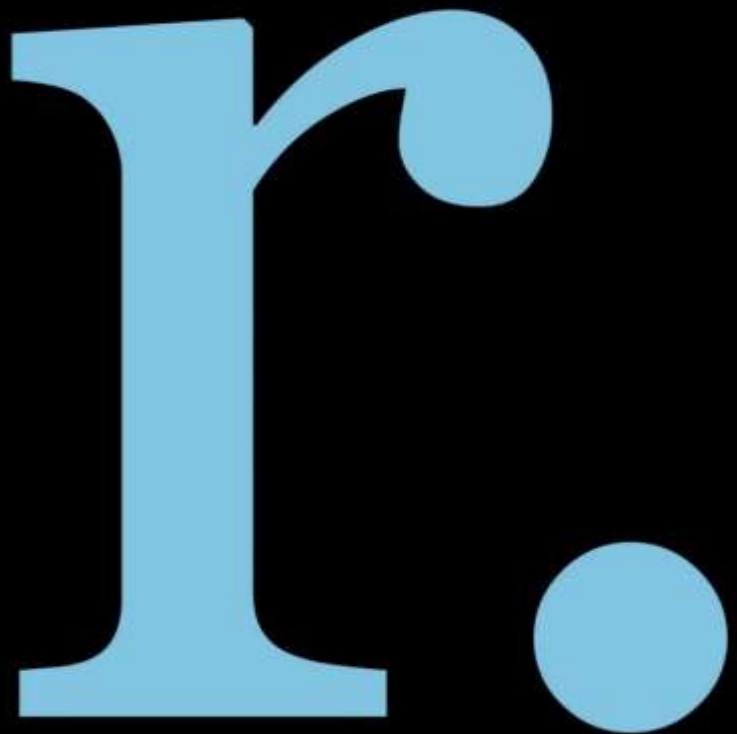


reside.

Land west of Fontwell Avenue, Eastergate

Transport Statement





LAND AT NORTHFIELDS COTTAGES, FONTWELL AVENUE, FONTWELL

TRANSPORT STATEMENT

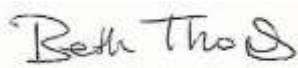
April 2020

Reside Developments

RESIDENTIAL DEVELOPMENT
LAND AT NORTHFIELDS COTTAGES
FONTWELL AVENUE
FONTWELL

TRANSPORT STATEMENT

CONTROLLED DOCUMENT

Document No:		020.0360/TS/3	
Status:	Original	Copy No:	
	Name	Signature	Date
Prepared by:	Beth Thomas		March 2020
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Revision Record					
Rev.	Date	By	Summary of Changes	Chkd	Aprvd
2	20.04.20	SN	Client Comment	MS	MS
3	24.04.20	SN	Updated Red Line Boundary	MS	MS

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**RESIDENTIAL DEVELOPMENT
LAND AT NORTHFIELDS COTTAGES
FONTWELL AVENUE
FONTWELL**

TRANSPORT STATEMENT

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1. INTRODUCTION

- 1.1 This Transport Statement (TS) has been prepared by Paul Basham Associates on behalf of Reside Developments to support a full planning application for 42 residential dwellings located on land at Northfields Cottages, Fontwell Avenue, Fontwell. The site location is shown in **Figure 1**, and the proposed site layout and location plan are attached as **Appendix A**.

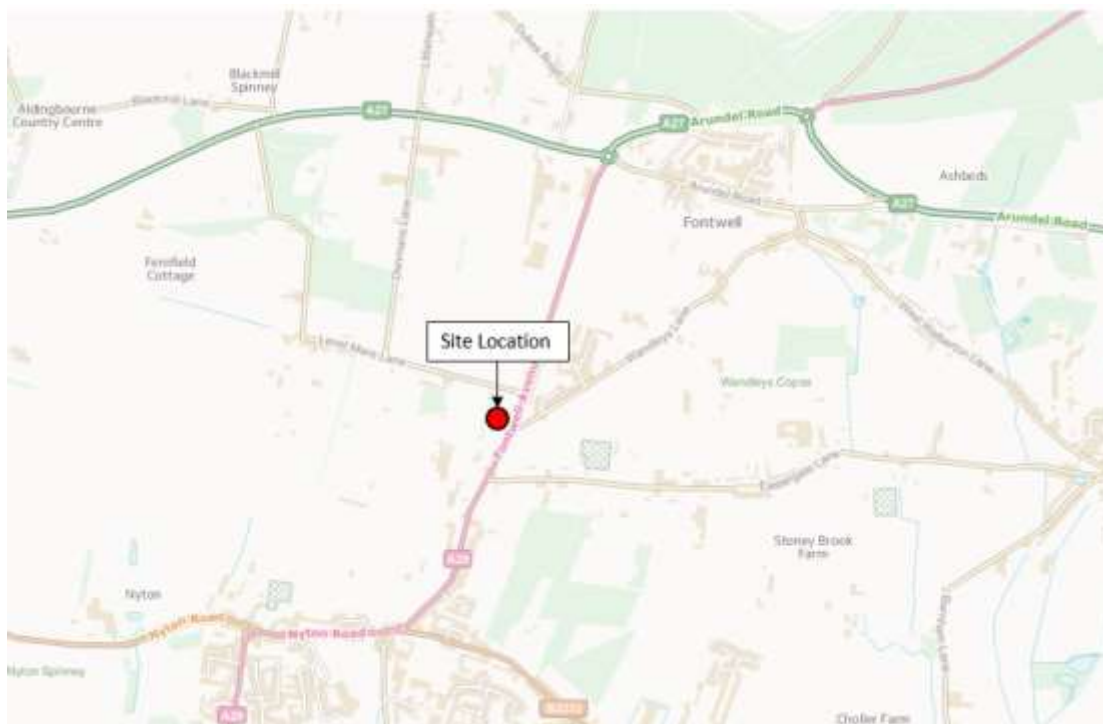


Figure 1: Site Location

- 1.2 The scope of this TS has been informed by pre-application discussions with West Sussex County Council's (WSCC) highways officer in 2018 and 2019. During these discussions the principle of the access arrangement and the scope of works required to support a formal planning application were agreed.
- 1.3 This TS will therefore discuss existing conditions, site accessibility, development proposals, trip generation, trip distribution, access arrangements, servicing arrangements, parking provision and highway impact before drawing conclusions.

2. EXISTING CONDITIONS & SITE ACCESSIBILITY

Existing Site Conditions

- 2.1 The site is located approximately 450m south of Fontwell, 1.3km north of Eastergate and 1.6km north of Westergate. The site is currently agricultural land with horse stables and is bordered by Level Mere Lane to the north and Fontwell Avenue to the east. The site context is shown in **Figure 2**.



Figure 2: Site context (*source: Google Earth*)

Local Road and Pedestrian Network

- 2.2 Level Mere Lane lies to the north of the site and is a rural route which is bordered by vegetation on both sides of the carriageway. As is typical of rural routes Level Mere Lane has a width of circa 4.5m wide and is subject to a derestricted speed limit. Level Mere Lane facilitate access to residential dwellings to the west and provides a convoluted route to the A27 to the north-west. At current the carriageway acts as an informal shared surface, with pedestrians required to walk along the edge of the carriageway. Conditions on Level Mere Lane in the site vicinity is shown in **Photograph 1**. To the east Level Mere Lane forms a bellmouth arrangement onto Fontwell Avenue.



Photograph 1: Conditions on Level Mere Lane

- 2.3 Fontwell Avenue measures circa 8m wide and runs north to south. Fontwell Avenue is a strategic route which provides access to the A27 to the north and the A259 to the south which in turn facilitate access onto the wider strategic network and local centres such as Chichester, Southampton, Portsmouth and Bognor Regis. The site is therefore considered to be well placed to the strategic network. Fontwell Avenue is subject to a 40mph speed limit across the site frontage (changing to 30mph to the south of the site), with solid white lining in place to prevent vehicles from overtaking/turning right. The site is currently accessed via a gate on Fontwell Avenue and a gate on Level Mere Lane shown in **Photographs 2 and 3**.



Photograph 2: Gate access onto Level Mere Lane



Photograph 3: Gate access onto Fontwell Avenue

- 2.4 Fontwell Avenue is supported by a continuous footway on the eastern side of the carriageway which connects to Arundel Road to the north and Barnham Road and Nyton Road to the south and also provides access to local facilities in Eastergate and Westergate. The footway on Fontwell Avenue is facilitated by dropped kerbs and tactile paving to support the safe crossing of pedestrians. Conditions on Fontwell Avenue are shown in **Photograph 4**.



Photograph 4: Conditions on Fontwell Avenue

- 2.5 To further improve conditions along the existing footway along Fontwell Avenue, Reside have confirmed that they would clear the existing footway, which will provide a benefit to existing and proposed residents.
- 2.6 To confirm existing conditions on Fontwell Avenue, an ATC survey was undertaken on Fontwell Avenue in September 2018 (during school term time). The results of the survey indicate 85th percentile speeds of 41mph northbound and southbound and 5 weekday flows of 5,055 vehicles northbound and 5,728 vehicles southbound. The resulting flows and speeds of this survey have also been used to inform the access design. The full surveys outputs are attached as **Appendix B**.
- 2.7 A Public Right of Way (PROW) footpath 318 is situated c.805m to the east of the site and provides a walking link to Barnham Road towards Barnham. Other PROW footpaths are located within the vicinity of the site and are demonstrated in **Figure 3**.



Figure 3: Public Rights of Way (West Sussex County Council)

Cycle Network

- 2.8 Although there are no dedicated cycle lanes on Fontwell Avenue or within the vicinity of the site, the flat topography of the road network promotes an attractive environment for cycling. As the local area is within a village environment, it is also naturally conducive to on-road cycling with the carriageway of Fontwell Avenue sufficient to allow vehicles to pass a cyclist safely. Improved cycle links are to be provided as part of the strategic housing allocation at Barnham Eastergate Westergate (BEW) forming a key part of Arun District Council's Local Plan. This includes off-road cycle links around the three villages as well as improved connectivity for cyclists to destinations such as Barnham Station.

- 2.9 In addition, the site is located circa 1km south of the Barham to Walberton cycle path. This is accessible on Arundel Road and provides connection to Lake Lane in Barnham which provides a short cycle to the train station and amenities within Barnham Village. Cycling to the train station and amenities in Barnham using this route has a journey time of circa 21 minutes (from the centre of the site) and provides an alternative route to that using the A29 and Barnham Road. The location of this route in regard to the site is shown in **Figure 4**.

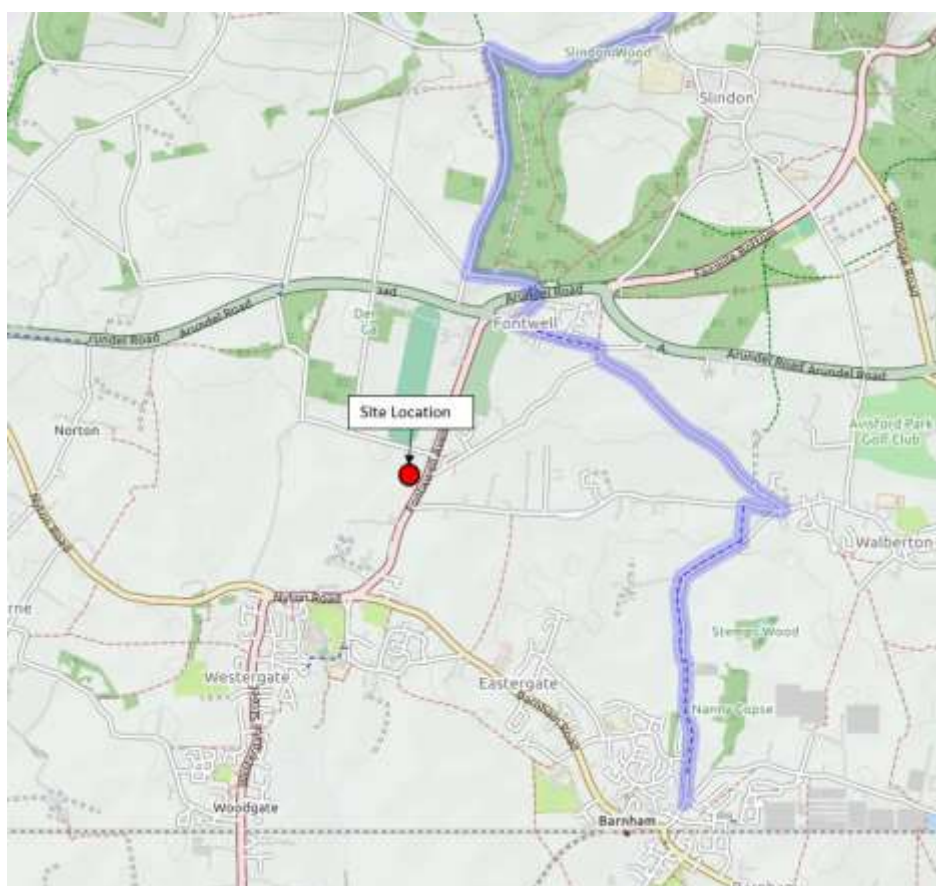


Figure 4: Walberton to Barnham Cycle Path

A29 Realignment Scheme

- 2.10 Within the West Sussex Transport Plan a scheme to redesign the A29 to accommodate for development allocated within Arun District Council (ADC) Local Plan is provided. A feasibility study was commissioned by WSCC to refine the design of the proposed A29 Realignment Scheme, with The Transport Business Case for this scheme submitted in October 2019 where subsequent funding was awarded for the delivery of Phase 1. The associated planning application for Phase 1 is anticipated to be submitted later this year (Summer 2020).

- 2.11 The A29 Realignment scheme will provide a new road to the east of Eastergate, Westergate and Woodgate Villages, with Phase 1 of the scheme accessible via a new roundabout on Fontwell Avenue (A29) circa 150m south of the application site boundary. Phase 2 of the scheme is located further South connecting onto Lidsey Road (A29).
- 2.12 The improvements made as part of the A29 Realignment Scheme will not only improve capacity on the wider highway network to support future growth, but the scheme will also improve existing pedestrian and cycle infrastructure. Along the new road it is proposed that a continuous footway/cycleway would be provided. The proposed footway/cycleway along the A29 Realignment Scheme would provide connections over the West Coastway Rail Line for cyclists and pedestrians and would also provide connection to existing infrastructure and PROW routes.
- 2.13 The A29 Realignment scheme will also provide improved pedestrian and cycle connection into Barnham through the connection proposed onto Barnham Road (B2233) as part of the scheme.
- 2.14 The proposed development would therefore significantly benefit from the A29 Realignment Scheme, with walking and cycling becoming even more attractive when accessing local amenities and services.
- 2.15 While it is noted that the site is located C.150m of the infrastructure proposed as part of the A29 Realignment scheme and thus there would be a 'gap' between the proposed development and the proposed footway/cycleway, the development is required to pay a contribution towards the A29 realignment works and therefore where possible this monies could be used toward investigating the potential of extending this cycle route further North into Fontwell. Reside are willing to work with WSCC to provide this route and help where possible, however, it should be noted that the existing provision for cyclists and pedestrians on Fontwell Avenue would provide connection to this link within a 2 minute walk or less than a minute cycle.

Site Accessibility

- 2.16 The site is located within approximately 1km of local facilities in Fontwell, and c.1.6km from a larger array of facilities in Westergate and Eastergate which includes a nursery, secondary school, sports centre, post office, doctor's surgery and convenience store. The routes to local services to the north of south of the site benefit from a gentle topography as well as continuous footways which are supported by dropped kerbs, tactile paving and pedestrian refuge islands to allow for the safe crossing of pedestrians and is therefore an attractive route on the pedestrian desire line.

- 2.17 The development is therefore presented with a good opportunity to support sustainable development with its close proximity to local amenities. Details of facilities in the local area and their distance from the middle of the site via walking and cycling are provided in **Table 1**, with a site accessibility map provided in **Appendix C**.

Service	Distance from site (m/km)	Travel time (minutes)	
		Walking	Cycling
Bus Stop	280m	3.5	1
Public House (The Old Stables)	855m	11	4
Post Office	855m	11	4
Convenience Store (Central Convenience Store)	855m	11	4
Medical Centre (The Croft Surgery)	1.2km	15	5
Secondary School & Sixth Form (Ormiston Six Villages Academy)	1.3km	16	5
Nursery (Bright Starts Day Nursery)	1.3km	16	5
Sports Centre (Six Villages Sports Centre)	1.5km	19	6
Church (Westergate Christian Fellowship)	1.6km	20	7
Primary School (Aldingbourne Primary School)	2.3km	29	10
Train Station (Barnham)	2.7km	34	11

Table 1: Distance to local amenities

- 2.18 As demonstrated in **Table 1**, the site provides a good opportunity to promote travel via sustainable modes with a number of local services and amenities accessible within a short walk or cycle of the proposed development site. It would therefore be feasible for site users to travel via sustainable modes, particularly for local journeys.
- 2.19 Furthermore, the cycle and pedestrian improvements proposed as part of neighbouring strategic developments and the A29 Realignment scheme will allow amenities within Barnham and the area surrounding the site to be easily accessible via walking and cycling.

Bus Services

- 2.20 The nearest bus stops to the site are located on Fontwell Avenue, travelling in an east and west direction. The bus stops (Level Mere Lane stops) are located approximately 160m to the northeast of the site access and are within a short walk of the site with residents of the development able to utilise the proposed footway connection and crossing point proposed onto Fontwell Avenue to the south of the site access. The bus stop travelling in an easterly direction is characterised by a flagpole.
- 2.21 There is also a bus stop located approximately 805m (10 minute walk) to the southwest of the site that is serviced on a more frequent basis by the 66A and 66C Compass Travel bus services.

Service	Provider	Route	Timetable		
			Monday – Friday	Saturday	Sunday
85	Compass Travel	Arundel – Fontwell – Chichester	08:13, 12:13, 16:13 (towards Chichester) and 09:24, 11:12, 14:19 (towards Arundel)	N/A	N/A
66A	Compass Travel	Bognor Regis – Yapton – Bognor Regis	07:24, 10:34, 14:57, 17:56	10:34, 14:57, 17:56	N/A
66C	Compass Travel	Bognor Regis – Yapton – Bognor Regis	08:34, 12:53, 16:51	08:34, 12:53, 16:51	N/A

Table 2: Local bus service details

- 2.22 **Table 2** demonstrates that the site benefits from a regular bus service which provides access to key local destinations.

Rail Services

- 2.23 Barnham Railway Station is located approximately 2.7km from the site and is a c.11 minute cycle journey (attractive for multi-modal commuting). Station facilities include bicycle parking with 62 spaces, ticket office and machines, toilets, refreshment facilities and waiting rooms. Direct destinations from Barnham Railway Station include Southampton Central (1h), London Victoria (1h 30m), Brighton (45m), Portsmouth & Southsea (35m), Bognor Regis (7m) and Littlehampton (10m).

- 2.24 As previously described, the cycle route to Barnham Rail Station would be even more attractive following the implementation of the A29 realignment scheme, with the proposed footway/cycleway accessible in less than a 1 minute cycle of the development.

Personal Injury Accident Data

- 2.25 Personal Injury Accident Data (PIA) has been assessed to establish the existing safety conditions on the local highway network. This data has been assessed for a five-year period from December 2015 to December 2019. Details of the search are provided in **Figure 5**.



Figure 5: PIA data (2015-2019) (Source: Sussex Safer Partnership)

- 2.26 **Figure 5** indicates that two incidents have occurred over a three-year period with one slight incident (marked in green) occurring on Eastergate Lane to the southeast of the proposed access and one serious incident occurring approximately 150m to the north of the site (marked in blue). However, there have been no accidents along the site frontage during this period. Given the strategic nature of Fontwell Avenue it is not considered that there are any existing accident trends on the surrounding highways network which would be exacerbated as part of the proposed development.

Summary

- 2.27 The proposed site is within an accessible location and is within walking distance of local amenities and facilities. Numerous facilities are accessible within a 20 minute walk or 10 minute cycle such as a post office, medical centre, nursery and secondary school. The proposed site benefits from regular bus services and rail services from Barnham Station, allowing for both local travel and travel further afield. It is therefore considered that the site facilitates easy access to non-car modes of transport which would encourage sustainable development.

3. PROPOSED DEVELOPMENT

- 3.1 The site proposes the development of 42 residential units with access onto Fontwell Avenue. The site would provide a mixture of affordable and open market housing. The proposed accommodation schedule is summarised in **Table 3**, with the site layout attached as **Appendix A**.

Number of bedrooms	Quantity
1	4
2	12
3	22
4	4
Total	42

Table 3: Accommodation schedule

Servicing Arrangements

- 3.2 Refuse collection will take place on-site within the development. To facilitate servicing bin collection points/stores are situated on-site and are within a 30m carry distance for residents and a 25m carry distance of the rear of the refuse vehicle for refuse workers in line with Manual for Streets (MfS) guidance. Tracking has taken place to ensure that a refuse vehicle can enter the site and exit the site in forward gear and is shown in **Appendix D**.
- 3.3 In accordance with Building Regulations Part M, a fire tender is able to be within 45m of all units. Tracking has also been undertaken to ensure a fire tender can enter and exit the site in a forward gear (see **Appendix D**).

Car Parking Provision

- 3.4 ADC provides parking standards for residential dwellings as indicated in their 'Parking Standards Supplementary Planning Document' (January 2020). The car parking standards for residential dwellings for Parking Behaviour Zone 2 are demonstrated within **Table 4** alongside the proposed development's parking provision.

Type of dwelling	ADC allocated car parking standard	Number of units	ADC requirements for site	Proposed provision (allocated)
1 bed	2	4	8	87 plus 9 visitor spaces
2 bed	2	12	24	
3 bed	2	22	44	
4 bed	3	4	12	
Visitor	20% of units	42	8	
Total			88 plus 8 visitor spaces	

Table 4: ADC car parking standards and site provision

- 3.5 **Table 4** shows that the proposed development would provide a total of 96 parking spaces, 87 allocated spaces and 9 visitor spaces. The on-plot parking provision of a number of the proposed two-bedroom flats above garages (Plots 12 and 23) are in excess of the standard by one space with the proposed 1-bedroom units falling short of ADC's parking standard by one space each. On this basis the site falls 4 parking spaces short of the allocated standard.
- 3.6 However, ADC's parking standards (paragraph 3.2) allows for a 10% variation below the target parking demand in the standards where appropriate travel option provision is provided including a Travel Plan or other sustainable travel incentives. To support this application a Travel Plan has been prepared to encourage the uptake of sustainable travel modes by residents and site users, with the aim to reduce the reliance on single occupancy vehicle trips. The level of parking provided is therefore considered to be acceptable on this basis.
- 3.7 The proposed car parking strategy for the site uses a combination of garages, driveways, on-street parking and laybys. All residential parking spaces would be allocated to units, with unallocated/visitor parking bays marked as 'visitor'.
- 3.8 Tracking has been undertaken of the parking spaces proposed to ensure that these are convenient and accessible. This exercise is demonstrated in **Appendix D**.

Electric Vehicle Parking

- 3.9 In addition, ADC also provide standards for the number of electric vehicle charging points that should be provided. The number of electric vehicle charging points would be provided in accordance with ADC's parking standards (Table 2.2).

Cycle Parking

- 3.10 Each residential unit would be provided with cycle parking in line with ADC's recommended levels of cycle provision in their 'Parking Standards Supplementary Planning Document' (January 2020). Cycle parking would be provided within garages or gardens. **Table 5** demonstrates ADC's cycle parking standards.

Type of dwelling	ADC cycle parking standards
1 & 2 bed	1
3+ bed	2

Table 5: ADC cycle parking standards

4. ACCESS ARRANGEMENTS

- 4.1 CD 123 provides guidance on the type of access required for developments based on traffic volumes along the existing road and that of any proposed side roads. Figure 2.3.1 suggests that a simple bellmouth arrangement would be sufficient to accommodate the proposals. However, given the strategic nature of Fontwell Avenue and that Fontwell Avenue (A29) in the vicinity of the site would form part of the A29 realignment scheme serving the BEW housing allocation, and would therefore been subject to increasing traffic volumes, consideration has been given to the type of access required to support the development following the completion of this scheme.
- 4.2 To inform the access required for this development ongoing discussions with WSCC have been undertaken alongside a review of the A29 Realignment Transport Business Case document, which predicts the increase in flow along the A29 following construction and the implementation of the realignment works. Tables 3-12 and 3-14 of the business case document provide the percentage increase in flows up to the future year 2023 for link 7 (A29 between Eastergate Lane and A27). When applying these factors to the 2018 ATC survey results, this confirms 12 hour flows of 8,213 northbound and 7,255 southbound, a total flow of 15,468. When taking into account the predicted increase of traffic on the A29 following the realignment scheme, not including traffic generated by consented development in the area, Figure 2.3.1 of CD 123 suggests that a right turn lane should be considered to support this level of development.
- 4.3 It is therefore proposed that the site would be accessed via a right turn lane junction on Fontwell Avenue. To accommodate the right turn lane it is proposed that the carriageway of Fontwell Avenue would be widened into the site by c.2.3m. This ensures that a width of 3.5m is achievable for both through lanes and that the right turn lane has a minimum width of 3m wide. The through lanes on Fontwell Avenue would then tie into the existing lanes which have a width of c.3.6m wide. In accordance with CD 123 junction design guidance, a drawing has been produced that outlines the required geometries for the right turn lane based on speeds and the gradient of the road. The design of the proposed right turn lane junction is shown in **Appendix E**.
- 4.4 The development site would be served via a 6m wide road with radii of 9m. In line with MfS guidance the access is of sufficient width to allow a large vehicle and car to pass. Tracking of the proposed access has been undertaken with a refuse vehicle and is attached as **Appendix F**.
- 4.5 In line with recorded 85th percentile speeds of 41mph northbound and southbound, visibility splays of 2.4m x 107.5m would be required in both directions. Visibility splays of 2.4m x 107.5m are achievable from the site access to the kerbline in both directions and are shown in **Appendix E**. In order to ensure

that visibility is achievable it is proposed that the majority of the existing vegetation within the visibility splay would be removed and replaced behind the splays apart from trees T9, T10 and T11 which would remain within the visibility splay. CD 109 states that objects such as trees and lamp columns less than 550mm in width/length would not provide a significant obstruction to visibility. The diameter of trees T9, T10 and T11 is less than 1m and it is therefore not considered that retaining these trees would have a significant impact on highway safety. Further details on the site landscaping/tree strategy is provided under separate cover.

- 4.6 As part of the realignment of Fontwell Avenue to accommodate the right turn lane, slight amendments would be made to the southern radius of the existing Level Mere Lane/Fontwell Avenue junction. The southern radius would be revised to 7m. A visibility splay assessment has been undertaken of the revised junction. This assessment confirms that visibility is achievable to 2.4m x 107.5m in both directions in line with 85th percentile speeds on Fontwell Avenue. This assessment is shown in **Appendix G**.

Pedestrian Access

- 4.7 It is proposed that a 2m wide footway would be provided on the southern side of the access. The footway would connect pedestrians to a formal crossing point which would be facilitated by a pedestrian refuge island, dropped kerbs and tactile paving. The provision of this crossing point ensures that pedestrians can safely cross Fontwell Avenue when accessing local amenities within Fontwell, Westergate and Eastergate. The location of the proposed pedestrian crossing and refuge island is shown on the access design shown in **Appendix E**.
- 4.8 In line with 85th percentile speeds pedestrian visibility splays of 1.5m x 107.5m are achievable from the proposed crossing point. Pedestrian visibility splays are demonstrated in **Appendix H**.

5. TRIP GENERATION AND DISTRIBUTION

5.1 To anticipate the number of vehicle trips which will be generated by the site, the TRICS database has been consulted for 'Residential' uses with the sub-category of 'Houses Privately Owned'. The following search criteria was used for this assessment:

- England and Wales (excluding Greater London);
- Surveys Monday – Friday;
- Dwellings between 10 and 100 units;
- 'Edge of Town' location; and
- No Travel Plans

5.2 As requested by WSCC during pre-application discussions sites with low car ownership (1.0 or less) and in proximity to significant populations (20,001+) have been excluded. Whilst the development would include a number of affordable dwellings, the assessment assumes all houses being privately owned to provide a worst-case scenario. The results of this assessment are summarised in **Table 6**, with outputs attached as **Appendix I**.

	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)		Daily (12 Hours)
	Arrival	Departure	Arrival	Departure	
Trip rate (per unit)	0.152	0.393	0.364	0.149	4.770
Trip generation (42 units)	6	17	15	6	200

Table 6: Proposed trip generation

5.3 **Table 6** indicates that the proposed development is anticipated to generate 23 trips in the AM peak and 21 trips in the PM peak, with a total of 200 trips generated over a 12-hour period.

5.4 The peak period trips that would be generated from the site are modest and anticipated to be easily absorbed onto the local highway network due to the strategic nature of Fontwell Avenue. Overall, the proposed development is not anticipated to have a significant impact on the operation of the surrounding highway network. However, the distribution of this traffic has been assessed to consider the impact at local junctions.

