REPORT N^{O} 938-01

ENGINEERING & DIGITAL TECHNOLOGY PARK, UNIVERSITY OF CHICHESTER

TRANSPORT ASSESSMENT

CONFIDENTIAL

MARCH 2016

WSP | PARSONS BRINCKERHOFF

ARUN DISTRICT COUNCIL BR/54/16/PL

ENGINEERING & DIGITAL TECHNOLOGY PARK, UNIVERSITY OF CHICHESTER

TRANSPORT ASSESSMENT

University of Chichester

Confidential

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1 INTRODUCTION

1.1 BACKGROUND

1.1.1 WSP | Parsons Brinckerhoff (WSP | PB) has been appointed by University of Chichester (UoC) to provide highways and transportation consultancy services in support of an outline planning application (OPA) for expansion at the Bognor Regis Campus (BRC). The proposed development includes up to 4,000sq.m. of additional academic building space, 289 student residential units, additional staff car parking and a new vehicular access junction from Felpham Way. The new junction is intended to serve as access to the Engineering and Digital Technology (EDT) building contained in the University's Masterplan, and existing/proposed car parking following closure of the existing access via Mead Lane, which will be subject to a separate planning application.

1.1.2 This Transport Assessment (TA) considers transportation issues in relation to the proposed development and has been prepared as a supporting document to support an OPA. It should therefore be read in conjunction with the Planning Application forms, drawings and other material submitted as part of the planning package.

1.1.3 The proposals will allow UoC to improve its student offer while contributing to the area's economic growth. The location of the proposed junction will be on the eastern boundary of the existing BRC campus, on Felpham Way. The development proposals intended to be served by the new access junction to the EDT building, which is proposed to be sited in the south-east corner of the campus. This will be complemented with additional infrastructure including; foot/ cycle ways, visitor, staff and student parking, and general hard and soft landscaping. **Figure 1-1** illustrates the location of the proposed development.

1.1.4 Early discussions with WSCC sought to establish the required scope for transport assessment which subsequently received approval from WSCC. A copy of the Scoping Note and WSCC approval is contained in **Appendix A**.

1.2 REPORT STRUCTURE

1.2.1 This Transport Assessment has been produced in accordance with the guidance set out in DCLG's *Planning Practice Guidance Travel Plans, transport assessments and statements in decision-taking (March 2014)*, which provides guidance on the content and preparation of Transport Assessments and Transport Statements.

The following sections provide an assessment of the transportation planning policies relevant to the proposals, assess the existing conditions and future transport issues and sets out a strategy to mitigate these potential transport impacts. The report concludes with a summary of the transport assessment analysis and recommendations.

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2 POLICY CONTEXT

2.1 INTRODUCTION

2.1.1 A review of national and local transport policy relevant to the development proposals have been carried out to determine the site's suitability for development.

2.2 NATIONAL POLICY

NATIONAL PLANNING POLICY FRAMEWORK, DCLG, (2012)

2.2.1 Adopted on 27 March 2012, the National Planning Policy Framework (NPPF) seeks to reduce the complexity and improve the accessibility of the planning system, whilst protecting the environment and encouraging growth in a sustainable manner.

2.2.2 The NPPF replaces all previous Planning Policy Guidance Notes and Statements becoming the definitive national planning guidance from which local planning authorities can, in collaboration with their communities, produce local plans appropriate to the character and needs of their area.

2.2.3 Key to the NPPF and its success is the following statement from Paragraph 14:

> *"At the heart of the National Planning Policy Framework is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking."*

NATIONAL PLANNING PRACTICE GUIDANCE (NPPG), DCLG, MARCH 2014

2.2.4 Launched on 6 March 2014, the National Planning Practice Guidance (NPPG) was designed to provide a 'usable and accessible' resource for planning guidance, streamlining the accessibility to such information by cancelling a number of existing guidance documents.

2.2.5 With regards to the preparation of documents concerning the assessment of transportation impacts of development, the NPPG sets out the broad expectations of the coverage and analysis which should be included within a Transport Assessment.

2.3 LOCAL POLICY

WEST SUSSEX TRANSPORT PLAN (2011 – 2026)

2.3.1 This is the third Local Transport Plan (LTP3) for West Sussex; the document builds upon the foundations of the two former plans that sought to improve the transport network for residents, businesses and visitors to West Sussex.

2.3.2 The plan includes four key strategies that guide the approach to maintaining, managing and investing in transport and meeting the County Council's main objectives of improving the quality of life for the people of West Sussex. These strategies are set out below;

- Promoting economic growth;
- Tackling climate change;
- Providing access to service, employment and housing; and
- Improving safety, security and health.

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ARUN LOCAL PLAN 2011 – 2031

2.3.3 Published in October 2014, the Local Plan sets out the vision for the future of Arun and guides development to achieve that vision. Arun's Local Plan covers the Arun Local Planning Authority Area (LPA) excluding the South Downs National Park. The Plan sets out the strategic vision, objectives, policies and proposals which affect the whole LPA or parts of it to 2031 and beyond.

2.3.4 The Local Plan guides developers and decision makers on the most appropriate forms of development for the Local Planning Authority Area. The Plan safeguards new road routes, allocates land for significant housing and employment development and protects other land from unsuitable development.

2.3.5 The Local Plan's strategic vision is supported by objectives and contains a suite of strategic and more detailed policies which aim to achieve the vision and objectives. It promotes and guides private and public sector investment and neighbourhood planning. The Local Plan's strategic policies set out the overall strategy for Arun to include:

- Addressing climate change;
- Planning for balanced and integrated communities;
- Creating a more diverse and flexible economic base;
- Improving education, skills and training;
- Reducing the need to travel and promoting sustainable transport; and
- Preserving and enhancing Arun's character and environment.

3 REVIEW OF EXISTING CONDITIONS

3.1 INTRODUCTION

3.1.1 This Chapter describes the local transport network within the vicinity of BRC, in which the student accommodation and education facilities are proposed to be located. This includes details of the pedestrian and cycling networks and facilities, local public transport services and infrastructure and the local highway network.

3.1.2 Existing traffic flow data is presented in this chapter for the surrounding network, followed by an analysis of collision data for the most recent five year period.

3.1.3 The existing Bognor Regis Campus compromises approximately 10.7ha of land 6 miles south-east of the main Bishop Otter Campus in Chichester, on a site bounded by the A259 Upper Bognor Road to the south and A259 Felpham Way to the east. The EDT development will be located on the eastern part of the campus.

3.2 TRAVEL BY FOOT

3.2.1 BRC is located just over five minutes' walk from Bognor Regis town centre and just over ten minutes' walk to Bognor Regis train station, which is located 0.7km south-west of the site. Walking direction maps to and from the train station from the campus are available on the University's website.

3.2.2 Lit footways are provided on the majority of roads within vicinity of the site, specifically on A259 Upper Bognor Road, Mead Lane and within the Campus grounds enabling attractive pedestrian links. All footways on the main routes linking to the town centre and train station are also lit.

3.2.3 Hotham Park, adjacent to the A259 Upper Bognor Road to the south of the campus, also has designated footways. The park is situated between the campus and Bognor Regis train station, providing a good environment to encourage trips by foot.

3.2.4 Based on a typical walking speed of 1.4m/s, all key facilities within Bognor Regis Town Centre including the railway station would be within acceptable walking distance.

3.2.5 Footways along A259 Upper Bognor Road to the west of the site, between Mead Lane and the A259/High St Roundabout, are approximately 2.5m wide and in good condition on the northern side. On the southern side of the road there is a stretch of approximately 100m in which the footway narrows to approximately 1m in width. On the A259 to the east of the campus entrance, up to the A259 Upper Bognor Road/Felpham Way roundabout, there is a stretch of footway on the north side of the carriageway which is approximately 1.5m wide, whilst a footway of 1.5m-2m width is provided on the southern side, with wide grass verges separating pedestrians from the carriageway.

3.2.6 There is one signalised pedestrian crossing to the west of BRC along the A259 Upper Bognor Road, approximately 40m west of the A259 Upper Bognor Road/ Hotham Way/ Upper Bognor Road junction. Dropped kerbs and central refuge islands are provided at a further two location close to the university; both on the A259 Upper Bognor Road arms of the High Street/A259 and A259 Upper Bognor Road/ Felpham Way roundabouts.

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3.3 TRAVEL BY CYCLE

3.3.1 There are a number of cycle paths throughout Bognor Regis and many of these are signposted for improved way-finding. There is a designated cycle lane which is segregated from pedestrian footways on the southern side of the A259 Upper Bognor Road, stretching between the High Street/ Gloucester Road junction eastwards to the A259 Upper Bognor Road/ Felpham Way Roundabout. There are also segregated cycle lanes on both sides of the A259 Felpham Way to the east of the BRC Campus.

3.3.2 The campus itself has 90 covered cycle spaces, along with a secure compound which can be accessed via a release card for the duration of the academic year. These are all free of charge. In addition, throughout the year, the University offers regular bike doctor and free bike marking services.

3.3.3 National Cycle Route 2 is located less than a mile south of the BRC and runs along the South Coast connecting Dover to St Austell. A local route is provided from Bognor Regis train station running North West to the main University of Chichester Bishop Otter Campus.

3.4 TRAVEL BY BUS

3.4.1 The Bognor Regis Campus is well served by local buses that stop directly at the campus and offer connections to Chichester, Portsmouth, Gatwick and locations throughout West Sussex. The following services highlighted in **Table 3-1** stop on both sides of A259 Upper Bognor Road, adjacent to the south of the campus.

3.4.2 Bus service 700 is the most frequent service, operating every 20 minutes and runs between Portsmouth – Havant – Chichester – Bognor Regis – Flansham Park. The U7 bus operates between Bishops Otter Campus in Chichester and Bognor Regis Campus. Tickets for this service are subsidised by the University for its students and staff providing a ticket is pre-paid. A pre-paid ticket is 60 pence, as opposed to a £4.10 single purchased on the service.

Table 3-1 Bus Services to and from Bognor Regis Campus (Term time)

SERVICE	OPERATOR	BUS ROUTE	WEEKDAY FREQUENCY	SATURDAY	SUNDAY
Star	Stagecoach	Bognor Regis – North & South Bersted – Bognor Regis – Elmer	Every 20 mins First 0700 Last 1800	Every 20 mins First 0740 Last 1800	No Service
U7 (Uni Shuttle)	Stagecoach	Chichester – Bognor Regis	Every 90 mins First 0705 Last 0053	No Service	No Service
60	Stagecoach	Midhurst – Chichester – Bognor Regis (– Elmer)	Every 1 hour First 1800 Last 2015	Every 1 hour First 1800 Last 2015	No Service
67	Compass Travel	Bognor Regis – North Felpham – Bognor Regis	Every 2 hours First 0950 Last 1550	Every 2 hours First 0950 Last 1550	No Service
320	Metrobus	Bognor Regis – Gatwick Airport	First 0213 Last 0413	First 0213 Last 0413	First 0213 Last 0413
700	Stagecoach	Flansham Park – Bognor Regis – Chichester – Havant – Portsmouth	Every 20 mins First 0629 Last 2130	Every 20 mins First 0659 Last 2130	Every 30 mins First 0713 Last 1813
700	Stagecoach	Littlehampton – Bognor Regis – Chichester	Every 20 mins First 0532 Last 2234	Every 20 mins First 0607 Last 2234	Every 30 mins First 0752 Last 2055
026	National Express Shuttle	Bognor Regis – Victoria	One Service 0645	One Service 0645	One Service 0645

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Source: Traveline South East (2016)

3.4.3 Additional services operate from Bognor Regis town centre to extensive locations throughout West Sussex, accessible within a 5-10min walk.

3.4.4 Staff of the University are entitled to apply for discounted tickets on all stagecoach operated services throughout the Stagecoach's Megarider Scheme.

3.4.5 It is noted that from Bognor Regis Butlins Resort, a neighbour of the University, National Express operate a shuttle service along the A259 Upper Bognor Road, with a daily service to London Victoria.

3.5 TRAVEL BY RAIL

3.5.1 Bognor Regis train station is managed by Southern Railways and is situated on both the Gatwick Express and Mainline routes within the Southern Railway Network. **Table 3-2** shows the direct weekday services that operate from Bognor Regis.

Table 3-2 Direct train service from Bognor Regis (Term-time)

DESTINATION	AVERAGE WEEKDAY FREQUENCY	DURATION	FIRST	LAST
London Victoria	Every 30mins	1hr 50mins	0605	2033
Barnham	Every 15mins	6mins	0510	2315
Littlehampton	Every hour	20mins	0510	2230
Brighton				
Direct	2 services	55mins	0530	0813
Via Barnham	Every 30mins	1hr	0605	2315
Gatwick Airport	Every 30mins	1hr	0605	2033

Source: Traveline South East (2016)

3.5.2 Direct trains are available to London Victoria, Barnham, Littlehampton, Brighton and Gatwick Airport. Services to London, Brighton and Gatwick are available by changing at Barnham at earlier and later times than direct services.

3.6 LOCAL HIGHWAY NETWORK

3.6.1 The Bognor Regis Campus is located on the northern side of the A259 Upper Bognor Road north of Hotham Park. In a wider context, the A259 Felpham Way continues east from Bognor Regis along the coast to Worthing.

3.6.2 The A259 Upper Bognor Road continues west from the site where it becomes Hotham Way. The A259 forms the east and west arms of a roundabout junction with the A29 (northern arm), Victoria Drive and B2166 Chichester Road (southern arms).

3.6.3 The A259 heads north-west out of Bognor Regis where it joins the A27 at Chichester forming the primary link between Bognor Regis and Chichester. The A29 Shripney Road is located north of the University, and continues north out of Bognor Regis where it meets with the A27 at Fontwell.

3.6.4 The High Street forms the southern arm of a roundabout junction with the Upper Bognor Road (east / west arms) adjacent to the Bognor Regis Campus vehicular access for visitors and pedestrian entrance. The High Street itself continues south into the town centre.

3.6.5 The Upper Bognor Road has an approximate road width of between seven and eight metres along its length parallel to the southern boundary to BRC.

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3.6.6 Mead Lane is located on the western boundary of BRC and provides access to the main car park. Mead Lane has an approximate 5.3m road width and one-way flow restriction south of access to the University car park where it joins the A259 Upper Bognor Road at a simple priority T-Junction.

3.6.7 At present there are four accesses into the Bognor Regis Campus site. These are:

- A vehicular and pedestrian access on the A259 Upper Bognor Road to the west of the roundabout junction with the High Street;
- A secondary pedestrian access on the A259 Upper Bognor Road adjacent to Mordington House;
- A further vehicular access on the A259 Upper Bognor Road adjacent to Charlotte House in the form of a simple priority T-Junction, providing a secondary access to the main car park; and
- A main vehicular access to the BRC car park from Mead Lane, north of Mordington House in the form of a simple priority T-Junction.

3.6.8 The Mead Lane car park serves as the Campus's primary car park. Mead lane is a one-way street south of the access so all vehicles accessing this car park arrive from the north.

3.7 EXISTING TRAFFIC FLOWS

3.7.1 Through scoping correspondence with WSCC (included in **Appendix A**), it was confirmed that existing traffic flow data should be collated for any junctions receiving an increase of 30-50 movements during the peak periods, generated by the sum of arriving and departing development trips. Subject to an assessment of trip generation and distribution presented in Section 5 of this report, manual classified counts (MCC) have been commissioned for the AM and PM peak periods between 07:00-10:00 and 16:00-19:00 on Thursday 16th July 2015 at the Upper Bognor Road / Felpham Way roundabout.

3.7.2 These are in addition to an ATC survey in the vicinity of the proposed site access on Felpham Way. This was commissioned and data collated between Thursday 14th May and Saturday 23rd May 2015, during university term-time. Analysis of these surveys revealed that the AM Peak occurs between 08:00-09:00 and the PM Peak between 17:00-18:00.

3.7.3 As the MCC's were completed prior to school holidays but outside of term time it is proposed that the MCC counts for the roundabout named above will be adjusted on a pro-rata basis using the ATC survey to ensure this data is representative of term time conditions. These traffic flows will form the baseline traffic situation to inform junction modelling to be outlined later in this report and are presented on **Figures 3-1 and 3-2** for the AM and PM peaks, respectively. The raw survey data has been included within **Appendix B** of this report.

3.7.4 Queue data was collected for the Upper Bognor Road/ Felpham Way roundabout at five minute intervals for the duration of the MCC surveys. A summary of the results for the queue length surveys is presented in **Table 3-3**.

Table 3-3 Average Queue Length Survey Data

ARM	AM PEAK (08:00-09:00)	PM PEAK (17:00-18:00)
Upper Bognor Road (east)	1.8	1.2
Butlins Access	0.1	1.0
Upper Bognor Road (west)	0.4	0.1
Felpham Way	3.7	3.4

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3.7.5 The highest average queue length observed at the Upper Bognor Road/ Felpham Way roundabout was approximately four vehicles on the Felpham Way arm during the AM Peak.

3.8 BASE JUNCTION MODELLING

3.8.1 A base model for the Upper Bognor Road/ Felpham Way Roundabout has been created using JUNCTIONS 8 which includes the ARCADY and PICADY computer modelling software modules produced by Transport Research Laboratory (TRL) for the modelling of priority junctions. The geometry of the junctions has been measured using AutoCAD 2013 and Ordnance Survey large scale mapping.

3.8.2 The modelling results are presented for the '2015 Base' scenario below, with full modelling outputs included in **Appendix F**.

2015 BASE

3.8.3 Presented in Table 3-2 are the results of the modelling for the '2015 Base' scenario at the Upper Bognor Road/ Felpham Way Roundabout.

Table 3-4 Summary of '2015 Base' Scenario Modelling Results

JUNCTION/ARM	AM PEAK (08:00-09:00)		PM PEAK (17:00-18:00)	
UPPER BOGNOR ROAD/ FELPHAM WAY	RFC	END QUEUE	RFC	END QUEUE
Upper Bognor Road (east)	0.733	2.3	0.545	1.2
Butlins Access	0.096	0.1	0.526	1.0
Upper Bognor Road (west)	0.287	0.4	0.131	0.2
Felpham Way	0.792	3.7	0.778	3.4

3.8.4 The results summarised in **Table 3-4** illustrate that the existing junction is operating within capacity in the 2015 Base scenario. A maximum RFC of 0.792 was experienced by the Felpham Way arm during the AM Peak with an associated queue of four vehicles.

3.8.5 The base model for this junction has been validated against the surveyed queues presented in **Table 3-1**. To ensure that the modelling is producing an accurate representation of the existing operation of the junction, site-specific corrections were required on all arms prior to the addition of background growth or development traffic, as summarised in **Table 3-5**.

Table 3-5 Site-Specific Capacity Adjustment Values

ARM	AM PEAK (08:00-09:00)	PM PEAK (17:00-18:00)
Upper Bognor Road (east)	-595	-355
Butlins Access	-250	-342
Upper Bognor Road (west)	2350	9999
Felpham Way	-348	-625

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3.9 PERSONAL INJURY ACCIDENT DATA

3.9.1 Personal Injury Accident (PIA) data was obtained from WSCC for the most recently available five year period from 1st July 2010 to 30th June 2015. A plot showing the accident locations by severity and the full extent of data is provided within **Appendix C**. These accidents are summarised within the following paragraphs.

3.9.2 The study area extends one kilometre radius of the site location. In the five year period a total of 64 accidents took place along the main links leading to/from the site, of which 25 accidents involved vulnerable users (motor cyclist, pedestrian or pedal cyclist). Of the 64 accidents, 51 classified as 'slight' in severity, 12 as 'serious' and one 'fatal' accident were recorded in the total five-year period. The accident records are summarised in **Table 3-6**.

Table 3-6 Summary of PIA within a one kilometre radius of the site

LOCATION	SEVERITY				VULNERABLE ROAD USERS			
	Fatal	Serious	Slight	Total	Fatal	Serious	Slight	Total
Junctions	1	6	39	46	1	5	10	16
Links	0	6	12	18	0	3	6	9
Total	**1**	**12**	**51**	**64**	**1**	**8**	**16**	**25**

3.9.3 A total of 46 accidents have been recorded in the following junctions near the site development:

- A259 Felpham Way/Downview Road (10 accidents)
- A259 Felpham Way/Felpham Community College Roundabout (1 accident)
- A259 Upper Bognor Road/ Felpham Way Roundabout (5 accidents)
- A259 Upper Bognor Road/ High Street (1 accident)
- A29 Shripney Road/A259 Felpham Way/Hotham Way Roundabout (21 accidents)
- Orchard Way/A259 Felpham Way Roundabout (8 accidents)

3.9.4 Five accidents have been recorded at the A259 Upper Bognor Road/ Felpham Way Roundabout of which three were classified as slight and two as serious in terms of severity. Three of these accidents involved a pedal cyclist and are summarised as follows:

- The first accident took place as two cyclists were circulating the roundabout when a car failed to look properly and collided with one of the cyclists;
- The second accident occurred as a car travelling north to south on A259 Felpham Way entered the roundabout and collided with the cyclist causing him to fall off; and
- The third accident involving vulnerable users ensued as a pedal cyclist travelling east on the cycle lane on Upper Bognor Road, approached the Butlins access road and failed to stop at the give way and collided with a car.

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3.9.5 The links between the junctions above have been analysed, with 18 accidents recorded. A total of 12 were classified as slight in terms of severity and six as severe, with nine involving vulnerable users. The following links received these 18 accidents:

- Felpham Way between Felpham Road and Felpham Community College Roundabout (5 accidents)
- Felpham Way between Felpham Community College Roundabout and A259 Upper Bognor Rd/A259 Felpham Way Roundabout (3 accidents)
- A259 Upper Bognor Rd between Felpham Way and High Street (4 accidents)
- A259 Hotham Way between High Street and A29 Shripney Road/A259 Felpham Way/Hotham Way Roundabout (6 accidents)

3.9.6 Four accidents were recorded on Upper Bognor Road of which two accidents involved vulnerable users and are summarised:

- The first accident took place as a car travelling towards Hotham Park overtook a cyclist who was travelling in the same direction. The cyclist lost concentration and collided with the car.
- The second accident involving a motor cycle happened as the motor cycle was travelling east along Upper Bognor Road too close to a car travelling in front. The car broke suddenly, causing the motorcyclist to brake sharply and lose control.

3.9.7 Two accidents involving vulnerable users were recorded at the pedestrian crossing on Felpham Way which connects the north side of the University of Chichester and Rife Way. These are summarised:

- The first accident took place as a car was travelling south and a motor cycle heading north on Felpham Way. The car moved to its offside into the path of the motor cycle causing a collision.
- The second accident took place when a child ran across the pedestrian crossing east to west while the lights were on green for traffic. A car which was travelling south to north in slow moving traffic clipped the child at slow speed. These two accidents are classified as a severe in terms of severity.

3.9.8 In summary of the accidents in the vicinity of the site, it is considered that these are attributable to driver/ rider error and failing to look properly. There does not appear to be an issue of highway safety along Upper Bognor Road or Felpham Way.

3.10 SUSTAINABLE TRAVEL PLAN

3.10.1 The existing UoC Sustainable Travel Plan (STP) runs from 2013 to 2016 and seeks to reduce car vehicles arriving in both on and off campus car parks by 15% during this period. The first STP implemented in 2011 achieved a reduction in the number of staff driving to work alone by one third, and walking is now the main mode of access by students. The updated STP seeks to further build upon this success and looks to extend its measures to visitor and business travel to continue modal shift away from the car. The existing student parking permit policy generally discourages student car ownership.

3.10.2 The overall aim of the current Sustainable 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"*

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3.10.3 The current STP continues to strive towards overall objectives which are to:

- Reduce the need to travel where possible;
- Promote and support walking and cycling;
- Promote and support use of public transport;
- Promote and support intercampus travel; and
- Reduce reliance on car usage, particularly single occupancy of vehicles.

CURRENT TRANSPORT PERFORMANCE

3.10.4 This section presents the current patterns of travel for staff and students to both campuses, including changes in mode share since the STP was first implemented in November 2010.

3.10.5 Travel surveys were undertaken in November 2010 to produce baseline data, with repeat surveys undertaken every 6 months and an updated STP based upon the latest November 2012 surveys, presenting its progress to date.

3.10.6 The main changes in student mode share were an increase in walking and decrease in sole occupancy car and train use. **Figure 3-3** shows that 45% currently travel by foot.

