

RIDGE

PROPERTY & CONSTRUCTION CONSULTANTS

Cover Storey
A r c h i t e c t s

VAHNEA STUDENT RESIDENCES, BOGNOR REGIS TRANSPORT STATEMENT

Prepared for

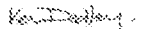
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1. INTRODUCTION

1.1 Overview

1.1.1. Ridge and Partners LLP has been commissioned by Cover Storey Architects LLP to produce a Transport Statement to support the planning application for the part conversion and extension of existing building to provide 6 additional storeys over existing rooftop, to provide for up to 104 student residential units, with access from Bedford Street, associated servicing and ancillary accommodation. Entrance and stair core extension to existing building to provide access from Bedford Street, Bognor Regis. The site location for the proposed development is shown in Figure 1 below.

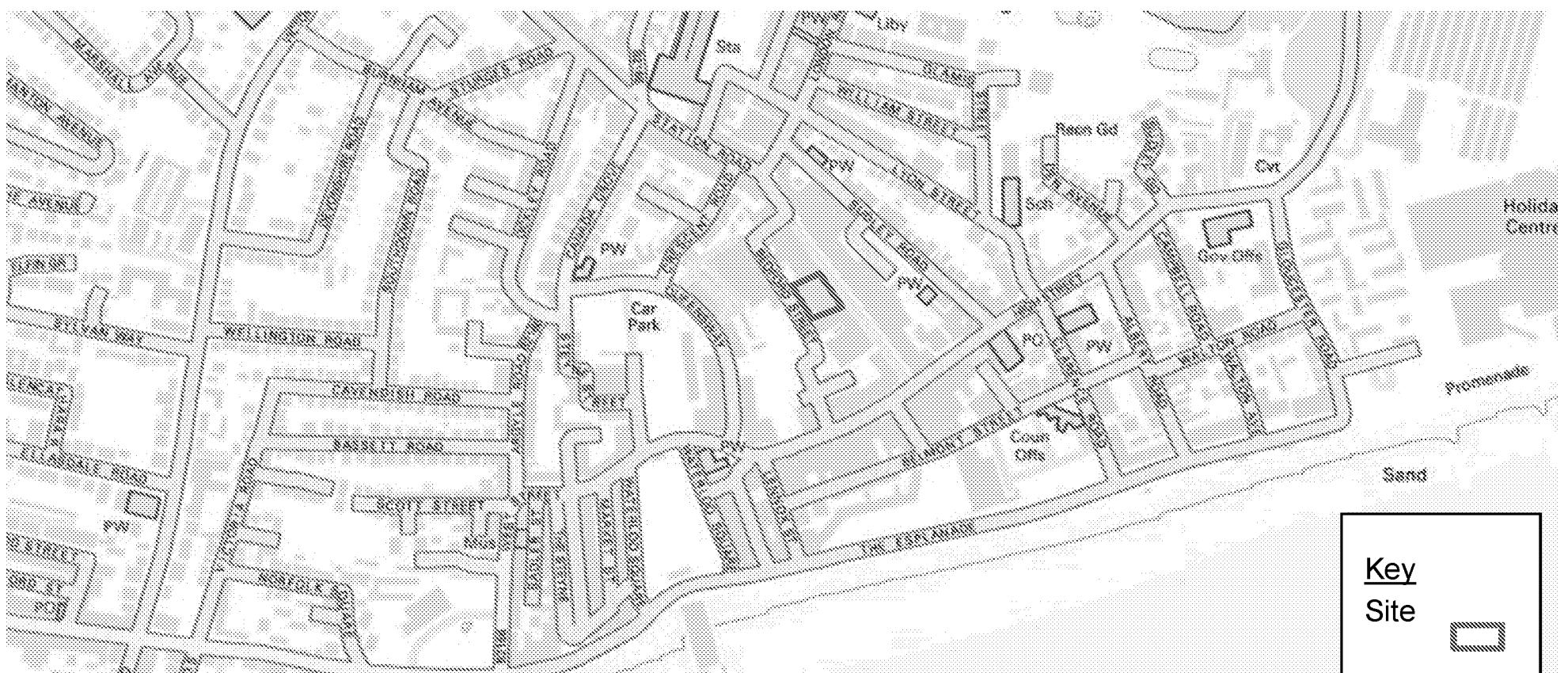


Figure 1. Site Location. Source: OS Maps

1.2 Scope and Layout of Report

1.2.1. Arun District Council is the local planning authority and West Sussex Council the highway authority responsible for determining the planning application for the site.

1.2.2. The production of this report has been based on the requirements of the National Planning Policy Framework (NPPF) published by the Department for Communities and Local Government in March 2012. This report also follows the Guidance on Transport Assessments set out by the Department for Transport and West Sussex Transport Plan 2011 – 2026. Together with discussions directly with WSCC regarding the scope for the supporting transport information, these discussions identified the requirement for a Transport Statement and a Framework Construction Management Plan with no requirement for a Travel Plan.

1.2.3. The report is structured as follows:

- Chapter 2 gives a summary of the relevant policies from the NPPF, Department for Transport and the West Sussex Transport Plan 2011 – 2026 in relation to the proposed development

- Chapter 3 summarises the sites existing conditions and provides a review of the existing highway network and public transport conditions surrounding the site
- Chapter 4 provides an outline of the proposed development and discusses the impact of the development on the local highway network along with the overview of proposed Transport Plan.
- Chapter 5 presents the Summary and Conclusions for the Transport Statement.

2. PLANNING POLICY

2.1 National Planning Policy Framework

2.1.1. The National Planning Policy Framework (NPPF) was published by the Department for Communities and Local Government in March 2012 to replace National Planning Policy Guidance Notes and Planning Policy Statements.

2.1.2. The document states the need to promote sustainable transport with the requirement that local planning authorities should support a pattern of development which facilitates the use of sustainable modes of transport. However it is also recognised that opportunities for using sustainable modes vary in different locations.

2.1.3. The document explains that developments that generate significant movements should be located where the need to travel will be minimised and the use of sustainable modes will be maximised. The proposed development, student accommodation without any parking provisions will not generate a significant number of car trips. The site, which is in a city centre location can be considered to be sustainable, with very good links to local bus services, train station, good pedestrian links, and a number of facilities and amenities located within walking and cycling distance of the site.

2.1.4. Also indicated is that encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestion. In preparing Local Plans, local planning authorities should therefore support a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport.

2.2 Draft Revised NPPF (2018)

2.2.1. The draft revised NPPF was published on 5th March 2018, building on the first Framework. At the heart of the Framework is still a presumption in favour of sustainable development. Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

- Potential impacts of development on transport networks can be addressed; opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;
- Opportunities to promote walking, cycling and public transport use are identified and pursued;
- The environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for mitigation and for net gains in environmental quality; and
- Patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.

2.3 West Sussex Transport Plan 2011 – 2026

2.3.1. In February 2011 the West Sussex Transport Plan was adopted by West Sussex County Council which sets out the long – term strategy in relation to the maintenance, management and development in transport and highways within West Sussex. The core aim of the Transport Plan is to achieve efficient, safe and less congested transport networks which contribute towards:

- *A more competitive and thriving economy*
- *Reduction in emissions*
- *Improved access to services*
- *Jobs and housing*
- *Improved quality of life for all those who work and live in West Sussex*

2.4 Arun District Council Local Plan

2.4.1. A previous Arun District Local Plan was adopted in 2003 and covered a period up until 2011. A new Local Plan covering the years 2011-2031 is currently being produced to establish the planning framework for the district. The Council are currently consulting on the main modifications of the Plan.

