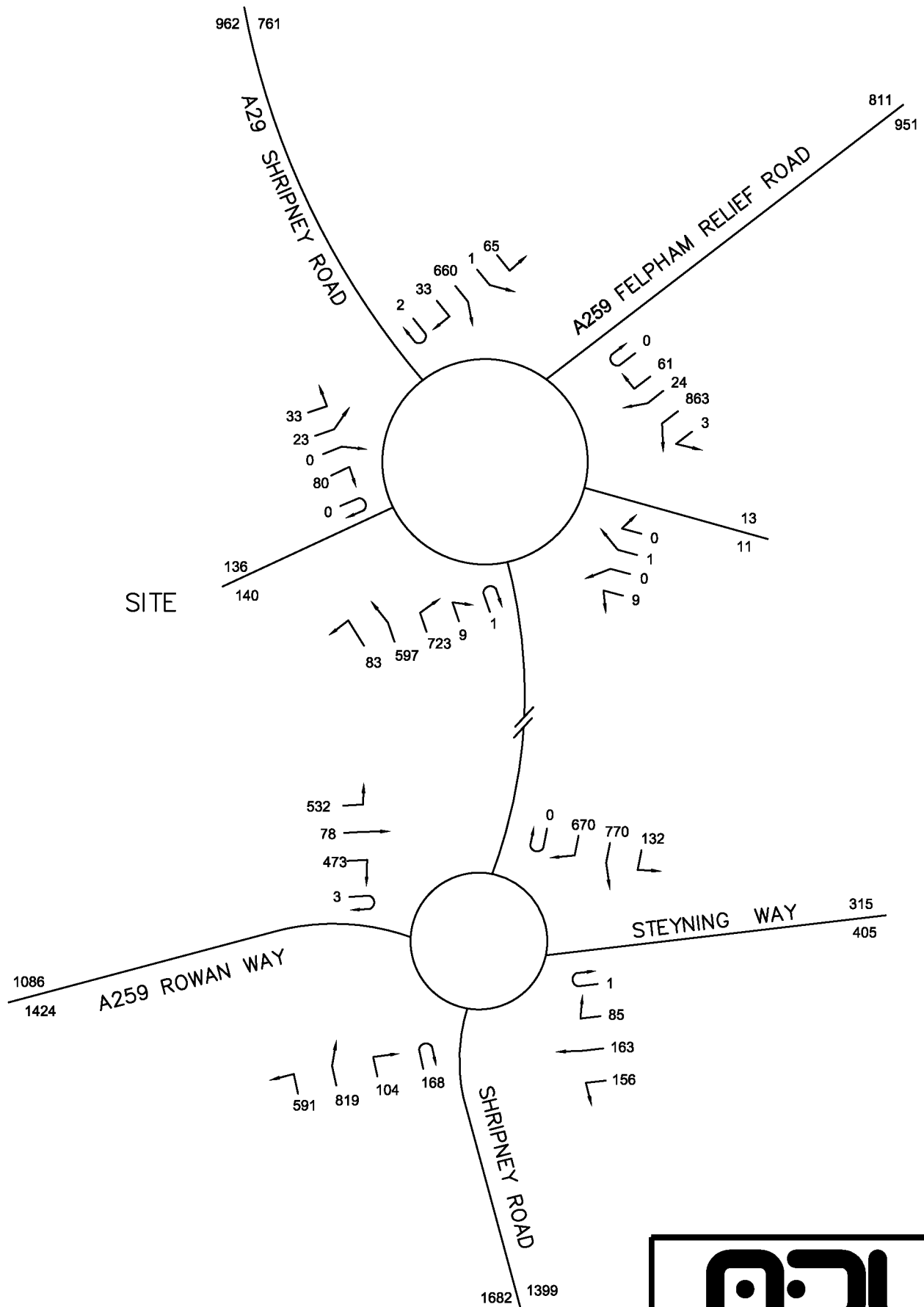
A.D.L.
 TRAFFIC
 HIGHWAYS

Title
 2031 BASE + DEVELOPMENT FLOWS
 WEEKDAY PM PEAK HOUR

Scale

N.T.S.