Figure 3-3 Current Mode Share

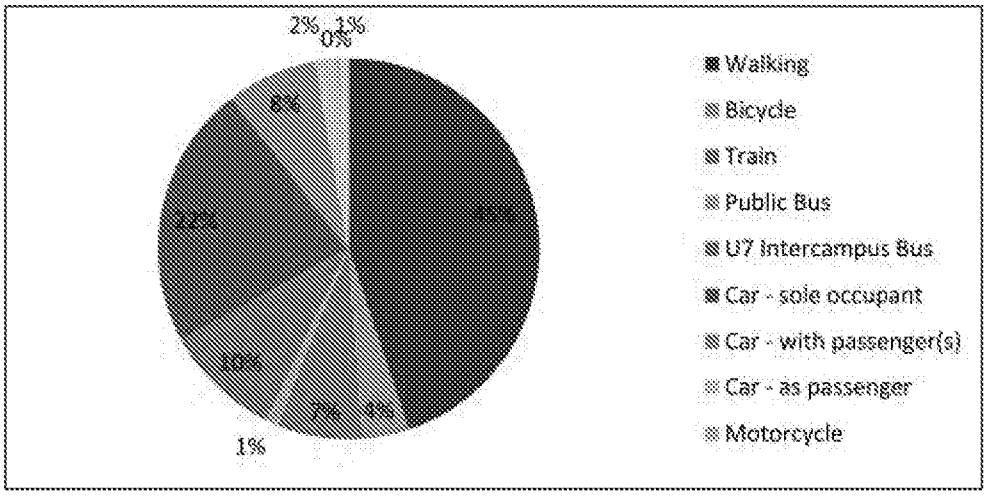
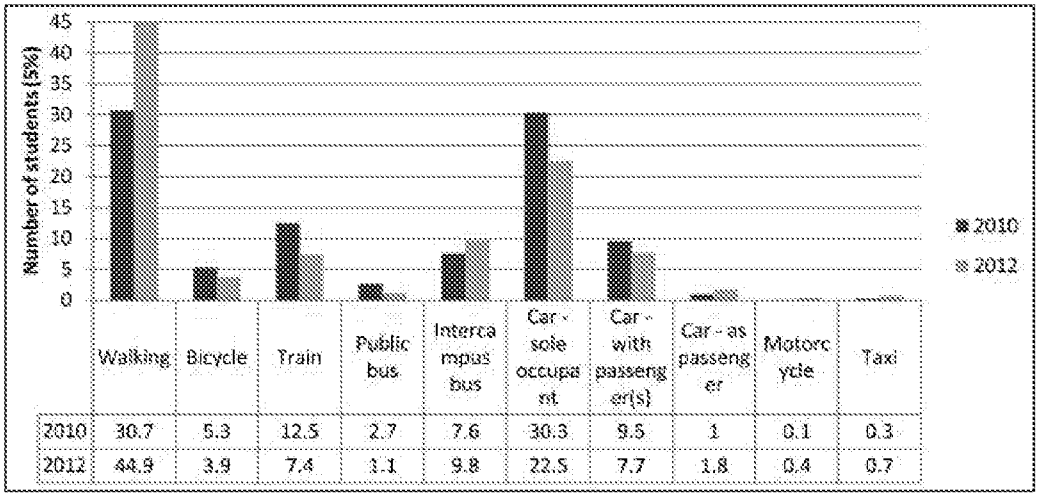


Figure 4 of UoC's Sustainable Travel Plan 2013-2018

3.10.7 This is a considerable change from the data obtained in November 2010, when around 30% of students travelled to the University by car as a sole occupant (**Figure 3-4**). A significant increase has also been seen in the number of students walking.

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Figure 3-4 Comparison with 2010 Baseline Data (Students)



	Walking	Bicycle	Train	Public bus	Intercampus bus	Car - sole occupant	Car - with passenger(s)	Car - as passenger	Motorcycle	Taxi
2010	30.7	5.3	12.5	2.7	7.6	30.3	9.5	1	0.1	0.3
2012	44.9	3.9	7.4	1.1	9.8	22.5	7.7	1.8	0.4	0.7

Figure 5 of UoC's Sustainable Travel Plan 2013-2016

3.10.8

3.10.9 The results of staff travel surveys show that car travel remains the most popular mode, as presented in **Figure 3-5**.

Figure 3-5 Current Staff Mode Share

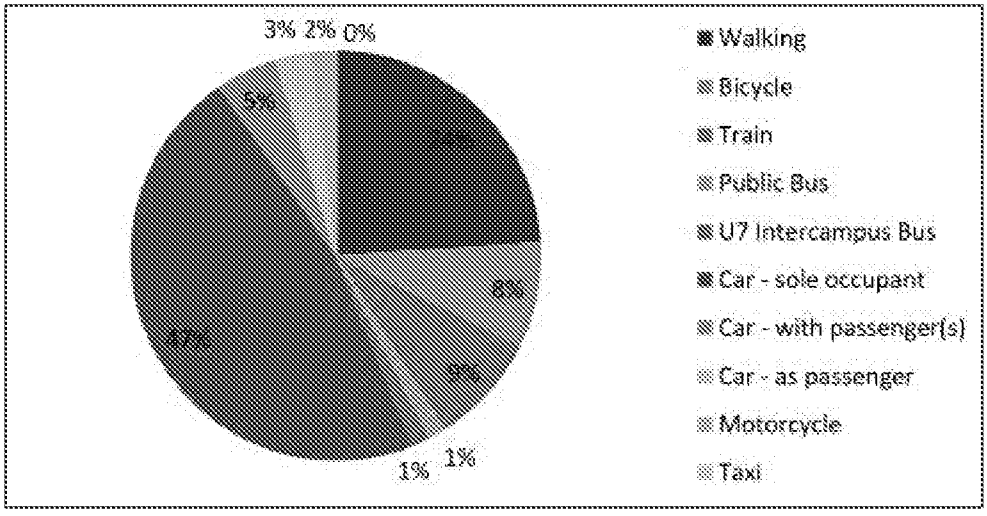
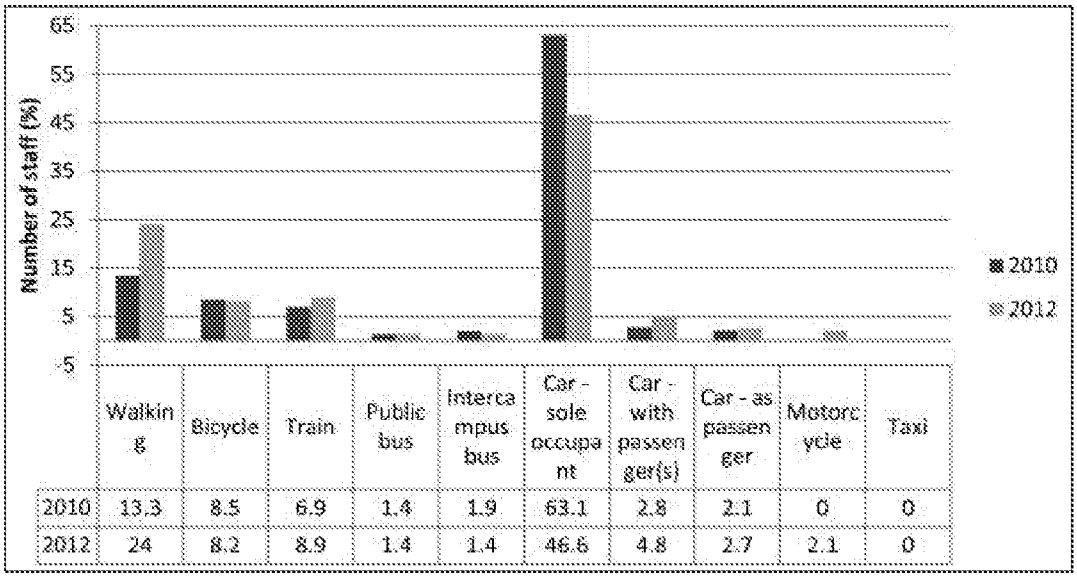


Figure 6 of UoC's Sustainable Travel Plan 2013-2016

3.10.10 However, the number of staff commuting by car as a sole occupant has fallen considerably since November 2010, from 62% down to the current 47% (**Figure 3-6**).

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Figure 3-6 – Comparison with 2010 Baseline Data (Staff)

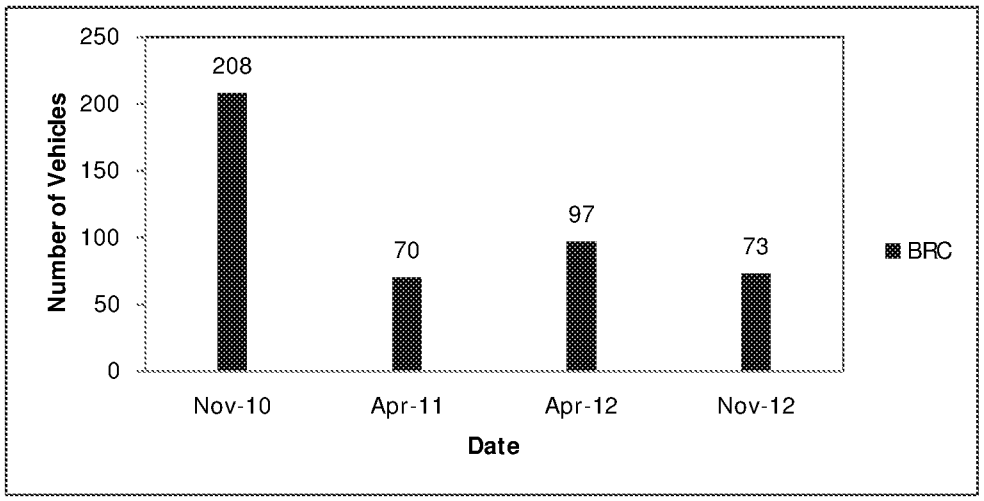


	Walking	Bicycle	Train	Public bus	Intercampus bus	Car - sole occupant	Car - with passenger(s)	Car - as passenger	Motorcycle	Taxi
2010	13.3	8.5	6.9	1.4	1.9	63.1	2.8	2.1	0	0
2012	24	8.2	8.9	1.4	1.4	46.6	4.8	2.7	2.1	0

Figure 7 of UoC's Sustainable Travel Plan 2013-2016

3.10.11 Reductions in the number of both staff and students driving to the University is reflected in a continual decrease in the number of cars counted entering the on campus car parks during the vehicular surveys since November 2010 (**Figure 3-7**).

Figure 3-7 Vehicular Survey Results



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3.10.12 The proportion of vehicular trips are predominantly made by single occupancy cars, as shown in **Figure 3.8**.

Figure 3-8 Proportion of Single Occupancy Car Journeys

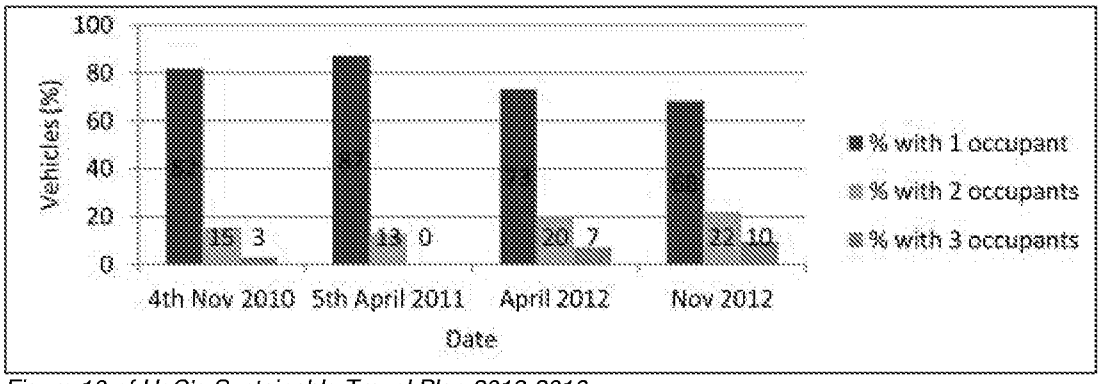


Figure 10 of UoC's Sustainable Travel Plan 2013-2016

3.11 SUMMARY

This section has collated and presented all available data to provide a summary of the current University population and existing means of transport and access to both campuses. Chosen modes of transport by staff and students have been summarised for both the current position and how the mode share has changed since the implementation of the Sustainable Travel Plan in November 2010. The most significant achievement was seen by the reduction in sole-occupancy car journeys to the University by both staff and students, whereby the number of vehicles on campus decreased by 40% between 2010 and 2012.

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4 ACCESSIBILITY

4.1 INTRODUCTION

4.1.1 As detailed in Section 2, government guidance focuses on the need for land and transport planning to be integrated in a manner which promotes sustainable development, with access to basic local facilities and services.

4.1.2 In this respect, this section considers the opportunities to access local facilities from the site including retail, health services, leisure and community facilities, by other means than using the private motor vehicle.

4.1.3 In order to determine the level of accessibility in respect of cycling and walking, accessibility modelling has been undertaken. ACCESSION has been used to undertake this assessment for walking and cycling accessibility. ACCESSION is a Geographical Information System based accessibility computer analysis tool which has the capability to measure journey distances and times for all modes of travel.

4.1.4 For the assessment of public transport accessibility, Visography TRACC has been used. This is a new multi-modal transport accessibility tool used to generate travel times using various public transport modes to provide accurate journey times from the specified origin.

4.2 WALKING

4.2.1 Guidance given by the Chartered Institution of Highways and Transportation in their publication of *Guidance for Providing for Journeys on Foot 2000* proposes that in terms of commuting, walking to school and recreational journeys, walking distances up to 2000 metres should be considered with 'desirable' distance being up to 500m, 'Acceptable' distance being up to 1,000m. The information below explains the guidelines from the CIHT.

Table 4-1 Walk Journey Times

IHT STANDARD	DISTANCE (M)		WALK TIME (MINUTES)	
	Commuting, Walking to School and Recreation	Other Non-Commuter Journeys	Commuting, Walking to School and Recreation	Other Non-Commuter Journeys
'Desirable'	500	400	6 ¼	5
'Acceptable'	1,000	800	12 ½	10
'Considered'	2,000	1,200	25	15

Source: Guidelines for Providing for Journeys and on Foot, CIHT 2000

4.2.2 As a guide to the extent of the likely walk catchment, the DfT's National Travel Survey 2012 indicated that 20% of all trips made were less than 1 mile, 77% of which were on foot. A typical walking speed of 3mph or 4kph can be assumed (as shown in **Table 4-1** above) and utilising this, the walking isochrones shown in **Figure 4-1** illustrates the areas which can be accessed within 30 minutes walking from the proposed Engineering and Digital Technology (EDT) building at the BRC, Chichester. It can be seen that the town centre can be accessed within a 10 minute walk.

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4.3 CYCLING

4.3.1 Assuming a 'typical' cycle speed of 18kph, **Figure 4-2** shows the cycling isochrones plan illustrating the approximate cycle time in minutes from the development site. The map illustrates that the majority of Bognor Regis and Felpham are accessible within 5 minutes cycling, also Elmer and Yapton are accessible within 25 minutes and Chichester and Littlehampton are reachable by cycling in 35 minutes.

4.4 PUBLIC TRANSPORT

4.4.1 As detailed previously, TRACC software has been utilised to produce a public transport isochrones plan. This plan is shown in **Figure 4-3** and illustrates the existing accessibility of the site by rail and bus, and the areas that can be reached within a maximum 60 minute journey time from the site.

4.4.2 It can be seen that the majority of Bognor Regis can be accessed within a 20 minute journey by public transport, with a 25-30 minute bus journey from the site providing access to Chichester, Felpham and Littlehampton rail stations, which enables rail journeys to Southampton, Gatwick Airport, Portsmouth & Southsea, Portsmouth Harbour and Brighton within 60 minutes overall. This includes all different modes used to make the journey, i.e. time taken to walk to the bus stop, average wait time at the bus stop, journey time on the bus and any onward journey by foot.

4.5 ACCESSIBILITY TO RETAIL

4.5.1 The site is located within a 10 minute walk from the Town Centre where a range of retail services and facilities are provided to cater for the needs of the students and staff at BRC. The closest convenience store to the site is Morrison's, which is a 15 minute walk from the proposed site. At the same distance there is a Tesco Express, Boots and Costa Coffee.

4.5.2 Bognor Regis town centre has a range of retail opportunities accessible from the proposed development. These facilities/amenities include:

- Supermarkets (Tesco Express, Morrison's, Iceland Foods);
- Gift Shops;
- Second-hand Shops;
- Banks;
- Clothes Shops;
- Health Food Shops;
- Beauty Salons;
- Arts & Craft Shops; and
- Tattooing & Piercing Shops;

4.6 ACCESSIBILITY TO LEISURE AND COMMUNITY FACILITIES

4.6.1 There are a number of leisure and community facilities in the vicinity of BRC and town centre including:

- Felpham Sailing Club;
- Inspire Leisure Centre;
- Butlin's Bognor Regis Resort ;

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- Bognor Regis Library;
- Regis Centre Theatre and Café/ Bar & Restaurant;
- The Picturedrome Cinema;
- Arena Sports Centre;
- Restaurants (The Galleon, Poppins, China Royal, Sen Mediterranean, Papryka, Magna, Bombay Tandoori, Howards, Bognor Charcoal Grill, Bright Moon, Beach, Linden Fisheries, Greggs, Sunny Garden, The Sandwich Factory and Macari's);
- Pubs (The Hatters Inn, The William Hardwicke, Brewers Fayre The Regis, The Alex, The Station, The Claremont); and
- Takeaways (Sunny Garden, Peri Peri House, Tings, Cardamom Bay, Bright Moon, Kebab Express and Burger King).

4.7 ACCESSIBILITY TO HEALTH FACILITIES

4.7.1 There are several health facilities within a 1km radius of the site, including:

- Bognor Regis War Memorial Hospital;
- Bognor Health Centre;
- Opticians (Boots, Specsavers, Walsh Opticians)
- Dentist (Felpham Dental, Summerley Dental Practice, Oasis Dental Care, The White House Dental Care, Bognor Regis Dental Care); and
- Pharmacy (Boots, Day Lewis, Dexter's and Superdrug).

4.7.2 From the health facilities above, all of them are accessible within 10 to 15 minute walk or a 5 minute cycle from the site.

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5 DEVELOPMENT PROPOSALS

5.1 INTRODUCTION

5.1.1 The University intends to submit an outline planning application (OPA) for up to 4,000sq.m. of additional academic building space at the Bognor Regis Campus (BRC), along with 289 student residential units, additional staff car parking and a new vehicular access junction from Felpham Way. The new junction is intended to serve as access to the EDT building contained in the University's Masterplan, and existing/proposed car parking following closure of the existing access via Mead Lane, which will be subject to a separate planning application

5.1.2 The new academic space will comprise an Engineering and Digital Technology (EDT) building to provide better quality of space to existing staff and students, and to accommodate growth in staff/student enrolment in coming years.

5.2 ACCESS STRATEGY

5.2.1 To serve the new EDTP, a new junction is required to provide access to proposed car parking associated with the forthcoming development proposals. A preliminary design has been considered to serve as access to the future EDTP development which consists of a left in / left out arrangement. This option is illustrated on WSP | PB drawing 0938-GA-001 Rev C contained in **Appendix D** of this report.

5.2.2 It can be seen from the drawing that 120m visibility is achievable in both directions from the proposed site access junction along Felpham Way, at 9m back from the stopline which is the desirable minimum requirement for a 40mph limit according to the Design Manual for Roads and Bridges (DMRB).

5.2.3 Initial correspondence with WSCC, upon issue of the access drawing, has indicated that this arrangement would be the preferable option, dependent on the outcome of the modelling assessments to be presented within this report. This will ensure that the forecast traffic flows associated with the EDT building can be accommodated by the proposed site access and the adjacent highway network.

5.2.4 In the design of the proposed access junction from Felpham Way, allowance has been made to accommodate an existing bus service to be routed onto the site, performing a loop before returning onto Felpham Way. This will improve accessibility to bus services for both staff and students, and aim to improve efforts made by the STP measures by making bus services more visible and attractive.

5.3 CAR AND CYCLE PARKING

5.3.1 Car and cycle parking provision will be made in line with West Sussex County Council's 'Revised County Parking Standards and Transport Contributions Methodology (SPD)' adopted in September 2010. The proposed EDT building is proposed to accommodate planned growth in staff and student numbers. It is expected that by the academic year 2021/22, an additional 1083 full-time equivalent (FTE) students will be directly attributable to the EDT building, whilst 85 (FTE) additional members of staff are forecast. No student parking shall be provided associated with the proposed student accommodation, in line with the University's permit parking policy which states that students living on campus, or within 1.5 miles of it, are not eligible to a permit.

5.3.2 **Table 5-1** outlines the Council's maximum parking standards and the calculated level of provision contained within the development proposals.

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Table 5-1 West Sussex Car and Cycle Parking Standards and Proposed Provision

USER	MAXIMUM CAR PARKING STANDARDS		MINIMUM CYCLE PARKING STANDARDS	
Students	1 per 15 students	72	1 per 8 car parking spaces provided	18
Staff	1 per 2 members of staff	43		
(Visitor)	-	20		
(Special Permits)	-	10		
TOTAL		**145**		**18**

5.3.3 In addition to the provision derived from local parking standards, an allowance has been made for visitors (20 spaces) and for students' temporary special permits (10 spaces) required for individuals with medical problems or teaching practice involving the use of vehicle. In total, the proposed car parking provision consists of 145 spaces.

5.3.4 The University's current Sustainable Travel Plan covers the period from 2013-2016 and sets targets within this period to reduce vehicular movements to/from the university's campus's by 15%. It is envisaged that through the implementation of measures proposed within the STP's Action Plan that the level of demand for parking will reduce in line with modal shift.

5.3.5 It is considered that the proposed car parking provision will support the continued success of STP's targets in view of the impact on demand as a result of the STP measures, whilst seeking to ensure that overspill parking into neighbouring residential streets is limited. Given that maximum standards have been based upon total staff / student numbers to be accommodated by the EDT building, due to timetabling and building capacity constraints, demand from the total additional staff/ students will not occur at the same time.

5.3.6 Car parking provision will be accompanied by a total of 18 cycle parking spaces serving the new EDT building, which will be sheltered and in close proximity to the EDT building entrance, and compliant with the guidance provided by BREEAM design standards.

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6 TRAFFIC IMPACT

6.1 INTRODUCTION

6.1.1 This section details the results of the traffic modelling that has been undertaken at the junctions in the vicinity of the site.

6.2 TRAFFIC MODELLING SCENARIOS

6.2.1 Based on the submission of a planning application this year (2015), traffic assessments are proposed to be undertaken for the following years:

- 2015 (Base Year); and
- 2020 (Application Year + 5 years).

6.2.2 To forecast background traffic growth for the year 2020, NTM-adjusted growth factors have been derived using TEMPRO version 6.2 and dataset 62. The background growth within TEMPRO takes into account an assumed increase in local development for a specified period. The background growth factor for urban principal roads for the period 2015-2020 is 1.079. This is specific to the area within which the Bognor Regis campus is located.

6.2.3 It is deemed important to consider the impact of the Bognor Regis Relief Road (BRRR) on the local highway network, as it is clear that a number of re-assignments will take place when fully open. At the time of writing, the BRRR is expected to open in March 2016 so its impact will be evident in the forecast assessment year of 2020.

6.2.4 Pre-application consultation with WSCC has taken place in order to establish the applicability of traffic flows from the West Sussex County Transport Model (WSCTM) for use within this assessment. The initial discussions with WSCC with regard to the use of WSCTM traffic flows are contained in **Appendix A**. It has been agreed that use of the West Sussex County Transport Model (WSCTM) could aid with the consideration of the BRRR impact. To achieve this using the model, the BRRR impact has been tested by banning all user classes on a link in the middle of the BRRR to create a "No BRRR" network. The absolute differences in flow along Felpham Way and Upper Bognor Road have thus been calculated.

6.2.5 It must be noted however that local trips will be under represented due to the strategic nature of the model. Discussions with WSCC have resulted in the intention to compare observed data along Felpham Way and Upper Bognor Road (following the addition of background growth to 2020), with 2020 WSCTM flows (for the "No BRRR" network). Any absolute differences shall be added to the observed flows to ensure local trips are not overlooked.

6.2.6 The WSCTM has been produced for the AM Peak Period only. Thus for the PM peak modelling of the two junctions subject to assessment within this report, the proportionate difference in traffic flows reported by the WSCTM within the AM Peak as a result of the BRRR impact has been applied to the PM observed flows.

6.2.7 Traffic flow diagrams have been received from WSCC for the future year 2020 'No BRRR' and 'With BRRR' scenarios, including a plot to summarise the differences in flows. These are included with the other WSCC correspondence contained in **Appendix A**.

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6.2.8 Traffic flow diagrams for the '2020 Forecast Base – No BRRR' scenario presented on **Figures 6-1** and **6-2** illustrate the surveyed traffic flows with background growth to 2020 for the AM and PM peaks respectively. **Figures 6-3** and **6-4** illustrate the '2020 Forecast Base – With BRRR' scenario which includes the impact of the BRRR for the AM and PM peaks respectively.

6.2.9 The methodology outlined above is proposed to aid with the assessment of the following scenarios:

- 2015 Base;
- 2020 Forecast Base – With BRRR; and
- 2020 Forecast Base + Development – With BRRR.

6.2.10 The above scenarios shall be subject to an assessment for the AM and PM Peak periods (08:00-09:00 and 17:00-18:00), as defined by an analysis of the ATC survey data.

6.3 VEHICULAR TRIP GENERATION

6.3.1 Vehicular trip rates have been derived from TRICS 2015 v7.2.1 using the category of 'College/University'. The sites selected from this category of land use were located in suburban areas of the 'South West' and 'South East' regions only, and were surveyed on Tuesday to Thursday. TRICS output is included in **Appendix E** and summarised in **Table 6-1** together with the level of trip generation based on up to 4,000sqm GFA of the proposed EDT building.

6.3.2 It should be noted that the development proposal to provide additional student accommodation on-site aims to allow for all first year students to be based on campus. This will reduce the number of trips to/from the site and help to achieve modal shift targets contained within the STP.

Table 6-1 TRICS Vehicular Trip Rates (Universities/Colleges)

	AM Peak (08:00 – 09:00)			PM Peak (17:00 – 18:00)		
	Arrive	Depart	Two-Way	Arrive	Depart	Two-Way
Vehicular Trip Rates	1.023	0.316	1.339	0.190	0.269	0.459
Trips (4,000sqm)	41	13	54	8	11	19

6.4 VEHICULAR TRIP DISTRIBUTION

6.4.1 Travel surveys undertaken as part of the latest Sustainable Travel Plan update collated term time postcode data for 1140 staff and students who attend the Bognor Regis campus. This data has been used to identify trip origins for additional staff/ students attracted to the proposed EDT facility, and thereby used as a basis for assigning trips to the local highway network. **Figure 6-5** presents a plot of the postcode data for existing staff and students, which includes an indication of the direction/ route assumed to be used to access the Bognor Regis campus. **Table 6-2** summarises the proposed distribution of vehicular trips generated by the development.

Table 6-2 Proposed Trip Distribution

ROUTE	DISTRIBUTION
Felpham Way (north)	27%
Upper Bognor Road (east) via Felpham Way (south)	1%
Upper Bognor Road (west) via Felpham Way (south)	72%

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6.4.2 The assignment of the net additional vehicular trips attracted to the site is illustrated by **Figures 6-6** and **6-7** for the AM and PM Peaks respectively, which accounts for the U-turn movements at the roundabouts north and south of the proposed site access required due to the left in/ left out arrangement. Development trips have been added to the '2020 Forecast Base – With BRRR' scenario to produce the '2020 Forecast Base + Development – With BRRR' scenario as shown on **Figures 6-8** and **6-9** for the AM and PM peaks respectively.