3. EXISTING CONDITIONS

3.1 Overview

3.1.1. The proposed development site is located above the existing Wilko store located off the pedestrianised retail street. The site is bounded by a pedestrianised retail street (London Road) to the east, retail outlets to the south and north and to the rear by Bedford Street adjacent to Morrison's Supermarket and car park to the west.



Photograph 1. Proposed Development Site.

3.2 Highway Network

3.2.1. Bedford Street is a one way street ranging from 4.3m to 5.3m in width subject to a 30mph speed restriction with street lighting. Bedford Street to the south connects to High Street and to the north the non-pedestrianised section of London Road. London Road in turn connects to the B2166 Longford Road and then onto the B2259/A259 and A29. Parking restrictions including road markings for Bedford Street are shown in Figure 2 overleaf.

3.2.2. In terms of the wider highway network to the west the A259 via B2259 provides a link to Chichester, approximately 9km north-west of the development. From Chichester the A259 provides a link to the A27 connecting the development site to Havant and Portsmouth approximately 27km and 36km north-west of the development site respectively.

3.2.3. To the east, the A29 provides a link to the A27, connecting the site to Worthing and Brighton approximately 25km and 45km respectively.

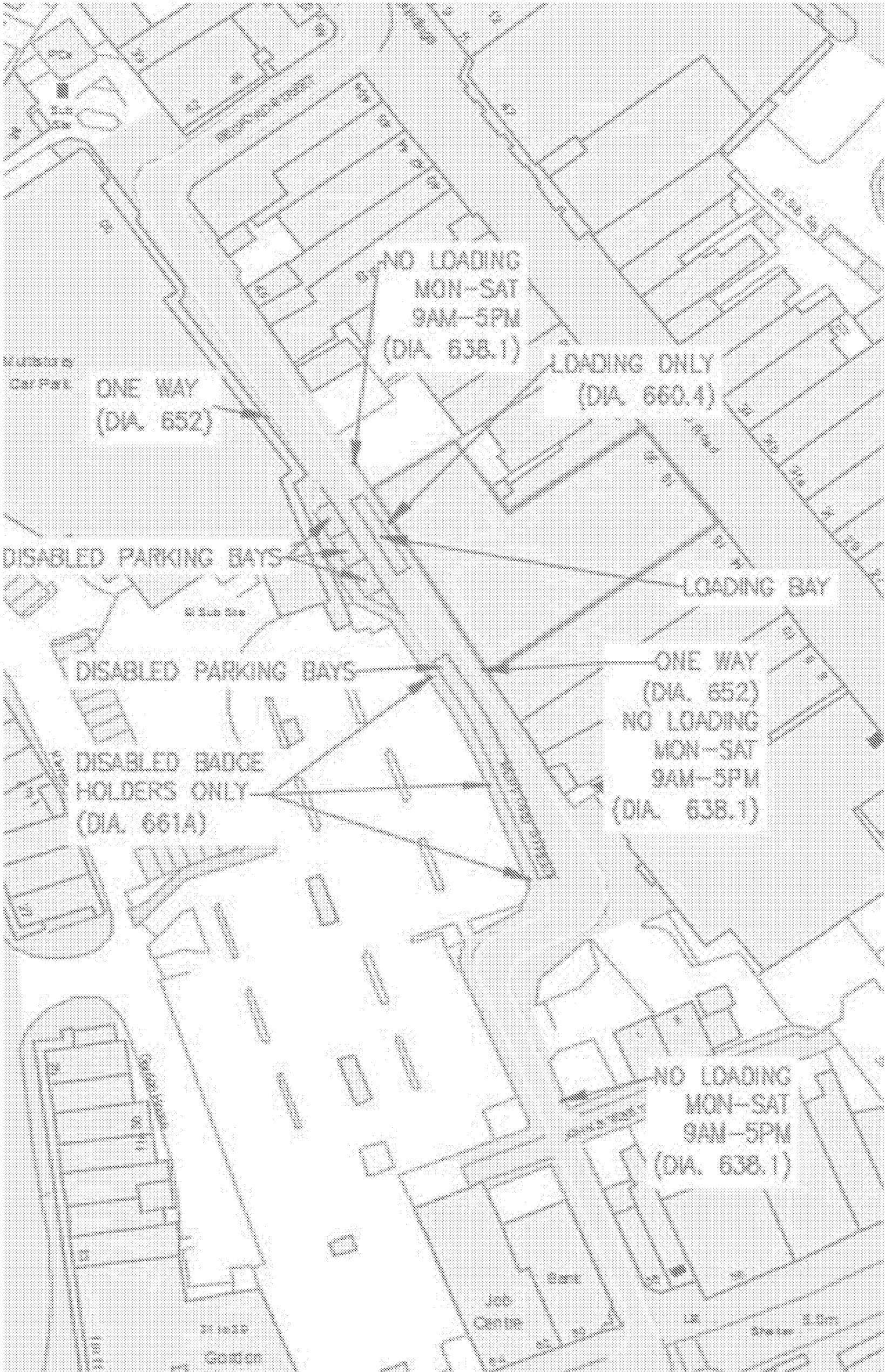


Figure 2. Parking restrictions on Bedford Street.

3.3 Public Transport - Bus

3.3.1. The development site is located within close proximity to 5 bus stops on the High Street and 2 stops on Queensway. The closest stops are located approximately 150m south of the site on High Street. Table 1 provides an outline summary of the bus services that operate within close proximity of the site.



Photograph 2. Bus Stops on High Street.

Bus Stop	Service	Route	Approximate Frequency	Bus Operator
High Street Stop A	66a	Bognor Regis – Yapton – Bognor Regis	5 per day	Compass
	66c	Bognor Regis – Yapton – Bognor Regis	3 per day	Compass
	Star	Bognor Regis – South and North Bersted – Bognor Regis	30 minutes	Stagecoach
	U7	Bognor Regis Hotham Park - Chichester	8 per day	Stagecoach
High Street Stop B	61	Bognor Regis – Aldwick – Bognor Regis	6 per day	Stagecoach
	62	Bognor Regis – Aldwick – Nyetimber – Aldwick – Bognor Regis	6 per day	Stagecoach
	600	Elmer – Bognor Regis – Chichester	30 minutes	Stagecoach
Queensway Stop E	66a	Bognor Regis – Yapton – Bognor Regis	5 per day	Compass
	U7	Bognor Regis Hotham Park - Chichester	Bognor Regis Hotham Park - Chichester	Stagecoach

Table 1. Summary of bus routes within close proximity of the development.

3.4 Public Transport - Train

3.4.1. The site is located 0.3km from Bognor Regis Train Station, which equates to an approximate 4 minutes' walk northbound from the development. Bognor Regis Train Station consists of 4 platforms and is managed and serviced by Southern Railway. During weekdays and on Saturday there are 4 services per hour departing the station with two trains travelling to London Victoria per hour, and one train to Littlehampton and Barnham per hour respectively. On Sundays there is a reduced service comprising of two trains per hour; one towards London Victoria and one towards Littlehampton.

