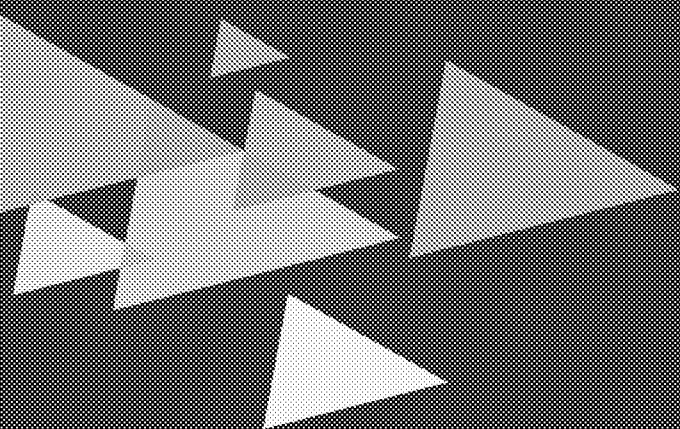




New Residential Development
Shripney Road, Shripney, West
Sussex

Transport Statement

For

Castle Property Developments

Document Control Sheet

Transport Statement

Shripney Road, Shripney

Castle Properties Limited

This document has been issued and amended as follows:

Date	Issue	Prepared by	Approved by
24/04/17	1 st Draft	CS	JB
28/04/17	Final	CS	JB

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1.0 Introduction

- 1.1 This Transport Statement has been prepared on behalf of Castle Properties Limited to support an outline planning application for 20 new houses and flats, plus a replacement dwelling (21 units in total) following the demolition of the existing dwelling and outbuildings. Although the plans are indicative in their nature, the proposals provide for car parking, landscaping and associated infrastructure, with access to be provided off Shripney Road (A29). Aside from access, all other matters are reserved at this stage.
- 1.2 The site is located on the eastern side of Shripney Road within Shripney village and within the administrative boundaries of Arun District Council and West Sussex County Council. Shripney Road is classified as the A29, which provides access to the A27 and Fontwell in the north and Bognor Regis in the south.
- 1.3 The site is accessible by the more sustainable modes of travel including foot, cycle and public transport with the nearest bus stops approximately 100 metres to the north of the site access on Shripney Road.
- 1.4 The proposals comprise the construction of 21 dwellings, which will include a mixture of two, three and four-bedroom houses and one and two-bedroom flats, which include a replacement dwelling in respect of 'The Cottage' and represents a net gain of 20 units. The proposals provide a policy compliant level of affordable housing. The vehicular access strategy, will comprise providing a new access to the site from Shripney Road, has been designed in accordance with Manual for Streets. A footway will be provided along the western side of the access road, which will link into the existing footway along the western side of Shripney Road.
- 1.5 This report demonstrates that:
- The site accords with national and local policies relevant to transport;
 - The site is accessible by public transport, walking and cycling;
 - The highway network is not subject to any defects that lead to an abnormally high accident rate;
 - Suitable and appropriate access to the site can be achieved from Shripney Road;
 - Improvements to the public highway will be carried out as part of this scheme; and
 - The levels of traffic associated with the proposal will not lead to any demonstrable harm being caused to the existing operation and free-flow of traffic on the adjoining highway network.
- 1.6 Following this introduction, the Transport Statement is split into six sections as follows:
- Section 2 outlines the transport planning policies that are considered to be pertinent to this application.
 - Section 3 considers the existing use of the site, review the accessibility of the site by all modes of transport and assesses local road safety records.
 - Section 4 provides an overview of the proposed development together with the details related to access, parking and servicing strategies that will be adopted.
 - Section 5 assesses the trip generating potential of the proposals by all travel modes and the likely traffic impact associated with the proposals upon the local highway network.
 - Section 6 summarises the key findings and conclusions of the report.

2.6 Policy

Overview

- 2.1 There are a number of documents that contain planning policies relevant to transport. The key policy documents which set the context for the development proposals include:

- » National Planning Policy Framework – March 2012; and
- » Saved Policies of The Arun District Local Plan – April 2003.

National Planning Policy Guidance

- 2.2 The National Planning Policy Framework (NPPF) was published in March 2012, and sets out a presumption in favour of sustainable development that recognises the importance of transport policies in facilitating sustainable development, and that planning decisions should have regard to local circumstances. In this regard, promoting sustainable transport forms an important element of the NPPF and states at paragraph 29 that:

"The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel. However, the Government recognises that different policies and measures will be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural areas."

- 2.3 Paragraph 32 of the NPPF states:

"All developments that generate significant amounts of movements should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:

- » *The opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;*
- » *Safe and suitable access to the site can be achieved for all people; and,*
- » *Improvements can be undertaken within the transport network that cost effectively limit the impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of the development are severe".*

- 2.4 Similarly, paragraph 34 notes:

"Plans and decisions should ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised. However, this needs to take account of policies set out elsewhere in this Framework, particularly in rural areas."

- 2.5 Furthermore, where practical to do so, paragraph 35 requires developments to be located and designed to:

"...give priority to pedestrian and cycle movements, and have access to high quality public transport facilities..."

- 2.6 In relation to parking policy, the NPPF states that:

"If setting local parking standards for residential and non-residential development, local planning authorities should take into account:

- » The accessibility of the development;
- » The type, mix and use of development;
- » The availability of and opportunities for public transport;

- » Local car ownership levels; and,
- » An overall need to reduce the use of high-emission vehicles.”

2.7 However, the ministerial statement released on 25th March 2015.

“Parking standards are covered in paragraph 39 of the National Planning Policy Framework. The following text now needs to be read alongside that paragraph: “Local Planning authorities should only impose local parking standards for residential and non-residential development where there is clear and compelling justification that it is necessary to manage their local road network.”

Local Policy

2.8 Local policy is provided by the saved policies of the Arun District Local Plan (April 2003). A new Local Plan is currently being prepared and is at the final stage of consultation before it is subject to public examination. The new plan will replace the saved policies of the current Local Plan when adopted. For the purposes of this application, reference has been made to the saved policies of the existing Local Plan and those policies relevant to the proposals in transport terms are summarised below.

- » Policy GEN4 – Location and travel demand: proposals should be located to minimise demand for travel, not materially add to road congestion and provide safe and convenient access.
- » Policy GEN5 – Provision of New Residential Development: the Plan makes provision for 8,700 new dwellings to be built within the District during the period covered by the Plan.
- » Policy GEN8 – Development and the provision of infrastructure: there should be appropriate infrastructure in place/provided to support development and contributions may be sought towards the cost of infrastructure where appropriate.
- » Policy GEN12 – Parking in new development: parking should be provided in accordance with adopted maximum standards and in considering reduced provision, the Council will have regard to a number of environmental and highway safety issues.
- » Policy GEN14 – Public transport: the Council will support the provision of comprehensive public transport services throughout the District and encourage improvements to services wherever possible. Where appropriate new development will be required to make provision for public transport facilities. Where new development can only take place with improvements to public transport services, or such improvements would be likely to influence desirable travel patterns, the Local Planning Authority will seek contributions towards the cost of improvements.
- » Policy GEN15 – Walking and cycling: proposals should provide appropriate facilities for walking and cycling where relevant.
- » Policy GEN16 – Public rights of way: the rights of way network will be protected and enhancements encouraged. Proposals resulting in a negative impact on a right of way will not be permitted and rural characteristics of rights of way outside the built-up area should be retained.

2.9 Having regard to GEN14, car and cycle parking provision for new developments is assessed against WSCC’s ‘Guidance for Parking at New Residential Development’ (September 2010). This guidance advocates the use of a car parking demand calculator, which calculates parking provision for residents and visitors based on a number of factors, such the type, tenure and size of dwellings and the number of allocated/unallocated parking spaces. In relation to cycle parking, the guidance states that dwellings with three or more bedrooms require at least 2 cycle parking spaces per unit

Summary

- 2.10 On the basis of the above review, it is evident that the location of an application site in relation to sustainable modes of transport is a key consideration when assessing the acceptability of a proposed development. Furthermore, developers are required to provide car and cycle parking at levels that will encourage residents to travel by modes other than the private car. Notwithstanding this, the NPPF introduces a 'severe' impact test in which development should only be refused where the residual cumulative impacts are severe.
- 2.11 The following sections of this report therefore review the accessibility of the site and evaluate whether the development proposals will encourage the use of more sustainable modes of transport. The report goes on to assess the cumulative impact of the development that is referred to within the NPPF.

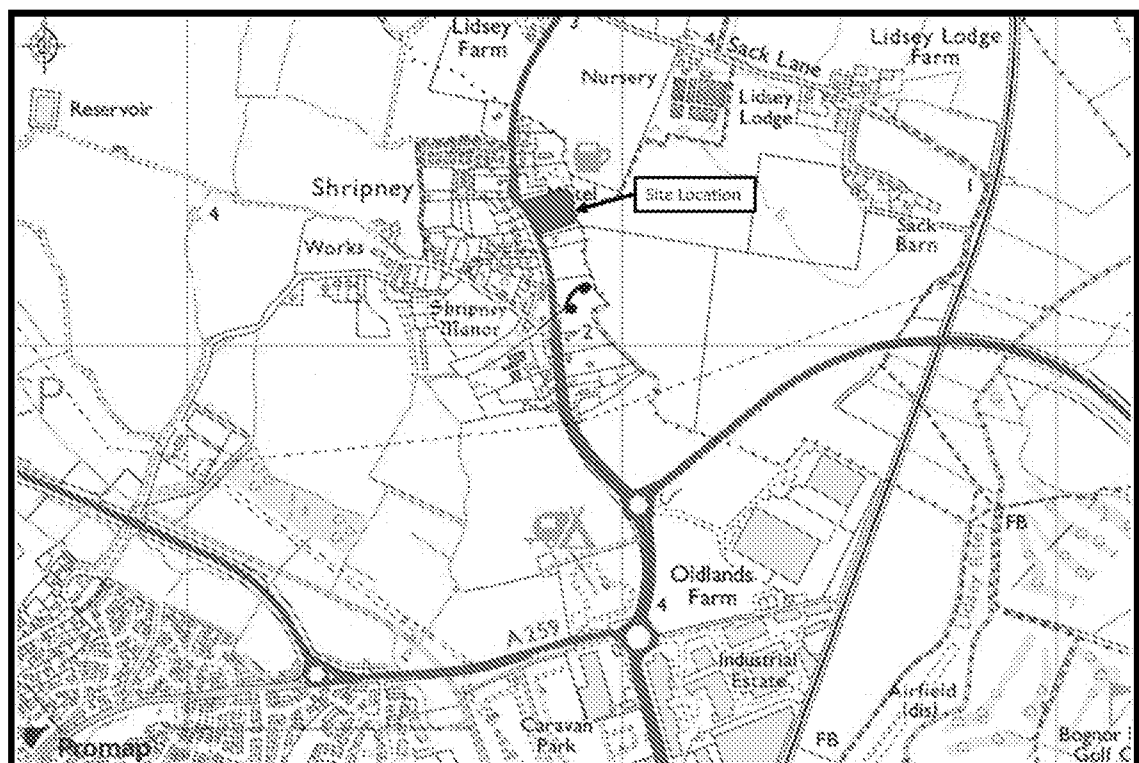
3.0 Baseline Conditions

Overview

- 3.1 So that the context of the site can be established, a detailed review of the study area has been undertaken. The following text provides a summary of the results of this review and makes reference to the location of the site and baseline traffic conditions. It also sets out an overview of the accessibility of the site by a variety of modes of transport and includes a review of road safety records.

Site Details

- 3.2 The site currently comprises one dwelling and is located to the east of Shripney Road within Shripney village. The site also falls within the administrative boundaries of Arun District Council and West Sussex County Council. A plan showing the location of the site in relation to the local surrounding area is provided below.



- 3.3 The local highway network is focused around the A29 Shripney Road, which provides access to the A27, Fontwell and Horsham to the north and Bognor Regis and the A259 to the south. The A27 is part of the strategic highway network and links Portsmouth in the west with Worthing and Brighton in the east. The A259 provides a link to Chichester as well as an alternative route to the westbound A27.
- 3.4 Bognor Regis is located 3 kilometres to the south although out of town retail parks which include, Tesco, Sainsbury's, Marks and Spencer, Lidl, McDonalds and Pizza Hut are located along the Shripney Road within 1200 metres to the south of the site.

Baseline Traffic Flows

- 3.5 To record the existing traffic speeds and volume on the A29, an automated traffic counter (ATC) was installed on the A29 adjacent to the site between Monday 10th April and Monday 17th April 2017. The full survey results are provided in Appendix A, and a summary of the vehicle counts and recorded 85th percentile speeds are provided in Table 3.1 below.

Time Period	Northbound Vehicular Activity (Weekday)		Southbound Vehicular Activity (Weekday)	
	Total	85 th Percentile Speeds (mph)	Total	85 th Percentile Speeds (mph)
Weekday Morning (08:00-09:00)	426	37.17	327	34.47
Weekday Evening (17:00-18:00)	415	37.5	589	34.57
Typical Weekday (00:00-23:59)	6658	37.1	6559	34.5

Table 3.1 – Traffic Survey Results A29 Shripney Road

- 3.6 It is acknowledged that the survey was undertaken the week before Easter when the local schools were on holiday. However, the A29 is the main route into Bognor Regis from the north which is a major holiday destination and therefore the survey was undertaken during one of the peak holiday periods. It is noticeable that the surveyed average two-way weekly flow of 12,194 is comparable to the Department for Transport count point (id number 78124), located on the A29 just to the north of the site at Lidsey, which showed an observed flow of 11,912 vehicles per day in 2011 and an estimated flow of 12,028 vehicles per day for 2015. The Department for Transport data is included within [Appendix B](#).
- 3.7 The TRICS database (version 7.3.4.) has been interrogated to find comparable sites in order to obtain trip rate information for the proposed land uses at the site. The assessment was carried out using the following search parameters:
- Land Use – Houses Privately Owned;
 - Regions – England (excluding Greater London);
 - Number of units – 6 to 50 units;
 - Date Range – 01/01/00 to 13/11/15;
 - Days – Weekdays; and,
 - Selected Locations – Suburban Area, Edge of Town and Neighbourhood Centre.
- 3.8 The results of the TRICS interrogation are provided at [Appendix C](#), whilst a summary of the results is shown at Table 3.1.