APPENDIX 13.2



- () Pass-by food store trips
 [] Transferred food store trips

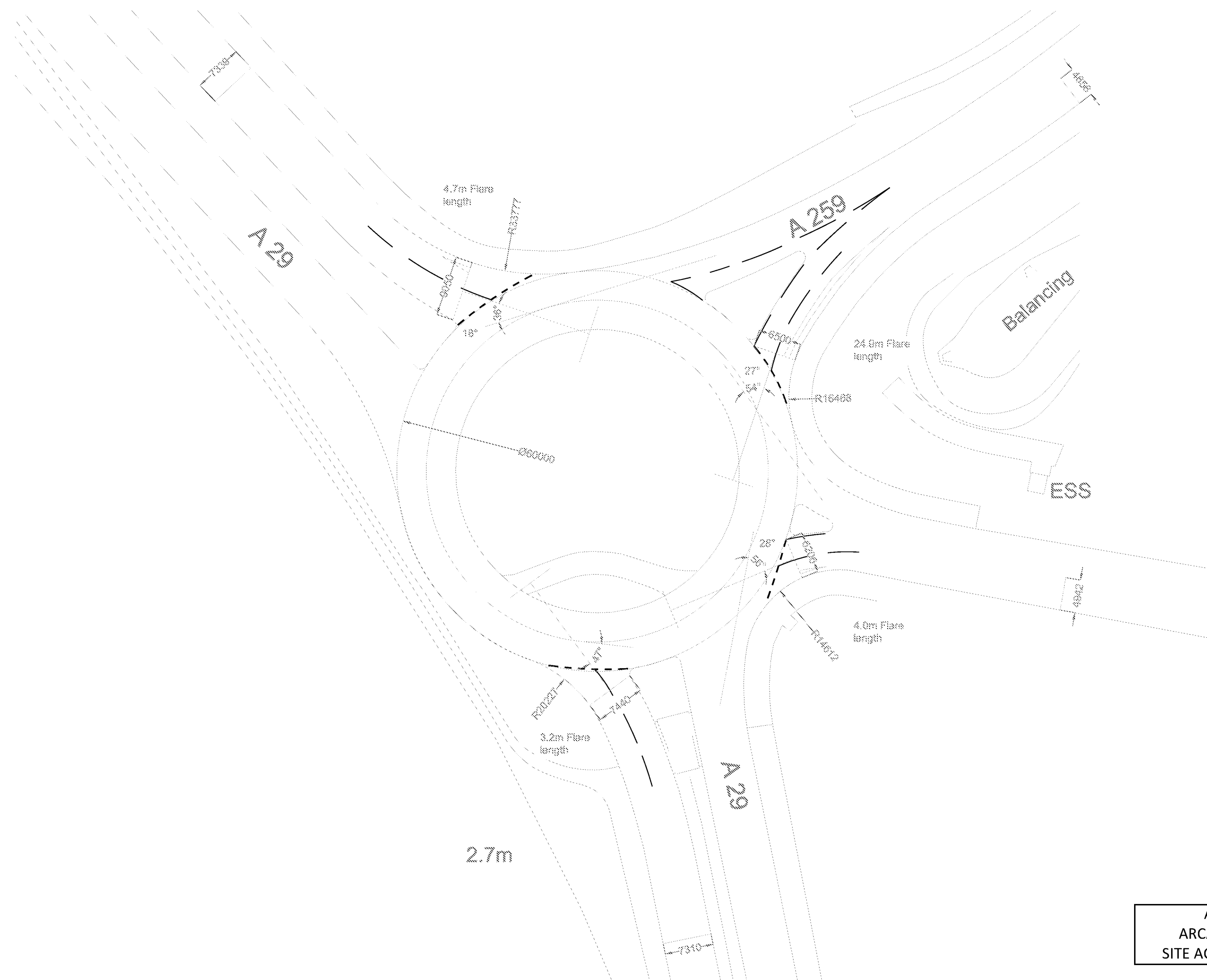
ADL.
 TRAFFIC
 HIGHWAYS

Title
 2031 BASE + DEVELOPMENT FLOWS
 SATURDAY PM PEAK HOUR

Scale
 N.T.S. APPENDIX 13.3

ARCADY ASSESSMENT: SITE ACCESS/A29 ROUNDABOUT

14.1	Geometry Plan
14.2	ARCADY Outputs



APPENDIX 14.1
ARCADY ASSESSMENT:
SITE ACCESS ROUNDABOUT

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.0.2.5947
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The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: Site Access Roundabout.j9

Path: \\SVR-SBS-ADL\Traffic\3500-3599\3503 Bognor Regis\HIGHWAYS FOLDER\ARCADY

Report generation date: 13/12/2018 16:20:56

- »2031 + Development, Weekday AM
- »2031 + Development, Weekday PM
- »2031 + Development, Saturday AM

Summary of junction performance

	Weekday AM				Weekday PM				Saturday AM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	2031 + Development											
1 - A29 (N)	0.9	3.56	0.47	A	2.7	7.79	0.73	A	0.8	3.25	0.43	A
2 - A259 Felpham Relief Road	7.9	25.72	0.90	D	21.8	70.89	0.99	F	3.3	11.57	0.77	B
3 - Oldlands Farm Access	0.1	7.11	0.09	A	0.4	13.39	0.27	B	0.0	5.91	0.02	A
4 - A29 (S)	11.6	24.02	0.93	C	21.8	42.14	0.98	E	3.3	7.71	0.77	A
5 - Site Access	0.3	13.05	0.24	B	1.3	27.32	0.57	D	0.4	9.42	0.28	A

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	Bognor Regis
Location	Saltbox
Site number	1
Date	13/12/2018
Version	
Status	(new file)
Identifier	AMC
Client	LANGMEAD DEVELOPMENTS 1 LTD
Jobnumber	
Enumerator	ADLUKJunction
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2031 + Development	Weekday AM	ONE HOUR	08:00	09:30	15	✓
D2	2031 + Development	Weekday PM	ONE HOUR	17:00	18:30	15	✓
D3	2031 + Development	Saturday AM	ONE HOUR	11:00	12:30	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2031 + Development, Weekday AM

Data Errors and Warnings

No errors or warnings.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3, 4, 5	19.48	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	A29 (N)	
2	A259 Felpham Relief Road	
3	Oldlands Farm Access	
4	A29 (S)	
5	Site Access	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - A29 (N)	7.40	9.10	4.7	33.8	60.0	18.0	
2 - A259 Felpham Relief Road	4.70	6.50	25.0	16.5	60.0	27.0	
3 - Oldlands Farm Access	4.90	6.20	4.0	14.6	60.0	28.0	
4 - A29 (S)	7.30	7.40	3.2	20.3	60.0	47.0	
5 - Site Access	3.50	4.50	7.8	30.0	60.0	31.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - A29 (N)	0.735	2634
2 - A259 Felpham Relief Road	0.586	1867
3 - Oldlands Farm Access	0.547	1659
4 - A29 (S)	0.613	2109
5 - Site Access	0.490	1291

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2031 + Development	Weekday AM	ONE HOUR	08:00	09:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A29 (N)		ONE HOUR	✓	827	100.000
2 - A259 Felpham Relief Road		ONE HOUR	✓	1068	100.000
3 - Oldlands Farm Access		ONE HOUR	✓	48	100.000
4 - A29 (S)		ONE HOUR	✓	1683	100.000
5 - Site Access		ONE HOUR	✓	82	100.000

Origin-Destination Data

Demand (PCU/hr)

	To					
		1 - A29 (N)	2 - A259 Felpham Relief Road	3 - Oldlands Farm Access	4 - A29 (S)	5 - Site Access
From	1 - A29 (N)	0	58	17	718	34
	2 - A259 Felpham Relief Road	92	0	47	905	24
	3 - Oldlands Farm Access	8	18	0	22	0
	4 - A29 (S)	819	731	48	0	85
	5 - Site Access	20	14	0	48	0

Vehicle Mix

Heavy Vehicle Percentages

	To					
		1 - A29 (N)	2 - A259 Felpham Relief Road	3 - Oldlands Farm Access	4 - A29 (S)	5 - Site Access
From	1 - A29 (N)	0	2	1	2	1
	2 - A259 Felpham Relief Road	2	0	1	2	1
	3 - Oldlands Farm Access	1	1	0	1	0
	4 - A29 (S)	2	2	1	0	1
	5 - Site Access	1	1	0	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A29 (N)	0.47	3.56	0.9	A	759	1138
2 - A259 Felpham Relief Road	0.90	25.72	7.9	D	980	1470
3 - Oldlands Farm Access	0.09	7.11	0.1	A	44	66
4 - A29 (S)	0.93	24.02	11.6	C	1544	2317
5 - Site Access	0.24	13.05	0.3	B	75	113

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A29 (N)	623	156	643	2161	0.288	621	703	0.0	0.4	2.381	A
2 - A259 Felpham Relief Road	804	201	649	1487	0.541	799	615	0.0	1.2	5.301	A
3 - Oldlands Farm Access	36	9	1365	913	0.040	36	84	0.0	0.0	4.148	A
4 - A29 (S)	1267	317	132	2028	0.625	1260	1269	0.0	1.7	4.739	A
5 - Site Access	62	15	1285	662	0.093	61	107	0.0	0.1	6.048	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A29 (N)	743	186	770	2068	0.359	743	841	0.4	0.6	2.767	A
2 - A259 Felpham Relief Road	960	240	777	1412	0.680	956	736	1.2	2.1	7.986	A
3 - Oldlands Farm Access	43	11	1633	766	0.056	43	100	0.0	0.1	5.030	A
4 - A29 (S)	1513	378	158	2012	0.752	1508	1518	1.7	3.0	7.194	A
5 - Site Access	74	18	1537	539	0.137	73	128	0.1	0.2	7.814	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A29 (N)	911	228	932	1949	0.467	909	1018	0.6	0.9	3.524	A
2 - A259 Felpham Relief Road	1176	294	950	1311	0.837	1156	891	2.1	7.2	21.346	C
3 - Oldlands Farm Access	53	13	1984	574	0.092	53	122	0.1	0.1	6.976	A
4 - A29 (S)	1853	463	191	1992	0.930	1824	1845	3.0	10.3	19.169	C
5 - Site Access	90	23	1860	381	0.237	90	155	0.2	0.3	12.462	B