3.4.2. The station has cycle parking facilities with 184 storage spaces which are covered by CCTV cameras.

3.5 Cycling & Walking

3.5.1. The National Cycle Network Route 2 (South Coast Cycle Route), a 359 mile route comprising of a mixture of traffic-free and on-road routes, which connects Dover to St Austell is located approximately 500m south of the development site running along the Esplanade.

3.5.2. On Bedford Street, adjacent to the development, there are footways present on both sides of the road with street lighting present. The footways from Bedford Street provide a link from the development to London Road and the retail area.

3.6 Distance to Local Amenities

3.6.1. The proposed development site is located within close proximity to a number of core facilities as outlined within the Tra 02 BREEAM UK New Construction non-domestic buildings technical manual 2014. Table 2 overleaf summarises the approximate distances from the development to core amenities and evaluates their suitability for walking and cycling as per standard guidelines (Refer note of Table 2).

Name	Distance (m)	1km walking ¹	4km cycling ²
Retail/ Food Outlet			
Morrison's	50	✓	✓
Subway	200	✓	✓
Iceland	250	✓	✓
Tesco	260	✓	✓
Cashpoints			
Morrison's	50	✓	✓
NatWest	150	✓	✓
Postal Facility			
Royal Mail Delivery Office	375	✓	✓
Pharmacy			
Boots Pharmacy	190	✓	✓
Lloyds Pharmacy	270	✓	✓
Education /Community Facilities / Open Space			
Bognor Regis Library	400	✓	✓
St Mary's RC Primary School	500	✓	✓
Hotham Park	750	✓	✓

Table 2. Distance between the development site and core amenities.

Note: ¹Guidelines for Providing Journeys on Foot, IHT 2000 ²LTN 1/04 Policy, Planning and Design for Walking and Cycling

3.6.2. The table shows that the proposed development site is located within close proximity of a number of core facilities and public transport infrastructure, which is well suited for a student accommodation development.

3.7 Accident Data

3.7.1. Traffic collision data covering the period of 36 months to the end of June 2017 has been obtained from Sussex Police for the area shown in Figure 3. Accidents are colour coded by severity. Full accident data is presented in Appendix A.

3.7.2. The accident data shows that within the study area there were 18 accidents during the three years. Of these accidents none were fatal, two were serious and 16 resulted in slight injuries.

3.7.3. The closest accidents to the development site were located on Bedford Street – both of which resulted in slight injuries. Both accidents involved parked up vehicles reversing into pedestrians as they stepped out to cross the road. One vehicle involved was a delivery lorry. The cause of both accidents was recorded as failure of the car driver and/or the pedestrian to look properly before manoeuvring / crossing the road.

3.7.4. A further slight injury accident in close proximity to the development site occurred on the pedestrianised section on London Road. This involved a mobility scooter colliding with a pedestrian.

3.7.5. Of the two serious injury accidents recorded, one involved the collision of a vehicle with a mobility scooter at the junction of Canada Grove and Queensway and the other involved a van colliding with an intoxicated pedestrian who had stepped out into the road.

3.7.6. It is considered that, based on the above analysis, the accident data presented does not suggest there are any existing issues with the highway network immediately local to the site, that result in road traffic accidents. Notably, only three slight injury accidents occurred in the vicinity of the site on Bedford Street and London Road. These were caused by driver or pedestrian error rather than as a result of highway design issues.



Figure 3: Accident Data. Source: Sussex Police

4. PROPOSED DEVELOPMENT AND IMPACT

4.1 Student Accommodation

4.1.1. The proposed development relates to part conversion and extension of existing building to provide 6 additional storeys over existing rooftop, to provide for up to 104 student residential units, with access from Bedford Street, associated servicing and ancillary accommodation. Entrance and stair core extension to existing building to provide access from Bedford Street.

4.1.2. Long stay and short stay cycle parking for the development will be provided in accordance with guidance given by West Sussex County Council.

4.2 Development Transport Impact

4.2.1. Due to the nature of the proposed development car trips generated will be minimal, therefore no car parking has been allocated for the site. The site is close to the local and regional bus routes and train station. Furthermore, provision of cycle parking and proximity to local amenities will ensure transport sustainability of the site. The leases for the proposed units will contain a stipulation that residents will not be car owners.

4.3 Construction Overview

4.3.1. Due to the location of the site in a city centre area construction traffic will have significant impact and hence a Construction Logistic Plan in close coordination with WSCC will be required prior to the start of construction.

4.3.2. The construction programme for the development will involve the movement of HGV's and LGV's in order to deliver construction materials for the site. Initial discussions have been undertaken between the client and Morrisons (relating to part of the car park area) and also with the tenant of the adjacent land immediately to the north of the development site with regards to the potential site compound location and size. These discussions will continue post planning when a more detailed programme of works and Full detailed Construction Logistics Plan are produced.

4.4 Construction Vehicle Movements

4.4.1. West Sussex County Council have provided guidance for Advisory Lorry Routes which is included as Appendix B. The guidance shows that construction vehicles and HGV's should be routed to the development site via the A259, connecting to other strategic lorry routes across the county. For local access into Bognor Regis vehicles should then be routed along the A29.

4.4.2. It is proposed that construction vehicles needed for the development will travel to the site from the A29, along the B2166, with the option of construction vehicles entering the site via Queensway or West Street. An indicative route for this is proposed within the Framework Construction Logistics Plan.

4.4.3. All heavy and abnormal loads are required to notify West Sussex County Council in advance of any abnormal load movement. The Council will check the proposed routing of these vehicles to ensure their suitability. A vehicle will be classed as an abnormal load where one or more of the vehicle dimensions exceed:

- 44,000 kilograms weight
- 2.9m wide
- 18.65m long

4.5 Construction Transport Impact

4.5.1. Delivery and collection of materials will take place from Bedford Street. Temporary suspension of a number of disabled parking bays, Photograph 4, along the western side of Bedford Road will be required to facilitate loading and unloading bays for the construction.



Photograph 4. Existing layout of Bedford Street.

4.5.2. The exact number of bays and time that suspension is required for will be discussed within the detailed Construction Logistics Plan.

4.5.3. The number of HGV's and LGV's entering and exiting the site will be finalised within the Construction Logistics Plan.

4.6 Sustainable Travel

4.6.1. Following a discussion with WSCC Planning Services on 29th June 2017 it was concluded that due to the sustainable location and proposed usage of the development for student flats a standalone Travel Plan for the site would not be necessary.

4.6.2. If the University of Chichester takes the accommodation on, then the new development will be incorporated into the existing Travel Plan for the University and in particular promote the existing measures already in place for the University. If the University of Chichester does not take on the accommodation, then a standalone Travel Plan will be prepared based on the agreed principles of the University Plan.

4.6.3. This section therefore summarises the existing Sustainable Travel Plan for the University (2013-2016) and explains how this will be promoted.

4.6.4. The development lies approximately 700 metres from the Bognor Regis Campus of University of Chichester, located off B2259 Hotham Way.