Time Period	Vehicle Trip Rates (Per Unit)			Vehicle Trips (1 dwelling)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Weekday Morning (08:00-09:00)	0.158	0.389	0.547	0	0	1
Weekday Evening (17:00-18:00)	0.339	0.177	0.516	0	0	1
Daily (07:00-19:00)	2.393	2.443	4.836	2	2	5

Table 3.1 – Trip Generation

- 3.9 Table 3.1 indicates that the existing dwelling at the site has the potential to generate circa 1 vehicle movement in the weekday morning and evening peaks respectively, and approximately 5 movements across a typical day.

Sustainable Transport Accessibility

- 3.10 It is generally accepted that walking and cycling provide important alternatives to the private car, and should also be encouraged to form part of longer journeys via public transport. Indeed, it is noteworthy that the Institution of Highways and Transportation (IHT) has prepared several guidance documents that provide advice with respect to the provision of sustainable travel in conjunction with new developments. Within these documents, it is suggested that:
- ✧ Most people will walk to a destination that is less than one mile (Planning for Walking, 2015);
 - ✧ The bicycle is a potential mode of transport for all journeys under five miles (Planning for Cycling, 2015); and,
 - ✧ Walking distances to bus stops should not exceed 400 metres, whilst people are prepared to walk twice as far to rail stations (Planning for Walking, 2015).

Walking and Cycling

- 3.11 There are no footways located along both sides of Shripney Road in the vicinity of the site although pedestrian footways run along the service road which runs parallel to Shripney Road, 10 metres to the west. Shripney Road and the service road benefit from street lighting and the footways provide access to the nearby local bus stops, Bognor and retail parks to the south.
- 3.12 Public footpath 151 crosses the southern area of the site and this provides access to Sack Lane and public footpath 200 which enables recreational walks to Barnham and Yapton to be undertaken.
- 3.13 At the end of the service road, 250 metres south of the site, a cycleway commences which provides a link to a comprehensive network of cycle routes around Bognor which provides links to Barnham, Bognor, Chichester and the national south coast cycle route.
- 3.14 An extract of the West Sussex online cycle map, showing the network of cycle routes is provided within Appendix D.

Public Transport

- 3.15 The nearest bus stops to the site are located along both sides of Shripney Road, approximately 100 metres to the west of the site access. These bus stops are served by service 66, which operates a circular route between Bognor Regis, Barnham, Yapton and Bognor Regis every 2 hours on Mondays to Saturdays. These routes do not operate on Sundays. The full details for service 66 are within Appendix E.
- 3.16 Additional services are available at the stops on Shripney Road, 1 kilometre to the south of the site. These stops are served by services 61 and 62 which provide connections to central Bognor Regis
- 3.17 The nearest railway station to the site is Barnham railway station, located approximately 4 kilometres to the north east of the site..
- 3.18 A summary of the destinations and frequencies of services from Barnham railway station is provided in the table below.

Route	Destinations	Approximate Frequency (both directions)	
		Mon-Sat	Sun
Bognor Regis to Littlehampton	Barnham, Ford	Hourly	
London Victoria to Southampton Central	London Victoria, Clapham Junction, East Croydon, Redhill, Gatwick Airport, Three Bridges, Crawley, Horsham, Barnham , Chichester, Southbourne, Emsworth, Havant, Cosham, Portchester, Fareham, Swanwick, Southampton Central	Hourly	Hourly (change at Clapham Junction)
London Victoria to Portsmouth Harbour	London Victoria, Clapham Junction, East Croydon, Gatwick Airport, Three Bridges, Crawley, Horsham, Barnham , Chichester, Havant, Fratton, Portsmouth and Southsea, Portsmouth Harbour	Hourly	
Littlehampton to Portsmouth Harbour	Littlehampton, Ford, Barnham , Chichester, Fishbourne, Bosham, Nutbourne, Southbourne, Emsworth, Warblington, Havant, Bedhampton, Hilsea, Fratton, Portsmouth and Southsea, Portsmouth Harbour	Every 20-40 minutes	Every 30 minutes
Bognor Regis to London Victoria	Bognor Regis, Barnham , Ford, Arundel, Amberley, Pulborough, Billingshurst, Christ's Hospital, Horsham, Crawley, Three Bridges, Gatwick Airport, Redhill, East Croydon, Clapham Junction, London Victoria	Every 30 minutes	Hourly0

Table 3.2 – Rail services from Barnham

Road Safety

- 3.19 To consider the existing standard of road safety on the local highway network in the vicinity of the site, personal injury accident (PIA) information has been obtained from West Sussex County Council for the most recent 5-year period up until 31st December 2016. The study area included the section of Shripney Road, 500 metres either side of the site.
- 3.20 The information received indicated that there were eight recorded accidents within the study area during the defined period. Full details of the accident data are included within [Appendix F](#), but a summary of the accidents are shown in Table 3.3 below.

Location	Date and Time	Description	Severity
A29 Shripney Road, junction with Shripney Lane	20 th March 2013 - 2.30pm	Vehicle 1 travelling north at end of dual carriageway undertook "u" turn in front of vehicle 2	Slight
A29 Shripney Road, junction with Shripney Road, Service Road	23 rd August 2013 - 8.53am	Vehicle 1 exiting Barn Lane turning right pulled into path of vehicle 2 heading north (vehicle 2 possibly at excess speed)	Serious
A29 Shripney Road, junction with The Robin Hood Public House	13 th April 2014 - 3.27pm	Vehicle 1 traveling northbound, Vehicle 2 southbound. Vehicle turned right in front of vehicle 2.	Slight
A29 Shripney Road, junction with Shripney Lane	17 th December 2014 - 5.10pm	Vehicle 1 exited Shripney Lane into path of vehicle 2 travelling north on Shripney Road	Slight
A29 Shripney Road, junction with Shripney Lane	12 th April 2015 - 6.51am	Vehicle 1 undertaking vehicle 2 at end of dual carriageway. Vehicle 1 moved right across front of vehicle 2 and made contact causing in vehicle 1 losing control and hitting a tree	Fatal
A29 Shripney Road, junction with Shripney Lane	21 st April 2015 - 11.30am	Vehicle 2 travelling north alleged to have nearside indicator on. Vehicle 1 believing vehicle 2 is turning left turns right across path of vehicle 2.	Slight
A29 Shripney Road, junction with Shripney Lane	4 th October 2015 - 12.21am	Vehicle 1 leaves road travelling north and hits garden wall, driver gave positive breath test.	Serious
A29 Shripney Road, junction with Shripney Lane	1 st April 2016 - 8.52am	Vehicle 1 waiting to turn right from Shripney Lane and did not see vehicle 2 which was masked by a Heavy Goods Vehicle in lane 1. Vehicle 1 failed to ensure both lanes were clear before pulling out in front of Heavy Goods Vehicle.	Slight
A29 Shripney Road, 100 metres south of Sack Lane	2 nd June 2016 - 2.30pm	Vehicle 2 was travelling north and was hit by vehicle 1 travelling south who crossed white lines.	Serious

Table 3.3 – Summary of Accident Collision Data

- 3.21 The analysis of the accident collision data shows the accidents involve drivers driving with due care and attention or poor judgement and were not down to defects in the highway. The assessment of road safety indicates that the local highway network does not suffer from any significant safety problems.
- 3.22 On this basis, it is considered that the local highway network does not suffer from any significant safety problems that result in abnormally high accident rates, and that the number and severity of the accidents in this study area is not in excess of that for an area of highway in a location of this type. There is therefore no requirement for further investigation or mitigation at this location.

Summary

- 3.23 This section includes an overview of the site and surrounding area as well as a description of the local highway network in the vicinity of the site. A review of access to the site by the more sustainable forms of transport is provided opportunities exist to travel to the site on foot, by cycle and public transport. An assessment of road safety has also been completed, which indicates that the local highway network does not suffer from any significant safety problems.

4.0 Development Proposals

Proposed Development

- 4.1 The proposals comprise the construction of a total of 21 dwellings, including 15 houses and 6 flats (land use class C3), which include a dwelling to replace the existing property 'The Cottage' and therefore represent a net gain of 20 residential dwellings. The table below provides a schedule of the proposed residential elements of the development.

Type	Bedrooms	Quantum
Houses	2	2
	3	9
	4	4
Flats	1	2
	2	4
TOTAL		21

Table 4.1 – Schedule of Development

Access Arrangements

- 4.2 Vehicular access to the proposed development will remain via a new access from Shripney Road. The access road into the site will be 4.8 metres wide to allow two vehicles to pass each other.
- 4.3 Shripney Road is subject to a 40 miles per hour speed limit and if the 85th percentile vehicle speeds are greater than 37 miles per hour visibility splays of 2.4 metres by 120 metres are required in accordance with the requirements of the Department for Transport document "*TD 42/95 Geometric Design of Major/Minor Priority junctions*". The proposed access to the site as shown on Drawing 160818-04 within Appendix G, achieves a splay of 2.4 metres by 120 metres in the trailing direction to the south and complies with guidance.
- 4.4 However, given the horizontal alignment of Shripney Road, visibility splays of 2.4 metres by 120 metres are not achievable in the leading direction to the north and therefore the speed survey as detailed within Section 3 was undertaken to determine the 85th percentile speed of southbound vehicles. The speed survey shows that the 85th percentile speed for southbound vehicles approaching the location of the new access is 34.5 miles per hour and as the observed vehicles speeds are below 37 miles per hour, the requirements contained within "*Manual for Streets*" (MfS) can be used to determine the visibility splays. Therefore, in accordance with MfS, appropriate visibility splays of 2.4 metres by 53 metres are required to the north and these are also shown on Drawing 160818-04, within Appendix G. The visibility splay calculations are provided within Appendix H.
- 4.5 The visibility splays have also been calculated on the observed vehicle speeds and have not had a wet weather reduction applied as detailed within Department for Transport document "*TA 22/81 Vehicle Speed Measurement on All Purpose Trunk Roads*". Therefore, the visibility splay to the north is greater than that required of 2.4 metres by 48 metres, if a wet weather reduction was applied in accordance with guidance.
- 4.6 The provision of the required visibility to the north at the new access will also considerably improve the visibility from the exit of the adjacent Robin Hood public house and hotel. The existing splay to the south is restricted to 2.4 metres by 26 metres given the vegetation across the application site frontage. The removal of this vegetation will result in visibility splays of 2.4 metres by 120 metres to the south from the public house exit being obtainable as shown on drawing 160818-05 within Appendix I.
- 4.7 For the first 70 metres into the site, a 1.8 metre wide footway will be provided along the southern side of the access road, which will connect into the existing footway along Shripney Road. The footways within the site will also provide a link to public footpath 151.

- 4.8 A short section of footway will be provided along Shripney Road providing access to footpath 151 and the single dwelling to the south of the site. In addition a new footway will be provided across the large verge on the west side of Shripney Road to enable pedestrians to reach the existing footways located along the Shripney Road, service road. The proposed site access arrangement are shown on drawing 160818-06 also included within Appendix G.
- 4.9 In accordance with West Sussex County Council's procedures a Stage One Safety Audit will be undertaken and this along with the engineer's response is included within the Road Safety documentation.

Parking Arrangements

- 4.10 Car parking within the development will be provided in private garages, on driveways, parking courts and on-street. Private garages have been designed in accordance with the minimum internal dimensions set out by WSCC (i.e. 6 metres by 3 metres) and the parking courts incorporate convenient pedestrian access to the units that they serve.
- 4.11 Having regard to the WSCC parking calculator (results of which are provided in Appendix F), provision for a total of 41 spaces should be provided to serve the development, comprising 30 allocated spaces for residents and 11 unallocated spaces for residents and visitors, on the basis of:
- ✧ 3 allocated spaces per 4-bedroom dwellings;
 - ✧ 1 allocated parking spaces per 2 and 3-bedroom dwelling; and
 - ✧ 1 allocated parking spaces per 1 and 2-bedroom flats.
- 4.12 A total of 41 car parking spaces are proposed to serve the development comprising 30 allocated parking spaces and 11 unallocated parking spaces for residents of the flats and visitors.
- 4.13 Cycle parking will be provided in accordance with the relevant guidance introduced in section 2. For houses, cycle parking will be accommodated in garages, and/or individual cycle storage boxes or sheds in the rear gardens of those dwellings that do not benefit from a garage, while the flats will be provided with a secured covered cycle store.

Servicing Arrangements

- 4.14 The site access and layout has been designed having regard to guidance set out in Manual for Streets to cater for service and delivery vehicles that are likely to enter and exit the site on a regular basis. Swept path analysis within Appendix K demonstrates the ability of a large refuse vehicle to turn into and out of the site access, manoeuvre around the internal access roads and use the turning areas provided. In this regard, it is evident that the proposals will not cause disruption to the free flow of traffic, or lead to an adverse effect upon the safety levels of the adjoining highway network.
- 4.15 In addition, the layout has been designed having regard to maximum carry-distance guidance set out in the Manual for Streets to ensure:
- ✧ Residents do not have to carry waste more than 30 metres to refuse stores;
 - ✧ Waste collection vehicles can get to within 25 metres of each dwelling/proposed refuse stores; and
 - ✧ Refuse vehicles do not have to reverse more than 12 metres.

Summary

4.16 The development proposals outlined in this section demonstrate that:

- ✧ Suitable and appropriate vehicular access to the site can be achieved via Shripney Road;
- ✧ Car and cycle parking has been provided in accordance with relevant parking guidance;
- ✧ Appropriate provision is made for servicing; and,
- ✧ The proposed layout provides convenient links for pedestrians and cyclists and seeks to encourage low vehicle speeds.

5.0 Highway Impact Assessment

Overview

- 5.1 The section outlines the levels of trips that are likely to be generated by the 21 proposed residential dwellings. The assessment presented in this section outlines the traffic generation for the proposed uses during the peak traffic flow periods (i.e. peak hours of 08:00 to 09:00 and 17:00 to 18:00) and daily flows (i.e. from 07:00 to 19:00).