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A29 (N)	911	228	943	1940	0.469	911	1031	0.9	0.9	3.562	A
2 - A259 Felpham Relief Road	1176	294	952	1309	0.838	1173	902	7.2	7.9	25.722	D
3 - Oldlands Farm Access	53	13	2002	564	0.094	53	123	0.1	0.1	7.114	A
4 - A29 (S)	1853	463	193	1990	0.931	1848	1862	10.3	11.6	24.015	C
5 - Site Access	90	23	1884	369	0.245	90	157	0.3	0.3	13.051	B

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A29 (N)	743	186	788	2054	0.362	745	863	0.9	0.6	2.806	A
2 - A259 Felpham Relief Road	960	240	780	1410	0.681	983	753	7.9	2.2	9.019	A
3 - Oldlands Farm Access	43	11	1660	751	0.057	43	103	0.1	0.1	5.141	A
4 - A29 (S)	1513	378	161	2010	0.753	1547	1543	11.6	3.2	8.450	A
5 - Site Access	74	18	1577	519	0.142	74	131	0.3	0.2	8.182	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A29 (N)	623	156	650	2156	0.289	623	710	0.6	0.4	2.396	A
2 - A259 Felpham Relief Road	804	201	652	1485	0.541	808	621	2.2	1.2	5.453	A
3 - Oldlands Farm Access	36	9	1376	907	0.040	36	85	0.1	0.0	4.177	A
4 - A29 (S)	1267	317	133	2027	0.625	1273	1279	3.2	1.7	4.900	A
5 - Site Access	62	15	1298	656	0.094	62	108	0.2	0.1	6.127	A

2031 + Development, Weekday PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3, 4, 5	35.67	E

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2031 + Development	Weekday PM	ONE HOUR	17:00	18:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A29 (N)		ONE HOUR	✓	1164	100.000
2 - A259 Felpham Relief Road		ONE HOUR	✓	977	100.000
3 - Oldlands Farm Access		ONE HOUR	✓	89	100.000
4 - A29 (S)		ONE HOUR	✓	1745	100.000
5 - Site Access		ONE HOUR	✓	159	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
From		1 - A29 (N)	2 - A259 Felpham Relief Road	3 - Oldlands Farm Access	4 - A29 (S)	5 - Site Access
	1 - A29 (N)	0	65	3	1069	27
	2 - A259 Felpham Relief Road	152	0	3	803	19
	3 - Oldlands Farm Access	10	7	0	72	0
	4 - A29 (S)	706	949	23	0	67
	5 - Site Access	38	27	0	94	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
From		1 - A29 (N)	2 - A259 Felpham Relief Road	3 - Oldlands Farm Access	4 - A29 (S)	5 - Site Access
	1 - A29 (N)	0	2	1	2	1
	2 - A259 Felpham Relief Road	2	0	1	2	1
	3 - Oldlands Farm Access	1	1	0	1	0
	4 - A29 (S)	2	2	1	0	1
	5 - Site Access	1	1	0	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A29 (N)	0.73	7.79	2.7	A	1068	1602
2 - A259 Felpham Relief Road	0.99	78.89	21.0	F	897	1345
3 - Oldlands Farm Access	0.27	13.39	0.4	B	82	123
4 - A29 (S)	0.98	42.14	21.8	E	1601	2402
5 - Site Access	0.57	27.32	1.3	D	146	219

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A29 (N)	876	219	823	2029	0.432	873	678	0.0	0.8	3.169	A
2 - A259 Felpham Relief Road	736	184	912	1333	0.552	731	785	0.0	1.2	6.045	A
3 - Oldlands Farm Access	67	17	1621	772	0.087	67	22	0.0	0.1	5.149	A
4 - A29 (S)	1314	328	161	2010	0.653	1306	1527	0.0	1.9	5.158	A
5 - Site Access	120	30	1382	614	0.195	119	85	0.0	0.2	7.322	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A29 (N)	1046	262	984	1910	0.548	1045	811	0.8	1.2	4.233	A
2 - A259 Felpham Relief Road	878	220	1091	1228	0.715	873	938	1.2	2.5	10.210	B
3 - Oldlands Farm Access	80	20	1938	599	0.134	80	26	0.1	0.2	7.003	A
4 - A29 (S)	1569	392	192	1991	0.788	1562	1826	1.9	3.6	8.411	A
5 - Site Access	143	36	1653	482	0.297	142	101	0.2	0.4	10.678	B

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A29 (N)	1282	320	1180	1767	0.725	1276	968	1.2	2.6	7.397	A
2 - A259 Felpham Relief Road	1076	269	1331	1087	0.969	1026	1124	2.5	14.9	42.513	E
3 - Oldlands Farm Access	98	24	2326	387	0.253	97	31	0.2	0.3	12.531	B
4 - A29 (S)	1921	480	228	1969	0.876	1869	2195	3.6	16.8	27.732	D
5 - Site Access	175	44	1975	324	0.540	172	121	0.4	1.1	23.501	D

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A29 (N)	1282	320	1200	1752	0.732	1281	986	2.6	2.7	7.786	A
2 - A259 Felpham Relief Road	1076	269	1338	1083	0.993	1052	1143	14.9	21.0	70.886	F
3 - Oldlands Farm Access	98	24	2358	369	0.265	98	32	0.3	0.4	13.391	B
4 - A29 (S)	1921	480	232	1967	0.877	1902	2223	16.8	21.6	42.137	E
5 - Site Access	175	44	2011	307	0.571	174	123	1.1	1.3	27.319	D

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A29 (N)	1046	262	1030	1876	0.558	1052	855	2.7	1.3	4.483	A
2 - A259 Felpham Relief Road	878	220	1101	1222	0.719	951	981	21.0	2.7	17.135	C
3 - Oldlands Farm Access	80	20	2025	551	0.145	81	27	0.4	0.2	7.741	A
4 - A29 (S)	1569	392	206	1983	0.791	1639	1900	21.8	4.1	12.708	B
5 - Site Access	143	36	1739	440	0.325	146	106	1.3	0.5	12.510	B

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A29 (N)	876	219	834	2021	0.434	878	687	1.3	0.8	3.220	A
2 - A259 Felpham Relief Road	736	184	918	1329	0.553	741	794	2.7	1.3	6.305	A
3 - Oldlands Farm Access	67	17	1637	763	0.088	67	22	0.2	0.1	5.225	A
4 - A29 (S)	1314	328	163	2009	0.654	1322	1542	4.1	2.0	5.407	A
5 - Site Access	120	30	1400	606	0.198	121	86	0.5	0.3	7.504	A