6.5 JUNCTION CAPACITY ASSESSMENT

6.5.1 Two junctions in the vicinity of the site are to be included in the future year assessment; the proposed site access junction with Felpham Way, and Upper Bognor Road/ Felpham Way Roundabout. All junction assessments have been carried out using JUNCTIONS 8, which includes the ARCADY and PICADY computer modelling software modules produced by Transport Research Laboratory (TRL) for the modelling of priority junctions. The modelling results are presented for each scenario below, with full modelling outputs for both junctions included in **Appendix F**.

2020 FORECAST BASE – WITH BRRR

6.5.2 Presented in **Table 6-3** are the results of the modelling for the '2020 Forecast Base – With BRRR' scenario at the Upper Bognor Road/ Felpham Way Roundabout.

Table 6-3 '2020 Forecast Base – With BRRR' Scenario Modelling Results

JUNCTION/ARM	AM PEAK (08:00-09:00)		PM PEAK (17:00-18:00)	
UPPER BOGNOR ROAD/ FELPHAM WAY	RFC	END QUEUE	RFC	END QUEUE
Upper Bognor Road (east)	0.222	0.3	0.413	0.7
Butlins Access	0.040	0.1	0.231	0.3
Upper Bognor Road (west)	0.192	0.2	0.084	0.1
Felpham Way	0.401	0.7	0.454	0.8

6.5.3 Subject to an assessment with background traffic growth and the completion of the BRRR taken into consideration, the Upper Bognor Road / Felpham Way roundabout is forecast to improve in operational performance due to the reassignment of traffic flows to the BRRR. A maximum RFC of 0.454 can be seen on the Felpham Way arm during the PM Peak with an associated queue of less than one vehicle.

2020 FORECAST BASE + DEVELOPMENT – WITH BRRR

6.5.4 Presented in **Table 6-4** are the results of the modelling for the '2020 Forecast Base + Development – With BRRR' scenario at the Upper Bognor Road/ Felpham Way Roundabout and the Proposed Site Access/ Felpham Way junction.

Table 6-4 '2020 Forecast Base + Development – With BRRR' Scenario Modelling Results

JUNCTION/ARM	AM PEAK (08:00-09:00)		PM PEAK (17:00-18:00)	
UPPER BOGNOR ROAD/ FELPHAM WAY	RFC	END QUEUE	RFC	END QUEUE
Upper Bognor Road (east)	0.231	0.3	0.421	0.7
Butlins Access	0.041	0.1	0.240	0.3
Upper Bognor Road (west)	0.200	0.3	0.085	0.1

JUNCTION/ARM	AM PEAK (08:00-09:00)		PM PEAK (17:00-18:00)	
UPPER BOGNOR ROAD/ FELPHAM WAY	RFC	END QUEUE	RFC	END QUEUE
Felpham Way	0.417	0.7	0.474	0.9
PROPOSED SITE ACCESS / FELPHAM WAY	RFC	END QUEUE	RFC	END QUEUE
Site Access	0.023	0.1	0.039	0.1
Felpham Way (north)	0.000	0.0	0.000	0.0

6.5.5 With the addition of development traffic, the Upper Bognor Road / Felpham way roundabout continues to operate within capacity with a maximum RFC of 0.474 on the Felpham Way arm during the PM Peak and a queue of less than one vehicle.

6.5.6 Modelling results for the proposed Site Access / Felpham Way junction shows that the design can accommodate forecast trip generation. A maximum RFC of 0.039 can be seen on the Site Access arm during the PM Peak with no associated queue.

6.6 SUMMARY

6.6.1 The junction capacity assessment has concluded that the junctions in the vicinity of the development are forecast to operate well within their theoretical capacity. The impact of the BRRR will be positive in reducing the level of trips on surrounding local roads. Due to open in March 2016 (at the time of writing), this ensures that the additional capacity as a result can be considered within the future assessment year.

6.6.2 The impact directly attributable to the development is forecast to increase queues by less than one vehicle on any of the arms of the Upper Bognor Road / Felpham way roundabout, resulting in an impact that is 'not severe' when subject to the severity tests defined by the NPPF.

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7 SUMMARY AND CONCLUSIONS

7.1 SUMMARY

7.1.1 This Transport Assessment has outlined the development proposals at University of Chichester's Bognor Regis Campus (UoC BRC) for up to 4,000sq.m. of additional academic building space at the Bognor Regis Campus (BRC), along with 289 student residential units, additional staff/student/visitor car parking and a new vehicular access junction from Felpham Way. These proposals are in line with the development aspirations set out in the University of Chichester's updated masterplan for the Bognor Regis Campus.

7.1.2 The new Academic floor space will allow UoC to expand its campus to:

- Fulfil their long term growth aspirations, by improving teaching facilities to provide an improved offer to prospective students;
- Focus on improving student experience and provide more floor space pro-rata per student;
- Enhance the sustainability of the site by seeking complementary student accommodation on-site and minimising the need to travel;
- Continue to support the aims of the Sustainable Travel Plan (STP) by providing additional car parking (*circa* 145) to help with the management of its car parking permit scheme; and
- Enhance the permeability of the site and providing better links with the existing transport networks surrounding the campus.

7.1.3 The proposed Felpham Way access and car parking area has been located to minimise impact on existing residents, and in the long term once the main access to existing car parking on Mead Lane is closed, will seek to reduce traffic impact on surrounding residential streets.

7.2 CONCLUSIONS

7.2.1 Early correspondence with WSCC sought to agree the scope of this Transport Statement through submission of a Scoping Note (contained in **Appendix A**). This includes the form of junction design, forecast trip generation and distribution emanating to/from the new site access, and the methodology to be used in assessing the impact of the new site access junction on the surrounding highway network with the aid of WSCTM traffic flows.

7.2.2 Complimentary to the proposals for a new site access to serve the proposed EDT building, the University of Chichester continues its commitment to promote sustainable transport solutions through its active Sustainable Travel Plan, building upon its success in recent years.

7.2.3 An analysis of the Personal Injury Accident data for the latest available five year period in the vicinity of the site revealed that there has been no major discernible trend or clustering of accidents at junctions or links on the local highway network.

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7.2.4 The completion of the BRRR is forecast to reassign a significant proportion of local traffic away from the highway in the immediate vicinity of the site. The results of the junction modelling have thus shown that the proposed Site Access junction (with left in/ left out arrangement) and Upper Bognor Road/ Felpham Way roundabout can accommodate forecast traffic flows including traffic associated with the proposed development.

7.2.5 This Transport Assessment has demonstrated that:

- There is an excellent range of sustainable travel options for accessing the proposed development;
- A safe and convenient network of foot and cycle paths is available through and beyond the site;
- The site is well served by bus services which also provide links to Bognor Regis town centre and railway station, enabling connection with the wider public transport network;
- The existing Sustainable Travel Plan continues to provide means for encouraging the use of sustainable transport modes; and
- The effect of additional traffic from the development is not significant enough to warrant any changes to the surrounding road network.

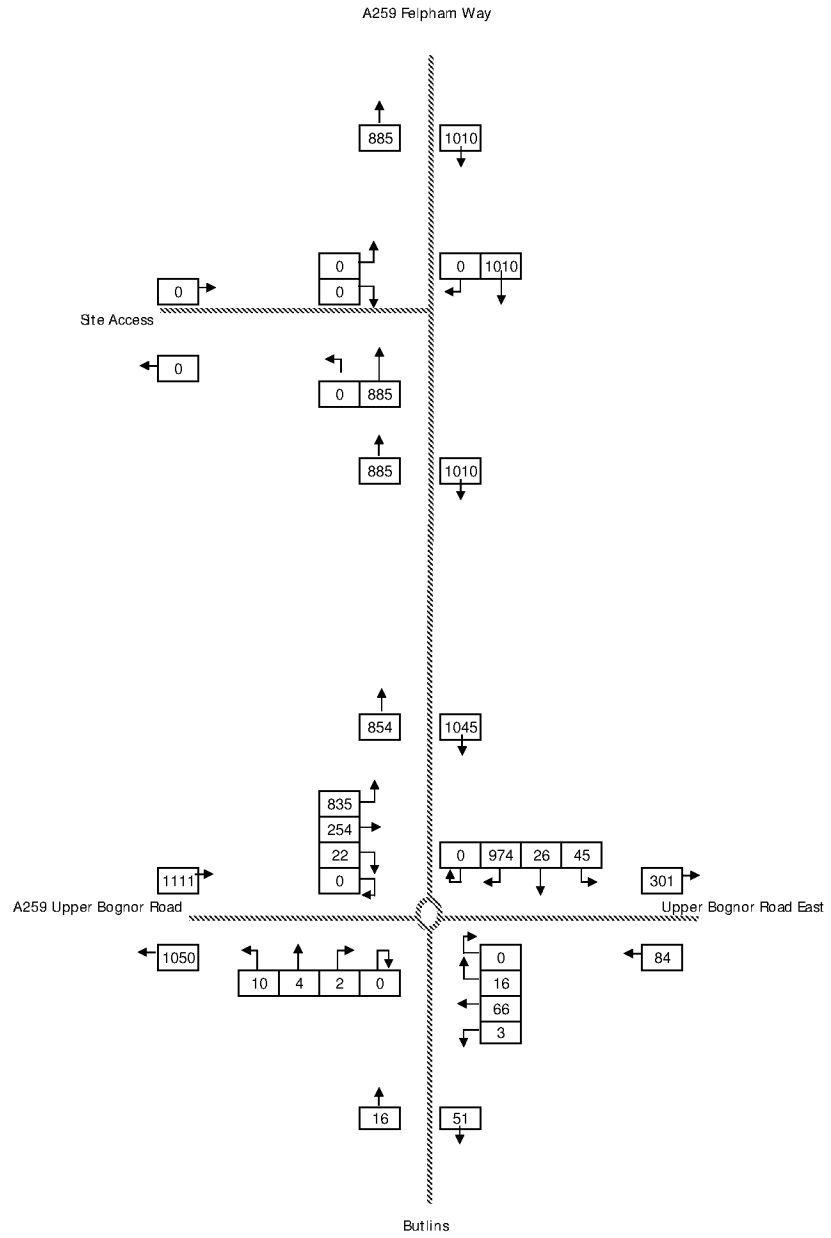
7.2.6 The effect of the above means that the residual impact of the development will not be significant, satisfactorily meeting the severity test of the National Planning Policy Framework. The UoC proposals achieve the sustainable development definition of the guidance and provide further economic development opportunities for the area.

ARUN DISTRICT COUNCIL BR/54/16/PL

FIGURES

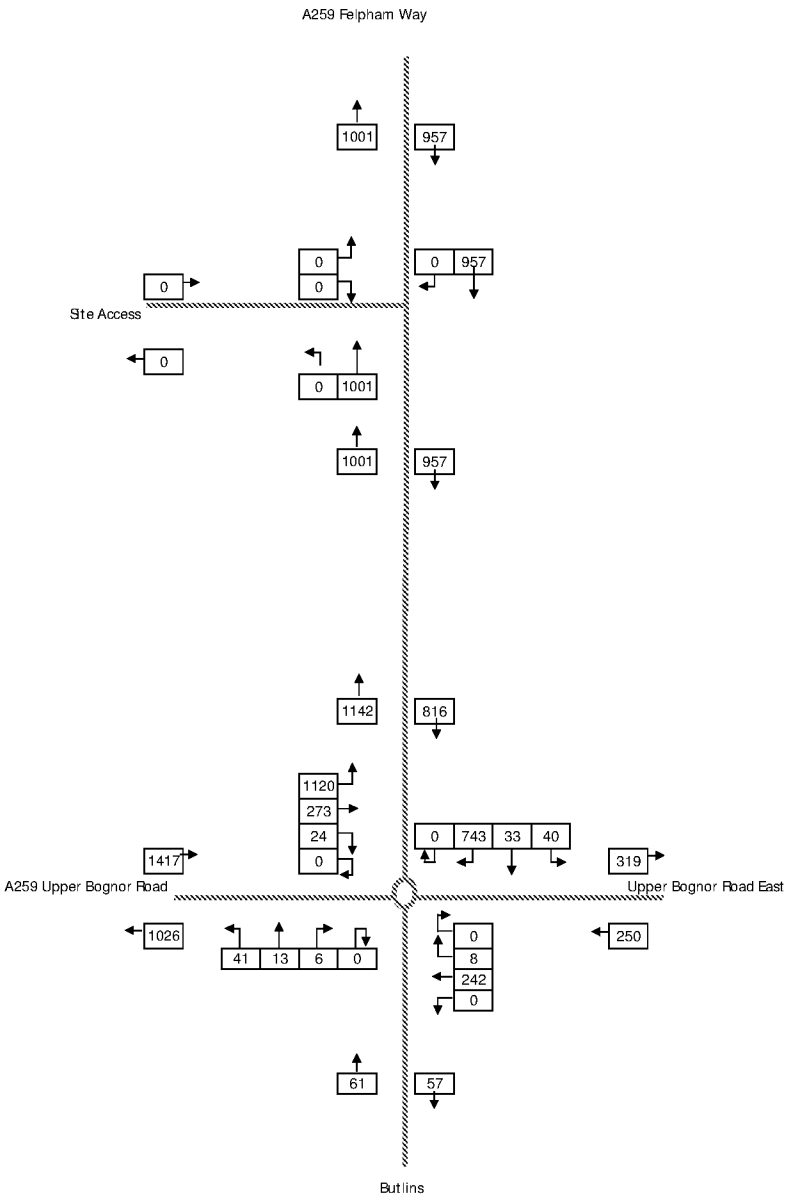


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V:\Audit\Excel Traffic Flows\A3 Landscape frame.xls

WSP | Parsons Brinckerhoff	TITLE: 2015 Re-adjusted Base AM 08:00-09:00	FIGURE No.: 3-1



WSP | Parsons Brinckerhoff	TITLE: 2015 Re-adjusted Base PM 17:00-18:00	FIGURE No: 3-2

Date Modified:

Drawn By:

Legend

☆ Site Location

Walking Accessibility 4.8kph

- 0 - 5 Minutes
- 6 - 10 Minutes
- 11 - 15 Minutes
- 16 - 20 Minutes
- 21 - 25 Minutes
- 26 - 30 Minutes



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0 0.075 0.15 0.3 0.45 0.6 Kilometres

WSP | PARSONS BRINCKERHOFF

TITLE:

Walking Accessibility
UoC EDT Park Bognor Regis

FIGURE No:

4-1

File:

Date Modified:

Drawn By:

File:

Legend

☆ Site Location

Cylce Accessibility 16kph

- 0 - 5 Minutes
- 6 - 10 Minutes
- 11 - 15 Minutes
- 16 - 20 Minutes
- 21 - 25 Minutes
- 26 - 30 Minutes

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0 0.175 0.35 0.7 1.05 1.4 Kilometres

WSP | PARSONS BRINCKERHOFF

TITLE:

Cycle Accessibility
UoC EDT Park Bognor Regis

FIGURE No:

4-2

Date Modified:

Drawn By:

File:

Legend

☆ Site Location

Cylce Accessibility 16kph

- 0 - 5 Minutes
- 6 - 10 Minutes
- 11 - 15 Minutes
- 16 - 20 Minutes
- 21 - 25 Minutes
- 26 - 30 Minutes

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0 0.175 0.35 0.7 1.05 1.4 Kilometres

WSP | PARSONS BRINCKERHOFF

TITLE:

Cycle Accessibility
UoC EDT Park Bognor Regis

FIGURE No:

Date Modified: 26/02/2016

Drawn By: UKRMV001

File: Q:\WSP_UK\WSP_D\Birmingham\UKRMV001\Map_files\UoC_EDT_Park.mxd

Petersfield

Midhurst

Havant

Emsworth

CHICHESTER

Arundel

Littlehampton

Worthing

Bognor Regis

Key

☆ Site Location

Rail Stations

Public Transport Accessibility

Travel Time (mins)

- 0 - 10 minutes
- 11 - 20
- 21 - 30
- 31 - 40
- 41 - 50
- 51 - 60

Isochrones created with TRACC 1.2.1

© Basemap

January 2016 PT data

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0 0.75 1.5 3 4.5 6 Kilometres

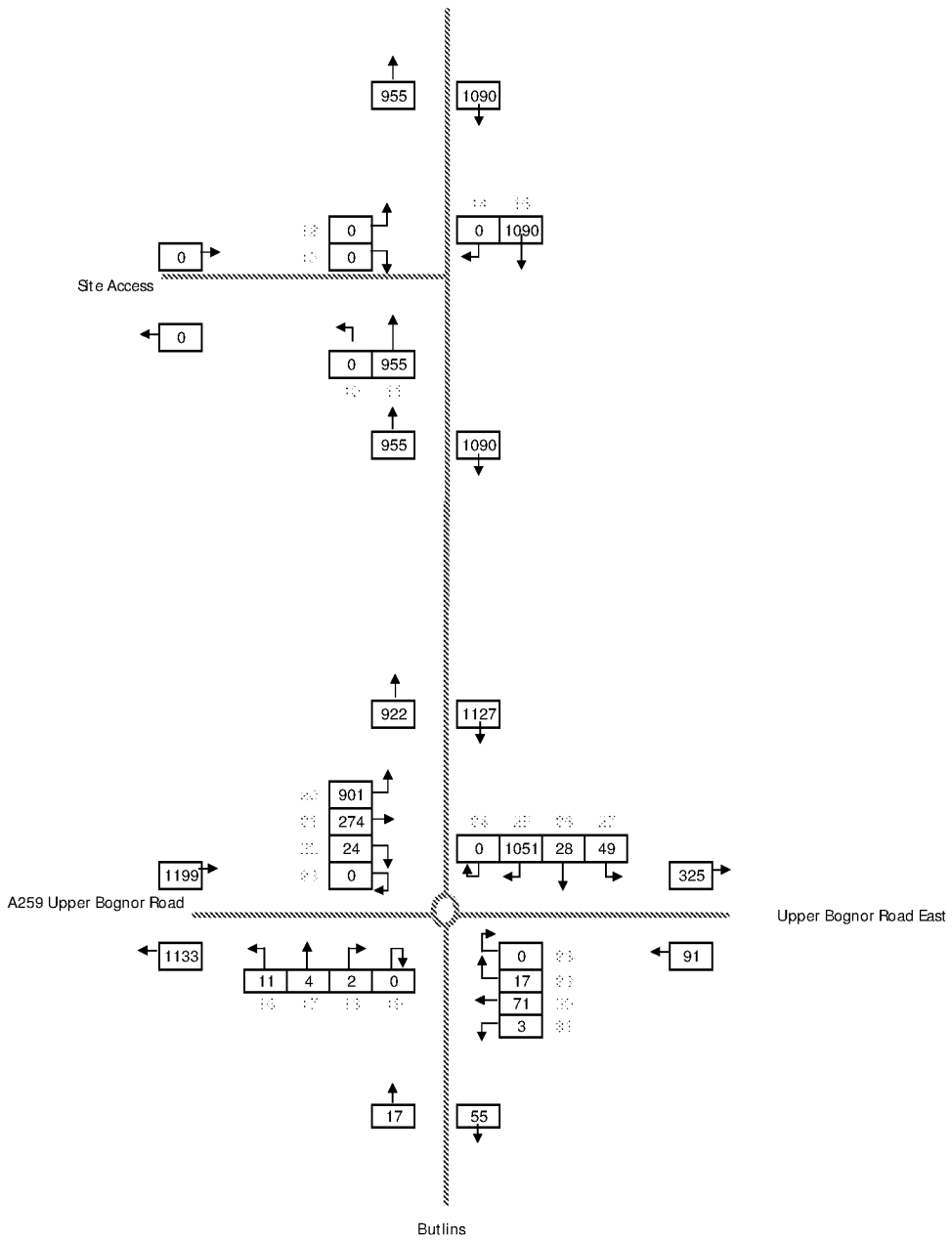
WSP | PARSONS BRINCKERHOFF

TITLE:

PUBLIC TRANSPORT ACCESSIBILITY

FIGURE No:

FIGURE 4-3



WSP | PARSONS BRINCKERHOFF

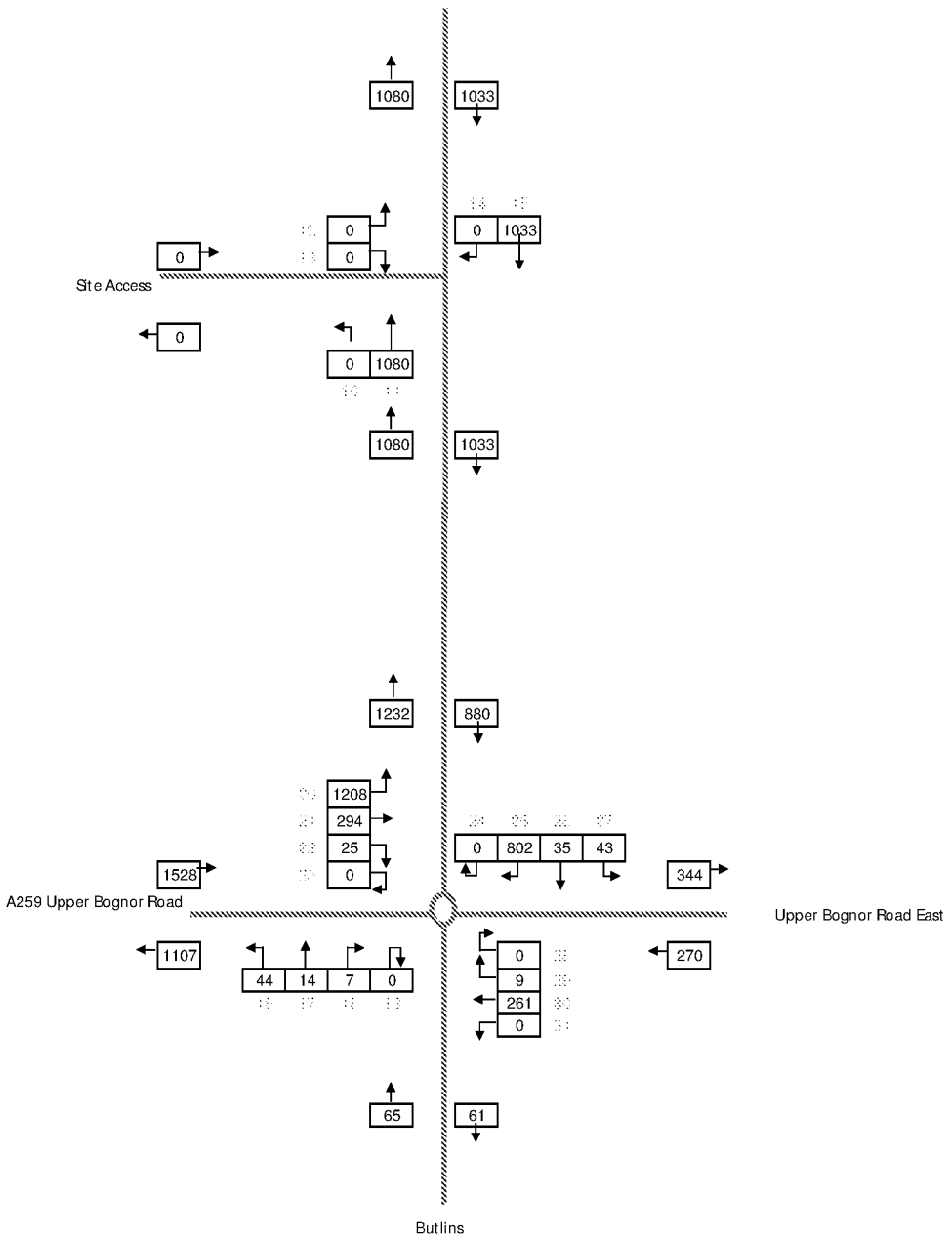
TITLE

2020 Base (Without BRRR) AM
08:00-09:00

FIGURE No:

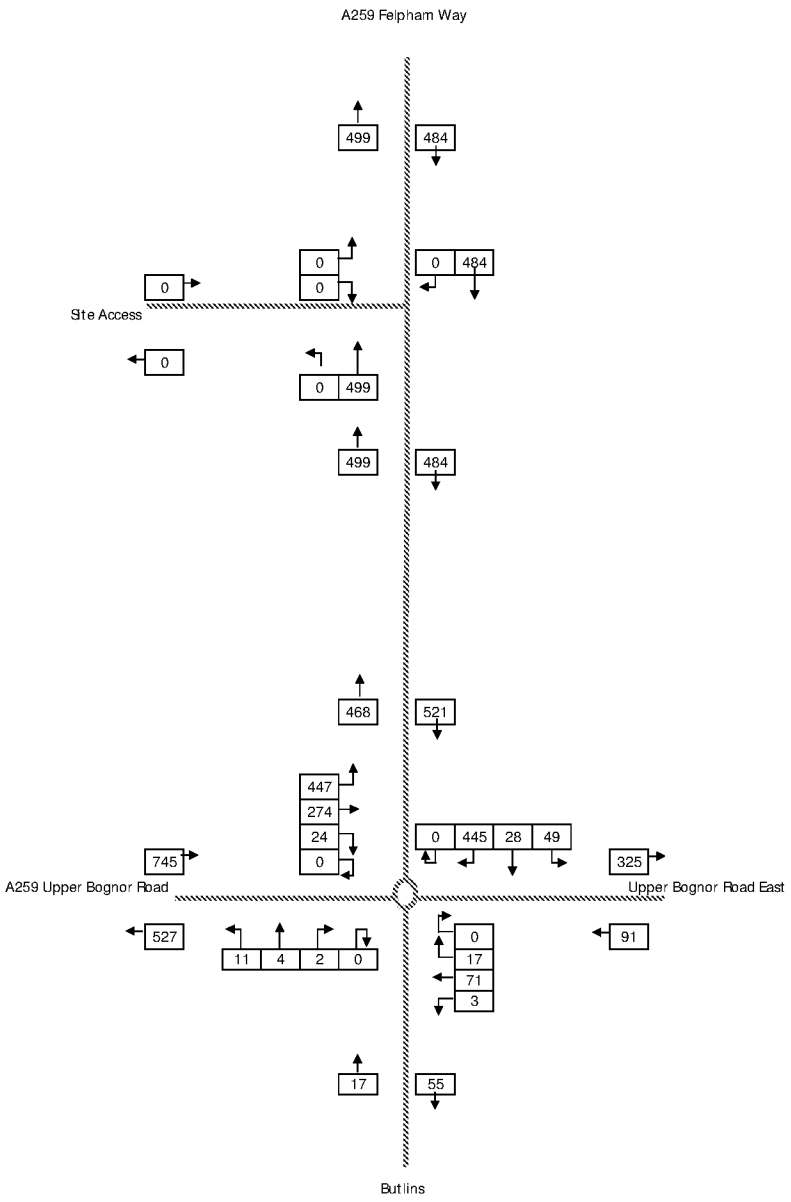
6-1

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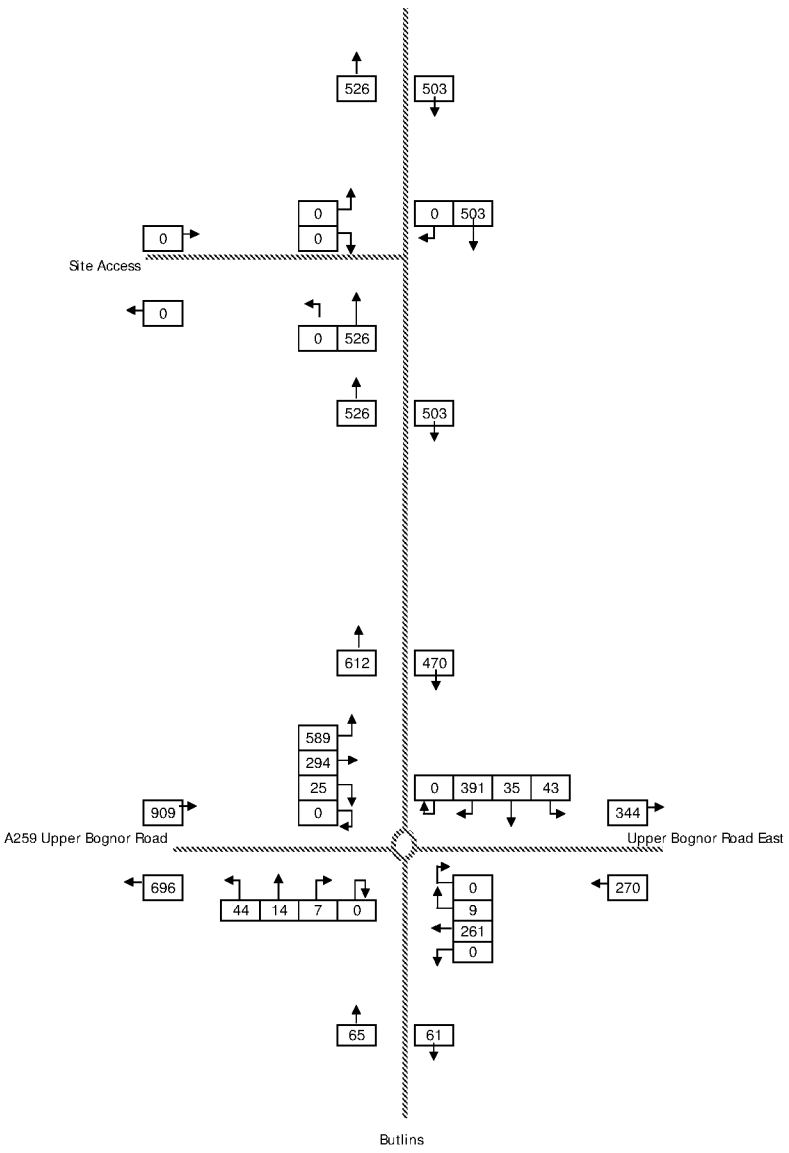
WSP | Parsons Brinckerhoff	TITLE: 2020 Base (Without BRRR) AM 08:00-09:00	FIGURE No: 6-2

V:\Jobs\Excel\Traffic Flows\A3 Landscape



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WSP / Parsons Brinckerhoff	TITLE 2020 Base Flows (With BRRR) AM 08:00-09:00	FIGURE No: 6-3



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WSP | Parsons Brinckerhoff

TITLE

2020 Base Flows (With BRRR)
PM 17:00-18:00

FIGURE No:

6-4

Date Modified:

Drawn By:

Legend

- East – Assigned to Upper Bognor Road (East)
- West – Assigned to A259 Hotham Way or A29 North
- North – Assigned to A259 Felpham Way

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0 1.75 3.5 7 10.5 14 Kilometres

File:

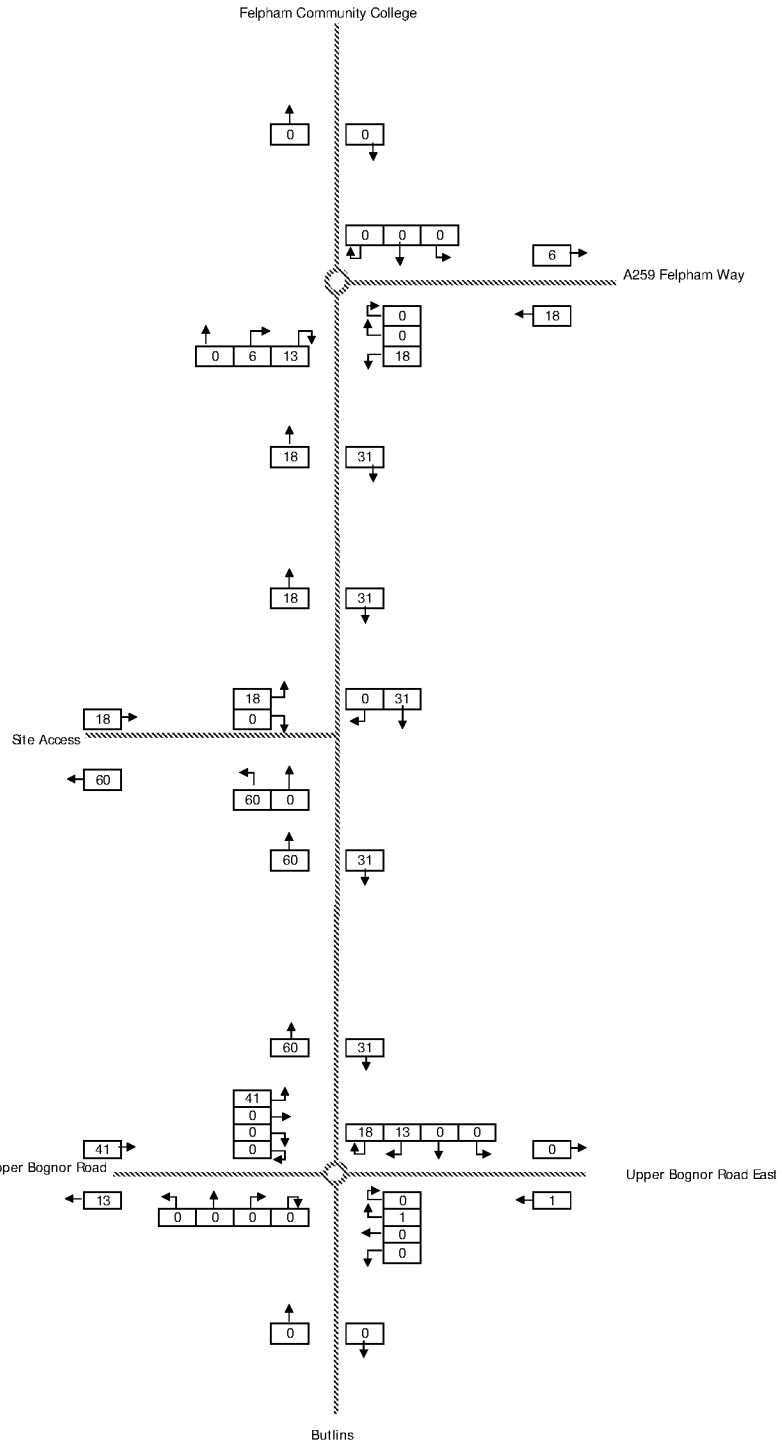
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TITLE:

Postcode Distribution
(Existing Staff/Students)

FIGURE No:

6-5



WSP | PARSONS BRINCKERHOFF

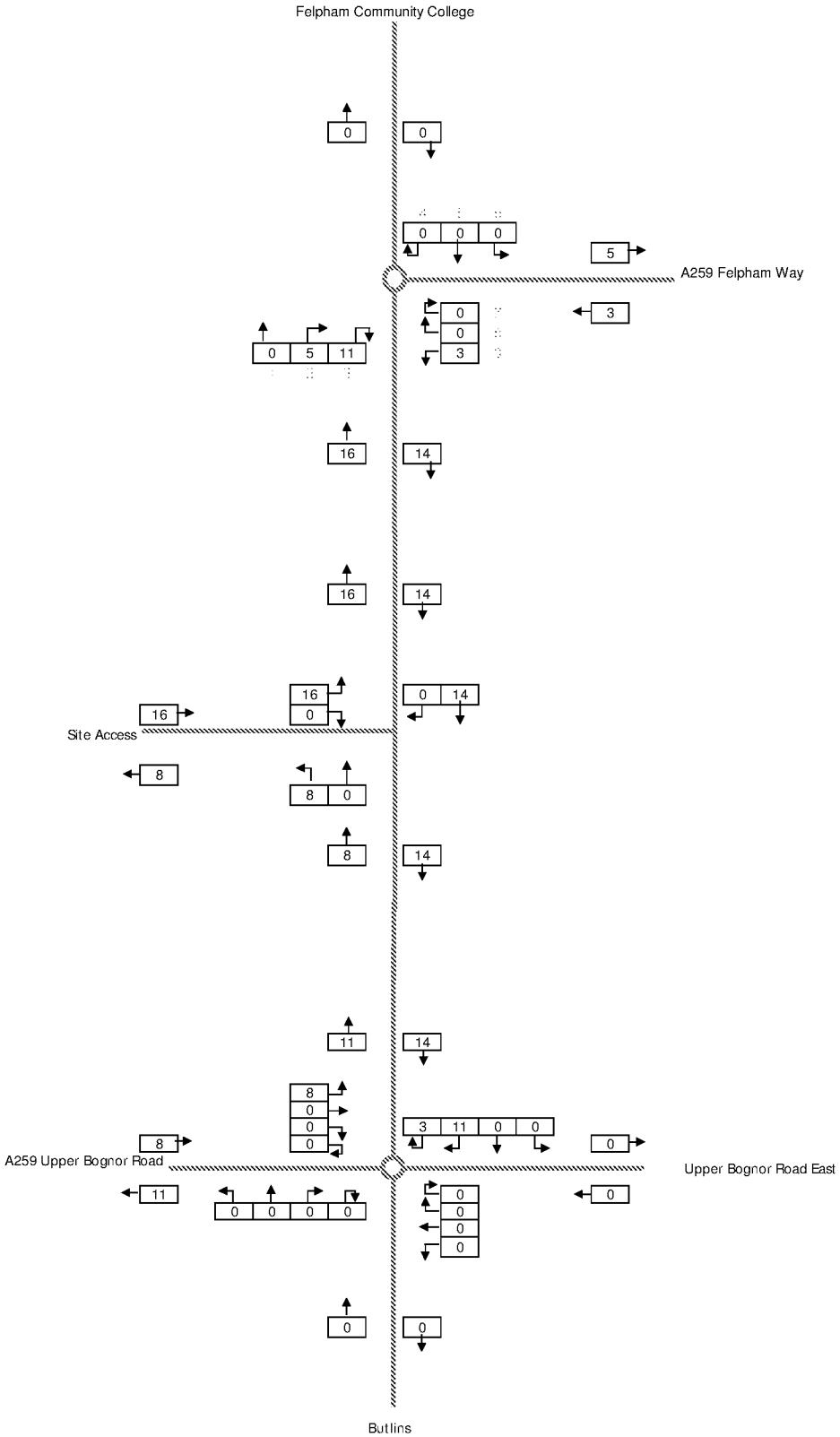
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NET ADDITIONAL DEVELOPMENT TRIPS
AM PEAK 08:00-09:00

FIGURE No:

6-6

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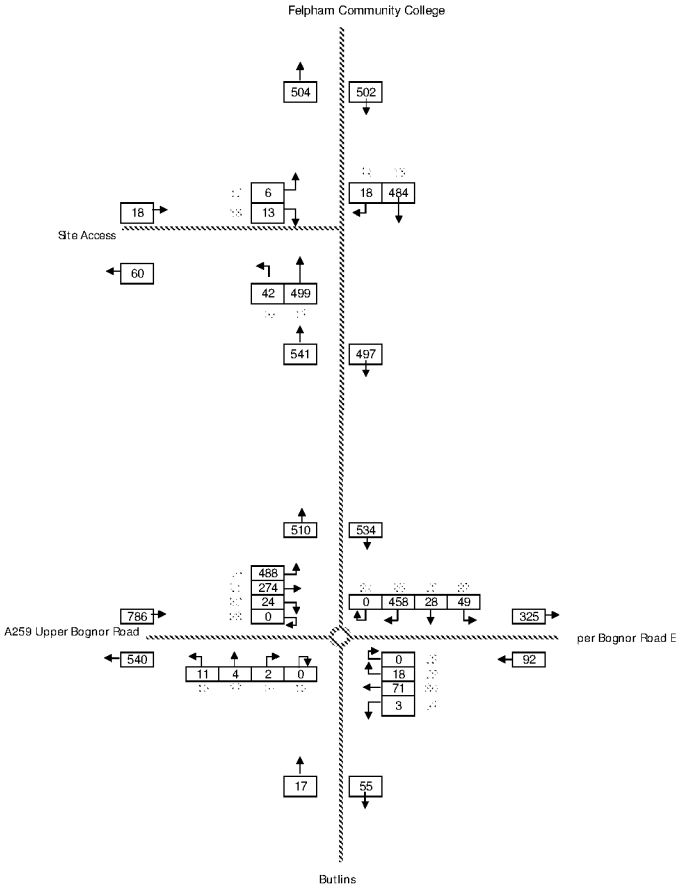
WSP | PARSONS BRINCKERHOFF

TITLE

NET ADDITIONAL DEVELOPMENT TRIPS
PM PEAK 17:00-18:00

FIGURE No:

6-7



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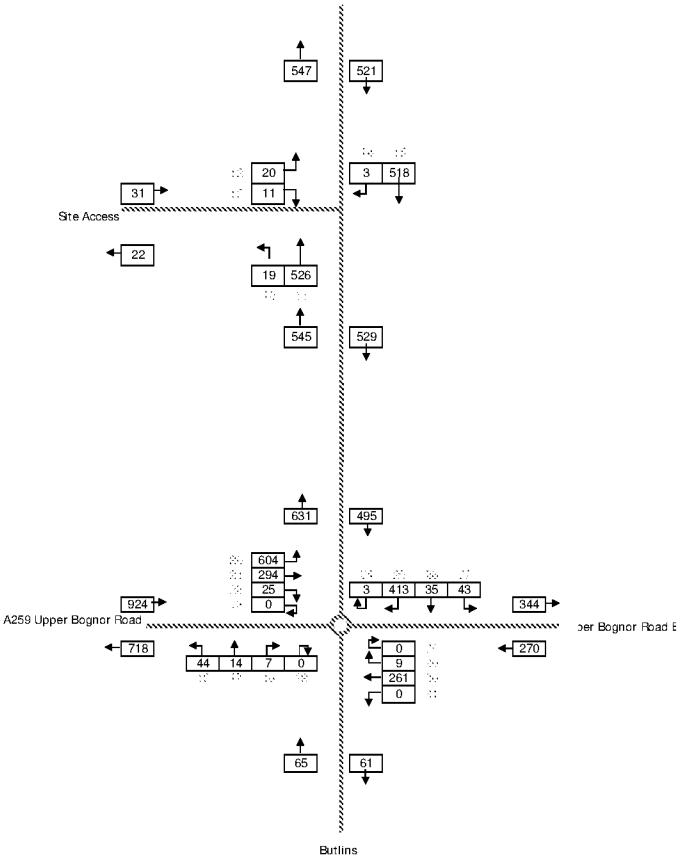
WSP | PARSONS BRINCKERHOFF

TITLE

2020 Base + Development (With BRRR)
AM 08:00-09:00

FIGURE No.

6-8



V:\Ladcexcel\Traffic Flows\A3 Landscape frame.xls

WSP | PARSONS BRINCKERHOFF

TITLE

2020 Base + Development (With BRRR)
PM 17:00-18:00

FIGURE No:

6-9

Appendix A

WSCC SCOPING CORRESPONDENCE

Blizard, Grace

From: Dominic Smith <dominic.smith@westsussex.gov.uk>
Sent: 11 April 2015 20:57
To: Guy Parfect
Cc: Nicholls, Rob; Blizard, Grace
Subject: University of Chichester - Bognor Campus

Good evening Guy,

The UoC are looking at a potential extension to the Bognor Campus to land on the western side of Felpham way, directly north of the 'Butlins Roundabout'. Is there are any information we can share in relation to modelling/previous assessment work? In terms of assessment years, I am going to suggest the usual scenarios as per TAM unless you consider there are any other scenarios that are necessary as a result of planned works - what is the status of the LEC north/south link road?

Rob – in terms of the scope of the assessment we would typically look for analysis where junction flows increase by at least 30-50 movements, depending on the sensitivity of the junction, although we can agree the extent of the assessment required through the scoping note.

Kind regards,

Dominic

Dominic Smith | Interim County Highways Manager, Strategic Planning, West Sussex County Council | Location: Ground Floor, Northleigh, County Hall, Chichester, PO19 1RH
Internal: 25711 | External: 0330 222 5711 | E-mail: dominic.smith@westsussex.gov.uk

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REPORT N^{O} 938-01

UNIVERSITY OF CHICHESTER

TRANSPORT SCOPING NOTE

JULY 2015

WSP | PARSONS BRINCKERHOFF

ARUN DISTRICT COUNCIL BR/54/15/PL

UNIVERSITY OF CHICHESTER

TRANSPORT SCOPING NOTE

Project no: 70010938
Date: July 2015

WSP | Parsons Brinckerhoff
Regus House
Southampton International Business Park
George Curl Way
Southampton
SO18 2RZ
UK

[redacted]

www.wspgroup.com
www.pbworld.com

ARUN DISTRICT COUNCIL BR/54/15/PL

QUALITY MANAGEMENT

ISSUE/REVISION	FIRST ISSUE	REVISION 1	REVISION 2	REVISION 3
Remarks	Issue 1			
Date	08/07/2015			
Prepared by	Grace Blizard			
Signature				
Checked by	Alex Thompson			
Signature				
Authorised by	Alex Thompson			
Signature				
Project number	70010938			
Report number	01			
File reference	J:\70010938 - UoC EDT Park Bognor Regis\C Documents\Reports\ Transport Scoping Note.docx			

ARUN DISTRICT COUNCIL BR/54/15/PL

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- 0938-SK-004 REV B
- 0938-SK-006 REV A

APPENDIX B TRICS OUTPUT – VEHICULAR TRIP RATES

ARUN DISTRICT COUNCIL BR/54/15/PL

1 INTRODUCTION

1.1 BACKGROUND

1.1.1 WSP | PB has been appointed by the University of Chichester to provide transportation advice in support of a new vehicular access junction to potential development of the Engineering and Digital Technology (EDT) building at the Bognor Regis Campus (BRC), Chichester.

1.1.2 This note defines the parameters to be used in the Transport Statement (TS) that will accompany the planning application for a proposed access junction arrangement from Felpham Way. This new junction is intended to serve as access to the EDT building contained in the University's Masterplan and its associated staff and student parking, which will be subject to a subsequent planning application.

1.1.3 This document seeks to define the scope, parameters and methodology to be used in the TS that will accompany the forthcoming planning application for the new access junction, with the intention to establish areas of agreement with West Sussex County Council (WSCC).

1.1.4 The location of the proposed junction will be on the eastern boundary of the existing University of Chichester (BRC) campus, on Felpham Way. The development proposals intended to be served by the new access junction include a five storey EDT building in the south-east corner of the site and complementary additional infrastructure including foot/ cycle ways, visitor, staff and student parking, and general hard and soft landscaping. The development of the new building will comprise up to 4,000sqm gross floor area (GFA). Figure 1-1 illustrates the location of the proposed development.

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Figure 1-1 Approximate Location of EDTP Site



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2 REVIEW OF EXISTING CONDITIONS

2.1 POLICY REVIEW

2.1.1 The transport policy review will take account of the following and local policy:

National

- National Planning Policy Framework (NPPF) (DCLG) (March 2012); and
- National Planning Practice Guidance (NPPG) (March 2014).

Local

- West Sussex Transport Plan 2011-2026 (LTP3) (February 2011); and
- Chichester District Council Local Plan 2014-2029 Pre Submission (May 2014).

2.2 EXISTING TRAFFIC FLOWS

2.2.1 Recent correspondence with WSCC has confirmed that existing traffic flow data should be collated for any junctions receiving an increase of 30-50 movements (sum of arriving and departing) during the peak periods. Subject to an assessment of trip generation and distribution presented in Chapter 4 of this report, manual classified counts (MCC) are to be commissioned for the AM and PM peak periods between 07:00-10:00 and 16:00-19:00 for the following junctions:

- Upper Bognor Road / Felpham Way Roundabout; and
- Felpham Way / Felpham Community College Roundabout.

2.2.2 These are in addition to an ATC survey in the vicinity of the proposed site access on Felpham Way. This was commissioned and data collated between Thursday 14th May and Saturday 23rd May 2015, during university term-time. An analysis of these surveys revealed that the AM Peak occurs between 08:00-09:00 and the PM Peak between 17:00-18:00.

2.2.3 It is proposed that the MCC surveys for the two roundabouts named above will be adjusted on a pro-rata basis using the ATC survey to ensure this data is representative for the university's term-time. These traffic flows will form the baseline traffic situation to inform junction modelling to be outlined later in this report.

2.3 PERSONAL INJURY ACCIDENTS

2.3.1 An analysis of Personal Injury Accident (PIA) statistics for the last five years will be undertaken for junctions and links of the local road network. The TS will identify any location where collision clusters have arisen and any patterns that indicate existing safety issues, particularly for vulnerable road users.

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3 DEVELOPMENT PROPOSALS

3.1 INTRODUCTION

3.1.1 The University intends to submit a planning application for a proposed Engineering and Digital Technology Park (EDTP) comprising a new building (up to 4,000sqm GFA) and additional infrastructure including foot/cycleways, visitor, staff and student parking, general hard and soft landscaping and an improved access onto the campus from Felpham Way. The development proposals for this application include the new site access junction only, via Felpham Way.

3.2 ACCESS STRATEGY

3.2.1 To serve the new EDTP, a new junction is required to provide access to proposed car parking associated with the forthcoming development proposals. Two preliminary designs have been considered to serve as access to the future EDTP development, a left in / left out (LILO) option and a ghost island right turn arrangement. Both of these preliminary designs are illustrated on WSP | PB drawings 0938-SK-004 Rev B and 0938-SK-006 Rev A for the LILO and ghost island right turn junctions respectively. These are contained in **Appendix A** of this report.

3.2.2 It can be seen from these drawings that 120m visibility is achievable in both directions from the proposed site access junction along Felpham Way, at 9m back from the stopline which is the desirable minimum requirement for a 40mph limit according to the Design Manual for Roads and Bridges (DMRB).

3.2.3 Initial correspondence with WSCC upon issue of the access drawings has indicated that the LILO arrangement would be the preferable option, however, this is dependent on the outcome of the modelling exercise to be presented in the TS, to ensure that the forecast traffic flows can be accommodated by the proposed site access and the adjacent highway network.

3.3 TRAVEL PLAN

3.3.1 A Sustainable Travel Plan (STP) for the whole university is currently in use to promote greener travel options. The existing STP covers both campuses for the period 2013-2016, and promotes smarter choices and set targets against which modal shift can be measured. Further review of the relevant contents of this document will be included within the Transport Statement.

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4 ASSESSMENT OF DEVELOPMENT SCENARIOS

4.1 ASSESSMENT YEARS

4.1.1 It is assumed that the planning application will be submitted in 2015, therefore traffic assessments are proposed to be undertaken for the following years:

- 2015 (Base Year); and
- 2020 (Application Year + 5 years).

4.1.2 To forecast background traffic growth for the year 2020, NTM-adjusted growth factors have been derived using TEMPRO version 6.2 and dataset 62. The background growth within TEMPRO takes into account an assumed increase in local development for a specified period. The background growth factor for urban principal roads for the period 2015-2020 is 1.079. This is specific to the area within which the Bognor Regis campus is located.

4.1.3 With respect to other local development, confirmation is requested from West Sussex County Council as to any additional committed developments that are required for consideration within the TS.

4.2 VEHICULAR TRIP GENERATION

4.2.1 Vehicular trip rates have been derived from TRICS 2015 v7.2.1 using the category of 'College/University'. The sites selected from this category of land use were located in suburban areas of the 'South West' and 'South East' regions only, and were surveyed on Tuesday to Thursday. TRICS output is included in **Appendix B** and summarised in Table 4.2 together with the level of trip generation based on up to 4,000sqm GFA of the proposed EDT building.

Table 4-1 TRICS Vehicular Trip Rates (Universities/Colleges)

	AM Peak (08:00 – 09:00)			PM Peak (17:00 – 18:00)		
	Arrive	Depart	Two-Way	Arrive	Depart	Two-Way
Vehicular Trip Rates	1.023	0.316	1.339	0.190	0.269	0.459
Trips (4,000sqm)	41	13	54	8	11	19

4.3 VEHICULAR TRIP DISTRIBUTION

4.3.1 Travel surveys undertaken as part of the latest Travel Plan update collated term time postcode data for staff and students. This data has been used to identify trip origins for additional staff/ students attracted to the proposed EDT facility, and thereby used as a basis for assigning trips to the local highway network. Table 4.3 summarises the proposed distribution of vehicular trips generated by the development.