Trip Distribution

5.5 To anticipate the proposed distribution of the development 2011 Census 'Location of Usual Residence and place of work data' has been obtained for the super output area of E02006544: Arun 003, which encompass the site and the surrounding area. The data indicates destinations that people currently travel to work within the ward selected. This data has been used determine the anticipated trip distribution at the access by consulting work destinations with 5 or more trips. The location and most attractive route from this location was then used to confirm the direction of travel from the proposed site access on Fontwell Avenue. For destinations east of Angmering-on-Sea is it anticipated that there would be a 50/50 split between trips travelling northbound and southbound.

5.6 The results of this assessment are summarised in **Table 7**, with outputs attached as **Appendix J**.

Place of Work	Direction from Site Access	
	North	South
London	0.4%	
Islington	0.1%	
Southwark	0.1%	
Westminster	0.3%	
North of Hove	0.2%	
Brighton	0.6%	
Portsmouth	1.9%	
Lewes	0.3%	
Petersfield	0.4%	
Fareham	0.2%	
Havant	1.6%	
Winchester	0.3%	
Guildford	0.4%	
South of Guildford	0.2%	
Southwick	0.5%	
Shoreham by Sea	0.1%	
West of Lancing	0.1%	
East of Lancing	0.1%	
Lancing	0.3%	
Arundel	4.5%	
North of Littlehampton		2.8%
Westergate/Eastergate		15.6%
Angmering	0.9%	
South of Yapton		2.8%
West of Littlehampton	0.8%	
Ferring	0.3%	
Littlehampton		3.3%

East of Angmering on Sea	0.3%	0.3%
North Bersted		2.3%
Middleton on Sea		0.5%
North of Bognor Regis		4.0%
Felpham		0.4%
Bognor Regis		4.9%
Aldwick		0.4%
West of Aldwick		0.5%
West of Midhurst	0.2%	
Midhurst	0.5%	
Petworth	1.1%	
North of Chichester	4.9%	
North of Emsworth	0.8%	
North Chichester	8.1%	
Southbourne	0.4%	
Chichester	13.3%	
West of Chichester	2.0%	
East of Chichester	4.7%	
North West of Selsey	1.0%	
Selsey		1.0%
Gatwick	0.7%	
Three Bridges	0.6%	
North of Horsham	0.2%	
East of Horsham	0.2%	
Horsham	0.4%	
Southwater	0.2%	
Billingshurst	0.5%	
West Pulborough	0.2%	
East of Bury	0.7%	
West of Steyning	0.4%	
High Salvington	0.3%	
Salvington	0.2%	
Durrington	0.5%	
north Broadwater	0.2%	
East of Broadwater	0.4%	
West of Durrington	0.6%	
North of West Worthing	0.4%	
Worthing	1.7%	
East of Worthing	0.2%	
West Worthing	0.1%	
Goring by Sea	0.5%	
Total	61%	39%

Table 7: 2011 Census 'Journey to Work' Data

- 5.7 This assessment indicates that the majority (61%) of development trips are anticipated to travel northbound (left) from the site access and 39% of trips anticipated to travel southbound (right) from the site access. It should be noted that these distributions were considered acceptable during pre-application discussions with WSCC.
- 5.8 These distributions are shown diagrammatically in **Appendix K**.

Highway Impact

- 5.9 When applying the above distributions to the site's trip generation, this indicates that the site would result in the increase of 6 trips in the AM peak and 2 trips in the PM peak travelling southbound and an increase of 10 trips in the AM peak and 4 trips in the PM peak travelling northbound. Given the strategic nature of Fontwell Avenue and the changes proposed as part of the A29 realignment scheme it is considered that the proposed development would not have a significant impact on the operation of the local highway network and it is therefore not considered that junction capacity modelling is required at any junctions on the surrounding highway network.

6. JUNCTION CAPACITY MODELLING

6.1 It was agreed during pre-application discussions with WSCC, that a junction capacity modelling assessment would be undertaken of the proposed access onto Fontwell Avenue for 5 years into the future (2025). Given the works proposed as part of the A29 realignment scheme it was agreed that this assessment would utilise the growth factors in the A29 Realignment Transport Business Case and include committed development in the area. A review has therefore been undertaken of committed development in close proximity to the site, which has identified the need to include the following development sites in this assessment:

- Land to the East of Fontwell Avenue (WA/22/15/OUT) – 400 Residential Units, up to 500sqm of A1, A2, A3, D1/2 space and 5,000sqm of light industrial space
- Land at Nyton Road and Northfield Lane (AL/61/13) – 208 residential dwellings and 60 retirement units
- Nyton Nursery, Nyton Road (AL/3/19/PL) – Net increase of 23 residential dwellings to application AL/61/13

6.2 The associated trip generation and trip distributions for the above developments has been obtained from the relevant Transport Assessments and is shown in the distribution diagrams attached in **Appendix K**. It should be noted that only one distribution diagram has been provided for the Nyton Road/Nyton Nurseries site which includes for the application made to increase the number of units by 23. It should also be noted that the Nyton Road development site received consent at the outline stage for 60 retirement flats however through the Reserved Matters application a 60-bedroom care home was proposed in its place. The trips associated with this development are therefore robust and are likely to be higher than the built scenario.

A29 Realignment Scheme Growth Rate

6.3 Within the A29 Realignment Transport Business Case, Tables 3-12 and 3-14 provide traffic growth rates for Link 7 (Fontwell Avenue in the site vicinity) for the AM and PM peaks up to the Year 2023. The ATC survey results undertaken on Fontwell Avenue in 2018 have therefore been factored up to the year 2023 using these rates, which also accounts for the predicted increase in traffic on Fontwell Avenue as a result of the bypass. The growth factors are summarised in **Table 8** for reference.

Percentage Increase in Trips on Fontwell Avenue (Link 7)		
Southbound	AM	PM
	23%	19%
Northbound	AM	PM
	18%	69%

Table 8: A29 Realignment Scheme Growth Rates (2023)

TEMpro Growth Rate

- 6.4 In order to assess the impact of the proposed development in the future Year of 2025, the TEMpro database has been used to factor up the ATC survey data from 2023 to 2025. The TEMpro database has been consulted for Arun district, with the resultant growth rates identified in **Table 9**.

2023-2025	AM	PM
	1.0185	1.0188

Table 9: TEMpro Growth Rate (2023-2025)

- 6.5 As the 2023 baseline has been informed by the growth rates identified within the A29 Realignment Transport Business Case, the future year 2025 scenario also accounts for the predicted rise in traffic along this route as a result of the bypass.

Junction Capacity Modelling

- 6.6 A junction capacity modelling assessment has been undertaken of the proposed right turn lane junction onto Fontwell Avenue. This exercise has been completed using JUNCTIONS 9 modelling software for the following scenarios:
- Baseline 2025 Plus Development
 - Baseline 2025 Plus Development Plus Committed Development
- 6.7 The results of this assessment are summarised in **Table 10**, with full modelling outputs included as **Appendix L**.

Arm	AM Peak			PM Peak		
	Queue	Delay	RFC	Queue	Delay	RFC
2025 Baseline Plus Development						
Site Access – Fontwell Avenue	0.0	9.17	0.04	0.0	8.77	0.01
Fontwell Avenue – Site Access	0.0	7.51	0.01	0.0	7.24	0.02
2025 Baseline Plus Development Plus Committed Development						
Site Access – Fontwell Avenue	0.0	9.77	0.04	0.0	9.39	0.02
Fontwell Avenue – Site Access	0.0	7.77	0.01	0.0	7.52	0.02

Table 10: Site Access Modelling Results

- 6.8 The results of this assessment indicate that the proposed site access would operate well within capacity (RFC of less than 1) in all scenarios, with the highest RFC being 0.04 in the AM peak on the Site Access arm in the 2025 Baseline Plus Development and in the 2025 Baseline Plus Development Plus Committed Development scenario. No queuing and minimal delay (less than 10 seconds) are anticipated at the proposed junction. It is therefore considered that the proposed access arrangements are acceptable.

7. STAGE 1 ROAD SAFETY AUDIT

- 7.1 As requested during pre-application discussions with WSCC and in accordance with WSCC's guidance, a Stage 1 Road Safety Audit has been undertaken of the site access onto Fontwell Avenue, which has been undertaken by an independent third-party auditor. The Stage 1 Road Safety Audit has been informed by a Road Safety Audit brief which is attached as **Appendix M** for reference.
- 7.2 Within the Stage 1 Road Safety Audit a number of comments have been made by the auditor, a response to these comments is provided below. The Stage 1 Road Safety Audit and Designers Response is attached in **Appendix N**.

The carriageway is being widened and new kerblines are being introduced, where no details of carriageway drainage or carriageway vertical profiles and horizontal profiles have been provided for assessment. Ponding on the carriageway or water moving across the carriageway at junctions could lead to loss of control collisions. It is recommended that drainage details should be provided at Safety Audit Stage 2, or that the carriageway should be shaped so that the highway drains.

- 7.3 The measure identified by the auditor is accepted and details of drainage would be provided to inform the Stage 2 Road Safety Audit.

No details of the traffic island have been provided for assessment, where inappropriate signage and construction could lead to island strikes and loss of control collisions particularly during the hours of darkness. It is recommended that full details of the traffic islands should be supplied for assessment at Safety Audit Stage 2 and that the traffic island should have a high mast beacon with signs to diagram 610.

- 7.4 Details of the proposed traffic island and associated signage in accordance with the Traffic Signs Manual would be provided to inform the Stage 2 Road Safety Audit.

No vehicle swept paths have been provided for assessment, where the insufficient carriageway space could cause conflict with vehicles travelling in the opposing direction leading to possible head on collisions or side swipe collisions. In addition, the introduction of the pedestrian refuge may impact on the left turn movement into Wandleys Lane for large vehicles, and could lead to shunting at the junction mouth, leading to possible rear end shunt collisions.

It is recommended that:

Swept paths and lane widths should be provided for assessment at the proposed access.

Swept paths should be provided for the left turn movement into Wandleys Lane.

Swept paths should be provided at normal driving speeds through the short transition south of the proposed junction.

- 7.5 As recommended by the auditor, swept path analysis has been provided of the site access, the left turn movement into Wandleys Lane and the short transition south of the proposed junction, all of which confirm that this arrangement is acceptable. These exercises are provided in **Appendices F and O**.

The proposed junction follows a left-hand curve where forward visibility of traffic slowing or turning into the development could be restricted. No details of the Stopping Sight Distance (SSD) at the bend were provided for assessment. Insufficient SSD could lead to side impact collisions or rear end shunts. It is recommended that forward visibility splays should be checked to ensure that they are consistent with the design speed.

- 7.6 While the concern of the auditor is noted, a significant distance of invisibility between vehicles achievable and given the relatively flat gradient of the carriageway it is not considered that visibility for vehicles travelling along Fontwell Avenue would be restricted or result in collisions when vehicles are slowing to access the site.

No information was supplied regarding the predicted movements or queuing at the proposed access were provided. Excessive queuing at the junction could lead to rear end shunt or side impact collisions. It is recommended that a Picady, or similar, programme should be checked to ensure that there is no excessive queuing at the access or in the right turn lane on Fontwell Avenue.

- 7.7 As identified in **Section 6** of this report a junction capacity modelling assessment has been undertaken of the proposed access onto Fontwell Avenue, which confirms that this junction would operate well under capacity (RFC of 1) with no queuing anticipated on Fontwell Avenue or on the site access road.

Visibility splays have been proposed at the junction; however, the splays appear to pass over non-highway land. Vegetation or landscaping features in these splays could restrict visibility, where insufficient visibility could lead to side impact or rear end shunt collisions. It is recommended that the splays should be within the adoptable highway, or that suitable covenants should be arranged to ensure that the splay is not affected by planting or landscaping features.

- 7.8 Land within the visibility splay falls either within the highway boundary or land under the control of the applicant. The majority of vegetation within the visibility splay would be removed, apart from three trees T9, T10 and T11, with the site proposing to replace existing vegetation outside of the visibility splay. As described in **Section 4** of this report, CD 109 suggests that the three trees within the visibility splay would not provide a significant obstruction to visibility. Suitable covenants in relation to the vegetation clearance within the visibility splay could be provided as part of the site's decision notice.

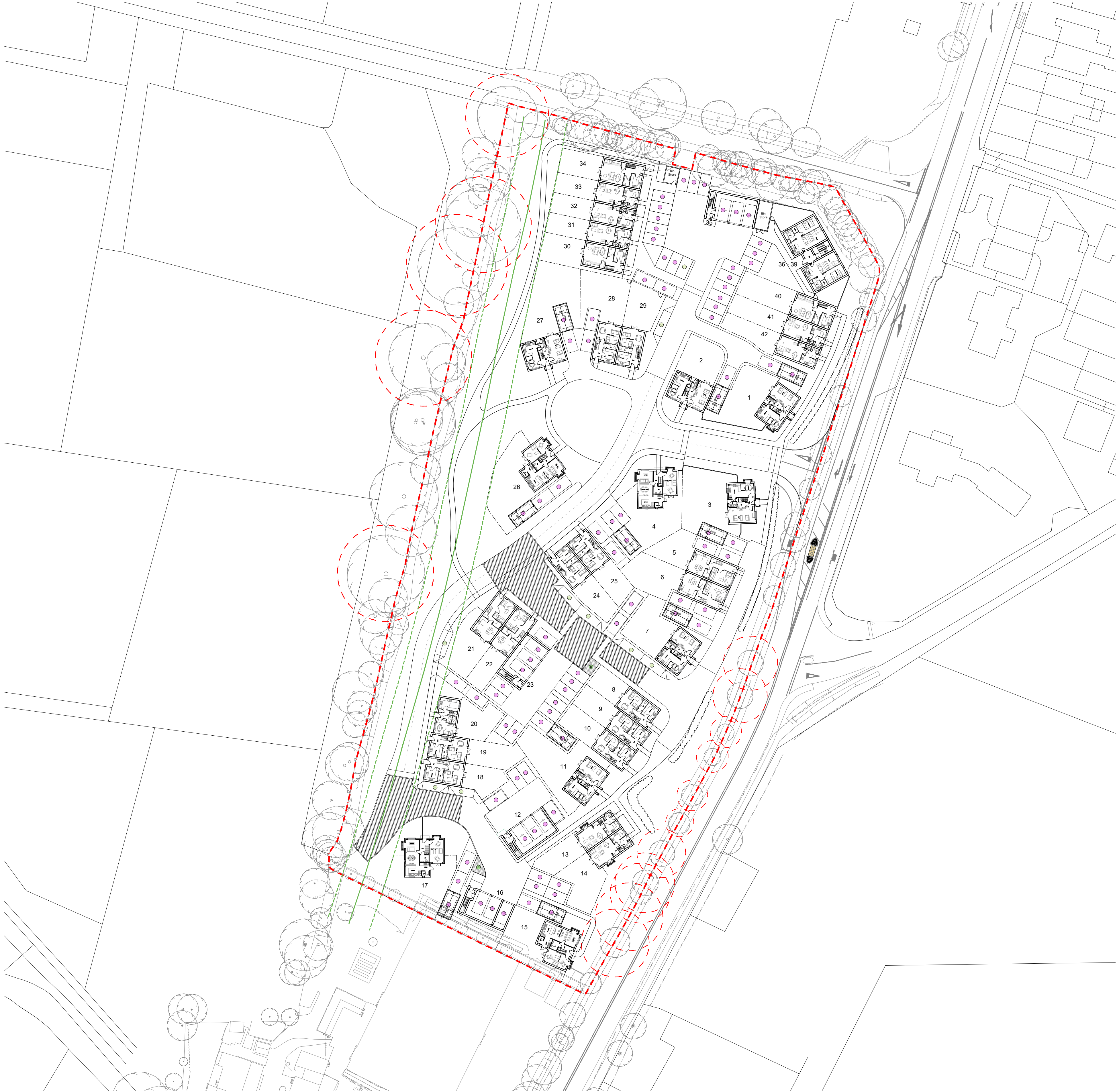
An existing 40mph speed limit covers the proposed access; and vehicle approach speeds may be high. In addition, development is at the fringes of Eastergate and extended development could effectively change the nature of Fontwell Avenue. As such, a 40mph speed limit may give rise to vehicles approaching the junction at inappropriate speeds, which could lead to overshoot, rear end shunt or side impact type collisions. It is recommended that the existing 30 mph speed limit terminal should be relocated north of the proposed access.

- 7.9 The proposed junction has been designed in accordance with 85th percentile speeds of 41mph on Fontwell Avenue. Whilst it may be beneficial to relocate the 30mph speed limit, this change is not considered necessary to provide a safe and suitable means of access to the proposed development. It should also be taken into account that the nature of Fontwell Avenue would change following the completion of the A29 Realignment Scheme.

8. SUMMARY & CONCLUSIONS

- 8.1 This Transport Statement has been prepared by Paul Basham Associates on behalf of Reside Developments to support a full planning application for a 42 unit residential development on land at Northfields Cottages, Fontwell Avenue, Fontwell.
- 8.2 The proposed site is located within an accessible location, approximately 450m south of Fontwell. The site is situated on Fontwell Avenue with numerous local facilities available within a 20 minute walk or 10 minute cycle. It is therefore considered to be suitable for occupants of the development to travel via sustainable modes such as walking, cycling and public transport.
- 8.3 Access from the proposed development would be provided onto Fontwell Avenue via a right turn lane junction. The design of this junction is considered to be in line with CD 123. The right turn lane would have a width of 3m with through lanes of 3.5m wide. The access into the development would measure 6m with a radii of 9m. In accordance with 85th percentile speeds on Fontwell Avenue, visibility splays of 2.4m x 107.5m are achievable from the site access. A Stage 1 Road Safety Audit has been undertaken of the site access onto Fontwell Avenue, with the comments raised by the auditor addressed in this TS.
- 8.4 To support pedestrian connection, a 2m wide footway would be provided on the southern side of the access, which would connect pedestrians to a crossing point on Fontwell Avenue. The crossing point on Fontwell Avenue would be supported by tactile paving, dropped kerbs and a pedestrian refuge island. In line with 85th percentile speeds pedestrian visibility splays of 1.5m x 107.5m are achievable to the kerbline in both directions.
- 8.5 The site proposes a total of 87 car parking spaces and 9 visitor spaces. While the site's allocated provision falls slightly short of ADC's parking standards, the standards allow for a 10% reduction to be made on site where sustainable travel modes are incentives/promoted. This development will benefit from a Travel Plan which will encourage site users to travel by sustainable modes. On this basis, the level of parking proposed is considered acceptable.
- 8.6 The TRICS database has been consulted to anticipate the number of trips generated by the proposed development. This indicates that the development would be anticipated to generate 23 trips in the AM peak, 21 trips in the PM peak and 200 trips over a 12-hour period. Given the strategic nature of Fontwell Avenue it is not considered that the development would have a significant highway impact.

- 8.7 2011 Census data has been obtained to confirm the anticipated distribution of trips to/from the site. This assessment indicates that the majority (61%) of development trips are anticipated to travel northbound (left) from the site access and 39% of trips anticipated to travel southbound (right) from the site access. When using these distributions, the proposed development would result in a minor increase in trips travelling northbound and southbound on Fontwell Avenue. It is therefore considered that the site's impact would be negligible, and that assessment of local junctions are not required.
- 8.8 A junction capacity assessment has been undertaken of the proposed access onto Fontwell Avenue. This assessment indicates that the junction would operate well under capacity in the 2025 plus development plus committed development scenario, with no queueing and minimal delay on all arms. It is considered that the proposed right turn lane junction is acceptable.
- 8.9 This TS has demonstrated that the proposed development is not anticipated to have a material impact on the surrounding highway network and we would therefore encourage WSCC to look favourably on this application with regard to highways.



NOTES:

Do Not Scale.

Report all discrepancies, errors and omissions.

Verify all dimensions on site before commencing any work on site or preparing shop drawings.

All materials, components and workmanship are to comply with the relevant British Standards, Codes of Practice, and appropriate manufacturers recommendations that from time to time shall apply.

For all specialist work, see relevant drawings.

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Rev	Date	Description
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- B** Bin Collection Point
- Root Protection Zones
- 5m Water main easement
- Parking space
- Visitors Parking space
- Site Boundary

Project Title

Proposed Residential Development
Fontwell Avenue
West Sussex

Drawing Description

Site Block Plan

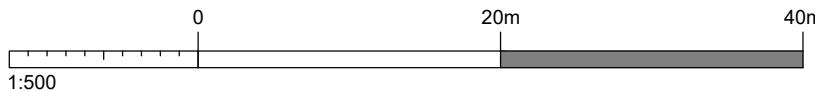
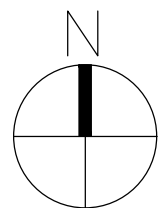
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Date	Checked by
March 2020	CSS

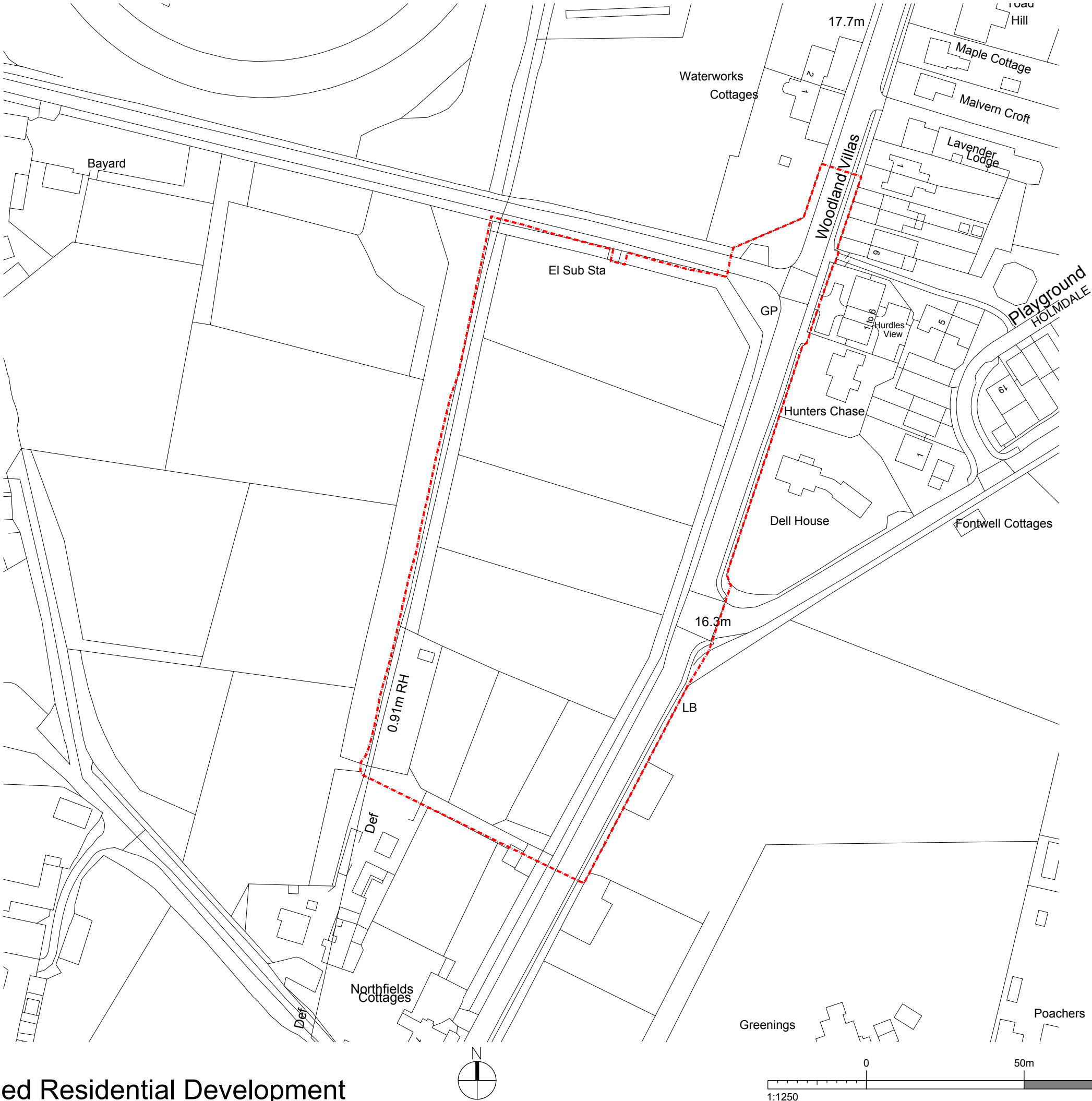
CLAGUE ARCHITECTS

62 Burgate, Canterbury Kent CT1 2BH	01227 762060
1 Kinsbourne Court, Luton Road, Harpenden, Hertfordshire AL5 3BL	01582 765102
8, Disney Street London SE1 1JF	0203 597 6112

CANTERBURY LONDON HARPENDEN

Drawing Number	Revision
29662A_100	T





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For all specialist work, see relevant drawings.