2031 + Development , Saturday AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3, 4, 5	7.86	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2031 + Development	Saturday AM	ONE HOUR	11:00	12:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A29 (N)		ONE HOUR	✓	761	100.000
2 - A259 Felpham Relief Road		ONE HOUR	✓	951	100.000
3 - Oldlands Farm Access		ONE HOUR	✓	11	100.000
4 - A29 (S)		ONE HOUR	✓	1413	100.000
5 - Site Access		ONE HOUR	✓	136	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
From		1 - A29 (N)	2 - A259 Felpham Relief Road	3 - Oldlands Farm Access	4 - A29 (S)	5 - Site Access
	1 - A29 (N)	2	65	1	660	33
	2 - A259 Felpham Relief Road	61	0	3	863	24
	3 - Oldlands Farm Access	1	1	0	9	0
	4 - A29 (S)	597	723	9	1	83
	5 - Site Access	33	23	0	80	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
From		1 - A29 (N)	2 - A259 Felpham Relief Road	3 - Oldlands Farm Access	4 - A29 (S)	5 - Site Access
	1 - A29 (N)	0	2	0	1	2
	2 - A259 Felpham Relief Road	2	0	0	1	2
	3 - Oldlands Farm Access	0	0	0	0	0
	4 - A29 (S)	1	1	0	0	2
	5 - Site Access	2	2	2	2	0

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A29 (N)	0.43	3.25	0.8	A	698	1047
2 - A259 Felpham Relief Road	0.77	11.57	3.3	B	873	1309
3 - Oldlands Farm Access	0.02	5.91	0.0	A	10	15
4 - A29 (S)	0.77	7.71	3.3	A	1297	1945
5 - Site Access	0.28	9.42	0.4	A	125	187

11:00 - 11:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A29 (N)	573	143	627	2173	0.264	571	520	0.0	0.4	2.271	A
2 - A259 Felpham Relief Road	716	179	590	1522	0.471	712	609	0.0	0.9	4.477	A
3 - Oldlands Farm Access	8	2	1293	952	0.009	8	10	0.0	0.0	3.813	A
4 - A29 (S)	1064	266	91	2053	0.518	1059	1209	0.0	1.1	3.648	A
5 - Site Access	102	26	1046	779	0.131	102	105	0.0	0.2	5.416	A

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A29 (N)	684	171	751	2082	0.329	684	623	0.4	0.5	2.604	A
2 - A259 Felpham Relief Road	855	214	706	1454	0.588	853	729	0.9	1.4	6.034	A
3 - Oldlands Farm Access	10	2	1547	813	0.012	10	12	0.0	0.0	4.483	A
4 - A29 (S)	1270	318	109	2042	0.622	1268	1447	1.1	1.6	4.686	A
5 - Site Access	122	31	1252	678	0.180	122	126	0.2	0.2	6.596	A

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A29 (N)	838	209	918	1959	0.428	837	761	0.5	0.8	3.240	A
2 - A259 Felpham Relief Road	1047	262	864	1361	0.769	1040	891	1.4	3.2	11.097	B
3 - Oldlands Farm Access	12	3	1890	625	0.019	12	14	0.0	0.0	5.870	A
4 - A29 (S)	1556	389	134	2027	0.767	1549	1768	1.6	3.2	7.517	A
5 - Site Access	150	37	1530	542	0.276	149	154	0.2	0.4	9.320	A

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A29 (N)	838	209	921	1956	0.428	838	764	0.8	0.8	3.253	A
2 - A259 Felpham Relief Road	1047	262	865	1360	0.770	1047	894	3.2	3.3	11.573	B
3 - Oldlands Farm Access	12	3	1898	621	0.020	12	14	0.0	0.0	5.912	A
4 - A29 (S)	1556	389	134	2027	0.768	1556	1776	3.2	3.3	7.710	A
5 - Site Access	150	37	1536	539	0.278	150	154	0.4	0.4	9.422	A

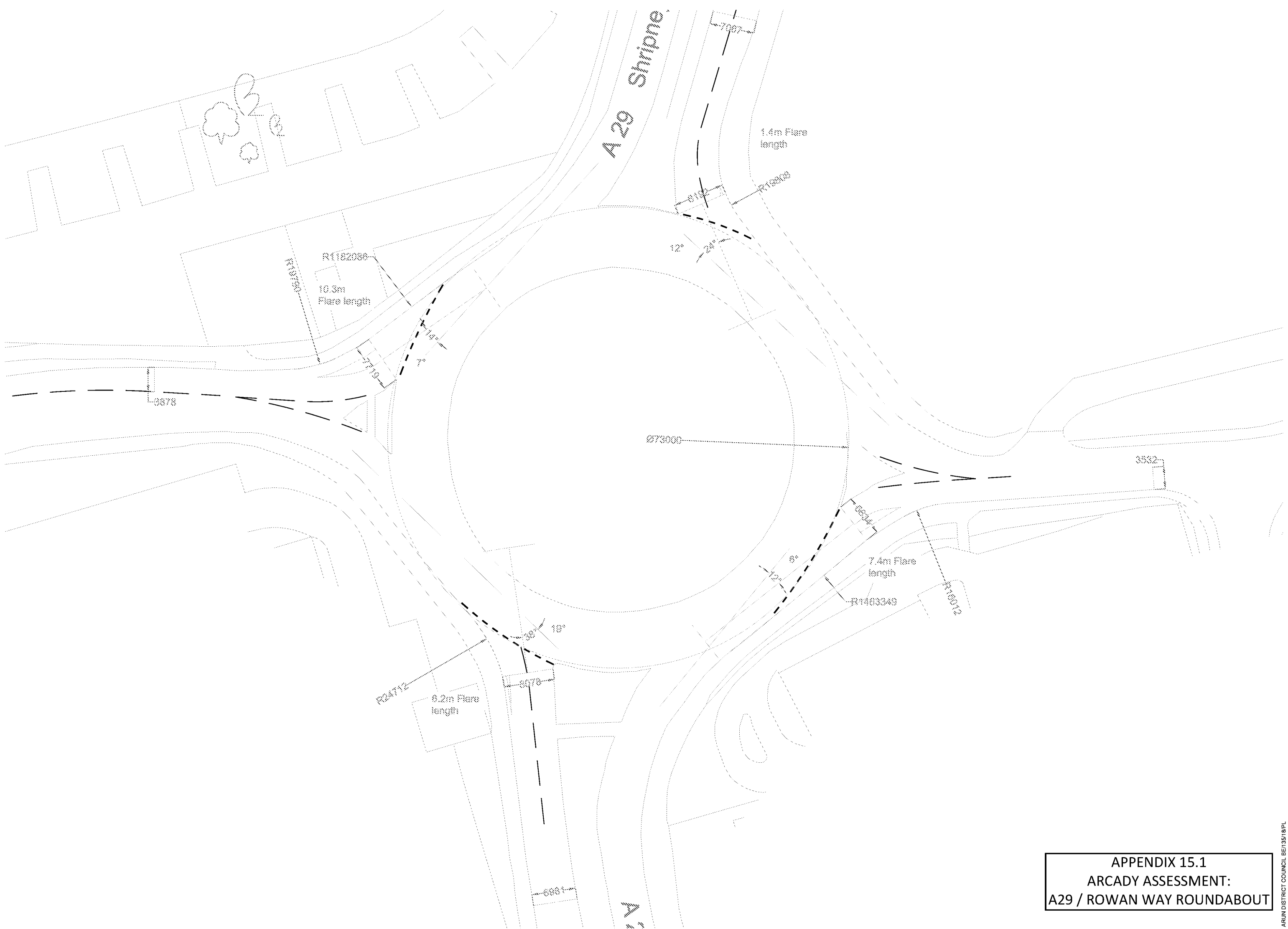
Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A29 (N)	684	171	756	2078	0.329	685	627	0.8	0.5	2.615	A
2 - A259 Felpham Relief Road	855	214	708	1453	0.589	862	733	3.3	1.5	6.237	A
3 - Oldlands Farm Access	10	2	1558	807	0.012	10	12	0.0	0.0	4.518	A
4 - A29 (S)	1270	318	110	2041	0.622	1277	1458	3.3	1.7	4.797	A
5 - Site Access	122	31	1261	674	0.181	123	126	0.4	0.2	6.668	A

