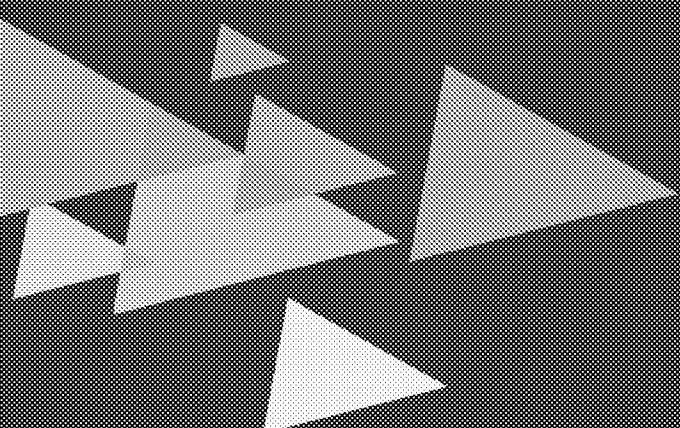




New Residential Development  
Shripney Road, Shripney, West Sussex

**Transport Statement**

For

Castle Property Developments

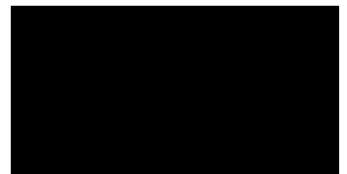
## Document Control Sheet

New Residential Development  
Shripney Road, Shripney, West Sussex  
Castle Property Developments

This document has been issued and amended as follows:

| Date                      | Issue                   | Prepared by  | Approved by    |
|---------------------------|-------------------------|--------------|----------------|
| 20 <sup>th</sup> May 2019 | 1 <sup>st</sup> Edition | Calum McGoff | Chris Saunders |
|                           |                         |              |                |

Motion  
9 Greyfriars  
Reading



## Contents

|     |                                |    |
|-----|--------------------------------|----|
| 1.0 | Introduction .....             | 1  |
| 2.0 | Policy .....                   | 2  |
| 3.0 | Baseline Conditions .....      | 6  |
| 4.0 | Development Proposals .....    | 13 |
| 5.0 | Highway Impact Assessment..... | 16 |
| 6.0 | Summary and Conclusions.....   | 18 |

## Appendices

|                                                                        |
|------------------------------------------------------------------------|
| Appendix A – Proposed Access Drawing 160818-07                         |
| Appendix B - Automated Traffic Counts                                  |
| Appendix C - West Sussex Cycle Way Map                                 |
| Appendix D - Bus Timetables                                            |
| Appendix E - Census Travel to Work Data                                |
| Appendix F - Local Amenities Plan                                      |
| Appendix G – Accident Data                                             |
| Appendix H - Drawing 160818/08A – Pedestrian Forward Visibility Splays |
| Appendix I - WSCC Parking Calculator                                   |
| Appendix J – Site Plan                                                 |
| Appendix K – Swept Path Analysis                                       |
| Appendix L – TRICS Outputs                                             |

## 1.0 Introduction

- 1.1 This Transport Statement has been prepared on behalf of Castle Properties Limited to support an outline planning application for 31 new houses and flats, 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 benefits from a recent planning consent (Ref BE/63/17/OUT) to construct a new access onto the A29 Shripney Road and the erection of 20 dwellings and these proposals utilise the previously approved access arrangements.
- 1.4 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.
- 1.5 The proposals comprise the construction of 31 dwellings, which will include a mixture of three-bedroom houses and one and two-bedroom flats. 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 the requirements of the Design Manual for Roads and Bridges. A footway will be provided along the access road, which will link into the existing footway along the western side of Shripney Road.
- 1.6 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.
- 1.7 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.

## 2.0 Policy

### Overview

- 2.1 There are several 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 – February 2019; and
- Arun Local Plan – July 2018.

### National Planning Policy Framework

- 2.2 The National Planning Policy Framework (NPPF), published in March 2012, revised in July 2018 and February 2019, 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, paragraph 108 on the NPPF states:

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

- a) appropriate opportunities to promote sustainable transport modes can be – or have been -taken up, given the type of development and its location;*
- b) Safe and suitable access to the site can be achieved for all users; and,*
- c) Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be costly effectively mitigated to an acceptable degree."*

- 2.3 When considering the highway impacts of development paragraph 109 states:

*"Development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual impacts on the road network would be severe".*

- 2.4 In considering transport sustainability, paragraph 102 of the NPPF states:

*"Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:*

- a) The potential impacts of transport networks can be addressed;*
- b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*
- c) opportunities to promote walking, cycling and public transport use are identified and pursued;*
- d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*
- e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places."*

- 2.5 Moreover paragraph 103 of the NPPF states that:

*"...However, opportunities to maximise sustainable transport solutions will vary from urban to rural areas and this should be taken into account in both plan-making and decision-making."*

2.6 Furthermore, paragraph 110 recognises that:

*"...applications for development should; give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport."*

2.7 In relation to parking policy, paragraph 105 of the NPPF states that:

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

- a) the accessibility of the development;*
- b) the type, mix and use of development;*
- c) the availability of and opportunities for public transport;*
- d) local car ownership levels; and,*
- e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles."*

2.8 While paragraph 106 of the NPPF adds:

*"Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations well served by public transport. In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists"*

*Arun Local Plan 2018*

2.9 Local policy is provided by the Arun Local Plan which was adopted in July 2018 and sets out the vision for Arun up to 2031. The document includes the strategic and development policies for the local area and the policies relevant to the proposed development are as follows:

**Policy T SP1 – Transport and Development**

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

*The Council will support transport and development which:*

- a. Is designed to reduce the need to travel by car by identifying opportunities to improve access to public transport services and passenger transport services whilst making provision for safe access to the highway network through improvements to the existing road network and the promotion of vehicles which use low-carbon energy;*
- b. Is incorporated into the District's green infrastructure network and gives priority to pedestrian and cycle movements;*
- c. Protects committed and indicative lines of major road schemes from development and, where applicable, contributes towards new road schemes which improve north-south links between Bognor Regis and Littlehampton and the A27, to ensure that they are delivered in line with strategic growth in the District;*

*d. Incorporates appropriate levels of parking in line with West Sussex County Council guidance on parking provision and the forthcoming Arun Design Guide taking into consideration the impact of development upon on-street parking and;*

*e. Is supported by an effective and deliverable Transport Assessment which demonstrates that the transport effects of development on the local and strategic road network can be satisfactorily mitigated and a Travel Plan, which is effective and deliverable, and;*

*f. Explains how the development has been designed to:*

*i. accommodate the efficient delivery of goods and supplies;*

*ii. give priority to pedestrian and cycle movements and have access to high quality public transport facilities;*

*iii. create safe and secure layouts for traffic, cyclists and pedestrians whilst avoiding street clutter;*

*iv. incorporate facilities for charging electric and plug-in hybrid vehicles (where charging facilities are to be omitted from the development, evidence of market demand and viability must be provided); and*

*v. consider the needs of people with disabilities by all modes of transport.*

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

#### **Policy T DM1 - Sustainable Travel and Public Rights of Way**

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

*Proposals for all new development must:*

*a. Be located within easy access of established public transport service(s), existing pedestrian and cycle networks, the committed and aspirational cycle networks and the green infrastructure network which links the development with key destinations including places of work, education, leisure and town centres;*

*b. Where applicable, contribute to the extension of public transport services to serve the development and community transport services to ensure that a wide range of transport services are available to all residents;*

*c. Make provision for cycling and pedestrian facilities to meet the County Council Parking Standards, including cycle storage, convenient and secure cycle parking in association with retail and educational uses and sufficient secure parking and changing/showering facilities at places of work;*

*d. Contribute towards the provision of a joined up cycle network and Public Rights of Way network, taking into account the aspirational cycle network, which provides convenient, accessible, safe, comfortable and attractive routes for pedestrians and cyclists and; where appropriate, horse riders, both within the development and in the form of links between the development and;*

*i. places of work, education, leisure and food retail;*

*ii. the South Downs National Park,*

*iii. along the coast particularly between Bognor Regis and Littlehampton,*

*iv. along the coast to Chichester,*

*v. Bognor Regis to Arundel, and*

*vi. Littlehampton to Goring.*

- 2.10 Having regard to Policy T SP1, 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*

- 2.11 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.
- 2.12 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.

## Overview

- ## Site Details

- 

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.

3.5 During the consideration of Planning Application BE/63/17/OUT, WSCC required surveys to be undertaken to the north and south of the proposed access, specifically at the end of the proposed visibility splays.

The exact locations were 71 metres north of the proposed access and 120 metres south of the proposed access as shown on drawing 160818-07B within Appendix A.

- 3.6 The surveys were undertaken between Friday 14th July and Thursday 20th July 2017 outside the holiday periods and while local schools were open in accordance with WSCC requirements. The full surveys are included within Appendix B and summarised in Tables 3.1 and 3.2 below.

| Time Period                   | Northbound Vehicular Activity (Weekday) |                                          | Southbound Vehicular Activity (Weekday) |                                          |
|-------------------------------|-----------------------------------------|------------------------------------------|-----------------------------------------|------------------------------------------|
|                               | Total                                   | 85 <sup>th</sup> Percentile Speeds (mph) | Total                                   | 85 <sup>th</sup> Percentile Speeds (mph) |
| Weekday Morning (08:00-09:00) | 485                                     | 38.54                                    | 287                                     | 33.42                                    |
| Weekday Evening (17:00-18:00) | 374                                     | 38.34                                    | 518                                     | 33.88                                    |
| Typical Weekday (00:00-23:59) | 6261                                    | 38.4                                     | 5306                                    | 33.3                                     |

Table 3.1 – Traffic Survey Results A29 Shripney Road (North of Proposed Access)

| Time Period                   | Northbound Vehicular Activity (Weekday) |                                          | Southbound Vehicular Activity (Weekday) |                                          |
|-------------------------------|-----------------------------------------|------------------------------------------|-----------------------------------------|------------------------------------------|
|                               | Total                                   | 85 <sup>th</sup> Percentile Speeds (mph) | Total                                   | 85 <sup>th</sup> Percentile Speeds (mph) |
| Weekday Morning (08:00-09:00) | 482                                     | 38.54                                    | 292                                     | 38.42                                    |
| Weekday Evening (17:00-18:00) | 378                                     | 42.34                                    | 520                                     | 38.88                                    |
| Typical Weekday (00:00-23:59) | 6218                                    | 39.8                                     | 5318                                    | 38.3                                     |

Table 3.2 – Traffic Survey Results A29 Shripney Road (South of Proposed Access)

#### Sustainable Transport Accessibility

- 3.7 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, 1.6 kilometres (*Planning for Walking, 2015*);
- ✧ The bicycle is a potential mode of transport for all journeys under five miles, 8 kilometres (*Planning for Cycling, 2015*); and,
- ✧ Walking distances to bus stops should not exceed 400 metres, with people being prepared to walk twice as far to rail stations (*Planning for Walking, 2015*).

- 3.8 Notwithstanding the above, it should be noted that the NPPF 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 locations. Moreover, Manual for Streets (MfS) identifies 'walkable neighbourhoods' as being:

*"characterised by having a range of facilities within 10 minutes (up to about 800 m) walking distance of residential areas which residents may access comfortably on foot".*

- 3.9 However, it is important to recognise that MfS does not consider 800 metres to be a maximum walking distance. Indeed, MfS and TD91/05 of the Design Manual for Roads and Bridges contend that walking can be used to access a variety of destinations within a range of up to 2 kilometres and 2 miles

respectively. Finally, it is also important to recognise that 81% of all trips that cover a maximum distance of 1 mile are completed on foot (National Travel Survey, 2017).

#### *Walking and Cycling*

- 3.10 A footway is located along the west side of the Shripney Road service road in the vicinity of the site and as detailed within the TS submitted with the planning application a footway link will be provided between the site access and this footway. 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.
- 3.11 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.
- 3.12 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.
- 3.13 An extract of the West Sussex online cycle map, showing the network of cycle routes is provided within Appendix C.

#### *Public Transport*

##### *Accessibility by Bus*

- 3.14 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 D.
- 3.15 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

##### *Accessibility by Rail*

- 3.16 The nearest mainline railway station to the site is Barnham railway station, located circa five kilometres to the north east of the site and therefore within the thresholds included within Planning for Cycling for a journey which could be undertaken by bicycle. The station can also be reached by bus service 66.
- 3.17 A summary of the destinations and frequencies of services from Barnham railway station is provided in the Table 3.3 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                        | Hourly                              |

Table 3.3 – Rail services from Barnham

- 3.18 Barnham station, while not within Shripney, is within easy reach and enables long distance and inter county trips to be undertaken by rail.

#### Baseline Travel Patterns

- 3.19 In order to assess the relative attractiveness of the sustainable modes of transport that the site has access to, the 2011 Census Data results associated with residents living in the local area has been interrogated (Bersted Parish Output Layer E05007582). Details of the data extracted from the 2011 Census is summarised in Table 3.4 and provided in Appendix F for completeness.

| Mode              | Bersted Parish | Arun District |
|-------------------|----------------|---------------|
| Public Transport  | 6.1%           | 6.9%          |
| • Rail            | 1.8%           | 4.5%          |
| • Bus             | 4.3%           | 2.5%          |
| Car/van driver    | 64.1%          | 60.8%         |
| Car/van passenger | 8.1%           | 6%            |
| Taxi              | 0.4%           | 0.3%          |
| Motorcycle        | 1.1%           | 0.9%          |
| Pedal Cycle       | 4.8%           | 3.6%          |
| On foot           | 6.7%           | 8.3%          |
| Other             | 8.7%           | 13.2%         |
| <b>Total</b>      | <b>100%</b>    | <b>100%</b>   |

Table 3.4 – Travel to Work Data (2011 Census)

- 3.20 Table 3.4 indicates that while the predominant mode of transport for travelling to work amongst existing residents is the private car, this amounts to 64.1% of all trips made against 60.8% of all trips made by car within Arun District as a whole. However, it is noteworthy that over 35% of people travel to work via sustainable modes of transport (i.e. public transport, walking and cycling) and as such it is considered

that the sustainable transportation options introduced above provide existing residents of Shripney Lane with a wide choice of transportation modes for work-based trips.

#### Local Amenities

- 3.21 Having regard to the above review of sustainable transport options, consideration has been given to the proximity of the application site to the key local services including education, employment, retail and health facilities. As is shown on the plan provided at Appendix F, the application site is well located with respect to a range of facilities and services that can be accessed by walking, cycling and public transport in accordance with the guiding principles of the NPPF.
- 3.22 Table 3.5 provides a summary of these together with the associated walk and cycle times, which are based on standard walk (i.e. 1.4m/s) and cycle speeds (i.e. 12mph or 5.4m/s) referenced in the Institute of Highways and Transportation's document entitled 'Planning for Walking' and the Department for Transport's 'Local Transport Note 2/08 - Cycle Infrastructure Design'.

| Service                                             | Route                                                     | Approximate Distance (Metres) | Journey Time (Minutes) |         |
|-----------------------------------------------------|-----------------------------------------------------------|-------------------------------|------------------------|---------|
|                                                     |                                                           |                               | Walking                | Cycling |
| Southern Cross Trading Estate (Employment)          | Shripney Road                                             | 1,072                         | 12                     | 3       |
| South Berstead Business park (Employment)           | Shripney Road-Rowan Way-Durban Road                       | 2,000                         | 23                     | 6       |
| Oldlands Farm, Bognor Enterprise Zone (Rolls Royce) | Shripney Road                                             | 750                           | 9                      | 3       |
| Knowledge Park Bognor Enterprise Zone               | Shripney Road                                             | 500                           | 6                      | 2       |
| Sainsbury's (Food Retail)                           | Shripney Road                                             | 1,574                         | 18                     | 5       |
| Lidi (Food Retail), and Non-Food Stores,            | Shripney Road                                             | 1,131                         | 13                     | 3       |
| Robin Hood Public House                             | Shripney Road                                             | 50                            | 1                      | 1       |
| South Berstead Primary School                       | Shripney Road                                             | 2,490                         | 28                     | 8       |
| Berstead Green Surgery                              | Shripney Road-Rowan Way-Berghestede Road-Durston Drive    | 2,485                         | 28                     | 8       |
| The Regis Secondary School                          | Shripney Road-Orchard Way-Chichester Road-Westloats Lane- | 2,800                         | 32                     | 9       |

Table 3.5 – Typical Journey Times to key Local Services

- 3.23 Table 3.5 clearly shows that employment and food shopping areas are all within the 1.6 kilometre distance recommended by Planning for Walking while Table 3.5 clearly details that employment, education, health and food shopping are all within the 8 kilometre distance recommended by Planning for Cycling.
- 3.24 It should also be noted that land either side of Shripney Road between the southern boundary of the village and Rowan Way has been identified by Arun District Council as an employment Enterprise Zone. The land at Oldlands Farm has been identified for manufacturing employment and Rolls Royce have already open a large workshop on the site, which is within 750 metres of the application site. While land to the west of Shripney Road has been identified as a Knowledge Park, which is within 500 metres of the site. These employment areas are within a maximum nine minute walk of the site.

- 3.25 It is noteworthy that the Officer's Report for planning application BE/63/17/OUT concluded that the site was sustainable and there has been no material change in circumstances since the decision notice was issued in January 2018.

#### Road Safety

- 3.26 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 June 30<sup>th</sup> 2018. The study area included the section of Shripney Road, 500 metres either side of the site.
- 3.27 The information received indicated that there were ten recorded accidents within the study area during the defined period. Full details of the accident data are included within Appendix G, but a summary of the accidents are shown in Table 3.6 below. However, it is noteworthy that the data from 2018 is provisional and subject to change.

| Location                                                                   | Date and Time                           | Description                                                                                                                                                                                                                            | Severity |
|----------------------------------------------------------------------------|-----------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------|
| A29 Shripney Road junction with Shripney Road, Service Road                | 23 <sup>rd</sup> 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 <sup>th</sup> 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 <sup>th</sup> 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 <sup>th</sup> 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 <sup>st</sup> 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 <sup>th</sup> 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 <sup>st</sup> 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 <sup>nd</sup> June 2016 - 2.30pm      | Vehicle 2 was travelling north and was hit by vehicle 1 travelling south who crossed white lines.                                                                                                                                      | Serious  |
| A29 Shripney Road, 50 metres north of The Robin Hood Public House car park | 23 <sup>rd</sup> December 2017, 11.36pm | Vehicle 1 left carriageway travelling north left carriageway and hit telegraph pole                                                                                                                                                    | Serious  |
| A29 Shripney Road, south of junction with The Robin Hood Public House      | 20 <sup>th</sup> April 2018, 6.00pm     | Vehicle 1 and 2 proceeding normally along the carriageway in Collision                                                                                                                                                                 | Slight   |
| A29 Shripney Road, junction with Shripney Lane                             | 10 <sup>th</sup> May 2018, 7.36am       | Vehicle 2, motorcycle passes Vehicle 1 on its nearside which is performing a "U" turn at the end of the dual carriageway                                                                                                               | Serious  |

Table 3.6 – Summary of Accident Collision Data

- 3.28 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.
- 3.29 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

- 3.30 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 31 dwellings, including 12 houses and 19 flats (land use class C3). The table below provides a schedule of the proposed residential elements of the development.

| Type         | Bedrooms | Quantum   |
|--------------|----------|-----------|
| Houses       | 3        | 12        |
| Flats        | 1        | 8         |
|              | 2        | 11        |
| <b>Total</b> |          | <b>31</b> |

Table 4.1 – Schedule of Development

### Access Arrangements

- 4.2 Vehicular access to the proposed development will be via a new access from Shripney Road, which will be in the same location and design to that approved under application BE/63/17/OUT. The visibility splays from the access are also fully in accordance with those agreed with West Sussex County Council (WSCC), the Highway Authority. 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 160818-07B within Appendix A, achieves a splay of 2.4 metres by 120 metres in the trailing direction to the south. The 85th percentile speed for northbound vehicles south of the site access was recorded as 39.8 miles per hour (Table 3.2) and therefore the visibility splay provided is fully in accordance with TD 42/95.
- 4.4 The 85th percentile speed of vehicles travelling southbound approaching the location of the proposed access is 33.3 miles per hour. While this speed is below 37 miles per hour, WSCC during the determination of application BE63/17/OUT did not accept the use of the visibility standards within Manual for Streets. WSCC required that the criteria within TD 42/95 and the Design Manual for Road and Bridges (DMRB) to determine visibility splays should be used. Paragraphs 4.5 to 4.7 detail the approach taken to the determine the visibility splay for the leading direction, which was agreed and approved by WSCC.
- 4.5 By using the desirable minimum Stopping Site Distances (SSD) used within the DMRB based on a driver perception-reaction time of 2 seconds and a deceleration rate of 2.45 m/s the required SSD for the visibility splay equates to 77 metres, which is only marginally greater than the achievable splay of 71 metres.
- 4.6 However, this calculation is based on the observed vehicle speed and does not include a wet weather reduction of 2.5 miles per hour as stated within DMRB document TA22/81. The Met Office summary records for July 2017 detailed that the Central Southern and South East England region was generally dry during the survey. Therefore, if the wet weather reduction is applied, the 85th percentile wet weather speed is 30.8 miles per hour and consequently the desirable SSD in accordance with the DMRB is 68.5 metres, which is within the 71 metres that can be achieved.
- 4.7 The deceleration rates of 0.25g, used within the DMRB are more typically associated with slush or snow-covered roads. Manual for Streets 2 recommends that for design speeds of 60kph and above, a reaction time of 2 seconds and a deceleration rate of 0.375g can be applied. If these criteria are applied to the observed record speeds of 33.3 miles per hour, visibility splays of 62 metres are required and if the wet weather speeds of 30.8 miles per hour are used, visibility splays are reduced to 57 metres. Again, these are well within the 71 metres that can be achieved.

- 4.8 For the first 65 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.
- 4.9 A footway will be provided along the Shripney Road site frontage providing access between footpath 151 and the Robin Hood public house. 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 160818-07B.
- 4.10 The proposed crossing is an uncontrolled crossing and the requirements for forward visibility for drivers and therefore pedestrians are as detailed within Table 2.1 of DfT document LTN 2/95 "*The Design of Pedestrian Crossings*". This requires a minimum forward visibility of 50 metres for an 85<sup>th</sup> percentile approach speed of 30 miles per hour, 65 metres for an 85<sup>th</sup> percentile approach speed of 35 miles per hour and 80 metres for an 85<sup>th</sup> percentile approach speed of 40 miles per hour.
- 4.11 Drawing 160818-08A within [Appendix H](#) shows that for southbound vehicles with a recorded 85<sup>th</sup> percentile approach speed of 34.5 miles per hour (not accounting for a wet weather reduction), a forward visibility splay of 80 metres is achievable, while for northbound vehicles with a recorded 85<sup>th</sup> percentile approach speed of 37.2 miles per hour (not accounting for a wet weather reduction), a forward visibility splay of 120 metres is achievable. Both these forward visibility splays are in excess of the requirements within LTN 2/95.
- 4.12 The location of the crossing and the forward visibility provision are the same as that consented under BE/63/17/OUT and were agreed and approved by WSCC.
- 4.13 In accordance with West Sussex County Council's procedures a Stage One Safety Audit has been undertaken and this along with the engineer's response is included within the Road Safety documentation with accompanies this Transport Statement.