TRICS Assessment

- 5.2 The TRICS database (version 7.3.4.) has been interrogated to find comparable sites in order to obtain trip rate information for the proposed land uses at the site. The assessment was carried out using the same search parameters as detailed within Section 3. The results of the TRICS interrogation are provided at Appendix C, whilst a summary of the results is shown at Table 5.1.

Time Period	Vehicle Trip Rates (Per Unit)			Vehicle Trips (21 Units)		
	Arrivals	Departures	Two Way	Arrivals	Departures	Two Way
Weekday Morning (08:00-09:00)	0.158	0.389	0.547	3	8	11
Weekday Evening (17:00-18:00)	0.339	0.177	0.516	7	4	11
Daily (07:00-19:00)	2.393	2.443	4.836	50	51	101

Table 5.1 – Trip Generation

- 5.3 Table 5.1 indicates that the proposed development totalling 21 dwellings has the potential to generate circa 11 vehicle movements in the weekday morning and evening peaks, and approximately 101 movements across a typical day.

Net Impact

- 5.4 The net impact in terms of vehicular movements associated with the redevelopment of the site are set out in Table 5.2.

Scenario	AM Peak (08:00-09:00)	PM Peak (17:00-18:00)	Daily (07:00-19:00)
Existing Uses	1	1	5
Proposed Development	11	11	101
Net Change	+10	+10	+96

Table 5.2: Net changes in traffic flows

- 5.5 Table 5.2 indicates that the proposed redevelopment will result in an increase of approximately 11 vehicle movements in the morning and evening peak periods and an increase in the order of 96 vehicle movements across a typical day.
- 5.6 Table 5.3 below assesses the impact of the increase in flows against the observed Average Daily Weekday flows.

Time	Observed Two Way Flow on Shripney Road (weekday)	Predicted net Increase in flows	Percentage Change
08.00-09.00	920	10	1.08%
17.00-18.00	1046	10	0.95%
Daily	13217	96	0.72%

Table 5.3 – Proposed Increase in flows along Shripney Road

- 5.7 The increases in vehicle flows on Shripney Road as shown within Table 5.3 are non-material and are within the daily fluctuations one would likely see on the highway network.
- 5.8 In relation to the assessment of highway impact, it is typically accepted that proposals resulting in an increase of more than 30 vehicle movements in any hour should be subject to more detailed assessment. The preceding paragraphs of this report identified that the redevelopment proposals will lead to an increase in vehicle movements associated with the site during the identified morning and evening peak hours, compared to the established use. However, the net increase during these times based on the analysis shows an increase of circa 11 vehicle movements in the peak hours. As such, there is no requirement for further detailed junction assessment.
- 5.9 In addition, the proposed redevelopment will not result in any adverse disruption to the free flow of traffic on the local highway network. In this regard, it is considered the proposals are consistent with national and local transportation policies with respect to traffic impact. To this end, it is concluded that the proposals would not result in a material impact from a highway and transportation perspective, let alone the severe impact that is referred to within the National Planning Policy Framework.

6.0 Summary and Conclusions

- 6.1 This Transport Statement has been prepared on behalf of Castle Properties to support a planning application for the demolition of the existing residential dwelling on land at The Cottage, Shripney Road, Shripney and its replacement with 21 residential dwellings (Land Use Class C3).
- 6.2 The site is located within Shripney, within the administrative boundaries of Arun District Council and West Sussex County Council. Vehicular access to the site will be via a new access from Shripney Road. The site is also accessible by the more sustainable modes of travel including foot, cycle and public transport with the nearest bus stops approximately 100 metres to the north of the site access on Shripney Road.
- 6.3 In summary, this report demonstrates that:
- ✧ The proposals accord with national and local policies relevant to transport;
 - ✧ The site is accessible by public transport, walking and cycling;
 - ✧ A review of personal injury accident information has identified no significant issues associated with the local highway network that are detrimental to road safety levels;
 - ✧ Suitable and appropriate vehicular access to the site can be achieved via Shripney Road in accordance with current best practice guidelines;
 - ✧ Car and cycle parking has been provided in accordance with relevant parking guidance;
 - ✧ Appropriate provision is made for servicing, having regard to relevant design guidance;
 - ✧ Although the proposed development will result in an increase in vehicle movements it has been demonstrated that the proposals will not interfere with the operation, capacity or safety on the adjoining highway network.
- 6.4 On the basis of the above, it is concluded that the proposals accord with national and local transport policies and can be accommodated without detriment to the safety or operating capacity of the local highway network. As such, it is considered there is no reason why the proposals should be resisted on traffic or transportation grounds.

Appendix A

ATC Survey Results A29 Shripney Road

Bongor Regis ATC, A29 Shripney Road

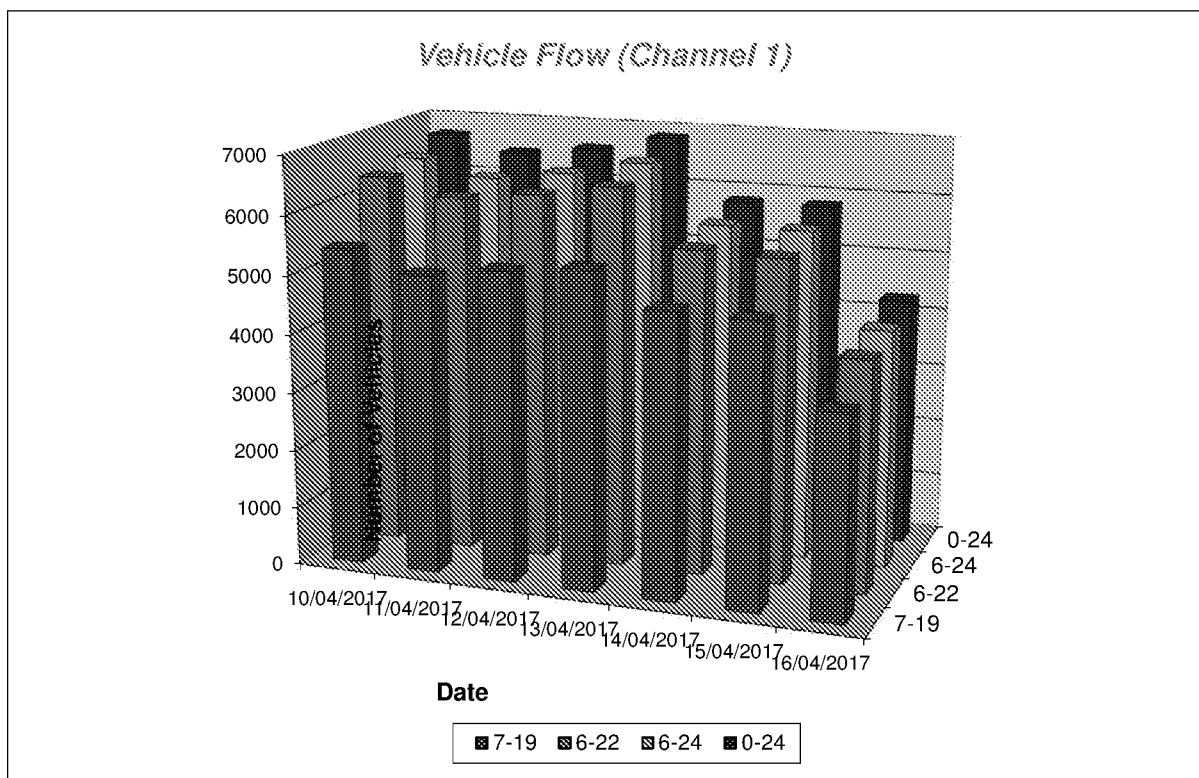
Channel 1 - Northbound

Vehicle Flow

Week 1

Hr Ending	10/04/2017 Monday	11/04/2017 Tuesday	12/04/2017 Wednesday	13/04/2017 Thursday	14/04/2017 Friday	15/04/2017 Saturday	16/04/2017 Sunday	5 Day Ave	7 Day Ave
1	15	19	11	17	29	38	52	18	26
2	8	9	11	6	10	20	27	9	13
3	11	11	8	11	11	8	34	10	13
4	18	17	14	16	10	21	22	15	17
5	35	30	38	39	30	25	15	34	30
6	129	139	131	135	57	54	50	118	99
7	400	396	397	377	146	124	76	343	274
8	574	591	570	553	235	179	113	505	402
9	443	461	493	486	245	275	142	426	364
10	450	387	412	403	387	377	248	408	381
11	474	400	432	425	467	465	374	440	434
12	447	429	448	501	511	504	398	467	463
13	468	427	445	471	486	483	377	459	451
14	448	389	453	440	479	465	322	442	428
15	452	395	395	408	495	485	355	429	426
16	437	422	436	432	401	412	296	426	405
17	447	435	422	485	380	400	313	434	412
18	428	434	425	437	351	392	261	415	390
19	347	304	321	334	388	355	258	339	350
20	264	304	300	350	243	263	190	292	273
21	184	182	182	190	177	164	125	183	172
22	112	156	120	161	132	141	109	136	133
23	80	81	94	125	94	121	95	95	99
24	41	38	44	63	54	62	44	48	49

7-19	5415	5074	5252	5375	4825	4732	3457	5188	4824
6-22	6375	6112	6251	6453	6523	5454	3957	6143	5726
6-23	6825	6521	6632	6581	6821	5551	3553	6266	5924
0-24	6712	6456	6602	6665	5818	5833	4296	6491	6063



Bongor Regis ATC, A29 Shripney Road

Channel 1 - Northbound

Average Speed

Week 1

Hr Ending	10/04/2017 Monday	11/04/2017 Tuesday	12/04/2017 Wednesday	13/04/2017 Thursday	14/04/2017 Friday	15/04/2017 Saturday	16/04/2017 Sunday
1	34.0	34.3	31.2	31.6	34.4	33.5	32.5
2	29.9	30.5	34.3	32.8	34.0	32.2	32.2
3	36.2	36.8	34.8	34.4	33.3	35.9	33.3
4	35.8	36.5	35.0	36.0	36.0	32.0	32.8
5	34.9	35.8	37.0	36.6	34.0	34.1	33.3
6	35.9	36.0	36.1	36.3	36.8	36.3	34.7
7	35.3	35.1	34.6	34.8	35.8	34.7	34.4
8	33.3	33.1	33.0	33.1	34.5	34.7	32.9
9	31.3	32.3	32.4	33.0	33.4	32.6	32.7
10	31.1	32.0	31.7	30.5	31.8	31.8	32.1
11	30.6	32.1	31.0	30.7	31.1	31.2	31.8
12	31.1	31.1	31.1	30.6	31.0	30.6	30.4
13	30.8	31.4	31.3	30.7	31.5	31.4	31.2
14	31.6	31.8	31.7	32.1	31.6	30.9	30.8
15	31.6	31.1	31.8	30.7	31.0	31.3	31.0
16	31.5	31.8	32.1	32.0	32.4	32.1	31.1
17	31.6	32.5	32.6	31.2	31.2	31.5	31.7
18	32.6	32.6	33.2	31.9	31.9	32.9	33.1
19	31.2	31.1	30.8	31.7	31.6	32.4	33.0
20	31.9	32.6	32.0	32.6	31.9	32.6	32.3
21	31.7	31.7	29.5	32.6	32.0	31.3	31.2
22	32.4	32.4	32.1	31.3	30.4	32.1	32.5
23	31.9	31.8	33.0	32.9	33.4	31.5	32.2
24	33.5	32.0	31.6	31.5	31.8	32.2	31.1

10-12	30.8	31.5	31.1	30.7	31.1	30.9	31.1
13-17	31.5	31.5	31.5	31.5	31.5	31.5	31.5
0-24	31.9	32.3	32.2	32.0	31.9	31.9	31.8

7 Day Ave 32.0

Channel 1 - Northbound

85th Percentile

Hr Ending	10/04/2017 Monday	11/04/2017 Tuesday	12/04/2017 Wednesday	13/04/2017 Thursday	14/04/2017 Friday	15/04/2017 Saturday	16/04/2017 Sunday
1	37.1	40.1	36.1	37.8	39.4	38.7	37.5
2	38.2	34.4	38.4	40.2	38.3	38.4	36.3
3	41.5	40.8	37.1	38.0	38.3	37.8	37.2
4	41.6	40.9	38.7	41.4	41.8	36.4	38.4
5	39.7	40.2	43.2	43.0	37.9	39.2	36.1
6	41.4	41.7	41.5	41.9	41.5	40.4	38.9
7	39.4	39.7	39.4	39.6	40.4	38.9	38.8
8	38.1	37.4	37.7	37.8	39.1	38.8	38.4
9	35.8	37.5	37.5	37.6	38.5	37.7	38.4
10	35.8	37.2	36.1	35.2	36.0	36.7	36.4
11	35.5	35.8	35.4	35.6	35.4	35.8	35.9
12	36.6	35.4	35.4	35.4	35.8	35.8	35.3
13	35.9	35.7	36.2	35.5	35.8	35.9	35.9
14	36.1	36.3	35.9	36.9	36.4	35.9	35.7
15	35.9	35.9	36.8	35.9	36.6	35.6	35.6
16	36.8	36.6	37.1	36.0	37.4	36.6	36.3
17	36.7	36.8	38.3	36.1	36.3	35.8	36.5
18	37.8	37.7	38.0	36.5	36.5	37.5	37.3
19	36.7	37.2	36.4	36.9	36.7	37.5	37.5
20	36.5	38.2	36.9	37.5	37.3	37.6	37.9
21	36.7	36.5	34.4	37.1	37.4	35.8	35.9
22	37.6	37.8	37.2	37.1	37.4	37.3	36.7
23	36.7	37.3	38.5	38.1	38.4	36.4	37.3
24	37.8	36.6	36.9	38.9	37.1	37.8	35.5

10-12	35.8	35.7	35.4	35.5	35.6	35.8	35.8
13-17	35.7	35.5	37.1	35.3	35.9	35.5	35.3
0-24	37.1	37.4	37.3	36.9	37.2	36.9	36.6