4.6.5. The overarching aim of the University of Chichester Travel Plan is to;

“Encourage, staff students and visitors to travel to the University and on University business by more sustainable means, thus reducing the University’s carbon footprint and impact on the local environment and community”.

4.6.6. The new development supports the existing Travel Plan by having no car parking. The development, comprising up to 104 units, will be for students only and therefore they will be aware of the existing measures in place at the University to encourage sustainable travel.

4.6.7. Existing measures in place include:

- A regular direct bus service linking the Bognor Regis Campus with the main University of Chichester campus
- Provision of dedicated cycle lockers, shower and changing facilities on both campuses
- Students living within 1.5 miles from their main campus are ineligible for a parking permit

4.6.8. The University actively promotes sustainable travel to all its students, staff and visitors via their external website, intranet and Students Union website.

5. SUMMARY AND CONCLUSIONS

5.1 Summary

Ridge and Partners LLP have been appointed by Cover Storey Architects LLP to produce a Transport Statement to support the planning application for the part conversion and extension of existing building to provide 6 additional storeys over existing rooftop, to provide for up to 104 student residential units, with access from Bedford Street, associated servicing and ancillary accommodation. Entrance and stair core extension to existing building to provide access from Bedford Street, Bognor.

5.1.1. The Transport Statement provides an overview of the policy sections of NPPF and the West Sussex Transport Plan 2011-2026 relevant to the proposed development.

5.1.2. The development site is located in a city centre area and hence is in close proximity to cycle routes, local and regional bus services, train station and local amenities. There will therefore be no significant generation of car trips and the trips generated will promote sustainable transport.

5.1.3. Traffic Collision data has been obtained from Sussex Police for the last three years up to June 2017. The data presented does not suggest there are any existing issues with the highway network immediately local to the site that result in road traffic accidents. Notably, only three slight injury accidents occurred in the vicinity of the site on Bedford Street and London Road. These were caused by driver or pedestrian error rather than as a result of highway design issues.

5.1.4. Due to the location of the site in a city centre area construction traffic will have significant impact and hence a Construction Logistic Plan in close coordination with WSCC will be required prior to the start of construction.

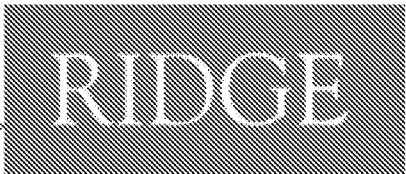
5.1.5. Following a discussion with WSCC Planning Services on 29th June 2017 it was concluded that due to the sustainable location and proposed usage of the development for student flats a standalone Travel Plan for the site would not be necessary. The new development will either be incorporated into the existing Travel Plan for the University of Chichester or a new standalone Travel Plan for the site will be prepared based on the agreed principles of the University of Chichester Plan.

5.2 Conclusion

5.2.1. The development is suitably located within close proximity to good public transport infrastructure and is in suitable walking and cycling distance to a number of core local amenities, as outlined within the Tra 02 BREEAM UK New Construction non-domestic buildings technical manual 2014. It is therefore anticipated that the trips generated by the proposed development will not have any severe effect on the operation or safety of the highway network.

5.2.2. The construction phase of works can be safely undertaken without a significant impact upon the operation or safety of the local highway network based upon the Framework Construction Management Plan to be submitted with the planning application and the subsequent Full Construction Management Plan, secured by planning condition, to be submitted for approval by the appointed contractor.

5.2.3. Based upon the analysis within this report the proposed development complies with national and local policy guidance for development. The development proposal complies with the core aim of the West Sussex



Transport Plan 2011-2026 to achieve efficient, less congested transport networks, whilst strengthening the economy of the area.

APPENDIX A – FULL ACCIDENT DATA

Bognor Regis – West Sussex – Ridge

Collision report 01/07/2014 – 30/06/2017

Date produced
24 July 2017

The information included in this report is provided for analysis and is based on the data provided by Sussex Police. Some of the data included in this report is subjective and as such is not considered suitable for general release. In view of this it should not be transmitted to any other person in its original form, including in any report which may be available to the public. If you have any doubt regarding how this data may be used other than for analysis please contact SSRP for advice.



Safer Roads
Safer Communities
Sharing the Responsibility

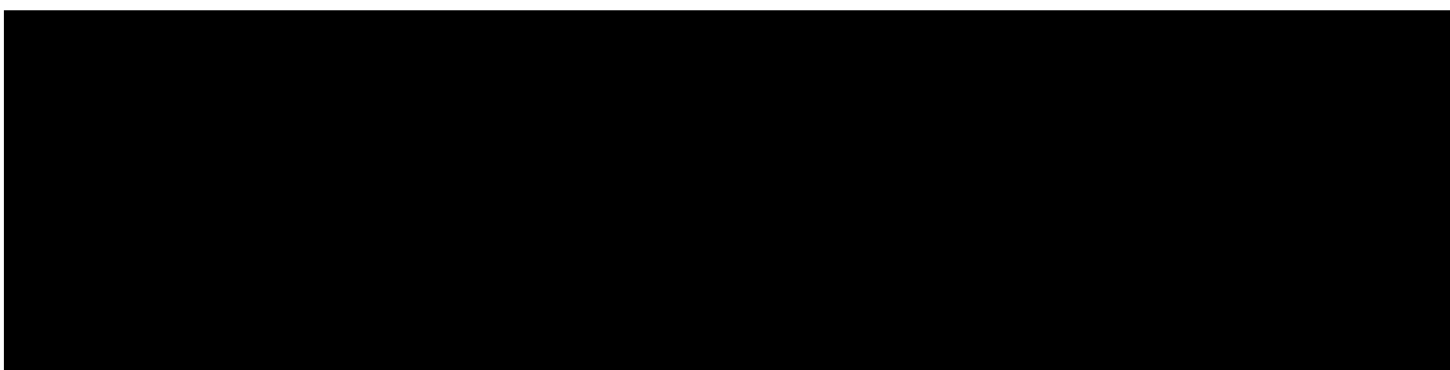
Produced by Sussex Safer Roads Partnership on behalf of Sussex Police