#### Parking Arrangements

- 4.14 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.
- 4.15 Having regard to the WSCC parking calculator (results of which are provided in [Appendix I](#)), provision for a total of 52 spaces should be provided to serve the development, comprising 43 allocated spaces for residents and 9 unallocated spaces for residents and visitors.
- 4.16 A total of 52 car parking spaces are proposed to serve the development as shown on the site plan within [Appendix J](#).
- 4.17 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

- 4.18 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.

4.19 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

4.20 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 have 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 31 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 Table 5.1 details the agreed trip rates from the Transport Statement for consented application BE/63/17/OUT. A copy of the TRICS interrogation results from the previous Transport Statement are provided at Appendix I.

| Time Period                   | Vehicle Trip Rates (Per Unit) |            |         |
|-------------------------------|-------------------------------|------------|---------|
|                               | Arrivals                      | Departures | Two Way |
| Weekday Morning (08.00-09.00) | 0.158                         | 0.389      | 0.547   |
| Weekday Evening (17.00-18.00) | 0.339                         | 0.177      | 0.516   |
| Daily (07.00-19.00)           | 2.393                         | 2.443      | 4.836   |

Table 5.1 – Agreed Trip Rates

- 5.3 Table 5.2 details the vehicle trips generated by the proposed 31 dwellings against the vehicle trips generated by the previous consented scheme of 21 dwellings.

| Time Period                   | Vehicle Trip Rates (21 units) |            |         | Vehicle Trip Rates (31 units) |            |         |
|-------------------------------|-------------------------------|------------|---------|-------------------------------|------------|---------|
|                               | Arrivals                      | Departures | Two Way | Arrivals                      | Departures | Two Way |
| Weekday Morning (08.00-09.00) | 4                             | 8          | 12      | 5                             | 12         | 17      |
| Weekday Evening (17.00-18.00) | 7                             | 4          | 11      | 11                            | 6          | 17      |
| Daily (07.00-19.00)           | 48                            | 49         | 97      | 74                            | 76         | 150     |

Table 5.2 – Trip Generation

### 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) |
|-------------------------------|-----------------------|-----------------------|---------------------|
| Consented Scheme 21 dwellings | 12                    | 11                    | 97                  |
| Proposed Scheme 31 dwellings  | 17                    | 17                    | 150                 |
| <b>Net Change</b>             | <b>+5</b>             | <b>+6</b>             | <b>+53</b>          |

Table 5.3 – Net changes in traffic flows

- 5.5 Table 5.3 indicates that the proposed redevelopment will result in an increase of approximately 17 vehicle movements in the morning and evening peak periods, an increase of circa 5 vehicle movements above the consented scheme and in the order of 150 vehicle movements across a typical day, 53 vehicle movements higher than the consented scheme.
- 5.6 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 17 vehicle movements in the peak hours. As such, there is no requirement for further detailed junction assessment.

- 5.7 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 31 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, which has received consent under application BE/63/17/OUT. 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 have 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

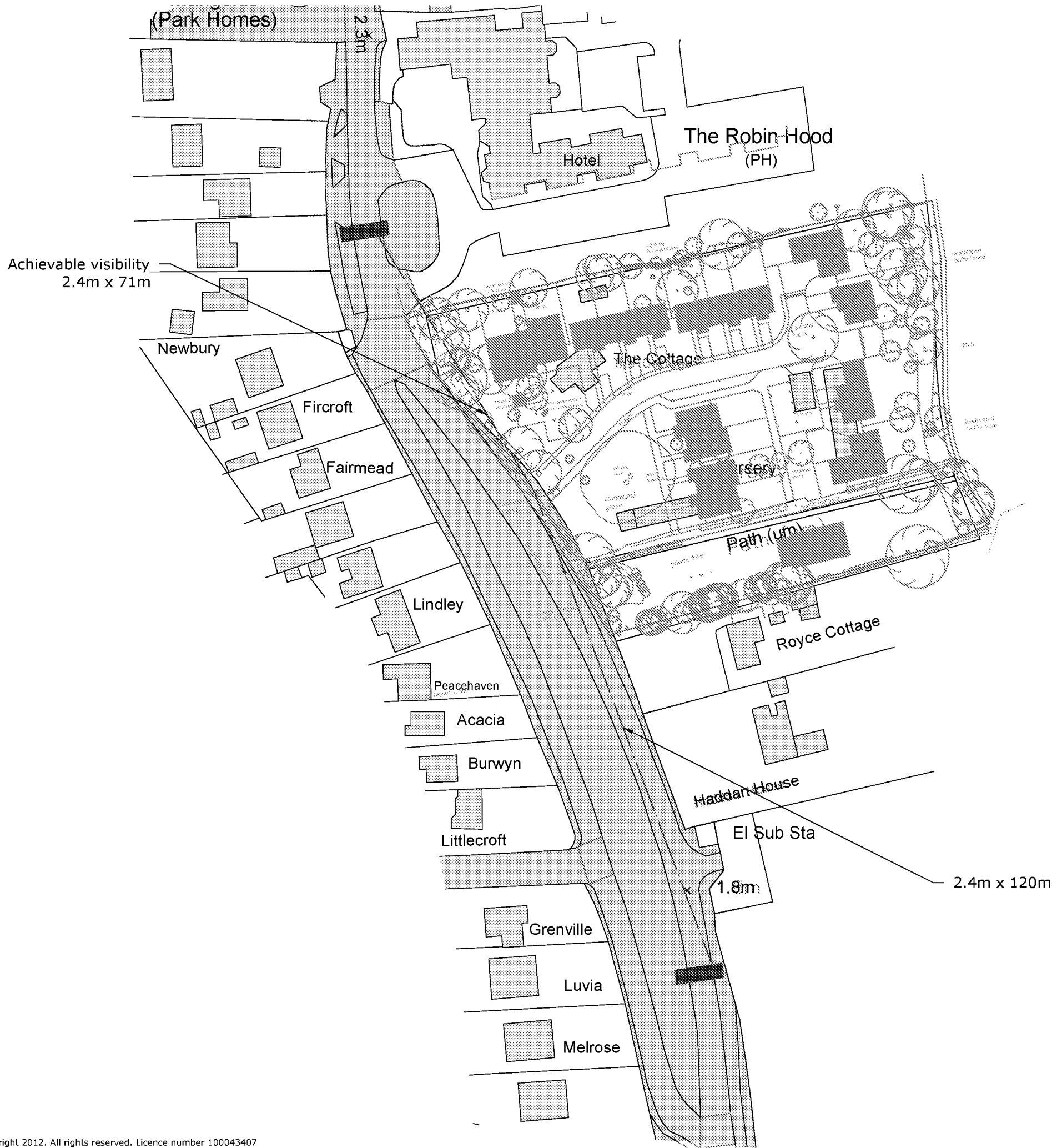
Proposed Access Drawing 160818-07B



## Appendix B

### Automated Traffic Counts

N:\Projects\cpbog2 160818\Drawings\160818-07.dwg



**motion**

84 North Street  
Guildford  
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GU1 4AU

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Golden Cross House  
8 Duncannon Street  
London  
WC2N 4JF

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Project:  
Shripney Road, Bognor Regis

Title:  
Site Visibility

Scale: 1:1000 (@ A3)

Drawing:  
160818-07

Revision:

-

## Bognor Regis ATC, A29 Shripney Road (Northern Site)

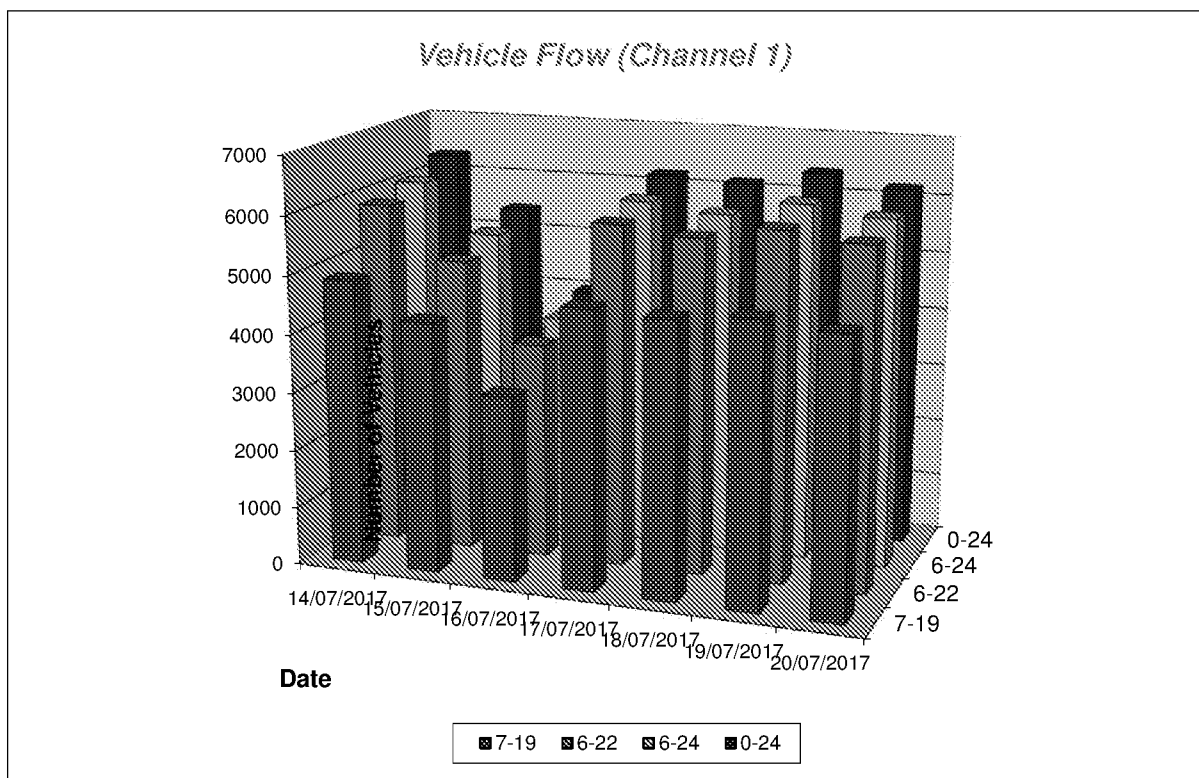
Channel 1 - Northbound

Vehicle Flow

Week 1

| Hr Ending | 14/07/2017<br>Friday | 15/07/2017<br>Saturday | 16/07/2017<br>Sunday | 17/07/2017<br>Monday | 18/07/2017<br>Tuesday | 19/07/2017<br>Wednesday | 20/07/2017<br>Thursday | 5 Day Ave | 7 Day Ave |
|-----------|----------------------|------------------------|----------------------|----------------------|-----------------------|-------------------------|------------------------|-----------|-----------|
| 1         | 23                   | 38                     | 40                   | 14                   | 30                    | 27                      | 27                     | 24        | 28        |
| 2         | 16                   | 23                     | 30                   | 6                    | 6                     | 16                      | 11                     | 11        | 15        |
| 3         | 22                   | 16                     | 24                   | 7                    | 12                    | 26                      | 7                      | 15        | 16        |
| 4         | 20                   | 17                     | 16                   | 14                   | 25                    | 21                      | 16                     | 19        | 18        |
| 5         | 54                   | 40                     | 27                   | 48                   | 57                    | 63                      | 54                     | 55        | 49        |
| 6         | 132                  | 54                     | 41                   | 129                  | 161                   | 128                     | 126                    | 135       | 110       |
| 7         | 414                  | 159                    | 100                  | 427                  | 424                   | 406                     | 410                    | 416       | 334       |
| 8         | 628                  | 196                    | 149                  | 579                  | 586                   | 601                     | 596                    | 598       | 476       |
| 9         | 458                  | 302                    | 242                  | 450                  | 512                   | 512                     | 492                    | 485       | 424       |
| 10        | 356                  | 321                    | 233                  | 388                  | 349                   | 322                     | 340                    | 351       | 350       |
| 11        | 380                  | 430                    | 310                  | 383                  | 353                   | 390                     | 408                    | 383       | 379       |
| 12        | 436                  | 420                    | 305                  | 421                  | 348                   | 436                     | 408                    | 410       | 396       |
| 13        | 393                  | 439                    | 331                  | 305                  | 319                   | 365                     | 294                    | 335       | 349       |
| 14        | 373                  | 393                    | 294                  | 364                  | 363                   | 368                     | 349                    | 365       | 358       |
| 15        | 422                  | 386                    | 264                  | 407                  | 419                   | 434                     | 391                    | 415       | 389       |
| 16        | 412                  | 369                    | 274                  | 415                  | 413                   | 386                     | 377                    | 401       | 378       |
| 17        | 334                  | 347                    | 260                  | 299                  | 345                   | 316                     | 311                    | 321       | 316       |
| 18        | 367                  | 361                    | 259                  | 371                  | 382                   | 356                     | 393                    | 374       | 356       |
| 19        | 333                  | 328                    | 244                  | 367                  | 316                   | 332                     | 343                    | 338       | 323       |
| 20        | 254                  | 217                    | 182                  | 261                  | 253                   | 316                     | 283                    | 273       | 252       |
| 21        | 211                  | 182                    | 137                  | 240                  | 207                   | 246                     | 258                    | 232       | 212       |
| 22        | 128                  | 176                    | 121                  | 175                  | 130                   | 160                     | 159                    | 150       | 150       |
| 23        | 112                  | 116                    | 75                   | 79                   | 86                    | 119                     | 99                     | 99        | 98        |
| 24        | 59                   | 99                     | 54                   | 64                   | 52                    | 54                      | 55                     | 57        | 62        |

|      |      |      |      |      |      |      |      |      |      |
|------|------|------|------|------|------|------|------|------|------|
| 7-19 | 4892 | 4232 | 3155 | 4749 | 4705 | 4818 | 4702 | 4773 | 4475 |
| 6-22 | 5859 | 5026 | 3705 | 5852 | 5710 | 5546 | 5512 | 5845 | 5423 |
| 6-23 | 5575 | 5551 | 3533 | 5335 | 5357 | 5113 | 5353 | 5001 | 5583 |
| 0-24 | 6337 | 5429 | 4012 | 6213 | 6148 | 6400 | 6207 | 6281 | 5821 |



# Bognor Regis ATC, A29 Shripney Road (Northern Site)

Channel 1 - Northbound

Average Speed

Week 1

| Hr Ending | 14/07/2017<br>Friday | 15/07/2017<br>Saturday | 16/07/2017<br>Sunday | 17/07/2017<br>Monday | 18/07/2017<br>Tuesday | 19/07/2017<br>Wednesday | 20/07/2017<br>Thursday |
|-----------|----------------------|------------------------|----------------------|----------------------|-----------------------|-------------------------|------------------------|
| 1         | 31.0                 | 35.6                   | 28.1                 | 27.4                 | 28.9                  | 31.6                    | 26.2                   |
| 2         | 36.0                 | 36.7                   | 28.1                 | 20.9                 | 26.8                  | 33.5                    | 21.9                   |
| 3         | 37.3                 | 35.2                   | 30.1                 | 27.6                 | 39.9                  | 35.0                    | 28.7                   |
| 4         | 34.5                 | 37.3                   | 33.9                 | 31.6                 | 33.7                  | 33.2                    | 31.3                   |
| 5         | 38.9                 | 37.5                   | 35.9                 | 25.6                 | 30.4                  | 37.7                    | 24.9                   |
| 6         | 40.3                 | 38.6                   | 33.2                 | 38.8                 | 31.7                  | 38.7                    | 40.1                   |
| 7         | 35.2                 | 38.0                   | 37.5                 | 35.8                 | 35.9                  | 35.1                    | 35.8                   |
| 8         | 34.7                 | 36.1                   | 36.6                 | 34.4                 | 34.4                  | 34.4                    | 34.8                   |
| 9         | 32.4                 | 32.2                   | 31.6                 | 32.4                 | 32.8                  | 32.6                    | 32.1                   |
| 10        | 33.1                 | 28.4                   | 29.4                 | 33.1                 | 32.4                  | 32.8                    | 32.5                   |
| 11        | 29.6                 | 31.7                   | 32.3                 | 29.4                 | 30.7                  | 29.4                    | 28.9                   |
| 12        | 29.3                 | 32.6                   | 32.9                 | 28.0                 | 30.7                  | 28.7                    | 27.6                   |
| 13        | 25.6                 | 33.3                   | 32.8                 | 26.8                 | 26.7                  | 25.9                    | 26.5                   |
| 14        | 29.7                 | 29.6                   | 29.3                 | 31.0                 | 30.1                  | 31.0                    | 31.1                   |
| 15        | 33.3                 | 31.7                   | 30.2                 | 32.6                 | 33.4                  | 33.2                    | 33.0                   |
| 16        | 32.7                 | 30.1                   | 31.1                 | 33.2                 | 32.5                  | 33.0                    | 32.7                   |
| 17        | 32.2                 | 29.5                   | 28.7                 | 33.4                 | 32.9                  | 32.3                    | 34.0                   |
| 18        | 32.8                 | 30.6                   | 30.8                 | 32.4                 | 32.6                  | 31.9                    | 32.4                   |
| 19        | 31.7                 | 28.9                   | 29.6                 | 29.4                 | 32.3                  | 29.1                    | 30.3                   |
| 20        | 32.2                 | 24.3                   | 23.8                 | 34.5                 | 32.9                  | 33.4                    | 33.8                   |
| 21        | 33.5                 | 33.2                   | 34.0                 | 35.0                 | 31.6                  | 34.1                    | 34.6                   |
| 22        | 34.7                 | 32.4                   | 32.2                 | 34.6                 | 29.2                  | 34.3                    | 34.3                   |
| 23        | 32.7                 | 35.2                   | 34.3                 | 33.3                 | 27.6                  | 32.0                    | 34.4                   |
| 24        | 35.1                 | 31.0                   | 31.8                 | 36.4                 | 30.9                  | 34.5                    | 37.1                   |

|       |      |      |      |      |      |      |      |
|-------|------|------|------|------|------|------|------|
| 10-12 | 29.4 | 32.1 | 32.8 | 33.6 | 30.7 | 29.0 | 28.3 |
| 13-17 | 31.1 | 31.1 | 32.2 | 32.2 | 32.2 | 32.2 | 32.2 |
| 0-24  | 32.3 | 31.5 | 31.2 | 32.3 | 32.2 | 32.2 | 32.3 |

|         |      |
|---------|------|
| Average | 32.0 |
|---------|------|

Channel 1 - Northbound

85th Percentile

| Hr Ending | 14/07/2017<br>Friday | 15/07/2017<br>Saturday | 16/07/2017<br>Sunday | 17/07/2017<br>Monday | 18/07/2017<br>Tuesday | 19/07/2017<br>Wednesday | 20/07/2017<br>Thursday |
|-----------|----------------------|------------------------|----------------------|----------------------|-----------------------|-------------------------|------------------------|
| 1         | 38.7                 | 38.6                   | 39.0                 | 33.7                 | 38.9                  | 38.7                    | 38.2                   |
| 2         | 43.5                 | 43.3                   | 43.4                 | 38.9                 | 38.7                  | 38.9                    | 33.5                   |
| 3         | 43.6                 | 38.3                   | 38.3                 | 33.8                 | 43.5                  | 43.5                    | 43.3                   |
| 4         | 38.3                 | 43.8                   | 38.2                 | 38.0                 | 43.4                  | 43.1                    | 38.3                   |
| 5         | 48.3                 | 43.8                   | 43.2                 | 33.5                 | 43.1                  | 43.8                    | 38.0                   |
| 6         | 48.8                 | 43.6                   | 48.6                 | 43.9                 | 43.8                  | 43.4                    | 48.5                   |
| 7         | 43.0                 | 44.0                   | 43.4                 | 43.4                 | 43.5                  | 43.5                    | 43.2                   |
| 8         | 38.8                 | 43.9                   | 43.4                 | 38.7                 | 38.8                  | 38.5                    | 38.9                   |
| 9         | 38.8                 | 43.2                   | 38.7                 | 38.5                 | 38.6                  | 38.2                    | 38.6                   |
| 10        | 38.7                 | 38.7                   | 38.3                 | 38.5                 | 38.8                  | 38.3                    | 38.8                   |
| 11        | 38.0                 | 39.0                   | 38.6                 | 38.5                 | 38.0                  | 38.1                    | 38.9                   |
| 12        | 38.4                 | 38.2                   | 38.2                 | 38.4                 | 38.2                  | 38.6                    | 38.3                   |
| 13        | 38.9                 | 38.5                   | 38.2                 | 38.4                 | 38.1                  | 38.2                    | 38.5                   |
| 14        | 38.8                 | 38.1                   | 38.6                 | 38.3                 | 38.1                  | 38.9                    | 38.1                   |
| 15        | 38.4                 | 39.0                   | 38.1                 | 38.1                 | 38.3                  | 38.1                    | 38.6                   |
| 16        | 39.0                 | 38.7                   | 38.5                 | 38.2                 | 38.1                  | 38.4                    | 38.4                   |
| 17        | 38.9                 | 38.0                   | 38.9                 | 39.0                 | 38.0                  | 38.3                    | 39.0                   |
| 18        | 38.1                 | 38.6                   | 38.3                 | 38.1                 | 38.5                  | 38.9                    | 38.1                   |
| 19        | 38.9                 | 38.1                   | 38.8                 | 38.4                 | 38.7                  | 38.8                    | 38.9                   |
| 20        | 38.4                 | 33.1                   | 38.4                 | 43.4                 | 38.5                  | 38.3                    | 43.6                   |
| 21        | 38.5                 | 43.8                   | 43.3                 | 38.5                 | 38.8                  | 38.7                    | 43.3                   |
| 22        | 38.8                 | 38.3                   | 38.9                 | 43.2                 | 38.1                  | 43.3                    | 43.1                   |
| 23        | 38.1                 | 43.0                   | 38.6                 | 43.5                 | 38.2                  | 38.1                    | 43.5                   |
| 24        | 43.6                 | 38.3                   | 38.6                 | 43.3                 | 38.7                  | 38.0                    | 43.2                   |

|       |      |      |      |      |      |      |      |
|-------|------|------|------|------|------|------|------|
| 10-12 | 38.5 | 38.4 | 38.4 | 38.5 | 38.5 | 38.3 | 39.0 |
| 13-17 | 38.5 | 38.5 | 38.5 | 38.5 | 38.5 | 38.5 | 38.5 |
| 0-24  | 38.6 | 38.0 | 38.6 | 38.2 | 38.1 | 38.3 | 39.0 |

|           |      |
|-----------|------|
| 85th %ile | 38.4 |
|-----------|------|