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Rev	Date	Description
A	30/02/2020	First Issue
B	23/04/2020	Boundary Update
C	23/04/2020	Boundary Update

Project Title

Proposed Residential Development
Fontwell Avenue
West Sussex

Drawing Description

Site Location Plan

 1.85 ha Boundary Line

Scale	Drawn by
1:1250 @ A1	AC
Date	Checked by
April 2020	CSS

CLAGUE ARCHITECTS

62 Burgate, Canterbury Kent CT1 2BH	01227 762060
1 Kinsbourne Court, Luton Road, Harpenden, Hertfordshire AL5 3BL	01582 765102
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CANTERBURY LONDON HARPENDEN

Drawing Number	Revision
29662A_20	C

Proposed Residential Development

Appendix B

Site No. 00003341

Site Ref. 00003341

A29 FONTWELL N OF WANDLEYS LANE

From 16/09/2018 To 23/09/2018

Channel: N

Vehicle Count Summary

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	5-Day Ave.
00:00	13	9	8	19	17	22	27	13
01:00	10	5	1	7	17	13	17	8
02:00	17	4	4	6	9	12	11	8
03:00	20	4	8	15	20	16	10	13
04:00	33	28	27	39	43	29	6	34
05:00	145	131	126	139	127	53	25	134
06:00	416	431	452	427	364	126	49	418
07:00	551	570	545	534	538	198	86	548
08:00	465	492	488	490	470	309	149	481
09:00	379	381	357	373	386	368	14	375
10:00	343	276	288	288	376	346	45	314
11:00	303	281	285	281	362	362	441	302
12:00	319	286	267	297	294	307	417	293
13:00	258	286	236	290	304	286	359	275
14:00	299	288	265	304	300	262	292	291
15:00	299	302	312	307	368	240	276	318
16:00	295	329	291	280	244	252	288	288
17:00	293	269	254	276	265	211	255	271
18:00	211	221	256	214	228	194	218	226
19:00	187	144	155	165	205	130	145	171
20:00	82	96	120	160	98	74	86	111
21:00	59	75	84	79	89	66	71	77
22:00	55	78	46	45	67	67	50	58
23:00	25	18	29	22	44	50	17	28
Total								
12H(7-19)	4015	3981	3844	3934	4135	3335	2840	3982
16H(6-22)	4759	4727	4655	4765	4891	3731	3191	4759
18H(6-24)	4839	4823	4730	4832	5002	3848	3258	4845
24H(0-24)	5077	5004	4904	5057	5235	3993	3354	5055
AM Peak	07:00 551	07:00 570	07:00 545	07:00 534	07:00 538	09:00 368	11:00 441	07:00 548
PM Peak	12:00 319	16:00 329	15:00 312	15:00 307	15:00 368	12:00 307	12:00 417	15:00 318

VDA

Site No. 00003341

Site Ref. 00003341

A29 FONTWELL N OF WANDLEYS LANE
From 16/09/2018 To 23/09/2018
Channel:
SC
Vehicle Count Summary

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	5-Day Ave.
00:00	9	21	22	29	20	38	51	20
01:00	10	10	2	15	9	26	26	9
02:00	12	8	8	7	8	14	17	9
03:00	7	9	3	11	7	12	7	7
04:00	14	13	15	19	15	18	6	15
05:00	28	38	39	39	40	23	14	37
06:00	105	104	106	113	94	60	21	104
07:00	265	287	316	268	272	120	42	282
08:00	389	386	382	380	358	199	52	379
09:00	304	310	293	277	284	220	10	294
10:00	303	311	302	299	303	340	37	304
11:00	333	315	259	291	351	338	329	310
12:00	351	314	265	305	380	362	381	323
13:00	343	347	316	321	406	369	360	347
14:00	396	377	409	399	434	362	309	403
15:00	416	462	485	424	507	339	359	459
16:00	562	624	601	576	607	355	342	594
17:00	649	726	492	701	628	358	333	639
18:00	523	477	479	518	494	214	285	498
19:00	262	244	302	289	315	175	201	282
20:00	160	176	186	181	175	144	163	176
21:00	85	88	118	100	128	111	90	104
22:00	68	82	65	87	120	102	60	84
23:00	49	33	54	49	62	66	40	49
Total								
12H(7-19)	4834	4936	4599	4759	5024	3576	2839	4830
16H(6-22)	5446	5548	5311	5442	5736	4066	3314	5497
18H(6-24)	5563	5663	5430	5578	5918	4234	3414	5630
24H(0-24)	5643	5762	5519	5698	6017	4365	3535	5728
AM Peak	08:00 389	08:00 386	08:00 382	08:00 380	08:00 358	10:00 340	11:00 329	08:00 379
PM Peak	17:00 649	17:00 726	16:00 601	17:00 701	17:00 628	13:00 369	12:00 381	17:00 639

VDA
Site No. 00003341
Site Ref. 00003341
A29 FONTWELL N OF WANDLEYS LANE

From 16/09/2018 To 23/09/2018

Channel: Not assigned

Vehicle Count Summary

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	5-Day Ave.
00:00	22	30	30	48	37	60	78	33
01:00	20	15	3	22	26	39	43	17
02:00	29	12	12	13	17	26	28	17
03:00	27	13	11	26	27	28	17	21
04:00	47	41	42	58	58	47	12	49
05:00	173	169	165	178	167	76	39	170
06:00	521	535	558	540	458	186	70	522
07:00	816	857	861	802	810	318	128	829
08:00	854	878	870	870	828	508	201	860
09:00	683	691	650	650	670	588	24	669
10:00	646	587	590	587	679	686	82	618
11:00	636	596	544	572	713	700	770	612
12:00	670	600	532	602	674	669	798	616
13:00	601	633	552	611	710	655	719	621
14:00	695	665	674	703	734	624	601	694
15:00	715	764	797	731	875	579	635	776
16:00	857	953	892	856	851	607	630	882
17:00	942	995	746	977	893	569	588	911
18:00	734	698	735	732	722	408	503	724
19:00	449	388	457	454	520	305	346	454
20:00	242	272	306	341	273	218	249	287
21:00	144	163	202	179	217	177	161	181
22:00	123	160	111	132	187	169	110	143
23:00	74	51	83	71	106	116	57	77
Total								
12H(7-19)	8849	8917	8443	8693	9159	6911	5679	8812
16H(6-22)	10205	10275	9966	10207	10627	7797	6505	10256
18H(6-24)	10402	10486	10160	10410	10920	8082	6672	10476
24H(0-24)	10720	10766	10423	10755	11252	8358	6889	10783
AM Peak	08:00 854	08:00 878	08:00 870	08:00 870	08:00 828	11:00 700	11:00 770	08:00 860
PM Peak	17:00 942	17:00 995	16:00 892	17:00 977	17:00 893	12:00 669	12:00 798	17:00 911

VDA

ORTHBOUND

7-Day Ave.
16
10
9
13
29
107
324
432
409
323
280
331
312
288
287
301
283
260
220
162
102
75
58
29
3726
4388
4476
4661
07:00
432
12:00
312

Lite 23/09/2018

SOUTHBOUND

7-Day Ave.
27
14
11
8
14
32
86
224
307
243
271
317
337
352
384
427
524
555
427
255
169
103
83
50
4367
4980
5114
5220
11:00
317
17:00
555

Lite 23/09/2018

d

7-Day Ave.
44
24
20
21
44
138
410
656
716
565
551
647
649
640
671
728
807
816
647
417
272
178
142
80
8093
9369
9590
9880
08:00
716
17:00
816

Lite 23/09/2018

Site No. 00003341

Site Ref. 00003341

A29 FONTWELL N OF WANDLEYS LANE

From 16/09/2018 To 23/09/2018

Channel:

NORTHBOUND

Vehicle Count Summary

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	5-Day Ave.	7-Day Ave.
00:00	13	9	8	19	17	22	27	13	16
01:00	10	5	1	7	17	13	17	8	10
02:00	17	4	4	6	9	12	11	8	9
03:00	20	4	8	15	20	16	10	13	13
04:00	33	28	27	39	43	29	6	34	29
05:00	145	131	126	139	127	53	25	134	107
06:00	416	431	452	427	364	126	49	418	324
07:00	551	570	545	534	538	198	86	548	432
08:00	465	492	488	490	470	309	149	481	409
09:00	379	381	357	373	386	368	14	375	323
10:00	343	276	288	288	376	346	45	314	280
11:00	303	281	285	281	362	362	441	302	331
12:00	319	286	267	297	294	307	417	293	312
13:00	258	286	236	290	304	286	359	275	288
14:00	299	288	265	304	300	262	292	291	287
15:00	299	302	312	307	368	240	276	318	301
16:00	295	329	291	280	244	252	288	288	283
17:00	293	269	254	276	265	211	255	271	260
18:00	211	221	256	214	228	194	218	226	220
19:00	187	144	155	165	205	130	145	171	162
20:00	82	96	120	160	98	74	86	111	102
21:00	59	75	84	79	89	66	71	77	75
22:00	55	78	46	45	67	67	50	58	58
23:00	25	18	29	22	44	50	17	28	29
Total									
12H(7-19)	4015	3981	3844	3934	4135	3335	2840	3982	3726
16H(6-22)	4759	4727	4655	4765	4891	3731	3191	4759	4388
18H(6-24)	4839	4823	4730	4832	5002	3848	3258	4845	4476
24H(0-24)	5077	5004	4904	5057	5235	3993	3354	5055	4661
AM Peak	07:00 551	07:00 570	07:00 545	07:00 534	07:00 538	09:00 368	11:00 441	07:00 548	07:00 432
PM Peak	12:00 319	16:00 329	15:00 312	15:00 307	15:00 368	12:00 307	12:00 417	15:00 318	12:00 312

VDA Lite 23/09/2018

Site No. 00003341

Site Ref. 00003341

A29 FONTWELL N OF WANDLEYS LANE

From 16/09/2018 To 23/09/2018

Channel:

SOUTHBOUND

Vehicle Count Summary

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	5-Day Ave.	7-Day Ave.
00:00	9	21	22	29	20	38	51	20	27
01:00	10	10	2	15	9	26	26	9	14
02:00	12	8	8	7	8	14	17	9	11
03:00	7	9	3	11	7	12	7	7	8
04:00	14	13	15	19	15	18	6	15	14
05:00	28	38	39	39	40	23	14	37	32
06:00	105	104	106	113	94	60	21	104	86
07:00	265	287	316	268	272	120	42	282	224
08:00	389	386	382	380	358	199	52	379	307
09:00	304	310	293	277	284	220	10	294	243
10:00	303	311	302	299	303	340	37	304	271
11:00	333	315	259	291	351	338	329	310	317
12:00	351	314	265	305	380	362	381	323	337
13:00	343	347	316	321	406	369	360	347	352
14:00	396	377	409	399	434	362	309	403	384
15:00	416	462	485	424	507	339	359	459	427
16:00	562	624	601	576	607	355	342	594	524
17:00	649	726	492	701	628	358	333	639	555
18:00	523	477	479	518	494	214	285	498	427
19:00	262	244	302	289	315	175	201	282	255
20:00	160	176	186	181	175	144	163	176	169
21:00	85	88	118	100	128	111	90	104	103
22:00	68	82	65	87	120	102	60	84	83
23:00	49	33	54	49	62	66	40	49	50
Total									
12H(7-19)	4834	4936	4599	4759	5024	3576	2839	4830	4367
16H(6-22)	5446	5548	5311	5442	5736	4066	3314	5497	4980
18H(6-24)	5563	5663	5430	5578	5918	4234	3414	5630	5114
24H(0-24)	5643	5762	5519	5698	6017	4365	3535	5728	5220
AM Peak	08:00 389	08:00 386	08:00 382	08:00 380	08:00 358	10:00 340	11:00 329	08:00 379	11:00 317
PM Peak	17:00 649	17:00 726	16:00 601	17:00 701	17:00 628	13:00 369	12:00 381	17:00 639	17:00 555

VDA Lite 23/09/2018

Site No. 00003341

Site Ref. 00003341

A29 FONTWELL N OF WANDLEYS LANE

From 16/09/2018 To 23/09/2018

Channel: Not assigned

Vehicle Count Summary

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	5-Day Ave.	7-Day Ave.
00:00	22	30	30	48	37	60	78	33	44
01:00	20	15	3	22	26	39	43	17	24
02:00	29	12	12	13	17	26	28	17	20
03:00	27	13	11	26	27	28	17	21	21
04:00	47	41	42	58	58	47	12	49	44
05:00	173	169	165	178	167	76	39	170	138
06:00	521	535	558	540	458	186	70	522	410
07:00	816	857	861	802	810	318	128	829	656
08:00	854	878	870	870	828	508	201	860	716
09:00	683	691	650	650	670	588	24	669	565
10:00	646	587	590	587	679	686	82	618	551
11:00	636	596	544	572	713	700	770	612	647
12:00	670	600	532	602	674	669	798	616	649
13:00	601	633	552	611	710	655	719	621	640
14:00	695	665	674	703	734	624	601	694	671
15:00	715	764	797	731	875	579	635	776	728
16:00	857	953	892	856	851	607	630	882	807
17:00	942	995	746	977	893	569	588	911	816
18:00	734	698	735	732	722	408	503	724	647
19:00	449	388	457	454	520	305	346	454	417
20:00	242	272	306	341	273	218	249	287	272
21:00	144	163	202	179	217	177	161	181	178
22:00	123	160	111	132	187	169	110	143	142
23:00	74	51	83	71	106	116	57	77	80
Total									
12H(7-19)	8849	8917	8443	8693	9159	6911	5679	8812	8093
16H(6-22)	10205	10275	9966	10207	10627	7797	6505	10256	9369
18H(6-24)	10402	10486	10160	10410	10920	8082	6672	10476	9590
24H(0-24)	10720	10766	10423	10755	11252	8358	6889	10783	9880
AM Peak	08:00 854	08:00 878	08:00 870	08:00 870	08:00 828	11:00 700	11:00 770	08:00 860	08:00 716
PM Peak	17:00 942	17:00 995	16:00 892	17:00 977	17:00 893	12:00 669	12:00 798	17:00 911	17:00 816

VDA Lite 23/09/2018

Site No. 00003341

Site Ref. 00003341

A29 FONTWELL N OF WANDLEYS LANE

From 16/09/2018 To 23/09/2018

Channel:

NORTHBOUND

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <26Mph	Bin 2 26-<31	Bin 3 31-<36	Bin 4 36-<41	Bin 5 41-<46	Bin 6 46-<51	Bin 7 51-<56	Bin 8 56-<61	Bin 9 61-<66	Bin 10 66-<71	Bin 11 71-<76	Bin 12 76-<81	Bin 13 =>81
00:00	16	50	41	8	0	1	4	5	3	2	2	0	0	0	0	0	0
01:00	10	44	38	8	1	1	2	3	2	1	1	0	0	0	0	0	0
02:00	9		42	7	0	0	2	2	2	2	1	0	0	0	0	0	0
03:00	13	50	44	7	0	0	1	3	4	3	1	0	0	0	0	0	0
04:00	29	50	43	8	1	1	4	5	7	8	2	1	0	0	0	0	0
05:00	107	50	43	7	2	2	11	28	35	16	10	3	0	0	0	0	0
06:00	324	43	37	6	17	30	89	116	52	13	5	2	0	0	0	0	0
07:00	432	40	34	5	44	80	159	107	34	7	1	0	0	0	0	0	0
08:00	409	39	34	5	46	78	153	101	24	5	1	0	0	0	0	0	0
09:00	323	39	34	5	41	61	120	80	17	4	1	0	0	0	0	0	0
10:00	280	39	34	5	26	57	116	63	14	2	1	0	0	0	0	0	0
11:00	331	39	33	5	37	67	131	75	16	4	1	0	0	0	0	0	0
12:00	312	40	34	5	30	63	118	74	21	4	1	0	0	0	0	0	0
13:00	288	40	34	5	27	54	108	70	23	4	1	0	0	0	0	0	0
14:00	287	40	35	5	22	47	110	78	24	4	1	0	0	0	0	0	0
15:00	301	40	34	5	27	53	114	77	24	5	1	0	0	0	0	0	0
16:00	283	40	35	5	21	47	104	80	25	5	0	0	0	0	0	0	0
17:00	260	41	35	5	16	38	100	74	26	5	1	0	0	0	0	0	0
18:00	220	41	36	6	17	32	68	67	27	6	2	0	0	0	0	0	0
19:00	162	42	36	6	11	15	57	51	20	6	1	0	0	0	0	0	0
20:00	102	44	37	6	3	9	34	32	17	5	2	1	0	0	0	0	0
21:00	75	44	38	6	3	6	19	27	14	4	2	1	0	0	0	0	0
22:00	58	45	39	7	2	5	14	19	13	4	2	1	0	0	0	0	0
23:00	29	47	39	7	1	2	7	7	7	4	1	0	0	0	0	0	0
Total																	
12H(7-19)	3726	40	34	5	355	678	1401	946	276	56	12	2	0	0	0	0	0
16H(6-22)	4388	40	35	6	389	739	1599	1171	379	83	22	6	1	0	0	0	0
18H(6-24)	4476	40	35	6	392	746	1620	1196	398	91	25	7	1	0	0	0	0
24H(0-24)	4661	41	35	6	397	750	1643	1242	451	122	41	12	2	0	0	0	0
AM Peak	07:00 432	04:00 50	03:00 44	01:00 8	08:00 46	07:00 80	07:00 159	06:00 116	06:00 52	05:00 16	05:00 10	05:00 3	05:00 0	04:00 0	11:00 0	11:00 0	11:00 0
PM Peak	12:00 312	23:00 47	23:00 39	23:00 7	12:00 30	12:00 63	12:00 118	16:00 80	18:00 27	18:00 6	20:00 2	22:00 1	22:00 0	16:00 0	23:00 0	23:00 0	23:00 0

VDA Lite 23/09/2018

Site No. 00003341

Site Ref. 00003341

A29 FONTWELL N OF WANDLEYS LANE

From 16/09/2018 To 23/09/2018

Channel:

SOUTHBOUND

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <26Mph	Bin 2 26-<31	Bin 3 31-<36	Bin 4 36-<41	Bin 5 41-<46	Bin 6 46-<51	Bin 7 51-<56	Bin 8 56-<61	Bin 9 61-<66	Bin 10 66-<71	Bin 11 71-<76	Bin 12 76-<81	Bin 13 =>81
00:00	27	46	39	7	1	2	5	7	8	3	1	0	0	0	0	0	0
01:00	14	45	40	7	0	1	2	4	4	1	1	0	0	0	0	0	0
02:00	11	49	42	8	0	1	1	2	3	3	1	0	0	0	0	0	0
03:00	8		40	8	0	1	2	1	2	1	1	0	0	0	0	0	0
04:00	14	47	39	8	2	1	1	4	3	2	1	0	0	0	0	0	0
05:00	32	45	37	7	3	4	6	10	5	3	1	0	0	0	0	0	0
06:00	86	43	36	7	13	10	24	22	13	4	1	0	0	0	0	0	0
07:00	224	41	36	6	17	26	76	68	29	6	1	0	0	0	0	0	0
08:00	307	40	35	5	23	47	114	86	30	6	1	0	0	0	0	0	0
09:00	243	40	35	6	21	44	86	64	23	5	1	0	0	0	0	0	0
10:00	271	40	35	5	22	44	100	76	25	3	0	0	0	0	0	0	0
11:00	317	40	35	5	23	52	124	86	28	3	1	0	0	0	0	0	0
12:00	337	40	35	5	21	50	132	98	30	5	1	0	0	0	0	0	0
13:00	352	40	34	5	31	64	125	97	28	6	0	0	0	0	0	0	0
14:00	384	39	34	5	40	78	143	93	24	6	0	0	0	0	0	0	0
15:00	427	40	34	5	42	75	158	113	34	5	0	0	0	0	0	0	0
16:00	524	40	34	5	48	90	202	138	40	5	0	0	0	0	0	0	0
17:00	555	40	35	5	44	75	216	162	50	8	0	0	0	0	0	0	0
18:00	427	42	36	6	27	47	140	138	59	15	1	0	0	0	0	0	0
19:00	255	42	36	6	19	35	85	68	36	10	2	0	0	0	0	0	0
20:00	169	43	37	6	7	19	49	56	28	10	1	0	0	0	0	0	0
21:00	103	44	38	6	4	7	31	32	20	7	2	0	0	0	0	0	0
22:00	83	45	38	6	3	8	20	27	17	6	3	0	0	0	0	0	0
23:00	50	44	38	6	2	3	13	18	10	3	2	0	0	0	0	0	0
Total																	
12H(7-19)	4367	40	35	5	360	691	1617	1218	401	72	7	0	0	0	0	0	0
16H(6-22)	4980	41	35	5	402	763	1805	1396	498	105	12	0	0	0	0	0	0
18H(6-24)	5114	41	35	5	407	773	1838	1440	526	113	16	1	0	0	0	0	0
24H(0-24)	5220	41	35	6	415	782	1855	1468	550	126	22	1	0	0	0	0	0
AM Peak	11:00 317	02:00 49	02:00 42	04:00 8	08:00 23	11:00 52	11:00 124	08:00 86	08:00 30	07:00 6	04:00 1	08:00 0	01:00 0	11:00 0	11:00 0	11:00 0	11:00 0
PM Peak	17:00 555	22:00 45	23:00 38	22:00 6	16:00 48	16:00 90	17:00 216	17:00 162	18:00 59	18:00 15	22:00 3	23:00 0	22:00 0	23:00 0	23:00 0	23:00 0	23:00 0

VDA Lite 23/09/2018

Site No. 00003341

Site Ref. 00003341

A29 FONTWELL N OF WANDLEYS LANE

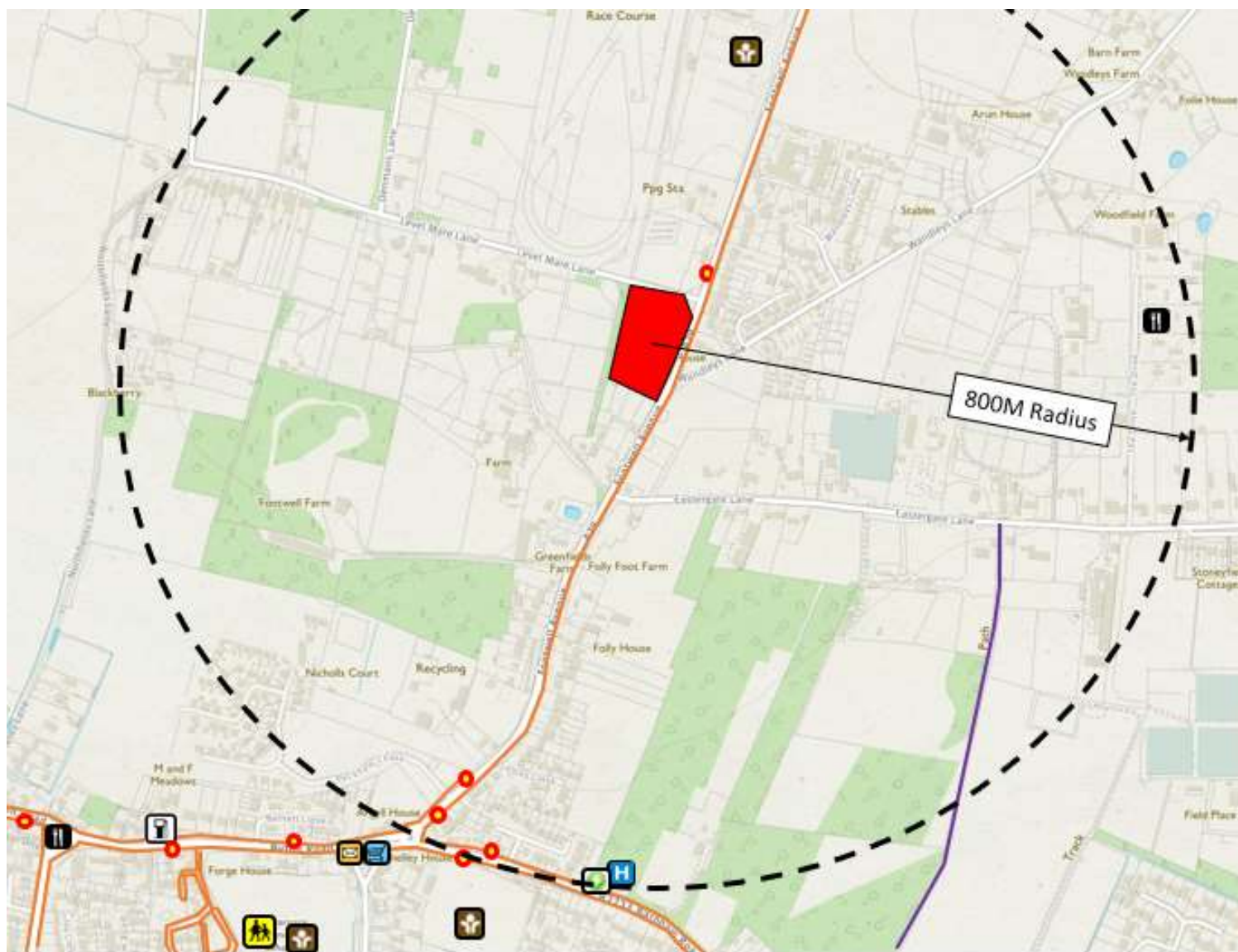
From 16/09/2018 To 23/09/2018

Channel: lot assigned

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <26Mph	Bin 2 26-<31	Bin 3 31-<36	Bin 4 36-<41	Bin 5 41-<46	Bin 6 46-<51	Bin 7 51-<56	Bin 8 56-<61	Bin 9 61-<66	Bin 10 66-<71	Bin 11 71-<76	Bin 12 76-<81	Bin 13 =>81
00:00	44	48	40	7	2	2	9	11	10	5	3	1	0	0	0	0	0
01:00	24	46	39	8	2	2	4	6	7	2	1	0	0	0	0	0	0
02:00	20	49	42	7	1	1	3	4	5	5	1	0	0	0	0	0	0
03:00	21	50	42	8	1	1	3	4	6	4	2	0	0	0	0	0	0
04:00	44	50	42	8	3	2	5	10	10	10	4	1	0	0	0	0	0
05:00	138	49	42	7	5	6	17	38	40	19	11	3	0	0	0	0	0
06:00	410	43	37	6	29	40	113	137	65	18	5	2	0	0	0	0	0
07:00	656	40	35	6	61	106	235	175	64	13	2	0	0	0	0	0	0
08:00	716	40	34	5	69	125	267	187	55	11	2	0	0	0	0	0	0
09:00	565	40	34	5	62	105	205	143	40	8	2	0	0	0	0	0	0
10:00	551	40	34	5	48	101	217	139	39	6	1	0	0	0	0	0	0
11:00	647	40	34	5	60	119	255	160	44	7	2	0	0	0	0	0	0
12:00	649	40	34	5	52	113	250	172	51	9	1	0	0	0	0	0	0
13:00	640	40	34	5	58	118	234	167	51	10	2	0	0	0	0	0	0
14:00	671	40	34	5	61	126	253	171	48	10	2	0	0	0	0	0	0
15:00	728	40	34	5	69	127	273	190	57	10	1	0	0	0	0	0	0
16:00	807	40	34	5	68	137	306	219	66	9	1	0	0	0	0	0	0
17:00	816	40	35	5	61	113	316	236	77	13	1	0	0	0	0	0	0
18:00	647	42	36	6	44	79	208	204	86	21	3	0	0	0	0	0	0
19:00	417	42	36	6	31	51	142	119	56	16	3	0	0	0	0	0	0
20:00	272	43	37	6	10	28	83	88	46	15	3	1	0	0	0	0	0
21:00	178	44	38	6	7	14	49	58	33	11	4	1	0	0	0	0	0
22:00	142	45	38	7	5	12	34	45	30	10	4	1	1	0	0	0	0
23:00	80	45	39	7	3	6	19	25	17	6	3	1	0	0	0	0	0
Total																	
12H(7-19)	8093	40	34	5	714	1369	3018	2164	677	128	19	2	0	0	0	0	0
16H(6-22)	9369	40	35	5	791	1501	3404	2567	877	188	34	6	1	0	0	0	0
18H(6-24)	9590	41	35	6	799	1519	3457	2637	924	204	41	8	1	0	0	0	0
24H(0-24)	9880	41	35	6	812	1532	3498	2710	1002	248	63	13	2	0	0	0	0
AM Peak	08:00	04:00	03:00	04:00	08:00	08:00	08:00	08:00	06:00	05:00	05:00	05:00	05:00	04:00	11:00	11:00	11:00
	716	50	42	8	69	125	267	187	65	19	11	3	0	0	0	0	0
PM Peak	17:00	23:00	23:00	23:00	15:00	16:00	17:00	17:00	18:00	18:00	22:00	22:00	22:00	16:00	23:00	23:00	23:00
	816	45	39	7	69	137	316	236	86	21	4	1	1	0	0	0	0

VDA Lite 23/09/2018

Appendix C

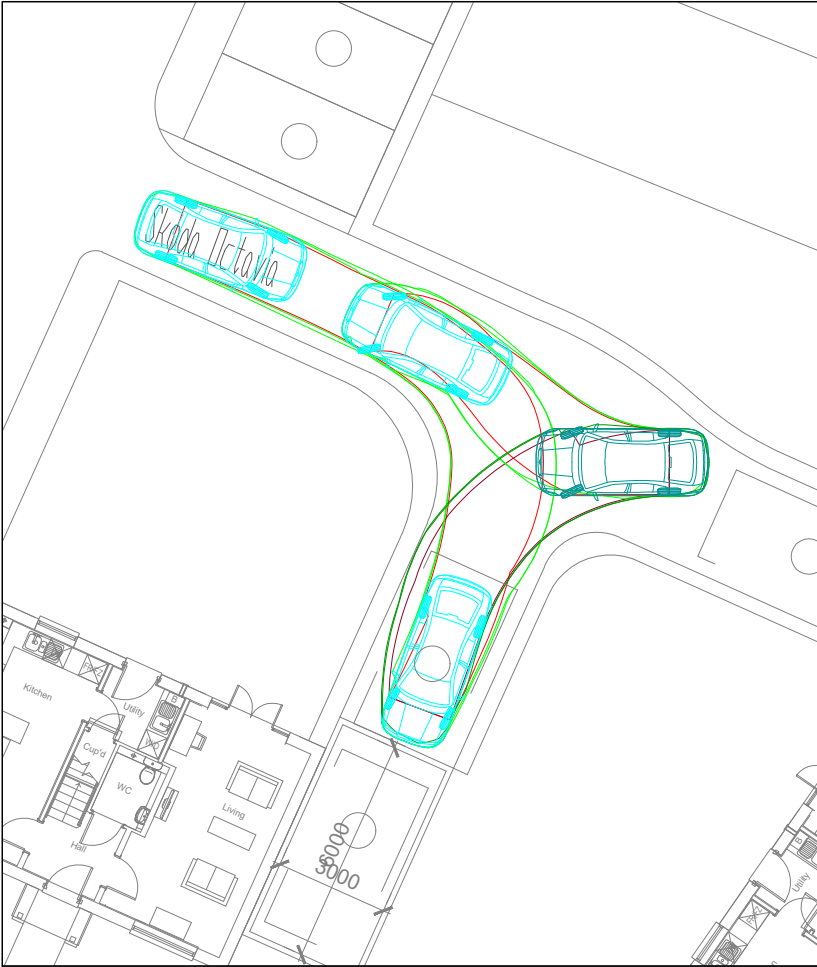


KEY

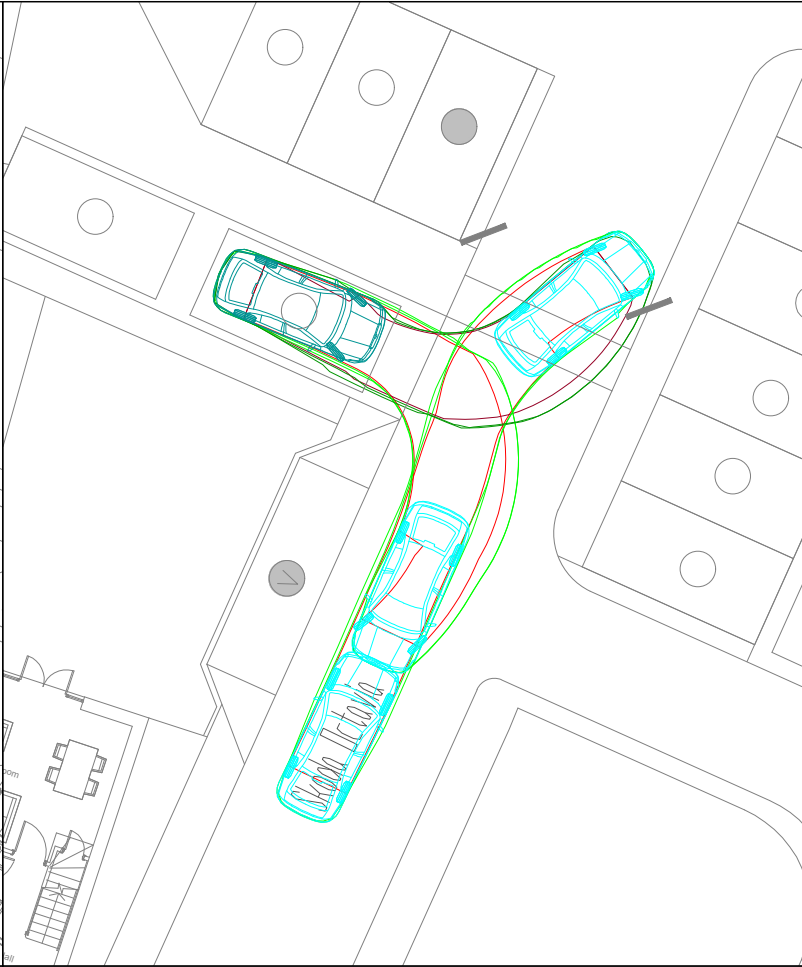
-  Bus Stop
-  School/ College
-  Pharmacy
-  Doctor's Surgery
-  Pub/Restaurant
-  Post Office
-  Convenience Store
-  Petrol Station
-  Leisure
-  Footway
-  Public Right of Way