ARUN DISTRICT COUNCIL BR/54/15/PL

Table 4-2 Proposed Trip Distribution

ROUTE	DISTRIBUTION
Felpham Way (north)	27%
Upper Bognor Road (east) via Felpham Way (south)	1%
Upper Bognor Road (west) via Felpham Way (south)	72%

4.3.2 The assignment of the net additional vehicular trips attracted to the site is illustrated by Figure 4-1 and Figure 4-2 for the AM and PM Peaks respectively.

4.4 TRAFFIC MODELLING SCENARIOS

4.4.1 It is important to consider the impact of the Bognor Regis Relief Road (BRRR) on the local highway network, as it is clear that a number of re-assignments will take place when fully open. At the time of writing, the BRRR is expected to open towards the end of 2015 so its impact will be evident in the forecast assessment year of 2020.

4.4.2 Through correspondence with WSCC, it has been agreed that use of the West Sussex County Transport Model (WSCTM) could aid with the consideration of the BRRR impact. Within the model, the BRRR impact has been tested by banning all user classes on a link in the middle of the BRRR to create a "No BRRR" network. The absolute differences in flow along Felpham Way and Upper Bognor Road have been calculated.

4.4.3 It must be noted however that local trips will be under represented due to the strategic nature of the model. It is the intention to compare observed data along Felpham Way and Upper Bognor Road (following the addition of background growth to 2020), with 2020 WSCTM flows (for the "No BRRR" network). Any absolute differences shall be added to the observed flows to ensure local trips are not overlooked.

4.4.4 This methodology is proposed to be followed to aid with the assessment of the following scenarios:

- 2015 Surveyed Base;
- 2020 Forecast Base (adjusted for local trips if required); and
- 2020 Forecast Base + Development.

4.4.5 The above scenarios shall be subject to an assessment for the AM and PM Peak periods (08:00-09:00 and 17:00-18:00), as defined by an analysis of the ATC survey data.

4.5 JUNCTION CAPACITY ASSESSMENT

4.5.1 Junction capacity assessments will be undertaken to demonstrate that traffic associated with the forthcoming development can be accommodated on the local highway network at the three junctions identified in this report, including the proposed site access. Given that two of the junctions to be assessed are roundabouts, and the proposed site access shall be a three-arm priority junction, Junctions 8 will be used as this is the industry standard modelling software for assessing priority-controlled junctions.

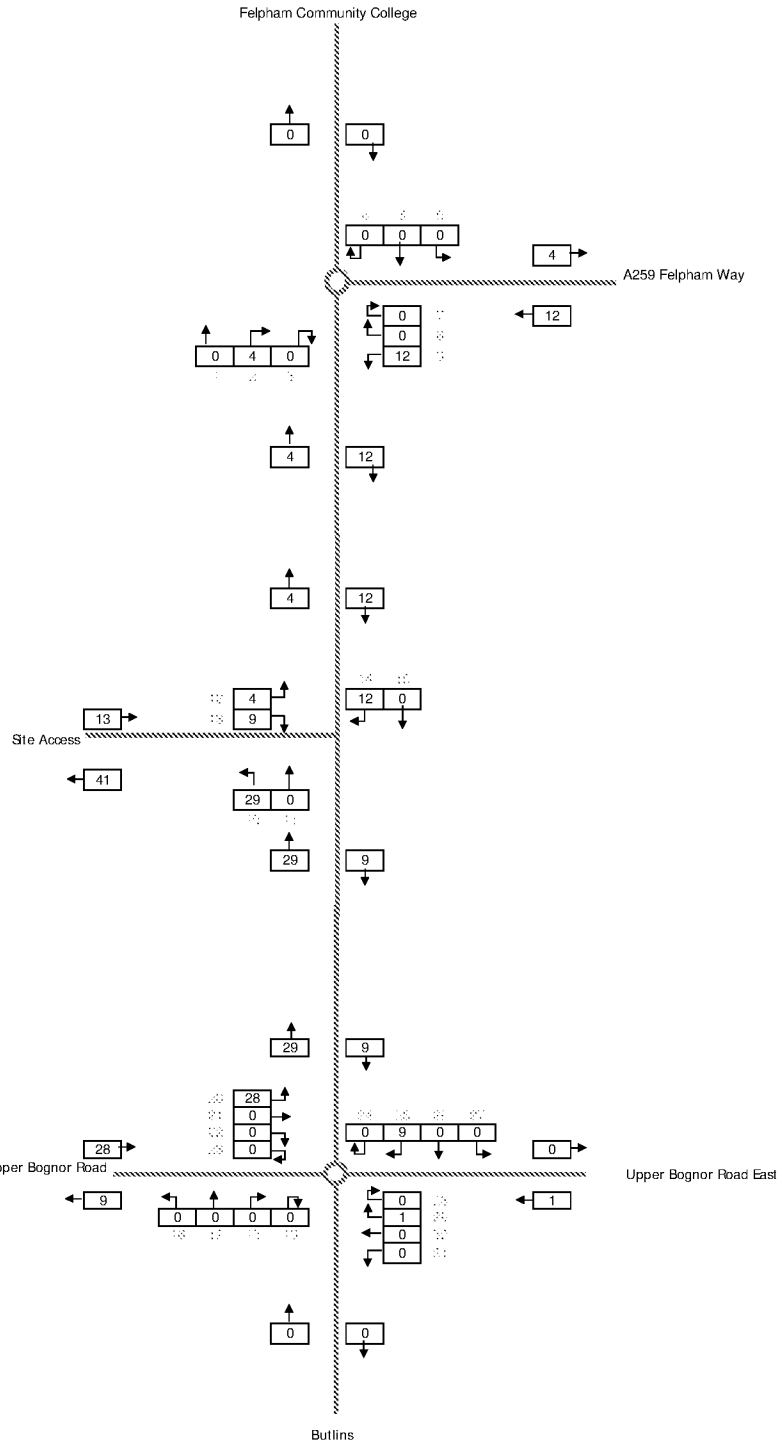
ARUN DISTRICT COUNCIL BR/54/15/PL

4.6 SUMMARY

4.6.1 This scoping report sets out the proposed methodology for a Transport Statement that will support the planning application for a new highway access to serve future development of the EDTP at the University of Chichester. The report has been produced with a view to securing highway authority agreement on the proposed approach.

ARUN DISTRICT COUNCIL BR/54/15/PL

FIGURES



WSP | PARSONS BRINCKERHOFF

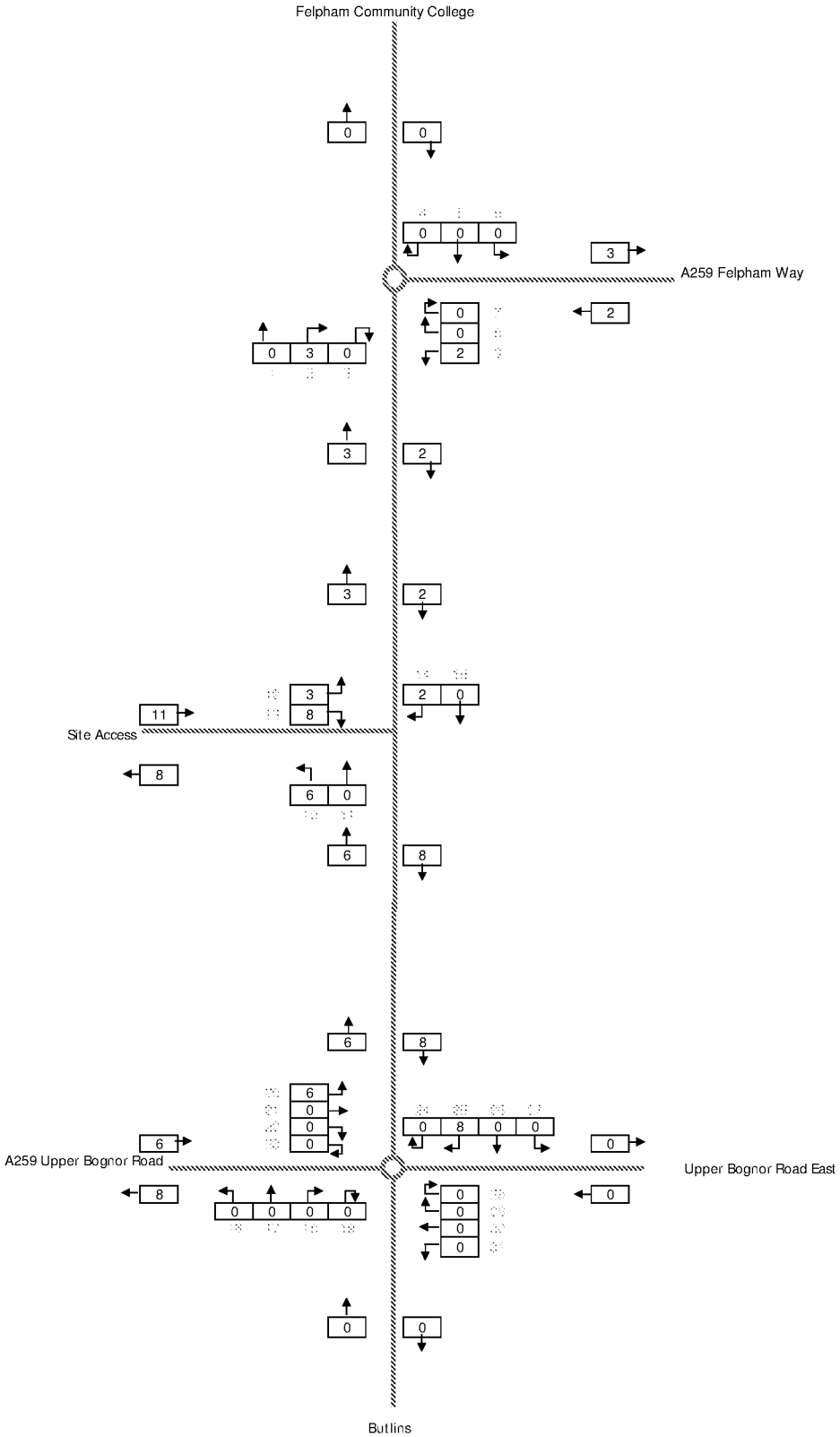
TITLE

NET ADDITIONAL DEVELOPMENT TRIPS
AM PEAK 08:00-09:00

FIGURE No:

4-1

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WSP | PARSONS BRINCKERHOFF

TITLE

NET ADDITIONAL DEVELOPMENT TRIPS

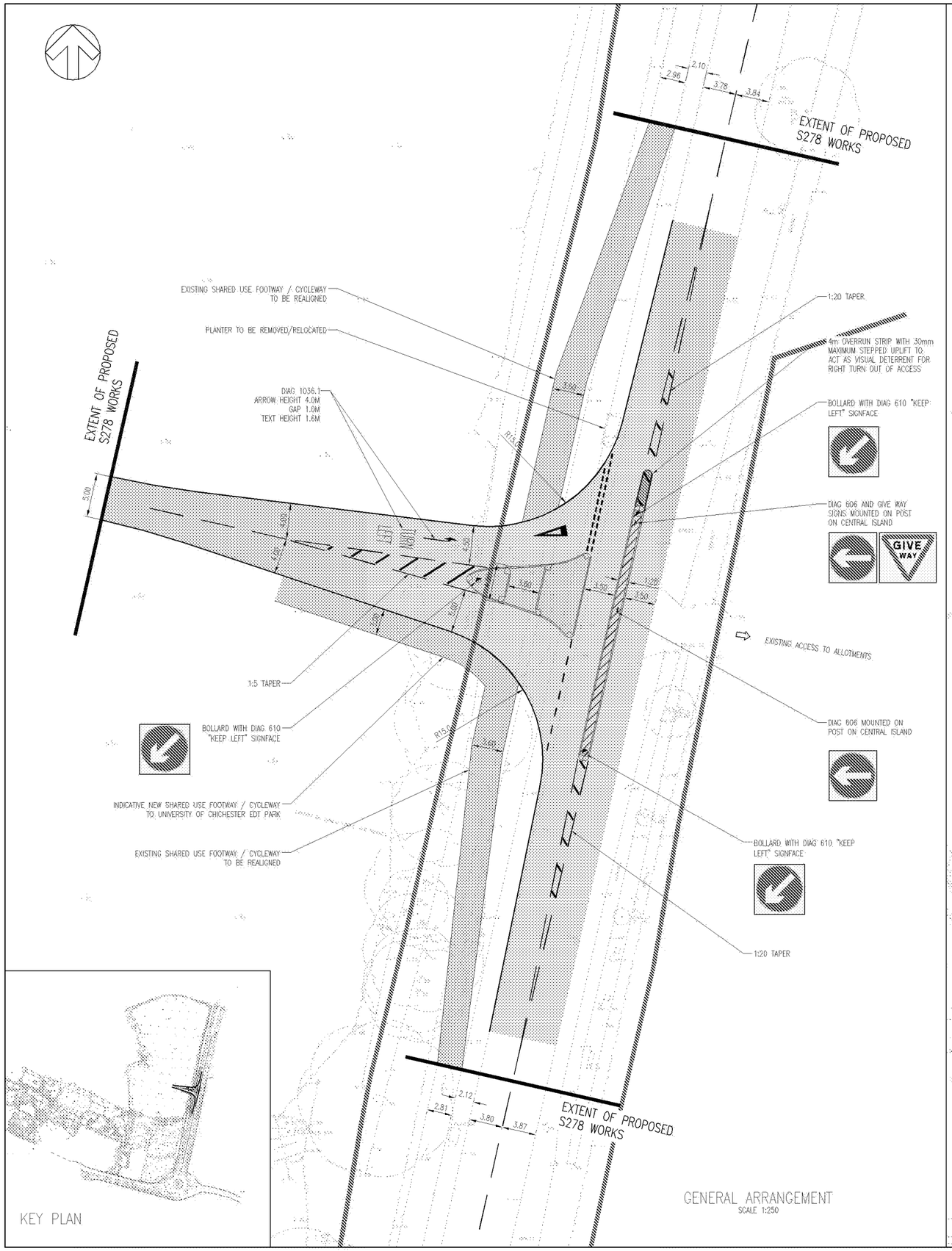
FIGURE No:

4-2

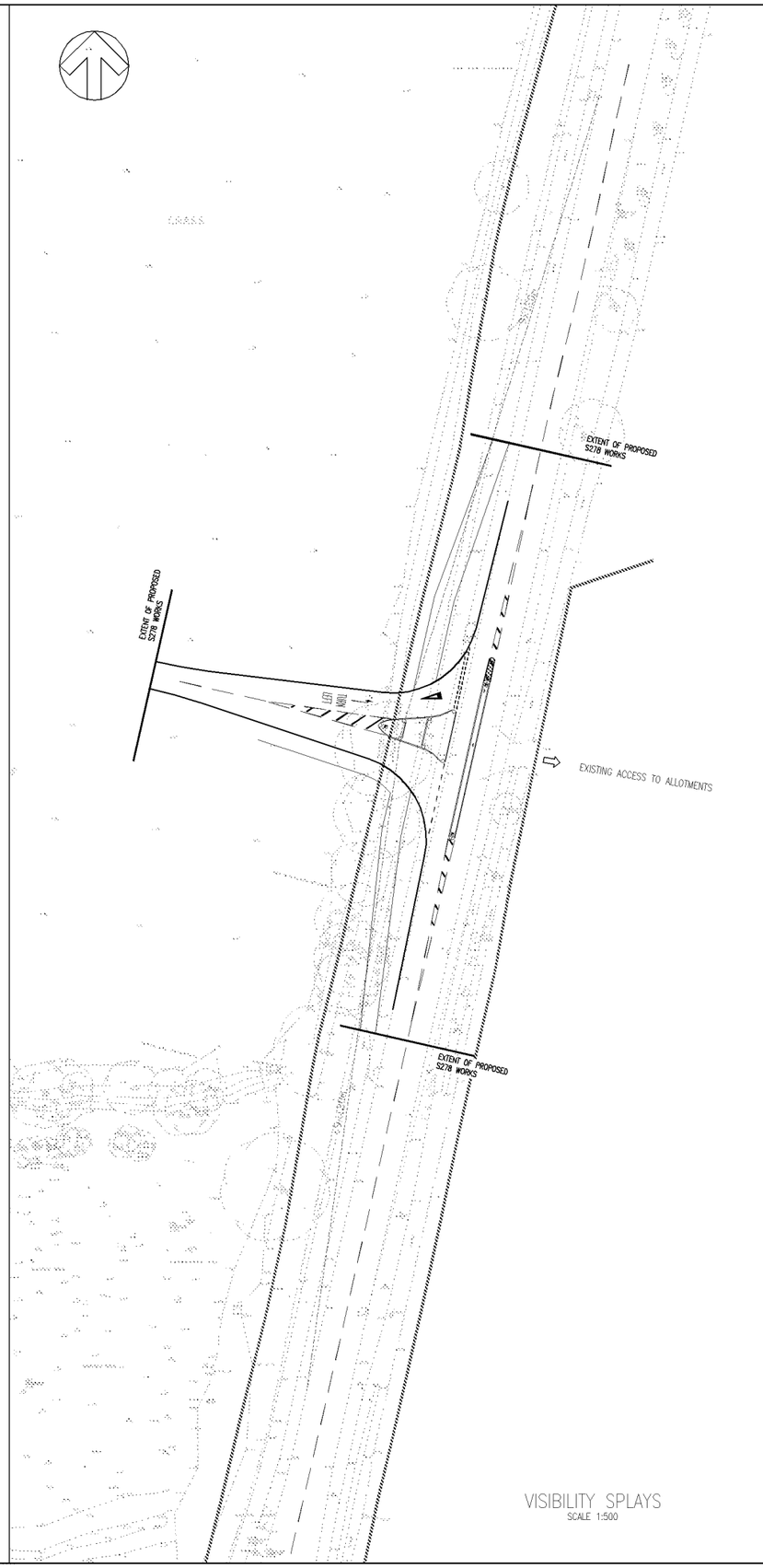
Appendix A

WSP | PB DRAWINGS

- 0938-SK-004 REV B
- 0938-SK-006 REV A



GENERAL ARRANGEMENT
SCALE 1:250



VISIBILITY SPLAYS
SCALE 1:500

DO NOT SCALE

NOTES

1. ALL DIMENSIONS ARE IN METRES UNLESS STATED OTHERWISE.
2. THIS DRAWING SHOULD BE READ IN CONNECTION WITH ALL RELEVANT ENGINEERING DETAILS, DRAWINGS AND SPECIFICATIONS.
3. REFER TO WSP DRAWING 0938/SK/005 REV A FOR TRACKING AT ACCESS.
4. ANY DISCREPANCIES SHOULD BE REPORTED TO THE ENGINEER IMMEDIATELY, SO THAT CLARIFICATION CAN BE SOUGHT PRIOR TO COMMENCEMENT OF WORKS.
5. EXISTING SPEED LIMIT ON FELPHAM WAY IS 40MPH. A DESIGN SPEED OF 70kph HAS BEEN USED.
6. RECORDED SPEED INFORMATION IS NOT CURRENTLY AVAILABLE.
7. DRAWING BASED ON SHAW COLEGATE SURVEY RECEIVED 20/05/2015.

KEY

- HIGHWAY BOUNDARY
- 9m x 120m VISIBILITY SPLAY
- 2.4m x 120m VISIBILITY SPLAY
- CARRIAGEWAY TO BE SURFACED
- PROPOSED REALIGNMENT OF EXISTING SHARED USE FOOTWAY/CYCLEWAY
- PROPOSED ISLAND TO PREVENT RIGHT TURNS
- PROPOSED OVERRUN STRIP TO DETER RIGHT TURNS BUT ALLOW LARGE VEHICLES TO TURN LEFT

REV	DATE	BY	DESCRIPTION	CHK	APD
B	01/07/2015	JRP	JUNCTION LAYOUT UPDATES	TT	TT
A	04/06/2015	JRP	FIRST ISSUE	TT	TT

DRAWING STATUS:
FOR INFORMATION ONLY

WSP | PARSONS BRINCKERHOFF
Regus House, Southampton International Business Park
George Curl Way, Southampton, Hampshire, SO18 2RZ
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CLIENT:
UNIVERSITY OF CHICHESTER

ARCHITECT:
STRIDE TREGLOWN LTD.

PROJECT:
UNIVERSITY OF CHICHESTER
EDT PARK ACCESS

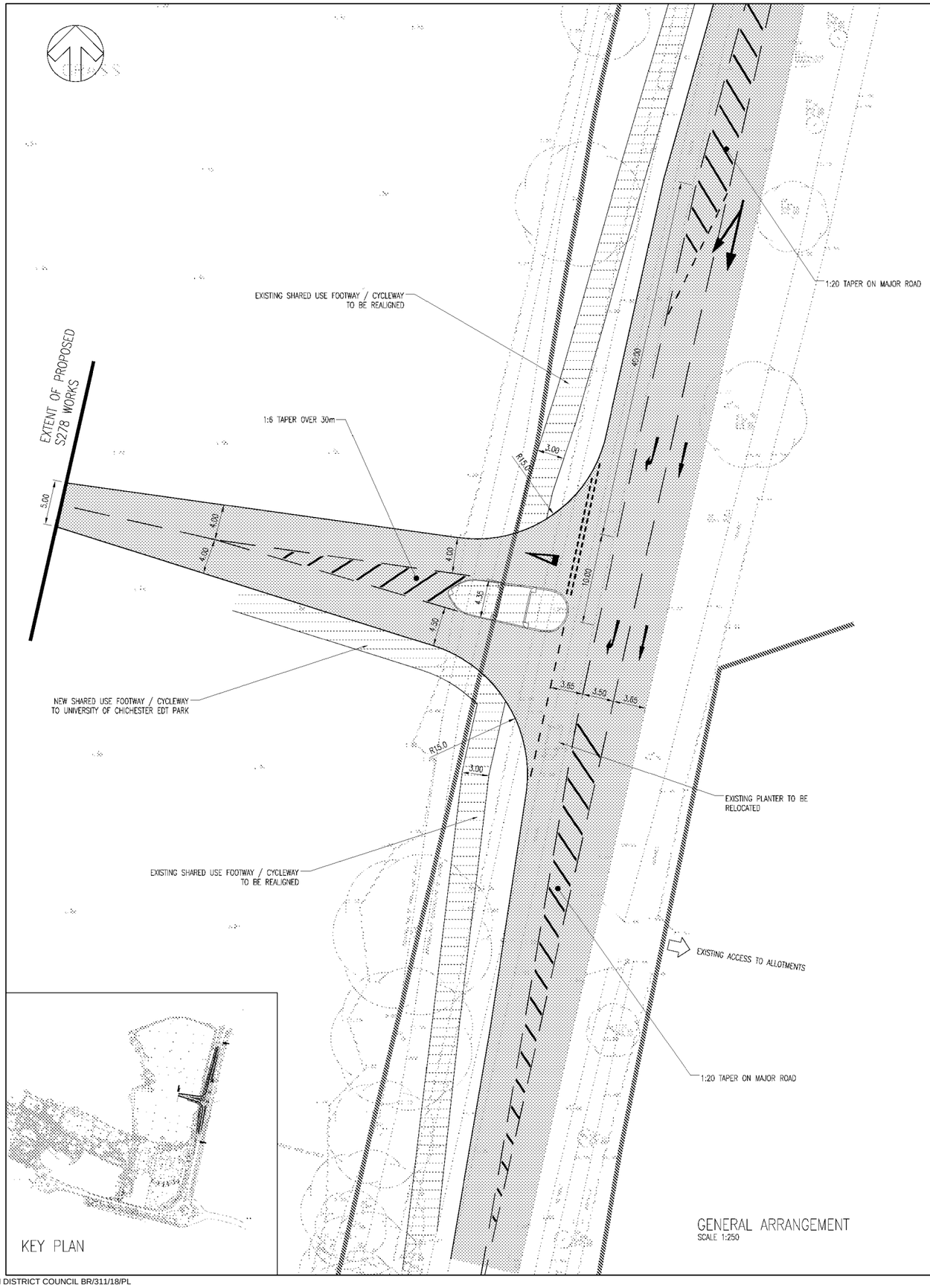
TITLE:
FELPHAM WAY ACCESS
SIMPLE JUNCTION OPTION
(LEFT IN LEFT OUT)

SCALE @ A1:	CHECKED:	APPROVED:
AS SHOWN	RN	RN
CAD FILE:	DESIGN DRAWN:	DATE:
0938-SK-004	JRP	July 2015
PROJECT No:	DRAWING No:	REV:
700010938	0938/SK/004	B

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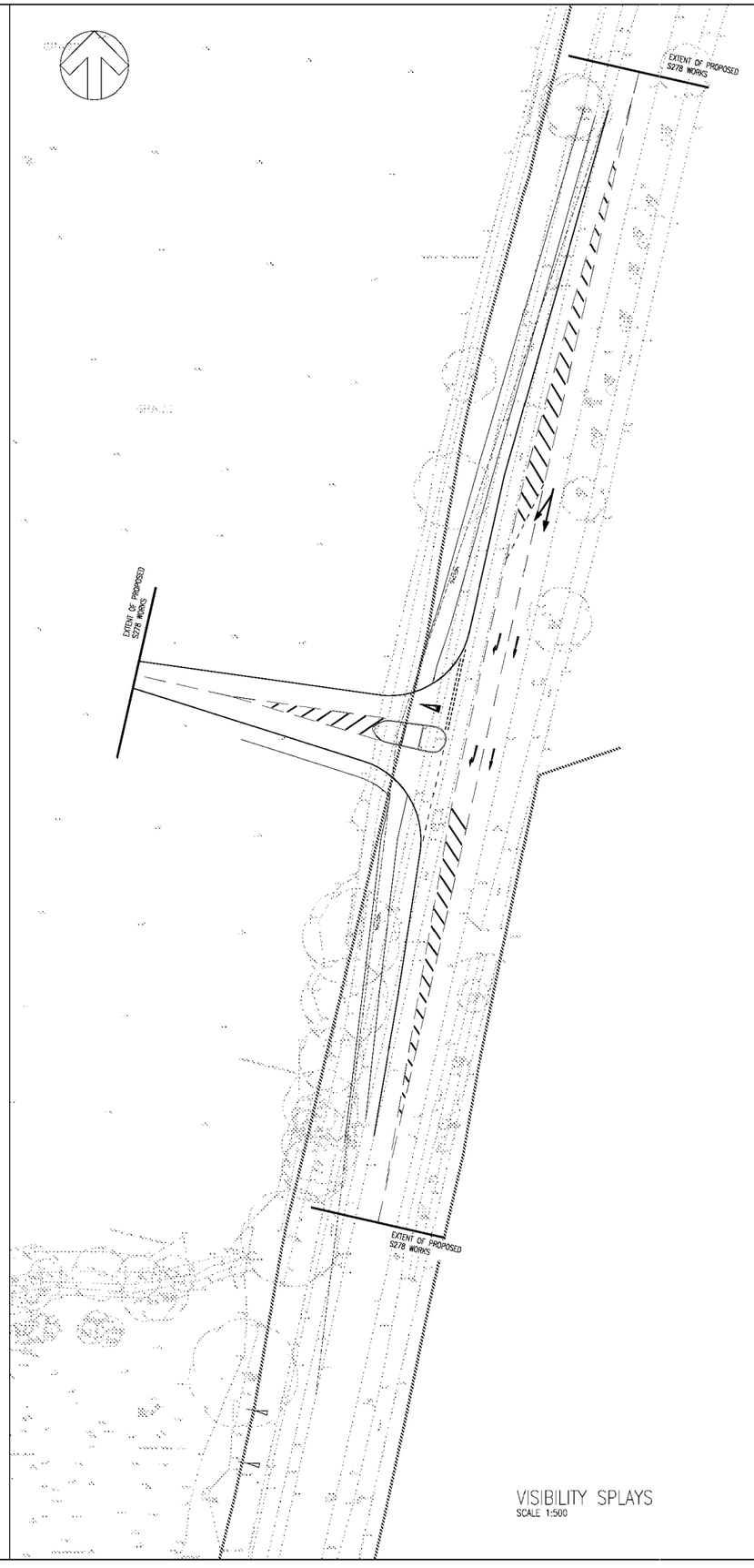
J:\700010938 - UOC EDT PARK BOGNOR REGIS\E MODELS AND DRAWINGS\DEVELOPMENT\AUTOCAD\SK SKETCHES\0938-SK-004.DWG 01/07/2015 17:30:02 Prince, Joseph

ARUN DISTRICT COUNCIL BR/311/18/PL
ARUN DISTRICT COUNCIL BR/54/16/PL



KEY PLAN

GENERAL ARRANGEMENT
SCALE 1:250



VISIBILITY SPLAYS
SCALE 1:500

DO NOT SCALE

NOTES

1. ALL DIMENSIONS ARE IN METRES UNLESS STATED OTHERWISE.
2. THIS DRAWING SHOULD BE READ IN CONNECTION WITH ALL RELEVANT ENGINEERING DETAILS, DRAWINGS AND SPECIFICATIONS.
3. REFER TO WSP DRAWING 0938/SK/007 REV A FOR TRACKING AT ACCESS.
4. ANY DISCREPANCIES SHOULD BE REPORTED TO THE ENGINEER IMMEDIATELY, SO THAT CLARIFICATION CAN BE SOUGHT PRIOR TO COMMENCEMENT OF WORKS.
5. EXISTING SPEED LIMIT ON FELPHAM WAY IS 40MPH. A DESIGN SPEED OF 70kph HAS BEEN USED.
6. RECORDED SPEED INFORMATION IS NOT CURRENTLY AVAILABLE.
7. DRAWING BASED ON SHAW COLEGATE SURVEY RECEIVED 20/05/2015.