## Bognor Regis ATC, A29 Shripney Road (Northern Site)

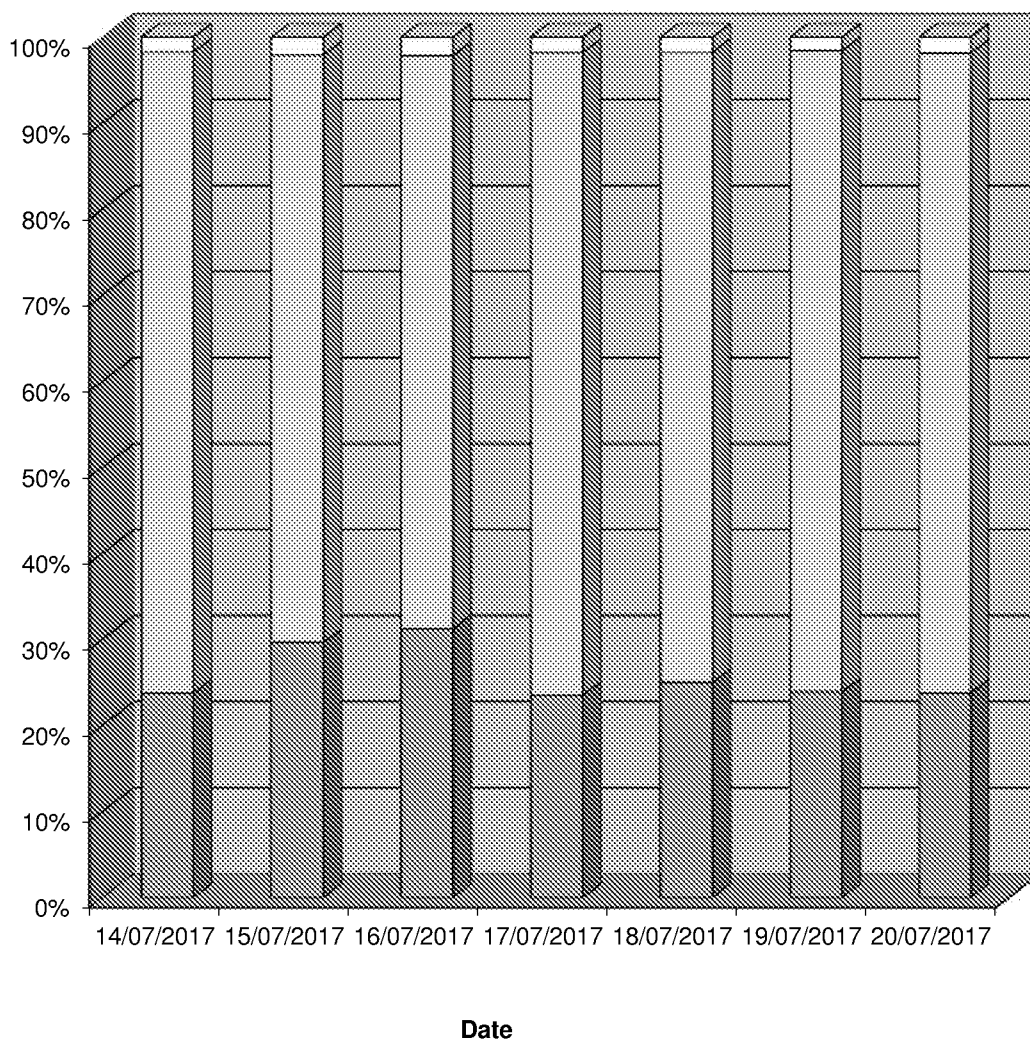
Channel 1 - Northbound

Speed Summary

Week 1

| Speed (MPH)  | 14/07/2017<br>Friday | 15/07/2017<br>Saturday | 16/07/2017<br>Sunday | 17/07/2017<br>Monday | 18/07/2017<br>Tuesday | 19/07/2017<br>Wednesday | 20/07/2017<br>Thursday |
|--------------|----------------------|------------------------|----------------------|----------------------|-----------------------|-------------------------|------------------------|
| 0-30         | 1503                 | 1606                   | 1251                 | 1458                 | 1533                  | 1527                    | 1473                   |
| 31-45        | 4725                 | 3710                   | 2674                 | 4645                 | 4508                  | 4772                    | 4618                   |
| 46-60        | 109                  | 113                    | 87                   | 110                  | 107                   | 101                     | 116                    |
| 61-          | 0                    | 0                      | 0                    | 0                    | 0                     | 0                       | 0                      |
| <b>TOTAL</b> | <b>6337</b>          | <b>5429</b>            | <b>4012</b>          | <b>6213</b>          | <b>6148</b>           | <b>6400</b>             | <b>6207</b>            |

*Speed Summary (MPH)*



## Bognor Regis ATC, A29 Shripney Road (Northern Site)

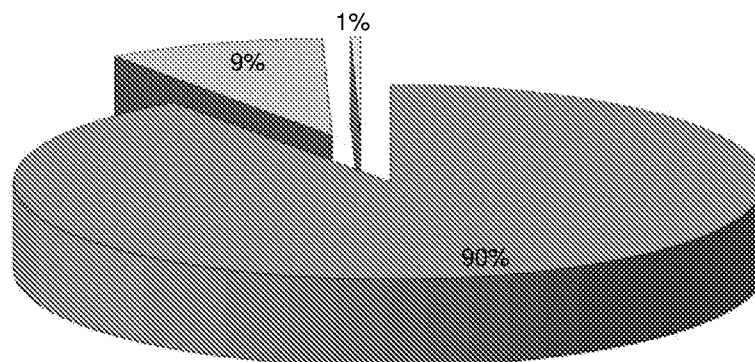
Channel 1 - Northbound

Vehicle Class

Week 1

| Classes<br>Day / Time | Car / LGV /<br>Caravan - 1 | OGV1 / Bus<br>- 2,3,5,6,7,12 | OGV2<br>- 4,8,9,10,11,13 | TOTAL<br>- 1-13 |
|-----------------------|----------------------------|------------------------------|--------------------------|-----------------|
| 14/07/2017            |                            |                              |                          |                 |
| 7-19                  | 4356                       | 508                          | 28                       | 4892            |
| 6-22                  | 5230                       | 533                          | 31                       | 5899            |
| 6-24                  | 5113                       | 535                          | 31                       | 6079            |
| 0-24                  | 5679                       | 623                          | 35                       | 6337            |
| 15/07/2017            |                            |                              |                          |                 |
| 7-19                  | 4051                       | 234                          | 7                        | 4292            |
| 6-22                  | 4755                       | 263                          | 8                        | 5026            |
| 6-24                  | 4650                       | 273                          | 8                        | 5241            |
| 0-24                  | 5137                       | 283                          | 9                        | 5429            |
| 16/07/2017            |                            |                              |                          |                 |
| 7-19                  | 2985                       | 173                          | 7                        | 3165            |
| 6-22                  | 3497                       | 200                          | 8                        | 3705            |
| 6-24                  | 3325                       | 206                          | 8                        | 3834            |
| 0-24                  | 3782                       | 218                          | 12                       | 4012            |
| 17/07/2017            |                            |                              |                          |                 |
| 7-19                  | 4175                       | 555                          | 19                       | 4749            |
| 6-22                  | 5132                       | 643                          | 22                       | 5852            |
| 6-24                  | 5025                       | 653                          | 23                       | 5998            |
| 0-24                  | 5510                       | 679                          | 24                       | 6213            |
| 18/07/2017            |                            |                              |                          |                 |
| 7-19                  | 4139                       | 527                          | 29                       | 4705            |
| 6-22                  | 5051                       | 635                          | 33                       | 5719            |
| 6-24                  | 5153                       | 638                          | 35                       | 5897            |
| 0-24                  | 5435                       | 677                          | 36                       | 6148            |
| 19/07/2017            |                            |                              |                          |                 |
| 7-19                  | 4258                       | 533                          | 27                       | 4818            |
| 6-22                  | 5232                       | 634                          | 30                       | 5946            |
| 6-24                  | 5113                       | 635                          | 30                       | 6119            |
| 0-24                  | 5691                       | 678                          | 33                       | 6409            |
| 20/07/2017            |                            |                              |                          |                 |
| 7-19                  | 4139                       | 525                          | 17                       | 4702            |
| 6-22                  | 5161                       | 629                          | 22                       | 5812            |
| 6-24                  | 5113                       | 633                          | 22                       | 5968            |
| 0-24                  | 5522                       | 662                          | 23                       | 6207            |
| Average               |                            |                              |                          |                 |
| 7-19                  | 4018                       | 433                          | 19                       | 4475            |
| 6-22                  | 4937                       | 514                          | 22                       | 5473            |
| 6-24                  | 5131                       | 533                          | 22                       | 5683            |
| 0-24                  | 5251                       | 545                          | 25                       | 5821            |

*Total Vehicle Class Distribution*



## Bognor Regis ATC, A29 Shripney Road (Northern Site)

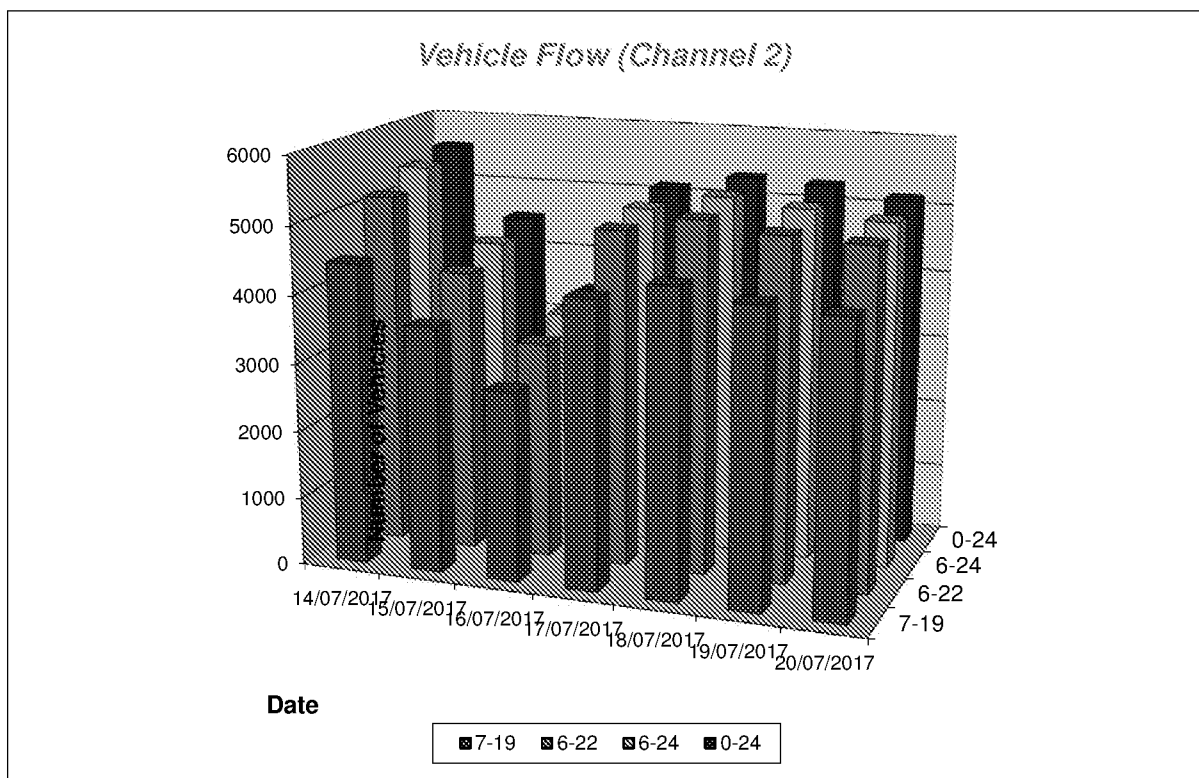
Channel 2 - Southbound

Vehicle Flow

Week 1

| Hr Ending | 14/07/2017<br>Friday | 15/07/2017<br>Saturday | 16/07/2017<br>Sunday | 17/07/2017<br>Monday | 18/07/2017<br>Tuesday | 19/07/2017<br>Wednesday | 20/07/2017<br>Thursday | 5 Day Ave | 7 Day Ave |
|-----------|----------------------|------------------------|----------------------|----------------------|-----------------------|-------------------------|------------------------|-----------|-----------|
| 1         | 16                   | 71                     | 33                   | 12                   | 12                    | 16                      | 14                     | 14        | 25        |
| 2         | 18                   | 28                     | 21                   | 7                    | 7                     | 18                      | 7                      | 11        | 15        |
| 3         | 14                   | 5                      | 8                    | 3                    | 13                    | 18                      | 5                      | 11        | 9         |
| 4         | 14                   | 15                     | 13                   | 6                    | 3                     | 6                       | 3                      | 6         | 9         |
| 5         | 23                   | 25                     | 7                    | 13                   | 15                    | 21                      | 8                      | 15        | 18        |
| 6         | 48                   | 26                     | 14                   | 64                   | 30                    | 52                      | 72                     | 53        | 44        |
| 7         | 128                  | 84                     | 70                   | 131                  | 124                   | 127                     | 127                    | 127       | 113       |
| 8         | 243                  | 135                    | 109                  | 236                  | 247                   | 283                     | 254                    | 253       | 215       |
| 9         | 307                  | 246                    | 187                  | 277                  | 272                   | 291                     | 286                    | 287       | 267       |
| 10        | 314                  | 288                    | 227                  | 328                  | 302                   | 338                     | 349                    | 328       | 307       |
| 11        | 268                  | 463                    | 371                  | 286                  | 301                   | 289                     | 264                    | 282       | 320       |
| 12        | 247                  | 485                    | 374                  | 247                  | 302                   | 226                     | 228                    | 250       | 301       |
| 13        | 219                  | 409                    | 314                  | 206                  | 201                   | 244                     | 193                    | 213       | 255       |
| 14        | 302                  | 331                    | 271                  | 264                  | 300                   | 294                     | 266                    | 285       | 290       |
| 15        | 433                  | 328                    | 250                  | 468                  | 441                   | 518                     | 499                    | 472       | 420       |
| 16        | 557                  | 279                    | 197                  | 559                  | 534                   | 503                     | 529                    | 506       | 451       |
| 17        | 596                  | 215                    | 147                  | 573                  | 591                   | 595                     | 591                    | 589       | 473       |
| 18        | 548                  | 236                    | 199                  | 493                  | 555                   | 477                     | 518                    | 513       | 432       |
| 19        | 398                  | 201                    | 144                  | 279                  | 436                   | 265                     | 280                    | 332       | 296       |
| 20        | 252                  | 111                    | 72                   | 237                  | 236                   | 244                     | 234                    | 241       | 198       |
| 21        | 187                  | 199                    | 164                  | 204                  | 205                   | 197                     | 213                    | 201       | 196       |
| 22        | 177                  | 133                    | 96                   | 143                  | 111                   | 132                     | 141                    | 141       | 133       |
| 23        | 150                  | 138                    | 105                  | 67                   | 69                    | 82                      | 65                     | 67        | 97        |
| 24        | 106                  | 71                     | 61                   | 32                   | 43                    | 71                      | 27                     | 58        | 59        |

|      |      |      |      |      |      |      |      |      |      |
|------|------|------|------|------|------|------|------|------|------|
| 7-19 | 4432 | 3616 | 2790 | 4218 | 4462 | 4323 | 4257 | 4342 | 4017 |
| 6-22 | 5176 | 4143 | 3152 | 4931 | 5158 | 5023 | 4972 | 5052 | 4636 |
| 6-23 | 5835 | 4335 | 3238 | 5335 | 5323 | 5173 | 5053 | 5194 | 4812 |
| 0-24 | 5565 | 4522 | 3454 | 5135 | 5350 | 5307 | 5173 | 5306 | 4929 |



# Bognor Regis ATC, A29 Shripney Road (Northern Site)

Channel 2 - Southbound

Average Speed

Week 1

| Hr Ending | 14/07/2017<br>Friday | 15/07/2017<br>Saturday | 16/07/2017<br>Sunday | 17/07/2017<br>Monday | 18/07/2017<br>Tuesday | 19/07/2017<br>Wednesday | 20/07/2017<br>Thursday |
|-----------|----------------------|------------------------|----------------------|----------------------|-----------------------|-------------------------|------------------------|
| 1         | 34.2                 | 30.9                   | 28.3                 | 26.1                 | 32.0                  | 30.8                    | 30.9                   |
| 2         | 31.9                 | 33.1                   | 31.1                 | 25.9                 | 36.9                  | 30.9                    | 28.7                   |
| 3         | 29.1                 | 30.5                   | 30.2                 | 24.7                 | 34.2                  | 32.7                    | 31.5                   |
| 4         | 30.7                 | 33.0                   | 34.5                 | 33.8                 | 28.0                  | 31.3                    | 25.5                   |
| 5         | 32.2                 | 32.2                   | 32.6                 | 28.0                 | 33.2                  | 32.2                    | 30.8                   |
| 6         | 34.4                 | 32.1                   | 32.5                 | 32.4                 | 31.2                  | 32.7                    | 33.3                   |
| 7         | 29.9                 | 31.0                   | 31.8                 | 28.5                 | 29.4                  | 28.6                    | 28.5                   |
| 8         | 27.5                 | 29.0                   | 29.1                 | 28.3                 | 28.5                  | 28.3                    | 28.2                   |
| 9         | 29.0                 | 29.1                   | 29.7                 | 27.8                 | 28.5                  | 28.3                    | 27.8                   |
| 10        | 27.8                 | 28.2                   | 28.7                 | 27.9                 | 27.2                  | 28.1                    | 27.6                   |
| 11        | 28.1                 | 27.5                   | 28.0                 | 27.9                 | 28.9                  | 27.7                    | 28.0                   |
| 12        | 26.9                 | 27.5                   | 27.8                 | 27.3                 | 29.0                  | 26.6                    | 26.9                   |
| 13        | 27.5                 | 28.2                   | 28.7                 | 28.7                 | 28.9                  | 27.7                    | 28.7                   |
| 14        | 27.5                 | 28.7                   | 29.1                 | 29.5                 | 28.4                  | 28.3                    | 29.1                   |
| 15        | 29.4                 | 28.2                   | 28.6                 | 29.0                 | 29.0                  | 29.0                    | 29.3                   |
| 16        | 27.9                 | 28.1                   | 28.5                 | 27.8                 | 27.7                  | 27.7                    | 28.4                   |
| 17        | 28.7                 | 28.4                   | 28.1                 | 28.5                 | 28.7                  | 28.6                    | 28.7                   |
| 18        | 29.6                 | 29.9                   | 28.8                 | 29.2                 | 28.8                  | 29.1                    | 29.4                   |
| 19        | 29.3                 | 29.1                   | 29.4                 | 27.6                 | 29.9                  | 27.2                    | 27.1                   |
| 20        | 29.7                 | 29.5                   | 28.2                 | 30.1                 | 30.5                  | 30.0                    | 29.4                   |
| 21        | 29.4                 | 29.8                   | 31.2                 | 28.6                 | 29.7                  | 29.5                    | 28.9                   |
| 22        | 30.1                 | 29.3                   | 29.3                 | 27.4                 | 30.7                  | 27.6                    | 28.0                   |
| 23        | 29.0                 | 29.0                   | 29.1                 | 30.6                 | 28.4                  | 28.8                    | 31.2                   |
| 24        | 31.3                 | 28.5                   | 30.0                 | 30.3                 | 32.4                  | 30.9                    | 28.7                   |

|       |      |      |      |      |      |      |      |
|-------|------|------|------|------|------|------|------|
| 10-12 | 27.5 | 27.5 | 27.8 | 27.8 | 29.0 | 27.2 | 27.5 |
| 13-15 | 27.5 | 28.2 | 28.6 | 28.5 | 28.9 | 28.3 | 28.6 |
| 0-24  | 28.8 | 28.6 | 28.9 | 28.5 | 28.9 | 28.5 | 28.6 |

|         |      |
|---------|------|
| Average | 28.7 |
|---------|------|

Channel 2 - Southbound

85th Percentile

| Hr Ending | 14/07/2017<br>Friday | 15/07/2017<br>Saturday | 16/07/2017<br>Sunday | 17/07/2017<br>Monday | 18/07/2017<br>Tuesday | 19/07/2017<br>Wednesday | 20/07/2017<br>Thursday |
|-----------|----------------------|------------------------|----------------------|----------------------|-----------------------|-------------------------|------------------------|
| 1         | 38.3                 | 38.3                   | 33.7                 | 33.6                 | 38.2                  | 33.6                    | 38.8                   |
| 2         | 33.5                 | 43.3                   | 38.5                 | 33.3                 | 43.2                  | 38.8                    | 33.3                   |
| 3         | 33.9                 | 43.2                   | 33.6                 | 33.1                 | 38.3                  | 38.5                    | 43.7                   |
| 4         | 38.5                 | 33.5                   | 38.2                 | 38.2                 | 33.8                  | 38.2                    | 25.9                   |
| 5         | 43.4                 | 43.2                   | 33.5                 | 33.1                 | 38.1                  | 38.9                    | 33.8                   |
| 6         | 43.8                 | 38.6                   | 33.7                 | 38.4                 | 38.5                  | 38.4                    | 38.7                   |
| 7         | 38.8                 | 38.4                   | 38.8                 | 34.0                 | 38.8                  | 38.3                    | 33.4                   |
| 8         | 33.7                 | 33.9                   | 33.4                 | 33.5                 | 33.8                  | 33.8                    | 33.1                   |
| 9         | 33.7                 | 33.5                   | 33.9                 | 33.5                 | 33.3                  | 33.2                    | 33.4                   |
| 10        | 34.0                 | 33.2                   | 33.7                 | 34.0                 | 34.0                  | 33.4                    | 33.3                   |
| 11        | 33.3                 | 33.7                   | 33.1                 | 33.2                 | 33.8                  | 33.2                    | 33.7                   |
| 12        | 33.5                 | 33.7                   | 33.6                 | 33.4                 | 33.7                  | 33.9                    | 33.3                   |
| 13        | 33.4                 | 33.6                   | 33.7                 | 33.4                 | 33.9                  | 33.6                    | 33.8                   |
| 14        | 33.7                 | 33.8                   | 33.0                 | 33.3                 | 33.9                  | 33.4                    | 33.2                   |
| 15        | 33.2                 | 33.2                   | 33.4                 | 33.5                 | 33.4                  | 33.4                    | 33.6                   |
| 16        | 33.4                 | 33.8                   | 33.4                 | 33.1                 | 33.1                  | 33.9                    | 34.0                   |
| 17        | 33.5                 | 33.2                   | 33.3                 | 33.5                 | 34.0                  | 33.6                    | 33.2                   |
| 18        | 33.8                 | 34.0                   | 34.0                 | 34.0                 | 33.8                  | 33.9                    | 33.9                   |
| 19        | 33.5                 | 33.1                   | 38.8                 | 33.6                 | 33.7                  | 33.5                    | 33.1                   |
| 20        | 33.4                 | 33.1                   | 33.7                 | 33.9                 | 38.4                  | 38.3                    | 34.0                   |
| 21        | 33.5                 | 38.8                   | 38.4                 | 33.7                 | 33.0                  | 33.9                    | 33.6                   |
| 22        | 38.2                 | 33.4                   | 33.7                 | 33.4                 | 33.2                  | 33.3                    | 33.6                   |
| 23        | 33.6                 | 33.5                   | 33.3                 | 38.7                 | 33.2                  | 38.3                    | 33.9                   |
| 24        | 38.5                 | 33.1                   | 33.4                 | 33.1                 | 38.5                  | 38.2                    | 33.6                   |

|       |      |      |      |      |      |      |      |
|-------|------|------|------|------|------|------|------|
| 10-12 | 33.7 | 33.1 | 33.4 | 33.8 | 33.4 | 33.3 | 33.2 |
| 13-15 | 33.5 | 33.2 | 33.3 | 33.7 | 33.1 | 33.5 | 33.5 |
| 0-24  | 33.4 | 33.0 | 33.1 | 33.5 | 33.3 | 33.7 | 33.1 |

|           |      |
|-----------|------|
| 85th %ile | 33.3 |
|-----------|------|