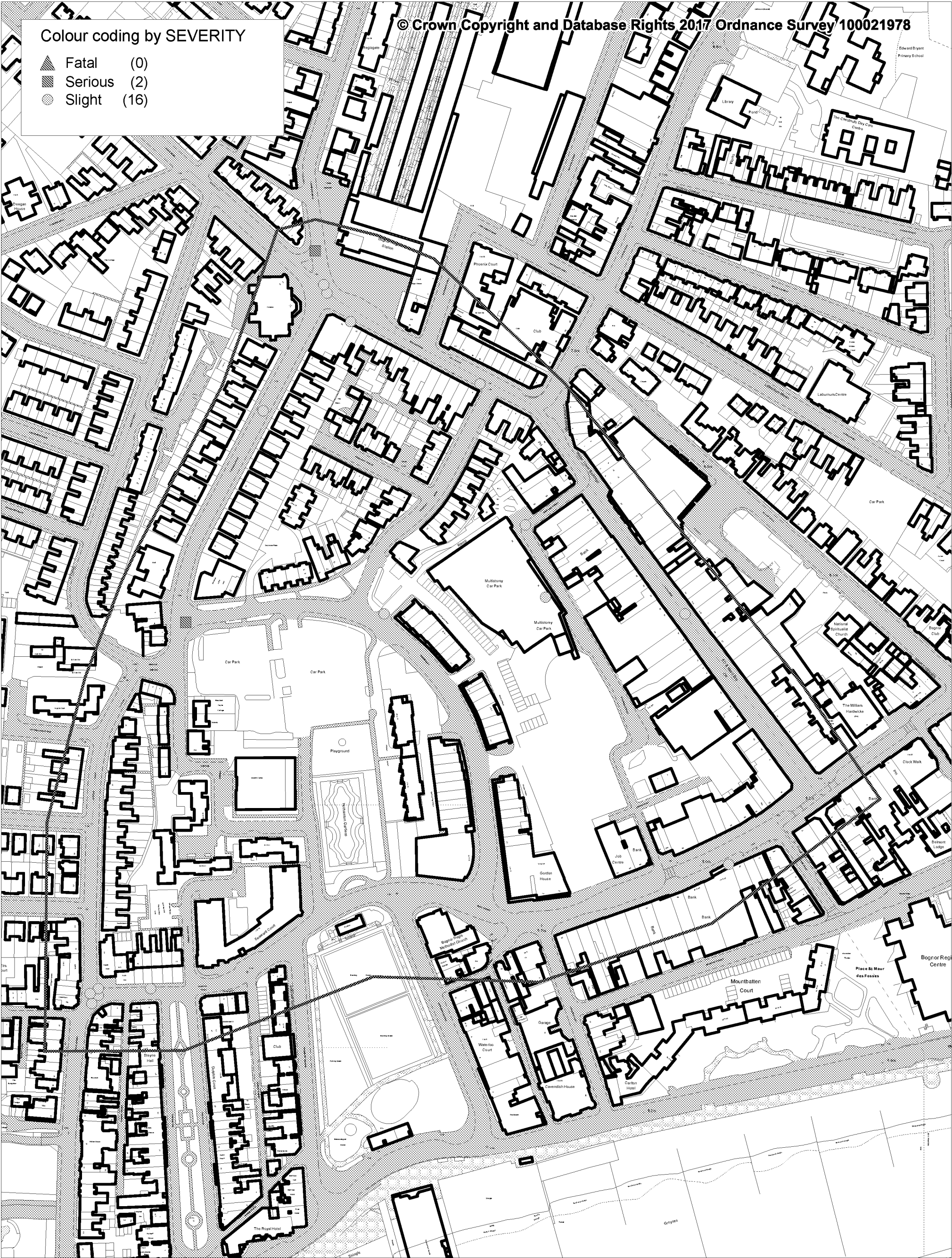
Data regarding personal injury collisions is recorded by Sussex Police in accordance with the DfT Stats 19 requirements. The data is subsequently used by Sussex Safer Roads Partnership for monitoring and planning. While every effort is made to ensure that this data is accurate, it is subject to change should further information become available.

This data may not be fully validated and while every effort is made to ensure its accuracy any statistics provided may not match those published elsewhere.

Sussex Safer Roads Partnership does not hold collision data either where there are no recorded casualties or the incident has not been reported to Sussex Police.

For further information:





Sussex Safer Roads PARTNERSHIP	Her Majesty's Office (c) Crown Copyright		SCALE	1 : 3000
	Bognor Regis, West Sussex Collision Data: 01/07/2014 - 30/06/2017		DATE	24/07/2017
			DRAWING No.	
			DRAWN BY	

Details of Personal Injury Accidents for Period - 01/07/2014 to 30/06/2017 (36) months

Selection:Notes:

Selected using Manual Selection

			Vehicles					Casualties		
Police Ref.	Day	Location Description	Veh No / Type / Age / Manv / Dir / Class					Sex / Age / Sev		
Road No.	Date									
2nd Road No.	Time									
Grid Ref.	D/L									
	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

1406351

Wednesday

U STATION ROAD BOGNOR REGIS
AT JUNCTION OF U CRESCENT ROAD

Veh 1 Taxi

63

Go/head

SE to NW

Ped

M

55

Slight

R1: U

29/10/2014

0557 hrs

Darkness: street lights present a

E 493,469

Wet/Damp

N 99,308

Raining without high winds

30 mph

Causation Factor:Participant:Confidence:

1st: Rain, sleet, snow, or fogVehicle 1Very Likely

DURING DARKNESS HOURS AND IN HEAVY RAIN V1 DRIVING ON ONE WAY STREET IN TOWN CENTRE CLEARS A 90 DEGREE BEND AND THEN COLLIDES WITH PEDESTRIAN CROSSING OFFSIDE TO NEAR SIDE CAUSING SLIGHT INJURY

1500692

Saturday

U LONDON ROAD BOGNOR REGIS
160M SOUTH OF U HIGH STREET
OUTSIDE 33 LONDON ROAD

Veh 1

Go/head

SE to NW

Ped

M

57

Slight

R1: U

31/01/2015

1530 hrs

Daylight:street lights present

E 493,591

Dry

N 99,171

Fine without high winds

30 mph

Causation Factor:Participant:Confidence:

1st: Poor turn or manoevreVehicle 1Possible

2nd: Failed to judge other persons path or speedVehicle 1Possible

MALE ADULT PEDESTRIAN WAS WALKING DOWN THE ROAD AND A PAVEMENT WITH A FRIEND WHEN HE WAS HIT FROM THE FRONT BY A MALE ON A MOBILITY SCOOTER. MALE PEDESTRIAN WAS KNOCKED TO THE GROUND AND SLIGHT INJURY CAUSED TO ANKLE. MALE ON SCOOTER MADE OFF FAILING TO STOP. IDENTITY OF MALE ON SCOOTER UNKNOWN.

1501509

Monday

B2166 WEST STREET BOGNOR REGIS
AT JUNCTION OF B2166 ARGYLE ROAD

Veh 1 Car

47

Go/head

N to S

R1: B 2166

16/03/2015

0856 hrs

Veh 2 Car

23

Go/ahead RH bend

S to NE

Dri

F

23

Slight

R2: B 2166

Daylight:street lights present

E 493,238

Dry

N 98,939

Fine without high winds

30 mph

Causation Factor:Participant:Confidence:

1st: Distraction in vehicleVehicle 1Very Likely

VEHICLE 1 TRAVELLING SOUTH ON ARGYLE ROAD FAILS TO STOP AT GIVE WAY MARKINGS AND COLLIDES WITH VEHICLE 2 TRAVELLING NORTH

Details of Personal Injury Accidents for Period - 01/07/2014 to 30/06/2017 (36) months

Selection: Notes:
Selected using Manual Selection

Police Ref.	Day	Location Description	Vehicles						Casualties		
	Date		Veh No	Type	Age	Manv	Dir	Class	Sex	Age	Sev
Road No.	Time										
2nd Road No.	DL										
Grid Ref.	R.S.C										
	Weather										
	Speed										
	Account of Accident										
Causation Factor:											

1503145 Wednesday U WEST STREET BOGNOR REGIS AT
03/06/2015 JUNCTION OF U THE STEYNE Veh 1 Car 24 Go/head W to E Ped M 84 Slight
R1: U 1700 hrs
R2: U Daylight:street lights present
E 493,273 Dry
N 98,948 Unknown
30 mph

Causation Factor: Participant: Confidence:
1st: Careless/Reckless/In a hurry Vehicle 1 Very Likely
VEHICLE 1 HIT ELDERLY FEMALE WHO WAS CROSSING ROAD CAUSING PAIN/SWELLING TO LEFT ANKLE/KNEE.