KEY

- HIGHWAY BOUNDARY
- 9m x 120m VISIBILITY SPLAY
- CARRIAGEWAY TO BE SURFACED
- PROPOSED FOOTWAY AND PEDESTRIAN ISLAND

REV.	DATE	BY	DESCRIPTION	CHK	APD
A	04/06/2015	JRP	FIRST ISSUE	RN	RN

DRAWING STATUS: FOR INFORMATION ONLY

WSP | PARSONS BRINCKERHOFF
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www.wspgroup.com www.pbworld.com

CLIENT: UNIVERSITY OF CHICHESTER

ARCHITECT: STRIDE TREGLOWN LTD.

PROJECT: UNIVERSITY OF CHICHESTER EDT PARK ACCESS

TITLE: FELPHAM WAY ACCESS GHOST ISLAND JUNCTION OPTION

SCALE @ A1:	CHECKED:	APPROVED:
AS SHOWN	RN	RN
CAD FILE: 0938-SK-006	DESIGN-DRAWN: JRP	DATE: June 2015
PROJECT No: 700010938	DRAWING No: 0938/SK/006	REV: A

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N:\700010938 - UOC EDT PARK BOGNOR REGIS\E MODELS AND DRAWINGS\DEVELOPMENT\AUTOCAD\SK SKETCHES\0938-SK-006.DWG 04/06/2015 16:56:43 Prince, Joseph

ARUN DISTRICT COUNCIL BR/311/18/PL

ARUN DISTRICT COUNCIL BR/54/18/PL

Appendix B

TRICS OUTPUT – VEHICULAR TRIP RATES

Calculation Reference: AUDIT-100319-150506-0553

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 04 - EDUCATION
Category : C - COLLEGE/UNIVERSITY

VEHICLES

Selected regions and areas:

02	**SOUTH EAST**		
	ES	EAST SUSSEX	2 days
	EX	ESSEX	1 days
03	**SOUTH WEST**		
	GS	GLOUCESTERSHIRE	1 days

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

Filtering Stage 2 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:	Gross floor area
Actual Range:	8402 to 13204 (units: sqm)
Range Selected by User:	7135 to 15000 (units: sqm)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/07 to 28/11/13

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:

Tuesday	1 days
Wednesday	1 days
Thursday	2 days

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

Selected survey types:

Manual count	4 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:

Suburban Area (PPS6 Out of Centre)	4

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	3
Built-Up Zone	1

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

Filtering Stage 3 selection:

Use Class:

D1	4 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:

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

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

Population within 5 miles:

25,001 to 50,000	1 days
75,001 to 100,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	2 days

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

Travel Plan:

Yes	1 days
No	3 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.

LIST OF SITES relevant to selection parameters

1 **ES-04-C-05** **COLLEGE** **EAST SUSSEX**
PENLAND ROAD

BEXHILL ON SEA
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 10125 sqm
Survey date: THURSDAY *03/11/11* *Survey Type: MANUAL*

2 **ES-04-C-07** **COLLEGE** **EAST SUSSEX**
PARKER ROAD
ORE
HASTINGS
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 8402 sqm
Survey date: WEDNESDAY *30/05/12* *Survey Type: MANUAL*

3 **EX-04-C-02** **COLLEGE** **ESSEX**
PRINCES ROAD

CHELMSFORD
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 11000 sqm
Survey date: TUESDAY *15/10/13* *Survey Type: MANUAL*

4 **GS-04-C-02** **COLLEGE** **GLOUCESTERSHIRE**
HORTON ROAD

GLOUCESTER
Suburban Area (PPS6 Out of Centre)
Built-Up Zone
Total Gross floor area: 13204 sqm
Survey date: THURSDAY *28/11/13* *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 04 - EDUCATION/C - COLLEGE/UNIVERSITY

VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	10683	0.117	4	10683	0.019	4	10683	0.136
08:00 - 09:00	**4**	**10683**	**1.023**	4	10683	0.316	**4**	**10683**	**1.339**
09:00 - 10:00	4	10683	0.487	4	10683	0.192	4	10683	0.679
10:00 - 11:00	4	10683	0.194	4	10683	0.136	4	10683	0.330
11:00 - 12:00	4	10683	0.311	4	10683	0.314	4	10683	0.625
12:00 - 13:00	4	10683	0.152	4	10683	0.220	4	10683	0.372
13:00 - 14:00	4	10683	0.176	4	10683	0.225	4	10683	0.401
14:00 - 15:00	4	10683	0.234	4	10683	0.395	4	10683	0.629
15:00 - 16:00	4	10683	0.194	4	10683	0.321	4	10683	0.515
16:00 - 17:00	4	10683	0.243	4	10683	0.639	4	10683	0.882
17:00 - 18:00	4	10683	0.190	4	10683	0.269	4	10683	0.459
18:00 - 19:00	3	11443	0.184	3	11443	0.122	3	11443	0.306
19:00 - 20:00	2	12102	0.062	2	12102	0.124	2	12102	0.186
20:00 - 21:00	1	11000	0.109	**1**	**11000**	**0.818**	1	11000	0.927
21:00 - 22:00	1	11000	0.000	1	11000	0.336	1	11000	0.336
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.676			4.446			8.122

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

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

Parameter summary

Trip rate parameter range selected:	8402 - 13204 (units: sqm)
Survey date date range:	01/01/07 - 28/11/13
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 04 - EDUCATION/C - COLLEGE/UNIVERSITY

TAXIS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	10683	0.002	4	10683	0.002	4	10683	0.004
08:00 - 09:00	**4**	**10683**	**0.019**	**4**	**10683**	**0.016**	**4**	**10683**	**0.035**
09:00 - 10:00	4	10683	0.014	4	10683	0.016	4	10683	0.030
10:00 - 11:00	4	10683	0.000	4	10683	0.000	4	10683	0.000
11:00 - 12:00	4	10683	0.002	4	10683	0.000	4	10683	0.002
12:00 - 13:00	4	10683	0.000	4	10683	0.002	4	10683	0.002
13:00 - 14:00	4	10683	0.002	4	10683	0.002	4	10683	0.004
14:00 - 15:00	4	10683	0.016	4	10683	0.014	4	10683	0.030
15:00 - 16:00	4	10683	0.009	4	10683	0.012	4	10683	0.021
16:00 - 17:00	4	10683	0.005	4	10683	0.005	4	10683	0.010
17:00 - 18:00	4	10683	0.000	4	10683	0.000	4	10683	0.000
18:00 - 19:00	3	11443	0.000	3	11443	0.000	3	11443	0.000
19:00 - 20:00	2	12102	0.000	2	12102	0.000	2	12102	0.000
20:00 - 21:00	1	11000	0.000	1	11000	0.000	1	11000	0.000
21:00 - 22:00	1	11000	0.000	1	11000	0.000	1	11000	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.069			0.069			0.138

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

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

Parameter summary

Trip rate parameter range selected:	8402 - 13204 (units: sqm)
Survey date date range:	01/01/07 - 28/11/13
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 04 - EDUCATION/C - COLLEGE/UNIVERSITY

OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	**4**	**10683**	**0.005**	**4**	**10683**	**0.005**	**4**	**10683**	**0.010**
08:00 - 09:00	4	10683	0.000	4	10683	0.000	4	10683	0.000
09:00 - 10:00	4	10683	0.002	4	10683	0.002	4	10683	0.004
10:00 - 11:00	4	10683	0.002	4	10683	0.002	4	10683	0.004
11:00 - 12:00	4	10683	0.000	4	10683	0.000	4	10683	0.000
12:00 - 13:00	4	10683	0.000	4	10683	0.000	4	10683	0.000
13:00 - 14:00	4	10683	0.000	4	10683	0.000	4	10683	0.000
14:00 - 15:00	4	10683	0.000	4	10683	0.000	4	10683	0.000
15:00 - 16:00	4	10683	0.000	4	10683	0.000	4	10683	0.000
16:00 - 17:00	4	10683	0.000	4	10683	0.000	4	10683	0.000
17:00 - 18:00	4	10683	0.000	4	10683	0.000	4	10683	0.000
18:00 - 19:00	3	11443	0.000	3	11443	0.000	3	11443	0.000
19:00 - 20:00	2	12102	0.000	2	12102	0.000	2	12102	0.000
20:00 - 21:00	1	11000	0.000	1	11000	0.000	1	11000	0.000
21:00 - 22:00	1	11000	0.000	1	11000	0.000	1	11000	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.009			0.009			0.018

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.

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Parameter summary

Trip rate parameter range selected:	8402 - 13204 (units: sqm)
Survey date date range:	01/01/07 - 28/11/13
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 04 - EDUCATION/C - COLLEGE/UNIVERSITY

PSVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	10683	0.000	4	10683	0.000	4	10683	0.000
08:00 - 09:00	4	10683	0.014	4	10683	0.012	4	10683	0.026
09:00 - 10:00	**4**	**10683**	**0.016**	4	10683	0.014	**4**	**10683**	**0.030**
10:00 - 11:00	4	10683	0.000	4	10683	0.000	4	10683	0.000
11:00 - 12:00	4	10683	0.000	4	10683	0.007	4	10683	0.007
12:00 - 13:00	4	10683	0.007	4	10683	0.000	4	10683	0.007
13:00 - 14:00	4	10683	0.002	4	10683	0.002	4	10683	0.004
14:00 - 15:00	4	10683	0.005	4	10683	0.002	4	10683	0.007
15:00 - 16:00	4	10683	0.009	4	10683	0.014	4	10683	0.023
16:00 - 17:00	4	10683	0.014	**4**	**10683**	**0.016**	4	10683	0.030
17:00 - 18:00	4	10683	0.000	4	10683	0.000	4	10683	0.000
18:00 - 19:00	3	11443	0.000	3	11443	0.000	3	11443	0.000
19:00 - 20:00	2	12102	0.000	2	12102	0.000	2	12102	0.000
20:00 - 21:00	1	11000	0.000	1	11000	0.000	1	11000	0.000
21:00 - 22:00	1	11000	0.000	1	11000	0.000	1	11000	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.067			0.067			0.134

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

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

Parameter summary

Trip rate parameter range selected:	8402 - 13204 (units: sqm)
Survey date date range:	01/01/07 - 28/11/13
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 04 - EDUCATION/C - COLLEGE/UNIVERSITY

CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	10683	0.002	4	10683	0.000	4	10683	0.002
08:00 - 09:00	**4**	**10683**	**0.028**	4	10683	0.000	**4**	**10683**	**0.028**
09:00 - 10:00	4	10683	0.023	4	10683	0.000	4	10683	0.023
10:00 - 11:00	4	10683	0.002	4	10683	0.002	4	10683	0.004
11:00 - 12:00	4	10683	0.005	4	10683	0.012	4	10683	0.017
12:00 - 13:00	4	10683	0.002	4	10683	0.005	4	10683	0.007
13:00 - 14:00	4	10683	0.005	4	10683	0.009	4	10683	0.014
14:00 - 15:00	4	10683	0.002	**4**	**10683**	**0.019**	4	10683	0.021
15:00 - 16:00	4	10683	0.005	4	10683	0.007	4	10683	0.012
16:00 - 17:00	4	10683	0.000	4	10683	0.016	4	10683	0.016
17:00 - 18:00	4	10683	0.000	4	10683	0.000	4	10683	0.000
18:00 - 19:00	3	11443	0.000	3	11443	0.003	3	11443	0.003
19:00 - 20:00	2	12102	0.000	2	12102	0.000	2	12102	0.000
20:00 - 21:00	1	11000	0.000	1	11000	0.000	1	11000	0.000
21:00 - 22:00	1	11000	0.000	1	11000	0.000	1	11000	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.074			0.073			0.147

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

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

Parameter summary

Trip rate parameter range selected:	8402 - 13204 (units: sqm)
Survey date date range:	01/01/07 - 28/11/13
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Blizard, Grace

From: James Rand <James.Rand@westsussex.gov.uk>
Sent: 10 July 2015 15:30
To: Blizard, Grace; Dominic Smith
Cc: Spoor, Michael; Thompson, Alex; Noguera, Fingal
Subject: RE: UoC EDT Bognor Regis

Hi Grace,

Dom has asked me to respond on his behalf.

On the basis that no other junctions will receive an extra 30-50+ movements, the scope of junction assessment proposed is appropriate.

Please could you make sure that the derivation of the trip distribution from postcode data is included in your submission, alongside development trip distribution diagrams?

Kind regards,

James

James Rand | Consultant Transport Planner, Strategic Planning, West Sussex County Council | Location: Ground Floor, Northleigh, County Hall, Chichester, PO19 1RH
E-mail:james.rand@westsussex.gov.uk

From: Blizard, Grace [mailto:grace.blizard@wspgroup.com]
Sent: 10 July 2015 12:32
To: Dominic Smith
Cc: Spoor, Michael; Thompson, Alex; Noguera, Fingal; James Rand
Subject: RE: UoC EDT Bognor Regis

Hi Dominic,

Thank you for getting back to us promptly. All sounds very positive and we appreciate your assistance.

The crucial thing for us at this point is getting your approval on the scope of junction surveys. They are scheduled for next week but we cannot give the go ahead to the survey company until WSCC prior approval, hence achieving these surveys before school break up hangs in the balance! Are you able to confirm whether we are covering sufficient junctions? Given the distribution we have calculated using uni staff/student postcode data, no junctions outside of our proposed scope receive an additional 30-50 movements as a result of the development, which I understand was the threshold for the assessment of local junctions.

With regards to programme, the schedule we have currently forecasts construction commencement in October 2015. However, we are aware that the project is behind on this schedule and would estimate a more realistic commencement at the end 2015/ start of 2016, subject to planning approval.

I look forward to hearing from you at your earliest convenience.

Kind Regards,

ARUN DISTRICT COUNCIL BR/54/15/PL

Grace Blizard BSc (Hons) MCIHT
Senior Transport Planner

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From: Dominic Smith [mailto:dominic.smith@westsussex.gov.uk]
Sent: 10 July 2015 10:55
To: Blizard, Grace
Cc: Spoor, Michael; Thompson, Alex; Noguera, Fingal; James Rand
Subject: RE: UoC EDT Bognor Regis

Hello Grace,

Thanks for the update.

Yes, I am on leave between the 3rd and 7th August but if you could copy in James Rand (cc'd) to the draft submission I've asked him to review in my absence. We'll make sure that you have comment back in advance of the 15th with enough time to action any revisions.

As an aside, does the programme indicate when construction is likely to commence should permission be given?

Kind regards,

Dominic

Dominic Smith | Interim County Highways Manager, Strategic Planning, West Sussex County Council | Location: Ground Floor, Northleigh, County Hall, Chichester, PO19 1RH
Internal: 25711 | External: 0330 222 5711 | E-mail: dominic.smith@westsussex.gov.uk

---

From: Blizard, Grace [mailto:grace.blizard@wspgroup.com]
Sent: 09 July 2015 16:16
To: Dominic Smith
Cc: Spoor, Michael; Thompson, Alex; Noguera, Fingal
Subject: UoC EDT Bognor Regis

Hi Dominic,

ARUN DISTRICT COUNCIL BR/54/15/PL

You'll be aware that we have now received traffic data out of the WSCTM from Guy Parfect. Correspondence with Guy has allowed us to reach a proposed methodology to include the impact of the BRRR in our assessment year scenarios.

As a result, I am pleased to now attach a copy of our Transport Scoping Note. This outlines our proposed approach to the Transport Statement to support the proposed site access serving the EDTP at Chichester University.

I'm sure you're aware that we are subject to some very tight timescales on this project. We are hoping to commission the proposed junction surveys to take place next week on a neutral day. Given that we have been asked to provide UoC with a final scheme design by 15th August, working this back and factoring in a week for survey data to be returned to us for assessment, we hope to be in a position to submit the Transport Statement by 31st July. I understand however that you are on annual leave in the first week of August. Could you advise us at this pre-emptive stage, whether it is feasible for yourself (or alternatively someone else) to review the Transport Statement within 7-10 days from 31st July to allow us to act in response to any comments received before the 15th August deadline?

It is all quite tight with the programme but we would rather know now whether this expectation of WSCC is unrealistic.

Kind Regards,

Grace Blizard BSc (Hons) MCIHT
Senior Transport Planner

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ARUN DISTRICT COUNCIL BR/54/15/PL

Blizard, Grace

From: Guy Parfect <guy.parfect@westsussex.gov.uk>
Sent: 07 July 2015 19:23
To: Cowan, Alan; Blizard, Grace
Cc: Spoor, Michael
Subject: RE: Arun Transport Model
Attachments: 2020_AM_FRR_flow_diff.JPG; 2020_AM_no_FRR_flow.JPG; 2020_AM_with_FRR_flow.JPG

Grace, Alan

I am attaching SATURN plots from the WSCTM model which show the Arun 2020 network in Felpham with and without the Felpham Relief Road available. To improve the flows on Felpham Way, I have also edited the link speeds on Felpham Way, Upper Bognor Road and Felpham Road between the Butlins roundabout and the Felpham Way/Felpham Road traffic signals, as previously a lot of traffic was choosing the route through Felpham village in preference to Felpham Way. The flows on the local roads (class c) will be under represented due to the strategic nature of the model.

I trust that this information is useful. Please let me know if you need anything else from these networks.

Regards

Guy

Guy Parfect | Senior Planner, Strategic Planning, West Sussex County Council
Location: Ground Floor, Northleigh, County Hall, West Street, Chichester, PO19 1RH
Internal: 26442 | External: +44 (0) 330 2226442 | E-mail: guy.parfect@westsussex.gov.uk
Annual Leave dates: 12th to 16th June, 3 to 11 September

From: Guy Parfect
Sent: 24 June 2015 14:42
To: Cowan, Alan; Blizard, Grace
Subject: RE: Arun Transport Model

Alan

Thank you for this. I agree with your description of how traffic would be identified. I do think that very little of the local traffic which may not be captured by WSCTM would be diverted to the BRRR, although there may be some between Middleton and South Bersted for example. On this basis the absolute difference between with and without BRRR in 2020 may be more relevant than the proportional difference. If local traffic is identified by differences between observed and modelled flows, allowing for growth and any diversions of this traffic to BRRR are ignored, that would lead to a more "robust" assessment of residual flow on Upper Bognor Road and Felpham Way than attempting to apply or somehow discount a proportional difference.

Regards

Guy

ARUN DISTRICT COUNCIL BR/54/15/PL

Guy Parfect | Senior Planner, Strategic Planning, West Sussex County Council
Location: Ground Floor, Northleigh, County Hall, West Street, Chichester, PO19 1RH
Internal: 26442 | External: +44 (0) 330 2226442 | E-mail: guy.parfect@westsussex.gov.uk
Annual Leave dates: 12th to 16th June, 3 to 11 September

From: Cowan, Alan [mailto:Alan.Cowan@WSPGroup.com]
Sent: 24 June 2015 13:48
To: Guy Parfect; Blizard, Grace
Subject: RE: Arun Transport Model

Guy,

I have just send you an FTP link that should hopefully give you everything you need. Let me know if this doesn't work.

As a first port of call, I would suggest the impact of the BRRR could be tested by banning all user classes on a link in the middle to create a simple "No BRRR" network. If the impact looks reasonable, the proportionate difference could be applied to an observed count, as you suggest. We would need to think carefully about how to apply it though, as I'm not sure it would be a straight proportional application. I would have thought that a lot of the trips likely to be affected by the BRRR are already captured by the WSCTM, and what we are missing is likely to be the local trips that are unaffected by the route. How to identify this split will be key.

Regards,

Alan

Alan Cowan
Associate

Regus House, Southampton International Business Park, George Curl Way, Southampton, SO18 2RZ
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Mob: +44(0) 7880 178 292

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From: Guy Parfect [mailto:guy.parfect@westsussex.gov.uk]
Sent: 19 June 2015 15:06
To: Blizard, Grace
Cc: Cowan, Alan
Subject: RE: Arun Transport Model

ARUN DISTRICT COUNCIL BR/54/15/PL

Grace

To pick up from our brief conversation yesterday, (which I should explain was a little disjointed on my part as I was expecting a call from someone else at the time to be connected to a conference call into a meeting, which I would have attended in person had I not been stuck at home feeling under the weather with a stomach bug) I've had some correspondence about this with Alan Cowan over the last couple of weeks and my view on the 2020 networks is that these "should come with the caveat that road links within the urban area of Bognor Regis may well be missing some intra-urban short distance traffic". This is because the model is a strategic one of the main inter-urban road network in West Sussex and is calibrated and validated on inter-urban links only, meaning that short distance intra-urban traffic will not have been fully infilled, which could affect volumes at locations such as Upper Bognor Road.

On this basis the networks are more suitable for using as a starting point to determine how much traffic with one trip end outside Bognor/Felpham would divert to the BRRR, and not to read as absolute levels of flow on these roads in 2020. It would be a case of using modelled flows to adjust flows built from present day observations plus background growth.

I have now also looked back at table 2.3 of the Arun Transport Study report, which states in respect of the Bognor Regis Relief Road and its associated developments at "Site Six" Bersted and Felpham:
E3 Arun Site 6, North Bersted, 650 dwellings, Bognor Regis Relief Road, New bus service, 2020
E4 Arun Site Six, Felpham, 700 dwellings, Bognor Regis Relief Road, New bus service, 2026

This indicates to me that a conservative approach may have been taken at that time to the progress of the Felpham side of the Relief Road - as there were discussions about the cost and design of the viaduct structure on this scheme, which caused some delay and may not yet have been fully resolved at the study outset – and it may not have been assumed to be in place by 2020. I do not have the 2020 SATURN files myself to check this. I suggest that Alan supplies these SATURN networks to both of us – I have copied him in – so I can investigate further by comparison with the 2031 networks which I do have. After that, we can agree on a way forward.

In the meantime, I did make a comparison based on the 2031 networks for this model (WSCTM) and also on the Chichester Area Transport Model (CATM), following receipt of Dominic's original email. Perhaps I had not sent this to Dom as intended or he had not sent to you? I am attaching screenshots from now. These are based on the Felpham Relief Road (FRR) being added as compared with only the Bersted Relief Road being open as at present (since December). The WSCTM ones are based on Arun Local Plan reference case with and without FRR. The CATM ones have the advantage of covering both peaks and are based on Chichester Local Plan with mitigation, but have a buffer-only network in Arun (apart from Bognor Regis town centre) so the re-assignment will be different. CATM should also not suffer from missing local traffic in the same way as I have described for WSCTM.