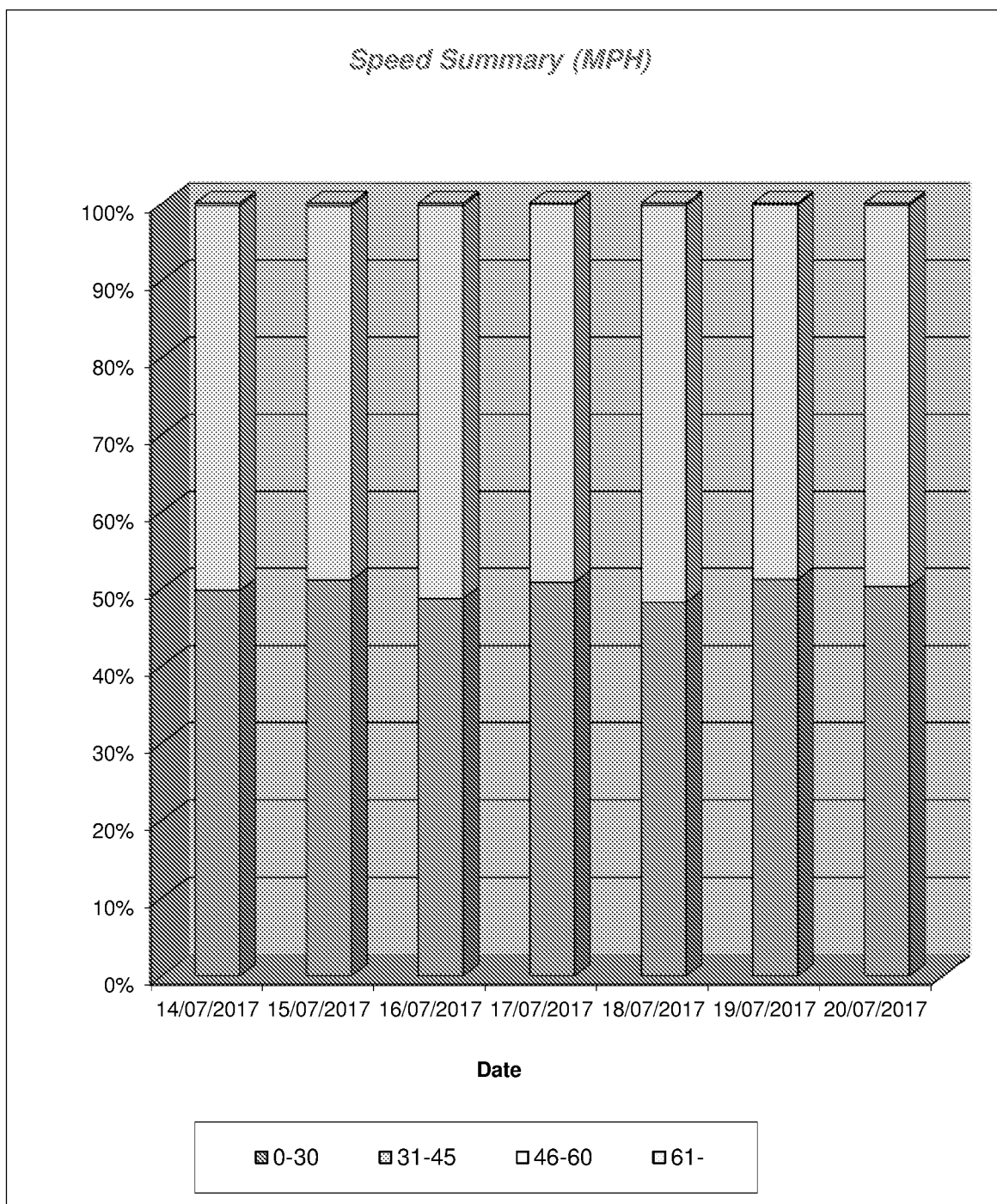
# Bognor Regis ATC, A29 Shripney Road (Northern Site)

Channel 2 - Southbound

Speed Summary

Week 1

| Speed (MPH)  | 14/07/2017<br>Friday | 15/07/2017<br>Saturday | 16/07/2017<br>Sunday | 17/07/2017<br>Monday | 18/07/2017<br>Tuesday | 19/07/2017<br>Wednesday | 20/07/2017<br>Thursday |
|--------------|----------------------|------------------------|----------------------|----------------------|-----------------------|-------------------------|------------------------|
| 0-30         | 2770                 | 2312                   | 1682                 | 2611                 | 2581                  | 2718                    | 2801                   |
| 31-45        | 2777                 | 2195                   | 1762                 | 2518                 | 2754                  | 2580                    | 2558                   |
| 46-60        | 18                   | 15                     | 10                   | 6                    | 15                    | 9                       | 14                     |
| 61-          | 0                    | 0                      | 0                    | 0                    | 0                     | 0                       | 0                      |
| <b>TOTAL</b> | <b>5565</b>          | <b>4522</b>            | <b>3454</b>          | <b>5135</b>          | <b>5350</b>           | <b>5307</b>             | <b>5173</b>            |



## Bognor Regis ATC, A29 Shripney Road (Northern Site)

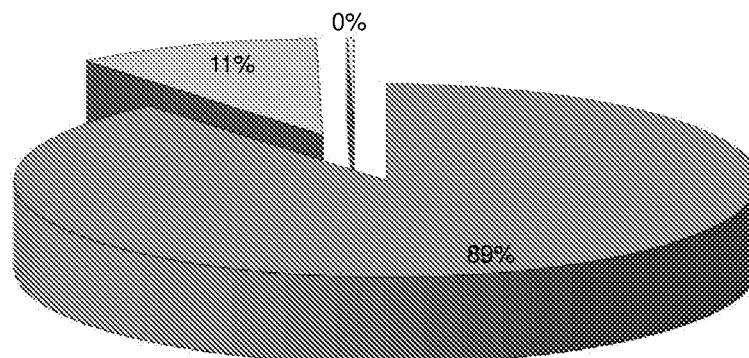
Channel 2 - Southbound

Vehicle Class

Week 1

| Classes<br>Day / Time | Car / LGV /<br>Caravan - 1 | OGV1 / Bus<br>- 2,3,5,6,7,12 | OGV2<br>- 4,8,9,10,11,13 | TOTAL<br>- 1-13 |
|-----------------------|----------------------------|------------------------------|--------------------------|-----------------|
| 14/07/2017            |                            |                              |                          |                 |
| 7-19                  | 5281                       | 555                          | 16                       | 4432            |
| 6-22                  | 4538                       | 621                          | 17                       | 5176            |
| 6-24                  | 4772                       | 535                          | 16                       | 5432            |
| 0-24                  | 4892                       | 653                          | 20                       | 5565            |
| 15/07/2017            |                            |                              |                          |                 |
| 7-19                  | 3344                       | 266                          | 6                        | 3616            |
| 6-22                  | 3636                       | 300                          | 7                        | 4143            |
| 6-24                  | 3735                       | 310                          | 7                        | 4352            |
| 0-24                  | 4197                       | 315                          | 10                       | 4522            |
| 16/07/2017            |                            |                              |                          |                 |
| 7-19                  | 2571                       | 219                          | 3                        | 2793            |
| 6-22                  | 2947                       | 241                          | 4                        | 3192            |
| 6-24                  | 3135                       | 255                          | 4                        | 3358            |
| 0-24                  | 3183                       | 265                          | 6                        | 3454            |
| 17/07/2017            |                            |                              |                          |                 |
| 7-19                  | 3679                       | 525                          | 11                       | 4215            |
| 6-22                  | 4317                       | 602                          | 12                       | 4931            |
| 6-24                  | 4531                       | 615                          | 13                       | 5039            |
| 0-24                  | 4496                       | 625                          | 14                       | 5135            |
| 18/07/2017            |                            |                              |                          |                 |
| 7-19                  | 3938                       | 530                          | 14                       | 4482            |
| 6-22                  | 4532                       | 611                          | 15                       | 5158            |
| 6-24                  | 4577                       | 615                          | 16                       | 5270            |
| 0-24                  | 4709                       | 623                          | 18                       | 5350            |
| 19/07/2017            |                            |                              |                          |                 |
| 7-19                  | 3904                       | 504                          | 15                       | 4323            |
| 6-22                  | 4432                       | 575                          | 16                       | 5023            |
| 6-24                  | 4575                       | 580                          | 17                       | 5172            |
| 0-24                  | 4683                       | 601                          | 23                       | 5307            |
| 20/07/2017            |                            |                              |                          |                 |
| 7-19                  | 3727                       | 519                          | 11                       | 4257            |
| 6-22                  | 4364                       | 578                          | 12                       | 4954            |
| 6-24                  | 4535                       | 588                          | 13                       | 5036            |
| 0-24                  | 4558                       | 602                          | 13                       | 5173            |
| Average               |                            |                              |                          |                 |
| 7-19                  | 3561                       | 445                          | 11                       | 4017            |
| 6-22                  | 4141                       | 504                          | 12                       | 4656            |
| 6-24                  | 4351                       | 513                          | 13                       | 4812            |
| 0-24                  | 4388                       | 526                          | 15                       | 4929            |

*Total Vehicle Class Distribution*



## Bognor Regis ATC, A29 Shripney Road (Southern Site)

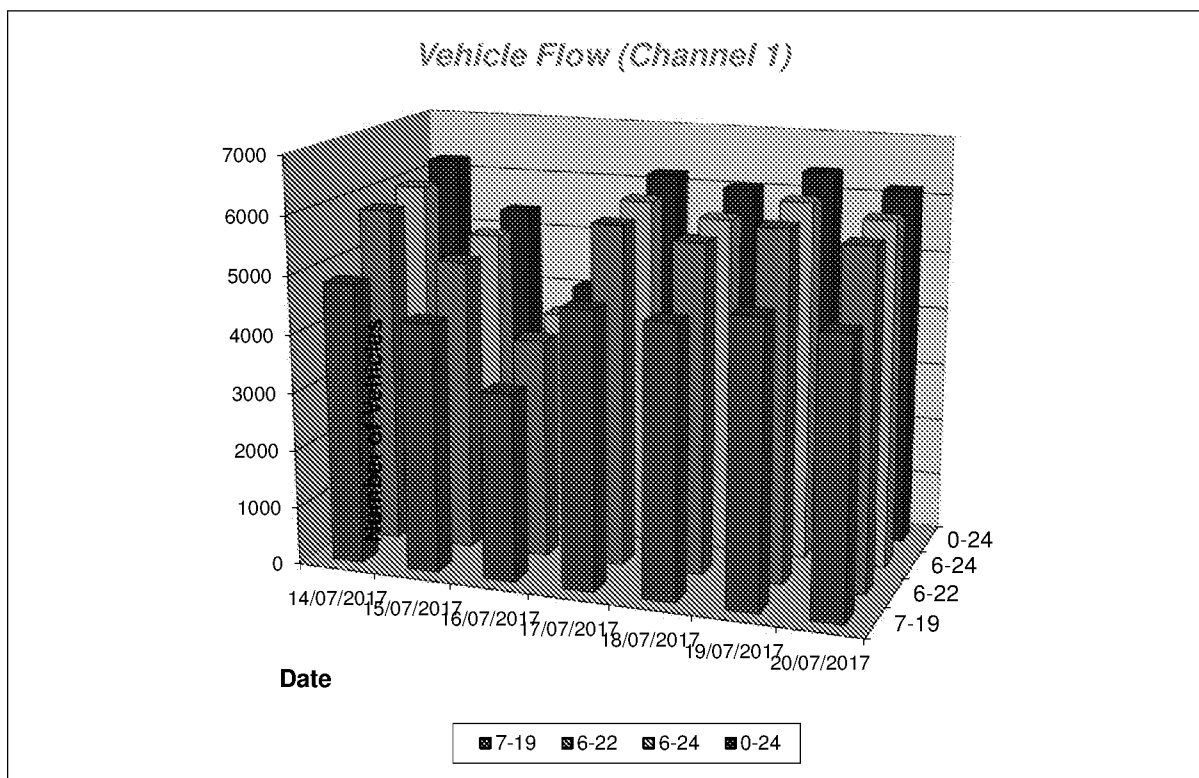
Channel 1 - Northbound

Vehicle Flow

Week 1

| Hr Ending | 14/07/2017<br>Friday | 15/07/2017<br>Saturday | 16/07/2017<br>Sunday | 17/07/2017<br>Monday | 18/07/2017<br>Tuesday | 19/07/2017<br>Wednesday | 20/07/2017<br>Thursday | 5 Day Ave | 7 Day Ave |
|-----------|----------------------|------------------------|----------------------|----------------------|-----------------------|-------------------------|------------------------|-----------|-----------|
| 1         | 25                   | 35                     | 45                   | 17                   | 26                    | 22                      | 21                     | 22        | 27        |
| 2         | 18                   | 18                     | 27                   | 8                    | 10                    | 16                      | 11                     | 13        | 15        |
| 3         | 20                   | 13                     | 28                   | 7                    | 9                     | 23                      | 7                      | 13        | 15        |
| 4         | 17                   | 21                     | 17                   | 15                   | 26                    | 18                      | 21                     | 19        | 19        |
| 5         | 46                   | 41                     | 30                   | 53                   | 49                    | 52                      | 55                     | 51        | 47        |
| 6         | 130                  | 59                     | 35                   | 121                  | 158                   | 128                     | 123                    | 132       | 108       |
| 7         | 403                  | 154                    | 111                  | 422                  | 417                   | 392                     | 402                    | 407       | 329       |
| 8         | 602                  | 206                    | 156                  | 591                  | 572                   | 597                     | 598                    | 592       | 475       |
| 9         | 478                  | 301                    | 236                  | 469                  | 499                   | 487                     | 479                    | 482       | 421       |
| 10        | 341                  | 321                    | 247                  | 372                  | 347                   | 336                     | 357                    | 351       | 332       |
| 11        | 379                  | 419                    | 300                  | 370                  | 350                   | 403                     | 391                    | 379       | 373       |
| 12        | 433                  | 437                    | 325                  | 426                  | 361                   | 433                     | 410                    | 413       | 404       |
| 13        | 375                  | 454                    | 332                  | 302                  | 302                   | 365                     | 287                    | 326       | 345       |
| 14        | 363                  | 398                    | 310                  | 386                  | 351                   | 377                     | 372                    | 370       | 365       |
| 15        | 429                  | 378                    | 273                  | 393                  | 411                   | 410                     | 388                    | 406       | 383       |
| 16        | 414                  | 358                    | 285                  | 390                  | 397                   | 397                     | 382                    | 396       | 375       |
| 17        | 325                  | 341                    | 254                  | 308                  | 336                   | 338                     | 322                    | 328       | 318       |
| 18        | 375                  | 360                    | 269                  | 377                  | 387                   | 372                     | 378                    | 373       | 360       |
| 19        | 322                  | 311                    | 240                  | 358                  | 330                   | 345                     | 347                    | 340       | 322       |
| 20        | 242                  | 233                    | 180                  | 278                  | 262                   | 301                     | 288                    | 274       | 255       |
| 21        | 206                  | 175                    | 129                  | 240                  | 196                   | 259                     | 240                    | 228       | 206       |
| 22        | 125                  | 174                    | 129                  | 163                  | 127                   | 163                     | 151                    | 146       | 147       |
| 23        | 111                  | 112                    | 78                   | 90                   | 82                    | 118                     | 91                     | 98        | 97        |
| 24        | 63                   | 88                     | 57                   | 57                   | 43                    | 56                      | 56                     | 55        | 60        |

|      |      |      |      |      |      |      |      |      |      |
|------|------|------|------|------|------|------|------|------|------|
| 7-19 | 4836 | 4284 | 3227 | 4742 | 4643 | 4880 | 4711 | 4758 | 4472 |
| 6-22 | 5812 | 5020 | 3776 | 5645 | 5645 | 5375 | 5792 | 5814 | 5408 |
| 6-23 | 5305 | 5555 | 3553 | 5335 | 5723 | 5543 | 5553 | 5967 | 5567 |
| 0-24 | 6242 | 5407 | 4093 | 6213 | 6048 | 6408 | 6177 | 6218 | 5798 |



# Bognor Regis ATC, A29 Shripney Road (Southern Site)

Channel 1 - Northbound

Average Speed

Week 1

| Hr Ending | 14/07/2017<br>Friday | 15/07/2017<br>Saturday | 16/07/2017<br>Sunday | 17/07/2017<br>Monday | 18/07/2017<br>Tuesday | 19/07/2017<br>Wednesday | 20/07/2017<br>Thursday |
|-----------|----------------------|------------------------|----------------------|----------------------|-----------------------|-------------------------|------------------------|
| 1         | 33.8                 | 37.6                   | 31.6                 | 26.2                 | 27.4                  | 33.7                    | 27.1                   |
| 2         | 37.3                 | 38.0                   | 28.3                 | 23.6                 | 26.0                  | 35.7                    | 24.4                   |
| 3         | 37.8                 | 36.5                   | 30.7                 | 33.0                 | 40.8                  | 38.2                    | 33.0                   |
| 4         | 36.1                 | 38.1                   | 35.9                 | 31.8                 | 35.4                  | 34.9                    | 30.3                   |
| 5         | 40.6                 | 39.7                   | 37.7                 | 25.0                 | 31.9                  | 40.5                    | 25.5                   |
| 6         | 42.1                 | 40.4                   | 36.9                 | 41.2                 | 34.1                  | 41.6                    | 41.6                   |
| 7         | 37.6                 | 39.8                   | 40.1                 | 37.5                 | 38.0                  | 37.3                    | 37.7                   |
| 8         | 36.5                 | 37.7                   | 38.4                 | 36.5                 | 36.4                  | 36.4                    | 36.4                   |
| 9         | 33.9                 | 33.2                   | 33.1                 | 33.4                 | 34.4                  | 33.9                    | 33.8                   |
| 10        | 34.4                 | 29.0                   | 29.9                 | 34.5                 | 34.1                  | 34.5                    | 34.2                   |
| 11        | 31.3                 | 33.3                   | 33.7                 | 30.8                 | 31.6                  | 30.8                    | 30.8                   |
| 12        | 30.4                 | 34.7                   | 34.8                 | 29.3                 | 31.7                  | 29.8                    | 29.4                   |
| 13        | 26.8                 | 34.2                   | 34.3                 | 27.5                 | 27.4                  | 26.7                    | 27.3                   |
| 14        | 31.4                 | 31.4                   | 31.1                 | 32.5                 | 32.0                  | 31.9                    | 32.4                   |
| 15        | 35.1                 | 32.6                   | 32.3                 | 34.7                 | 34.9                  | 34.8                    | 34.7                   |
| 16        | 34.3                 | 32.0                   | 32.6                 | 34.3                 | 34.5                  | 34.2                    | 34.1                   |
| 17        | 34.4                 | 30.8                   | 30.5                 | 35.2                 | 34.5                  | 34.1                    | 35.1                   |
| 18        | 34.1                 | 32.4                   | 32.5                 | 33.8                 | 34.1                  | 33.9                    | 34.0                   |
| 19        | 33.0                 | 30.8                   | 29.8                 | 31.3                 | 32.9                  | 30.9                    | 31.2                   |
| 20        | 34.1                 | 26.3                   | 25.4                 | 35.8                 | 34.5                  | 35.9                    | 35.6                   |
| 21        | 35.0                 | 34.4                   | 35.2                 | 36.6                 | 33.4                  | 35.8                    | 36.2                   |
| 22        | 36.1                 | 34.0                   | 33.7                 | 36.8                 | 30.6                  | 35.8                    | 35.9                   |
| 23        | 34.4                 | 36.2                   | 35.9                 | 35.5                 | 28.7                  | 34.2                    | 35.6                   |
| 24        | 36.8                 | 33.8                   | 33.4                 | 37.1                 | 34.1                  | 36.5                    | 37.4                   |

|       |      |      |      |      |      |      |      |
|-------|------|------|------|------|------|------|------|
| 10-12 | 30.8 | 34.0 | 34.3 | 30.0 | 31.7 | 30.3 | 30.1 |
| 13-15 | 31.7 | 32.6 | 32.8 | 33.7 | 33.7 | 33.8 | 33.8 |
| 0-24  | 33.9 | 33.0 | 32.8 | 33.8 | 33.7 | 33.8 | 33.8 |

|         |      |
|---------|------|
| Average | 33.5 |
|---------|------|

Channel 1 - Northbound

85th Percentile

| Hr Ending | 14/07/2017<br>Friday | 15/07/2017<br>Saturday | 16/07/2017<br>Sunday | 17/07/2017<br>Monday | 18/07/2017<br>Tuesday | 19/07/2017<br>Wednesday | 20/07/2017<br>Thursday |
|-----------|----------------------|------------------------|----------------------|----------------------|-----------------------|-------------------------|------------------------|
| 1         | 38.7                 | 43.6                   | 44.0                 | 38.7                 | 38.9                  | 38.7                    | 38.2                   |
| 2         | 43.5                 | 43.3                   | 43.4                 | 38.9                 | 38.7                  | 43.9                    | 38.5                   |
| 3         | 43.6                 | 43.3                   | 43.3                 | 33.8                 | 43.5                  | 43.5                    | 33.3                   |
| 4         | 43.3                 | 43.8                   | 38.2                 | 38.0                 | 43.4                  | 43.1                    | 43.3                   |
| 5         | 48.3                 | 48.8                   | 43.2                 | 38.5                 | 43.1                  | 48.8                    | 38.0                   |
| 6         | 48.8                 | 48.6                   | 48.6                 | 48.9                 | 43.8                  | 48.4                    | 48.5                   |
| 7         | 43.0                 | 44.0                   | 43.4                 | 43.4                 | 43.5                  | 43.5                    | 43.2                   |
| 8         | 43.8                 | 43.9                   | 43.4                 | 43.7                 | 43.8                  | 43.5                    | 43.9                   |
| 9         | 38.8                 | 43.2                   | 43.7                 | 38.5                 | 38.6                  | 38.2                    | 38.6                   |
| 10        | 38.7                 | 38.7                   | 38.3                 | 38.5                 | 38.8                  | 38.3                    | 38.8                   |
| 11        | 38.0                 | 39.0                   | 38.6                 | 38.5                 | 38.0                  | 38.1                    | 38.9                   |
| 12        | 38.4                 | 38.2                   | 38.2                 | 38.4                 | 38.2                  | 38.6                    | 38.3                   |
| 13        | 38.9                 | 38.5                   | 38.2                 | 38.4                 | 38.1                  | 38.2                    | 38.5                   |
| 14        | 38.8                 | 38.1                   | 38.6                 | 38.3                 | 38.1                  | 38.9                    | 38.1                   |
| 15        | 38.4                 | 39.0                   | 38.1                 | 38.1                 | 38.3                  | 38.1                    | 38.6                   |
| 16        | 39.0                 | 38.7                   | 38.5                 | 38.2                 | 38.1                  | 38.4                    | 38.4                   |
| 17        | 38.9                 | 38.0                   | 38.9                 | 44.0                 | 38.0                  | 38.3                    | 39.0                   |
| 18        | 38.1                 | 43.6                   | 38.3                 | 43.1                 | 43.5                  | 43.9                    | 43.1                   |
| 19        | 43.9                 | 38.1                   | 38.8                 | 43.4                 | 38.7                  | 43.8                    | 43.9                   |
| 20        | 43.4                 | 38.1                   | 38.4                 | 43.4                 | 43.5                  | 43.3                    | 43.6                   |
| 21        | 43.5                 | 43.8                   | 43.3                 | 43.5                 | 38.8                  | 43.7                    | 43.3                   |
| 22        | 43.8                 | 38.3                   | 38.9                 | 43.2                 | 38.1                  | 43.3                    | 43.1                   |
| 23        | 38.1                 | 43.0                   | 43.6                 | 43.5                 | 38.2                  | 38.1                    | 43.5                   |
| 24        | 43.6                 | 38.3                   | 38.6                 | 43.3                 | 43.7                  | 43.0                    | 43.2                   |

|       |      |      |      |      |      |      |      |
|-------|------|------|------|------|------|------|------|
| 10-12 | 38.5 | 38.4 | 38.4 | 38.5 | 38.5 | 38.3 | 39.0 |
| 13-15 | 38.5 | 38.3 | 38.3 | 38.5 | 38.3 | 38.5 | 38.1 |
| 0-24  | 38.6 | 38.0 | 38.6 | 43.2 | 43.1 | 38.3 | 39.0 |

|           |      |
|-----------|------|
| 85th %ile | 39.3 |
|-----------|------|