12:15 - 12:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A29 (N)	573	143	632	2170	0.264	573	524	0.5	0.4	2.283	A
2 - A259 Felpham Relief Road	716	179	592	1520	0.471	718	613	1.5	0.9	4.551	A
3 - Oldlands Farm Access	8	2	1301	947	0.009	8	10	0.0	0.0	3.835	A
4 - A29 (S)	1064	266	92	2053	0.518	1066	1217	1.7	1.1	3.695	A
5 - Site Access	102	26	1053	776	0.132	103	106	0.2	0.2	5.455	A

ARCADY ASSESSMENT: A29/ROWAN WAY ROUNDABOUT

15.1	Geometry Plan
15.2	ARCADY Outputs



APPENDIX 15.1
ARCADY ASSESSMENT:
A29 / ROWAN WAY ROUNDABOUT

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.0.2.5947
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The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: Rowan Way Roundabout.j9

Path: \\SVR-SBS-ADL\Traffic\3500-3599\3503 Bognor Regis\HIGHWAYS FOLDER\ARCADY

Report generation date: 13/12/2018 16:48:47

- »2031 Total + Development, Weekday AM
- »2031 Total + Development, Weekday PM
- »2031 Total + Development, Saturday AM
- »2031 Total + Development Flat, Weekday AM
- »2031 Total + Development Flat, Weekday PM
- »2031 Total + Development Flat, Saturday AM

Summary of junction performance

	Weekday AM			Weekday PM			Saturday AM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
2031 Total + Development									
1 - A29 (N)	5.9	11.71	0.86	34.2	53.54	1.00	12.1	26.91	0.94
2 - Steyning Way	0.5	7.22	0.34	9.5	68.23	0.84	7.5	64.63	0.82
3 - A29 (S)	1.1	4.25	0.52	1.2	5.20	0.54	38.7	71.48	1.02
4 - A259 Rowan Way	11.5	35.01	0.94	7.4	22.87	0.88	27.5	80.74	1.01
2031 Total + Development Flat									
1 - A29 (N)	3.4	7.34	0.77	9.3	16.62	0.90	5.1	11.81	0.84
2 - Steyning Way	0.4	6.00	0.28	3.0	22.73	0.75	2.3	21.12	0.70
3 - A29 (S)	0.8	3.64	0.45	0.9	4.32	0.46	8.7	19.01	0.90
4 - A259 Rowan Way	4.6	14.71	0.82	3.7	11.95	0.79	7.7	26.14	0.89

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	Bognor Regis
Location	Saltbox
Site number	2
Date	25/05/2017
Version	
Status	(new file)
Identifier	AMC
Client	Langmead Developments 1 Ltd
Jobnumber	3503
Enumerator	ADLUKJunction
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2031 Total + Development	Weekday AM	ONE HOUR	08:00	09:30		15	✓
D2	2031 Total + Development	Weekday PM	ONE HOUR	17:00	18:30		15	✓
D3	2031 Total + Development	Saturday AM	ONE HOUR	11:00	12:30		15	✓
D4	2031 Total + Development Flat	Weekday AM	FLAT	08:00	09:30	90	15	✓
D5	2031 Total + Development Flat	Weekday PM	FLAT	17:00	18:30	90	15	✓
D6	2031 Total + Development Flat	Saturday AM	FLAT	11:00	12:30	90	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2031 Total + Development, Weekday AM

Data Errors and Warnings

No errors or warnings.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3, 4	16.70	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	A29 (N)	
2	Steyning Way	
3	A29 (S)	
4	A259 Rowan Way	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - A29 (N)	7.10	8.30	1.4	19.8	73.0	12.0	
2 - Steyning Way	3.53	6.60	7.7	38.1	73.0	6.0	
3 - A29 (S)	6.98	8.10	6.2	24.7	73.0	19.0	
4 - A259 Rowan Way	3.90	7.80	10.3	20.0	73.0	7.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - A29 (N)	0.613	2388
2 - Steyning Way	0.508	1637
3 - A29 (S)	0.618	2441
4 - A259 Rowan Way	0.535	1853

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2031 Total + Development	Weekday AM	ONE HOUR	08:00	09:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A29 (N)		ONE HOUR	✓	1695	100.000
2 - Steyning Way		ONE HOUR	✓	233	100.000
3 - A29 (S)		ONE HOUR	✓	835	100.000
4 - A259 Rowan Way		ONE HOUR	✓	1151	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To				
	1 - A29 (N)	2 - Steyning Way	3 - A29 (S)	4 - A259 Rowan Way	
1 - A29 (N)	0	209	630	856	
2 - Steyning Way	44	0	123	66	
3 - A29 (S)	660	142	0	33	
4 - A259 Rowan Way	979	99	73	0	

Vehicle Mix

Heavy Vehicle Percentages

From	To				
	1 - A29 (N)	2 - Steyning Way	3 - A29 (S)	4 - A259 Rowan Way	
1 - A29 (N)	0	2	2	2	
2 - Steyning Way	2	0	2	2	
3 - A29 (S)	2	2	0	2	
4 - A259 Rowan Way	2	2	2	0	

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A29 (N)	0.56	11.71	5.9	B	1555	2333
2 - Steyning Way	0.34	7.22	0.5	A	214	321
3 - A29 (S)	0.52	4.25	1.1	A	766	1149
4 - A259 Rowan Way	0.94	35.01	11.5	E	1056	1584

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A29 (N)	1276	319	235	2243	0.569	1271	1261	0.0	1.3	3.756	A
2 - Steyning Way	175	44	1169	1043	0.168	175	337	0.0	0.2	4.226	A
3 - A29 (S)	629	157	724	1993	0.315	627	619	0.0	0.5	2.684	A
4 - A259 Rowan Way	867	217	635	1513	0.573	861	716	0.0	1.3	5.588	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A29 (N)	1524	381	281	2215	0.688	1520	1508	1.3	2.2	5.258	A
2 - Steyning Way	209	52	1398	926	0.226	209	404	0.2	0.3	5.118	A
3 - A29 (S)	751	188	866	1905	0.394	750	741	0.5	0.7	3.177	A
4 - A259 Rowan Way	1035	259	760	1446	0.715	1030	857	1.3	2.5	8.731	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A29 (N)	1866	467	341	2179	0.857	1853	1826	2.2	5.6	10.832	B
2 - Steyning Way	257	64	1703	771	0.333	256	491	0.3	0.5	7.109	A
3 - A29 (S)	919	230	1056	1788	0.514	918	902	0.7	1.1	4.212	A
4 - A259 Rowan Way	1267	317	930	1355	0.935	1238	1044	2.5	9.9	26.362	D