7 Day Ave 37.1

Bongor Regis ATC, A29 Shripney Road

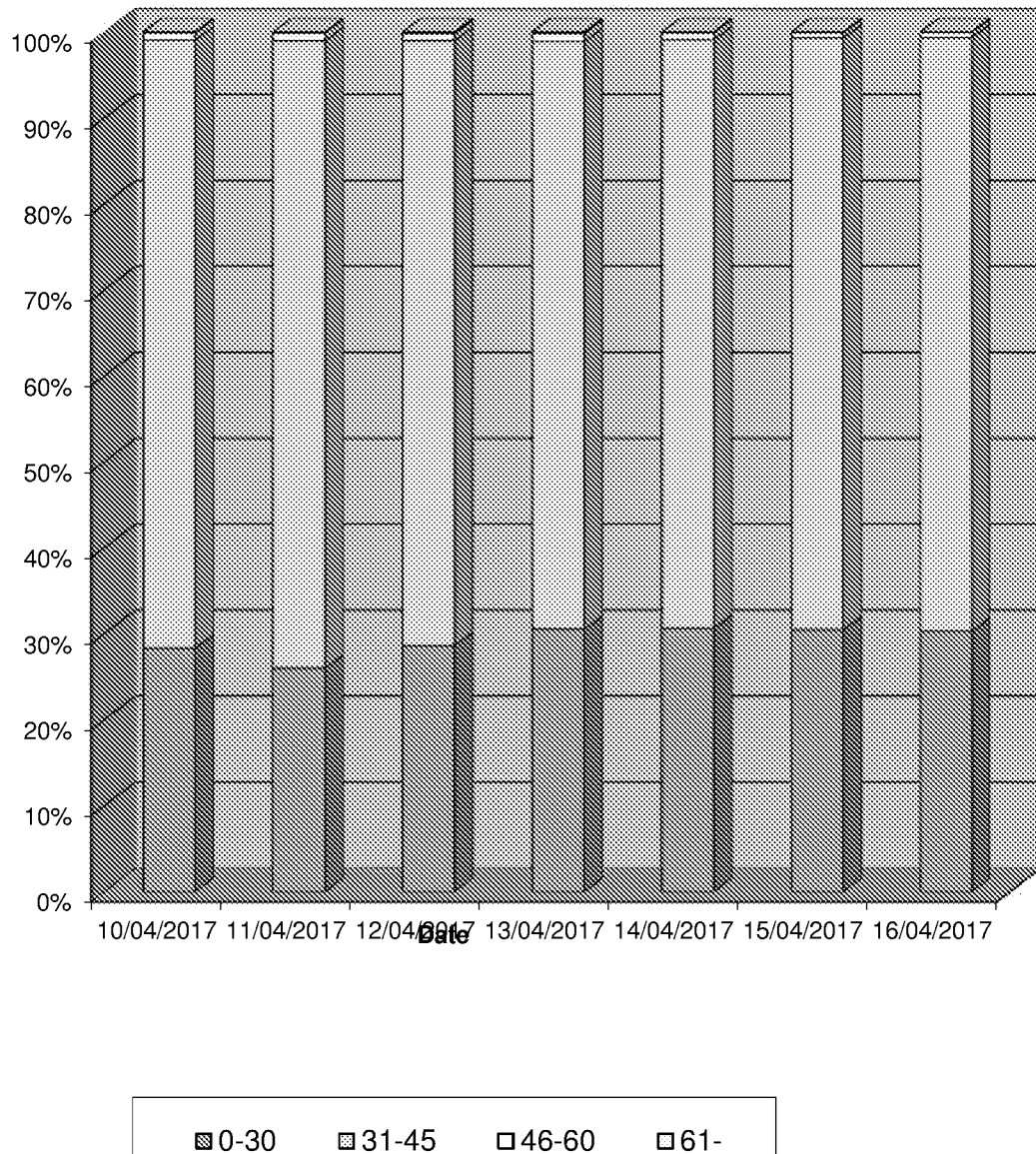
Channel 1 - Northbound

Speed Summary

Week 1

Speed (MPH)	10/04/2017 Monday	11/04/2017 Tuesday	12/04/2017 Wednesday	13/04/2017 Thursday	14/04/2017 Friday	15/04/2017 Saturday	16/04/2017 Sunday
0-30	1897	1676	1886	2093	1781	1775	1300
31-45	4752	4714	4649	4695	3985	4018	2968
46-60	56	58	54	65	46	36	26
61-	7	8	13	12	6	4	2
TOTAL	6712	6456	6602	6865	5818	5833	4296

Speed Summary (MPH)



Bongor Regis ATC, A29 Shripney Road

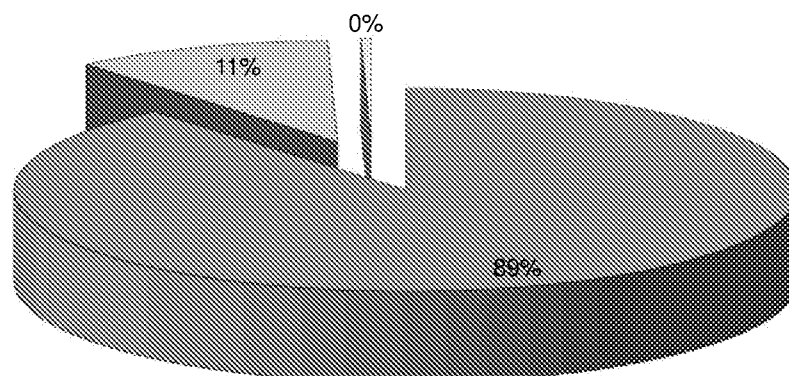
Channel 1 - Northbound

Vehicle Class

Week 1

Classes Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
10/04/2017				
7-19	4627	742	46	5415
6-22	5478	850	47	6375
6-24	5295	803	47	6145
0-24	5780	883	49	6712
11/04/2017				
7-19	4394	654	26	5074
6-22	5328	758	26	6112
6-24	5435	787	26	6231
0-24	5631	797	28	6456
12/04/2017				
7-19	4524	697	31	5252
6-22	5412	805	34	6251
6-24	5520	835	34	6389
0-24	5726	842	34	6602
13/04/2017				
7-19	4568	769	38	5375
6-22	5541	871	41	6453
6-24	5716	883	41	6641
0-24	5916	908	41	6865
14/04/2017				
7-19	4410	409	6	4825
6-22	5055	451	7	5523
6-24	5295	458	7	5760
0-24	5341	470	7	5818
15/04/2017				
7-19	4448	338	8	4794
6-22	5102	373	9	5484
6-24	5271	383	9	5663
0-24	5433	391	9	5833
16/04/2017				
7-19	3239	211	7	3457
6-22	3710	239	8	3957
6-24	3821	243	9	4086
0-24	4025	262	9	4296
Average				
7-19	4315	548	23	4886
6-22	5031	621	25	5736
6-24	5295	633	25	5953
0-24	5407	650	25	6082

Total Vehicle Class Distribution



Bongor Regis ATC, A29 Shripney Road

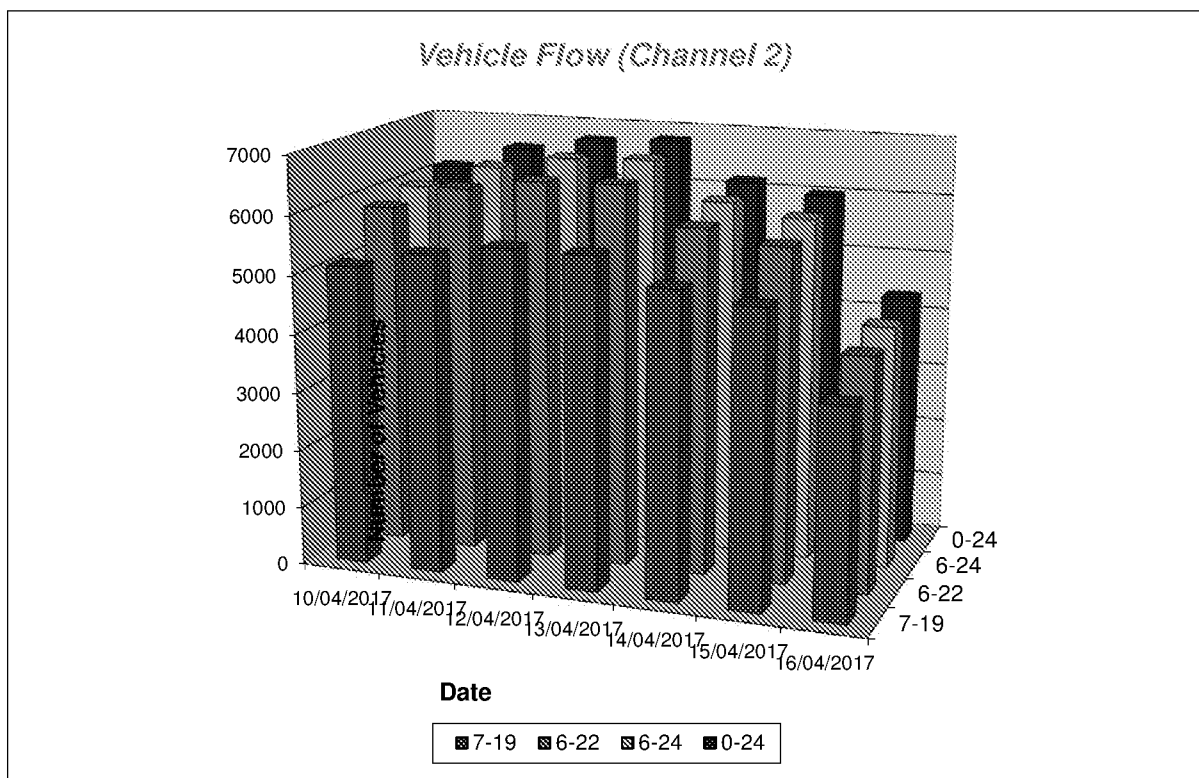
Channel 2 - Southbound

Vehicle Flow

Week 1

Hr Ending	10/04/2017 Monday	11/04/2017 Tuesday	12/04/2017 Wednesday	13/04/2017 Thursday	14/04/2017 Friday	15/04/2017 Saturday	16/04/2017 Sunday	5 Day Ave	7 Day Ave
1	42	37	31	38	42	54	63	38	44
2	16	17	10	17	24	32	31	17	21
3	8	4	6	8	13	16	30	8	12
4	15	9	7	10	11	13	25	10	13
5	26	15	14	23	13	14	17	18	17
6	36	41	36	30	15	20	14	32	27
7	105	114	110	115	61	59	22	101	84
8	288	270	254	275	153	155	78	248	210
9	261	361	379	394	238	239	105	327	282
10	279	394	408	411	368	398	244	372	357
11	275	390	425	399	484	506	365	395	406
12	302	419	389	482	516	566	402	422	439
13	451	426	411	426	560	516	411	455	457
14	468	479	483	497	542	468	326	494	466
15	540	490	476	515	508	534	403	506	485
16	482	481	537	532	484	470	376	503	480
17	592	611	708	571	494	462	355	595	542
18	661	598	687	516	483	376	270	588	519
19	527	504	463	596	346	316	237	487	427
20	313	368	337	385	230	288	195	327	302
21	193	199	221	240	180	190	138	207	194
22	126	171	171	142	230	133	84	158	151
23	86	97	116	118	96	104	82	103	100
24	47	43	66	76	89	87	67	64	68

7-19	5126	5423	5820	5614	5176	5006	3572	5392	5077
6-22	5863	6275	6450	6406	5877	5676	4511	6194	5908
6-23	5305	5815	6241	5535	5353	5335	3158	6361	5976
0-24	6139	6538	6745	6816	6180	6016	4340	6484	6111



Bongor Regis ATC, A29 Shripney Road

Channel 2 - Southbound

Average Speed

Week 1

Hr Ending	10/04/2017 Monday	11/04/2017 Tuesday	12/04/2017 Wednesday	13/04/2017 Thursday	14/04/2017 Friday	15/04/2017 Saturday	16/04/2017 Sunday
1	31.6	32.3	33.1	30.8	33.3	29.7	32.0
2	31.8	34.0	31.3	32.1	33.3	32.0	30.3
3	33.2	35.3	34.3	28.9	26.7	32.6	31.2
4	32.6	34.8	31.1	33.7	33.5	28.8	30.6
5	28.5	30.3	30.1	30.3	31.2	30.2	31.6
6	35.4	31.5	31.9	34.7	31.9	31.7	31.6
7	31.2	31.4	31.3	31.1	31.1	33.2	31.4
8	29.0	28.9	29.9	29.3	30.6	30.6	30.1
9	26.8	28.5	28.5	29.5	30.1	29.8	29.5
10	26.7	28.8	27.9	27.6	28.3	28.0	29.2
11	26.7	28.0	28.1	26.4	27.6	27.7	29.3
12	27.2	27.8	28.1	27.7	27.9	28.2	27.8
13	27.9	28.3	28.3	28.3	27.9	27.5	27.7
14	28.7	28.8	28.4	28.1	28.9	28.4	28.6
15	28.1	27.8	28.3	27.7	28.7	28.0	28.6
16	28.1	27.7	28.1	28.7	28.6	28.5	28.3
17	28.8	28.2	28.8	28.2	28.2	28.6	28.7
18	29.0	29.3	29.2	28.4	28.5	29.5	29.1
19	29.7	29.8	28.6	28.7	29.3	29.1	29.5
20	29.5	29.7	28.9	28.3	29.1	29.5	29.1
21	28.6	29.6	29.3	29.2	29.1	29.1	28.8
22	28.6	30.3	29.5	28.6	28.6	28.8	29.1
23	29.5	30.1	29.4	30.8	31.3	28.7	28.8
24	32.3	28.8	29.6	30.9	29.0	30.3	30.8

10-12	28.9	27.8	28.1	27.1	27.7	28.0	28.5
13-17	28.5	28.8	28.7	28.5	28.7	28.6	28.8
0-24	28.5	28.8	28.7	28.5	28.7	28.6	28.8