Regards

Guy

Guy Parfect | Senior Planner, Strategic Planning, West Sussex County Council
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Annual Leave dates: 12th to 16th June, 3 to 11 September

ARUN DISTRICT COUNCIL BR/54/15/PL

From: Blizard, Grace [mailto:grace.blizard@wspgroup.com]
Sent: 15 June 2015 10:45
To: Guy Parfect
Subject: RE: Arun Transport Model

Hi Guy,

Our assessment year is 2020 and we are looking for some model data which includes the Bognor Regis Relief Road, background and committed traffic, and the LEC north/south link road if included? The area of interest is along Felpham Way and Upper Bognor Road (bordering Chichester University's Bognor Regis campus), to allow us to assess the university's development traffic impact against a forecast baseline scenario.

I've attached an email for further detail which Dominic Smith sent to you a while back. Is there any data you could suggest for this purpose? Obviously it is important for us to be able to include the impact of BRRR in our assessment.

Kind Regards,

Grace Blizard BSc (Hons) MCIHT
Senior Transport Planner

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From: Cowan, Alan
Sent: 10 June 2015 15:10
To: Blizard, Grace
Subject: FW: Arun Transport Model

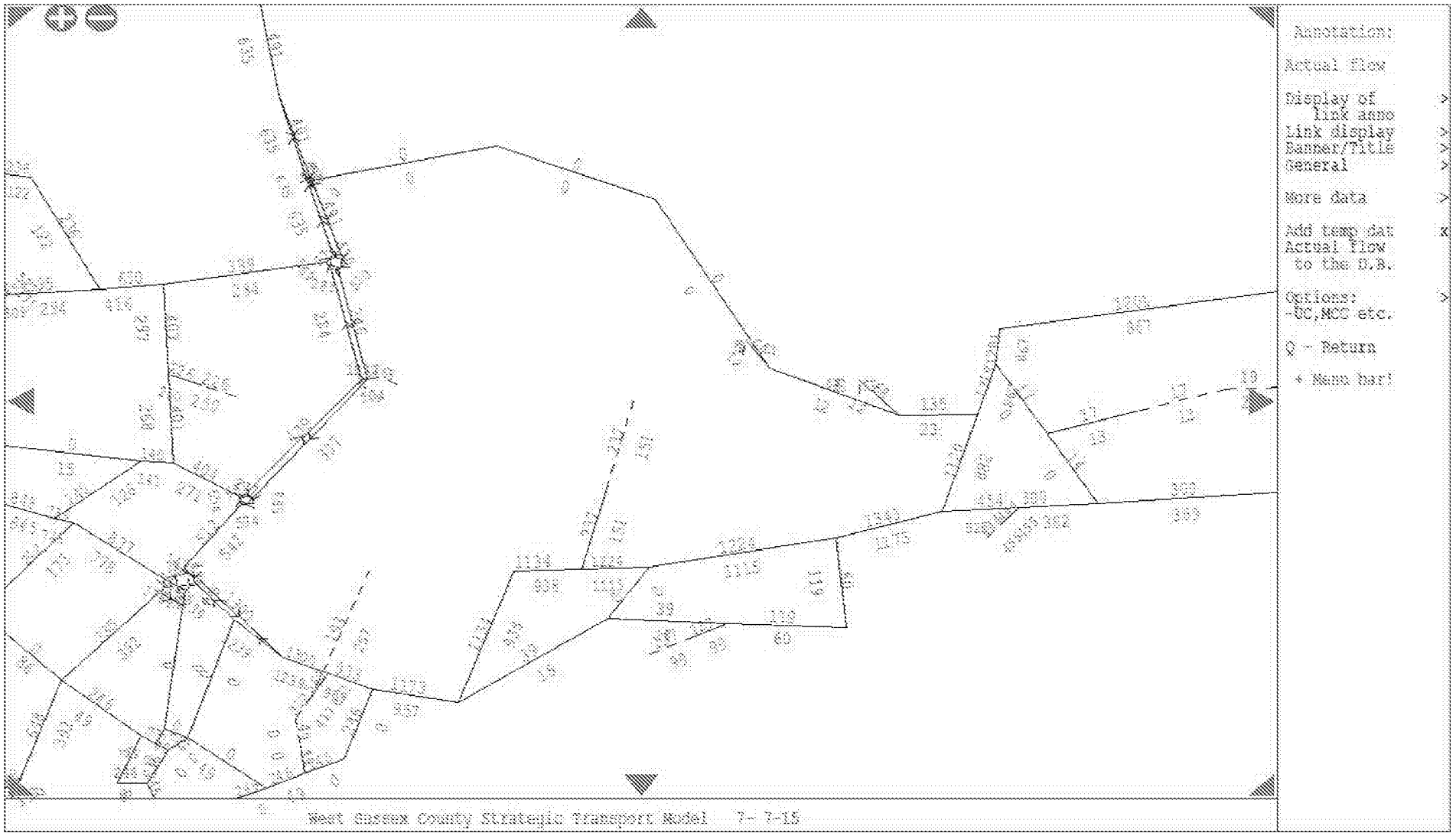
Grace,

I think it's over to you to continue the discussion with Guy and decide what you want to do...!

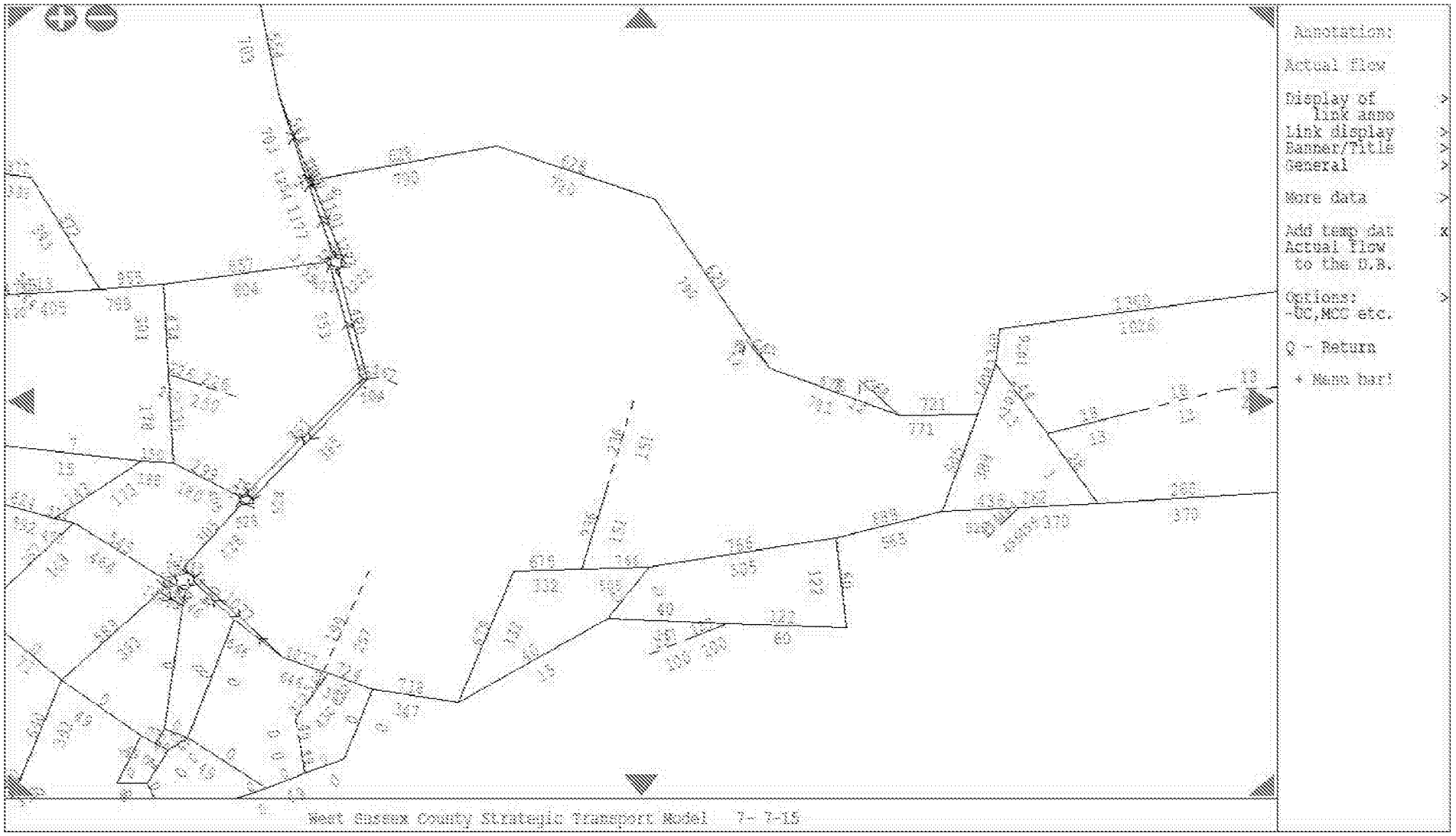
Alan

Alan Cowan

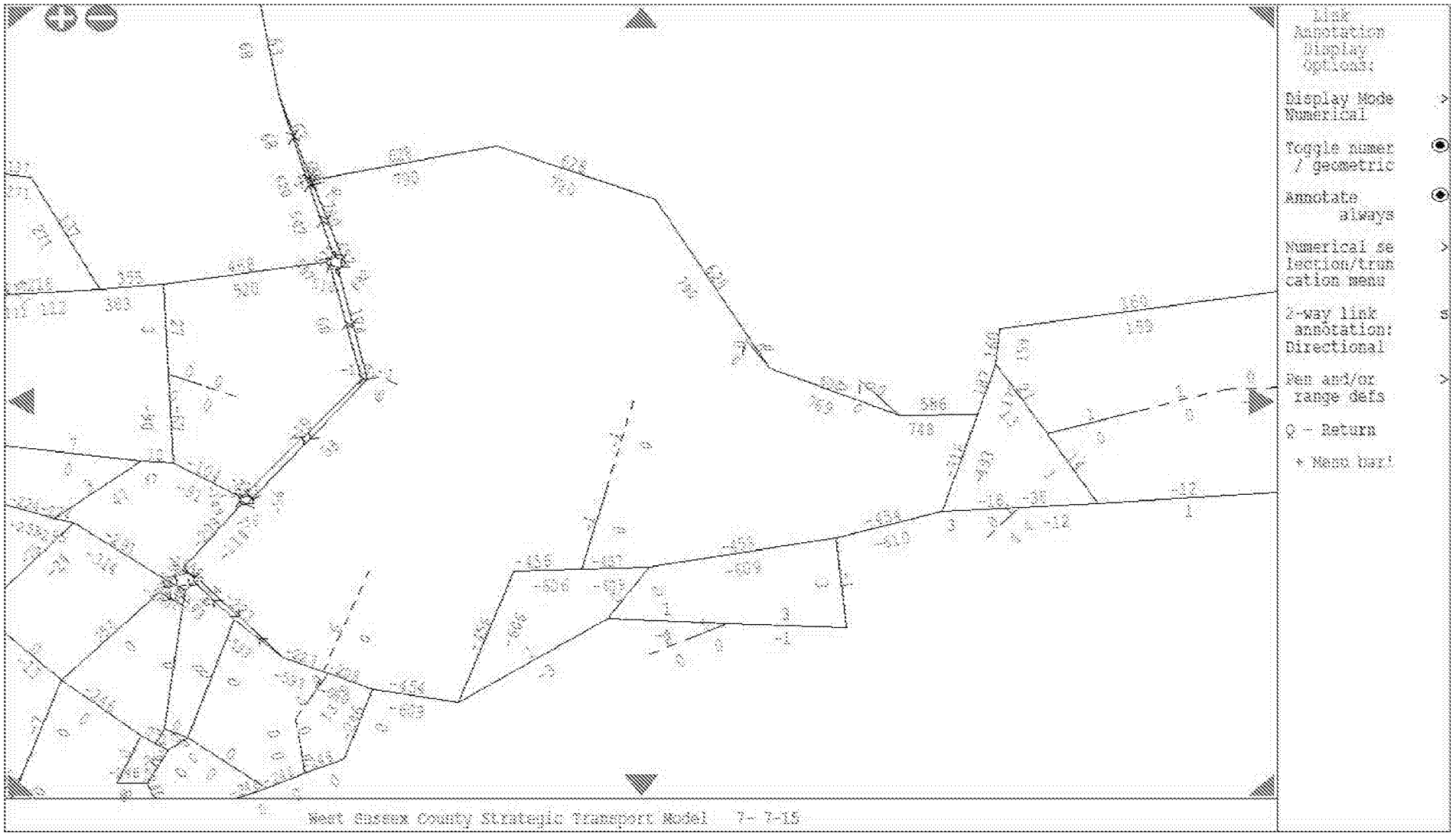
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Appendix B

MCC AND ATC TRAFFIC SURVEY DATA

Quality Traffic Surveys

CLIENT: WSP **REFERENCE NUMBER:** QTS07128

PROJECT DIRECTOR: BEN MOORE **DATE:** THUR 16TH JULY 2015

PROJECT DESCRIPTION: BOGNOR - CLASSIFIED TURNING COUNT DATA - SITE 1

	MOVEMENT A							MOVEMENT B							MOVEMENT C						
	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE
07:00 : 07:15	219	28	1	2	1	2	0	1	0	0	0	0	0	0	3	0	0	0	0	0	0
07:15 : 07:30	232	33	2	1	0	2	0	2	0	0	0	0	0	0	9	0	0	0	0	0	0
07:30 : 07:45	241	24	3	1	2	3	1	1	1	0	0	0	0	0	12	0	0	0	0	0	0
07:45 : 08:00	244	37	1	1	1	1	0	3	0	0	0	0	0	0	10	1	0	0	0	0	0
TOTAL	936	122	7	5	4	8	1	7	1	0	0	0	0	0	34	1	0	0	0	0	0
08:00 : 08:15	257	23	1	0	2	1	0	8	2	0	0	0	0	0	13	0	0	0	0	0	0
08:15 : 08:30	252	17	2	1	1	4	0	4	1	0	0	0	0	0	9	1	0	0	0	0	0
08:30 : 08:45	221	19	2	0	1	3	0	9	1	0	0	0	0	0	12	2	0	0	0	0	0
08:45 : 09:00	231	22	2	0	1	2	0	3	0	0	0	0	0	0	8	0	0	0	0	0	0
TOTAL	961	81	7	1	5	10	0	24	4	0	0	0	0	0	42	3	0	0	0	0	0
09:00 : 09:15	198	22	0	1	1	3	0	10	1	0	0	0	0	0	10	1	0	0	0	0	0
09:15 : 09:30	216	20	1	1	2	2	0	8	0	0	0	0	0	0	11	0	0	0	0	0	0
09:30 : 09:45	203	14	1	0	2	3	0	5	2	0	0	0	0	0	7	1	0	0	0	0	0
09:45 : 10:00	194	19	0	0	1	2	1	9	1	0	0	0	0	0	10	1	0	0	0	0	0
TOTAL	811	75	2	2	6	10	1	32	4	0	0	0	0	0	38	3	0	0	0	0	0
PERIOD TOTAL	2708	278	16	8	15	28	2	63	9	0	0	0	0	0	114	7	0	0	0	0	0
16:00 : 16:15	151	49	5	4	0	2	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0
16:15 : 16:30	104	51	2	0	1	1	1	3	0	0	0	0	0	0	6	0	0	0	0	0	0
16:30 : 16:45	129	32	3	2	1	1	0	5	0	0	0	0	0	0	11	0	0	0	0	0	0
16:45 : 17:00	134	67	1	0	2	0	4	3	1	0	0	0	0	0	6	0	0	0	0	0	0
TOTAL	518	199	11	6	4	4	6	11	1	0	0	0	0	0	24	0	1	0	0	0	0
17:00 : 17:15	125	45	2	2	1	1	4	1	1	0	0	0	0	0	7	0	0	0	0	0	0
17:15 : 17:30	158	38	0	2	0	1	2	2	3	0	0	0	0	0	7	1	0	0	0	0	0
17:30 : 17:45	140	31	1	2	3	4	0	8	0	0	0	0	0	0	16	1	0	0	0	0	0
17:45 : 18:00	132	23	1	0	2	1	0	14	3	0	0	0	1	0	7	0	0	0	0	0	0
TOTAL	555	137	4	6	6	7	6	25	7	0	0	0	1	0	37	2	0	0	0	0	0
18:00 : 18:15	131	31	0	2	1	2	0	15	0	0	0	0	0	0	12	1	0	0	0	0	0
18:15 : 18:30	101	28	3	1	3	3	1	8	0	0	0	0	0	0	13	0	0	0	0	0	0
18:30 : 18:45	118	18	3	3	2	1	0	4	2	0	0	0	0	0	15	0	0	0	0	0	0
18:45 : 19:00	90	17	0	1	3	1	0	13	1	0	0	0	0	0	18	4	0	0	0	0	0
TOTAL	440	94	6	7	9	7	1	40	3	0	0	0	0	0	58	5	0	0	0	0	0
PERIOD TOTAL	1513	430	21	19	19	18	13	76	11	0	0	0	1	0	119	7	1	0	0	0	0
DAILY TOTAL	4221	708	37	27	34	46	15	139	20	0	0	0	1	0	233	14	1	0	0	0	0
GRAND TOTAL	5036							160							248						

ARUN DISTRICT COUNCIL BR/54/15/PEL

Quality Traffic Surveys

CLIENT: WSP **REFERENCE NUMBER:** QTS07128

PROJECT DIRECTOR: BEN MOORE **DATE:** THUR 16TH JULY 2015

PROJECT DESCRIPTION: BOGNOR - CLASSIFIED TURNING COUNT DATA - SITE 1

	MOVEMENT D							MOVEMENT E							MOVEMENT F						
	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE
07:00 : 07:15	4	0	0	0	0	0	0	10	1	0	0	0	0	0	0	0	0	0	0	0	0
07:15 : 07:30	2	0	0	0	0	0	0	18	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 : 07:45	3	0	0	0	0	0	0	25	1	0	0	0	0	0	0	0	0	0	0	0	0
07:45 : 08:00	2	0	0	0	0	0	0	21	2	0	0	0	0	0	1	0	0	0	0	0	0
TOTAL	11	0	0	0	0	0	0	74	4	0	0	0	0	0	1	0	0	0	0	0	0
08:00 : 08:15	5	0	0	0	0	0	0	14	1	0	0	0	0	0	0	0	0	0	0	0	0
08:15 : 08:30	3	0	0	0	0	0	0	19	1	0	0	0	0	0	1	0	0	0	0	0	0
08:30 : 08:45	1	0	0	0	0	0	0	21	2	0	0	0	0	0	2	0	0	0	0	0	0
08:45 : 09:00	8	0	0	0	0	0	0	13	1	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	17	0	0	0	0	0	0	67	5	0	0	0	0	0	3	0	0	0	0	0	0
09:00 : 09:15	2	0	0	0	0	0	0	15	1	0	0	0	0	0	0	0	0	0	0	0	0
09:15 : 09:30	5	1	0	0	0	0	0	12	1	0	0	0	0	0	1	0	0	0	0	0	0
09:30 : 09:45	3	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 : 10:00	4	0	0	0	0	0	0	9	0	1	0	0	0	0	1	0	0	0	0	0	0
TOTAL	14	1	0	0	0	0	0	46	2	1	0	0	0	0	2	0	0	0	0	0	0
PERIOD TOTAL	42	1	0	0	0	0	0	187	11	1	0	0	0	0	6	0	0	0	0	0	0
16:00 : 16:15	3	0	0	0	0	0	0	57	8	1	0	0	1	1	3	0	0	0	0	0	0
16:15 : 16:30	1	0	0	0	0	0	0	45	7	1	0	0	1	0	1	0	0	0	0	0	0
16:30 : 16:45	0	0	0	0	0	0	0	51	8	0	0	1	1	0	0	0	0	0	0	0	0
16:45 : 17:00	1	0	0	0	0	0	0	46	6	0	0	1	0	0	1	0	0	0	0	0	0
TOTAL	5	0	0	0	0	0	0	199	29	2	0	2	3	1	5	0	0	0	0	0	0
17:00 : 17:15	2	0	0	0	0	0	0	50	3	0	0	0	1	1	0	0	0	0	0	0	0
17:15 : 17:30	3	0	0	0	0	0	0	66	4	0	0	1	1	0	0	0	0	0	0	0	0
17:30 : 17:45	3	0	0	0	0	0	0	44	7	0	0	1	0	0	0	0	0	0	0	0	0
17:45 : 18:00	0	0	0	0	0	0	0	48	8	0	0	1	0	0	0	0	0	0	0	0	0
TOTAL	8	0	0	0	0	0	0	208	22	0	0	3	2	1	0	0	0	0	0	0	0
18:00 : 18:15	0	0	0	0	0	0	0	43	7	0	0	2	1	0	1	0	0	0	0	0	0
18:15 : 18:30	3	0	0	0	0	0	0	32	1	0	0	0	1	0	0	0	0	0	0	0	0
18:30 : 18:45	0	0	0	0	0	0	0	36	3	0	0	0	0	0	1	0	0	0	0	0	0
18:45 : 19:00	3	0	1	0	0	0	0	48	2	0	0	1	0	0	0	0	0	0	0	0	0
TOTAL	6	0	1	0	0	0	0	159	13	0	0	3	2	0	2	0	0	0	0	0	0
PERIOD TOTAL	19	0	1	0	0	0	0	566	64	2	0	8	7	2	7	0	0	0	0	0	0
DAILY TOTAL	61	1	1	0	0	0	0	753	75	3	0	8	7	2	13	0	0	0	0	0	0
GRAND TOTAL	63							848							13						

ARUN DISTRICT COUNCIL BR/54/15/PEL

Quality Traffic Surveys

CLIENT: WSP **REFERENCE NUMBER:** QTS07128

PROJECT DIRECTOR: BEN MOORE **DATE:** THUR 16TH JULY 2015

PROJECT DESCRIPTION: BOGNOR - CLASSIFIED TURNING COUNT DATA - SITE 1

	MOVEMENT G							MOVEMENT H							MOVEMENT I						
	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE
07:00 : 07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 : 07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
07:30 : 07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
07:45 : 08:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0
TOTAL	1	0	0	0	0	0	0	1	0	0	0	0	0	0	4	0	0	0	0	0	0
08:00 : 08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0
08:15 : 08:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	2	0	0	0	0	0	0
08:30 : 08:45	1	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0
08:45 : 09:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	4	0	0	0	0	0	0
TOTAL	2	0	0	0	0	0	0	4	0	0	0	0	0	0	11	0	0	0	0	0	0
09:00 : 09:15	2	0	0	0	0	0	0	2	0	0	0	0	0	0	6	0	0	0	0	0	0
09:15 : 09:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	3	0	0	0	0	0	0
09:30 : 09:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	7	0	0	0	0	0	0
09:45 : 10:00	1	0	0	0	0	0	0	2	0	0	0	0	0	0	4	0	0	0	0	0	0
TOTAL	4	0	0	0	0	0	0	6	0	0	0	0	0	0	20	0	0	0	0	0	0
PERIOD TOTAL	7	0	0	0	0	0	0	11	0	0	0	0	0	0	35	0	0	0	0	0	0
16:00 : 16:15	0	0	0	0	0	0	0	2	0	0	0	0	0	0	9	0	0	0	0	0	0
16:15 : 16:30	0	0	0	0	0	0	0	5	0	0	0	0	0	0	4	0	0	0	0	0	0
16:30 : 16:45	0	0	0	0	0	0	0	2	0	0	0	0	0	0	4	0	0	0	0	0	1
16:45 : 17:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	6	0	0	0	0	0	0
TOTAL	1	0	0	0	0	0	0	10	0	0	0	0	0	0	23	0	0	0	0	0	1
17:00 : 17:15	1	0	0	0	0	0	0	7	0	0	0	0	0	0	8	0	0	0	0	0	0
17:15 : 17:30	0	0	0	0	0	0	0	2	1	0	0	0	0	0	12	0	0	0	0	0	1
17:30 : 17:45	4	0	0	0	0	0	0	2	0	0	0	0	0	0	7	0	0	0	0	0	1
17:45 : 18:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	11	2	0	0	0	0	2
TOTAL	6	0	0	0	0	0	0	12	1	0	0	0	0	0	38	2	0	0	0	0	4
18:00 : 18:15	0	0	0	0	0	0	0	3	0	0	0	0	0	0	13	1	0	0	0	0	1
18:15 : 18:30	1	0	0	0	0	0	0	2	0	0	0	0	0	0	3	0	0	0	0	0	2
18:30 : 18:45	2	0	0	0	0	0	0	3	0	0	0	0	0	0	4	0	0	0	0	0	1
18:45 : 19:00	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	0	0	0	0	0	0
TOTAL	3	0	0	0	0	0	0	13	0	0	0	0	0	0	25	1	0	0	0	0	4
PERIOD TOTAL	10	0	0	0	0	0	0	35	1	0	0	0	0	0	86	3	0	0	0	0	9
DAILY TOTAL	17	0	0	0	0	0	0	46	1	0	0	0	0	0	121	3	0	0	0	0	9
GRAND TOTAL	17							47							133						