08:45 - 08:50

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A29 (N)	1866	467	345	2176	0.853	1865	1847	5.6	5.9	11.710	B
2 - Steyning Way	257	64	1715	765	0.335	257	495	0.5	0.5	7.221	A
3 - A29 (S)	919	230	1063	1784	0.515	919	909	1.1	1.1	4.247	A
4 - A259 Rowan Way	1267	317	931	1354	0.938	1261	1051	9.9	11.5	35.015	E

08:50 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A29 (N)	1524	381	288	2211	0.689	1538	1545	5.9	2.3	5.565	A
2 - Steyning Way	209	52	1416	917	0.228	210	410	0.5	0.3	5.203	A
3 - A29 (S)	751	188	876	1899	0.395	752	751	1.1	0.7	3.207	A
4 - A259 Rowan Way	1035	259	762	1445	0.716	1070	866	11.5	2.7	10.676	B

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A29 (N)	1276	319	237	2242	0.569	1280	1272	2.3	1.4	3.832	A
2 - Steyning Way	175	44	1177	1038	0.169	176	340	0.3	0.2	4.259	A
3 - A29 (S)	629	157	729	1990	0.316	629	624	0.7	0.5	2.699	A
4 - A259 Rowan Way	867	217	638	1512	0.573	872	721	2.7	1.4	5.782	A

2031 Total + Development, Weekday PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3, 4	39.23	E

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2031 Total + Development	Weekday PM	ONE HOUR	17:00	18:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A29 (N)		ONE HOUR	✓	2067	100.000
2 - Steyning Way		ONE HOUR	✓	479	100.000
3 - A29 (S)		ONE HOUR	✓	738	100.000
4 - A259 Rowan Way		ONE HOUR	✓	1122	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
From		1 - A29 (N)	2 - Steyning Way	3 - A29 (S)	4 - A259 Rowan Way
	1 - A29 (N)	0	141	838	1088
	2 - Steyning Way	140	0	186	153
	3 - A29 (S)	580	72	0	86
	4 - A259 Rowan Way	1025	62	35	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
From		1 - A29 (N)	2 - Steyning Way	3 - A29 (S)	4 - A259 Rowan Way
	1 - A29 (N)	0	2	0	2
	2 - Steyning Way	2	0	2	2
	3 - A29 (S)	2	2	0	2
	4 - A259 Rowan Way	2	2	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A29 (N)	1.00	53.54	34.2	F	1897	2845
2 - Steyning Way	0.94	68.23	9.5	F	440	659
3 - A29 (S)	0.54	5.20	1.2	A	677	1016
4 - A259 Rowan Way	0.88	22.87	7.4	C	1030	1544

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A29 (N)	1556	389	127	2310	0.674	1548	1307	0.0	2.1	4.730	A
2 - Steyning Way	361	90	1469	890	0.405	358	206	0.0	0.7	6.862	A
3 - A29 (S)	556	139	1034	1802	0.308	554	793	0.0	0.5	2.938	A
4 - A259 Rowan Way	845	211	594	1535	0.550	840	994	0.0	1.2	5.246	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A29 (N)	1858	465	152	2295	0.810	1850	1564	2.1	4.1	8.037	A
2 - Steyning Way	431	108	1755	745	0.578	428	246	0.7	1.4	11.494	B
3 - A29 (S)	663	166	1236	1677	0.396	663	948	0.5	0.7	3.615	A
4 - A259 Rowan Way	1009	252	710	1473	0.685	1005	1188	1.2	2.2	7.789	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A29 (N)	2276	569	184	2275	1.000	2196	1897	4.1	24.1	31.329	D
2 - Steyning Way	527	132	2084	577	0.913	506	296	1.4	6.7	42.783	E
3 - A29 (S)	813	203	1465	1535	0.529	811	1125	0.7	1.1	5.056	A
4 - A259 Rowan Way	1235	309	864	1390	0.889	1217	1412	2.2	6.8	19.381	C

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A29 (N)	2276	569	186	2274	1.001	2235	1916	24.1	34.2	53.541	F
2 - Steyning Way	527	132	2121	558	0.944	516	300	6.7	9.5	68.203	F
3 - A29 (S)	813	203	1493	1518	0.535	812	1145	1.1	1.2	5.200	A
4 - A259 Rowan Way	1235	309	869	1388	0.880	1233	1436	6.8	7.4	22.873	C

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A29 (N)	1858	465	154	2293	0.810	1977	1598	34.2	4.6	15.608	C
2 - Steyning Way	431	108	1874	684	0.629	461	257	9.5	1.8	18.549	C
3 - A29 (S)	663	166	1323	1623	0.409	665	1013	1.2	0.7	3.841	A
4 - A259 Rowan Way	1009	252	723	1466	0.688	1029	1265	7.4	2.3	8.773	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A29 (N)	1556	389	128	2309	0.674	1566	1320	4.6	2.1	4.963	A
2 - Steyning Way	361	90	1486	882	0.409	365	208	1.8	0.7	7.164	A
3 - A29 (S)	556	139	1048	1793	0.310	557	803	0.7	0.5	2.973	A
4 - A259 Rowan Way	845	211	598	1533	0.551	849	1006	2.3	1.3	5.402	A

2031 Total + Development , Saturday AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3, 4	58.25	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2031 Total + Development	Saturday AM	ONE HOUR	11:00	12:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A29 (N)		ONE HOUR	✓	1572	100.000
2 - Steyning Way		ONE HOUR	✓	405	100.000
3 - A29 (S)		ONE HOUR	✓	1682	100.000
4 - A259 Rowan Way		ONE HOUR	✓	1086	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
From		1 - A29 (N)	2 - Steyning Way	3 - A29 (S)	4 - A259 Rowan Way
	1 - A29 (N)	0	132	770	670
	2 - Steyning Way	85	1	156	163
	3 - A29 (S)	819	104	168	591
	4 - A259 Rowan Way	532	78	473	3

Vehicle Mix

Heavy Vehicle Percentages

		To			
From		1 - A29 (N)	2 - Steyning Way	3 - A29 (S)	4 - A259 Rowan Way
	1 - A29 (N)	0	1	2	1
	2 - Steyning Way	1	0	1	2
	3 - A29 (S)	1	1	0	1
	4 - A259 Rowan Way	1	1	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A29 (N)	0.94	26.91	12.1	D	1442	2164
2 - Steyning Way	0.92	64.53	7.5	F	372	557
3 - A29 (S)	1.02	71.49	38.7	F	1543	2315
4 - A259 Rowan Way	1.01	80.74	27.5	F	997	1495

Main Results for each time segment

11:00 - 11:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A29 (N)	1183	296	619	2008	0.589	1178	1075	0.0	1.4	4.369	A
2 - Steyning Way	305	76	1560	844	0.361	303	236	0.0	0.6	6.719	A
3 - A29 (S)	1266	317	690	2014	0.629	1260	1173	0.0	1.7	4.773	A
4 - A259 Rowan Way	818	204	881	1381	0.592	812	1069	0.0	1.4	6.325	A