7 Day Ave 28.7

Channel 2 - Southbound

85th Percentile

Hr Ending	10/04/2017 Monday	11/04/2017 Tuesday	12/04/2017 Wednesday	13/04/2017 Thursday	14/04/2017 Friday	15/04/2017 Saturday	16/04/2017 Sunday
1	36.7	38.0	38.8	36.9	36.7	35.5	39.2
2	37.4	38.9	35.5	36.4	38.5	38.4	37.8
3	38.1	37.5	39.6	35.0	35.0	38.8	36.3
4	36.4	38.8	33.6	37.2	38.6	36.5	35.8
5	35.2	34.1	35.1	38.0	39.2	38.3	35.7
6	39.0	39.9	39.1	38.5	36.9	37.1	35.7
7	36.9	36.2	36.1	35.9	36.3	37.2	36.5
8	35.2	35.4	35.4	35.3	35.4	34.9	37.7
9	34.1	34.6	34.4	34.8	34.9	35.1	35.5
10	33.4	34.6	34.3	33.7	34.4	34.1	34.8
11	34.3	33.8	33.8	31.5	33.5	33.6	34.5
12	33.7	33.8	33.8	33.5	33.6	33.6	33.6
13	33.9	33.8	33.8	33.6	33.8	33.6	33.4
14	34.6	34.5	33.9	33.9	34.3	34.0	34.3
15	34.4	34.2	34.2	33.7	34.3	34.1	34.1
16	34.4	33.9	34.2	34.4	34.4	34.5	34.2
17	34.7	34.2	34.4	34.4	34.2	34.4	34.1
18	34.6	34.8	34.6	34.3	34.2	34.8	34.9
19	35.1	34.8	34.6	34.7	34.8	34.2	34.5
20	34.8	34.9	34.7	34.1	34.8	34.6	34.6
21	34.6	34.9	34.7	34.9	35.2	34.6	34.4
22	34.9	35.7	35.2	34.5	34.3	34.8	34.4
23	35.3	36.3	34.8	35.4	35.7	34.7	34.9
24	37.8	36.2	36.8	36.9	35.2	35.5	35.8

10-12	33.3	33.8	33.8	32.7	33.6	33.8	34.3
13-17	34.5	34.6	34.5	34.4	34.5	34.4	34.6
0-24	34.7	34.6	34.5	34.4	34.5	34.4	34.6

7 Day Ave 34.5

Bongor Regis ATC, A29 Shripney Road

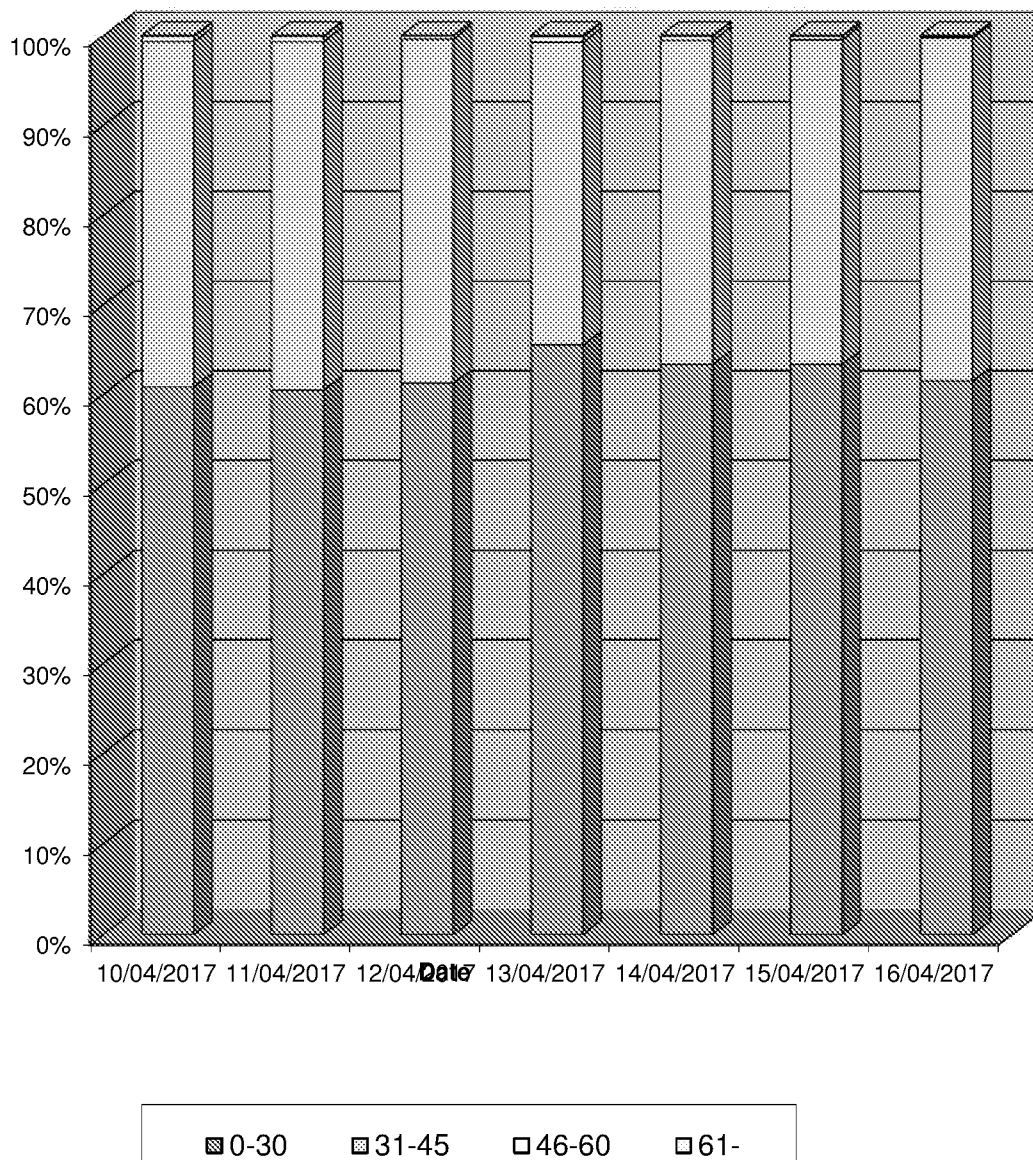
Channel 2 - Southbound

Speed Summary

Week 1

Speed (MPH)	10/04/2017 Monday	11/04/2017 Tuesday	12/04/2017 Wednesday	13/04/2017 Thursday	14/04/2017 Friday	15/04/2017 Saturday	16/04/2017 Sunday
0-30	3735	3854	4130	4463	3914	3611	2668
31-45	2365	2542	2590	2304	2232	2178	1661
46-60	35	37	23	41	30	22	9
61-	4	5	2	8	4	5	2
TOTAL	6139	6538	6745	6815	6180	6016	4340

Speed Summary (MPH)



Bongor Regis ATC, A29 Shripney Road

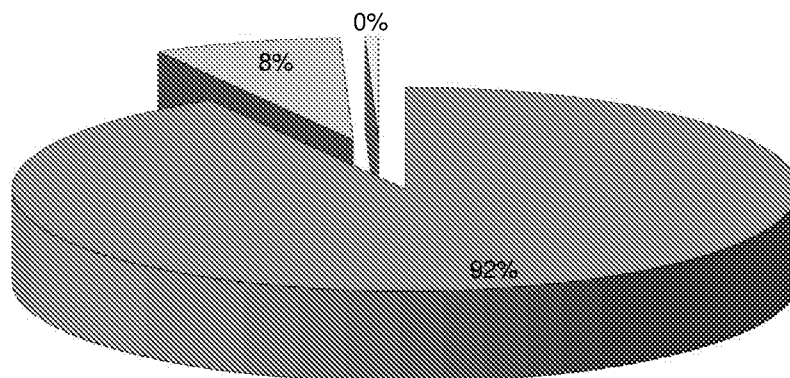
Channel 2 - Southbound

Vehicle Class

Week 1

Classes Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
10/04/2017				
7-19	4559	535	32	5126
6-22	5227	593	37	5863
6-24	5713	575	56	5996
0-24	5481	615	43	6139
11/04/2017				
7-19	4654	516	53	5423
6-22	5662	569	54	6275
6-24	5732	588	54	6415
0-24	5902	578	58	6538
12/04/2017				
7-19	5044	530	46	5620
6-22	5825	586	48	6459
6-24	5933	593	49	6641
0-24	6092	600	53	6745
13/04/2017				
7-19	4984	598	32	5614
6-22	5814	648	36	6498
6-24	5738	633	56	6690
0-24	6108	669	39	6816
14/04/2017				
7-19	4657	298	21	5176
6-22	5522	332	23	5877
6-24	5713	338	23	6062
0-24	5803	352	25	6180
15/04/2017				
7-19	4744	255	7	5006
6-22	5392	277	7	5676
6-24	5531	278	8	5867
0-24	5721	284	11	6016
16/04/2017				
7-19	3395	173	4	3572
6-22	3817	189	5	4011
6-24	3923	183	5	4180
0-24	4131	203	6	4340
Average				
7-19	4634	415	28	5077
6-22	5323	455	30	5808
6-24	5537	461	31	5976
0-24	5605	472	34	6111

Total Vehicle Class Distribution



Appendix B

Department for Transport Traffic Count Data

AADYear	CP	Estimation	Estimation	Region	LocalAuth	Road	RoadCate	Easting	Northing	StartJunct	EndJunct	LinkLength	LinkLength	PedalCycle	Motorcycl	CarsTaxis	BusesCoac	LightGood	V2AxleRgi	V3AxleRgi	V4or5Axle	V3or4Axle	V5AxleArti	V6orMore	AllHGVs	AllMotorVehicles
2000	78124	Estimated	Estimated	South East West Suss	A29	PR	493910	103000	Rowan We Undaaslie	2.8	1.74	54	140	10163	62	1272	342	39	55	19	21	18	494	12131		
2001	78124	Estimated	Estimated	South East West Suss	A29	PR	493910	103000	Rowan We Undaaslie	2.8	1.74	48	155	10478	64	1343	338	45	55	18	18	21	495	12535		
2002	78124	Counted	Manual co	South East West Suss	A29	PR	493910	103000	Rowan We Undaaslie	2.8	1.74	51	158	10781	66	1353	346	49	61	17	16	23	512	12870		
2003	78124	Counted	Manual co	South East West Suss	A29	PR	493910	103000	Rowan We Undaaslie	2.8	1.74	14	110	10983	90	1266	471	66	38	21	13	17	626	13075		
2004	78124	Counted	Manual co	South East West Suss	A29	PR	493910	103000	Rowan We Undaaslie	2.8	1.74	69	143	11244	90	1571	363	48	88	4	17	18	538	13586		
2005	78124	Counted	Manual co	South East West Suss	A29	PR	493910	103000	Rowan We Undaaslie	2.8	1.74	29	110	9344	85	1466	266	42	49	11	14	19	401	11406		
2006	78124	Estimated	Estimated	South East West Suss	A29	PR	493910	103000	Rowan We Undaaslie	2.8	1.74	28	119	9502	81	1536	274	42	53	11	14	21	415	11653		
2007	78124	Estimated	Estimated	South East West Suss	A29	PR	493910	103000	Rowan We Undaaslie	2.8	1.74	28	93	9355	85	1697	295	45	63	10	14	25	452	11682		
2008	78124	Estimated	Estimated	South East West Suss	A29	PR	493910	103000	Rowan We Undaaslie	2.8	1.74	28	92	9009	95	1697	278	48	63	9	12	25	435	11328		
2009	78124	Estimated	Estimated	South East West Suss	A29	PR	493910	103000	Rowan We Undaaslie	2.8	1.74	32	96	8901	95	1729	252	48	60	7	10	23	400	11221		
2010	78124	Estimated	Estimated	South East West Suss	A29	PR	493910	103000	Rowan We Undaaslie	2.8	1.74	32	85	8732	99	1780	263	48	52	8	10	23	404	11100		
2011	78124	Counted	Manual co	South East West Suss	A29	PR	493910	103000	Rowan We Undaaslie	2.8	1.74	27	49	9761	36	1705	139	36	120	27	21	18	361	11912		
2012	78124	Estimated	Estimated	South East West Suss	A29	PR	493910	103000	Rowan We Undaaslie	2.8	1.74	25	45	9487	35	1789	141	39	137	20	20	18	374	11731		
2013	78124	Estimated	Estimated	South East West Suss	A29	PR	493910	103000	Rowan We Undaaslie	2.8	1.74	25	46	9312	33	1920	140	42	153	15	19	18	387	11697		
2014	78124	Estimated	Estimated	South East West Suss	A29	PR	493910	103000	Rowan We Undaaslie	2.8	1.74	20	47	9442	33	2064	139	45	163	15	18	20	400	11987		
2015	78124	Estimated	Estimated	South East West Suss	A29	PR	493910	103000	Rowan We Undaaslie	2.8	1.74	20	45	9331	34	2210	139	49	163	19	18	20	408	12028		

Appendix C

TRICS Output

Calculation Reference: AUDIT-734001-170420-0436

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	HC HAMPSHIRE	1 days
	WS WEST SUSSEX	1 days
03	SOUTH WEST	
	CW CORNWALL	1 days
	DC DORSET	1 days
	DV DEVON	1 days
	SM SOMERSET	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	2 days
	SF SUFFOLK	2 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
	LE LEICESTERSHIRE	1 days
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
	ST STAFFORDSHIRE	1 days
	WK WARWICKSHIRE	2 days
	WM WEST MIDLANDS	1 days
	WO WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	2 days
08	NORTH WEST	
	CH CHESHIRE	3 days
	GM GREATER MANCHESTER	1 days
	MS MERSEYSIDE	1 days
09	NORTH	
	CB CUMBRIA	1 days
	TW TYNE & WEAR	2 days

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

Secondary Filtering selection:

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

Parameter: Number of dwellings
 Actual Range: 6 to 48 (units:)
 Range Selected by User: 6 to 48 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/00 to 13/11/15

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

Selected survey days:

Monday	4 days
Tuesday	7 days
Wednesday	8 days
Thursday	8 days
Friday	4 days

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

Selected survey types:

Manual count	31 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	16
Edge of Town	13
Neighbourhood Centre (PPS6 Local Centre)	2

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	30
Village	1

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

Secondary Filtering selection:**Use Class:**

C1	1 days
C3	29 days

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

Secondary Filtering selection (Cont.):Population within 1 mile:

1,001 to 5,000	3 days
5,001 to 10,000	6 days
10,001 to 15,000	9 days
15,001 to 20,000	5 days
20,001 to 25,000	4 days
25,001 to 50,000	4 days

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

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	5 days
50,001 to 75,000	3 days
75,001 to 100,000	7 days
100,001 to 125,000	2 days
125,001 to 250,000	5 days
250,001 to 500,000	7 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	15 days
1.1 to 1.5	16 days

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

Travel Plan:

Yes	3 days
No	28 days

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

PTAL Rating:

No PTAL Present	31 days
-----------------	---------

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

LIST OF SITES relevant to selection parameters

1	CA-03-A-04	DETACHED		CAMBRIDGESHIRE
	THORPE PARK ROAD			
	PETERBOROUGH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	9		
2	CB-03-A-03	SEMI DETACHED		CUMBRIA
	HAWKSHEAD AVENUE			
	WORKINGTON			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	40		
3	CH-03-A-05	DETACHED		CHESHIRE
	SYDNEY ROAD			
	SYDNEY			
	CREWE			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	17		
4	CH-03-A-08	DETACHED		CHESHIRE
	WHITCHURCH ROAD			
	BOUGHTON HEATH			
	CHESTER			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	11		
5	CH-03-A-09	TERRACED HOUSES		CHESHIRE
	GREYSTOKE ROAD			
	HURDSFIELD			
	MACCLESFIELD			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	24		
6	CW-03-A-01	TERRACED		CORNWALL
	ALVERTON ROAD			
	PENZANCE			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	13		
7	DC-03-A-08	BUNGALOWS		DORSET
	HURSTDENE ROAD			
	CASTLE LANE WEST			
	BOURNEMOUTH			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	28		
8	DS-03-A-01	SEMI D./ TERRACED		DERBYSHIRE
	THE AVENUE			
	HOLMESDALE			
	DRONFIELD			
	Neighbourhood Centre (PPS6 Local Centre)			
	Residential Zone			
	Total Number of dwellings:	20		
9	DV-03-A-01	TERRACED HOUSES		DEVON
	BRONSHILL ROAD			
	TORQUAY			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	37		

LIST OF SITES relevant to selection parameters (Cont.)

10	ES-03-A-02	PRIVATE HOUSING		EAST SUSSEX
	SOUTH COAST ROAD			
	PEACEHAVEN			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		37	
11	GM-03-A-10	DETACHED/ SEMI		GREATER MANCHESTER
	BUTT HILL DRIVE			
	PRESTWICH			
	MANCHESTER			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		29	
12	HC-03-A-17	HOUSES & FLATS		HAMPSHIRE
	CANADA WAY			
	LIPHOOK			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		36	
13	LE-03-A-01	DETACHED		LEICESTERSHIRE
	REDWOOD AVENUE			
	MELTON MOWBRAY			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		11	
14	LN-03-A-03	SEMI DETACHED		LINCOLNSHIRE
	ROOKERY LANE			
	BOULTHAM			
	LINCOLN			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		22	
15	MS-03-A-03	DETACHED		MERSEYSIDE
	BEMPTON ROAD			
	OTTERSPOOL			
	LIVERPOOL			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		15	
16	NF-03-A-01	SEMI DET. & BUNGALOWS		NORFOLK
	YARMOUTH ROAD			
	CAISTER-ON-SEA			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		27	
17	NF-03-A-03	DETACHED HOUSES		NORFOLK
	HALING WAY			
	THETFORD			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		10	
18	NY-03-A-08	TERRACED HOUSES		NORTH YORKSHIRE
	NICHOLAS STREET			
	YORK			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		21	

LIST OF SITES relevant to selection parameters (Cont.)

19	NY-03-A-11	PRIVATE HOUSING	NORTH YORKSHIRE
	HORSEFAIR		
	BOROUGHBRIDGE		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	23	
20	SF-03-A-04	DETACHED & BUNGALOWS	SUFFOLK
	NORMANSTON DRIVE		
	LOWESTOFT		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	7	
21	SF-03-A-05	DETACHED HOUSES	SUFFOLK
	VALE LANE		
	BURY ST EDMUNDS		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	18	
22	SH-03-A-06	BUNGALOWS	SHROPSHIRE
	ELLESMERE ROAD		
	SHREWSBURY		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	16	
23	SM-03-A-01	DETACHED & SEMI	SOMERSET
	WEMBDON ROAD		
	NORTHFIELD		
	BRIDGWATER		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	33	
24	ST-03-A-05	TERRACED & DETACHED	STAFFORDSHIRE
	WATERMEET GROVE		
	ETRURIA		
	STOKE-ON-TRENT		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	14	
25	TW-03-A-02	SEMI-DETACHED	TYNE & WEAR
	WEST PARK ROAD		
	GATESHEAD		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	16	
26	TW-03-A-03	MIXED HOUSES	TYNE & WEAR
	STATION ROAD		
	BACKWORTH		
	NEAR NEWCASTLE		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total Number of dwellings:	33	
27	WK-03-A-01	TERRACED/ SEMI / DET.	WARWICKSHIRE
	ARLINGTON AVENUE		
	LEAMINGTON SPA		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	6	

LIST OF SITES relevant to selection parameters (Cont.)

28	WK-03-A-02	BUNGALOWS	WARWICKSHIRE
	NARBERTH WAY		
	POTTERS GREEN		
	COVENTRY		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	17	
29	WM-03-A-02	DETACHED & SEMI DET.	WEST MIDLANDS
	HEATH STREET		
	STOURBRIDGE		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	12	
30	WO-03-A-01	DETACHED	WORCESTERSHIRE
	MARLBOROUGH AVENUE		
	ASTON FIELDS		
	BROMSGROVE		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	10	
31	WS-03-A-05	TERRACED & FLATS	WEST SUSSEX
	UPPER SHOREHAM ROAD		
	SHOREHAM BY SEA		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	48	

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	31	21	0.083	31	21	0.285	31	21	0.368
08:00 - 09:00	31	21	0.158	31	21	0.389	31	21	0.547
09:00 - 10:00	31	21	0.141	31	21	0.200	31	21	0.341
10:00 - 11:00	31	21	0.170	31	21	0.141	31	21	0.311
11:00 - 12:00	31	21	0.176	31	21	0.176	31	21	0.352
12:00 - 13:00	31	21	0.180	31	21	0.177	31	21	0.357
13:00 - 14:00	31	21	0.168	31	21	0.177	31	21	0.345
14:00 - 15:00	31	21	0.182	31	21	0.188	31	21	0.370
15:00 - 16:00	31	21	0.252	31	21	0.202	31	21	0.454
16:00 - 17:00	31	21	0.324	31	21	0.189	31	21	0.513
17:00 - 18:00	31	21	0.339	31	21	0.177	31	21	0.516
18:00 - 19:00	31	21	0.220	31	21	0.142	31	21	0.362
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.393			2.443			4.836

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

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

Parameter summary

Trip rate parameter range selected: 6 - 48 (units:)
 Survey date range: 01/01/00 - 13/11/15
 Number of weekdays (Monday-Friday): 31
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	31	21	0.003	31	21	0.003	31	21	0.006
08:00 - 09:00	31	21	0.006	31	21	0.005	31	21	0.011
09:00 - 10:00	31	21	0.003	31	21	0.005	31	21	0.008
10:00 - 11:00	31	21	0.009	31	21	0.006	31	21	0.015
11:00 - 12:00	31	21	0.005	31	21	0.006	31	21	0.011
12:00 - 13:00	31	21	0.005	31	21	0.005	31	21	0.010
13:00 - 14:00	31	21	0.000	31	21	0.000	31	21	0.000
14:00 - 15:00	31	21	0.002	31	21	0.002	31	21	0.004
15:00 - 16:00	31	21	0.000	31	21	0.000	31	21	0.000
16:00 - 17:00	31	21	0.002	31	21	0.002	31	21	0.004
17:00 - 18:00	31	21	0.002	31	21	0.002	31	21	0.004
18:00 - 19:00	31	21	0.000	31	21	0.000	31	21	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.037			0.036			0.073

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

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

Parameter summary

Trip rate parameter range selected: 6 - 48 (units:)
 Survey date range: 01/01/00 - 13/11/15
 Number of weekdays (Monday-Friday): 31
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	31	21	0.000	31	21	0.000	31	21	0.000
08:00 - 09:00	31	21	0.000	31	21	0.000	31	21	0.000
09:00 - 10:00	31	21	0.000	31	21	0.000	31	21	0.000
10:00 - 11:00	31	21	0.000	31	21	0.000	31	21	0.000
11:00 - 12:00	31	21	0.000	31	21	0.000	31	21	0.000
12:00 - 13:00	31	21	0.000	31	21	0.000	31	21	0.000
13:00 - 14:00	31	21	0.000	31	21	0.000	31	21	0.000
14:00 - 15:00	31	21	0.000	31	21	0.000	31	21	0.000
15:00 - 16:00	31	21	0.000	31	21	0.000	31	21	0.000
16:00 - 17:00	31	21	0.000	31	21	0.000	31	21	0.000
17:00 - 18:00	31	21	0.000	31	21	0.000	31	21	0.000
18:00 - 19:00	31	21	0.000	31	21	0.000	31	21	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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

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

Parameter summary

Trip rate parameter range selected: 6 - 48 (units:)
 Survey date range: 01/01/00 - 13/11/15
 Number of weekdays (Monday-Friday): 31
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	31	21	0.008	31	21	0.030	31	21	0.038
08:00 - 09:00	31	21	0.002	31	21	0.023	31	21	0.025
09:00 - 10:00	31	21	0.000	31	21	0.006	31	21	0.006
10:00 - 11:00	31	21	0.003	31	21	0.015	31	21	0.018
11:00 - 12:00	31	21	0.003	31	21	0.005	31	21	0.008
12:00 - 13:00	31	21	0.011	31	21	0.008	31	21	0.019
13:00 - 14:00	31	21	0.011	31	21	0.005	31	21	0.016
14:00 - 15:00	31	21	0.003	31	21	0.003	31	21	0.006
15:00 - 16:00	31	21	0.021	31	21	0.000	31	21	0.021
16:00 - 17:00	31	21	0.024	31	21	0.012	31	21	0.036
17:00 - 18:00	31	21	0.023	31	21	0.008	31	21	0.031
18:00 - 19:00	31	21	0.008	31	21	0.005	31	21	0.013
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.117			0.120			0.237

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

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

Parameter summary

Trip rate parameter range selected: 6 - 48 (units:)
 Survey date range: 01/01/00 - 13/11/15
 Number of weekdays (Monday-Friday): 31
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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

Appendix D

Cycleway Map



Appendix E

Bus Timetable Information

Route map for Compass Travel service 66 (outbound)



**66A/66C****Bognor Regis - Yapton - Bognor Regis**

Compass Travel

The information on this timetable is expected to be valid until at least 17th May 2017. Where we know of variations, before or after this date, then we show these at the top of each affected column in the table.

Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops

Mondays to Fridays

Service	66	66A	66	66C	66	66A	66	66C	66	66A	66	66A	66	66C	66	66A
Service Restrictions	1	2	1	2	1	2	1	2	1	2	1	2	1	2	1	2
Notes	SDO SHOL SHOL															
Bognor Regis, High Street (Stop A)	0705	0710	0815	0815	1015	1015	1215	1235	1300	1435	1440	1440	1615	1635	1735	1740
Bognor Regis, Station (Stop J)	0708	0713	0818	0818	1018	1018	1218	1238	1303	1438	1443	1443	1618	1638	1738	1743
South Bersted, nr Tesco	0712	0717	0821	0821	1021	1021	1221	1241	1306	1441	1446	1446	1621	1641	1741	1746
Shripney, opp The Robin Hood	0715	0720	0824	0824	1024	1024	1224	1244	1309	1444	1449	1449	1624	1644	1744	1749
Westergate, o/s Ormiston Six Villages Academy										1451						
Westergate, adj Barnett Close	0721	0726	0831	0831	1031	1031	1231	1251	1316	1456	1456	1456	1631	1651	1751	1756
Barnham, opp Station	0726	0731	0836	0836	1036	1036	1236	1256	1321	1501	1501	1501	1636	1656	1756	1801
Walberton, Post Office (S-bound)				0841					1301					1701		
Yapton, Canal Road (SW-bound)	0731	0736	0841	0841	1041	1041	1241	1307	1326	1506	1506	1506	1641	1707	1801	1806
Yapton, Sparks Corner (N-bound)	0734	0739	0844	0851	1043	1043	1243	1309	1328	1508	1508	1508	1643	1709	1803	1808
Walberton, o/s Old Vicarage	0743	0748	0852		1049	1049	1249		1334	1514	1514	1514	1649		1809	1814
Barnham, Station (NW-bound)	0749	0753	0857	0856	1054	1054	1254	1314	1339	1519	1519	1519	1654	1714		
Westergate, adj School	0754	0758	0902	0902	1059	1059	1259	1319	1344	1524	1524	1524	1659	1719		
Shripney, adj The Robin Hood	0800	0804	0910	0910	1106	1106	1306	1326	1351	1531	1531	1531	1706	1726		
South Bersted, opp Tesco	0803	0807	0913	0913	1109	1109	1309	1329	1354	1534	1534	1534	1709	1729		
Bognor Regis, Station (Stop K)	0806	0810	0917	0917	1112	1112	1312	1332	1357	1537	1537	1537	1712	1732		
Bognor Regis, High Street (Stop C)			0920	0920	1115	1115	1315	1335	1400	1540	1540	1540				
Bognor Regis, High Street (Stop A)	0809	0813											1715	1735		