Project Number: 020.0360	Title:		Checked By: MS	Checked Date: 20.04.20	Scale: N/A
Project Name: Northfields Cottage, Fontwell Avenue, Fontwell	Accessibility Map		Drawn By: SN	Drawn Date: 16.04.20	Drawing No: N/A

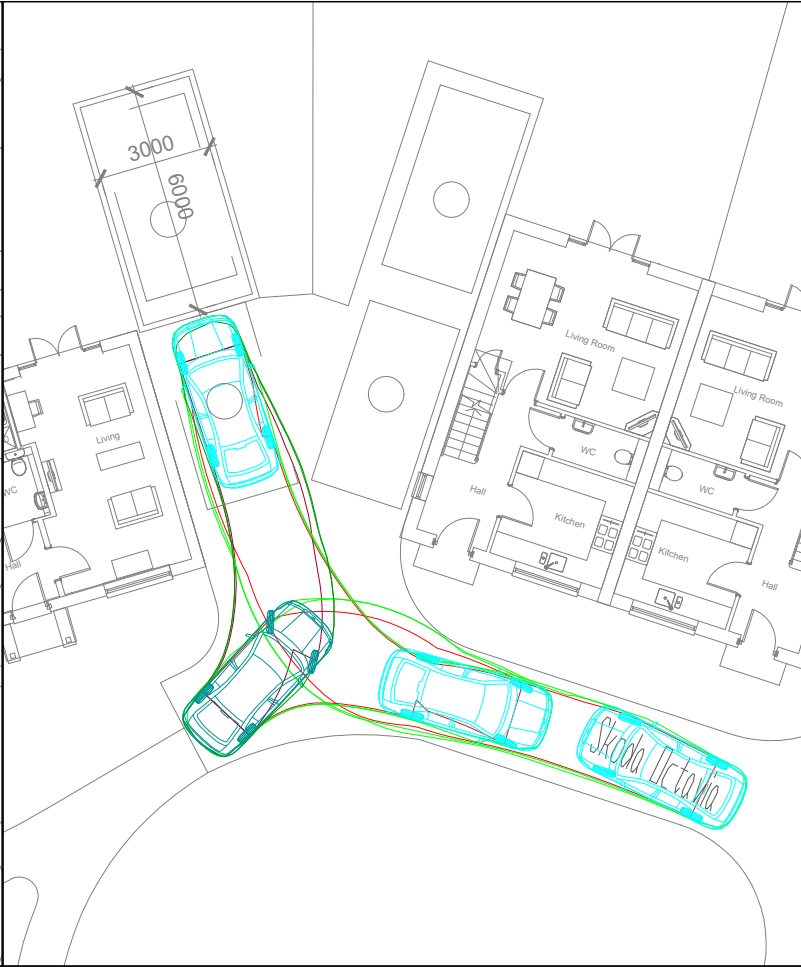
Appendix D



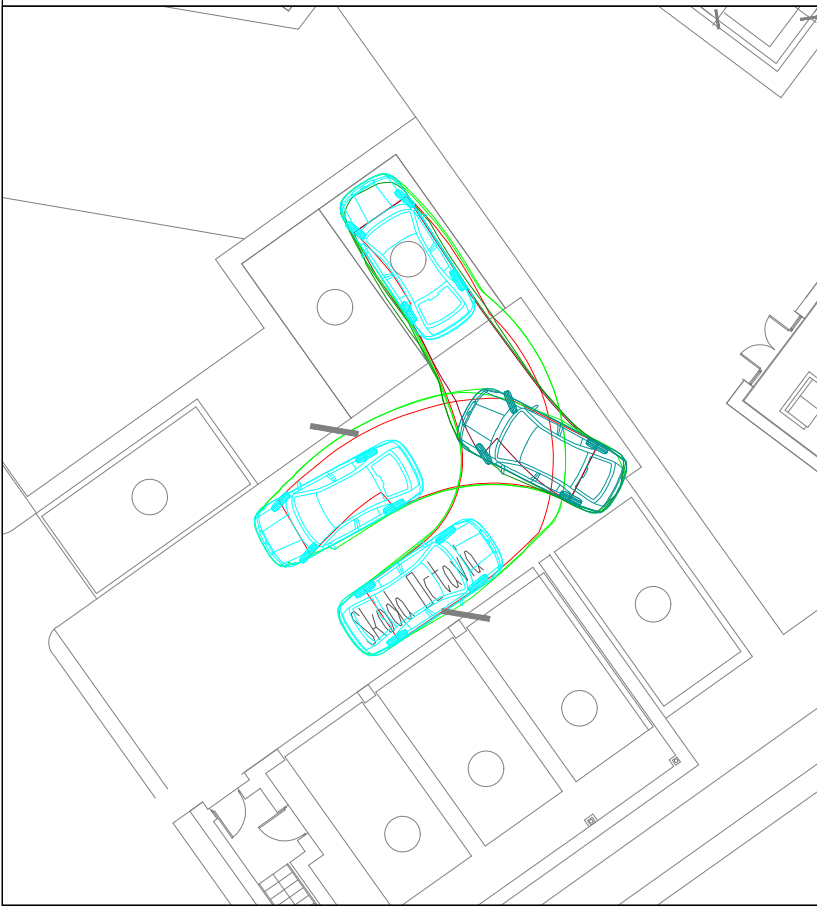
PLOT 2



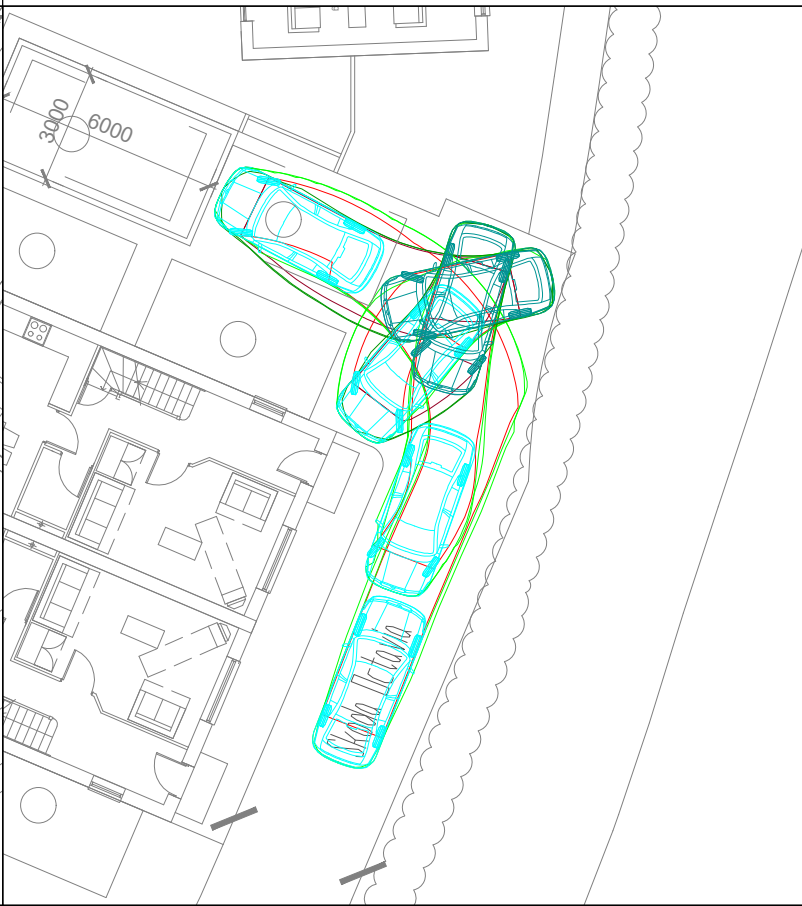
PLOT 29



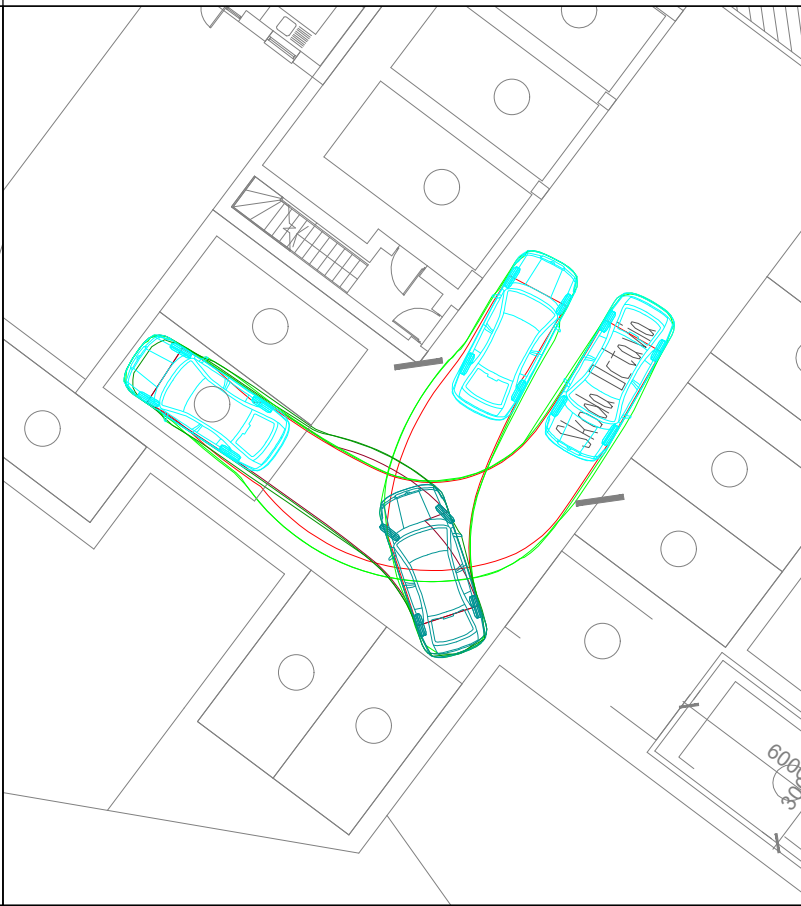
PLOT 27



PLOT 19



PLOT 3

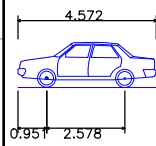


PLOT 22

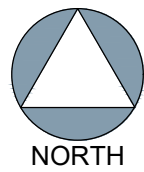
GENERAL NOTES

1. THIS DRAWING IS INTENDED TO BE VIEWED IN COMBINATION WITH ALL RELEVANT ARCHITECTS, ENGINEERS, SERVICES AND SPECIALIST DRAWINGS AND SPECIFICATION.
2. ANY VARIATIONS OR DISCREPANCIES BETWEEN THESE DRAWINGS IN TERMS OF DIMENSIONS OR DETAILS SHOULD BE DRAWN TO THE ATTENTION OF THE ARCHITECT AND/OR THE ENGINEER FOR CLARIFICATION.
3. PAUL BASHAM ASSOCIATES ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY OF BACKGROUND INFORMATION PRODUCED BY THIRD PARTIES – THIS MUST BE TREATED AS INDICATIVE ONLY.
4. ALL DIMENSIONS AND LEVELS ARE IN METRES. DO NOT SCALE THIS DRAWING, PRINT, PLOT OR DISK.
5. THIS DRAWING SHOULD ONLY BE USED FOR CONSTRUCTION IF THE PROJECT PHASE IN THE TITLE FRAME BELOW IS SHOWN AS "CONSTRUCTION". PAUL BASHAM ASSOCIATES TAKE NO RESPONSIBILITY FOR CONSTRUCTION WORKS UNDERTAKEN TO DRAWINGS WHICH ARE NOT MARKED UNDER THIS PHASE.

VEHICLE PROFILE



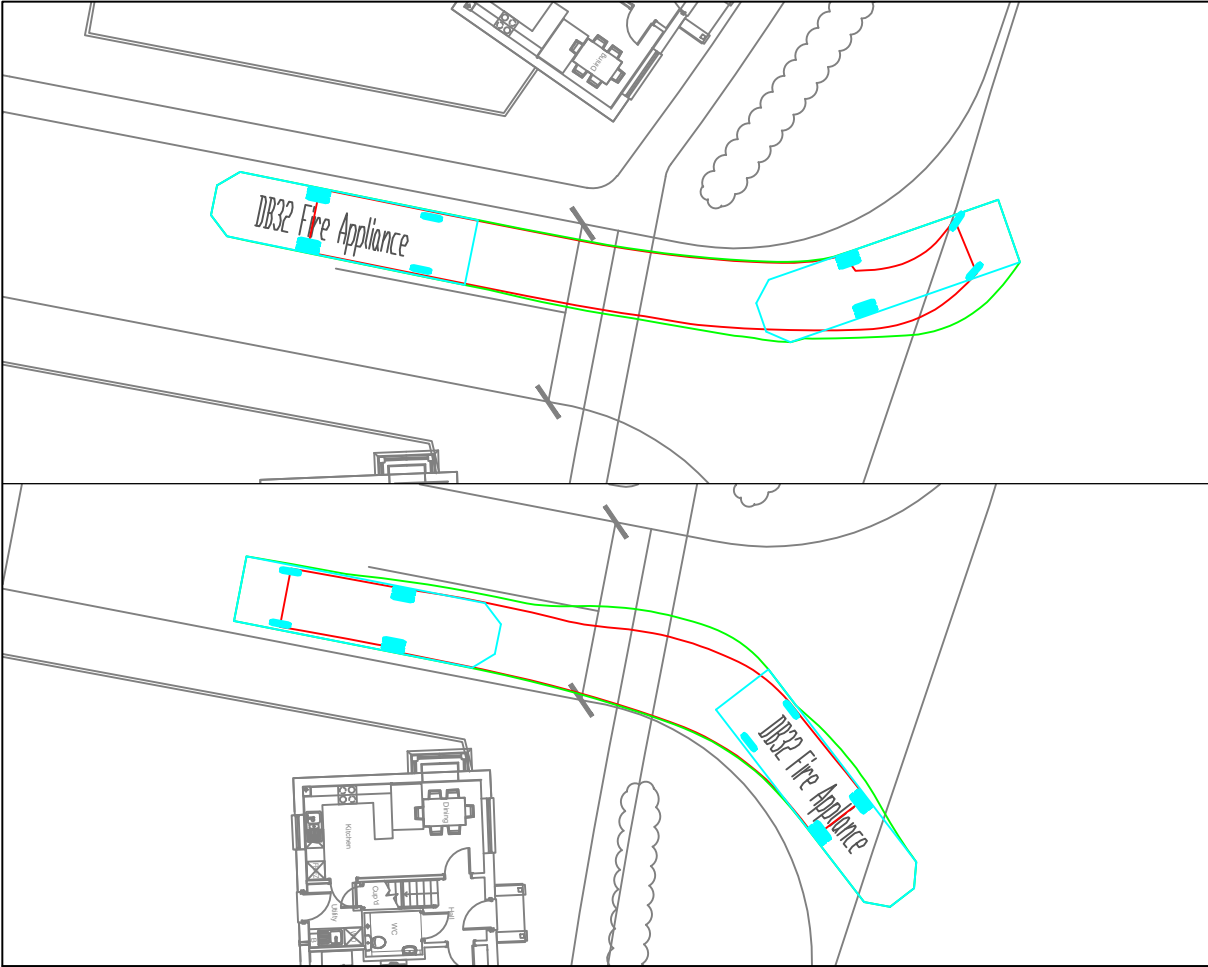
Skoda Octavia	4.572m
Overall Length	1.769m
Overall Width	1.488m
Overall Body Height	0.249m
Min Body Ground Clearance	1.713m
Max Track Width	4.00s
Lock to lock time	5.100m
Kerb to Kerb Turning Radius	



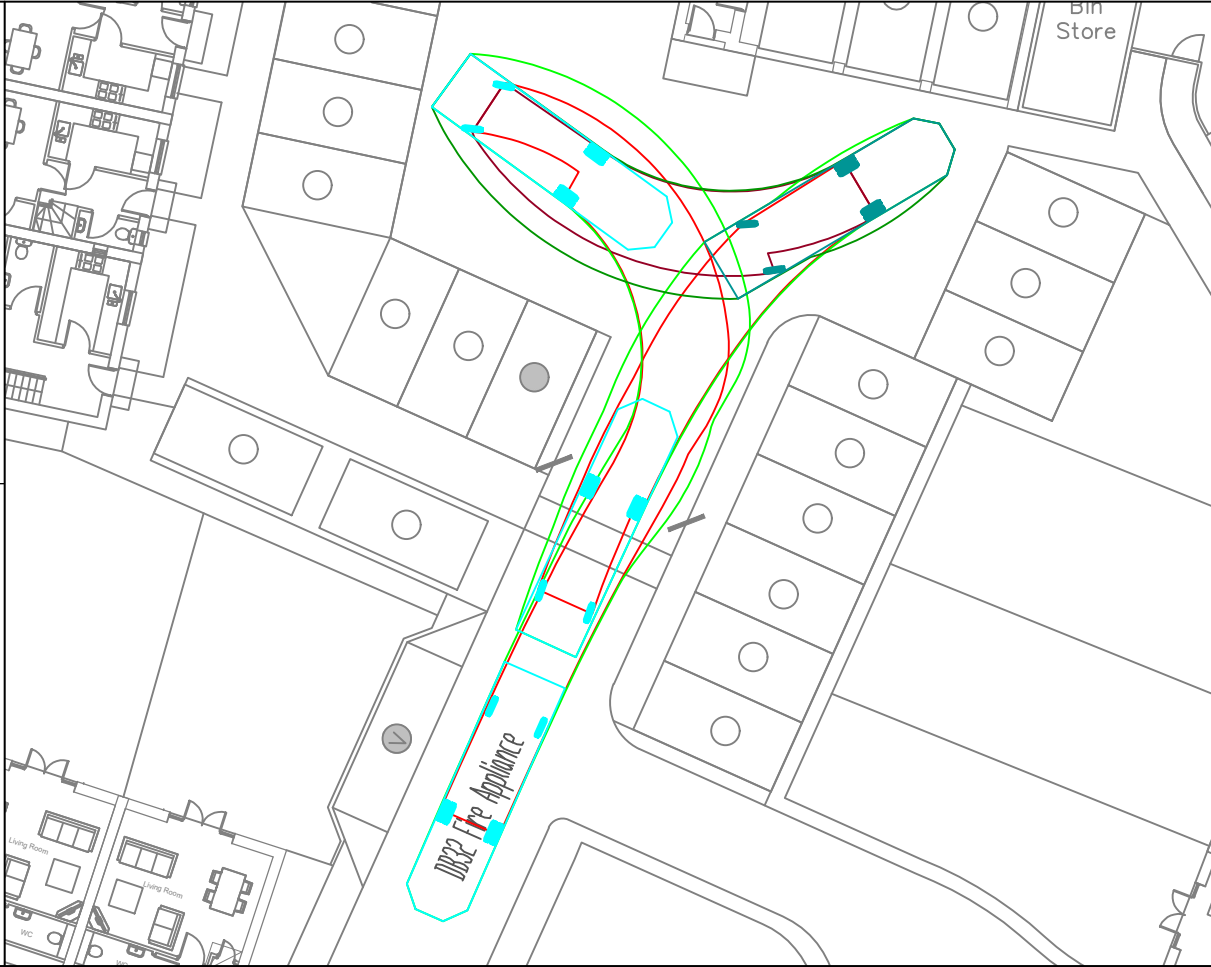
Rev	Description	Date	By	Chk
-	-	-	-	-

Project Name NORTHFIELD COTTAGES, FONTWELL AVENUE FONTWELL	Title VEHICLE TRACKING	 Paul Basham Associates Ltd Lancaster Court, 8 Barnes Wallis Road, Fareham, PO15 5TU 01489 668134 info@paulbashamassociates.com www.paulbashamassociates.com	Client 	Checked By MS	Checked Date 13.03.20	Scale 1:200	(AT A3 SIZE)		
Project Phase PRELIMINARY				Drawn By BT	Drawn Date 12.03.20	Client Drawing No. -	PBA Drawing No. 020.0360.009	Revision -	

ARUN DISTRICT COUNCIL BNA0020PL



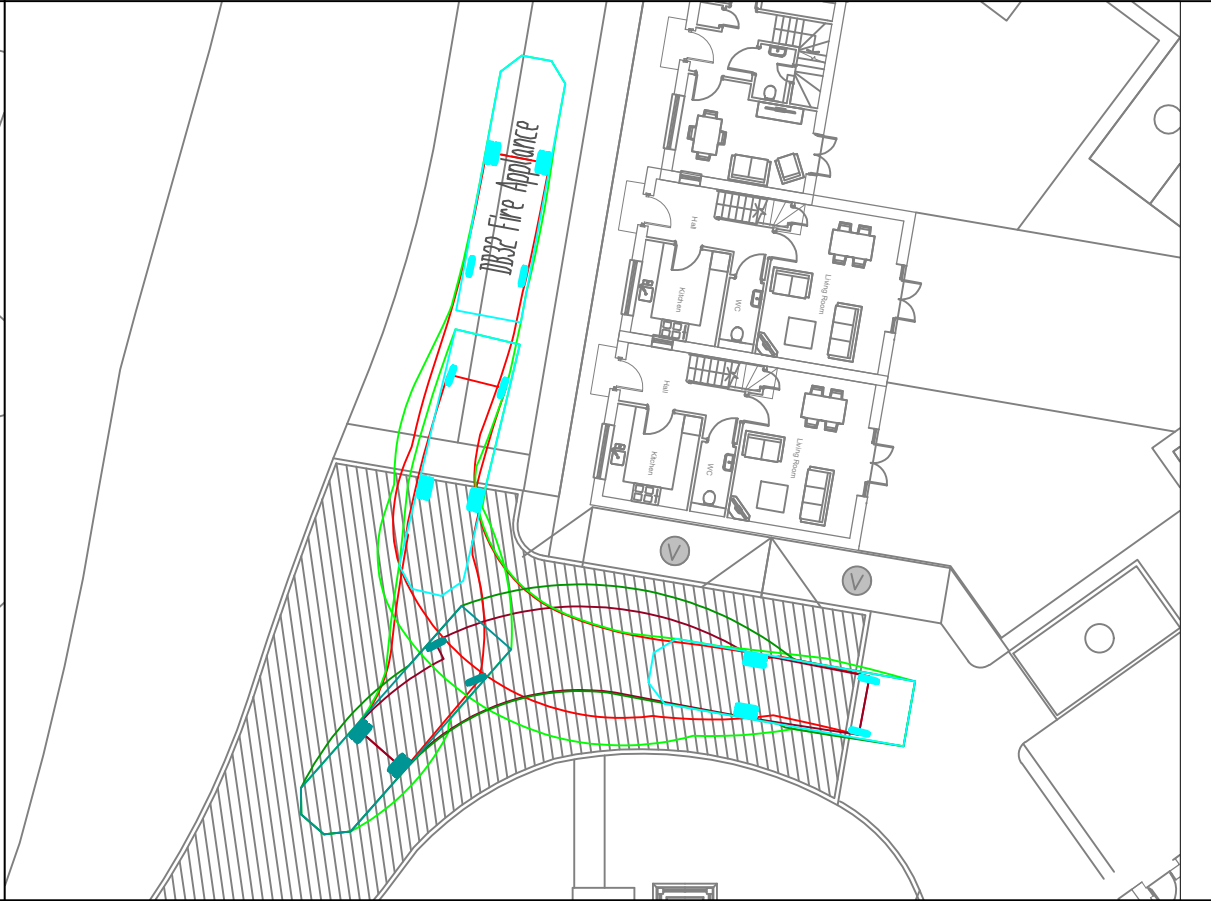
ENTERING AND EXITING THE SITE



TURNING HEAD NORTH OF THE SITE



TURNING HEAD EAST OF THE SITE

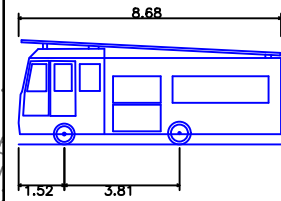


TURNING HEAD SOUTH OF THE SITE

GENERAL NOTES

1. THIS DRAWING IS INTENDED TO BE VIEWED IN COMBINATION WITH ALL RELEVANT ARCHITECTS, ENGINEERS, SERVICES AND SPECIALIST DRAWINGS AND SPECIFICATION.
2. ANY VARIATIONS OR DISCREPANCIES BETWEEN THESE DRAWINGS IN TERMS OF DIMENSIONS OR DETAILS SHOULD BE DRAWN TO THE ATTENTION OF THE ARCHITECT AND/OR THE ENGINEER FOR CLARIFICATION.
3. PAUL BASHAM ASSOCIATES ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY OF BACKGROUND INFORMATION PRODUCED BY THIRD PARTIES – THIS MUST BE TREATED AS INDICATIVE ONLY.
4. ALL DIMENSIONS AND LEVELS ARE IN METRES. DO NOT SCALE THIS DRAWING, PRINT, PLOT OR DISK.
5. THIS DRAWING SHOULD ONLY BE USED FOR CONSTRUCTION IF THE PROJECT PHASE IN THE TITLE FRAME BELOW IS SHOWN AS "CONSTRUCTION". PAUL BASHAM ASSOCIATES TAKE NO RESPONSIBILITY FOR CONSTRUCTION WORKS UNDERTAKEN TO DRAWINGS WHICH ARE NOT MARKED UNDER THIS PHASE.