## Bognor Regis ATC, A29 Shripney Road (Southern Site)

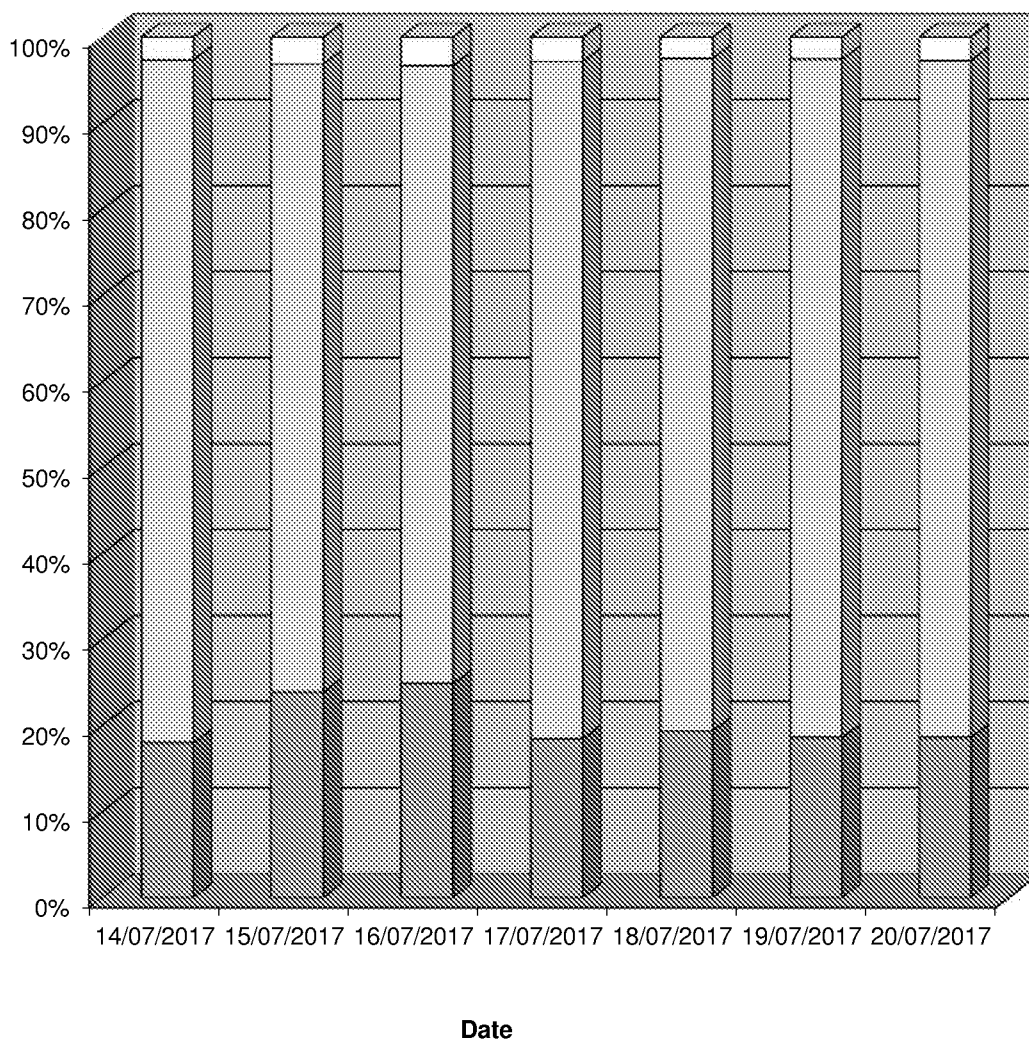
Channel 1 - Northbound

Speed Summary

Week 1

| Speed (MPH)  | 14/07/2017<br>Friday | 15/07/2017<br>Saturday | 16/07/2017<br>Sunday | 17/07/2017<br>Monday | 18/07/2017<br>Tuesday | 19/07/2017<br>Wednesday | 20/07/2017<br>Thursday |
|--------------|----------------------|------------------------|----------------------|----------------------|-----------------------|-------------------------|------------------------|
| 0-30         | 1120                 | 1288                   | 1016                 | 1145                 | 1168                  | 1187                    | 1144                   |
| 31-45        | 4958                 | 3948                   | 2940                 | 4891                 | 4728                  | 5056                    | 4863                   |
| 46-60        | 164                  | 171                    | 137                  | 177                  | 152                   | 165                     | 170                    |
| 61-          | 0                    | 0                      | 0                    | 0                    | 0                     | 0                       | 0                      |
| <b>TOTAL</b> | <b>8242</b>          | <b>5407</b>            | <b>4093</b>          | <b>6213</b>          | <b>6048</b>           | <b>6408</b>             | <b>6177</b>            |

*Speed Summary (MPH)*



# Bognor Regis ATC, A29 Shripney Road (Southern Site)

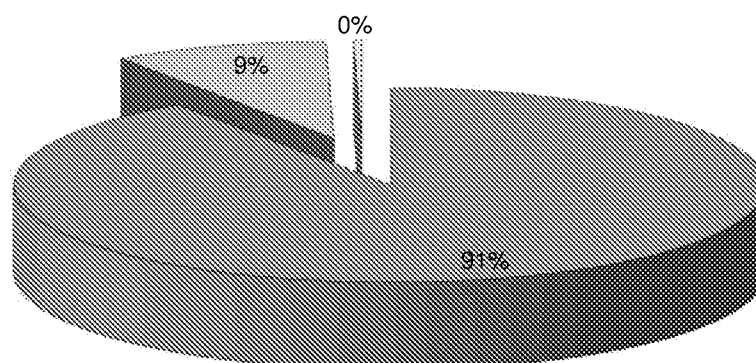
Channel 1 - Northbound

Vehicle Class

Week 1

| Classes<br>Day / Time | Car / LGV /<br>Caravan - 1 | OGV1 / Bus<br>- 2,3,5,6,7,12 | OGV2<br>- 4,8,9,10,11,13 | TOTAL<br>- 1-13 |
|-----------------------|----------------------------|------------------------------|--------------------------|-----------------|
| 14/07/2017            |                            |                              |                          |                 |
| 7-19                  | 4318                       | 492                          | 26                       | 4836            |
| 6-22                  | 5238                       | 573                          | 29                       | 5840            |
| 6-24                  | 5175                       | 531                          | 29                       | 5695            |
| 0-24                  | 5602                       | 608                          | 32                       | 6242            |
| 15/07/2017            |                            |                              |                          |                 |
| 7-19                  | 4038                       | 240                          | 6                        | 4284            |
| 6-22                  | 4742                       | 271                          | 7                        | 5020            |
| 6-24                  | 4811                       | 300                          | 7                        | 5118            |
| 0-24                  | 5112                       | 288                          | 7                        | 5407            |
| 16/07/2017            |                            |                              |                          |                 |
| 7-19                  | 3045                       | 177                          | 5                        | 3227            |
| 6-22                  | 3571                       | 200                          | 5                        | 3776            |
| 6-24                  | 3520                       | 196                          | 5                        | 3721            |
| 0-24                  | 3667                       | 218                          | 8                        | 3893            |
| 17/07/2017            |                            |                              |                          |                 |
| 7-19                  | 4175                       | 552                          | 15                       | 4742            |
| 6-22                  | 5178                       | 650                          | 17                       | 5845            |
| 6-24                  | 5221                       | 653                          | 18                       | 5892            |
| 0-24                  | 5515                       | 679                          | 19                       | 6213            |
| 18/07/2017            |                            |                              |                          |                 |
| 7-19                  | 4197                       | 511                          | 25                       | 4733            |
| 6-22                  | 5015                       | 602                          | 28                       | 5645            |
| 6-24                  | 5131                       | 608                          | 28                       | 5767            |
| 0-24                  | 5382                       | 638                          | 28                       | 6048            |
| 19/07/2017            |                            |                              |                          |                 |
| 7-19                  | 4308                       | 529                          | 23                       | 4860            |
| 6-22                  | 5323                       | 656                          | 26                       | 5995            |
| 6-24                  | 5435                       | 635                          | 26                       | 6106            |
| 0-24                  | 5715                       | 664                          | 29                       | 6408            |
| 20/07/2017            |                            |                              |                          |                 |
| 7-19                  | 4163                       | 531                          | 17                       | 4711            |
| 6-22                  | 5153                       | 629                          | 19                       | 5792            |
| 6-24                  | 5230                       | 623                          | 19                       | 5872            |
| 0-24                  | 5511                       | 646                          | 20                       | 6177            |
| Average               |                            |                              |                          |                 |
| 7-19                  | 4022                       | 433                          | 17                       | 4472            |
| 6-22                  | 4844                       | 508                          | 19                       | 5371            |
| 6-24                  | 5131                       | 513                          | 19                       | 5663            |
| 0-24                  | 5243                       | 534                          | 20                       | 5797            |

*Total Vehicle Class Distribution*



## Bognor Regis ATC, A29 Shripney Road (Southern Site)

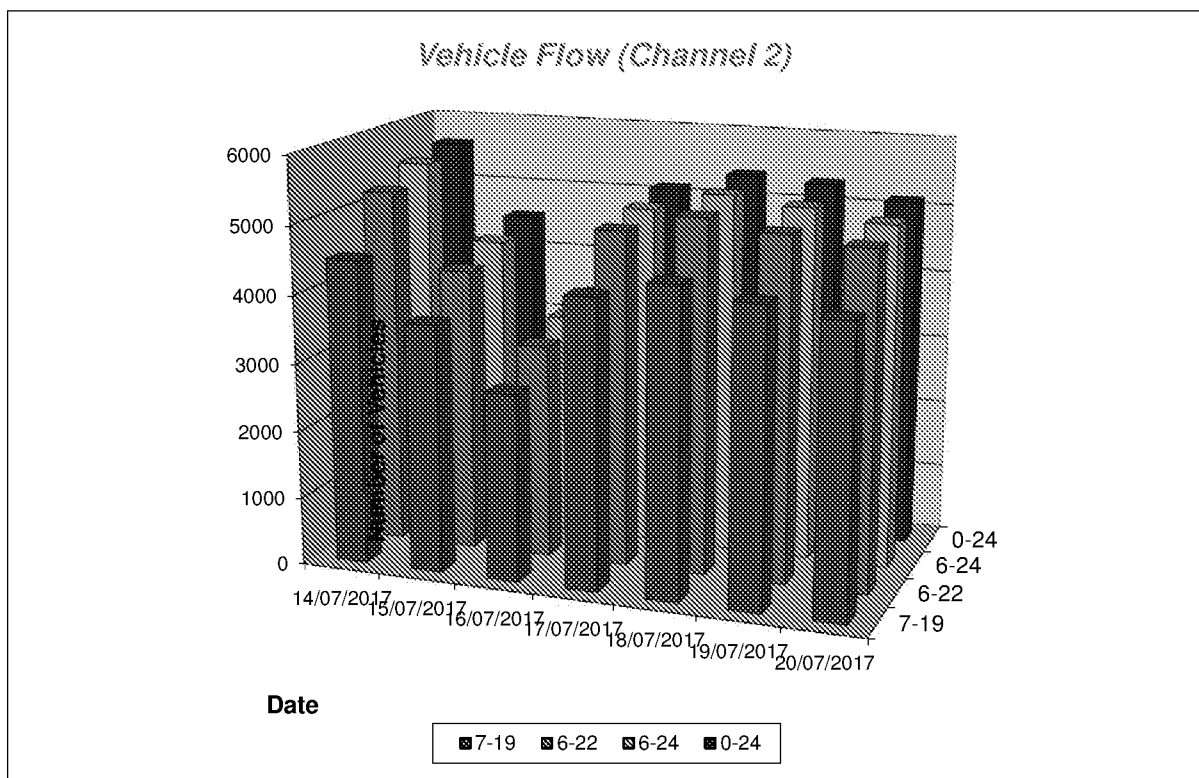
Channel 2 - Southbound

Vehicle Flow

Week 1

| Hr Ending | 14/07/2017<br>Friday | 15/07/2017<br>Saturday | 16/07/2017<br>Sunday | 17/07/2017<br>Monday | 18/07/2017<br>Tuesday | 19/07/2017<br>Wednesday | 20/07/2017<br>Thursday | 5 Day Ave | 7 Day Ave |
|-----------|----------------------|------------------------|----------------------|----------------------|-----------------------|-------------------------|------------------------|-----------|-----------|
| 1         | 15                   | 63                     | 35                   | 16                   | 12                    | 16                      | 15                     | 15        | 25        |
| 2         | 16                   | 32                     | 17                   | 7                    | 5                     | 19                      | 5                      | 10        | 14        |
| 3         | 14                   | 7                      | 7                    | 4                    | 10                    | 14                      | 4                      | 9         | 9         |
| 4         | 10                   | 12                     | 13                   | 6                    | 4                     | 8                       | 5                      | 7         | 8         |
| 5         | 23                   | 22                     | 7                    | 10                   | 20                    | 22                      | 8                      | 17        | 18        |
| 6         | 49                   | 32                     | 18                   | 57                   | 33                    | 54                      | 66                     | 52        | 44        |
| 7         | 124                  | 84                     | 73                   | 118                  | 119                   | 125                     | 122                    | 122       | 109       |
| 8         | 258                  | 143                    | 102                  | 256                  | 264                   | 268                     | 247                    | 259       | 220       |
| 9         | 284                  | 244                    | 184                  | 289                  | 284                   | 306                     | 296                    | 292       | 270       |
| 10        | 325                  | 291                    | 218                  | 337                  | 307                   | 336                     | 346                    | 330       | 309       |
| 11        | 266                  | 446                    | 354                  | 276                  | 295                   | 271                     | 258                    | 273       | 309       |
| 12        | 250                  | 491                    | 380                  | 260                  | 307                   | 234                     | 244                    | 259       | 309       |
| 13        | 229                  | 426                    | 312                  | 196                  | 207                   | 236                     | 203                    | 214       | 258       |
| 14        | 313                  | 345                    | 263                  | 257                  | 279                   | 300                     | 264                    | 285       | 289       |
| 15        | 448                  | 347                    | 253                  | 470                  | 463                   | 509                     | 487                    | 475       | 425       |
| 16        | 559                  | 266                    | 193                  | 539                  | 550                   | 521                     | 513                    | 526       | 449       |
| 17        | 586                  | 208                    | 153                  | 574                  | 573                   | 590                     | 578                    | 580       | 466       |
| 18        | 541                  | 249                    | 196                  | 516                  | 535                   | 498                     | 508                    | 520       | 435       |
| 19        | 425                  | 196                    | 150                  | 265                  | 439                   | 269                     | 267                    | 333       | 287       |
| 20        | 261                  | 106                    | 78                   | 230                  | 246                   | 245                     | 247                    | 246       | 202       |
| 21        | 199                  | 187                    | 149                  | 200                  | 212                   | 210                     | 210                    | 205       | 195       |
| 22        | 176                  | 137                    | 95                   | 138                  | 109                   | 122                     | 141                    | 137       | 131       |
| 23        | 141                  | 130                    | 91                   | 73                   | 65                    | 89                      | 72                     | 88        | 94        |
| 24        | 102                  | 76                     | 63                   | 29                   | 49                    | 67                      | 31                     | 58        | 60        |

|      |      |      |      |      |      |      |      |      |      |
|------|------|------|------|------|------|------|------|------|------|
| 7-19 | 4484 | 3852 | 2758 | 4235 | 4503 | 4338 | 4211 | 4354 | 4028 |
| 6-22 | 5244 | 4188 | 3152 | 4921 | 5180 | 5040 | 4951 | 5065 | 4663 |
| 6-23 | 5885 | 4552 | 3232 | 5352 | 5353 | 5335 | 5253 | 5203 | 4817 |
| 0-24 | 5814 | 4540 | 3404 | 5123 | 5387 | 5329 | 5137 | 5318 | 4933 |



# Bognor Regis ATC, A29 Shripney Road (Southern Site)

Channel 2 - Southbound

Average Speed

Week 1

| Hr Ending | 14/07/2017<br>Friday | 15/07/2017<br>Saturday | 16/07/2017<br>Sunday | 17/07/2017<br>Monday | 18/07/2017<br>Tuesday | 19/07/2017<br>Wednesday | 20/07/2017<br>Thursday |
|-----------|----------------------|------------------------|----------------------|----------------------|-----------------------|-------------------------|------------------------|
| 1         | 39.0                 | 36.8                   | 34.3                 | 33.6                 | 39.7                  | 37.7                    | 34.8                   |
| 2         | 38.6                 | 40.0                   | 35.2                 | 33.0                 | 41.0                  | 38.3                    | 33.0                   |
| 3         | 37.6                 | 39.4                   | 35.9                 | 36.8                 | 39.5                  | 37.6                    | 38.0                   |
| 4         | 36.0                 | 39.7                   | 38.6                 | 41.3                 | 35.5                  | 35.5                    | 39.0                   |
| 5         | 38.0                 | 39.6                   | 39.4                 | 36.0                 | 38.4                  | 39.6                    | 36.8                   |
| 6         | 41.2                 | 39.0                   | 39.4                 | 39.8                 | 39.2                  | 40.8                    | 40.5                   |
| 7         | 35.1                 | 38.4                   | 38.7                 | 34.3                 | 35.3                  | 34.4                    | 34.7                   |
| 8         | 34.0                 | 35.2                   | 35.4                 | 33.9                 | 33.9                  | 33.9                    | 34.1                   |
| 9         | 34.0                 | 35.7                   | 35.8                 | 34.0                 | 34.0                  | 33.9                    | 34.0                   |
| 10        | 33.4                 | 34.5                   | 34.7                 | 33.6                 | 33.0                  | 33.5                    | 33.5                   |
| 11        | 34.2                 | 33.4                   | 33.3                 | 33.6                 | 34.0                  | 33.9                    | 33.8                   |
| 12        | 32.4                 | 33.0                   | 33.0                 | 31.9                 | 34.4                  | 32.0                    | 32.2                   |
| 13        | 33.1                 | 33.8                   | 33.6                 | 34.7                 | 34.6                  | 33.1                    | 34.8                   |
| 14        | 33.4                 | 34.7                   | 34.7                 | 35.2                 | 34.8                  | 33.5                    | 34.9                   |
| 15        | 35.0                 | 34.7                   | 34.5                 | 35.1                 | 35.1                  | 35.0                    | 35.0                   |
| 16        | 33.4                 | 34.6                   | 34.6                 | 33.7                 | 33.5                  | 33.4                    | 33.6                   |
| 17        | 34.7                 | 34.3                   | 34.2                 | 34.8                 | 34.6                  | 34.7                    | 34.7                   |
| 18        | 35.7                 | 35.2                   | 35.5                 | 35.3                 | 35.5                  | 35.3                    | 35.3                   |
| 19        | 35.7                 | 35.4                   | 35.1                 | 33.2                 | 35.8                  | 32.8                    | 32.9                   |
| 20        | 36.1                 | 35.6                   | 35.7                 | 35.9                 | 36.0                  | 35.8                    | 35.6                   |
| 21        | 35.7                 | 36.6                   | 36.5                 | 35.2                 | 35.5                  | 35.6                    | 35.2                   |
| 22        | 35.5                 | 35.4                   | 35.1                 | 32.6                 | 36.2                  | 32.4                    | 32.6                   |
| 23        | 34.5                 | 35.9                   | 35.8                 | 35.4                 | 35.1                  | 34.9                    | 36.0                   |
| 24        | 37.0                 | 36.4                   | 36.6                 | 36.1                 | 38.3                  | 37.0                    | 36.8                   |

|       |      |      |      |      |      |      |      |
|-------|------|------|------|------|------|------|------|
| 10-12 | 33.4 | 33.2 | 33.1 | 32.8 | 34.2 | 33.0 | 33.0 |
| 13-15 | 33.2 | 33.2 | 33.3 | 33.2 | 34.2 | 33.2 | 33.2 |
| 0-24  | 34.6 | 34.8 | 34.7 | 34.4 | 34.8 | 34.3 | 34.4 |

|         |      |
|---------|------|
| Average | 34.8 |
|---------|------|

Channel 2 - Southbound

85th Percentile

| Hr Ending | 14/07/2017<br>Friday | 15/07/2017<br>Saturday | 16/07/2017<br>Sunday | 17/07/2017<br>Monday | 18/07/2017<br>Tuesday | 19/07/2017<br>Wednesday | 20/07/2017<br>Thursday |
|-----------|----------------------|------------------------|----------------------|----------------------|-----------------------|-------------------------|------------------------|
| 1         | 43.3                 | 43.3                   | 38.7                 | 38.6                 | 43.2                  | 43.6                    | 38.8                   |
| 2         | 43.5                 | 48.3                   | 43.5                 | 33.3                 | 48.2                  | 43.8                    | 33.3                   |
| 3         | 43.9                 | 43.2                   | 38.6                 | 43.1                 | 43.3                  | 43.5                    | 43.7                   |
| 4         | 43.5                 | 43.5                   | 43.2                 | 43.2                 | 38.8                  | 43.2                    | 43.4                   |
| 5         | 48.4                 | 48.2                   | 43.5                 | 38.1                 | 43.1                  | 48.9                    | 38.8                   |
| 6         | 48.8                 | 43.6                   | 48.7                 | 43.4                 | 43.5                  | 48.4                    | 48.7                   |
| 7         | 43.8                 | 43.4                   | 43.8                 | 44.0                 | 43.8                  | 43.3                    | 43.4                   |
| 8         | 38.7                 | 38.9                   | 38.4                 | 38.5                 | 38.8                  | 38.8                    | 43.1                   |
| 9         | 38.7                 | 38.5                   | 38.9                 | 38.5                 | 38.3                  | 38.2                    | 38.4                   |
| 10        | 39.0                 | 38.2                   | 38.7                 | 39.0                 | 39.0                  | 38.4                    | 38.3                   |
| 11        | 38.3                 | 38.7                   | 38.1                 | 38.2                 | 38.8                  | 38.2                    | 38.7                   |
| 12        | 38.5                 | 38.7                   | 38.6                 | 38.4                 | 38.7                  | 38.9                    | 38.3                   |
| 13        | 38.4                 | 38.6                   | 38.7                 | 38.4                 | 38.9                  | 38.6                    | 38.8                   |
| 14        | 38.7                 | 38.8                   | 38.0                 | 38.3                 | 38.9                  | 38.4                    | 38.2                   |
| 15        | 38.2                 | 38.2                   | 38.4                 | 38.5                 | 38.4                  | 38.4                    | 38.6                   |
| 16        | 38.4                 | 38.8                   | 38.4                 | 38.1                 | 38.1                  | 38.9                    | 39.0                   |
| 17        | 38.5                 | 38.2                   | 38.3                 | 38.5                 | 39.0                  | 38.6                    | 38.2                   |
| 18        | 38.8                 | 39.0                   | 39.0                 | 39.0                 | 38.8                  | 38.9                    | 38.9                   |
| 19        | 38.5                 | 38.1                   | 38.8                 | 38.6                 | 38.7                  | 38.5                    | 38.1                   |
| 20        | 38.4                 | 38.1                   | 38.7                 | 43.9                 | 38.4                  | 38.3                    | 39.0                   |
| 21        | 38.5                 | 38.8                   | 43.4                 | 38.7                 | 38.0                  | 38.9                    | 38.6                   |
| 22        | 43.2                 | 38.4                   | 38.7                 | 38.4                 | 38.2                  | 38.3                    | 38.6                   |
| 23        | 38.6                 | 38.5                   | 38.3                 | 38.7                 | 38.2                  | 38.3                    | 43.9                   |
| 24        | 43.5                 | 43.1                   | 43.4                 | 43.1                 | 43.5                  | 38.2                    | 43.6                   |

|       |      |      |      |      |      |      |      |
|-------|------|------|------|------|------|------|------|
| 10-12 | 38.7 | 38.1 | 38.4 | 38.3 | 38.4 | 38.3 | 38.2 |
| 13-15 | 38.2 | 38.2 | 38.3 | 38.7 | 38.1 | 38.3 | 38.3 |
| 0-24  | 38.4 | 38.0 | 38.1 | 38.5 | 38.3 | 38.7 | 38.1 |

|           |      |
|-----------|------|
| 85th %ile | 38.3 |
|-----------|------|