11:15 - 11:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A29 (N)	1413	353	739	1934	0.731	1408	1284	1.4	2.7	6.879	A
2 - Steyning Way	364	91	1865	689	0.529	362	282	0.6	1.1	11.102	B
3 - A29 (S)	1512	378	825	1931	0.783	1505	1402	1.7	3.5	8.390	A
4 - A259 Rowan Way	976	244	1053	1289	0.757	970	1277	1.4	3.0	11.175	B

11:30 - 11:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A29 (N)	1731	433	866	1856	0.832	1700	1507	2.7	10.3	20.315	C
2 - Steyning Way	446	111	2232	502	0.688	428	335	1.1	5.5	42.217	E
3 - A29 (S)	1852	463	991	1828	1.013	1767	1669	3.5	24.7	38.148	E
4 - A259 Rowan Way	1196	299	1237	1191	1.094	1136	1521	3.0	17.9	44.780	E

11:45 - 12:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A29 (N)	1731	433	882	1847	0.937	1724	1533	10.3	12.1	26.911	D
2 - Steyning Way	446	111	2265	485	0.918	438	340	5.5	7.5	64.528	F
3 - A29 (S)	1852	463	1007	1818	1.018	1796	1696	24.7	38.7	71.491	F
4 - A259 Rowan Way	1196	299	1258	1180	1.014	1157	1545	17.9	27.5	80.743	F

12:00 - 12:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A29 (N)	1413	353	814	1889	0.748	1449	1409	12.1	3.1	8.955	A
2 - Steyning Way	364	91	1961	640	0.569	389	302	7.5	1.4	15.854	D
3 - A29 (S)	1512	378	860	1910	0.792	1650	1490	38.7	4.1	21.322	C
4 - A259 Rowan Way	976	244	1153	1236	0.790	1070	1357	27.5	4.2	31.189	D

12:15 - 12:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A29 (N)	1183	296	630	2002	0.591	1190	1092	3.1	1.5	4.538	A
2 - Steyning Way	305	76	1581	833	0.366	308	239	1.4	0.6	6.991	A
3 - A29 (S)	1266	317	699	2009	0.630	1276	1190	4.1	1.7	5.018	A
4 - A259 Rowan Way	818	204	893	1375	0.595	828	1082	4.2	1.5	6.778	A

2031 Total + Development Flat, Weekday AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3, 4	8.64	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2031 Total + Development Flat	Weekday AM	FLAT	08:00	09:30	90	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A29 (N)		FLAT	✓	1695	100.000
2 - Steyning Way		FLAT	✓	233	100.000
3 - A29 (S)		FLAT	✓	835	100.000
4 - A259 Rowan Way		FLAT	✓	1151	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
From		1 - A29 (N)	2 - Steyning Way	3 - A29 (S)	4 - A259 Rowan Way
	1 - A29 (N)	0	209	630	856
	2 - Steyning Way	44	0	123	66
	3 - A29 (S)	660	142	0	33
	4 - A259 Rowan Way	979	99	73	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
From		1 - A29 (N)	2 - Steyning Way	3 - A29 (S)	4 - A259 Rowan Way
	1 - A29 (N)	0	2	2	2
	2 - Steyning Way	2	0	2	2
	3 - A29 (S)	2	2	0	2
	4 - A259 Rowan Way	2	2	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A29 (N)	0.77	7.34	3.4	A	1695	2543
2 - Steyning Way	0.28	6.00	0.4	A	233	350
3 - A29 (S)	0.45	3.64	0.8	A	835	1253
4 - A259 Rowan Way	0.82	14.71	4.6	B	1151	1727

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A29 (N)	1695	424	311	2197	0.771	1682	1665	0.0	3.3	6.954	A
2 - Steyning Way	233	58	1546	851	0.274	231	446	0.0	0.4	5.914	A
3 - A29 (S)	835	209	959	1848	0.452	832	819	0.0	0.8	3.600	A
4 - A259 Rowan Way	1151	288	843	1402	0.821	1134	948	0.0	4.3	12.968	B

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A29 (N)	1695	424	314	2195	0.772	1695	1682	3.3	3.4	7.327	A
2 - Steyning Way	233	58	1559	845	0.276	233	450	0.4	0.4	6.003	A
3 - A29 (S)	835	209	966	1844	0.453	835	826	0.8	0.8	3.638	A
4 - A259 Rowan Way	1151	288	846	1400	0.822	1150	955	4.3	4.5	14.585	B

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A29 (N)	1695	424	314	2195	0.772	1695	1683	3.4	3.4	7.334	A
2 - Steyning Way	233	58	1559	844	0.276	233	450	0.4	0.4	6.004	A
3 - A29 (S)	835	209	966	1844	0.453	835	826	0.8	0.8	3.639	A
4 - A259 Rowan Way	1151	288	846	1400	0.822	1151	955	4.5	4.6	14.663	B

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A29 (N)	1695	424	314	2195	0.772	1695	1683	3.4	3.4	7.337	A
2 - Steyning Way	233	58	1559	844	0.276	233	450	0.4	0.4	6.005	A
3 - A29 (S)	835	209	966	1844	0.453	835	826	0.8	0.8	3.639	A
4 - A259 Rowan Way	1151	288	846	1400	0.822	1151	955	4.6	4.6	14.689	B

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A29 (N)	1695	424	314	2195	0.772	1695	1683	3.4	3.4	7.337	A
2 - Steyning Way	233	58	1559	844	0.276	233	450	0.4	0.4	6.005	A
3 - A29 (S)	835	209	966	1844	0.453	835	826	0.8	0.8	3.639	A
4 - A259 Rowan Way	1151	288	846	1400	0.822	1151	955	4.6	4.6	14.704	B

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A29 (N)	1695	424	314	2195	0.772	1695	1683	3.4	3.4	7.340	A
2 - Steyning Way	233	58	1559	844	0.276	233	450	0.4	0.4	6.005	A
3 - A29 (S)	835	209	966	1844	0.453	835	826	0.8	0.8	3.639	A
4 - A259 Rowan Way	1151	288	846	1400	0.822	1151	955	4.6	4.6	14.713	B

2031 Total + Development Flat, Weekday PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3, 4	14.03	S

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	2031 Total + Development Flat	Weekday PM	FLAT	17:00	18:30	90	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A29 (N)		FLAT	✓	2067	100.000
2 - Steyning Way		FLAT	✓	479	100.000
3 - A29 (S)		FLAT	✓	738	100.000
4 - A259 Rowan Way		FLAT	✓	1122	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
From		1 - A29 (N)	2 - Steyning Way	3 - A29 (S)	4 - A259 Rowan Way
	1 - A29 (N)	0	141	838	1088
	2 - Steyning Way	140	0	186	153
	3 - A29 (S)	580	72	0	86
	4 - A259 Rowan Way	1025	62	35	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
From		1 - A29 (N)	2 - Steyning Way	3 - A29 (S)	4 - A259 Rowan Way
	1 - A29 (N)	0	2	0	2
	2 - Steyning Way	2	0	2	2
	3 - A29 (S)	2	2	0	2
	4 - A259 Rowan Way	2	2	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A29 (N)	0.90	16.62	9.3	C	2067	3101
2 - Steyning Way	0.75	22.73	3.0	C	479	719
3 - A29 (S)	0.46	4.32	0.9	A	738	1107
4 - A259 Rowan Way	0.79	11.95	3.7	B	1122	1683