1503154 Saturday B2166 CANADA GROVE BOGNOR
06/06/2015 REGIS AT JUNCTION OF U Veh 1 Car 74 Turning left E to S
R1: B 2166 0958 hrs QUEENSWAY OUTSIDE AT GIVE Veh 2 71 Go/head W to SE Dri F 71 Serious
R2: U Daylight:street lights present
E 493,294 Dry
N 99,166 Fine without high winds
30 mph

Causation Factor: Participant: Confidence:
1st: Failed to look properly Vehicle 1 Very Likely
V1 PMC TRAVELLING WESTBOUND ON QUEENSWAY, BOGNOR REGIS APPROACHED JUNCTION WITH CANADA GROVE AND FAILED TO LOOK IN FRONT OF HER VEHICLE AS SHE CONTINUED INTO CANADA GROVE AND SEE THE MOTOBILITY SCOOTER CROSSING THE ROAD IN FRONT OF HER AND COLLIDED WITH SCOOTER CAUSING OCCUPANT ELDERLY FEMALE TO TOPPLE OVER AND BREAK COLLAR BONE.

1503758 Friday B2166 WEST STREET BOGNOR REGIS
03/07/2015 AT JUNCTION OF B2166 ARGYLE Veh 1 Car 56 Wait to turn right N to W
R1: B 2166 1054 hrs ROAD Veh 2 Pedal cycle 36 Go/head S to N Dri M 36 Slight
R2: B 2166 Daylight:street lights present
E 493,242 Dry
N 98,944 Fine without high winds
30 mph

Causation Factor: Participant: Confidence:
1st: Dazzling sun Vehicle 1 Very Likely
2nd: Stationary or parked vehicle Vehicle 1 Very Likely
PEDAL CYCLIST TRAVELING NORTH ALONG WEST STREET, ON APPROACHING ARGYLE ROAD, WHERE VEHICLE 1 DRIVER WAS STATIONARY AT GIVE WAY LINES. VEHICLE 1 PULLED OUT OF ARGYLE ROAD, BOGNOR FAILING TO SEE PEDAL CYCLIST. LOW SPEED COLLISON OCCURRED CAUSING PEDAL CYCLIST TO FALL FROM CYCLE. MINOR INJURY TO LEFT HAND (KNUCKLE) AND LEFT LEG (GRAZES).

Details of Personal Injury Accidents for Period - 01/07/2014 to 30/06/2017 (36) months

Selection: Notes:
Selected using Manual Selection

		Vehicles							Casualties			
Police Ref.	Day	Location Description	Veh No / Type / Age / Manv / Dir / Class							Sex / Age / Sev		
Road No.	Date											
2nd Road No.	Time											
Grid Ref.	D/L											
	R.S.C											
	Weather											
	Speed											
	Account of Accident											
Causation Factor:												

1505076 Tuesday U ENTRANCE TO MORRISONS
01/09/2015 BOGNOR REGIS AT JUNCTION OF U Veh 1 Car 58 Turning right E to N Ped M 29 Slight
2005 hrs CRESCENT ROAD
R1: U
R2: U Darkness: street lights present a
E 493,412 Dry
N 99,171 Fine without high winds
30 mph

Causation Factor: **Participant:** **Confidence:**
1st: Failed to judge other persons path or speed Vehicle 1 Possible
2nd: Failed to judge vehicles path or speed Casualty 1 Possible
VEHICLE 1 EXITING PUBLIC CAR PARK ONTO QUEENSWAY WHEN FRONT NEARSIDE OF VEHICLE 1 COMES INTO CONTACT WITH PEDESTRIAN WHO WAS CROSSING QUEENSWAY FROM WEST TO EAST.

1600857 Tuesday B2166 ARGYLE ROAD BOGNOR
09/02/2016 REGIS AT JUNCTION OF B2166 WEST Veh 1 Car 67 Starting N to S
1340 hrs STREET OUTSIDE THE FOOD BANK Veh 2 Pedal cycle 26 Go/head SW to E Dri M 26 Slight
R1: B 2166
R2: B 2166 Daylight:street lights present
E 493,242 Dry
N 98,948 Fine without high winds
30 mph

Causation Factor: **Participant:** **Confidence:**
1st: Failed to look properly Vehicle 1 Very Likely
2nd: Dazzling sun Vehicle 1 Possible
V1 TAVELLING SOUTHBOUND ON ARGYLE ROAD JUNCTION WITH WEST STREET. V1 HAS MOVED FORWARD AT THE JUNCTION AND HAS COLLIDED WITH V2, A PEDAL CYCLIST TRA VELLING WEST TO EAST ON WEST STREET PASSING THE ARGYLE ROAD JUNCTION. CYCLIST HAS FALLEN INTO THE ROAD AND HAS REOPRTED SLIGHT INJURY.

1601761 Thursday B2166 LONGFORD ROAD BOGNOR
24/03/2016 REGIS AT JUNCTION OF U LINDEN Veh 1 Car Go/head S to N Ped M 22 Serious
0130 hrs ROAD OUTSIDE UNKNOWN
R1: B 2166
R2: U Darkness: street lights present a
E 493,371 Dry
N 99,387 Fine without high winds
30 mph

Causation Factor: **Participant:** **Confidence:**
1st: Impaired by alcohol Casualty 1 Possible
2nd: Failed to look properly Vehicle 1 Possible
PEDESTRIAN MALE INTOXICATED IN ROAD WHEN WHITE V1 TRAVELLING NORTH HAS STRUCK PEDESTRAIN CAUSING SERIOUS INJURY. DVR OF V1 HAS THEN FAILED TO STOP.

Details of Personal Injury Accidents for Period - 01/07/2014 to 30/06/2017 (36) months

Selection: Notes:
Selected using Manual Selection

Police Ref.	Day	Location Description	Vehicles						Casualties		
			Veh No	Type	Age	Manv	Dir	Class	Sex	Age	Sev
Road No.	Date										
2nd Road No.	Time										
Grid Ref.	D.L.										
	R.S.C										
	Weather										
	Speed										
	Account of Accident										
Causation Factor:											

1603874 Wednesday U HIGH STREET BOGNOR REGIS 31M
29/06/2016 EAST OF U BEDFORD STREET Veh 1 Bus/coach 57 Go/head NE to SW
R1: U 1230 hrs OUTSIDE SUBWAY Veh 2 Car 19 Wait go ahead held NE to SW Dri F 19 Slight
Daylight:street lights present
E 493,617 Dry
N 99,022 Fine without high winds
30 mph

FTS DAMAGE ONLY RTC CAR V BUS. V2 PARKED AND ATTENDED NEARSIDE TO KERB FACING WEST ON HIGH STREET BOGNOR REGIS. V1 HAS PULLED OUT FROM BEHIND V2 AND HAS COLLIDED WITH OFFSIDE REAR WHEEL ARCH CAUSING DAMAGE. V1 HAS BEEN MADE AWARE OF THE COLLISION BY PASS ENGER OF V2 BUT REFUSED TO STOP AND EXCHANGE DETAILS.