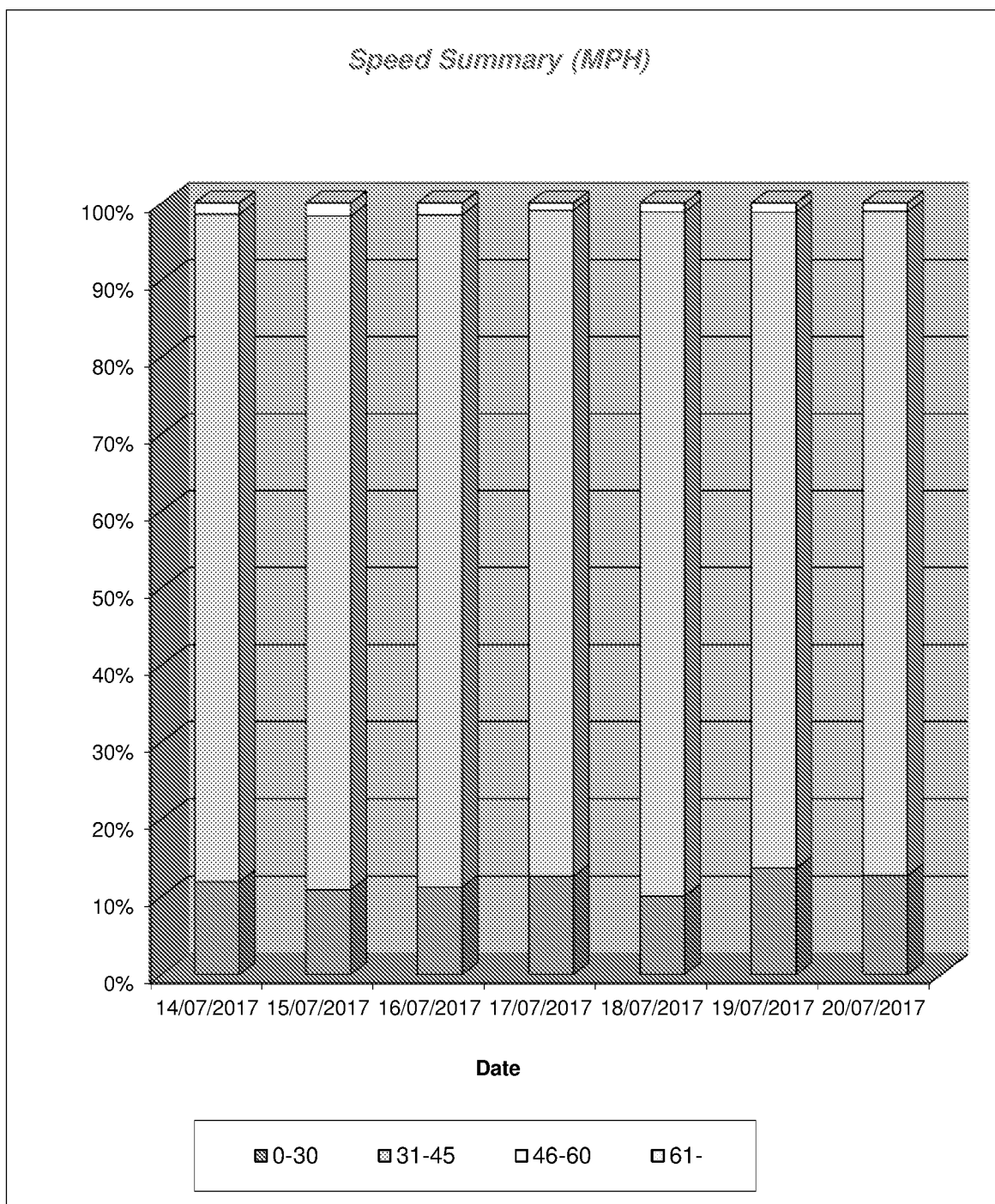
# Bognor Regis ATC, A29 Shripney Road (Southern Site)

Channel 2 - Southbound

Speed Summary

Week 1

| Speed (MPH)  | 14/07/2017<br>Friday | 15/07/2017<br>Saturday | 16/07/2017<br>Sunday | 17/07/2017<br>Monday | 18/07/2017<br>Tuesday | 19/07/2017<br>Wednesday | 20/07/2017<br>Thursday |
|--------------|----------------------|------------------------|----------------------|----------------------|-----------------------|-------------------------|------------------------|
| 0-30         | 666                  | 493                    | 381                  | 645                  | 542                   | 727                     | 651                    |
| 31-45        | 4868                 | 3971                   | 2971                 | 4430                 | 4783                  | 4538                    | 4429                   |
| 46-60        | 80                   | 76                     | 52                   | 48                   | 62                    | 64                      | 57                     |
| 61-          | 0                    | 0                      | 0                    | 0                    | 0                     | 0                       | 0                      |
| <b>TOTAL</b> | <b>5614</b>          | <b>4540</b>            | <b>3404</b>          | <b>5123</b>          | <b>5387</b>           | <b>5329</b>             | <b>5137</b>            |



## Bognor Regis ATC, A29 Shripney Road (Southern Site)

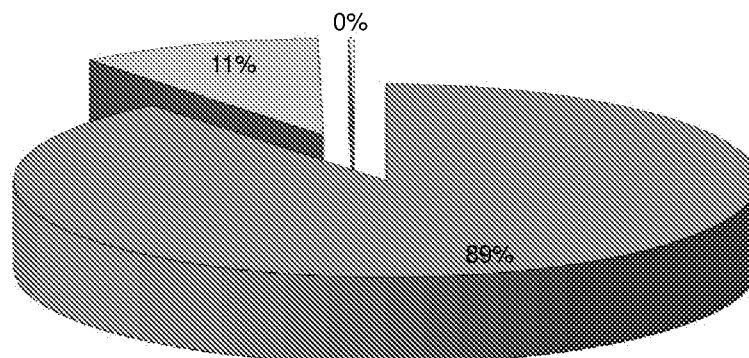
Channel 2 - Southbound

Vehicle Class

Week 1

| Classes<br>Day / Time | Car / LGV /<br>Caravan - 1 | OGV1 / Bus<br>- 2,3,5,6,7,12 | OGV2<br>- 4,8,9,10,11,13 | TOTAL<br>- 1-13 |
|-----------------------|----------------------------|------------------------------|--------------------------|-----------------|
| 14/07/2017            |                            |                              |                          |                 |
| 7-19                  | 5030                       | 541                          | 13                       | 4484            |
| 6-22                  | 4522                       | 603                          | 14                       | 5244            |
| 6-24                  | 4735                       | 517                          | 15                       | 5437            |
| 0-24                  | 4960                       | 637                          | 17                       | 5614            |
| 15/07/2017            |                            |                              |                          |                 |
| 7-19                  | 3384                       | 263                          | 5                        | 3652            |
| 6-22                  | 3653                       | 297                          | 6                        | 4166            |
| 6-24                  | 3751                       | 308                          | 6                        | 4372            |
| 0-24                  | 4223                       | 310                          | 7                        | 4540            |
| 16/07/2017            |                            |                              |                          |                 |
| 7-19                  | 2545                       | 210                          | 3                        | 2758            |
| 6-22                  | 2914                       | 235                          | 4                        | 3153            |
| 6-24                  | 3032                       | 251                          | 4                        | 3387            |
| 0-24                  | 3146                       | 253                          | 5                        | 3404            |
| 17/07/2017            |                            |                              |                          |                 |
| 7-19                  | 3698                       | 527                          | 9                        | 4235            |
| 6-22                  | 4313                       | 588                          | 10                       | 4921            |
| 6-24                  | 4532                       | 619                          | 11                       | 5023            |
| 0-24                  | 4493                       | 618                          | 12                       | 5123            |
| 18/07/2017            |                            |                              |                          |                 |
| 7-19                  | 3948                       | 545                          | 12                       | 4503            |
| 6-22                  | 4552                       | 615                          | 12                       | 5189            |
| 6-24                  | 4672                       | 619                          | 12                       | 5303            |
| 0-24                  | 4743                       | 631                          | 13                       | 5387            |
| 19/07/2017            |                            |                              |                          |                 |
| 7-19                  | 3824                       | 502                          | 12                       | 4338            |
| 6-22                  | 4431                       | 556                          | 13                       | 5040            |
| 6-24                  | 4611                       | 571                          | 14                       | 5196            |
| 0-24                  | 4722                       | 590                          | 17                       | 5329            |
| 20/07/2017            |                            |                              |                          |                 |
| 7-19                  | 3683                       | 518                          | 10                       | 4211            |
| 6-22                  | 4331                       | 589                          | 11                       | 4931            |
| 6-24                  | 4532                       | 583                          | 12                       | 5034            |
| 0-24                  | 4514                       | 611                          | 12                       | 5137            |
| Average               |                            |                              |                          |                 |
| 7-19                  | 3573                       | 444                          | 9                        | 4026            |
| 6-22                  | 4132                       | 501                          | 10                       | 4653            |
| 6-24                  | 4532                       | 583                          | 11                       | 4817            |
| 0-24                  | 4400                       | 521                          | 12                       | 4933            |

*Total Vehicle Class Distribution*



## Appendix C

### West Sussex Cycle Way Map



## Appendix D

### Bus Timetables

# 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 |      |      |      |      |      |
| 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

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

Compass Travel

For times of the next departures from a particular stop you can use **traveline-txt** - by sending the SMS code to **84268**. Add the service number after the code if you just want a specific service - eg: **buctdgt 60**. The return message from **traveline-txt** will show the next three departures, and it currently costs 25p plus any message sending charge. Departure times will be real-time predictions where available, or scheduled departure times if not.

You can also get the same information by using the SMS code at [www.nextbuses.mobi](http://www.nextbuses.mobi) (only normal browsing charges apply) or through several iPhone or Android apps that offer access to **NextBuses**.

**NOTE: SMS codes are different in each direction. Make sure you choose the right direction from these lists.**

| SMS Code | Stop Name | Street | ATCO Code |
|----------|-----------|--------|-----------|
|----------|-----------|--------|-----------|

|           |                                               |                   |            |
|-----------|-----------------------------------------------|-------------------|------------|
| wsxdgja   | Bognor Regis, High Street (Stop A)            | High Street       | 4400LH0542 |
| wsxdgipa  | Bognor Regis, Queensway (Stop E)              | Queensway         | 4400LH0568 |
| wsxdgmd   | Bognor Regis, Station (Stop J)                | Longford Road     | 4400LH0513 |
| wsxdgmj   | Bognor Regis, adj Havelock Road               | Longford Road     | 4400LH0515 |
| wsxdgmt   | Bognor Regis, opp Signal Box                  | Longford Road     | 4400LH0517 |
| wsxdgimg  | South Bersted, Shripney Road (NE-bound)       | A29               | 4400LH0563 |
| wsxdgidp  | South Bersted, nr Tesco                       | Shripney Road     | 4400LH0551 |
| wsxdgidt  | North Bersted, adj The Poplars Caravan Park   | A29               | 4400LH0552 |
| wsxdgidw  | North Bersted, adj Rowan Way                  | A29               | 4400LH0553 |
| wsxdapjp  | Shripney, adj Shripney Lane                   | Shripney Road     | 4400LH0316 |
| wsxdapjt  | Shripney, opp The Robin Hood                  | Shripney Road     | 4400LH0317 |
| wsxdpwtw  | Lidsey, adj Caravan Park                      | Shripney Road     | 4400LH0862 |
| wsxdapmd  | Woodgate, opp Willows Caravan Park            | Lidsey Road A29   | 4400LH0320 |
| wsxdapig  | Westergate, opp Belle Meade Close             | Westergate Street | 4400LH0314 |
| wsxdapjd  | Westergate, opp Elmcroft Place                | Westergate Street | 4400LH0313 |
| wsxdapja  | Westergate, School Ivy Lane (N-bound)         | Westergate Street | 4400LH0311 |
| wsxdgmgt  | Westergate, o/s Ormiston Six Villages Academy | Lime Avenue       | 4400LH0613 |
| wsxdgmjw  | Westergate, adj Barnett Close                 | A29               | 4400LH0614 |
| wsxdgmja  | Eastergate, War Memorial (E-bound)            | Barnham Road      | 4400LH0615 |
| wsxdamgp  | Eastergate, o/s 17 Church Lane                | Barnham Road      | 4400LH0239 |
| wsxdgmjd  | Barnham, Barnham Road (SE-bound)              | Barnham Road      | 4400LH0619 |
| wsxdamjd  | Barnham, adj Elm Grove                        | Barnham Road      | 4400LH0244 |
| wsxdgmjg  | Barnham, opp Station                          | Barnham Road      | 4400LH0628 |
| wsxdamjm  | Barnham, Lake Lane (NE-bound)                 | Lake Lane         | 4400LH0246 |
| wsxdamjt  | Barnham, adj Kingsmill Road                   | Barnham Lane      | 4400LH0248 |
| wsxdampd  | Walberton, opp 14 The Bungalows               | Barnham lane      | 4400LH0251 |
| wsxdampg  | Walberton, The Green (E-bound)                | The Street        | 4400LH0631 |
| wsxdampm  | Walberton, Tye Lane (E-bound)                 | The Street        | 4400LH0255 |
| wsxdgmpd  | Walberton, Holly Tree (E-bound)               | The Street        | 4400LH0639 |
| wsxdampt  | Walberton, Post Office (S-bound)              | Maple Road        | 4400LH0257 |
| wsxdamgw  | Walberton, Blacksmiths Corner (S-bound)       | Yapton Lane       | 4400LH0260 |
| wsxdamta  | North End, opp Lake Lane                      | North End Road    | 4400LH0261 |
| wsxdajwg  | Yapton, adj Ford Lane                         | North End Road    | 4400LH0215 |
| wsxdajwp  | Yapton, opp Primary School                    | North End Road    | 4400LH0218 |
| wsxdamad  | Yapton, opp The Olive Branch                  | North End Road    | 4400LH0220 |
| wsxdamgj  | Barnham, Village Hall (SE-bound)              | Yapton Road       | 4400LH0236 |
| wsxdamga  | Barnham, opp Windmill                         | Yapton Road       | 4400LH0234 |
| wsxdamdp  | Yapton, Glebelands Farm (SE-bound)            | Yapton Road       | 4400LH0231 |
| wsxdamdmm | Yapton, The Olive (E-bound)                   | Main Road         | 4400LH0230 |
| wsxgmwid  | Yapton, Canal Road (SW-bound)                 | Canal Road        | 4400LH0366 |
| wsxdgipw  | Yapton, opp Giles Close                       | Loveys Road       | 4400LH0701 |
| wsxdamtj  | Yapton, Sparks Corner (N-bound)               | Bilsham Road      | 4400LH0264 |
| wsxdamdg  | Yapton, Village Hall (NW-bound)               | Main Road         | 4400LH0228 |
| wsxdamdj  | Yapton, The Olive (W-bound)                   | Main Road         | 4400LH0229 |
| wsxdamidt | Yapton, Glebelands Farm (NW-bound)            | Yapton Road       | 4400LH0232 |
| wsxdamdww | Barnham, adj Windmill                         | Yapton Road       | 4400LH0233 |
| wsxdamgd  | Barnham, Village Hall (NW-bound)              | Yapton Road       | 4400LH0235 |
| wsxdajwt  | Yapton, o/s The Olive Branch                  | North End Road    | 4400LH0219 |
| wsxdajwm  | Yapton, o/s Primary School                    | North End Road    | 4400LH0217 |
| wsxdajwj  | Yapton, adj Maypole Lane                      | North End Road    | 4400LH0216 |
| wsxdamtd  | North End, adj Lake Lane                      | North End Road    | 4400LH0262 |
| wsxdgmpt  | Walberton, adj Blacksmiths Corner             | The street        | 4400LH0642 |
| wsxdgmpp  | Walberton, o/s Old Vicarage                   | Maple Road        | 4400LH0641 |
| wsxdgmppa | Walberton, adj Dairy Lane                     | the street        | 4400LH0637 |
| wsxdampj  | Walberton, The Green (W-bound)                | The Street        | 4400LH0253 |
| wsxdampa  | Walberton, o/s 25 The Bungalows               | Barnham Lane      | 4400LH0250 |
| wsxdamjw  | Barnham, opp Kingsmill Road                   | Barnham Lane      | 4400LH0249 |
| wsxdamjp  | Barnham, Lake Lane (SW-bound)                 | Lake Lane         | 4400LH0247 |
| wsxdamjg  | Barnham, Station (NW-bound)                   | Barnham Road      | 4400LH0245 |
| wsxdamja  | Barnham, Elm Grove South (N-bound)            | Barnham Road      | 4400LH0243 |
| wsxdamgw  | Barnham, opp Downview Road                    | Barnham Road      | 4400LH0242 |
| wsxdamgt  | Eastergate, adj Church Lane                   | Barnham Road      | 4400LH0240 |
| wsxdamgm  | Eastergate, War Memorial (W-bound)            | Barnham Road      | 4400LH0237 |
| wsxdapgw  | Westergate, adj School                        | A29               | 4400LH0309 |
| wsxdgmgm  | Westergate, adj School Ivy Lane               | Westergate Street | 4400LH0606 |
| wsxdgmpp  | Westergate, Westergate Street (S-bound)       | Westergate Street | 4400LH0608 |
| wsxdapjm  | Westergate, adj Belle Meade Close             | Westergate Street | 4400LH0315 |
| wsxdapmg  | Woodgate, adj Willows Caravan Park            | Lidsey Road A29   | 4400LH0321 |
| wsxdpwtw  | Lidsey, opp Caravan Park                      | Shripney Road     | 4400LH0861 |
| wsxdapjw  | Shripney, adj The Robin Hood                  | Shripney Road     | 4400LH0318 |
| wsxgmtm   | Shripney, opp Shripney Lane                   | Shripney Road     | 4400LH0903 |
| wsxdgja   | North Bersted, opp Rowan Way                  | A29               | 4400LH0554 |
| wsxdgid   | North Bersted, opp The Poplars Caravan Park   | A29               | 4400LH0555 |
| wsxdgij   | South Bersted, opp Riverside                  | A29               | 4400LH0556 |
| wsxdgim   | South Bersted, opp Tesco                      | Shripney Road     | 4400LH0557 |
| wsxdgmw   | Bognor Regis, adj Signal Box                  | Longford Road     | 4400LH0518 |
| wsxdgmp   | Bognor Regis, opp Havelock Road               | Longford Road     | 4400LH0516 |
| wsxdgmj   | Bognor Regis, Station (Stop K)                | Longford Road     | 4400LH0514 |
| wsxdgipd  | Bognor Regis, Queensway (Stop F)              | Queensway         | 4400LH0569 |

Continued on next page.

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

Compass Travel

**Continued from previous page.**

For times of the next departures from a particular stop you can use **traveline-txt** - by sending the SMS code to **84268**. Add the service number after the code if you just want a specific service - eg: **buctdgttd 60**. The return message from **traveline-txt** will show the next three departures, and it currently costs 25p plus any message sending charge. Departure times will be real-time predictions where available, or scheduled departure times if not.

You can also get the same information by using the SMS code at [www.nextbuses.mobi](http://www.nextbuses.mobi) (only normal browsing charges apply) or through several iPhone or Android apps that offer access to **NextBuses**.