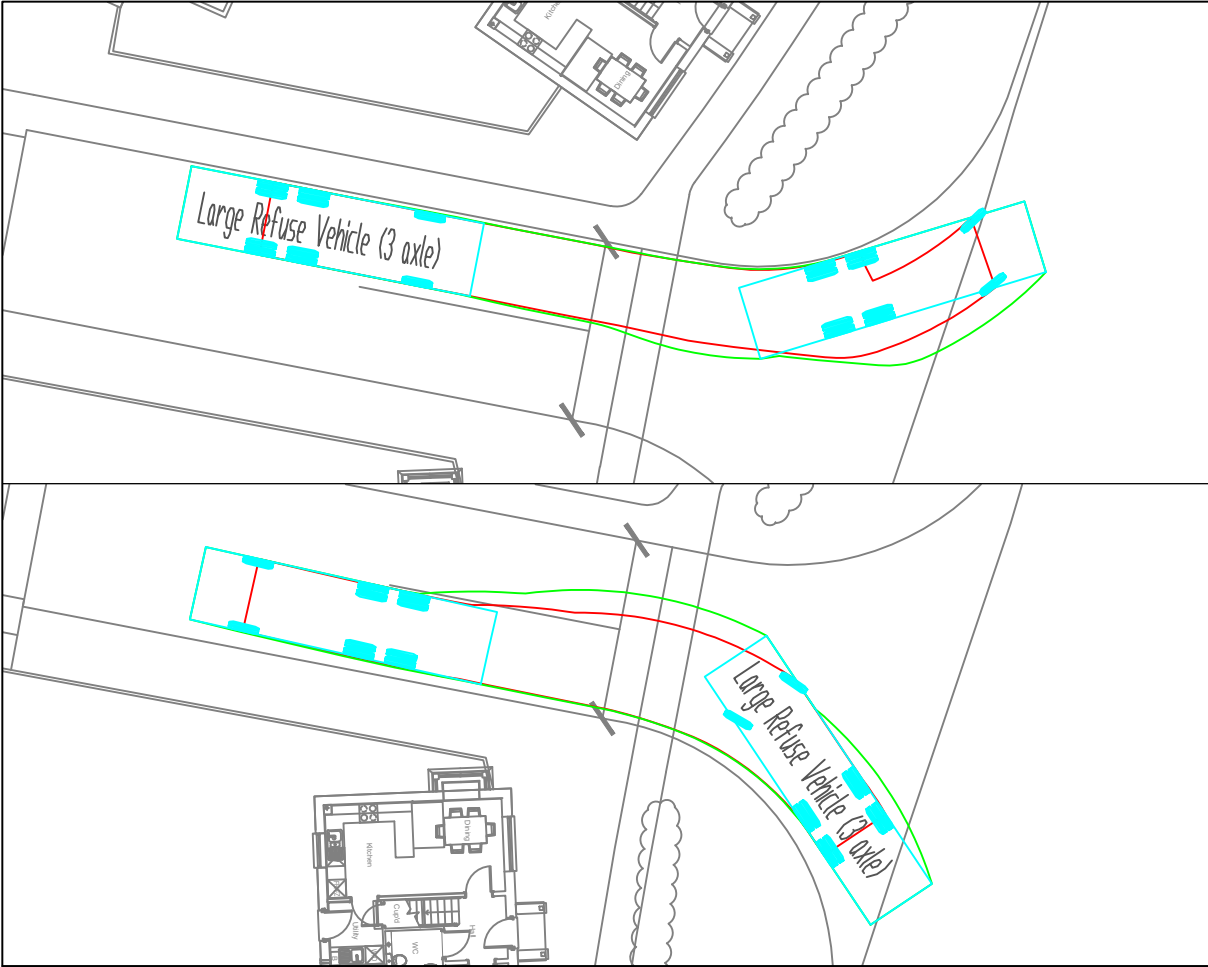
VEHICLE PROFILE



DB32 Fire Appliance	8.680m
Overall Length	8.680m
Overall Width	2.180m
Overall Body Height	3.452m
Min Body Ground Clearance	0.337m
Max Track Width	2.121m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	7.910m



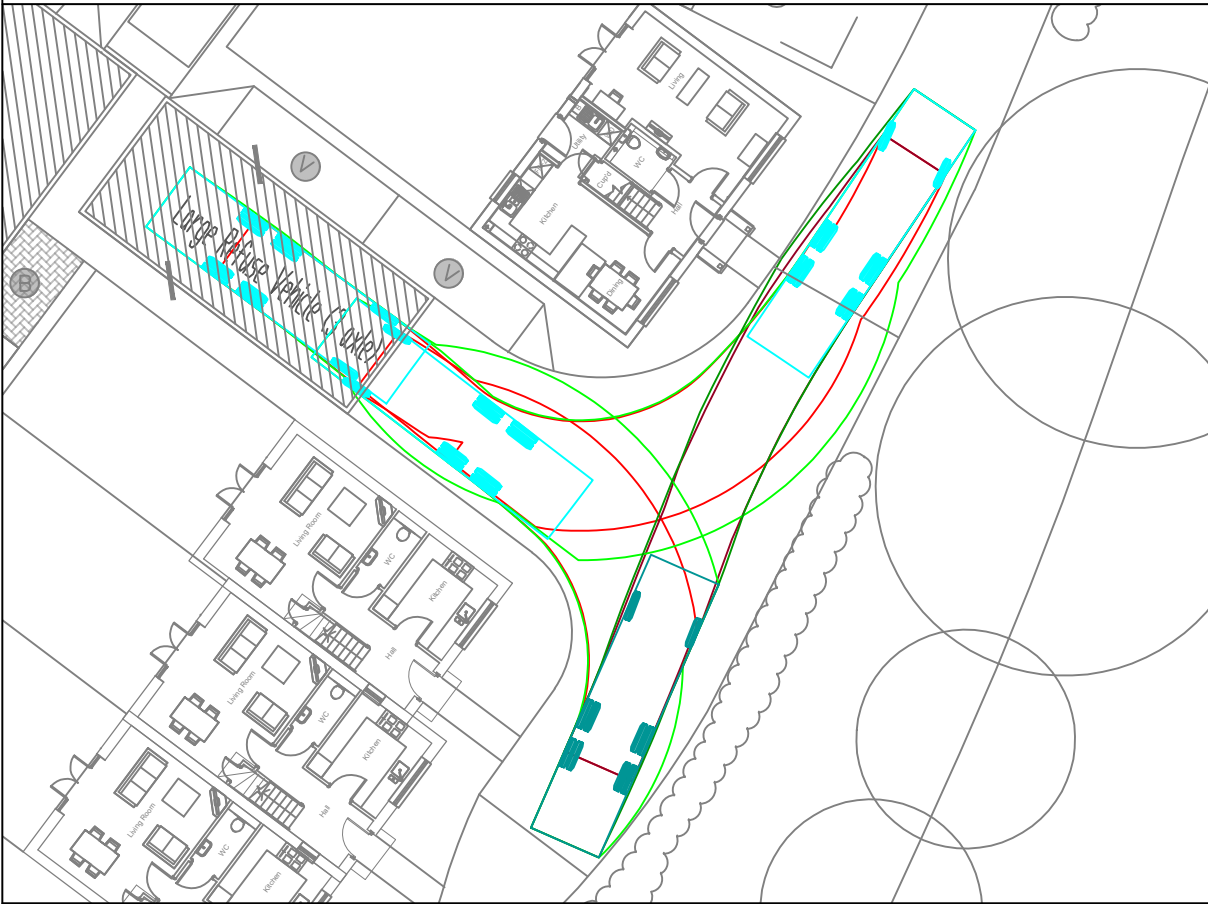
Project Name NORTHFIELD COTTAGES, FONTWELL AVENUE FONTWELL		Title FIRE TENDER TRACKING		Client reside.		Checked By MS	Checked Date 13.03.20	Scale 1:250	(AT A3 SIZE)	
Project Phase PRELIMINARY		Paul Basham Associates Ltd Lancaster Court, 8 Barnes Wallis Road, Fareham, PO15 5TU 01489 668134 info@paulbashamassociates.com www.paulbashamassociates.com				Drawn By BT	Drawn Date 12.03.20	Client Drawing No. -	PBA Drawing No. 020.0360.010	Revision -



ENTERING AND EXITING THE SITE



TURNING HEAD NORTH OF THE SITE



TURNING HEAD EAST OF THE SITE

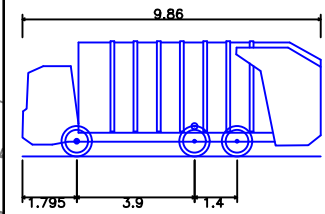


TURNING HEAD SOUTH OF THE SITE

GENERAL NOTES

1. THIS DRAWING IS INTENDED TO BE VIEWED IN COMBINATION WITH ALL RELEVANT ARCHITECTS, ENGINEERS, SERVICES AND SPECIALIST DRAWINGS AND SPECIFICATION.
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VEHICLE PROFILE



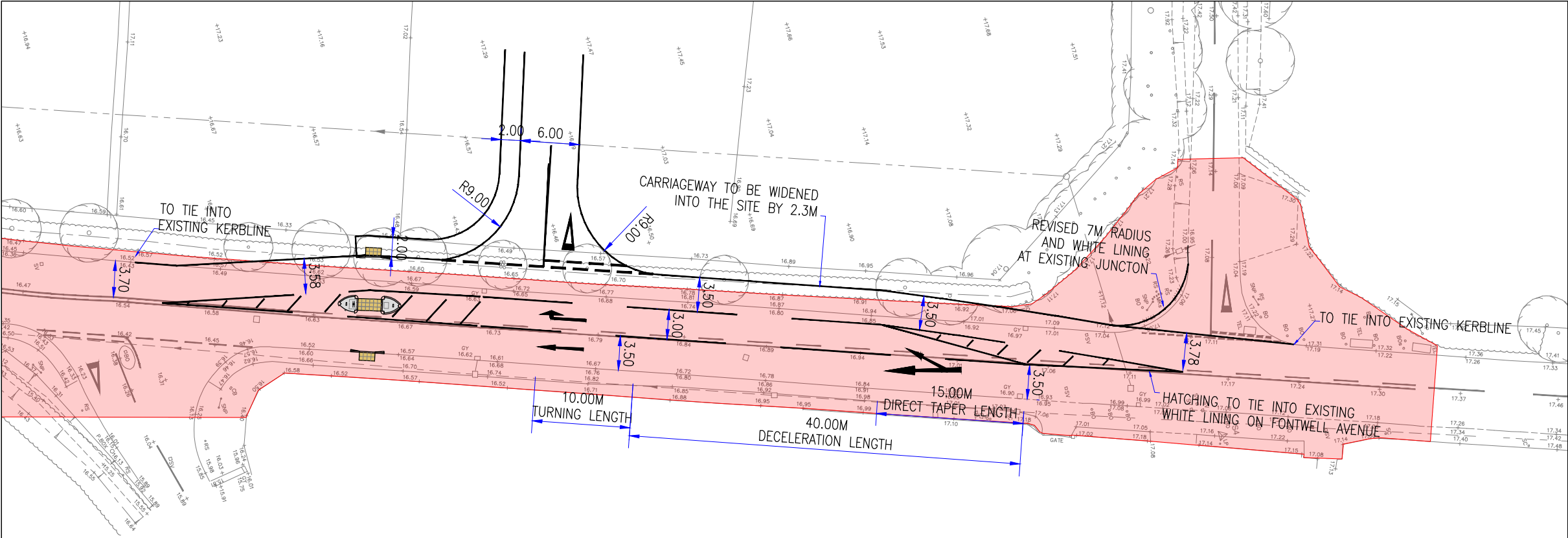
Large Refuse Vehicle (3 axle)	
Overall Length	9.860m
Overall Width	2.450m
Overall Body Height	3.814m
Min Body Ground Clearance	0.366m
Track Width	2.450m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.500m



NORTH

TURNING HEAD EAST OF THE SITE		TURNING HEAD SOUTH OF THE SITE				-	-	-	-	-
						Rev	Description	Date	By	Checked
Project Name	Title	REFUSE TRACKING	 Paul Basham Associates Ltd Lancaster Court, 8 Barnes Wallis Road, Fareham, PO15 5TU 01489 668134 info@paulbashamassociates.com www.paulbashamassociates.com	Client		Checked By	Checked Date	Scale		
Project Phase						MS	13.03.20	(AT A3 SIZE)		
PRELIMINARY						Drawn By	Drawn Date	Client Drawing No.	PBA Drawing No.	Revision
						BT	12.03.20	-	020.0360.011	-

Appendix E



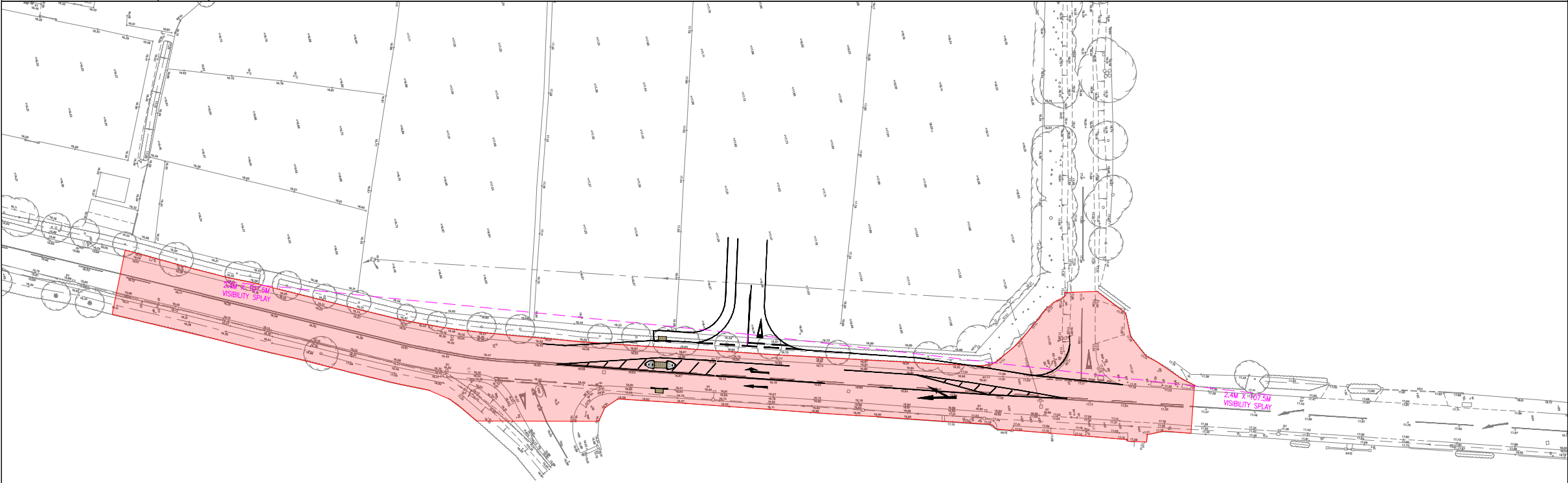
GENERAL NOTES

1. THIS DRAWING IS INTENDED TO BE VIEWED IN COMBINATION WITH ALL RELEVANT ARCHITECTS, ENGINEERS, SERVICES AND SPECIALIST DRAWINGS AND SPECIFICATION.
2. ANY VARIATIONS OR DISCREPANCIES BETWEEN THESE DRAWINGS IN TERMS OF DIMENSIONS OR DETAILS SHOULD BE DRAWN TO THE ATTENTION OF THE ARCHITECT AND/OR THE ENGINEER FOR CLARIFICATION.
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6. RIGHT TURN LANE DESIGNED IN ACCORDANCE WITH PARAMETERS SET OUT IN TD42/95 FOR A RIGHT TURN LANE WITH A DESIGN SPEED OF 40MPH.

VISIBILITY SPLAYS

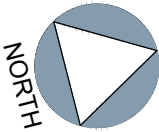
1. VISIBILITY SPLAYS ARE BASED ON RECORDED 85TH PERCENTILE SPEEDS OF 41MPH NORTHBOUND AND SOUTHBOUND ON FONTWELL AVENUE.

ACCESS DESIGN (1:500)



KEY

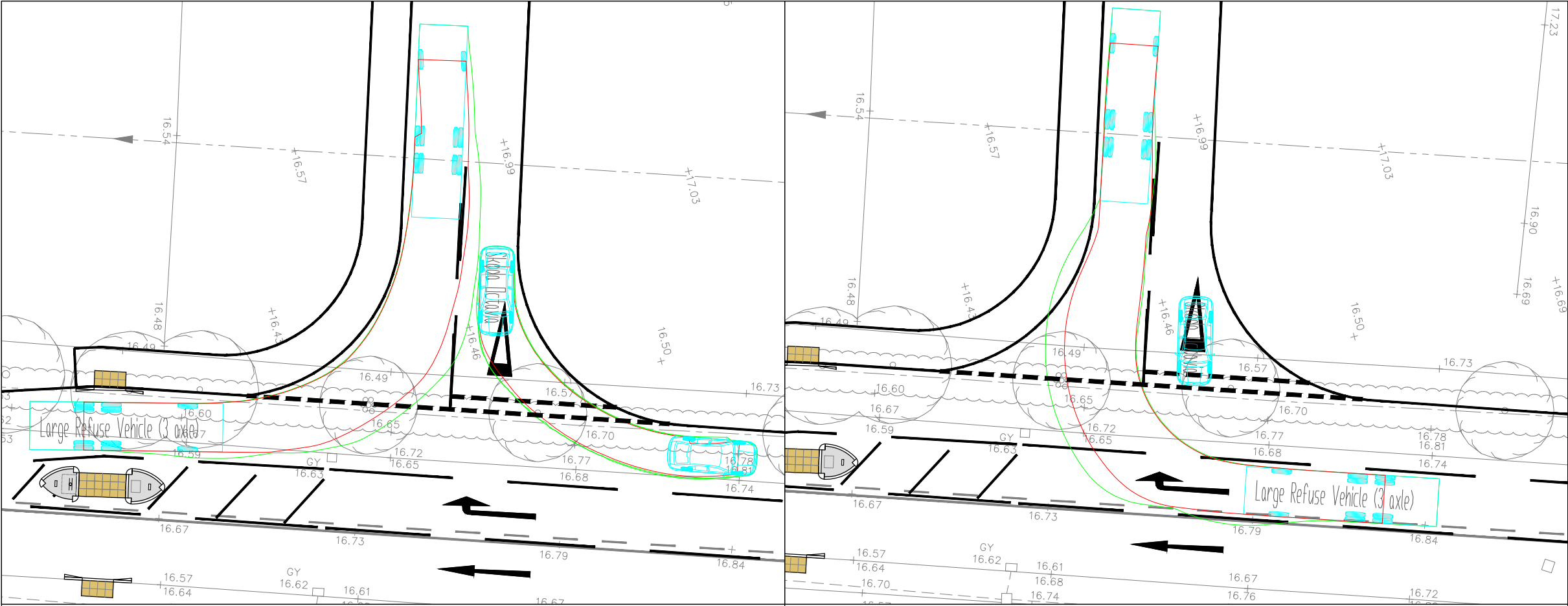
INDICATIVE HIGHWAY BOUNDARY



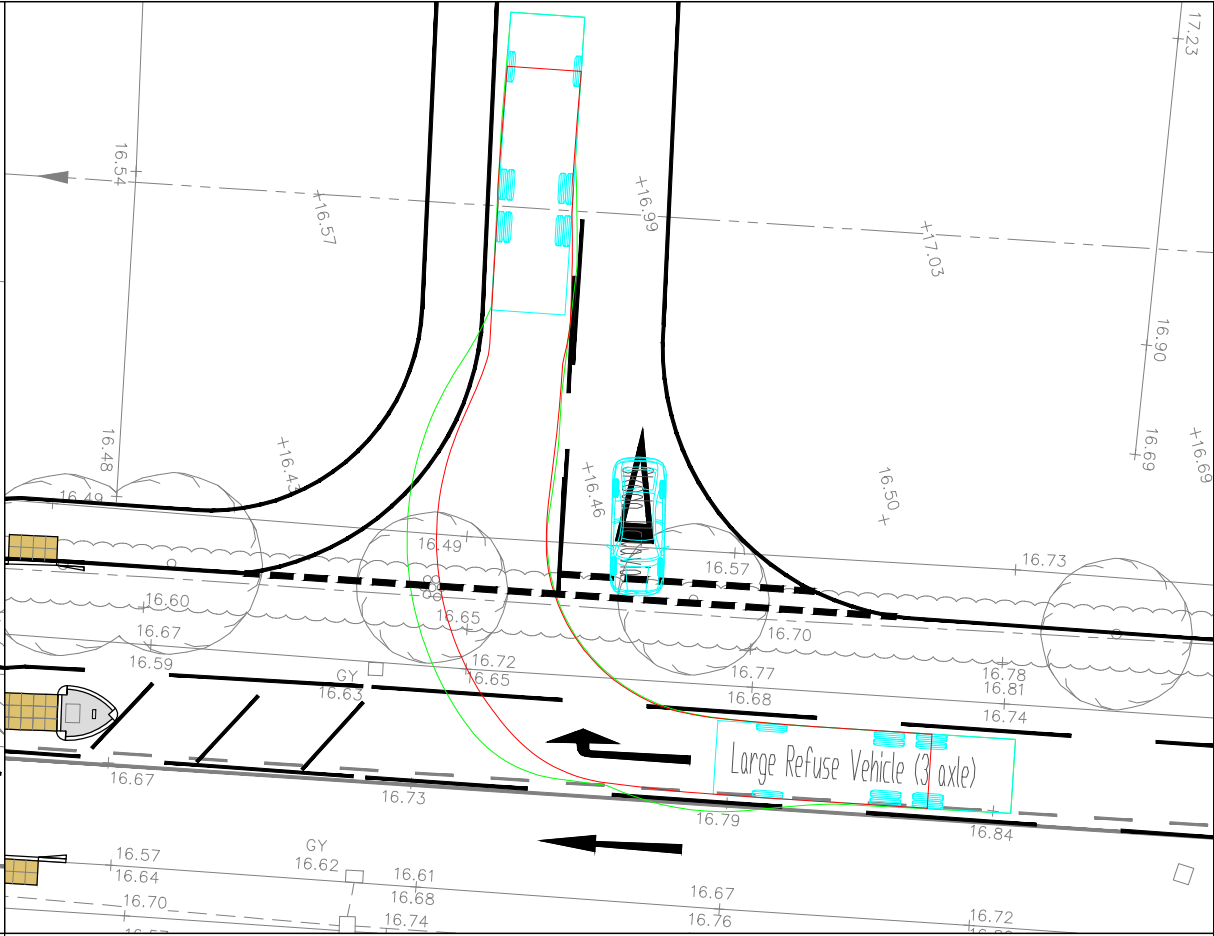
ACCESS VISIBILITY SPLAYS (1:1000)

ACCESS VISIBILITY SPLAYS (1:1000)							-	-	--_--	--	-
							Rev	Description	Date	By	Check
Project Name		Title	 Paul Basham Associates Ltd Lancaster Court, 8 Barnes Wallis Road, Fareham, PO15 5TU 01489 668134 info@paulbashamassociates.com www.paulbashamassociates.com	Client	Checked By	Checked Date	Scale				
NORTHFIELD COTTAGES, FONTWELL AVENUE FONTWELL					MS	24.10.18	AS SHOWN (AT A3 SIZE)				
Project Phase		ACCESS DESIGN		reside.	Drawn By	Drawn Date	Client Drawing No.	PBA Drawing No.	Revision		
PRELIMINARY					SN	18.10.18	-	020.0360.001	-		

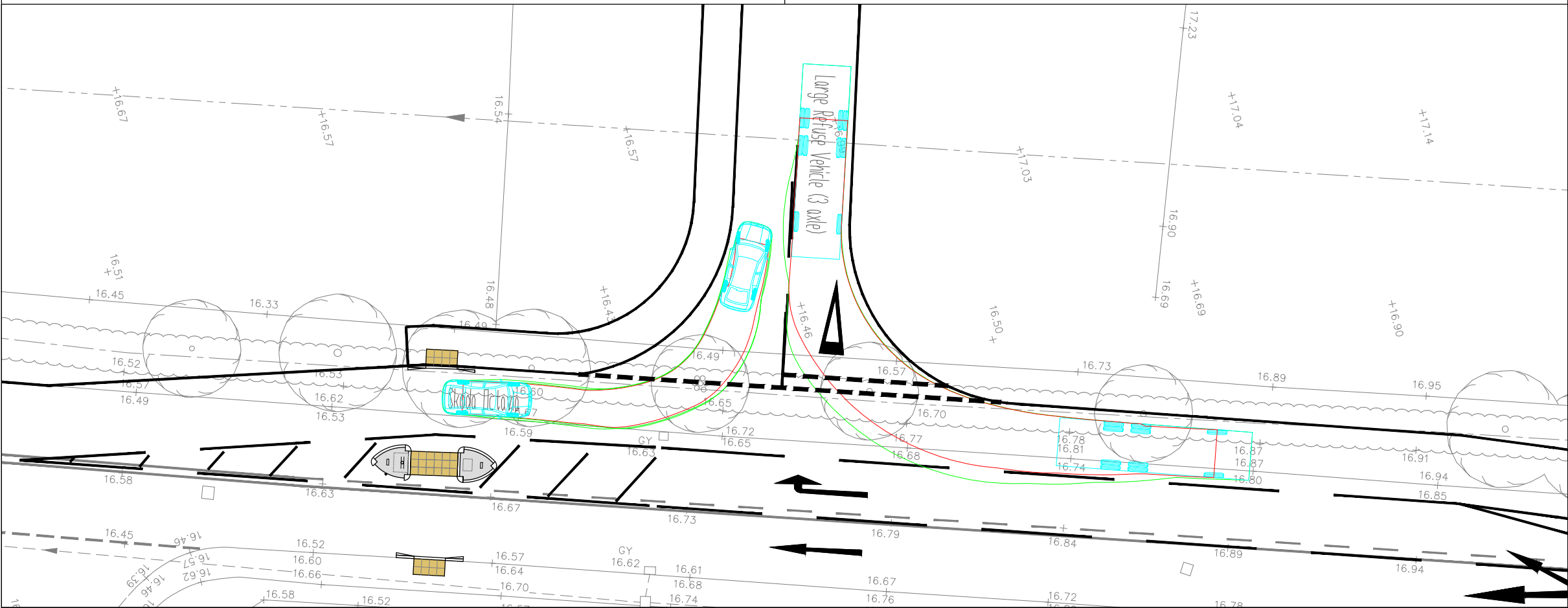
Appendix F



REFUSE VEHICLE LEFT TURN INTO SITE



REFUSE VEHICLE RIGHT TURN INTO SITE

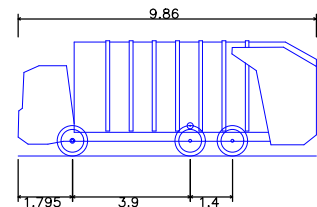


REFUSE VEHICLE EGRESS

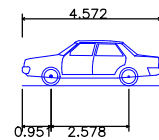
GENERAL NOTES

1. THIS DRAWING IS INTENDED TO BE VIEWED IN COMBINATION WITH ALL RELEVANT ARCHITECTS, ENGINEERS, SERVICES AND SPECIALIST DRAWINGS AND SPECIFICATION.
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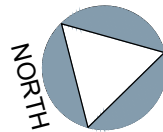
VEHICLE PROFILES



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
Kerb to Kerb Turning Radius	9.500m

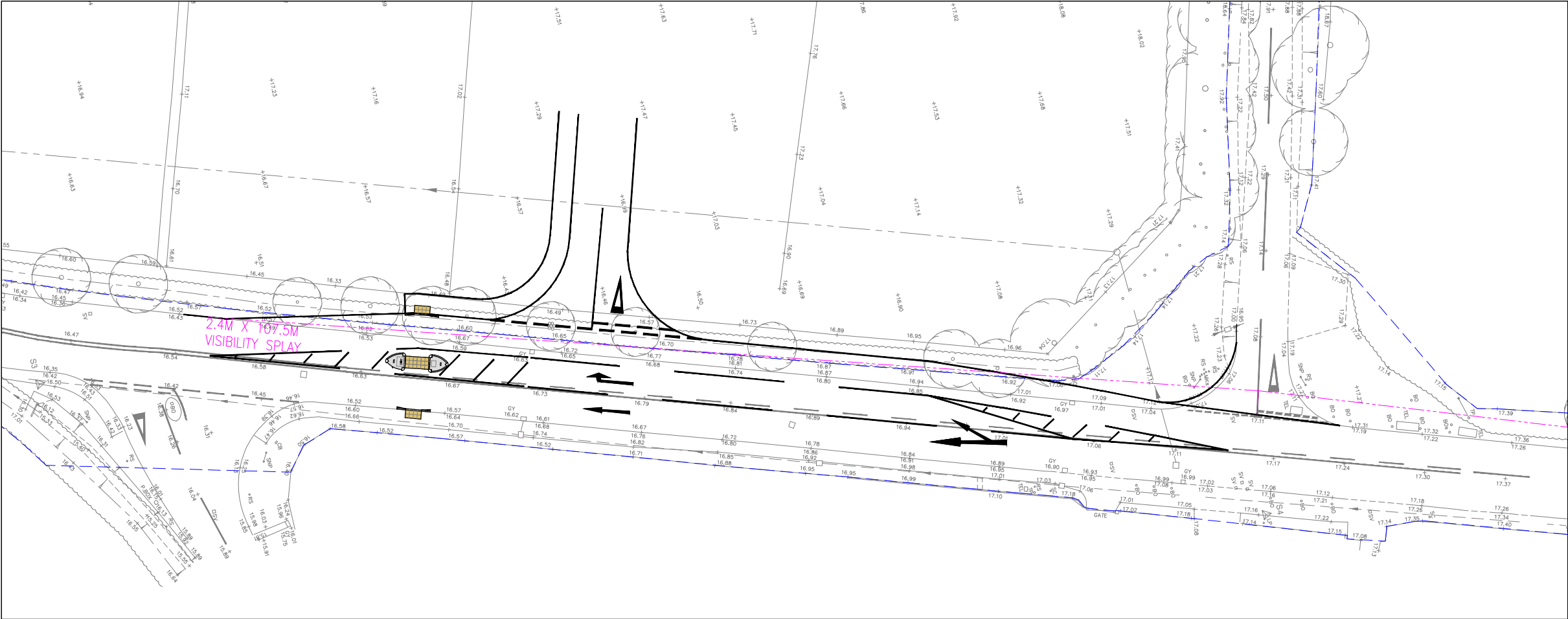


Skoda Octavia	
Overall Length	4.572m
Overall Width	1.769m
Overall Body Height	1.488m
Min Body Ground Clearance	0.249m
Max Track Width	1.713m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.100m



Project Name	Title	Client	Checked By	Checked Date	Scale	(AT A3 SIZE)		
NORTHFIELD COTTAGES, FONTWELL AVENUE FONTWELL	ACCESS TRACKING	reside.	MS	24.10.18	1:250	Client Drawing No.	PBA Drawing No.	Revision
Project Phase			Drawn By	Drawn Date		-	020.0360.003	-
PRELIMINARY			SN	18.10.18				

Appendix G



PRIMARY DIRECTION VISIBILITY SPY



SECONDARY DIRECTION VISIBILITY SPY

GENERAL NOTES

- 1. THIS DRAWING IS INTENDED TO BE VIEWED IN COMBINATION WITH ALL RELEVANT ARCHITECTS, ENGINEERS, SERVICES AND SPECIALIST DRAWINGS AND SPECIFICATION.
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VISIBILITY SPLAYS

- 1. VISIBILITY SPLAYS HAVE BEEN MEASURED TO 2.4M X 107.5M IN LINE WITH RECORDED 85TH PERCENTILE SPEEDS ON FONTWELL AVENUE.