Saturdays

Service	66	66A	66	66C	66	66A	66	66C	66	66	66A	66	66C	66	66A
Service Restrictions	5	6	5	6	5	6	5	6	5	5	6	5	6	5	6
Bognor Regis, High Street (Stop A)	0715	0715	0815	0815	1015	1015	1215	1235	1300	1440	1440	1615	1635	1735	1740
Bognor Regis, Station (Stop J)	0718	0718	0818	0818	1018	1018	1218	1238	1303	1443	1443	1618	1638	1738	1743
South Bersted, nr Tesco	0721	0721	0821	0821	1021	1021	1221	1241	1306	1446	1446	1621	1641	1741	1746
Shripney, opp The Robin Hood	0724	0724	0824	0824	1024	1024	1224	1244	1309	1449	1449	1624	1644	1744	1749
Westergate, adj Barnett Close	0730	0730	0831	0831	1031	1031	1231	1251	1316	1456	1456	1631	1651	1751	1756
Barnham, opp Station	0735	0735	0836	0836	1036	1036	1236	1256	1321	1501	1501	1636	1656	1756	1801
Walberton, Post Office (S-bound)				0841					1301				1701		
Yapton, Canal Road (SW-bound)	0740	0740	0841	0841	1041	1041	1241	1307	1326	1506	1506	1641	1707	1801	1806
Yapton, Sparks Corner (N-bound)	0742	0742	0844	0851	1043	1043	1243	1309	1328	1508	1508	1643	1709	1803	1808
Walberton, o/s Old Vicarage	0748	0748	0852		1049	1049	1249		1334	1514	1514	1649		1809	1814
Barnham, Station (NW-bound)	0753	0753	0857	0856	1054	1054	1254	1314	1339	1519	1519	1654	1714		
Westergate, adj School	0758	0758	0902	0902	1059	1059	1259	1319	1344	1524	1524	1659	1719		
Shripney, adj The Robin Hood	0804	0804	0910	0910	1106	1106	1306	1326	1351	1531	1531	1706	1726		
South Bersted, opp Tesco	0807	0807	0913	0913	1109	1109	1309	1329	1354	1534	1534	1709	1729		
Bognor Regis, Station (Stop K)	0810	0810	0917	0917	1112	1112	1312	1332	1357	1537	1537	1712	1732		
Bognor Regis, High Street (Stop C)			0920	0920	1115	1115	1315	1335	1400	1540	1540				
Bognor Regis, High Street (Stop A)	0813	0813										1715	1735		

Sundays

no service

Early May Holiday (Monday 1st May)

no service

Spring Bank Holiday (Monday 29th May)

no service

- Service Restrictions: 1 - to 21.4.17
 2 - from 24.4.17
 3 - from 24.4.17, not 30.5.17 to 2.6., 26.7. to 1.9.
 4 - only 30.5.17 to 2.6., 26.7. to 1.9.
 5 - to 22.4.17
 6 - from 29.4.17

Notes: SDO - School days only
 SHOL - Operates during School Holidays

Appendix F

Personal Injury Accident Data

West Sussex Injury Accident Engineers Report
PIA Search Ref 17065 - Shripney Road - 5yrs to 31 Dec 16

Accident 1 of 9 1301513 Severity: Slight Wed 20/03/2013 at 14:30 on the A29 Police Officer Attend: No

A29 SHRIPNEY ROAD BOGNOR REGIS AT JUNCTION OF U SHRIPNEY LANE

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

Easting / Northing 493843 / 102022

Veh 1	Car	U Turn	from S to S	No Skid	Impact: Offside	Female Aged Between 25-34
Veh 2	Van/Goods < 3.5t	Going ahead other	from S to N	No Skid	Impact: Front	Male Aged Between 45-54
Cas 1	Driver or Rider	of veh 1	Slight Female	Aged between	25-34	

VEHICLE 1 DRIVING NORTH DUAL CARRIAGEWAY IN LANE 1. VEHICLE 2 TRAVELLING IN SAME DIRECTION BEHIND. AS THE ROAD NARROWS TO ONE LANE VEHICLE 1 MADE A U TURN DIRECTLY IN FRONT OF V2. V2 ATTEMPTED TO TAKE EVASIVE ACTION STEERING TO THE RIGHT BUT COLLIDED INTO THE SIDE OFFSIDE DRIVERS DOOR OF V1 CAUSING DAMAGE AND INJURY.

Accident 2 of 9 1304398 Severity: Serious Fri 23/08/2013 at 08:53 on the A29 Police Officer Attend: No

A29 SHRIPNEY ROAD. BOGNOR REGIS. AT JUNCTION OF U BARN LANE. OUTSIDE AT JUNCTION AS SHOWN ABOVE.

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

Easting / Northing 493839 / 102151

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

V1 EXITING BARN LANE, WITH INTENTION OR TURNING RIGHT. V2 HEADING NORTH ON A29, SHRIPNEY ROAD. V1 PULLED OUT INTO PATH OF V2, CASUSING COLLISION. (V2 POSSILBLY AT EXCESS SPEED HOWEVER)

Accident 3 of 9 1402001 Severity: Slight Sun 13/04/2014 at 15:27 on the A29 Police Officer Attend: Yes

A29 SHRIPNEY ROAD SHRIPNEY AT JUNCTION OF U MARIGOLDS PARK HOMES OUTSIDE ROBIN HOOD PUBLIC HOUSE

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

Easting / Northing 493764 / 102353

Veh 1	Car	Turning right	from S to E	No Skid	Impact: Nearside	Male Aged Between 55-64
Veh 2	M/cycle > 500cc	Going ahead other	from N to S	No Skid	Impact: Front	Male Aged Between 55-64*
Cas 1	Passenger	of veh 1	Slight Female	Aged between	35-44	* = Positive Breath Test
Cas 2	Driver or Rider	of veh 2	Slight Male	Aged between	55-64	

V1 WAS TRAVELLING NORTHBOUND ON A29. V2 WAS TRAVELLING SOUTHBOUND. V1 TURNED RIGHT INTO ROBIN HOOD PUBLIC HOUSE AND COLLIDED WITH V2

Accident 4 of 9 1407491 Severity: Slight Wed 17/12/2014 at 17:10 on the A29 Police Officer Attend: Yes

A29 SHRIPNEY ROAD BOGNOR REGIS AT JUNCTION OF U SHRIPNEY LANE OUTSIDE WAYSIDE

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

Easting / Northing 493845 / 102029

Veh 1	Van/Goods < 3.5t	Turning right			from W to S	No Skid	Impact: Offside	Male Aged Between 35-44
Veh 2	Car	Going ahead other			from S to N	No Skid	Impact: Front	Female Aged Between 17-24
Cas 1	Driver or Rider	of veh 1	Slight	Male	Aged between	35-44		
Cas 2	Driver or Rider	of veh 2	Slight	Female	Aged between	17-24		

VEHICLE 1 WAS IN SHRIPNEY LANE AT THE JUNCTION WITH SHRIPNEY ROAD. VEHICLE 2 WAS TRAVELLING NORTH UP SHRIPNEY ROAD WHEN VEHICLE 1 PULLED ACROSS PATH OF VEHICLE 2 CAUSING VEHICLE 2 TO HIT THE OFFSIDE FRONT OF VEHICLE 1.

Accident 5 of 9 1501996 Severity: Fatal Sun 12/04/2015 at 06:51 on the A29 Police Officer Attend: Yes

A29 SHRIPNEY ROAD BOGNOR REGIS AT JUNCTION OF U SHRIPNEY LANE OUTSIDE OPPOSITE JUNCTION

Light: Light - Weather: Fine - Road Surface: Dry - Speed Limit: 40mph Easting / Northing 493841 / 102027

Veh 1	Car	Overtaking on nearside			from S to N	Skidded	Impact: Offside	Male Aged Between 17-24
Veh 2	Car	Going ahead other			from S to N	No Skid	Impact: Nearside	Female Aged Between 45-54
Cas 1	Driver or Rider	of veh 1	Fatal	Male	Aged between	17-24		
Cas 2	Passenger	of veh 1	Serious	Female	Aged between	17-24		

V2 TRAVELLING NORTH IN LANE 2 OF DUAL CARRIAGEWAY, WHEN V1 HAS UNDERTAKEN V2 AS THE DUAL CARRIAGEWAY ENDS. V1 APPEARS TO HAVE MOVED TO THE RIGHT ACROSS THE PATH OF V2. REAR OFFSIDE OF V1 HAS MADE CONTACT WITH FRONT NEAR SIDE CORNER OF V2. V1 HAS THEN LOST CONTROL, ROTATED CLOCKWISE, AND LEFT THE ROAD TO THE OFFSIDE, COLLIDING NEAR SIDE WITH A TREE.

Accident 6 of 9 1502212 Severity: Slight Tue 21/04/2015 at 11:30 on the A29 Police Officer Attend: Yes

A29 SHRIPNEY ROAD BOGNOR REGIS AT JUNCTION OF U SHRIPNEY LANE

Light: Light - Weather: Fine - Road Surface: Dry - Speed Limit: 40mph Easting / Northing 493843 / 102030

Veh 1	Car	Turning right			from W to S	No Skid	Impact: Offside	Male Aged Between 65-74
Veh 2	Car	Going ahead other			from S to N	No Skid	Impact: Front	Male Aged Between 75-84
Cas 1	Driver or Rider	of veh 2	Slight	Male	Aged between	75-84		

V2 TRAVELLING NORTH ALONG A29 SHRIPNEY ROAD AND ALLEGED TO HAVE ITS NEAR SIDE INDICATOR OPERATING. V2 STATIONARY AT THE JUNCTION OF SHRIPNEY LANE AND A29 WAITING TO TURN RIGHT TOWARDS BOGNOR REGIS HAS BELIEVED V2 WAS TURNING LEFT AND PROCEEDED TO TURN RIGHT ACROSS THE PATH OF V2 CAUSING A COLLISION.

Accident 7 of 9 1505768 Severity: Serious Sun 04/10/2015 at 00:21 on the A29 Police Officer Attend: Yes

A29 SHRIPNEY ROAD BOGNOR REGIS 50M NORTH OF U SHRIPNEY LANE

Light: Dark/lights lit - Weather: Fine - Road Surface: Dry - Speed Limit: 40mph Easting / Northing 493813 / 102257

Veh 1	Car	Going ahead RH bend			from NW to S	No Skid	Impact: Front	Male Aged Between 17-24*
Cas 1	Driver or Rider	of veh 1	Serious	Male	Aged between	17-24		* = Positive Breath Test
Cas 2	Passenger	of veh 1	Slight	Male	Aged between	17-24		

VEHICLE 1 HEADING SOUTH ON ROAD LEAVES ROAD NEAR SIDE AND COLLIDES WITH A GARDEN WALL AND STREET FURNITURE THEN REBOUNDS AND COMES TO REST BACK ON THE CARRIAGEWAY

Accident 8 of 9 1601904 Severity: Slight Fri 01/04/2016 at 08:52 on the A29 Police Officer Attend: Yes

A29 SHRIPNEY ROAD BOGNOR AT JUNCTION OF U SHRIPNEY LANE

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

Easting / Northing 493840 / 102034

Veh 1	Car	Turning right		from NW to S	No Skid	Impact: Front	Male Aged Between 65-74
Veh 2	Car	Going ahead other		from S to N	O/Turn	Impact: Front	Male Aged Between 65-74
Cas 1	Driver or Rider	of veh 2	Slight	Male	Aged between	65-74	
Cas 2	Passenger	of veh 1	Slight	Male	Aged between	65-74	

VEHICLE 1 WAITING AT JUNC OF SHRIPNEY LANE AS VEHICLE 2 TRAVELLED NORTH ALONG SHRIPNEY ROAD. VEH 2 MASKED BY HEAVY GOODS VEHICLE IN LANE 1 AND VEH 1 FAILED TO ENSURE BOTH LANES WERE CLEAR BEFORE PULLING OUT AHEAD OF GOODS VEHICLE. VEH 1 COLLIDED WITH VEH 2.

Accident 9 of 9 1603232 Severity: Serious Thu 02/06/2016 at 14:30 on the A29 Police Officer Attend: No

U SHRIPNEY ROAD BOGNOR REGIS 100M SOUTH OF U SACK LANE

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

Easting / Northing 493769 / 102595

Veh 1	Car	Going ahead other		from SW to NE	No Skid	Impact: Offside	Male Aged Between 55-64
Veh 2	Car	Going ahead other		from NE to SW	No Skid	Impact: Offside	Female Aged Between 35-44
Cas 1	Driver or Rider	of veh 2	Serious	Female	Aged between	35-44	

VEHICLE 2 WAS TRAVELLING NORTH, VEHICLE ONE CROSSED WHITE LINES TRAVELLING SOUTH AND HIT OFF SIDE WING MIRROR, DOOR, REAR WHEEL ARCH AND REAR LIGHTS.