**NOTE: SMS codes are different in each direction. Make sure you choose the right direction from these lists.**

| <b>SMS Code</b> | <b>Stop Name</b>                   | <b>Street</b> | <b>ATCO Code</b> |
|-----------------|------------------------------------|---------------|------------------|
| <b>wsxdgjap</b> | Bognor Regis, High Street (Stop C) | High Street   | 4400LH0544       |
| <b>wsxdgjpm</b> | Bognor Regis, o/s Bognor Station   | Richmond Road | 4400LH0572       |
| <b>wsxdgjpm</b> | Bognor Regis, Post Office (Stop C) | High Street   | 4400LH0543       |

## Appendix E

### Census Travel to Work Data

## QS703EW - Method of Travel to Work (2001 specification)

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|            |                                      |
|------------|--------------------------------------|
| population | All usual residents aged 16 to 74    |
| units      | Persons                              |
| area type  | english parishes / welsh communities |
| area name  | E04009854 : Bersted                  |

| Method of Travel to Work                 | 2011  |       |
|------------------------------------------|-------|-------|
| Work mainly at or from home              | 352   | 8.4   |
| Underground, metro, light rail,<br>Train | 4     | 0.1   |
| Bus, minibuss or coach                   | 72    | 1.7   |
| Taxi                                     | 180   | 4.3   |
| Motorcycle, scooter or moped             | 18    | 0.4   |
| Driving a car or van                     | 48    | 1.1   |
| Passenger in a car or van                | 2,701 | 64.1  |
| Bicycle                                  | 340   | 8.1   |
| On foot                                  | 201   | 4.8   |
| Other method of travel to work           | 281   | 6.7   |
|                                          | 15    | 0.4   |
|                                          | 4,212 | 100.0 |

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

## QS703EW - Method of Travel to Work (2001 specification)

ONS Crown Copyright Reserved [from Nomis on 2 August 2017]

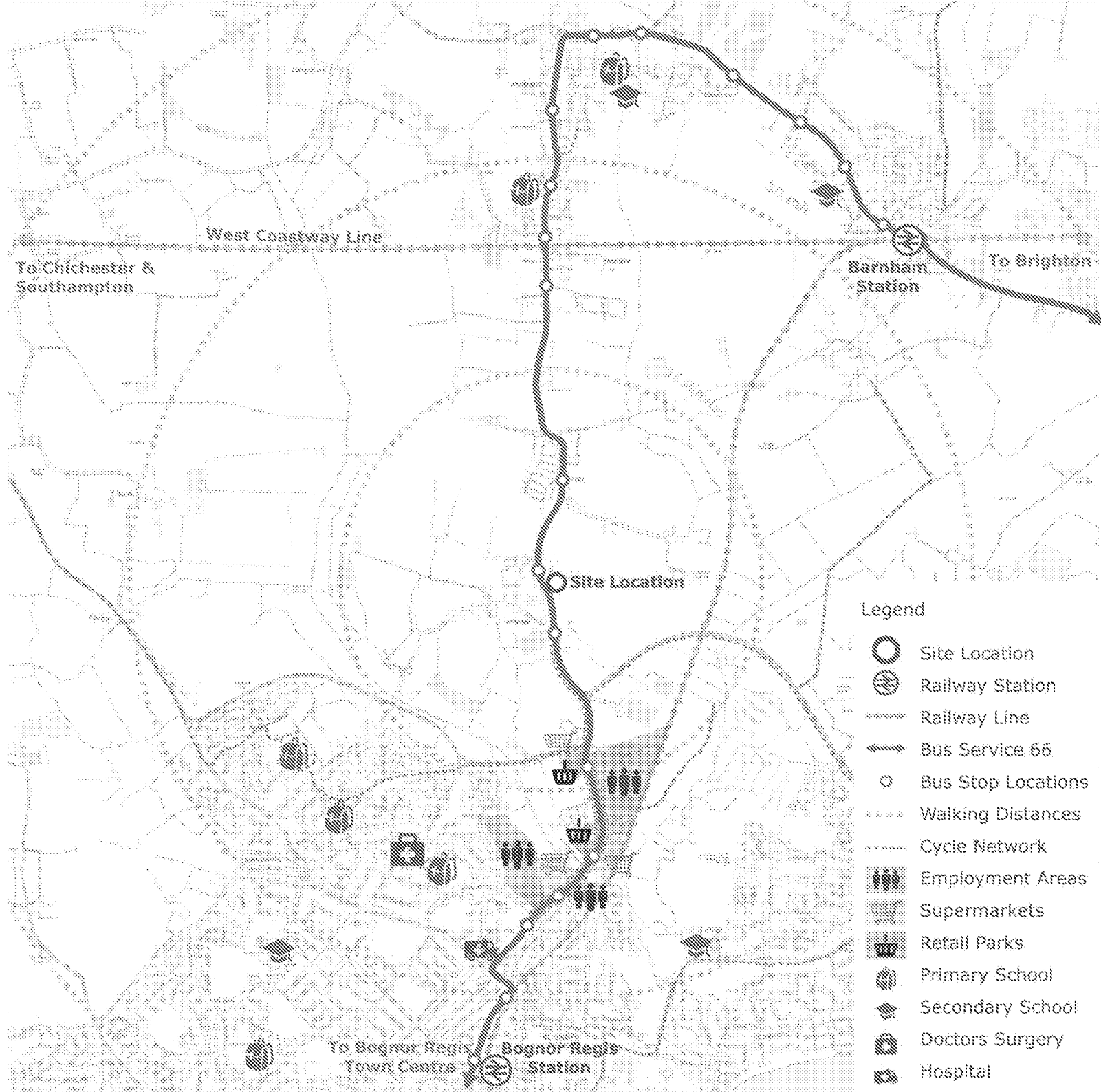
|            |                                                             |
|------------|-------------------------------------------------------------|
| population | All usual residents aged 16 to 74                           |
| units      | Persons                                                     |
| area type  | local authorities: district / unitary (prior to April 2015) |
| area name  | Arun                                                        |

| Method of Travel to Work                 | 2011   |       |
|------------------------------------------|--------|-------|
| Work mainly at or from home              | 8,436  | 12.51 |
| Underground, metro, light rail,<br>Train | 86     | 0.13  |
| Bus, minibuss or coach                   | 2,972  | 4.41  |
| Taxi                                     | 1,622  | 2.40  |
| Motorcycle, scooter or moped             | 214    | 0.32  |
| Driving a car or van                     | 585    | 0.87  |
| Passenger in a car or van                | 41,037 | 60.85 |
| Bicycle                                  | 4,095  | 6.07  |
| On foot                                  | 2,435  | 3.61  |
| Other method of travel to work           | 5,620  | 8.33  |
|                                          | 341    | 0.51  |
|                                          | 67,443 |       |

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

## Appendix F

### Local Amenities Plan



## Appendix G

### Accident Data



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)

**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

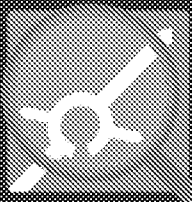
U SHRIPNEY ROAD BOGNOR REGIS 100M SOUTH OF U SACK LANE

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.



2018 data is provisional and is subject to change

**Crash Date:** Thursday, May 10, 2018

**Time of Crash:** 7:36:00 AM

**Crash Reference:** 2018471802517

**Highest Injury Severity:** Serious

**Road Number:** A29

**Number of Casualties:** 1

**Highway Authority:** West Sussex

**Number of Vehicles:** 2

**Local Authority:** Arun District

**OS Grid Reference:** 493845 102029

**Weather Description:** Fine without high winds

**Road Surface Description:** Dry

**Speed Limit:** 60

**Light Conditions:** Daylight: regardless of presence of streetlights

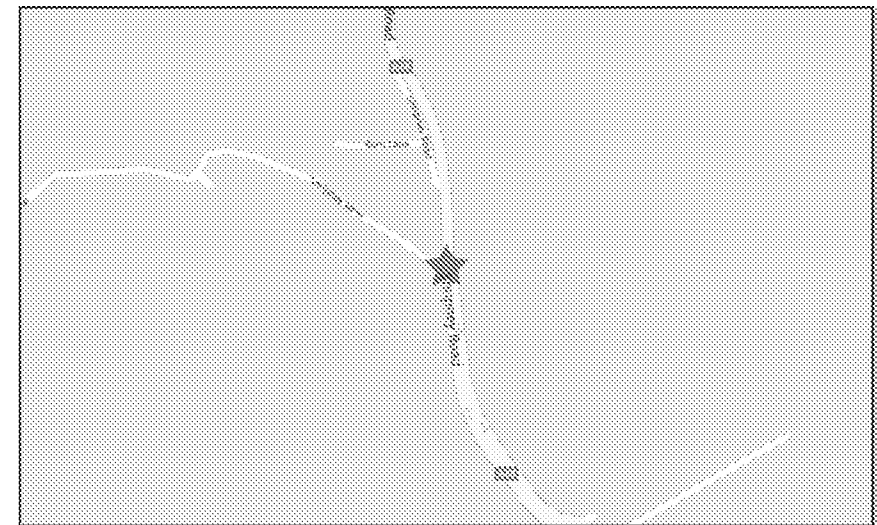
**Carriageway Hazards:** None

**Junction Detail:** T or staggered junction

**Junction Pedestrian Crossing:** No physical crossing facility within 50 metres

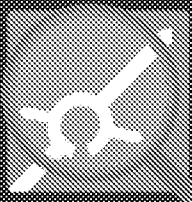
**Road Type:** Dual carriageway

**Junction Control:** Give way or uncontrolled



For more information about the data please visit: [www.crashmap.co.uk/home/aboutthedata](http://www.crashmap.co.uk/home/aboutthedata) and [www.crashmap.co.uk/home/definitions](http://www.crashmap.co.uk/home/definitions)





2018 data is provisional and is subject to change

### Vehicles involved

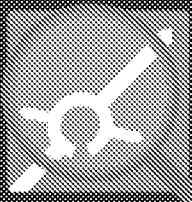
| Vehicle Ref | Vehicle Type                          | Vehicle Age | Driver Gender | Driver Age Band | Vehicle Manoeuvre                                        | First Point of Impact | Journey Purpose | Hit Object - On Carriageway | Hit Object - Off Carriageway |
|-------------|---------------------------------------|-------------|---------------|-----------------|----------------------------------------------------------|-----------------------|-----------------|-----------------------------|------------------------------|
| 2           | Motorcycle over 125cc and up to 500cc | -1          | Male          | 55-64           | Vehicle is passing another moving vehicle on its offside | Unknown               | Other           | None                        | Other permanent object       |
| 1           | Car (excluding private hire)          | -1          | Female        | 25-34           | Vehicle is performing a U turn                           | Unknown               | Other           | None                        | None                         |

### Casualties

| Vehicle Ref | Casualty Ref | Injury Severity | Casualty Class  | Gender | Age Band | Pedestrian Location | Pedestrian Movement |
|-------------|--------------|-----------------|-----------------|--------|----------|---------------------|---------------------|
| 2           | 1            | Serious         | Driver or rider | Male   | 55-64    | Unknown or other    | Unknown or other    |

For more information about the data please visit: [www.crashmap.co.uk/home/aboutthedata](http://www.crashmap.co.uk/home/aboutthedata) and [www.crashmap.co.uk/home/definitions](http://www.crashmap.co.uk/home/definitions)





2018 data is provisional and is subject to change

**Crash Date:** Friday, April 20, 2018

**Time of Crash:** 6:00:00 PM

**Crash Reference:** 2018471802135

**Highest Injury Severity:** Slight  
**Highway Authority:** West Sussex  
**Local Authority:** Arun District  
**Weather Description:** Fine without high winds

**Road Number:** A29

**Number of Casualties:** 1

**Road Surface Description:** Dry

**Speed Limit:** 40

**Light Conditions:** Daylight: regardless of presence of streetlights

**Carriageway Hazards:** None

**Junction Detail:** Not at or within 20 metres of junction

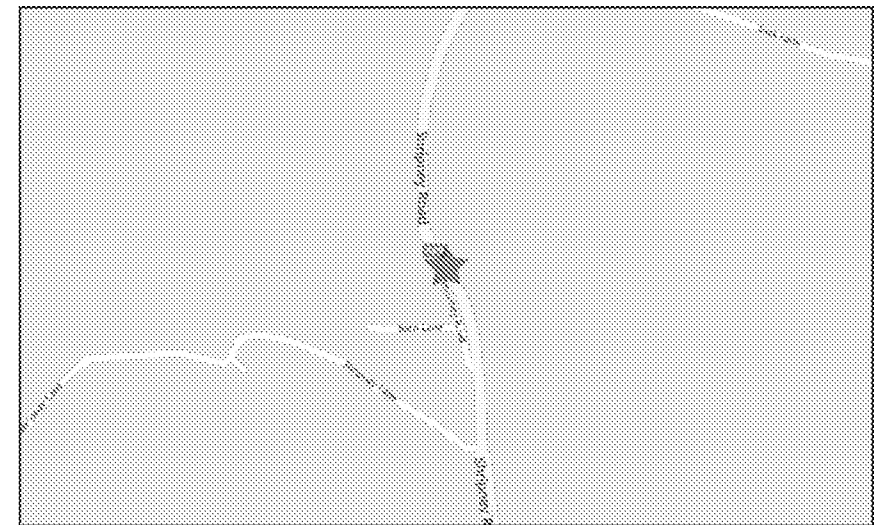
**Junction Pedestrian Crossing:** No physical crossing facility within 50 metres

**Road Type:** Single carriageway

**Junction Control:** Unknown

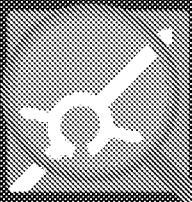
**Number of Vehicles:** 2

**OS Grid Reference:** 493792 102298



For more information about the data please visit: [www.crashmap.co.uk/home/aboutthedata](http://www.crashmap.co.uk/home/aboutthedata) and [www.crashmap.co.uk/home/definitions](http://www.crashmap.co.uk/home/definitions)





2018 data is provisional and is subject to change

### Vehicles involved

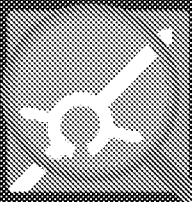
| Vehicle Ref | Vehicle Type                 | Vehicle Age | Driver Gender | Driver Age Band | Vehicle Manoeuvre                                                | First Point of Impact | Journey Purpose        | Hit Object - On Carriageway | Hit Object - Off Carriageway |
|-------------|------------------------------|-------------|---------------|-----------------|------------------------------------------------------------------|-----------------------|------------------------|-----------------------------|------------------------------|
| 2           | Car (excluding private hire) | -1          | Female        | 35-44           | Vehicle proceeding normally along the carriageway, not on a bend | Unknown               | Other                  | None                        | None                         |
| 1           | Car (excluding private hire) | -1          | Male          | 16-24           | Vehicle proceeding normally along the carriageway, not on a bend | Unknown               | Commuting to/from work | None                        | None                         |

### Casualties

| Vehicle Ref | Casualty Ref | Injury Severity | Casualty Class  | Gender | Age Band | Pedestrian Location | Pedestrian Movement |
|-------------|--------------|-----------------|-----------------|--------|----------|---------------------|---------------------|
| 2           | 1            | Slight          | Driver or rider | Female | 35-44    | Unknown or other    | Unknown or other    |

For more information about the data please visit: [www.crashmap.co.uk/home/aboutthedata](http://www.crashmap.co.uk/home/aboutthedata) and [www.crashmap.co.uk/home/definitions](http://www.crashmap.co.uk/home/definitions)





crashmap.co.uk

**Crash Date:** Saturday, December 23, 2017 **Time of Crash:** 11:36:00 PM **Crash Reference:** 2017471707307

**Highest Injury Severity:** Serious  
**Highway Authority:** West Sussex  
**Local Authority:** Arun District  
**Weather Description:** Raining without high winds  
**Road Surface Description:** Wet or Damp  
**Speed Limit:** 40  
**Light Conditions:** Darkness: street lights present and lit  
**Carriageway Hazards:** None  
**Junction Detail:** Not at or within 20 metres of junction  
**Junction Pedestrian Crossing:** No physical crossing facility within 50 metres  
**Road Type:** Single carriageway  
**Junction Control:** Not Applicable

**Road Number:** A29

**Number of Casualties:** 2

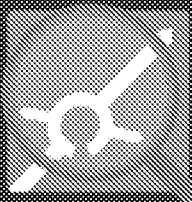
**Number of Vehicles:** 1

**OS Grid Reference:** 493757 102407



For more information about the data please visit: [www.crashmap.co.uk/home/aboutthedata](http://www.crashmap.co.uk/home/aboutthedata) and [www.crashmap.co.uk/home/definitions](http://www.crashmap.co.uk/home/definitions)





### Vehicles involved

| Vehicle Ref | Vehicle Type                                  | Vehicle Age | Driver Gender | Driver Age Band | Vehicle Manoeuvre                                                       | First Point of Impact | Journey Purpose | Hit Object - On Carriageway | Hit Object - Off Carriageway    |
|-------------|-----------------------------------------------|-------------|---------------|-----------------|-------------------------------------------------------------------------|-----------------------|-----------------|-----------------------------|---------------------------------|
| 1           | Van or goods vehicle 3.5 tonnes mgw and under | 6           | Male          | 36 - 45         | Vehicle proceeding normally along the carriageway, on a right hand bend | Front                 | Other           | None                        | Telegraph pole/Electricity pole |

### Casualties

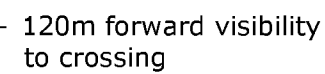
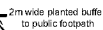
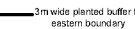
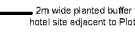
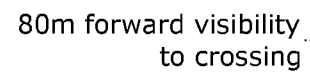
| Vehicle Ref | Casualty Ref | Injury Severity | Casualty Class               | Gender | Age Band | Pedestrian Location | Pedestrian Movement |
|-------------|--------------|-----------------|------------------------------|--------|----------|---------------------|---------------------|
| 1           | 1            | Serious         | Driver or rider              | Male   | 36 - 45  | Unknown or other    | Unknown or other    |
| 1           | 2            | Slight          | Vehicle or pillion passenger | Male   | 26 - 35  | Unknown or other    | Unknown or other    |

For more information about the data please visit: [www.crashmap.co.uk/home/aboutthedata](http://www.crashmap.co.uk/home/aboutthedata) and [www.crashmap.co.uk/home/definitions](http://www.crashmap.co.uk/home/definitions)



## Appendix H

Drawing 160818/08A – Pedestrian Forward Visibility Splays



84 North Street  
Guildford  
Surrey  
GU1 4AU

Golden Cross House  
8 Duncannon Street  
London  
WC2N 4JF

T: 01483 531 300                      T: 020 7031 8141

www.motion.co.uk

Project:  
Shripney Road, Bognor Regis

Title:  
Pedestrian Crossing Visibility

Scale: 1:1000 (@ A3)

Drawing: 160818-08 Revision: B

## Appendix I

### 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](mailto: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          | Flats           |
| 1 bed = 3 rooms | Studio = 1 room |
| 2 bed = 4 rooms | 1 bed = 2 rooms |
| 3 bed = 5 rooms | 2 bed = 3 rooms |
| 4 bed = 6 rooms | 3 bed = 4 rooms |
| 5 bed = 7 rooms | 4 bed = 5 rooms |

Garages will count as 1 space when allocating spaces.

Ward data used can be checked by the user by referring to the District-Ward Data Tables. The 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               | Flats     | Private                                                      | 3                          | 6                    | 1                 | 6              | 0                         | 0     | 0                        | 1     | 7            |
| D               | Flats     | Private                                                      | 4                          | 7                    | 1                 | 7              | 0                         | 1     | 0                        | 1     | 9            |
| E               | Houses    | Private                                                      | 5                          | 12                   | 2                 | 24             | 0                         | 2     | 0                        | 2     | 28           |
| I               |           |                                                              |                            |                      |                   |                |                           |       |                          |       |              |
| J               |           |                                                              |                            |                      |                   |                |                           |       |                          |       |              |
| K               |           |                                                              |                            |                      |                   |                |                           |       |                          |       |              |
| L               |           |                                                              |                            |                      |                   |                |                           |       |                          |       |              |
| M               |           |                                                              |                            |                      |                   |                |                           |       |                          |       |              |
| N               |           |                                                              |                            |                      |                   |                |                           |       |                          |       |              |
| O               |           |                                                              |                            |                      |                   |                |                           |       |                          |       |              |
| P               |           |                                                              |                            |                      |                   |                |                           |       |                          |       |              |
| Q               |           |                                                              |                            |                      |                   |                |                           |       |                          |       |              |
| R               |           |                                                              |                            |                      |                   |                |                           |       |                          |       |              |
| S               |           |                                                              |                            |                      |                   |                |                           |       |                          |       |              |
| Total           |           |                                                              |                            | 31                   |                   | 43             |                           | 3.49  |                          | 6.20  | 52           |

PROJECT

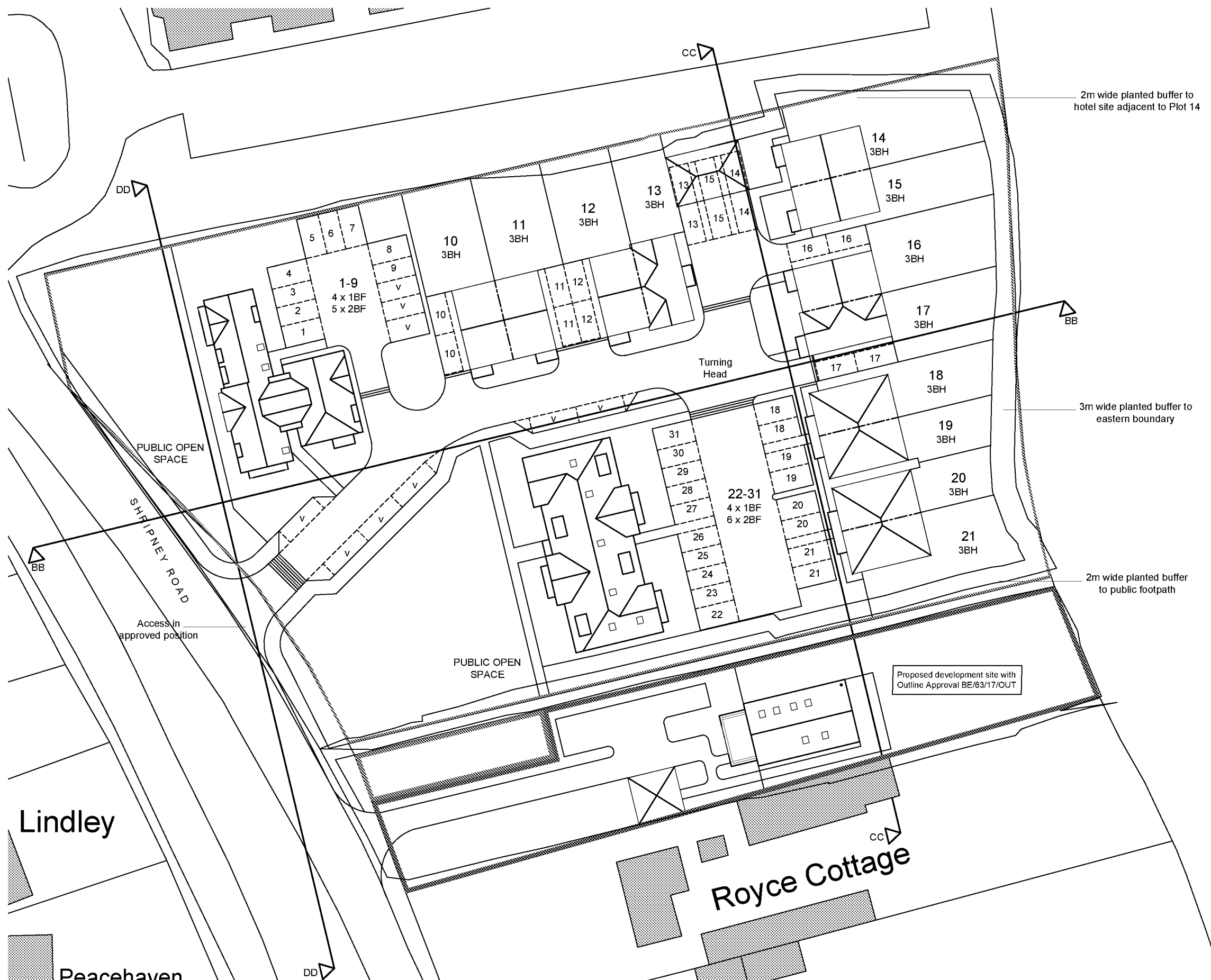
CENTRE

PEOPLE | PASSION | PLACES

ARUN DISTRICT COUNCIL BE/69/19/OUT

## Appendix J

### Site Plan



### Accommodation Schedule

|       |                  |           |
|-------|------------------|-----------|
| 8no.  | 1-Bedroom Flats  | c. 50sqm  |
| 7no.  | 2-Bedroom Flats  | c. 61sqm  |
| 4no.  | 2-Bedroom Flats  | c. 70sqm  |
| 11no. | 3-Bedroom Houses | c. 93sqm  |
| 1no.  | 3-Bedroom House  | c. 102sqm |

**Total; 31 Dwellings [43.6 dw/Ha - Site Area of 0.71Ha]**

|                 |                                                                                                                       |
|-----------------|-----------------------------------------------------------------------------------------------------------------------|
| Car Parking;    | 1 space per Flat<br>2 spaces (incl. car barns) per House<br>9 visitor spaces within lay-bys and parking courts        |
| Cycle Parking;  | 1 space per flat, 2 spaces per house within either car barns or sheds                                                 |
| Refuse Storage; | Flats; within communal stores<br>Houses; within rear gardens to be brought to property fronts on collection days only |

INDICATIVE LAYOUT ONLY

Client's Name  
**Castle Property Developments Ltd.**

Drawing Title  
**Proposed Site Plan**

Job Title

The Cottage, Shripney Road,  
Bognor, PO22 9PA

Scale  
1:500 @ A3



metres 5 10 15

|       |         |          |
|-------|---------|----------|
| Drawn | Checked | Date     |
| JR    | KE      | 28.08.18 |

|        |            |     |
|--------|------------|-----|
| Job No | Drawing No | Rev |
| 6656   | 011        | -   |

---

Status

PRELIMINARY

| Rev | Date | Revision Details | Dr | C |
|-----|------|------------------|----|---|
|-----|------|------------------|----|---|



**London:** 76 Great Suffolk Street  
London, SE1 0B  
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31-34 High Street, Bristol, BS1 2AW  
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**ECE Architecture**  
www.ecearchitecture.com