KEY

INDICATIVE HIGHWAY BOUNDARY

NORTH

B	UPDATED TO INCLUDE PROPOSED WORKS	12.02.20	SN	MS
A	REVISED VISIBILITY SPAYS	10.01.19	SN	SBR
Rev	Description	Date	By	Chk

Project Name NORTHFIELD COTTAGES, FONTWELL AVENUE FONTWELL	Title LEVEL MARE LANE/ FONTWELL AVENUE JUNCTION VISIBILITY SPLAYS	 Paul Basham Associates Ltd Lancaster Court, 8 Barnes Wallis Road, Fareham, PO15 5TU 01489 668134 info@paulbashamassociates.com www.paulbashamassociates.com	Client 	Checked By MS	Checked Date 29.11.18	Scale 1:500	(AT A3 SIZE)		
Project Phase PRELIMINARY				Drawn By SN	Drawn Date 29.11.18	Client Drawing No. -	PBA Drawing No. 020.0360.006	Revision B	

ARUN DISTRICT COUNCIL BNA/2020/001

Appendix H



- ### GENERAL NOTES
- THIS DRAWING IS INTENDED TO BE VIEWED IN COMBINATION WITH ALL RELEVANT ARCHITECTS, ENGINEERS, SERVICES AND SPECIALIST DRAWINGS AND SPECIFICATION.
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- ### VISIBILITY SPLAYS
- PEDESTRIAN VISIBILITY SPLAYS ARE BASED ON RECORDED 85TH PERCENTILE SPEEDS OF 41MPH NORTHBOUND AND SOUTHBOUND ON FONTWELL AVENUE.

KEY

INDICATIVE HIGHWAY BOUNDARY

NORTH

Project Name		Title	
--------------	--	-------	---

ARUN DISTRICT COUNCIL BNA002001

Appendix I

Calculation Reference: AUDIT-247601-200323-0306

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	3 days
	KC KENT	1 days
	SC SURREY	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	2 days
	ST STAFFORDSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	3 days
08	NORTH WEST	
	CH CHESHIRE	1 days
	GM GREATER MANCHESTER	1 days
09	NORTH	
	DH DURHAM	1 days
10	WALES	
	VG VALE OF GLAMORGAN	1 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: 12 to 288 (units:)
 Range Selected by User: 10 to 100 (units:)

Parking Spaces Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/11 to 25/09/19

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

Selected survey days:

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

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

Selected survey types:

Manual count	15 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 undertaking using machines.

Selected Locations:

Edge of Town	15
--------------	----

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	13
No Sub Category	2

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

Secondary Filtering selection:

Use Class:

C3

15 days

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

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	2 days
5,001 to 10,000	3 days
10,001 to 15,000	6 days
15,001 to 20,000	3 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	3 days
25,001 to 50,000	1 days
50,001 to 75,000	1 days
75,001 to 100,000	4 days
100,001 to 125,000	1 days
125,001 to 250,000	4 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:

1.1 to 1.5

15 days

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

Travel Plan:

No

15 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

15 days

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

LIST OF SITES relevant to selection parameters

1	CH-03-A-09 GREYSTOKE ROAD MACCLESFIELD HURDSFIELD Edge of Town Residential Zone Total Number of dwellings: 24 Survey date: MONDAY 24/11/14	TERRACED HOUSES	CESHIRE	Survey Type: MANUAL
2	DH-03-A-03 PILGRIMS WAY DURHAM Edge of Town Residential Zone Total Number of dwellings: 57 Survey date: FRIDAY 19/10/18	SEMI-DETACHED & TERRACED	DURHAM	Survey Type: MANUAL
3	ES-03-A-03 SHEPHAM LANE POLEGATE Edge of Town Residential Zone Total Number of dwellings: 212 Survey date: MONDAY 11/07/16	MIXED HOUSES & FLATS	EAST SUSSEX	Survey Type: MANUAL
4	ES-03-A-04 NEW LYDD ROAD CAMBER Edge of Town Residential Zone Total Number of dwellings: 134 Survey date: FRIDAY 15/07/16	MIXED HOUSES & FLATS	EAST SUSSEX	Survey Type: MANUAL
5	ES-03-A-05 RATTLE ROAD NEAR EASTBOURNE STONE CROSS Edge of Town Residential Zone Total Number of dwellings: 99 Survey date: WEDNESDAY 05/06/19	MIXED HOUSES & FLATS	EAST SUSSEX	Survey Type: MANUAL
6	GM-03-A-10 BUTT HILL DRIVE MANCHESTER PRESTWICH Edge of Town Residential Zone Total Number of dwellings: 29 Survey date: WEDNESDAY 12/10/11	DETACHED / SEMI	GREATER MANCHESTER	Survey Type: MANUAL
7	KC-03-A-07 RECVLVER ROAD HERNE BAY Edge of Town Residential Zone Total Number of dwellings: 288 Survey date: WEDNESDAY 27/09/17	MIXED HOUSES	KENT	Survey Type: MANUAL
8	NY-03-A-07 CRAVEN WAY BOROUGHBRIDGE Edge of Town No Sub Category Total Number of dwellings: 23 Survey date: TUESDAY 18/10/11	DETACHED & SEMI DET.	NORTH YORKSHIRE	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	NY-03-A-10	HOUSES AND FLATS		NORTH YORKSHIRE
	BOROUGHBRIDGE ROAD			
	RIPON			
	Edge of Town			
	No Sub Category			
	Total Number of dwellings:	71		
	Survey date: TUESDAY	17/09/13		Survey Type: MANUAL
10	NY-03-A-11	PRIVATE HOUSING		NORTH YORKSHIRE
	HORSEFAIR			
	BOROUGHBRIDGE			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	23		
	Survey date: WEDNESDAY	18/09/13		Survey Type: MANUAL
11	SC-03-A-04	DETACHED & TERRACED		SURREY
	HIGH ROAD			
	BYFLEET			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	71		
	Survey date: THURSDAY	23/01/14		Survey Type: MANUAL
12	SH-03-A-05	SEMI-DETACHED / TERRACED		SHROPSHIRE
	SANDCROFT			
	TELFORD			
	SUTTON HILL			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	54		
	Survey date: THURSDAY	24/10/13		Survey Type: MANUAL
13	SH-03-A-06	BUNGALOWS		SHROPSHIRE
	ELLESMERE ROAD			
	SHREWSBURY			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	16		
	Survey date: THURSDAY	22/05/14		Survey Type: MANUAL
14	ST-03-A-07	DETACHED & SEMI-DETACHED		STAFFORDSHIRE
	BEACONSIDE			
	STAFFORD			
	MARSTON GATE			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	248		
	Survey date: WEDNESDAY	22/11/17		Survey Type: MANUAL
15	VG-03-A-01	SEMI-DETACHED & TERRACED		VALE OF GLAMORGAN
	ARTHUR STREET			
	BARRY			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	12		
	Survey date: MONDAY	08/05/17		Survey Type: MANUAL

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

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

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	15	91	0.107	15	91	0.278	15	91	0.385
08:00 - 09:00	15	91	0.152	15	91	0.393	15	91	0.545
09:00 - 10:00	15	91	0.137	15	91	0.168	15	91	0.305
10:00 - 11:00	15	91	0.129	15	91	0.162	15	91	0.291
11:00 - 12:00	15	91	0.154	15	91	0.171	15	91	0.325
12:00 - 13:00	15	91	0.161	15	91	0.157	15	91	0.318
13:00 - 14:00	15	91	0.176	15	91	0.168	15	91	0.344
14:00 - 15:00	15	91	0.192	15	91	0.172	15	91	0.364
15:00 - 16:00	15	91	0.263	15	91	0.176	15	91	0.439
16:00 - 17:00	15	91	0.291	15	91	0.193	15	91	0.484
17:00 - 18:00	15	91	0.364	15	91	0.149	15	91	0.513
18:00 - 19:00	15	91	0.279	15	91	0.178	15	91	0.457
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.405			2.365			4.770

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.

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Parameter summary

Trip rate parameter range selected: 12 - 288 (units:)
 Survey date range: 01/01/11 - 25/09/19
 Number of weekdays (Monday-Friday): 15
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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

Appendix J

WF01BEW - Location of usual residence and place of work (OA level)

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population	All usual residents ages 16 and over in employment the w
units	Persons
date	2011

**currently residing
in**

place of work : 2011 super output area - middle layer	E02006544 : Arun 003
--	---------------------------------

E02000001 : City of London 001	14
E02000576 : Islington 023	5
E02000808 : Southwark 002	5
E02000977 : Westminster 018	11
E02003497 : Brighton and Hove 007	6
E02003517 : Brighton and Hove 027	15
E02003520 : Brighton and Hove 030	6
E02003525 : Portsmouth 002	9
E02003527 : Portsmouth 004	10
E02003531 : Portsmouth 008	18
E02003539 : Portsmouth 016	15
E02003540 : Portsmouth 017	6
E02006821 : Portsmouth 026	8
E02004381 : Lewes 003	10
E02004707 : East Hampshire 011	6
E02004708 : East Hampshire 012	8
E02004734 : Fareham 008	7
E02004764 : Havant 003	13
E02004770 : Havant 009	6
E02004775 : Havant 014	37
E02004841 : Winchester 013	9
E02006356 : Guildford 013	5
E02006358 : Guildford 015	9
E02006360 : Guildford 017	6
E02006537 : Adur 004	18
E02006538 : Adur 005	5
E02006539 : Adur 006	5
E02006540 : Adur 007	5
E02006541 : Adur 008	10
E02006542 : Arun 001	155
E02006543 : Arun 002	17
E02006544 : Arun 003	532
E02006545 : Arun 004	78
E02006546 : Arun 005	30

E02006547 : Arun 006	95
E02006548 : Arun 007	26
E02006549 : Arun 008	9
E02006550 : Arun 009	51
E02006551 : Arun 010	19
E02006552 : Arun 011	60
E02006553 : Arun 012	80
E02006554 : Arun 013	18
E02006555 : Arun 014	109
E02006556 : Arun 015	15
E02006557 : Arun 016	27
E02006558 : Arun 017	166
E02006559 : Arun 018	14
E02006560 : Arun 019	17
E02006563 : Chichester 003	6
E02006564 : Chichester 004	17
E02006565 : Chichester 005	37
E02006566 : Chichester 006	167
E02006567 : Chichester 007	26
E02006568 : Chichester 008	278
E02006569 : Chichester 009	15
E02006570 : Chichester 010	454
E02006571 : Chichester 011	69
E02006572 : Chichester 012	161
E02006573 : Chichester 013	34
E02006574 : Chichester 014	33
E02006575 : Crawley 001	24
E02006578 : Crawley 004	20
E02006590 : Horsham 003	6
E02006591 : Horsham 004	6
E02006593 : Horsham 006	13
E02006596 : Horsham 009	7
E02006597 : Horsham 010	16
E02006599 : Horsham 012	7
E02006600 : Horsham 013	23
E02006602 : Horsham 015	14
E02006621 : Worthing 001	11
E02006622 : Worthing 002	6
E02006623 : Worthing 003	17
E02006624 : Worthing 004	8
E02006625 : Worthing 005	15
E02006626 : Worthing 006	19
E02006627 : Worthing 007	12
E02006628 : Worthing 008	11
E02006629 : Worthing 009	7
E02006631 : Worthing 011	47
E02006632 : Worthing 012	5
E02006633 : Worthing 013	16

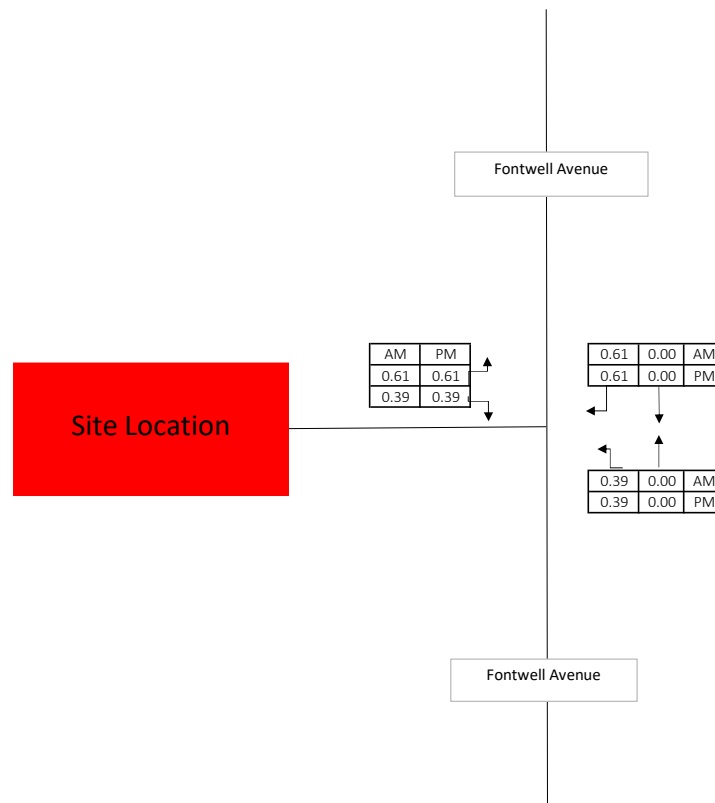
week before the census

Appendix K



Project Name: Northfield Cottages, Fontwell Avenue, Fontwell
Project Number: 020.0360
Drawn By: SN
Approved By: MS

Scenario: Development Distribution



Site Location

Fontwell Avenue

Fontwell Avenue

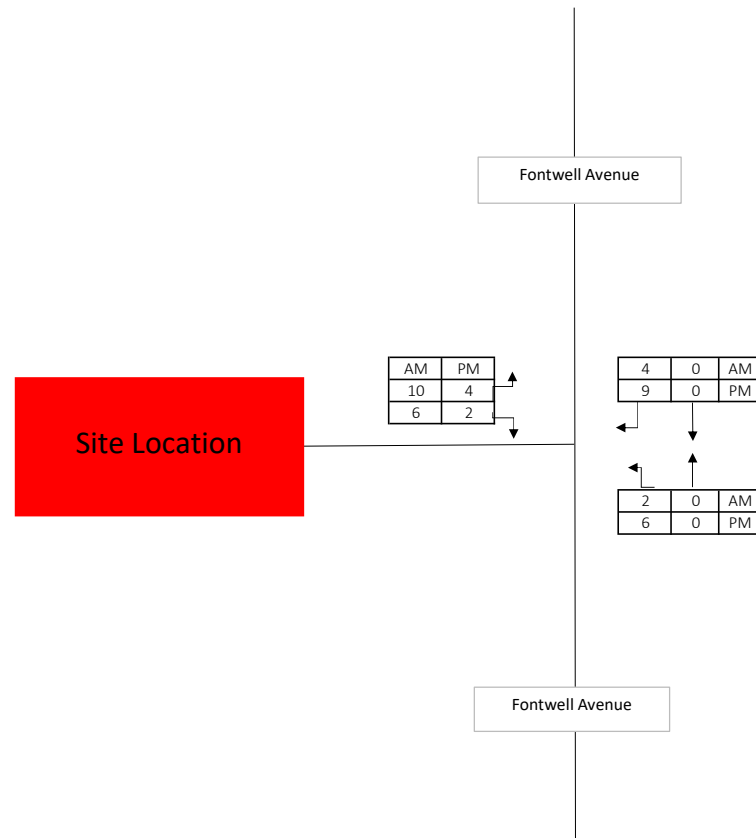


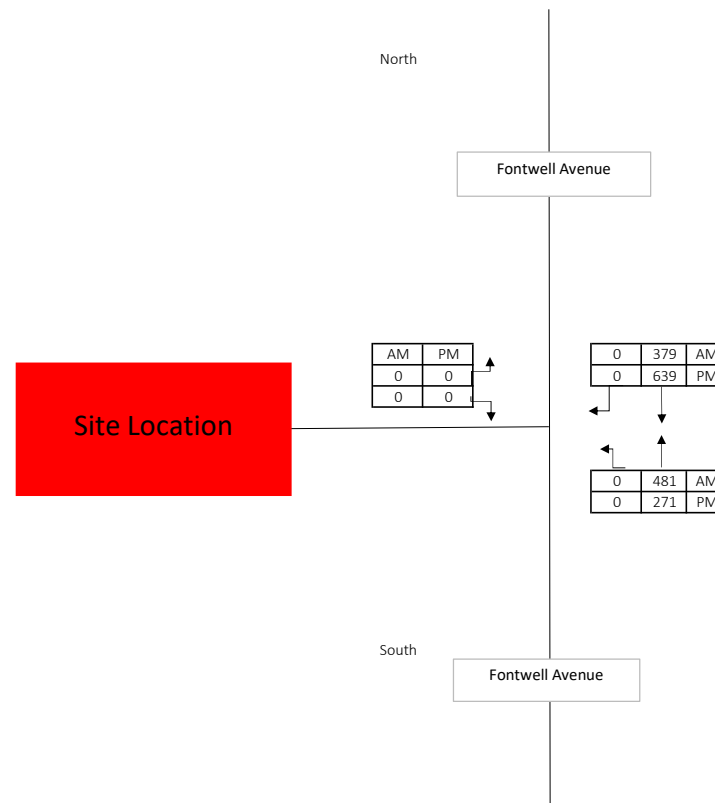
Project Name: Northfield Cottages, Fontwell Avenue, Fontwell
Project Number: 020.0360
Drawn By: SN
Approved By: MS

Scenario: Development Trips

Units	42
-------	----

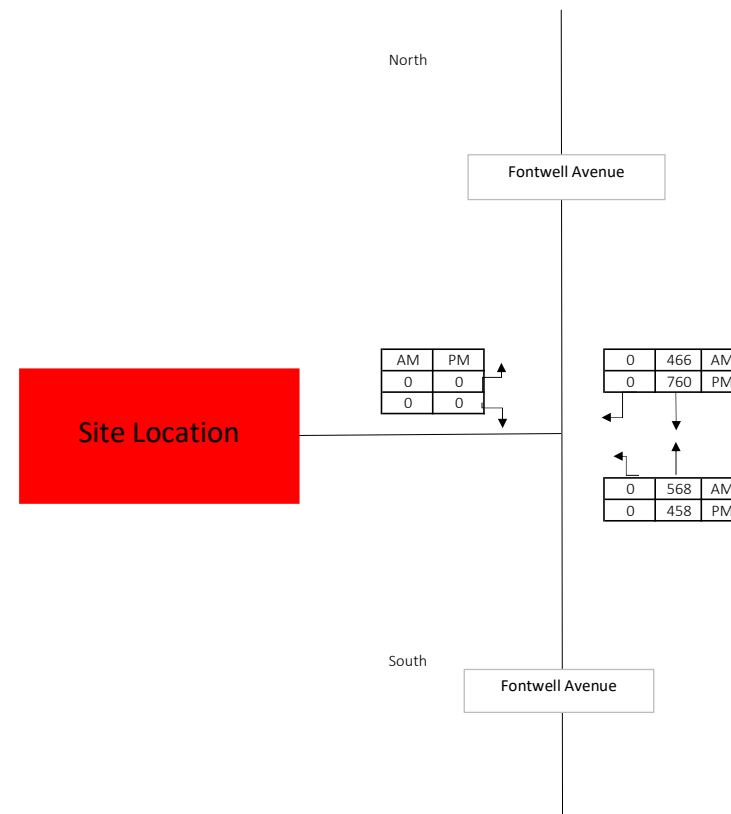
AM Peak		PM Peak	
Arrivals	Departures	Arrivals	Departures
0.152	0.393	0.364	0.149
6	17	15	6





Realignment Scheme Growth Factors (as per Business Case)

	AM	PM
Southbound	0.23	0.19
Northbound	0.18	0.69



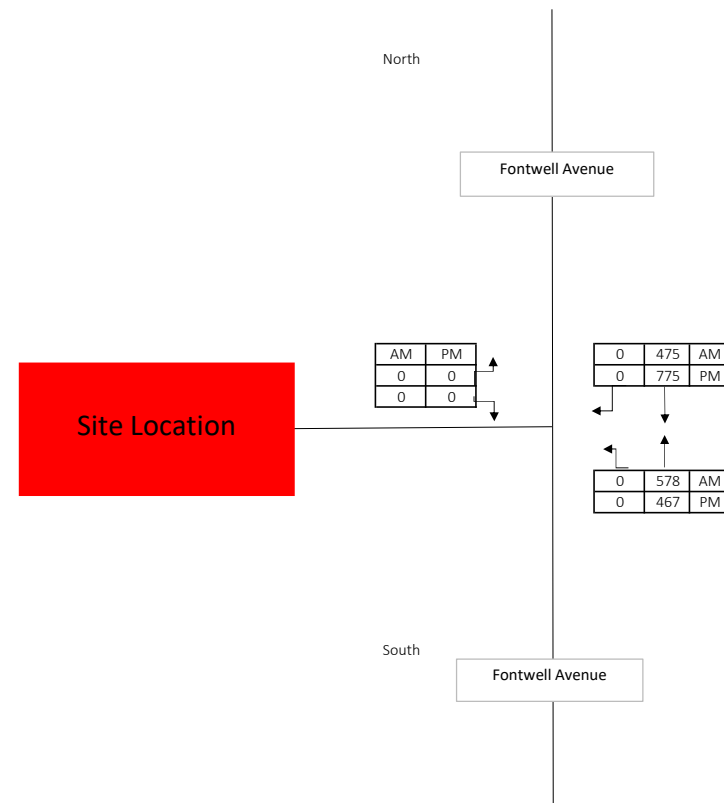


Project Name: Northfield Cottages, Fontwell Avenue, Fontwell
Project Number: 020.0360
Drawn By: SN
Approved By: MS

Scenario:2025 Baseline

Tempo 2023-2025

AM	PM
1.0185	1.0188



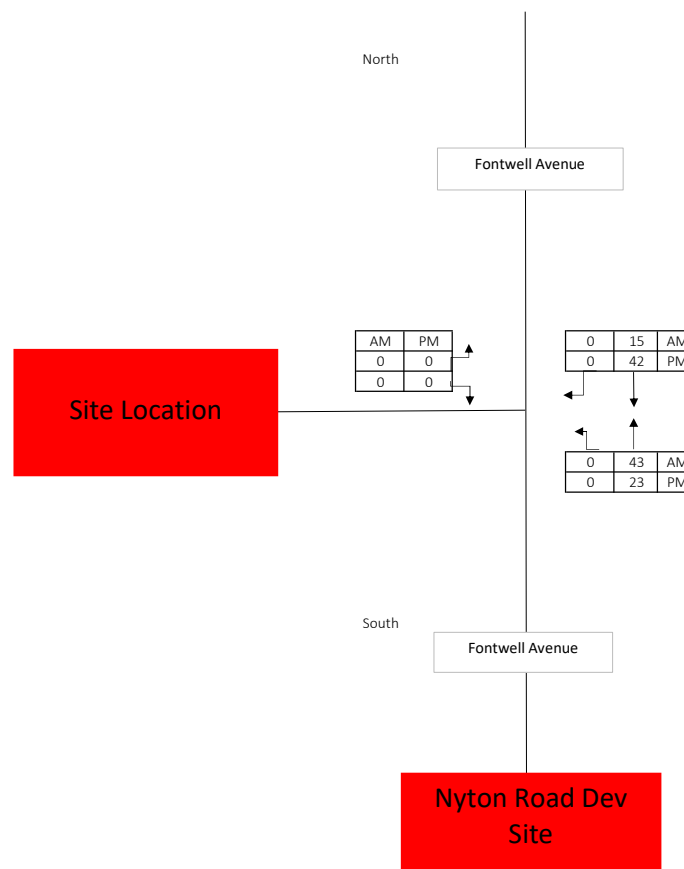
Nyton Road Agreed Trip Rate

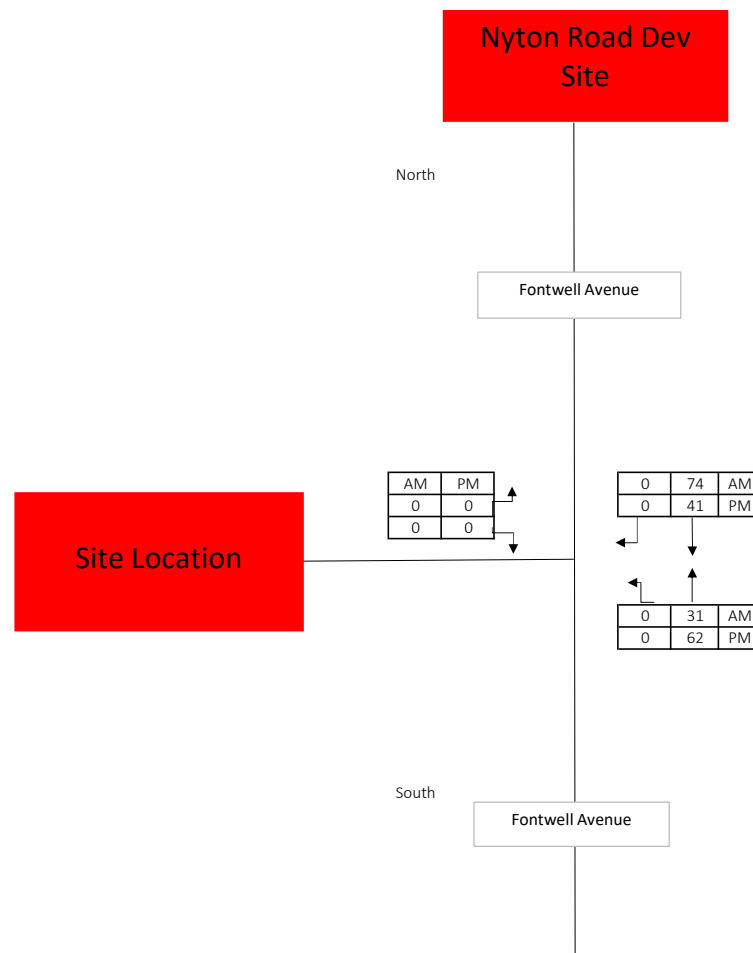
Residential	Units	231	
AM Peak		PM Peak	
Arrivals	Departures	Arrivals	Departures
0.12	0.39	0.38	0.20
29	90	88	46

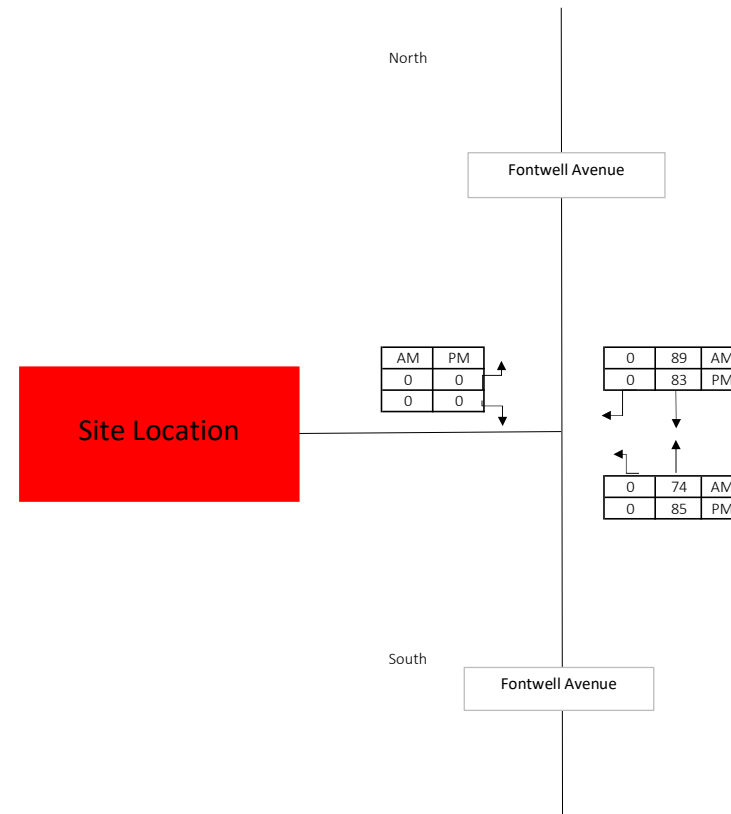
Care Home	Beds	60	
AM Peak		PM Peak	
Arrivals	Departures	Arrivals	Departures
0.05	0.04	0.05	0.06
3	3	3	4