REPRODUCED FROM 2013 ORDNANCE 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. W.S.C.C. 100623447

Collision Search Area

Accident Severity	
	5
	3
	1

Casualty Severity	
	9
	4
	1

Casualty Class	
	10
	0
	4
	0

AREA	Bognor	DRAWN	DN
ROUTE No.	A29	CHECKED	
FILE No.	17065	DATE	21/4/17
Rev	Date	Amendment	Name



West Sussex County Council

PIA Search Ref 17065
A29 Shripney
5 Years to 31 Dec 16

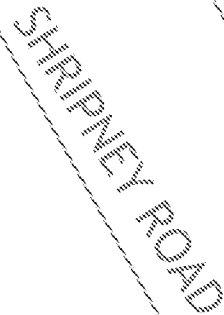
DRG No.
SCALE Not Std

Matt Davy
Director of Highways and Transport
County Hall, West Street
Chichester,
West Sussex, PO19 1RH
(Tel: 01243 642105)

Appendix G

Visibility Splays from Proposed Access – Drawing 160818-04





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Appendix H

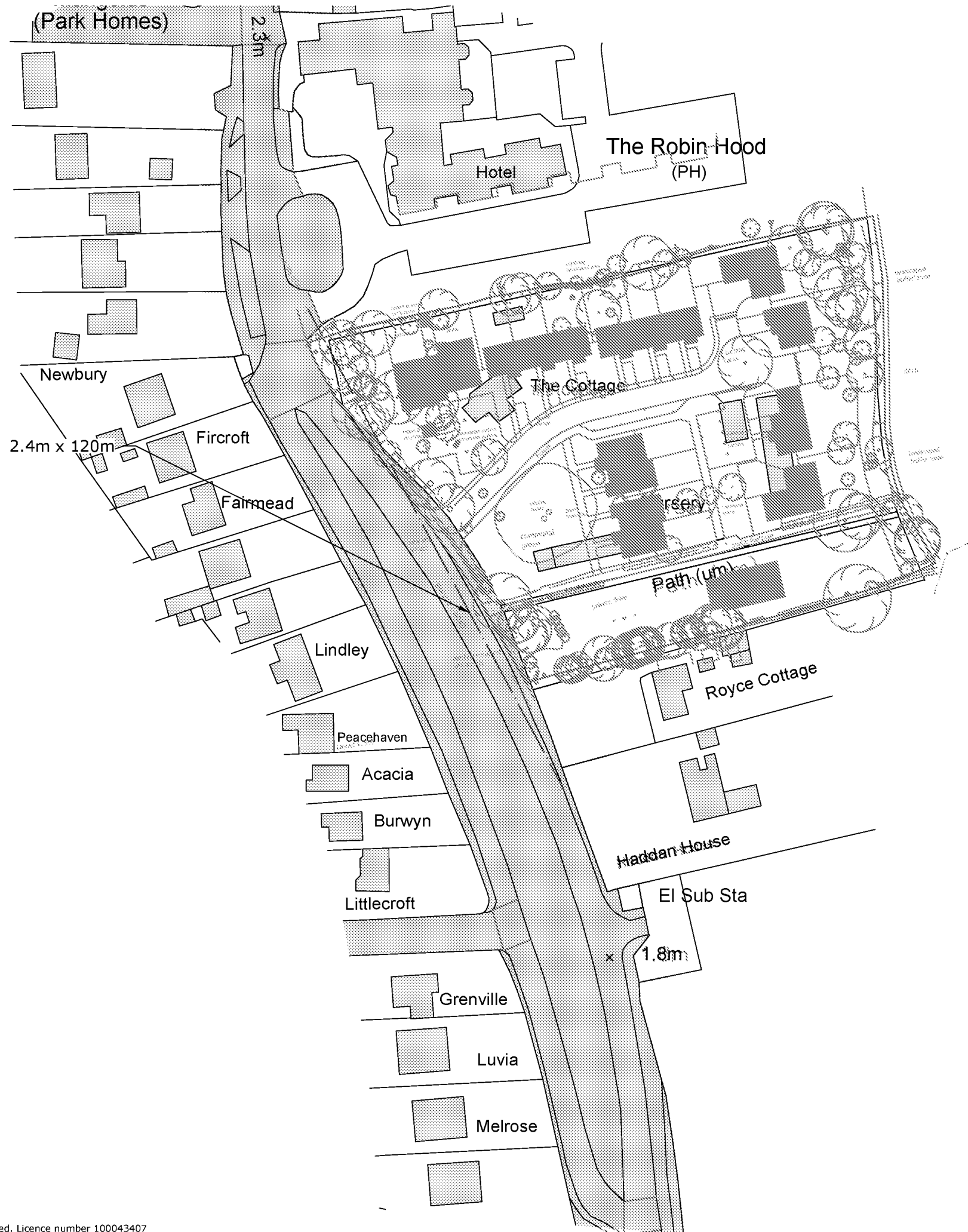
Visibility Splay Calculation

Visibility Splay Calculator

Speed (miles per hour)	34.5	
Speed (metres per second)	15.42	
Perception-reaction time (seconds)	1.5	
Deceleration rate (g)	0.45	0.25g = 2.45 m/s ² , 0.45g = 4.41m/s ² 0.375g = 3.677m/s ²
Gradient (%)	0	(enter either '+' or '-' or '0' if level)
Deceleration rate including Gradient (m/s ²)	4.4145	
SSD (m)	50.06	
SSD adjusted for bonnet length (m)	52.46	

Appendix I

Visibility Splays from The Robin Hood Public House – Drawing 160818-05



motion

84 North Street
Guildford
Surrey
GU1 4AU
T: 01483 531 300

Golden Cross House
8 Duncannon Street
London
WC2N 4JF
T: 020 7031 8141

www.motion.co.uk

Project:
Shripney Road, Bognor Regis

Title:
Hotel Visibility

Scale: 1:1000 (@ A3)

Drawing:
160818-05

Revision:
-

Appendix J

WSCC Parking Calculator

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

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

Ward 1

Bersted

District

Arun

Ward 2

District

Ward 3

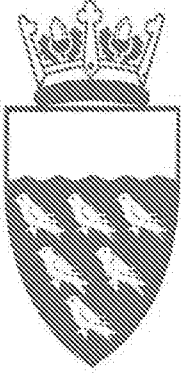
District

Ward Tempro Factor 2009-2026

1.070576

District Tempro Factor 2009-2026

1.067644



west

sussex

county

council

Ward Finder

Postcode

PO229PA

Ward

Bersted Ward

Note:

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

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

The tool is expressed as number of Rooms (Per Unit). If data is not available in this format and no Bedrooms is used this will need to be converted. A general guide for conversion is as follows but in some cases.

Houses

1 bed = 3 rooms

2 bed = 4 rooms

3 bed = 5 rooms

4 bed = 6 rooms

5 bed = 7 rooms

Flats

Studio = 1 room

1 bed = 2 rooms

2 bed = 3 rooms

3 bed = 4 rooms

4 bed = 5 rooms

Garages will count as 1 space when allocating spaces.

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

Report Summary Table

DEVELOPMENT MIX					ALLOCATED PARKING	PARKING DEMAND					
Ref.	Unit Type	Unit Tenure	Habitable Rooms (Per Unit)	No. of Units (Total)		Allocated No.	Unallocated for Residents		Unallocated for Visitors		Total Demand
					Spaces (Per Unit)		per unit	Total	per unit	Total	
A	Flats	Council/Housing Association (not including shared ownership)	3	2	1	2	0	0	0	0	2
B	Flats	Council/Housing Association (not including shared ownership)	4	4	1	4	0	0	0	1	5
C	Houses	Private	4	2	1	2	0	1	0	0	3
D	Houses	Private	5	4	1	4	1	3	0	1	7
E	Houses	Private	5	4	1	4	1	3	0	1	7
F	Houses	Private	6	2	3+	6	0	0	0	0	6
G	Houses	Private	6	2	3+	6	0	0	0	0	6
H	Houses	Private	6	1	2	2	0	0	0	0	2
I											
J											
K											
L											
M											
N											
O											
P											
Q											
R											
S											
Total				21		30		6.57		4.20	41

PROJECT

CENTRE

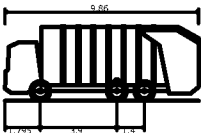
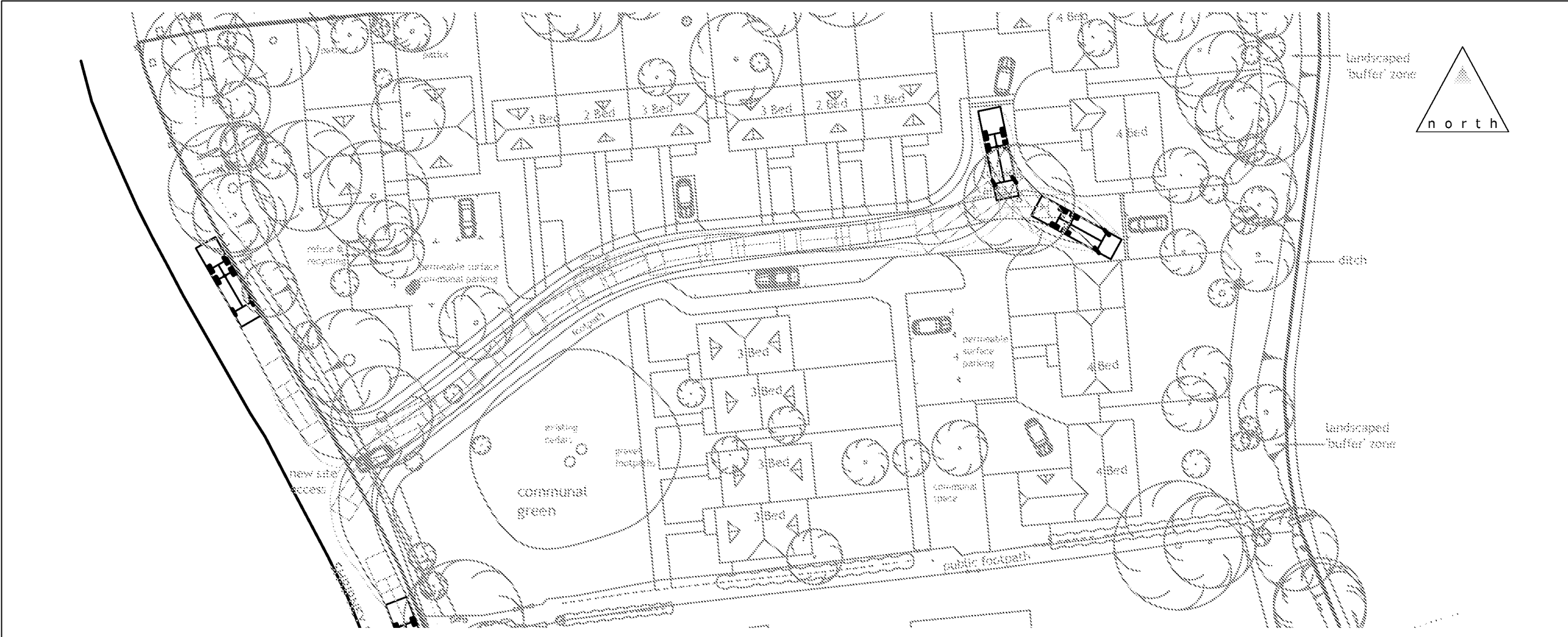
PEOPLE | PASSION | PLACES

ARUN DISTRICT COUNCIL BE/63/17/OUT

Appendix K

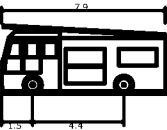
Swept Path Analysis

N:\Projects\cpbog2 160818\Drawings\160818-TK02.dwg



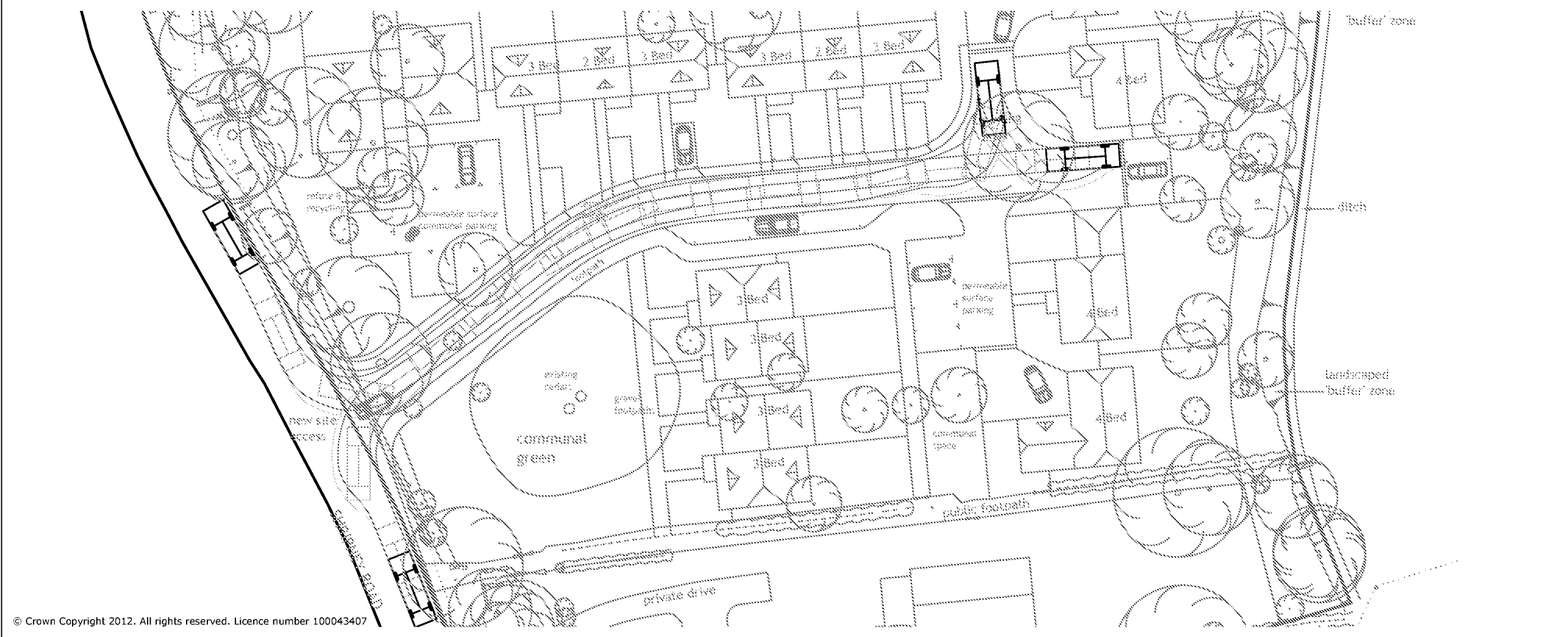
Large Refuse Vehicle (3 axle)
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Track Width
Lock-to-lock time
Curb to Curb Turning Radius

9.860m
2.450m
3.814m
0.366m
2.450m
4.00s
9.500m



Pumping Appliance
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Track Width
Lock-to-lock time
Curb to Curb Turning Radius

7.900m
2.500m
3.300m
0.140m
2.500m
4.00s
7.750m



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www.motion.co.uk

Project:
Shripney Road, Bognor

Title:
Site Layout
Swept Path Analysis

Scale: 1:500 (@ A3)

Drawing:
160818-TK02

Revision:
-