1604165 Tuesday U BEDFORD STREET BOGNOR REGIS
12/07/2016 100M SOUTH OF U STATION ROAD Veh 1 Car 81 Reversing N to S Ped F 77 Slight
R1: U 1206 hrs OUTSIDE MORRISONS
Daylight:street lights present
E 493,508 Dry
N 99,181 Fine without high winds
30 mph

Causation Factor: **Participant:** **Confidence:**
1st: Passing too close to cyclist, horse rider or pedestrian Vehicle 1 Very Likely
2nd: Failed to look properly Casualty 1 Very Likely
PEDESTRIAN HAS STEPPED ONTO ROAD FROM PAVEMENT BEHIND A STATIONARY CAR ON DOUBLE YELLOW LINES OUTSIDE OF MORRISONS. V1 HAS STARTED TO REVERSE AND HAS HIT THE PEDESTRIAN CAUSING A SMALL CUT TO HER LEG.

1606680 Monday B2166 LONGFORD ROAD BOGNOR
07/11/2016 REGIS AT JUNCTION OF U STATION Veh 1 Car 47 Turning right N to NW
R1: B 2166 0949 hrs ROAD Veh 2 Car 45 Go/head SW to N FSP M 45 Slight
R2: U Daylight:street lights present
E 493,378 Dry
N 99,362 Fine without high winds
30 mph

Causation Factor: **Participant:** **Confidence:**
1st: Poor turn or manoeuvre Vehicle 1 Very Likely
2nd: Failed to look properly Vehicle 1 Possible
2 VEHICLE RTC AT TRAFFIC LIGHTS, TWO WAY TRAFFIC, DRIVER OF V1 HAS TURNED RIGHT AND INTO THE SIDE OF V2.

Details of Personal Injury Accidents for Period - 01/07/2014 to 30/06/2017 (36) months

Selection: Notes:
Selected using Manual Selection

Police Ref.	Day	Location Description	Vehicles						Casualties			
	Date		Veh No /	Type /	Age /	Manv /	Dir /	Class	Sex /	Age /	Sev	
Road No.	Time											
2nd Road No.	DL											
Grid Ref.	R.S.C											
	Weather											
	Speed											
	Account of Accident											
Causation Factor:												

1607727 Thursday B2166 ARGYLE ROAD BOGNOR
22/12/2016 REGIS AT JUNCTION OF B2166 WEST STREET OUTSIDE LAUNDRETTE
1030 hrs Veh 1 Car 85 Turning right N to W
R1: B 2166 Veh 2 Pedal cycle 73 Stopping E to W Dri M 73 Slight
R2: B 2166 Daylight:street lights present
E 493,237 Wet/Damp
N 98,945 Fine without high winds
30 mph

Causation Factor: Participant: Confidence:
1st: Slippery road (due to weather) Vehicle 1 Possible
SINGLE MALE OCCUPANT OF VEHICLE TRAVELING SOUTH STOPPED AT JUNCTION, LOW BRIGHT SUN PULL OUT FROM JUNCTION SLOWLY DID NOT SEE MALE CYCLIST TRAVELLING EAST LOW IMPACT COLLISION OCCURRED.

1700562 Thursday U STATION ROAD BOGNOR REGIS
26/01/2017 AT JUNCTION OF B2166 LONGFORD ROAD
2140 hrs Veh 1 Car 30 Go/head W to E
R1: U Veh 2 Car 27 Turning right E to N FSP F 62 Slight
R2: B 2166 Darkness: street lights present a
E 493,376 Wet/Damp
N 99,367 Fine without high winds
30 mph

Causation Factor: Participant: Confidence:
1st: Junction overshoot Vehicle 1 Very Likely
2nd: Careless/Reckless/In a hurry Vehicle 1 Very Likely
3rd: Failed to look properly Vehicle 2
V1 WAS TRAVELLING EAST ALONG LINDEN ROAD AND APPROACHED TRAFFIC LIGHTS AT JUNCTION WITH LONGFORD ROAD. V2 WAS EXITING STATION ROAD TURNING RIGHT INTO LONGFORD ROAD. V1 COLLIDED WITH V2 IN MIDDLE OF JUNCTION.

1701642 Friday B2166 CANADA GROVE BOGNOR
24/03/2017 REGIS 72M SOUTH OF U LINDEN ROAD
1954 hrs Veh 1 Car 31 Go/head NE to SW Ped M 49 Slight
R1: B 2166 Darkness: street lights present a
E 493,340 Dry
N 99,292 Fine without high winds
30 mph

Causation Factor: Participant: Confidence:
1st: Impaired by alcohol Casualty 1 Very Likely
2nd: Failed to look properly Casualty 1 Very Likely
VEHICLE 1 TRAVELLING SOUTH WEST COLLIDED WITH DRUNK MALE WHO CROSSED ROAD TRAVELLING NORTH WEST INTO PATH OF VEHICLE.

Details of Personal Injury Accidents for Period - 01/07/2014 to 30/06/2017 (36) months

Selection:

Notes:

Selected using Manual Selection

Police Ref.	Day	Location Description	Vehicles						Casualties			
			Veh No	Type	Age	Manv	Dir	Class	Sex	Age	Sev	
Road No.	Date											
2nd Road No.	Time											
Grid Ref.	D.L.											
	R.S.C											
	Weather											
	Speed											
	Account of Accident											
Causation Factor:												

1701746

Wednesday

B2166 CANADA GROVE BOGNOR REGIS AT JUNCTION OF B2166 LONGFORD ROAD

29/03/2017

1810 hrs

R1: B 2166

R2: B 2166

E 493,376

N 99,367

Veh 1

Car

28

Go/head

S

to N

Veh 2

Car

33

Go/head

N

to S

Dri

M

33

Slight

Daylight:street lights present

Dry

Fine without high winds

30 mph

Causation Factor:

Participant:

Confidence:

1st: Poor turn or manoevre

Vehicle 1

Possible

V1 AND V2 APPEAR TO HAVE BOTH BEEN CROSSING THE JUNCTION OF LONGFORD ROAD AND CANADA GROVE. BOTH VEHICLES HAVE THEN CRASHED INTO ONE ANOTHER IN THE MIDDLE OF THE JUNCTION. BOTH PARTIES CLAIM THE OTHER VEHICLE CRASHED INTO THEM WHILE THEY WERE NOT MOVING ON THE JUNCTION.

1702710

Wednesday

U BEDFORD STREET BOGNOR REGIS AT JUNCTION OF U ENTRANCE TO MORRISONS OUTSIDE MORRISONS

17/05/2017

1330 hrs

R1: U

R2: U

E 493,496

N 99,224

Veh 1

Goods 3.5 - 7.5t

36

Reversing

E

to W

Ped

M

65

Slight

Daylight:street lights present

Dry

Fine without high winds

30 mph

Causation Factor:

Participant:

Confidence:

1st: Failed to look properly

Casualty 1

Very Likely

DELIVERY LORRY PULLED UP OUTSIDE MORRISONS STORE. PLACED VEHICLE INTO REVERS. CHECKED REVERSING CAMERA WITH NO PERSONS SEEN. AS VEHICLE STARTS TO REVERSE. ELDERLY MALE STEPS OF PAVEMENT AND IS KNOCKED OVER BY THE REVERSING LORRY. LORRY STOPPED IMMEDIATELY AND BELIEVES HE ONLY JUST TOUCHED THE MALE VICTIM.