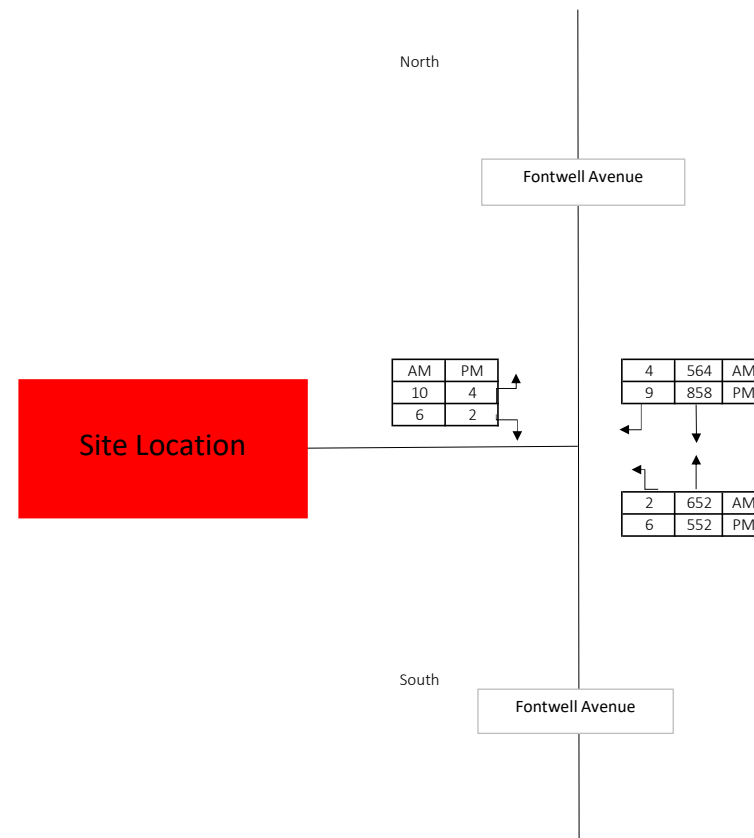
Total Trips		PM Peak	
AM Peak			
Arrivals	Departures	Arrivals	Departures
32	92	90	50

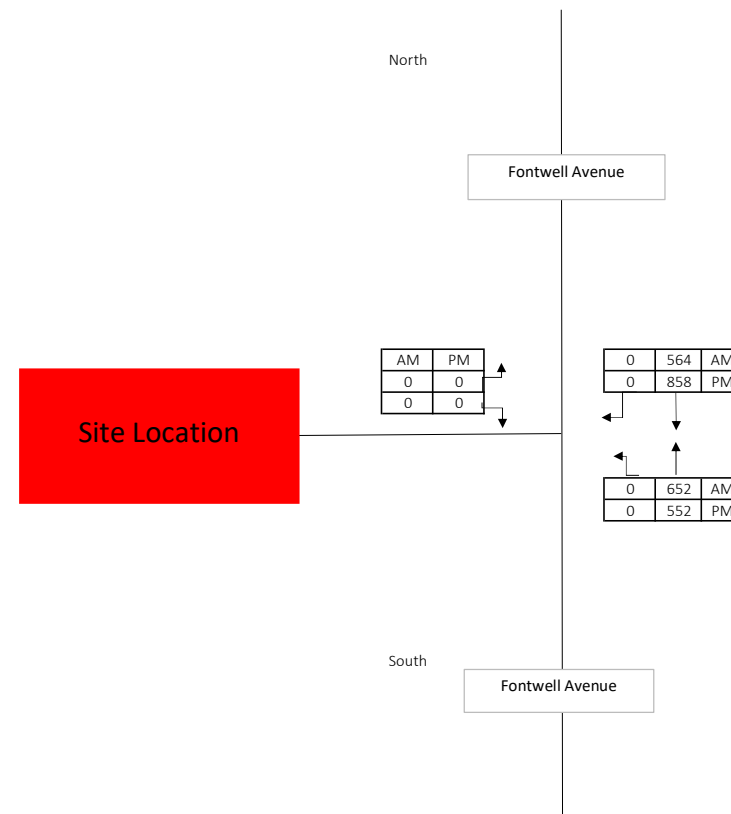
Agreed Distribution	
North	0.47

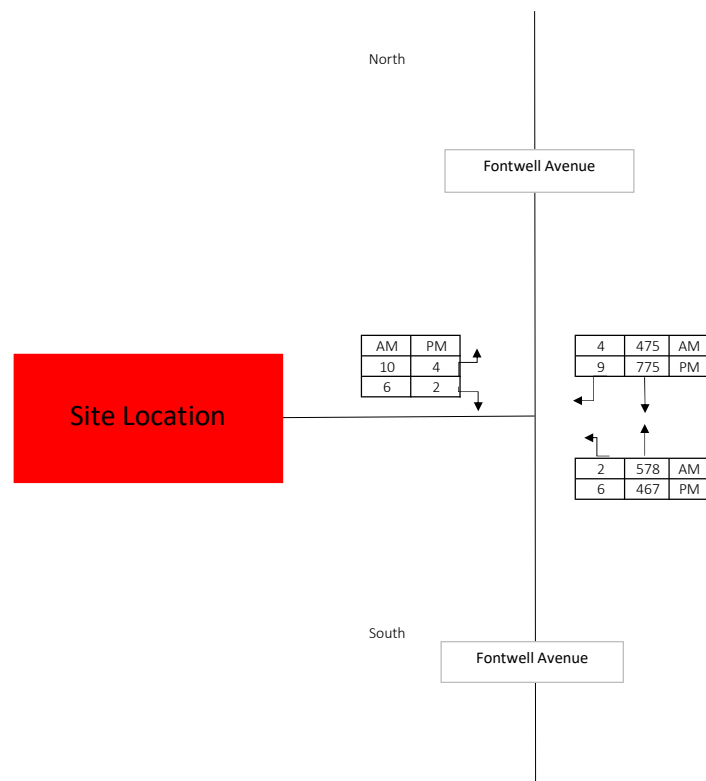












Appendix L

Junctions 9											
PICADY 9 - Priority Intersection Module											
Version: 9.0.2.5947											
© Copyright TRL Limited, 2017											
For sales and distribution information, program advice and maintenance, contact TRL:											
+44 (0)1344 770558 software@trl.co.uk www.trlsoftware.co.uk											
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution											

Filename: Site Access Modelling.j9

Path: C:\Users\cad.pc\Desktop\Fontwell Modelling

Report generation date: 26/03/2020 11:25:48

- »2025 Baseline Plus Dev, AM
- »2025 Baseline Plus Dev, PM
- »2025 Baseline Plus Dev Plus CD, AM
- »2025 Baseline Plus Dev Plus CD, PM

Summary of junction performance

	AM						PM					
	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Network Residual Capacity	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Network Residual Capacity
	2025 Baseline Plus Dev											
Stream B-AC	0.0	9.17	0.04	A	0.16	132 %	0.0	8.77	0.01	A	0.09	123 %
Stream C-AB	0.0	7.51	0.01	A		[Stream B-AC]	0.0	7.24	0.02	A		[Stream B-AC]
	2025 Baseline Plus Dev Plus CD											
Stream B-AC	0.0	9.77	0.04	A	0.15	104 %	0.0	9.39	0.02	A	0.09	95 %
Stream C-AB	0.0	7.77	0.01	A		[Stream B-AC]	0.0	7.52	0.02	A		[Stream B-AC]

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

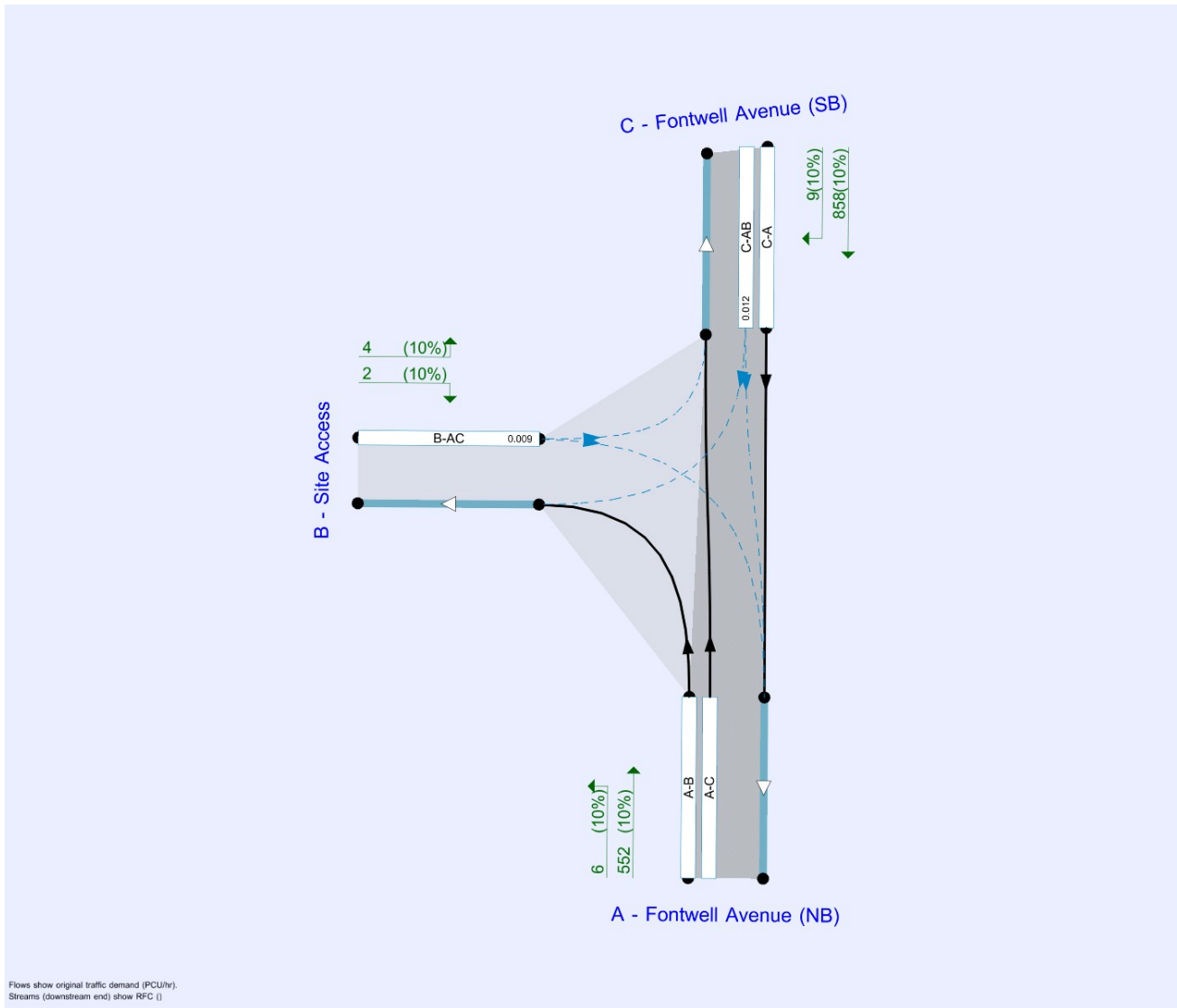
File summary

File Description

Title	Fontwell Avenue Site Access Modelling
Location	Fontwell
Site number	
Date	26/03/2020
Version	
Status	Preliminary
Identifier	
Client	
Jobnumber	020.0360
Enumerator	AD\CAD.PC
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
	✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2025 Baseline Plus Dev	AM	ONE HOUR	07:45	09:15	15
D2	2025 Baseline Plus Dev	PM	ONE HOUR	16:45	18:15	15
D3	2025 Baseline Plus Dev Plus CD	AM	ONE HOUR	07:45	09:15	15
D4	2025 Baseline Plus Dev Plus CD	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2025 Baseline Plus Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Site Access/Fontwell Avenue	T-Junction	Two-way	0.16	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	132	Stream B-AC

Arms

Arms

Arm	Name	Description	Arm type
A	Fontwell Avenue (NB)		Major
B	Site Access		Minor
C	Fontwell Avenue (SB)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Fontwell Avenue (SB)	10.00		✓	3.00	70.0	✓	7.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Site Access	One lane	3.00	100	90

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	556	0.084	0.211	0.133	0.302
1	B-C	681	0.086	0.218	-	-
1	C-B	668	0.214	0.214	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2025 Baseline Plus Dev	AM	ONE HOUR	07:45	09:15	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Fontwell Avenue (NB)		✓	580	100.000
B - Site Access		✓	16	100.000
C - Fontwell Avenue (SB)		✓	479	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Fontwell Avenue (NB)	B - Site Access	C - Fontwell Avenue (SB)
From	A - Fontwell Avenue (NB)	0	2	578
	B - Site Access	6	0	10
	C - Fontwell Avenue (SB)	475	4	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Fontwell Avenue (NB)	B - Site Access	C - Fontwell Avenue (SB)
From	A - Fontwell Avenue (NB)	10	10	10
	B - Site Access	10	10	10
	C - Fontwell Avenue (SB)	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.04	9.17	0.0	A
C-AB	0.01	7.51	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	12	507	0.024	12	0.0	7.989	A
C-AB	3	575	0.005	3	0.0	6.926	A
C-A	358			358			
A-B	2			2			
A-C	435			435			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	14	483	0.030	14	0.0	8.442	A
C-AB	4	557	0.006	4	0.0	7.160	A
C-A	427			427			
A-B	2			2			
A-C	520			520			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	18	450	0.039	18	0.0	9.166	A
C-AB	4	531	0.008	4	0.0	7.512	A
C-A	523			523			
A-B	2			2			
A-C	636			636			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	18	450	0.039	18	0.0	9.168	A
C-AB	4	531	0.008	4	0.0	7.512	A
C-A	523			523			
A-B	2			2			
A-C	636			636			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	14	483	0.030	14	0.0	8.444	A
C-AB	4	557	0.006	4	0.0	7.163	A
C-A	427			427			
A-B	2			2			
A-C	520			520			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	12	507	0.024	12	0.0	7.993	A
C-AB	3	575	0.005	3	0.0	6.926	A
C-A	358			358			
A-B	2			2			
A-C	435			435			

2025 Baseline Plus Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Site Access/Fontwell Avenue	T-Junction	Two-way	0.09	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	123	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2025 Baseline Plus Dev	PM	ONE HOUR	16:45	18:15	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Fontwell Avenue (NB)		✓	473	100.000
B - Site Access		✓	6	100.000
C - Fontwell Avenue (SB)		✓	784	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Fontwell Avenue (NB)	B - Site Access	C - Fontwell Avenue (SB)
From	A - Fontwell Avenue (NB)	0	6	467
	B - Site Access	2	0	4
	C - Fontwell Avenue (SB)	775	9	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Fontwell Avenue (NB)	B - Site Access	C - Fontwell Avenue (SB)
From	A - Fontwell Avenue (NB)	10	10	10
	B - Site Access	10	10	10
	C - Fontwell Avenue (SB)	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.01	8.77	0.0	A
C-AB	0.02	7.24	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	5	517	0.009	4	0.0	7.729	A
C-AB	7	592	0.011	7	0.0	6.767	A
C-A	583			583			
A-B	5			5			
A-C	352			352			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	5	493	0.011	5	0.0	8.127	A
C-AB	8	577	0.014	8	0.0	6.958	A
C-A	697			697			
A-B	5			5			
A-C	420			420			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	7	458	0.014	7	0.0	8.773	A
C-AB	10	557	0.018	10	0.0	7.241	A
C-A	853			853			
A-B	7			7			
A-C	514			514			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	7	458	0.014	7	0.0	8.773	A
C-AB	10	557	0.018	10	0.0	7.241	A
C-A	853			853			
A-B	7			7			
A-C	514			514			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	5	493	0.011	5	0.0	8.127	A
C-AB	8	577	0.014	8	0.0	6.958	A
C-A	697			697			
A-B	5			5			
A-C	420			420			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	5	517	0.009	5	0.0	7.731	A
C-AB	7	592	0.011	7	0.0	6.767	A
C-A	583			583			
A-B	5			5			
A-C	352			352			

2025 Baseline Plus Dev Plus CD, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Site Access/Fontwell Avenue	T-Junction	Two-way	0.15	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	104	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2025 Baseline Plus Dev Plus CD	AM	ONE HOUR	07:45	09:15	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Fontwell Avenue (NB)		✓	654	100.000
B - Site Access		✓	16	100.000
C - Fontwell Avenue (SB)		✓	568	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Fontwell Avenue (NB)	B - Site Access	C - Fontwell Avenue (SB)
From	A - Fontwell Avenue (NB)	0	2	652
	B - Site Access	6	0	10
	C - Fontwell Avenue (SB)	564	4	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Fontwell Avenue (NB)	B - Site Access	C - Fontwell Avenue (SB)
From	A - Fontwell Avenue (NB)	10	10	10
	B - Site Access	10	10	10
	C - Fontwell Avenue (SB)	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.04	9.77	0.0	A
C-AB	0.01	7.77	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	12	490	0.025	12	0.0	8.280	A
C-AB	3	563	0.005	3	0.0	7.073	A
C-A	425			425			
A-B	2			2			
A-C	491			491			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	14	462	0.031	14	0.0	8.841	A
C-AB	4	542	0.007	4	0.0	7.349	A
C-A	507			507			
A-B	2			2			
A-C	586			586			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	18	423	0.042	18	0.0	9.769	A
C-AB	4	514	0.009	4	0.0	7.769	A
C-A	621			621			
A-B	2			2			
A-C	718			718			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	18	423	0.042	18	0.0	9.771	A
C-AB	4	514	0.009	4	0.0	7.769	A
C-A	621			621			
A-B	2			2			
A-C	718			718			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	14	462	0.031	14	0.0	8.845	A
C-AB	4	542	0.007	4	0.0	7.352	A
C-A	507			507			
A-B	2			2			
A-C	586			586			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	12	490	0.025	12	0.0	8.286	A
C-AB	3	563	0.005	3	0.0	7.076	A
C-A	425			425			
A-B	2			2			
A-C	491			491			

2025 Baseline Plus Dev Plus CD, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Site Access/Fontwell Avenue	T-Junction	Two-way	0.09	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	95	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2025 Baseline Plus Dev Plus CD	PM	ONE HOUR	16:45	18:15	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Fontwell Avenue (NB)		✓	558	100.000
B - Site Access		✓	6	100.000
C - Fontwell Avenue (SB)		✓	867	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Fontwell Avenue (NB)	B - Site Access	C - Fontwell Avenue (SB)
From	A - Fontwell Avenue (NB)	0	6	552
	B - Site Access	2	0	4
	C - Fontwell Avenue (SB)	858	9	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Fontwell Avenue (NB)	B - Site Access	C - Fontwell Avenue (SB)
From	A - Fontwell Avenue (NB)	10	10	10
	B - Site Access	10	10	10
	C - Fontwell Avenue (SB)	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.02	9.39	0.0	A
C-AB	0.02	7.52	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	5	498	0.009	4	0.0	8.027	A
C-AB	7	578	0.012	7	0.0	6.929	A
C-A	646			646			
A-B	5			5			
A-C	416			416			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	5	469	0.011	5	0.0	8.535	A
C-AB	8	561	0.014	8	0.0	7.164	A
C-A	771			771			
A-B	5			5			
A-C	496			496			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	7	428	0.015	7	0.0	9.393	A
C-AB	10	537	0.018	10	0.0	7.516	A
C-A	945			945			
A-B	7			7			
A-C	608			608			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	7	428	0.015	7	0.0	9.393	A
C-AB	10	537	0.018	10	0.0	7.516	A
C-A	945			945			
A-B	7			7			
A-C	608			608			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	5	469	0.011	5	0.0	8.535	A
C-AB	8	561	0.014	8	0.0	7.167	A
C-A	771			771			
A-B	5			5			
A-C	496			496			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	5	498	0.009	5	0.0	8.029	A
C-AB	7	578	0.012	7	0.0	6.932	A
C-A	646			646			
A-B	5			5			
A-C	416			416			

ROAD SAFETY AUDIT BRIEF (GG119)

Table C.1 Project Summary

Date:	06.03.20
Document Reference:	020.0360/RSA/1
Prepared by:	Paul Basham Associates
On behalf of:	Reside Developments Ltd

Authorisation Sheet

Project:	Northfields Cottages, Fontwell Avenue, Fontwell
Report Title:	Stage 1 Road Safety Audit Brief

Prepared By

Name:	Beth Thomas
Signed:	
Organisation:	Paul Basham Associates
Date:	06.03.20

I approve the RSA Brief and instruct the RSA to take place on behalf of the overseeing organisation

Name:	Gemma McCart
Signed:	
Organisation:	Paul Basham Associates
Date:	06.03.20

ROAD SAFETY AUDIT BRIEF (GG119)

Table C.2. General Details

Highway Scheme Name and Road Number:	Fontwell Avenue (A29)			
Type of scheme: (Description of highway works)	Creation of a new right turn junction on Fontwell Avenue			
RSA Stage:	1	2	3	4
	Interim			
Overseeing Organisation Details:		Design Organisation Details:		
West Sussex County Council		Paul Basham Associates Lancaster Court 8 Barnes Wallis Road Segensworth Fareham PO15 5TU Tel:01489668134		
Police Contact Details:		Maintaining Agent Contact Details:		
N/A		N/A		
RSA Team Membership:				
Martin Morris M&S Traffic Ltd Aeolus House, 32 Hamelin Road, Gillingham, Kent ME7 3EX		Bryan Shawyer M&S Traffic Ltd Aeolus House, 32 Hamelin Road, Gillingham, Kent ME7 3EX		

Table C.3 Scheme Details

General:

A new right turn junction will be provided on Fontwell Avenue to provide access into the proposed c.42 unit residential development. A pedestrian crossing with refuge island is also proposed at the site access to provide safe connection to the existing eastern footway on Fontwell Avenue.

ROAD SAFETY AUDIT BRIEF (GG119)

Design Standards applied to the Scheme Design:

CD 123, Design Manual for Roads and Bridges

Design Speeds:

40mph

Speed Limits:

40mph

Existing Traffic Flows/Queues:

Traffic count surveys were undertaken on Fontwell Avenue along the site frontage. This was undertaken in September 2018 (during school term time). The results of the survey indicate 85th percentile speeds of 41mph northbound and southbound and weekday (5 day) flows of 5,728 vehicles southbound and 5,055 vehicles northbound.

Forecast Traffic Flows:

The TRICS database has been consulted to anticipate the number of vehicle trips that will be generated by the site. The site is anticipated to generate 22 trips in the AM peak, 19 trips in the PM peak and a total of 198 trips over a 12-hour period. This equates to the addition of one trip every four minutes over the day.

To anticipate the proposed distribution of the development 2011 Census 'Location of Usual Residence and place of work data' has been obtained. This assessment indicates that the majority (61%) of development trips are anticipated to travel northbound (left) from the site access and 39% of trips anticipated to travel southbound (right) from the site access.

It should also be noted that a realignment scheme is proposed on the A29, which will affect the existing flows on Fontwell Avenue along the site frontage. In order to confirm the required access design, the draft Realignment Business Case for the A29 has been reviewed. This provides forecast percentage increase numbers for traffic travelling northbound and southbound on Fontwell Avenue. For the section which runs along the site frontage, A29 between Eastergate Lane and A27, there is anticipated to be an increase of 41% in the AM peak an increase of 96% in the inter peaks and an 88% increase in the PM peak in the year 2023 (5 years into the future when the development is likely to be fully built). When factoring up the results from the ATC survey on Fontwell Avenue, this indicates 12 hour flows of 7,255 southbound and 8,213 northbound, equating to a total two way flow of 15,468. Given the above CD 123 Figure 2.3.1 recommends that a ghost island right turn lane junction is provided into the site.

ROAD SAFETY AUDIT BRIEF (GG119)

Visibility Splays:

Visibility splays are achievable to 2.4m x 107.5m in accordance with 85th percentile speeds of 41mph northbound and southbound on Fontwell Avenue from the site access. It should be noted that the visibility splays would be kept free of obstructions over 0.5m in height in line with Manual for Streets guidance, with existing vegetation over this height to be removed.

Pedestrian, cyclist and equestrian desire lines:

Pedestrians and cyclists will primarily be travelling in a southerly direction on Fontwell Avenue towards Westergate (southwest) and Eastergate (southeast), where the majority of local services and amenities are located. Pedestrians and cyclists are also likely to travel in a northerly direction from the proposed access onto Fontwell Avenue towards Fontwell village with some local shops. Pedestrians and cyclists are less likely to be travelling east as there are less services and facilities available within the vicinity of the site.

Environmental Constraints:

N/A

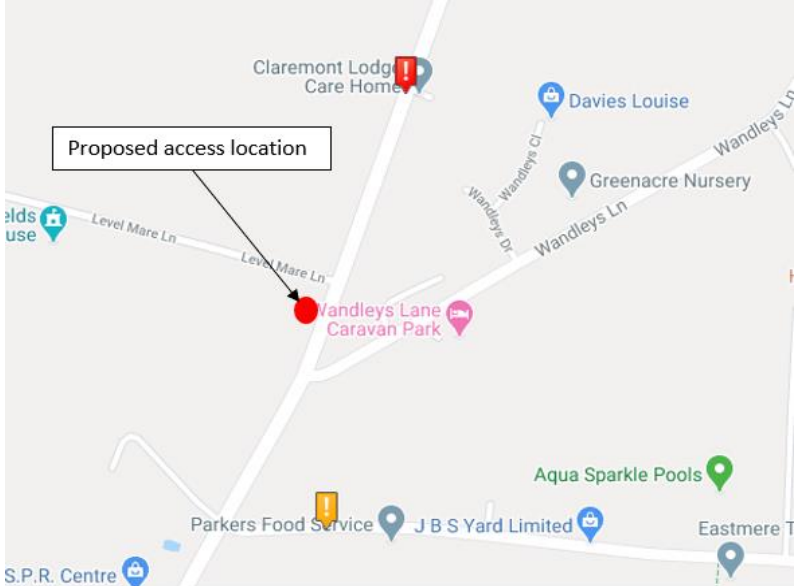
Table C.4 Locality

Description of Locality:	The site is situated within Fontwell and is located adjacent to Fontwell Avenue (A29). The proposed access to the site would be to the east of the site via a bellmouth arrangement onto Fontwell Avenue.
Map:	

ROAD SAFETY AUDIT BRIEF (GG119)

General Description:	The site is situated approximately 450m south of Fontwell, 1.3km north of Eastergate and 1.6km north of Westergate.
Relevant Factors which may affect Road Safety:	N/A

Table C.5 Analysis:

Collision Data Analysis:	Personal Injury Accident Data (PIA) has been assessed to establish the existing safety conditions on the local highway network. This data has been assessed for a three-year period from 2016 – 2018. Two incidents have occurred over a three-year period with one slight incident occurring on Eastergate Lane to the southeast of the proposed access and one serious incident occurring approximately 150m to the north of the site. However, there have been no accidents along the site frontage during this period. Given the strategic nature of Fontwell Avenue it is not considered that there are any existing accident trends on the surrounding highways network which would be exacerbated as part of the proposed development.
Collision Data Image:	
Departures from Standards:	The tapering of the junction should be 1:20 (CD 123 para 6.11 /6.12) however due to the proximity of neighbouring junction c.50m to the north and c.50m to the south of the site this cannot be provided without affecting the operation of the two neighbouring junctions. Given the constraints taper at the junction is 1:11.

ROAD SAFETY AUDIT BRIEF (GG119)

Summary of previous Road Safety Audit Stage reports, road safety audit response reports and evidence of agreed actions:	N/A
Strategic Decisions:	N/A

List of Included Documents:

Reference Number	Revision	Title	Date:
-	-		
	-		

List of Included Drawings:

Drawing Number	Revision	Title
020.0360.001	-	Access Design
020.0360.002	-	Pedestrian Visibility Splays
020.0360.006	B	Level Mare Lane/Fontwell Avenue Junction Visibility Splays
29662A_100	L	Site Layout

Table C.6 Checklist

Tick all that are included and provide reasons for those that are not included

Site Location Plan	<u>Y</u>	Scale layout plans	<u>Y</u>
Departures and relaxations from standards	<u>Y</u>	Construction/typical details	<u>N/A</u>
Previous RSA Report	<u>N</u>	Previous RSA response reports and evidence of agreed actions	<u>N/A</u>
Collision data and collision data analysis	<u>Y</u>	Road traffic collision plot	<u>Y</u>

ROAD SAFETY AUDIT BRIEF (GG119)

Traffic signal staging	<u>NA</u>	Traffic counts	<u>Y</u>
Speed surveys	<u>Y</u>	Pedestrian, cyclist and horse riding desire lines and volumes	<u>NA</u>
Walking, cycling and horse riding assessment	<u>NA</u>	Items outside the scope of the RSA/strategic decisions	<u>N</u>
Other factors that may impact road safety	<u>NA</u>	Design speeds/speed limits	<u>Y</u>
Design standards used	<u>Y</u>	Adjacent land uses	<u>NA</u>

Appendix N



Road Safety Audit Stage 1

Section 278 Works

Level Mare Lane/Fontwell Avenue

Chichester

West Sussex

Date: 18th March 2020

Report produced for: Paul Basham Associates

Report produced by: M & S Traffic

M & S Traffic Ltd
Aeolus House
32 Hamelin Road
Gillingham
Kent ME7 3EX

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Registered Office: 32 Hamelin Road, Gillingham, Kent ME7 3EX Registered in Cardiff No:06730905

DOCUMENT CONTROL SHEET

M&S Traffic has prepared this report in accordance with the instructions from Paul Basham Associates. M&S Traffic shall not be liable for the use of any information contained herein for any purpose other than the sole and specific use for which it was prepared.