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A29 (N)	2067	517	167	2285	0.905	2034	1727	0.0	8.2	13.160	B
2 - Steyning Way	479	120	1930	656	0.730	469	272	0.0	2.6	18.743	C
3 - A29 (S)	738	185	1357	1602	0.461	735	1041	0.0	0.9	4.217	A
4 - A259 Rowan Way	1122	281	786	1432	0.783	1108	1306	0.0	3.5	10.906	B

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A29 (N)	2067	517	169	2284	0.905	2065	1744	8.2	8.8	16.157	C
2 - Steyning Way	479	120	1959	641	0.747	478	275	2.6	2.8	22.225	C
3 - A29 (S)	738	185	1379	1588	0.465	738	1058	0.9	0.9	4.317	A
4 - A259 Rowan Way	1122	281	792	1429	0.785	1122	1325	3.5	3.6	11.889	B

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A29 (N)	2067	517	169	2284	0.905	2066	1745	8.8	9.1	16.421	C
2 - Steyning Way	479	120	1960	640	0.748	479	275	2.8	2.9	22.563	C
3 - A29 (S)	738	185	1380	1588	0.465	738	1058	0.9	0.9	4.321	A
4 - A259 Rowan Way	1122	281	792	1429	0.785	1122	1326	3.6	3.6	11.928	B

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A29 (N)	2067	517	169	2284	0.905	2066	1745	9.1	9.2	16.528	C
2 - Steyning Way	479	120	1961	640	0.748	479	275	2.9	2.9	22.660	C
3 - A29 (S)	738	185	1381	1587	0.465	738	1059	0.9	0.9	4.322	A
4 - A259 Rowan Way	1122	281	792	1429	0.785	1122	1327	3.6	3.7	11.940	B

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A29 (N)	2067	517	169	2284	0.905	2067	1745	9.2	9.3	16.583	C
2 - Steyning Way	479	120	1961	640	0.748	479	275	2.9	3.0	22.704	C
3 - A29 (S)	738	185	1381	1587	0.465	738	1059	0.9	0.9	4.322	A
4 - A259 Rowan Way	1122	281	792	1429	0.785	1122	1327	3.7	3.7	11.948	B

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A29 (N)	2067	517	169	2284	0.905	2067	1745	9.3	9.3	16.619	C
2 - Steyning Way	479	120	1961	640	0.748	479	275	3.0	3.0	22.729	C
3 - A29 (S)	738	185	1381	1587	0.465	738	1059	0.9	0.9	4.323	A
4 - A259 Rowan Way	1122	281	792	1429	0.785	1122	1327	3.7	3.7	11.950	B

2031 Total + Development Flat, Saturday AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3, 4	18.44	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	2031 Total + Development Flat	Saturday AM	FLAT	11:00	12:30	90	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A29 (N)		FLAT	✓	1572	100.000
2 - Steyning Way		FLAT	✓	405	100.000
3 - A29 (S)		FLAT	✓	1682	100.000
4 - A259 Rowan Way		FLAT	✓	1086	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
From		1 - A29 (N)	2 - Steyning Way	3 - A29 (S)	4 - A259 Rowan Way
	1 - A29 (N)	0	132	770	670
	2 - Steyning Way	85	1	156	163
	3 - A29 (S)	819	104	168	591
	4 - A259 Rowan Way	532	78	473	3

Vehicle Mix

Heavy Vehicle Percentages

		To			
From		1 - A29 (N)	2 - Steyning Way	3 - A29 (S)	4 - A259 Rowan Way
	1 - A29 (N)	0	1	2	1
	2 - Steyning Way	1	0	1	2
	3 - A29 (S)	1	1	0	1
	4 - A259 Rowan Way	1	1	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A29 (N)	0.84	11.81	5.1	B	1572	2358
2 - Steyning Way	0.70	21.12	2.3	C	405	608
3 - A29 (S)	0.89	19.01	8.7	C	1682	2523
4 - A259 Rowan Way	0.88	26.14	7.7	C	1086	1629

Main Results for each time segment

11:00 - 11:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A29 (N)	1572	393	810	1891	0.831	1553	1408	0.0	4.7	10.307	B
2 - Steyning Way	405	101	2053	593	0.683	397	310	0.0	2.0	17.923	C
3 - A29 (S)	1682	421	909	1879	0.895	1653	1541	0.0	7.4	14.548	B
4 - A259 Rowan Way	1086	272	1156	1234	0.880	1061	1405	0.0	6.2	18.951	C

11:15 - 11:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A29 (N)	1572	393	825	1882	0.835	1571	1433	4.7	4.9	11.665	B
2 - Steyning Way	405	101	2081	579	0.700	404	314	2.0	2.2	20.743	C
3 - A29 (S)	1682	421	921	1872	0.896	1679	1564	7.4	8.1	18.291	C
4 - A259 Rowan Way	1086	272	1175	1224	0.887	1083	1425	6.2	7.0	24.678	C

11:30 - 11:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A29 (N)	1572	393	826	1881	0.836	1572	1435	4.9	5.0	11.760	B
2 - Steyning Way	405	101	2083	578	0.701	405	315	2.2	2.3	21.002	C
3 - A29 (S)	1682	421	922	1871	0.899	1681	1566	8.1	8.4	18.717	C
4 - A259 Rowan Way	1086	272	1176	1223	0.888	1085	1426	7.0	7.3	25.531	D

11:45 - 12:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A29 (N)	1572	393	827	1881	0.836	1572	1435	5.0	5.1	11.790	B
2 - Steyning Way	405	101	2084	578	0.701	405	315	2.3	2.3	21.070	C
3 - A29 (S)	1682	421	922	1871	0.899	1681	1567	8.4	8.5	18.878	C
4 - A259 Rowan Way	1086	272	1177	1223	0.888	1085	1427	7.3	7.5	25.860	D

12:00 - 12:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A29 (N)	1572	393	827	1881	0.836	1572	1436	5.1	5.1	11.805	B
2 - Steyning Way	405	101	2084	578	0.701	405	315	2.3	2.3	21.101	C
3 - A29 (S)	1682	421	922	1871	0.899	1682	1567	8.5	8.6	18.962	C
4 - A259 Rowan Way	1086	272	1177	1223	0.888	1086	1427	7.5	7.6	26.034	C

12:15 - 12:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A29 (N)	1572	393	827	1881	0.836	1572	1436	5.1	5.1	11.812	B
2 - Steyning Way	405	101	2084	578	0.701	405	315	2.3	2.3	21.117	C
3 - A29 (S)	1682	421	922	1871	0.899	1682	1567	8.6	8.7	19.014	C
4 - A259 Rowan Way	1086	272	1177	1223	0.888	1086	1427	7.6	7.7	26.141	C