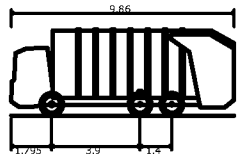
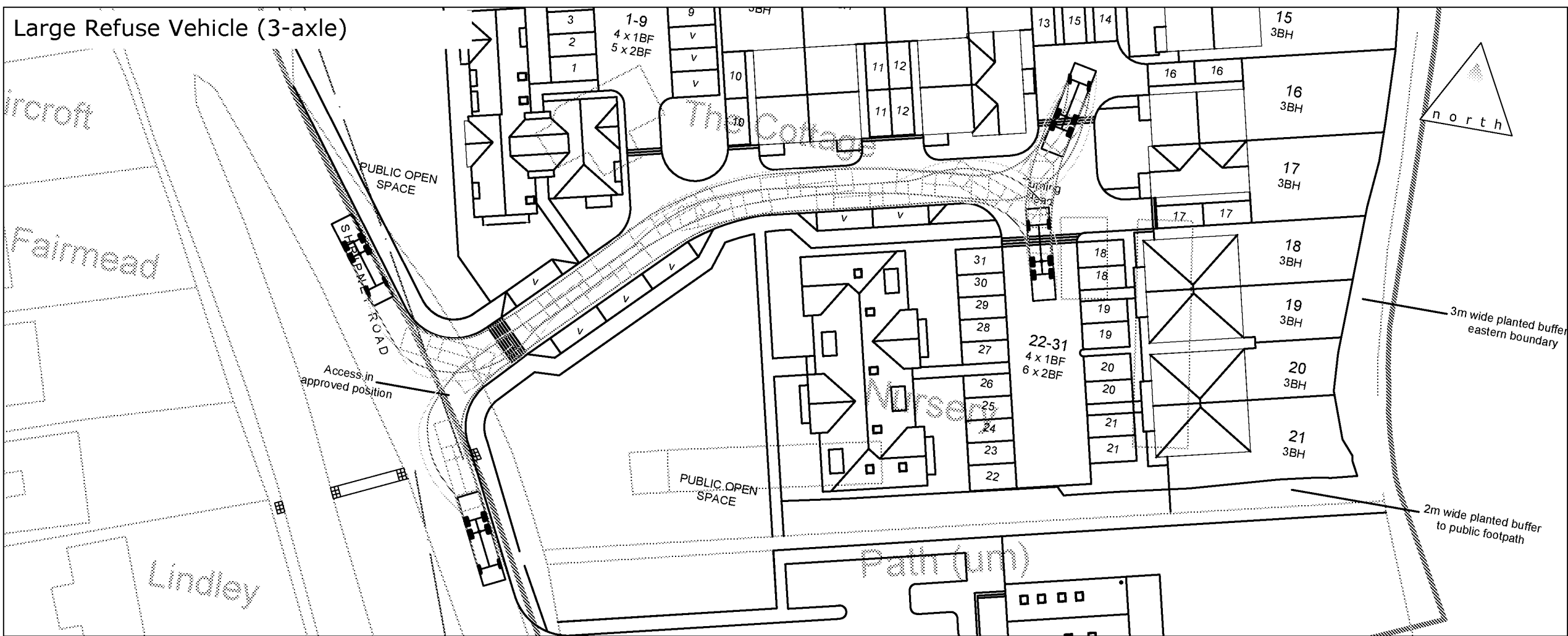
CAD Plotdate: 6/29/2018 - 13:01:4

6654 mast - development de

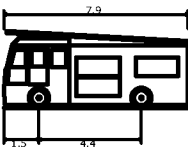
## Appendix K

### Swept Path Analysis

Large Refuse Vehicle (3-axle)

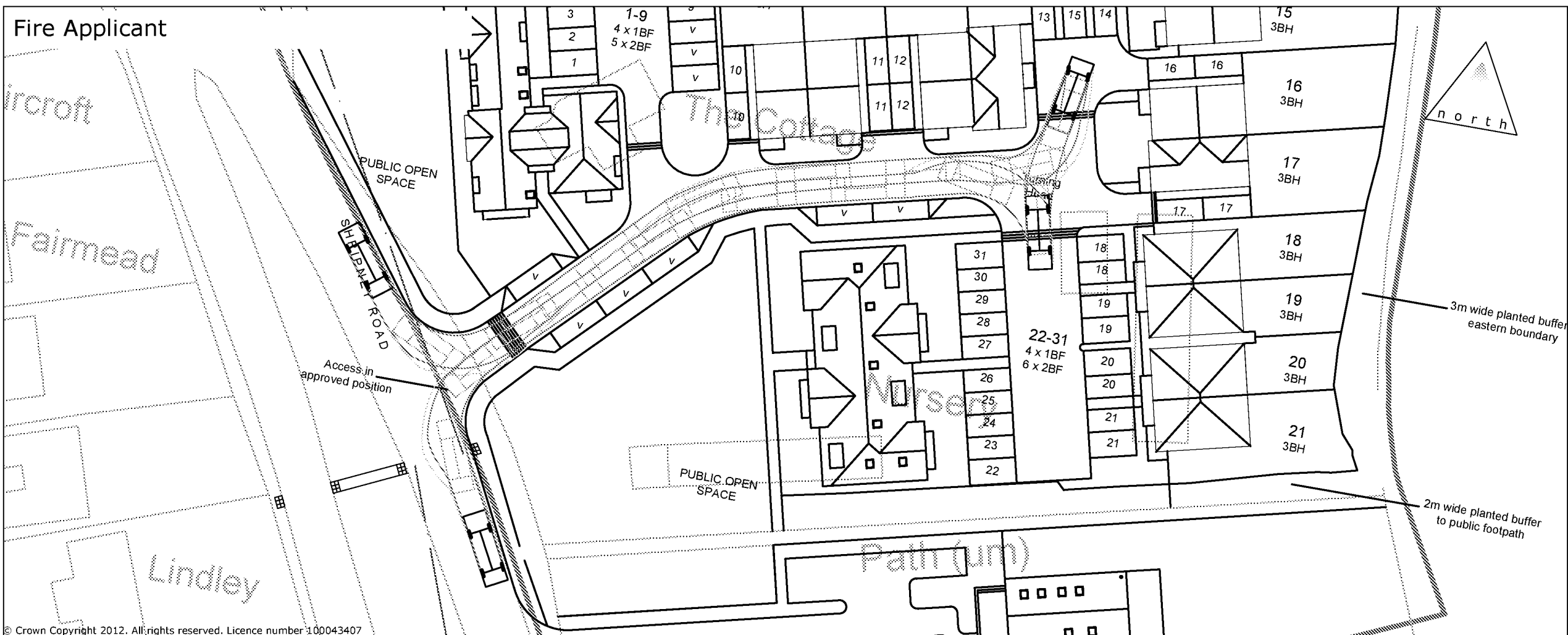


Large Refuse Vehicle (3 axle)  
Overall Length 9.860m  
Overall Width 2.450m  
Overall Body Height 3.814m  
Min Body Ground Clearance 0.366m  
Track Width 2.450m  
Lock-to-lock time 4.00s  
Curb to Curb Turning Radius 9.500m



Pumping Appliance  
Overall Length 7.900m  
Overall Width 2.500m  
Overall Body Height 3.300m  
Min Body Ground Clearance 0.140m  
Track Width 2.500m  
Lock-to-lock time 4.00s  
Curb to Curb Turning Radius 7.750m

Fire Applicant



**motion**

84 North Street  
Guildford  
Surrey  
GU1 4AU

Golden Cross House  
8 Duncannon Street  
London  
WC2N 4JF

T: 01483 531 300 T: 020 7031 8141

www.motion.co.uk

Project:  
Shripney Road, Bognor

Title:  
Site Layout  
Swept Path Analysis

Scale: 1:500 (@ A3)

Drawing: 160818-TK03  
Revision: -

## Appendix L

### TRICS Outputs

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:

|           |                                           |        |
|-----------|-------------------------------------------|--------|
| <b>02</b> | <b>SOUTH EAST</b>                         |        |
|           | ES EAST SUSSEX                            | 1 days |
|           | HC HAMPSHIRE                              | 1 days |
|           | WS WEST SUSSEX                            | 1 days |
| <b>03</b> | <b>SOUTH WEST</b>                         |        |
|           | CW CORNWALL                               | 1 days |
|           | DC DORSET                                 | 1 days |
|           | DV DEVON                                  | 1 days |
|           | SM SOMERSET                               | 1 days |
| <b>04</b> | <b>EAST ANGLIA</b>                        |        |
|           | CA CAMBRIDGESHIRE                         | 1 days |
|           | NF NORFOLK                                | 2 days |
|           | SF SUFFOLK                                | 2 days |
| <b>05</b> | <b>EAST MIDLANDS</b>                      |        |
|           | DS DERBYSHIRE                             | 1 days |
|           | LE LEICESTERSHIRE                         | 1 days |
|           | LN LINCOLNSHIRE                           | 1 days |
| <b>06</b> | <b>WEST MIDLANDS</b>                      |        |
|           | SH SHROPSHIRE                             | 1 days |
|           | ST STAFFORDSHIRE                          | 1 days |
|           | WK WARWICKSHIRE                           | 2 days |
|           | WM WEST MIDLANDS                          | 1 days |
|           | WO WORCESTERSHIRE                         | 1 days |
| <b>07</b> | <b>YORKSHIRE &amp; NORTH LINCOLNSHIRE</b> |        |
|           | NY NORTH YORKSHIRE                        | 2 days |
| <b>08</b> | <b>NORTH WEST</b>                         |        |
|           | CH CHESHIRE                               | 3 days |
|           | GM GREATER MANCHESTER                     | 1 days |
|           | MS MERSEYSIDE                             | 1 days |
| <b>09</b> | <b>NORTH</b>                              |        |
|           | 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 | <b>CA-03-A-04</b>                        | <b>DETACHED</b>          |  | <b>CAMBRIDGESHIRE</b> |
|   | THORPE PARK ROAD                         |                          |  |                       |
|   | PETERBOROUGH                             |                          |  |                       |
|   | Suburban Area (PPS6 Out of Centre)       |                          |  |                       |
|   | Residential Zone                         |                          |  |                       |
|   | Total Number of dwellings:               | 9                        |  |                       |
| 2 | <b>CB-03-A-03</b>                        | <b>SEMI DETACHED</b>     |  | <b>CUMBRIA</b>        |
|   | HAWKSHEAD AVENUE                         |                          |  |                       |
|   | WORKINGTON                               |                          |  |                       |
|   | Edge of Town                             |                          |  |                       |
|   | Residential Zone                         |                          |  |                       |
|   | Total Number of dwellings:               | 40                       |  |                       |
| 3 | <b>CH-03-A-05</b>                        | <b>DETACHED</b>          |  | <b>CHESHIRE</b>       |
|   | SYDNEY ROAD                              |                          |  |                       |
|   | SYDNEY                                   |                          |  |                       |
|   | CREWE                                    |                          |  |                       |
|   | Edge of Town                             |                          |  |                       |
|   | Residential Zone                         |                          |  |                       |
|   | Total Number of dwellings:               | 17                       |  |                       |
| 4 | <b>CH-03-A-08</b>                        | <b>DETACHED</b>          |  | <b>CHESHIRE</b>       |
|   | WHITCHURCH ROAD                          |                          |  |                       |
|   | BOUGHTON HEATH                           |                          |  |                       |
|   | CHESTER                                  |                          |  |                       |
|   | Suburban Area (PPS6 Out of Centre)       |                          |  |                       |
|   | Residential Zone                         |                          |  |                       |
|   | Total Number of dwellings:               | 11                       |  |                       |
| 5 | <b>CH-03-A-09</b>                        | <b>TERRACED HOUSES</b>   |  | <b>CHESHIRE</b>       |
|   | GREYSTOKE ROAD                           |                          |  |                       |
|   | HURDSFIELD                               |                          |  |                       |
|   | MACCLESFIELD                             |                          |  |                       |
|   | Edge of Town                             |                          |  |                       |
|   | Residential Zone                         |                          |  |                       |
|   | Total Number of dwellings:               | 24                       |  |                       |
| 6 | <b>CW-03-A-01</b>                        | <b>TERRACED</b>          |  | <b>CORNWALL</b>       |
|   | ALVERTON ROAD                            |                          |  |                       |
|   | PENZANCE                                 |                          |  |                       |
|   | Suburban Area (PPS6 Out of Centre)       |                          |  |                       |
|   | Residential Zone                         |                          |  |                       |
|   | Total Number of dwellings:               | 13                       |  |                       |
| 7 | <b>DC-03-A-08</b>                        | <b>BUNGALOWS</b>         |  | <b>DORSET</b>         |
|   | HURSTDENE ROAD                           |                          |  |                       |
|   | CASTLE LANE WEST                         |                          |  |                       |
|   | BOURNEMOUTH                              |                          |  |                       |
|   | Edge of Town                             |                          |  |                       |
|   | Residential Zone                         |                          |  |                       |
|   | Total Number of dwellings:               | 28                       |  |                       |
| 8 | <b>DS-03-A-01</b>                        | <b>SEMI D./ TERRACED</b> |  | <b>DERBYSHIRE</b>     |
|   | THE AVENUE                               |                          |  |                       |
|   | HOLMESDALE                               |                          |  |                       |
|   | DRONFIELD                                |                          |  |                       |
|   | Neighbourhood Centre (PPS6 Local Centre) |                          |  |                       |
|   | Residential Zone                         |                          |  |                       |
|   | Total Number of dwellings:               | 20                       |  |                       |
| 9 | <b>DV-03-A-01</b>                        | <b>TERRACED HOUSES</b>   |  | <b>DEVON</b>          |
|   | 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 | <b>ES-03-A-02</b>                  | <b>PRIVATE HOUSING</b>           |  | <b>EAST SUSSEX</b>        |
|    | SOUTH COAST ROAD                   |                                  |  |                           |
|    | PEACEHAVEN                         |                                  |  |                           |
|    | Edge of Town                       |                                  |  |                           |
|    | Residential Zone                   |                                  |  |                           |
|    | Total Number of dwellings:         |                                  |  | 37                        |
| 11 | <b>GM-03-A-10</b>                  | <b>DETACHED/ SEMI</b>            |  | <b>GREATER MANCHESTER</b> |
|    | BUTT HILL DRIVE                    |                                  |  |                           |
|    | PRESTWICH                          |                                  |  |                           |
|    | MANCHESTER                         |                                  |  |                           |
|    | Edge of Town                       |                                  |  |                           |
|    | Residential Zone                   |                                  |  |                           |
|    | Total Number of dwellings:         |                                  |  | 29                        |
| 12 | <b>HC-03-A-17</b>                  | <b>HOUSES &amp; FLATS</b>        |  | <b>HAMPSHIRE</b>          |
|    | CANADA WAY                         |                                  |  |                           |
|    | LIPHOOK                            |                                  |  |                           |
|    | Suburban Area (PPS6 Out of Centre) |                                  |  |                           |
|    | Residential Zone                   |                                  |  |                           |
|    | Total Number of dwellings:         |                                  |  | 36                        |
| 13 | <b>LE-03-A-01</b>                  | <b>DETACHED</b>                  |  | <b>LEICESTERSHIRE</b>     |
|    | REDWOOD AVENUE                     |                                  |  |                           |
|    | MELTON MOWBRAY                     |                                  |  |                           |
|    | Edge of Town                       |                                  |  |                           |
|    | Residential Zone                   |                                  |  |                           |
|    | Total Number of dwellings:         |                                  |  | 11                        |
| 14 | <b>LN-03-A-03</b>                  | <b>SEMI DETACHED</b>             |  | <b>LINCOLNSHIRE</b>       |
|    | ROOKERY LANE                       |                                  |  |                           |
|    | BOULTHAM                           |                                  |  |                           |
|    | LINCOLN                            |                                  |  |                           |
|    | Suburban Area (PPS6 Out of Centre) |                                  |  |                           |
|    | Residential Zone                   |                                  |  |                           |
|    | Total Number of dwellings:         |                                  |  | 22                        |
| 15 | <b>MS-03-A-03</b>                  | <b>DETACHED</b>                  |  | <b>MERSEYSIDE</b>         |
|    | BEMPTON ROAD                       |                                  |  |                           |
|    | OTTERSPOOL                         |                                  |  |                           |
|    | LIVERPOOL                          |                                  |  |                           |
|    | Suburban Area (PPS6 Out of Centre) |                                  |  |                           |
|    | Residential Zone                   |                                  |  |                           |
|    | Total Number of dwellings:         |                                  |  | 15                        |
| 16 | <b>NF-03-A-01</b>                  | <b>SEMI DET. &amp; BUNGALOWS</b> |  | <b>NORFOLK</b>            |
|    | YARMOUTH ROAD                      |                                  |  |                           |
|    | CAISTER-ON-SEA                     |                                  |  |                           |
|    | Suburban Area (PPS6 Out of Centre) |                                  |  |                           |
|    | Residential Zone                   |                                  |  |                           |
|    | Total Number of dwellings:         |                                  |  | 27                        |
| 17 | <b>NF-03-A-03</b>                  | <b>DETACHED HOUSES</b>           |  | <b>NORFOLK</b>            |
|    | HALING WAY                         |                                  |  |                           |
|    | THETFORD                           |                                  |  |                           |
|    | Edge of Town                       |                                  |  |                           |
|    | Residential Zone                   |                                  |  |                           |
|    | Total Number of dwellings:         |                                  |  | 10                        |
| 18 | <b>NY-03-A-08</b>                  | <b>TERRACED HOUSES</b>           |  | <b>NORTH YORKSHIRE</b>    |
|    | 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 | <b>NY-03-A-11</b>                        | <b>PRIVATE HOUSING</b>          | <b>NORTH YORKSHIRE</b> |
|    | HORSEFAIR                                |                                 |                        |
|    | BOROUGHBRIDGE                            |                                 |                        |
|    | Edge of Town                             |                                 |                        |
|    | Residential Zone                         |                                 |                        |
|    | Total Number of dwellings:               | 23                              |                        |
| 20 | <b>SF-03-A-04</b>                        | <b>DETACHED &amp; BUNGALOWS</b> | <b>SUFFOLK</b>         |
|    | NORMANSTON DRIVE                         |                                 |                        |
|    | LOWESTOFT                                |                                 |                        |
|    | Suburban Area (PPS6 Out of Centre)       |                                 |                        |
|    | Residential Zone                         |                                 |                        |
|    | Total Number of dwellings:               | 7                               |                        |
| 21 | <b>SF-03-A-05</b>                        | <b>DETACHED HOUSES</b>          | <b>SUFFOLK</b>         |
|    | VALE LANE                                |                                 |                        |
|    | BURY ST EDMUNDS                          |                                 |                        |
|    | Edge of Town                             |                                 |                        |
|    | Residential Zone                         |                                 |                        |
|    | Total Number of dwellings:               | 18                              |                        |
| 22 | <b>SH-03-A-06</b>                        | <b>BUNGALOWS</b>                | <b>SHROPSHIRE</b>      |
|    | ELLESMERE ROAD                           |                                 |                        |
|    | SHREWSBURY                               |                                 |                        |
|    | Edge of Town                             |                                 |                        |
|    | Residential Zone                         |                                 |                        |
|    | Total Number of dwellings:               | 16                              |                        |
| 23 | <b>SM-03-A-01</b>                        | <b>DETACHED &amp; SEMI</b>      | <b>SOMERSET</b>        |
|    | WEMBDON ROAD                             |                                 |                        |
|    | NORTHFIELD                               |                                 |                        |
|    | BRIDGWATER                               |                                 |                        |
|    | Edge of Town                             |                                 |                        |
|    | Residential Zone                         |                                 |                        |
|    | Total Number of dwellings:               | 33                              |                        |
| 24 | <b>ST-03-A-05</b>                        | <b>TERRACED &amp; DETACHED</b>  | <b>STAFFORDSHIRE</b>   |
|    | WATERMEET GROVE                          |                                 |                        |
|    | ETRURIA                                  |                                 |                        |
|    | STOKE-ON-TRENT                           |                                 |                        |
|    | Suburban Area (PPS6 Out of Centre)       |                                 |                        |
|    | Residential Zone                         |                                 |                        |
|    | Total Number of dwellings:               | 14                              |                        |
| 25 | <b>TW-03-A-02</b>                        | <b>SEMI-DETACHED</b>            | <b>TYNE &amp; WEAR</b> |
|    | WEST PARK ROAD                           |                                 |                        |
|    | GATESHEAD                                |                                 |                        |
|    | Suburban Area (PPS6 Out of Centre)       |                                 |                        |
|    | Residential Zone                         |                                 |                        |
|    | Total Number of dwellings:               | 16                              |                        |
| 26 | <b>TW-03-A-03</b>                        | <b>MIXED HOUSES</b>             | <b>TYNE &amp; WEAR</b> |
|    | STATION ROAD                             |                                 |                        |
|    | BACKWORTH                                |                                 |                        |
|    | NEAR NEWCASTLE                           |                                 |                        |
|    | Neighbourhood Centre (PPS6 Local Centre) |                                 |                        |
|    | Village                                  |                                 |                        |
|    | Total Number of dwellings:               | 33                              |                        |
| 27 | <b>WK-03-A-01</b>                        | <b>TERRACED/ SEMI / DET.</b>    | <b>WARWICKSHIRE</b>    |
|    | 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 | <b>WK-03-A-02</b>                  | <b>BUNGALOWS</b>                | <b>WARWICKSHIRE</b>   |
|    | NARBERTH WAY                       |                                 |                       |
|    | POTTERS GREEN                      |                                 |                       |
|    | COVENTRY                           |                                 |                       |
|    | Edge of Town                       |                                 |                       |
|    | Residential Zone                   |                                 |                       |
|    | Total Number of dwellings:         | 17                              |                       |
| 29 | <b>WM-03-A-02</b>                  | <b>DETACHED &amp; SEMI DET.</b> | <b>WEST MIDLANDS</b>  |
|    | HEATH STREET                       |                                 |                       |
|    | STOURBRIDGE                        |                                 |                       |
|    | Suburban Area (PPS6 Out of Centre) |                                 |                       |
|    | Residential Zone                   |                                 |                       |
|    | Total Number of dwellings:         | 12                              |                       |
| 30 | <b>WO-03-A-01</b>                  | <b>DETACHED</b>                 | <b>WORCESTERSHIRE</b> |
|    | MARLBOROUGH AVENUE                 |                                 |                       |
|    | ASTON FIELDS                       |                                 |                       |
|    | BROMSGROVE                         |                                 |                       |
|    | Suburban Area (PPS6 Out of Centre) |                                 |                       |
|    | Residential Zone                   |                                 |                       |
|    | Total Number of dwellings:         | 10                              |                       |
| 31 | <b>WS-03-A-05</b>                  | <b>TERRACED &amp; FLATS</b>     | <b>WEST SUSSEX</b>    |
|    | 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        | <b>31</b>  | <b>21</b>   | <b>0.389</b> | <b>31</b> | <b>21</b>   | <b>0.547</b> |
| 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 | <b>31</b> | <b>21</b>   | <b>0.339</b> | 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 | <b>31</b> | <b>21</b>   | <b>0.009</b> | <b>31</b>  | <b>21</b>   | <b>0.006</b> | <b>31</b> | <b>21</b>   | <b>0.015</b> |
| 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        | <b>31</b>  | <b>21</b>   | <b>0.030</b> | <b>31</b> | <b>21</b>   | <b>0.038</b> |
| 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 | <b>31</b> | <b>21</b>   | <b>0.024</b> | 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.