Project Title Northfield Cottages, Fontwell Avenue, Fontwell.

Report Title Road Safety Audit Stage 1

Revision

Status Final

Record of Issue

Document Ref PBA/20/0360/006/1/MM	Prepared by: (Name)	Checked by: (Name)	Approved by (Signature)	Date Approved
Revision	Martin Morris	Bryan Shawyer		18 th March 2020
Designers Response	Shaan Novitzki	Mark Smith		30 th March 2020
Authority Response				

Distribution

Organisation	Contact	Copies
Paul Basham Associates	Shaan Novitzki	-
Paul Basham Associates	Beth Thomas	

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3 Items raised at the Stage 1 Audit	7
4 Issues identified during the Stage 1 Audit that are outside the terms of reference	11
5 Auditors Statement	12
Appendix A..... List of drawings	
Appendix B..... Comment location drawing	
Appendix C..... Road Safety Audit Decision Log.	
Appendix D..... Design Organisation Statement.	
Appendix E..... Overseeing Organisation Statement.	

1 INTRODUCTION

1.1 This report describes a Stage 1 Road Safety Audit carried out on Section 278 works associated with a 42-unit residential development off Fontwell Avenue Road, comprising of:

- The provision of a priority junction access.
- The provision of a right turn lane with carriageway widening.
- The provision of a footway link and pedestrian refuge island.

The Audit was requested by the design organisation, Paul Basham Associates, Lancaster Court, 8 Barnes Wallis Road, Fareham, Hampshire, PO15 on behalf of West Sussex County Council, as the Highway Authority.

1.2 The Audit Team membership was as follows:

Martin Morris, PGD, MCIHT, MSoRSA – Audit Team Member
Highways England Approved RSA Certificate of Competency

Bryan Shawyer B.Eng. (Hons), MSc, MCIHT, MSoRSA – Audit Team Leader
Highways England Approved RSA Certificate of Competency

1.3 The audit was undertaken in accordance with GG 119, The Design Manual for Roads and Bridges. The documents available at the time the report was compiled are detailed in Appendix A.

1.4 The Audit took place at the Gillingham offices of M&S Traffic in March 2020 and comprised an examination of the documents provided as listed in Appendix A, plus a joint visit to the site of the proposed scheme during the afternoon of the 9th March 2020 between 10:45 and 11:15. Weather conditions at the time were fine and the road surface was dry. Traffic flows were moderate and free flow speeds were moderate. There were no pedestrian flows or cyclist movements observed during the site visit.

1.5 The report has been compiled, only with regards to the safety implications for road users of the layout presented in the supplied drawings. It has not been examined or verified for compliance with any other standards or criteria. This safety audit does not perform any “Technical Check” function on these proposals. It is assumed that the Project Sponsor is satisfied that such a “Technical Check” has been successfully completed prior to requesting this safety audit.

1.6 The auditors have been informed of the following Departure from Standards in this scheme construction.

- The tapering of the junction should be 1:20 (CD 123 para 6.11 /6.12) however due to the proximity of neighbouring junction c.50m to the north and c.50m to the south of the site this cannot be provided without affecting the operation of the two neighbouring junctions. Given the constraints taper at the junction is 1:11.
-

- 1.7 All comments and recommendations are referenced to the detailed drawings and the locations have been detailed relating to the plans supplied with the audit brief, Appendix B.

2 SAFETY ISSUES RAISED AT PREVIOUS AUDITS

2.1 No previous Road Safety Audits were supplied for assessment.

3 ITEMS RAISED AT THE STAGE 1 AUDIT

3.1 General

3.1.1 PROBLEM

Location: Proposed scheme.

Summary: Ponding of surface water could lead to loss of control accidents.

The carriageway is being widened and new kerblines are being introduced, where no details of carriageway drainage or carriageway vertical profiles and horizontal profiles have been provided for assessment. Ponding on the carriageway or water moving across the carriageway at junctions could lead to loss of control accidents.

RECOMMENDATION

It is recommended that drainage details should be provided at Safety Audit Stage 2, or that the carriageway should be shaped so that the highway drains.

3.1.2 PROBLEM

Location: Proposed traffic island.

Summary: Inappropriate island construction could lead to loss of control collisions.

No details of the traffic island have been provided for assessment, where inappropriate signage and construction could lead to island strikes and loss of control collisions particularly during the hours of darkness.

RECOMMENDATION

It is recommended that full details of the traffic islands should be supplied for assessment at Safety Audit Stage 2 and that the traffic island should have a high mast beacon with signs to diagram 610.

3.2 Local Alignment

3.2.1 PROBLEM

Location: Proposed access and right turn lane.

Summary: Insufficient carriageway space may lead to head on collisions or side swipe collisions.

No vehicle swept paths have been provided for assessment, where the insufficient carriageway space could cause conflict with vehicles travelling in the opposing direction leading to possible head on collisions or side swipe collisions. In addition, the introduction of the pedestrian refuge may impact on the left turn movement into Wandleys Lane for large vehicles, and could lead to shunting at the junction mouth, leading to possible rear end shunt collisions.

RECOMMENDATIONS

It is recommended that:

- Swept paths and lane widths should be provided for assessment at the proposed access.
- Swept paths should be provided for the left turn movement into Wandleys Lane.
- Swept paths should be provided at normal driving speeds through the short transition south of the proposed junction.

3.2.2 Location: Proposed access.

Summary: Insufficient visibility could side impact collisions or rear end shunts.

The proposed junction follows a left-hand curve where forward visibility of traffic slowing or turning into the development could be restricted. No details of the Stopping Sight Distance (SSD) at the bend were provided for assessment. Insufficient SSD could lead to side swipe collisions or rear end shunts.

RECOMMENDATION

It is recommended that forward visibility splays should be checked to ensure that they are consistent with the design speed.

3.3 Junctions

3.3.1 PROBLEM

Location: At the junction with Level Mare Lane.

Summary: Restricted visibility could lead to side swipe collisions or rear end shunts.

Widening is being undertaken on the western side of Fontwell Avenue where the visibility splay for Level Mare Lane has been provided but does go to the western kerbline. There is an area of

carriageway that could be hidden, and a powered two-wheel rider or cyclist could be hidden and suddenly emerge, leading to possible side impact collisions or rear end shunts.

RECOMMENDATION

That the visibility splay should extend to the western kerbline.

3.3.2 PROBLEM

Location: Fontwell Avenue.

Summary: Excessive flows could lead to side impact collisions or rear end shunts.

No information was supplied regarding the predicted movements or queuing at the proposed access were provided. Excessive queuing at the junction could lead to rear end shunt or side impact collisions.

RECOMMENDATION

It is recommended that a Picady, or similar, programme should be checked to ensure that there is no excessive queuing at the access or in the right turn lane on Fontwell Avenue.

3.3.3 PROBLEM

Location: Approaches to proposed access.

Summary: Lack of visibility could lead to side impact or rear end shunt collisions

Visibility splays have been proposed at the junction; however, the splays appear to pass over non-highway land. Vegetation or landscaping features in these splays could restrict visibility, where insufficient visibility could lead to side impact or rear end shunt collisions.

RECOMMENDATION

It is recommended that the splays should be within the adoptable highway, or that suitable covenants should be arranged to ensure that the splay is not affected by planting or landscaping features.

3.4 Non-Motorised User Provision

3.4.1 No comment.

3.5 Road Signs, Carriageway Markings and Lighting

3.5.1 PROBLEM

Location: The scheme.

Summary: Inappropriate speeds could lead to overshoot, rear end shunt or side impact type collisions.

An existing 40mph speed limit covers the proposed access; and vehicle approach speeds may be high. In addition, development is at the fringes of Eastergate and extended development could effectively change the nature of Fontwell Avenue. As such, a 40mph speed limit may give rise to vehicles approaching the junction at inappropriate speeds, which could lead to overshoot, rear end shunt or side impact type collisions.

RECOMMENDATION

It is recommended that the existing 30 mph speed limit terminal and should be relocated north of the proposed access

4 ISSUES IDENTIFIED DURING THE STAGE 1 AUDIT THAT ARE OUTSIDE THE TERMS OF REFERENCE

4.1 Any issues that the Audit Team wish to bring to the attention of the Client Organisation, which are not covered by the road safety implications of this audit have been included in the following section. These issues could include maintenance items, operational issues or poor existing provision. It should be understood however, that in raising these issues, the Audit Team do not warrant that a full review of the existing highway environment has been undertaken beyond the scope of the audit.

4.2 The Audit Team had no issues to raise within this section.

5 AUDITOR TEAM STATEMENT

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

Audit Team Leader

Martin Morris
PGD, MCIHT, MSoRSA
Highways England Approved RSA Certificate of Competency
M & S Traffic Ltd
Aeolus House
32 Hamelin Road
Gillingham
Kent ME7 3EX

Signed:



Date: 18/03/2020

Audit Team Member

Bryan Shawyer
BEng (Hons), MSc, MCIHT, MSoRSA
Highways England Approved RSA Certificate of Competency
M & S Traffic Ltd
Aeolus House
32 Hamelin Road
Gillingham
Kent ME7 3EX

Signed:



Date: 18/03/2020

APPENDIX A

List of drawings and documentation submitted for auditing:

Drawing Number	Title
020.0360.006 B	Level Mare lane/Fontwell Avenue Junction Visibility Splays.
020.0360.002	Pedestrian Visibility Splays.
020.0360.001	Access Design
29662A 100L	Site Block Plan

Supporting Documentation:

- Road Safety Audit Brief Paul Basham Associates March 2020.

APPENDIX B

Plan attached showing the locations of the problems identified as part of this audit (location numbers refer to paragraph numbers in the report).

APPENDIX C: Road Safety Audit Decision Log.

Auditors: Martin Morris (Team Leader) and Bryan Shawyer (Team Member).

Scheme: S278 Works Level Mare lane/Fontwell Avenue, Eastergate.

Date Audit Completed: 18th March 2020

This response is to a Stage 1 Road Safety Audit to the design standard detailed within GG 119 of Volume 5, Section 2, Part 2, of the Design Manual for Roads and Bridges, as detailed by the Highways Agency.

RSA Problem	RSA Recommendation	Design Organisation response)	Overseeing Organisation response	Agreed RSA action
3.1.1 The carriageway is being widened and new kerblines are being introduced, where no details of carriageway drainage or carriageway vertical profiles and horizontal profiles have been provided for assessment. Ponding on the carriageway or water moving across the carriageway at junctions could lead to loss of control collisions.	It is recommended that drainage details should be provided at Safety Audit Stage 2, or that the carriageway should be shaped so that the highway drains.	The measure identified by the auditor is accepted and details of drainage would be provided to inform the Stage 2 Road Safety Audit.		
3.1.2 No details of the traffic island have been provided for assessment, where inappropriate signage and construction could lead to island strikes	It is recommended that full details of the traffic islands should be supplied for assessment at Safety Audit Stage 2 and that the traffic island	Details of the traffic island would be provided for assessment as part of the Stage 2 Road Safety Audit.		

and loss of control collisions particularly during the hours of darkness.	should have a high mast beacon with signs to diagram 610.			
3.2.1 No vehicle swept paths have been provided for assessment, where the insufficient carriageway space could cause conflict with vehicles travelling in the opposing direction leading to possible head on collisions or side swipe collisions. In addition, the introduction of the pedestrian refuge may impact on the left turn movement into Wandleys Lane for large vehicles, and could lead to shunting at the junction mouth, leading to possible rear end shunt collisions.	It is recommended that: Swept paths and lane widths should be provided for assessment at the proposed access. Swept paths should be provided for the left turn movement into Wandleys Lane. Swept paths should be provided at normal driving speeds through the short transition south of the proposed junction.	Swept paths of these manoeuvres has been provided, which demonstrates that the carriageway space provided is acceptable.		
3.2.2 The proposed junction follows a left-hand curve where forward visibility of traffic slowing or turning into the development could be restricted. No details of the Stopping Sight Distance (SSD) at the bend were provided for assessment. Insufficient SSD could lead to side impact collisions or rear end shunts.	It is recommended that forward visibility splays should be checked to ensure that they are consistent with the design speed.	While the concern of the auditor is noted, a significant distance of invisibility between vehicles achievable and given the relatively flat gradient of the carriageway it is not considered that visibility for vehicles travelling along Fontwell Avenue would be restricted or result in collisions when vehicles are slowing to access the site.		

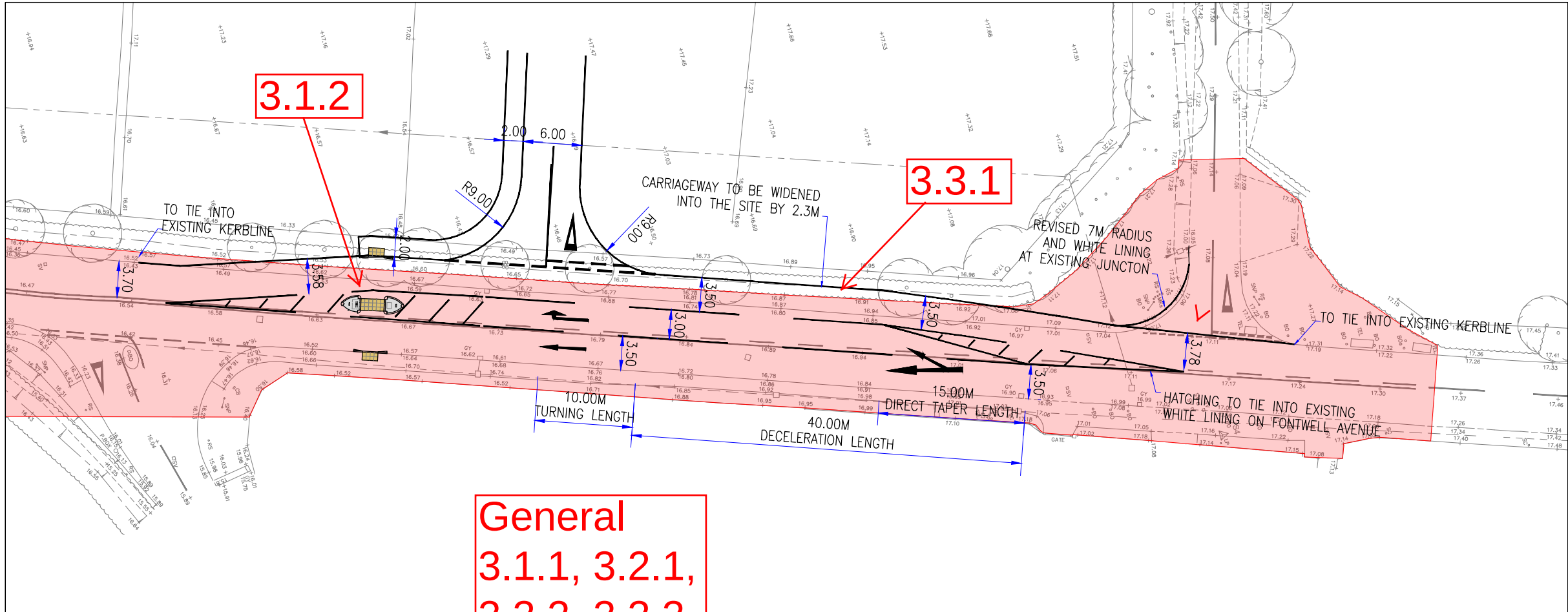
3.3.2 No information was supplied regarding the predicted movements or queuing at the proposed access were provided. Excessive queuing at the junction could lead to rear end shunt or side impact collisions.	It is recommended that a Picady, or similar, programme should be checked to ensure that there is no excessive queuing at the access or in the right turn lane on Fontwell Avenue.	A junction capacity modelling assessment has been undertaken of the site access which indicates that the junction would operate well under capacity, with no queuing anticipated on Fontwell Avenue or the site access road.		
3.3.3 Visibility splays have been proposed at the junction; however, the splays appear to pass over non-highway land. Vegetation or landscaping features in these splays could restrict visibility, where insufficient visibility could lead to side impact or rear end shunt collisions.	It is recommended that the splays should be within the adoptable highway, or that suitable covenants should be arranged to ensure that the splay is not affected by planting or landscaping features.	A suitable covenant to address this could be included within the site decision notice, however a landscaping/tree strategy has been proposed as part of this application.		
3.5.1 An existing 40mph speed limit covers the proposed access; and vehicle approach speeds may be high. In addition, development is at the fringes of Eastergate and extended development could effectively change the nature of Fontwell Avenue. As such, a 40mph speed limit may give rise to vehicles approaching the junction at inappropriate speeds, which could lead to overshoot, rear end shunt or side impact type collisions.	It is recommended that the existing 30 mph speed limit terminal should be relocated north of the proposed access	The proposed junction has been designed in accordance with 85th percentile speeds of 41mph on Fontwell Avenue. Whilst it may be beneficial to relocate the 30mph speed limit, this change is not considered necessary to provide a safe and suitable means of access to the proposed development. It should also be taken into account that the nature of Fontwell Avenue would change following the completion of the A29 Realignment Scheme.		

APPENDIX D: DESIGN ORGANISATION STATEMENT

PROJECT NAME: Stage 1 RSA S278 Works Level Mare lane/Fontwell Avenue, Eastergate.	
On behalf of the Design Organisation I certify that: 1) The actions identified in response to the problems raised in this RSA have been discussed and agreed with the Overseeing Organisation	
Name	
Signed	
Position	
Organisation	Paul Basham Associates Ltd
Date	

APPENDIX E: OVERSEEING ORGANISATION STATEMENT

PROJECT NAME: Stage 1 S278 Works Level Mare lane/Fontwell Avenue, Eastergate...	
On behalf of the Overseeing Organisation I certify that: 1) The actions identified in response to the problems raised in this RSA have been discussed and agreed with the Design Organisation; and 2) The agreed RSA actions will be progressed.	
Name	
Signed	
Position	
Organisation	
Date	



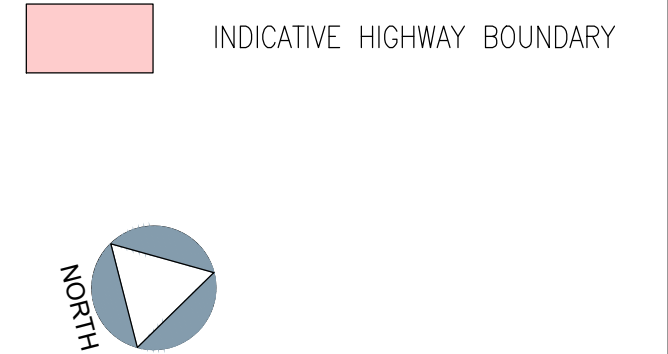
GENERAL NOTES

1. THIS DRAWING IS INTENDED TO BE VIEWED IN COMBINATION WITH ALL RELEVANT ARCHITECTS, ENGINEERS, SERVICES AND SPECIALIST DRAWINGS AND SPECIFICATION.
2. ANY VARIATIONS OR DISCREPANCIES BETWEEN THESE DRAWINGS IN TERMS OF DIMENSIONS OR DETAILS SHOULD BE DRAWN TO THE ATTENTION OF THE ARCHITECT AND/OR THE ENGINEER FOR CLARIFICATION.
3. PAUL BASHAM ASSOCIATES ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY OF BACKGROUND INFORMATION PRODUCED BY THIRD PARTIES – THIS MUST BE TREATED AS INDICATIVE ONLY.
4. ALL DIMENSIONS AND LEVELS ARE IN METRES. DO NOT SCALE THIS DRAWING, PRINT, PLOT OR DISK.
5. THIS DRAWING SHOULD ONLY BE USED FOR CONSTRUCTION IF THE PROJECT PHASE IN THE TITLE FRAME BELOW IS SHOWN AS "CONSTRUCTION". PAUL BASHAM ASSOCIATES TAKE NO RESPONSIBILITY FOR CONSTRUCTION WORKS UNDERTAKEN TO DRAWINGS WHICH ARE NOT MARKED UNDER THIS PHASE.
6. RIGHT TURN LANE DESIGNED IN ACCORDANCE WITH PARAMETERS SET OUT IN TD42/95 FOR A RIGHT TURN LANE WITH A DESIGN SPEED OF 40MPH.

VISIBILITY SPLAYS

1. VISIBILITY SPLAYS ARE BASED ON RECORDED 85TH PERCENTILE SPEEDS OF 41MPH NORTHBOUND AND SOUTHBOUND ON FONTWELL AVENUE.

KEY

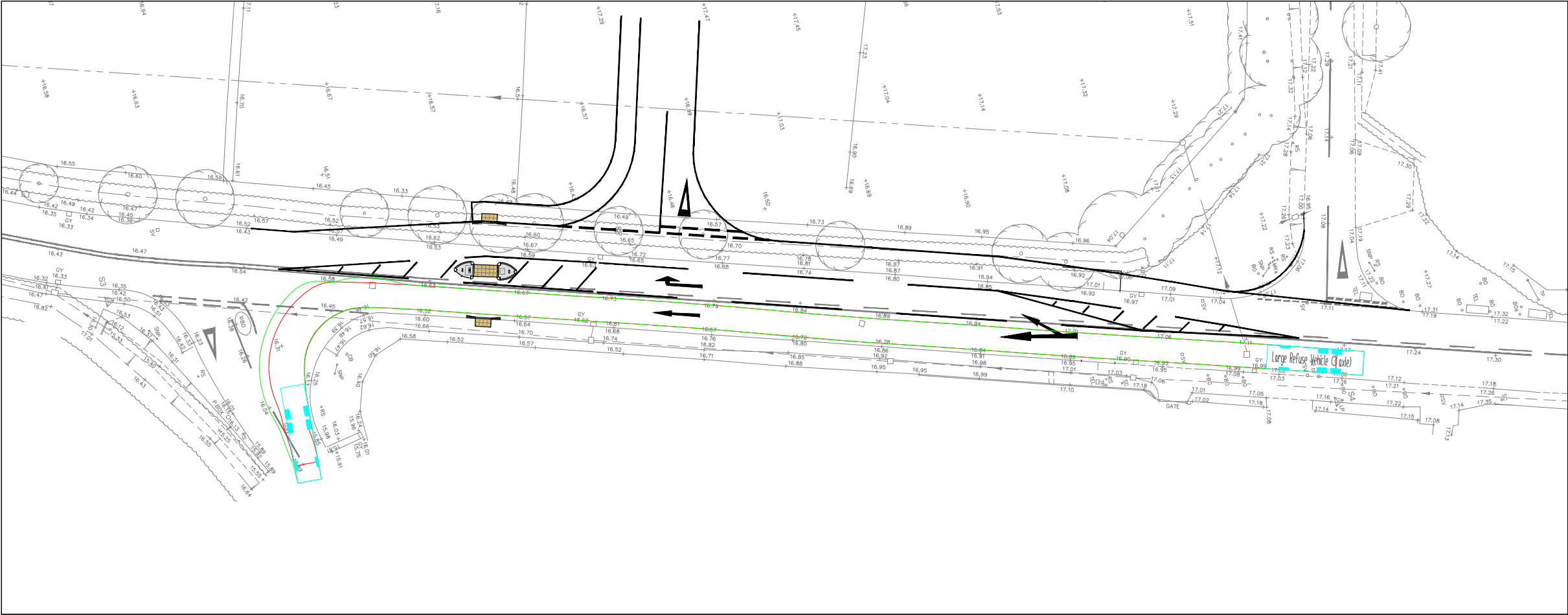


ACCESS VISIBILITY SPLAYS (1:1000)							-	-	--	--	-
							Rev	Description	Date	By	Chk
Project Name NORTHFIELD COTTAGES, FONTWELL AVENUE FONTWELL		Title ACCESS DESIGN	 Paul Basham Associates Ltd Lancaster Court, 8 Barnes Wallis Road, Fareham, PO15 5TU 01489 668134 info@paulbashamassociates.com www.paulbashamassociates.com	Client 	Checked By MS	Checked Date 24.10.18	Scale AS SHOWN (AT A3 SIZE)				
Project Phase PRELIMINARY					Drawn By SN	Drawn Date 18.10.18	Client Drawing No. -	PBA Drawing No. 020.0360.001	Revision -		

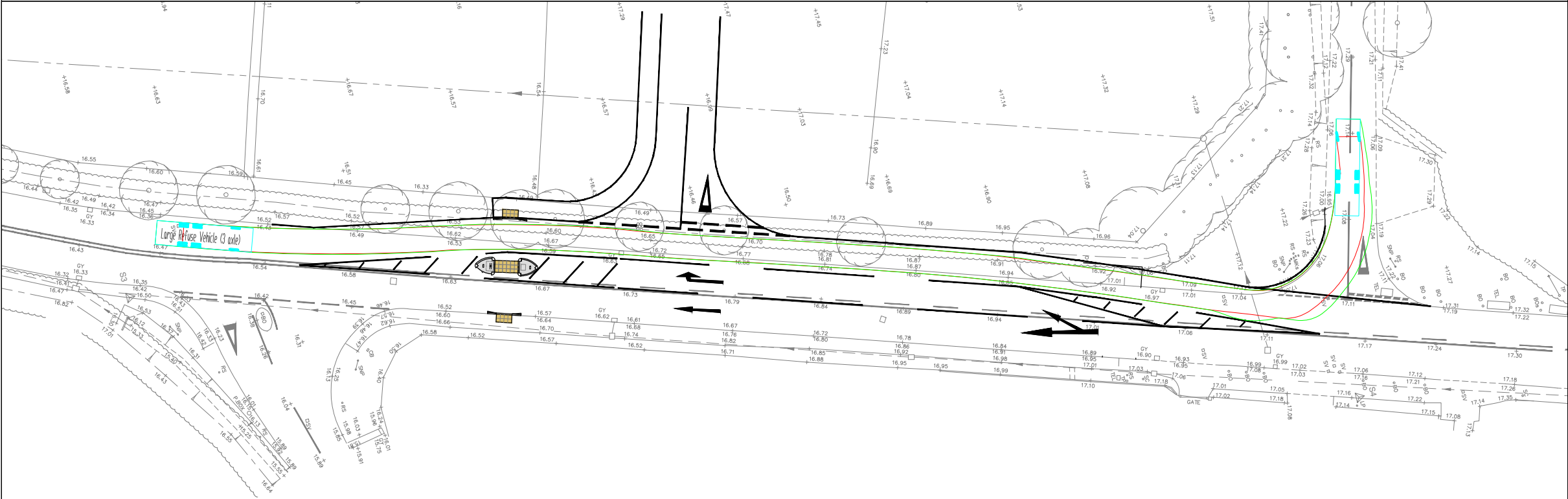
(AT A3 SIZE)

ARUN DISTRICT COUNCIL BNA0020PL

Appendix O



SOUTHBOUND ON FONTWELL AVENUE AND LEFT INTO WANDLEYS LANE

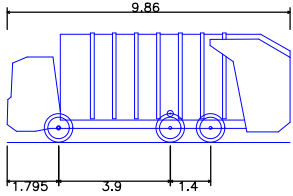


NORTHBOUND ON FONTWELL AVENUE AND LEFT INTO LEVEL MERE LANE

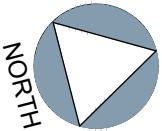
GENERAL NOTES

- THIS DRAWING IS INTENDED TO BE VIEWED IN COMBINATION WITH ALL RELEVANT ARCHITECTS, ENGINEERS, SERVICES AND SPECIALIST DRAWINGS AND SPECIFICATION.
- ANY VARIATIONS OR DISCREPANCIES BETWEEN THESE DRAWINGS IN TERMS OF DIMENSIONS OR DETAILS SHOULD BE DRAWN TO THE ATTENTION OF THE ARCHITECT AND/OR THE ENGINEER FOR CLARIFICATION.
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- RIGHT TURN LANE DESIGNED IN ACCORDANCE WITH PARAMETERS SET OUT IN TD42/95 FOR A RIGHT TURN LANE WITH A DESIGN SPEED OF 40MPH.

VEHICLE PROFILE



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
Kerb to Kerb Turning Radius	9.500m



NORTHBOUND ON FONTWELL AVENUE AND LEFT INTO LEVEL MERE LANE

Project Name	Title	Client	Checked By	Checked Date	Scale	(AT A3 SIZE)		
NORTHFIELD COTTAGES, FONTWELL AVENUE FONTWELL	FONTWELL AVENUE TRACKING	reside.	MS	30.03.20	1:500	Rev	Description	Date
Project Phase			Drawn By	Drawn Date	Client Drawing No.	PBA Drawing No.	Revision	
PRELIMINARY			SN	30.03.20	-	020.0360.012	-	

Report presented by



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