1702738

Thursday

U STATION ROAD BOGNOR REGIS AT JUNCTION OF B2166 CANADA GROVE

18/05/2017

1610 hrs

R1: U

R2: B 2166

E 493,392

N 99,345

Veh 1

Car

51

Ch/lane to right

E

to W

Veh 2

Pedal cycle

39

Go/head

E

to W

Dri

M

39

Slight

Daylight:street lights present

Dry

Fine without high winds

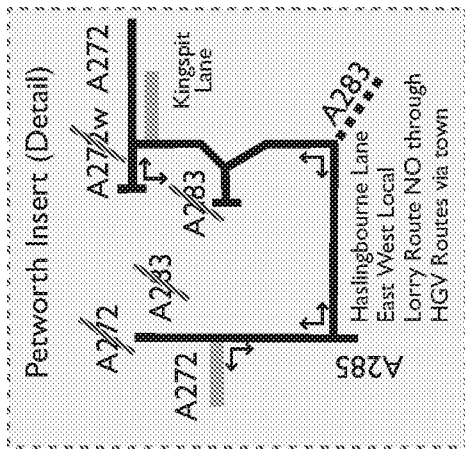
30 mph

V2(CYCLIST)TRAVELLING WEST ALONG STATION ROAD IN THE INSIDE LANE, V1 TRAVELLING SAME DIRECTION IN THE OUTSIDE LANE. V1 CUT ACROSS PATH OF V2 KNOCKING CYCLIST OFF, CYCLE SLIGHTLY DAMAGED, V1 DROVE OFF FAILING TO EXCHANGE DETAILS.



APPENDIX B - ADVISORY LORRY ROUTES

- Notes for Guidance to Operators & Drivers of Lorries:
1. Strategic Lorry Routes (coloured red)
All movements crossing the County should use these routes, with those starting or ending within the County using them in preference to local lorry routes wherever possible.
 2. Local Lorry Routes (coloured blue)
Used for the starting or final leg of longer distance lorry trips or for travelling between built-up areas in West Sussex.
 3. Local access trips using roads not shown on the map must be made in accordance with traffic signing and these roads should be avoided as far as possible.
 4. The procedure for the routing of abnormal loads remains unchanged.



A286 Not suitable further North due to low bridge 13'0" (3.96m)

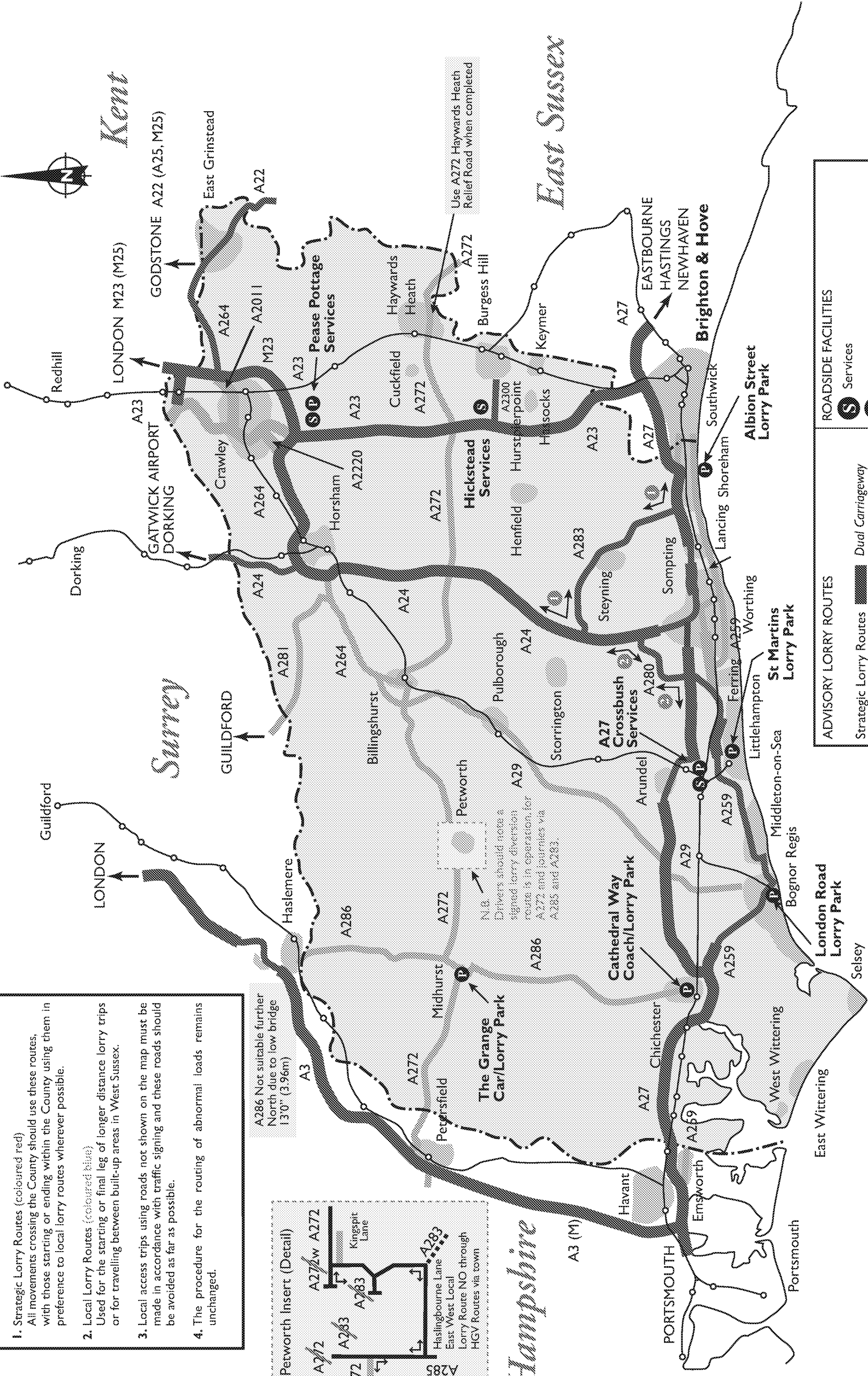
Use A272 Haywards Heath Relief Road when completed

Hampshire

East Sussex

Surrey

Kent



ADVISORY LORRY ROUTES		ROADSIDE FACILITIES	
Strategic Lorry Routes	 Dual Carriageway	 Services	 Overnight Lorry Parking
	 Single Carriageway		
Local Lorry Routes	 Dual Carriageway		Use in preference for A24 to A27 eastbound movements and A27 to A24 northbound movements
	 Single Carriageway		
Railway Lines			Use in preference for A24 to A27 westbound movements and A27 to A24 northbound movements
County Boundary			
Red and Blue routes are free from height and width restrictions within West Sussex. Routes not shown may carry restrictions.			

Scale 0 5 10 Kilometers