Quality Traffic Surveys

CLIENT: WSP **REFERENCE NUMBER:** QTS07128

PROJECT DIRECTOR: BEN MOORE **DATE:** THUR 16TH JULY 2015

PROJECT DESCRIPTION: BOGNOR - CLASSIFIED TURNING COUNT DATA - SITE 1

	MOVEMENT J							MOVEMENT K							MOVEMENT L						
	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE
07:00 : 07:15	2	0	0	0	0	0	0	32	4	0	0	0	0	0	120	19	2	1	1	1	
07:15 : 07:30	1	1	0	0	0	0	0	41	8	0	0	1	0	0	143	26	0	2	1	1	0
07:30 : 07:45	4	0	0	0	0	0	0	38	5	0	0	1	1	0	164	27	1	1	0	1	1
07:45 : 08:00	6	0	0	0	0	0	0	51	6	1	0	0	0	0	168	34	1	1	2	0	2
TOTAL	13	1	0	0	0	0	0	162	23	1	0	2	1	0	595	106	4	5	4	3	3
08:00 : 08:15	3	2	0	0	0	1	0	59	4	1	0	0	1	0	201	38	0	1	1	1	2
08:15 : 08:30	6	0	0	0	0	0	0	66	5	0	0	1	1	0	172	48	1	1	1	1	1
08:30 : 08:45	4	1	0	0	0	0	0	68	5	0	0	0	0	0	183	42	2	1	2	1	0
08:45 : 09:00	8	0	0	0	0	0	0	57	7	0	0	2	0	0	169	34	2	0	2	1	1
TOTAL	21	3	0	0	0	1	0	250	21	1	0	3	2	0	725	162	5	3	6	4	4
09:00 : 09:15	4	1	0	0	0	0	0	41	11	1	0	1	2	0	126	39	1	2	2	3	1
09:15 : 09:30	11	0	0	0	0	0	0	33	9	0	0	1	0	0	111	29	1	3	1	2	0
09:30 : 09:45	7	1	0	0	0	0	0	37	6	1	0	0	0	1	130	24	2	1	2	2	0
09:45 : 10:00	6	0	0	0	0	0	0	28	6	0	0	1	0	0	104	28	1	1	2	1	0
TOTAL	28	2	0	0	0	0	0	139	32	2	0	3	2	1	471	120	5	7	7	8	1
PERIOD TOTAL	62	6	0	0	0	1	0	551	76	4	0	8	5	1	1791	388	14	15	17	15	8
16:00 : 16:15	11	0	0	0	0	0	0	62	11	0	0	1	0	1	256	37	2	0	2	4	0
16:15 : 16:30	7	1	0	0	0	1	0	58	7	0	0	1	2	0	209	29	2	3	1	1	2
16:30 : 16:45	5	0	0	0	0	0	0	56	11	0	0	0	0	0	225	30	1	0	2	3	0
16:45 : 17:00	5	1	0	0	0	0	0	54	5	1	0	1	0	0	258	31	1	1	1	2	0
TOTAL	28	2	0	0	0	1	0	230	34	1	0	3	2	1	948	127	6	4	6	10	2
17:00 : 17:15	5	1	0	0	0	0	0	50	7	0	0	0	0	0	244	29	2	0	1	3	0
17:15 : 17:30	4	0	0	0	0	0	0	57	12	0	0	1	2	0	246	20	1	0	3	2	1
17:30 : 17:45	6	1	0	0	0	0	0	61	5	0	0	0	0	3	233	25	2	0	1	5	0
17:45 : 18:00	6	0	0	0	0	0	0	62	8	0	0	1	2	0	245	29	0	0	1	2	0
TOTAL	21	2	0	0	0	0	0	230	32	0	0	2	4	3	968	103	5	0	6	12	1
18:00 : 18:15	10	0	0	0	0	0	0	58	3	0	0	1	1	0	221	34	0	0	2	4	0
18:15 : 18:30	4	0	0	0	0	0	0	55	2	0	0	1	0	0	227	27	0	0	2	4	0
18:30 : 18:45	4	0	0	0	0	0	0	46	3	0	0	2	0	0	194	16	1	0	2	1	0
18:45 : 19:00	7	1	0	0	0	0	0	47	4	0	0	0	0	0	176	14	1	2	2	2	0
TOTAL	25	1	0	0	0	0	0	206	12	0	0	4	1	0	818	91	2	2	8	11	0
PERIOD TOTAL	74	5	0	0	0	1	0	666	78	1	0	9	7	4	2734	321	13	6	20	33	9
DAILY TOTAL	136	11	0	0	0	2	0	1217	154	5	0	17	12	5	4525	709	27	21	37	48	11
GRAND TOTAL	149							1410							5378						

ARUN DISTRICT COUNCIL BR/54/15/PEL

Quality Traffic Surveys

CLIENT: WSP **REFERENCE NUMBER:** QTS07128

PROJECT DIRECTOR: BEN MOORE **DATE:**

PROJECT DESCRIPTION: BOGNOR - CLASSIFIED TURNING COUNT DATA - SITE 1

	MOVEMENT A							MOVEMENT B							MOVEMENT C						
	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE
07:00 : 07:15																					
07:15 : 07:30																					
07:30 : 07:45																					
07:45 : 08:00																					
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 : 08:15																					
08:15 : 08:30																					
08:30 : 08:45																					
08:45 : 09:00																					
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 : 09:15																					
09:15 : 09:30																					
09:30 : 09:45																					
09:45 : 10:00																					
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PERIOD TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00 : 16:15	151	49	5	4	0	2	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0
16:15 : 16:30	104	51	2	0	1	1	1	3	0	0	0	0	0	0	6	0	0	0	0	0	0
16:30 : 16:45	129	32	3	2	1	1	0	5	0	0	0	0	0	0	11	0	0	0	0	0	0
16:45 : 17:00	134	67	1	0	2	0	4	3	1	0	0	0	0	0	6	0	0	0	0	0	0
TOTAL	518	199	11	6	4	4	6	11	1	0	0	0	0	0	24	0	1	0	0	0	0
17:00 : 17:15	125	45	2	2	1	1	4	1	1	0	0	0	0	0	7	0	0	0	0	0	0
17:15 : 17:30	158	38	0	2	0	1	2	2	3	0	0	0	0	0	7	1	0	0	0	0	0
17:30 : 17:45	140	31	1	2	3	4	0	8	0	0	0	0	0	0	16	1	0	0	0	0	0
17:45 : 18:00	132	23	1	0	2	1	0	14	3	0	0	0	1	0	7	0	0	0	0	0	0
TOTAL	555	137	4	6	6	7	6	25	7	0	0	0	1	0	37	2	0	0	0	0	0
18:00 : 18:15	131	31	0	2	1	2	0	15	0	0	0	0	0	0	12	1	0	0	0	0	0
18:15 : 18:30	101	28	3	1	3	3	1	8	0	0	0	0	0	0	13	0	0	0	0	0	0
18:30 : 18:45	118	18	3	3	2	1	0	4	2	0	0	0	0	0	15	0	0	0	0	0	0
18:45 : 19:00	90	17	0	1	3	1	0	13	1	0	0	0	0	0	18	4	0	0	0	0	0
TOTAL	440	94	6	7	9	7	1	40	3	0	0	0	0	0	58	5	0	0	0	0	0
PERIOD TOTAL	958	293	17	13	13	11	7	51	4	0	0	0	0	0	82	5	1	0	0	0	0
DAILY TOTAL	958	293	17	13	13	11	7	51	4	0	0	0	0	0	82	5	1	0	0	0	0
GRAND TOTAL	1312							55							88						

ARUN DISTRICT COUNCIL BR/54/16/PEL

Quality Traffic Surveys

CLIENT: WSP **REFERENCE NUMBER:** QTS07128

PROJECT DIRECTOR: BEN MOORE **DATE:**

PROJECT DESCRIPTION: BOGNOR - CLASSIFIED TURNING COUNT DATA - SITE 1

	MOVEMENT D							MOVEMENT E							MOVEMENT F						
	CAR	LGV	OGV 1	OGV 2	PSV	M / C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M / C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M / C	CYCLE
07:00 : 07:15																					
07:15 : 07:30																					
07:30 : 07:45																					
07:45 : 08:00																					
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 : 08:15																					
08:15 : 08:30																					
08:30 : 08:45																					
08:45 : 09:00																					
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 : 09:15																					
09:15 : 09:30																					
09:30 : 09:45																					
09:45 : 10:00																					
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PERIOD TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00 : 16:15	3	0	0	0	0	0	0	57	8	1	0	0	1	1	3	0	0	0	0	0	0
16:15 : 16:30	1	0	0	0	0	0	0	45	7	1	0	0	1	0	1	0	0	0	0	0	0
16:30 : 16:45	0	0	0	0	0	0	0	51	8	0	0	1	1	0	0	0	0	0	0	0	0
16:45 : 17:00	1	0	0	0	0	0	0	46	6	0	0	1	0	0	1	0	0	0	0	0	0
TOTAL	5	0	0	0	0	0	0	199	29	2	0	2	3	1	5	0	0	0	0	0	0
17:00 : 17:15	2	0	0	0	0	0	0	50	3	0	0	0	1	1	0	0	0	0	0	0	0
17:15 : 17:30	3	0	0	0	0	0	0	66	4	0	0	1	1	0	0	0	0	0	0	0	0
17:30 : 17:45	3	0	0	0	0	0	0	44	7	0	0	1	0	0	0	0	0	0	0	0	0
17:45 : 18:00	0	0	0	0	0	0	0	48	8	0	0	1	0	0	0	0	0	0	0	0	0
TOTAL	8	0	0	0	0	0	0	208	22	0	0	3	2	1	0	0	0	0	0	0	0
18:00 : 18:15	0	0	0	0	0	0	0	43	7	0	0	2	1	0	1	0	0	0	0	0	0
18:15 : 18:30	3	0	0	0	0	0	0	32	1	0	0	0	1	0	0	0	0	0	0	0	0
18:30 : 18:45	0	0	0	0	0	0	0	36	3	0	0	0	0	0	1	0	0	0	0	0	0
18:45 : 19:00	3	0	1	0	0	0	0	48	2	0	0	1	0	0	0	0	0	0	0	0	0
TOTAL	6	0	1	0	0	0	0	159	13	0	0	3	2	0	2	0	0	0	0	0	0
PERIOD TOTAL	11	0	1	0	0	0	0	358	42	2	0	5	5	1	7	0	0	0	0	0	0
DAILY TOTAL	11	0	1	0	0	0	0	358	42	2	0	5	5	1	7	0	0	0	0	0	0
GRAND TOTAL	12							413							7						

ARUN DISTRICT COUNCIL BR/54/16/PEL

Quality Traffic Surveys

CLIENT: WSP **REFERENCE NUMBER:** QTS07128

PROJECT DIRECTOR: BEN MOORE **DATE:**

PROJECT DESCRIPTION: BOGNOR - CLASSIFIED TURNING COUNT DATA - SITE 1

	MOVEMENT G							MOVEMENT H							MOVEMENT I						
	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE
07:00 : 07:15																					
07:15 : 07:30																					
07:30 : 07:45																					
07:45 : 08:00																					
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 : 08:15																					
08:15 : 08:30																					
08:30 : 08:45																					
08:45 : 09:00																					
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 : 09:15																					
09:15 : 09:30																					
09:30 : 09:45																					
09:45 : 10:00																					
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PERIOD TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00 : 16:15	0	0	0	0	0	0	0	2	0	0	0	0	0	0	9	0	0	0	0	0	0
16:15 : 16:30	0	0	0	0	0	0	0	5	0	0	0	0	0	0	4	0	0	0	0	0	0
16:30 : 16:45	0	0	0	0	0	0	0	2	0	0	0	0	0	0	4	0	0	0	0	0	1
16:45 : 17:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	6	0	0	0	0	0	0
TOTAL	1	0	0	0	0	0	0	10	0	0	0	0	0	0	23	0	0	0	0	0	1
17:00 : 17:15	1	0	0	0	0	0	0	7	0	0	0	0	0	0	8	0	0	0	0	0	0
17:15 : 17:30	0	0	0	0	0	0	0	2	1	0	0	0	0	0	12	0	0	0	0	0	1
17:30 : 17:45	4	0	0	0	0	0	0	2	0	0	0	0	0	0	7	0	0	0	0	0	1
17:45 : 18:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	11	2	0	0	0	0	2
TOTAL	6	0	0	0	0	0	0	12	1	0	0	0	0	0	38	2	0	0	0	0	4
18:00 : 18:15	0	0	0	0	0	0	0	3	0	0	0	0	0	0	13	1	0	0	0	0	1
18:15 : 18:30	1	0	0	0	0	0	0	2	0	0	0	0	0	0	3	0	0	0	0	0	2
18:30 : 18:45	2	0	0	0	0	0	0	3	0	0	0	0	0	0	4	0	0	0	0	0	1
18:45 : 19:00	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	0	0	0	0	0	0
TOTAL	3	0	0	0	0	0	0	13	0	0	0	0	0	0	25	1	0	0	0	0	4
PERIOD TOTAL	4	0	0	0	0	0	0	23	0	0	0	0	0	0	48	1	0	0	0	0	5
DAILY TOTAL	4	0	0	0	0	0	0	23	0	0	0	0	0	0	48	1	0	0	0	0	5
GRAND TOTAL	4							23							54						

ARUN DISTRICT COUNCIL BR/54/15/PEL

Quality Traffic Surveys

CLIENT: WSP **REFERENCE NUMBER:** QTS07128

PROJECT DIRECTOR: BEN MOORE **DATE:**

PROJECT DESCRIPTION: BOGNOR - CLASSIFIED TURNING COUNT DATA - SITE 1

	MOVEMENT J							MOVEMENT K							MOVEMENT L						
	CAR	LGV	OGV 1	OGV 2	PSV	M / C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M / C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M / C	CYCLE
07:00 : 07:15																					
07:15 : 07:30																					
07:30 : 07:45																					
07:45 : 08:00																					
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 : 08:15																					
08:15 : 08:30																					
08:30 : 08:45																					
08:45 : 09:00																					
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 : 09:15																					
09:15 : 09:30																					
09:30 : 09:45																					
09:45 : 10:00																					
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PERIOD TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00 : 16:15	11	0	0	0	0	0	0	62	11	0	0	1	0	1	256	37	2	0	2	4	0
16:15 : 16:30	7	1	0	0	0	1	0	58	7	0	0	1	2	0	209	29	2	3	1	1	2
16:30 : 16:45	5	0	0	0	0	0	0	56	11	0	0	0	0	0	225	30	1	0	2	3	0
16:45 : 17:00	5	1	0	0	0	0	0	54	5	1	0	1	0	0	258	31	1	1	1	2	0
TOTAL	28	2	0	0	0	1	0	230	34	1	0	3	2	1	948	127	6	4	6	10	2
17:00 : 17:15	5	1	0	0	0	0	0	50	7	0	0	0	0	0	244	29	2	0	1	3	0
17:15 : 17:30	4	0	0	0	0	0	0	57	12	0	0	1	2	0	246	20	1	0	3	2	1
17:30 : 17:45	6	1	0	0	0	0	0	61	5	0	0	0	0	3	233	25	2	0	1	5	0
17:45 : 18:00	6	0	0	0	0	0	0	62	8	0	0	1	2	0	245	29	0	0	1	2	0
TOTAL	21	2	0	0	0	0	0	230	32	0	0	2	4	3	968	103	5	0	6	12	1
18:00 : 18:15	10	0	0	0	0	0	0	58	3	0	0	1	1	0	221	34	0	0	2	4	0
18:15 : 18:30	4	0	0	0	0	0	0	55	2	0	0	1	0	0	227	27	0	0	2	4	0
18:30 : 18:45	4	0	0	0	0	0	0	46	3	0	0	2	0	0	194	16	1	0	2	1	0
18:45 : 19:00	7	1	0	0	0	0	0	47	4	0	0	0	0	0	176	14	1	2	2	2	0
TOTAL	25	1	0	0	0	0	0	206	12	0	0	4	1	0	818	91	2	2	8	11	0
PERIOD TOTAL	53	3	0	0	0	1	0	436	46	1	0	7	3	1	###	218	8	6	14	21	2
DAILY TOTAL	53	3	0	0	0	1	0	436	46	1	0	7	3	1	###	218	8	6	14	21	2
GRAND TOTAL	57							494							2035						

ARUN DISTRICT COUNCIL BR/54/16/PL

Quality Traffic Surveys	**CLIENT:** WSP	**REFERENCE NUMBER:** QTS07128
	PROJECT MANAGER: BEN MOORE	**DATE:** THUR 16TH JULY 2015
	DESCRIPTION: BOGNOR - QUEUE LENGTH DATA - SITE 1	

(LANE 1 IS NEARSIDE TO KERB)

Time	No. Vehicles LANE 1							PCU	No. Vehicles LANE 2							PCU
	CARS	LGV	OGV1	OGV2	PSV	M / C	B/ C	TOTAL	CARS	LGV	OGV1	OGV2	PSV	M / C	B/ C	TOTAL
07:00 : 07:05	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**
07:05 : 07:10	1	0	0	0	0	0	0	**1**	3	0	0	0	0	0	0	**3**
07:10 : 07:15	0	0	0	0	0	0	0	**0**	4	1	0	0	0	0	0	**5**
07:15 : 07:20	0	0	0	0	0	0	0	**0**	3	0	0	0	0	0	0	**3**
07:20 : 07:25	0	0	0	0	0	0	0	**0**	5	1	0	0	0	0	0	**6**
07:25 : 07:30	0	0	0	0	0	0	0	**0**	8	0	0	0	0	0	0	**8**
07:30 : 07:35	0	0	0	0	0	0	0	**0**	6	1	0	0	0	0	0	**7**
07:35 : 07:40	1	0	0	0	0	0	0	**1**	6	0	0	0	0	0	0	**6**
07:40 : 07:45	0	0	0	0	0	0	0	**0**	6	1	0	0	0	0	0	**7**
07:45 : 07:50	0	0	0	0	0	0	0	**0**	4	2	0	0	0	0	0	**6**
07:50 : 07:55	0	0	0	0	0	0	0	**0**	4	0	0	0	0	0	0	**4**
07:55 : 08:00	0	0	0	0	0	0	0	**0**	4	1	0	0	0	0	0	**5**
08:00 : 08:05	0	0	0	0	0	0	0	**0**	3	0	0	0	0	0	0	**3**
08:05 : 08:10	0	0	0	0	0	0	0	**0**	5	0	0	0	0	0	0	**5**
08:10 : 08:15	1	0	0	0	0	0	0	**1**	3	1	0	0	0	0	0	**4**
08:15 : 08:20	0	0	0	0	0	0	0	**0**	4	0	0	0	0	0	0	**4**
08:20 : 08:25	0	0	0	0	0	0	0	**0**	8	0	0	0	0	0	0	**8**
08:25 : 08:30	0	0	0	0	0	0	0	**0**	8	0	0	0	0	0	0	**8**
08:30 : 08:35	0	0	0	0	0	0	0	**0**	9	1	0	0	0	0	0	**10**
08:35 : 08:40	1	0	0	0	0	0	0	**1**	10	0	0	0	0	0	0	**10**
08:40 : 08:45	1	0	0	0	0	0	0	**1**	9	0	0	0	0	0	0	**9**
08:45 : 08:50	1	0	0	0	0	0	0	**1**	4	1	1	0	0	0	0	**6.5**
08:50 : 08:55	0	0	0	0	0	0	0	**0**	9	0	0	0	0	0	0	**9**
08:55 : 09:00	0	0	0	0	0	0	0	**0**	6	0	0	0	0	0	0	**6**
09:00 : 09:05	0	0	0	0	0	0	0	**0**	4	0	0	0	0	0	0	**4**
09:05 : 09:10	0	0	0	0	0	0	0	**0**	8	1	0	0	0	0	0	**9**
09:10 : 09:15	0	0	0	0	0	0	0	**0**	4	0	0	0	0	0	0	**4**
09:15 : 09:20	0	0	0	0	0	0	0	**0**	8	0	0	0	0	0	0	**8**
09:20 : 09:25	0	0	0	0	0	0	0	**0**	4	2	0	0	0	0	0	**6**
09:25 : 09:30	1	0	0	0	0	0	0	**1**	8	0	0	0	0	0	0	**8**
09:30 : 09:35	0	0	0	0	0	0	0	**0**	5	0	0	0	0	0	0	**5**
09:35 : 09:40	0	0	0	0	0	0	0	**0**	2	0	0	0	0	0	0	**2**
09:40 : 09:45	1	0	0	0	0	0	0	**1**	1	1	0	0	0	0	0	**2**
09:45 : 09:50	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**
09:50 : 09:55	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**
09:55 : 10:00	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**
TOTAL	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**177**	**14**	**1**	**0**	**0**	**0**	**0**	**192.5**
AVG	**0.22**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.22**	**4.92**	**0.39**	**0.03**	**0.00**	**0.00**	**0.00**	**0.00**	**5.35**

ARUN DISTRICT COUNCIL BR/54/15/PEL

Quality Traffic Surveys	**CLIENT:** WSP	**REFERENCE NUMBER:** QTS07128
	PROJECT MANAGER: BEN MOORE	**DATE:** THUR 16TH JULY 2015
	DESCRIPTION: BOGNOR - QUEUE LENGTH DATA - SITE 1	

(LANE 1 IS NEARSIDE TO KERB)

Time	No. Vehicles LANE 1							PCU	No. Vehicles LANE 2							PCU
	CARS	LGV	OGV1	OGV2	PSV	M / C	B/ C	TOTAL	CARS	LGV	OGV1	OGV2	PSV	M / C	B/ C	TOTAL
07:00 : 07:05	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**
07:05 : 07:10	0	1	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**
07:10 : 07:15	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**
07:15 : 07:20	0	1	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**
07:20 : 07:25	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**
07:25 : 07:30	1	1	0	0	0	0	0	**2**	0	0	0	0	0	0	0	**0**
07:30 : 07:35	0	0	1	0	0	0	0	**1.5**	1	0	0	0	0	0	0	**1**
07:35 : 07:40	2	1	0	0	0	0	0	**3**	0	0	0	0	0	0	0	**0**
07:40 : 07:45	1	1	0	0	0	0	0	**2**	0	0	0	0	0	0	0	**0**
07:45 : 07:50	4	0	1	0	0	0	0	**5.5**	0	0	0	0	0	0	0	**0**
07:50 : 07:55	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**
07:55 : 08:00	2	1	0	0	0	0	0	**3**	1	0	0	0	0	0	0	**1**
08:00 : 08:05	1	1	0	0	0	0	0	**2**	0	0	0	0	0	0	0	**0**
08:05 : 08:10	1	1	0	0	0	0	0	**2**	0	0	0	0	0	0	0	**0**
08:10 : 08:15	3	1	1	0	0	0	0	**5.5**	0	0	0	0	0	0	0	**0**
08:15 : 08:20	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**
08:20 : 08:25	4	1	1	0	0	0	0	**6.5**	0	0	0	0	0	0	0	**0**
08:25 : 08:30	5	0	0	0	0	0	0	**5**	0	0	0	0	0	0	0	**0**
08:30 : 08:35	2	2	0	0	0	0	0	**4**	0	0	0	0	0	0	0	**0**
08:35 : 08:40	3	0	0	0	0	0	0	**3**	1	0	0	0	0	0	0	**1**
08:40 : 08:45	3	0	0	0	0	0	0	**3**	0	0	0	0	0	0	0	**0**
08:45 : 08:50	2	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	**0**
08:50 : 08:55	2	1	0	0	0	0	0	**3**	0	0	0	0	0	0	0	**0**
08:55 : 09:00	5	0	0	0	0	0	0	**5**	0	0	0	0	0	0	0	**0**
09:00 : 09:05	4	0	1	0	0	0	0	**5.5**	1	0	0	0	0	0	0	**1**
09:05 : 09:10	6	1	0	0	0	0	0	**7**	0	0	0	0	0	0	0	**0**
09:10 : 09:15	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**
09:15 : 09:20	3	1	0	0	0	0	0	**4**	1	0	0	0	0	0	0	**1**
09:20 : 09:25	4	0	0	0	0	0	0	**4**	0	0	0	0	0	0	0	**0**
09:25 : 09:30	3	0	0	0	0	0	0	**3**	1	0	0	0	0	0	0	**1**
09:30 : 09:35	5	1	0	0	0	0	0	**6**	0	0	0	0	0	0	0	**0**
09:35 : 09:40	3	0	0	0	0	0	0	**3**	0	0	0	0	0	0	0	**0**
09:40 : 09:45	2	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	**0**
09:45 : 09:50	1	0	0	0	0	0	0	**1**	1	0	0	0	0	0	0	**1**
09:50 : 09:55	2	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	**0**
09:55 : 10:00	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**
TOTAL	**78**	**16**	**5**	**0**	**0**	**0**	**0**	**101.5**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**8**
AVG	**2.17**	**0.44**	**0.14**	**0.00**	**0.00**	**0.00**	**0.00**	**2.82**	**0.22**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.22**

ARUN DISTRICT COUNCIL BR/54/15/PEL

Quality Traffic Surveys

CLIENT: WSP **REFERENCE NUMBER:** QTS07128

PROJECT MANAGER: BEN MOORE **DATE:** THUR 16TH JULY 2015

DESCRIPTION: BOGNOR - QUEUE LENGTH DATA - SITE 1

(LANE 1 IS NEARSIDE TO KERB)

Time			No. Vehicles							PCU
			LANE 1							
			CARS	LGV	OGV1	OGV2	PSV	M / C	B/ C	TOTAL
07:00	:	07:05	0	0	0	0	0	0	0	**0**
07:05	:	07:10	0	0	0	0	0	0	0	**0**
07:10	:	07:15	0	0	0	0	0	0	0	**0**
07:15	:	07:20	0	0	0	0	0	0	0	**0**
07:20	:	07:25	0	0	0	0	0	0	0	**0**
07:25	:	07:30	0	0	0	0	0	0	0	**0**
07:30	:	07:35	0	0	0	0	0	0	0	**0**
07:35	:	07:40	0	0	0	0	0	0	0	**0**
07:40	:	07:45	1	0	0	0	0	0	0	**1**
07:45	:	07:50	0	0	0	0	0	0	0	**0**
07:50	:	07:55	0	0	0	0	0	0	0	**0**
07:55	:	08:00	0	0	0	0	0	0	0	**0**
08:00	:	08:05	0	0	0	0	0	0	0	**0**
08:05	:	08:10	0	0	0	0	0	0	0	**0**
08:10	:	08:15	1	0	0	0	0	0	0	**1**
08:15	:	08:20	0	0	0	0	0	0	0	**0**
08:20	:	08:25	0	0	0	0	0	0	0	**0**
08:25	:	08:30	0	0	0	0	0	0	0	**0**
08:30	:	08:35	0	0	0	0	0	0	0	**0**
08:35	:	08:40	0	0	0	0	0	0	0	**0**
08:40	:	08:45	0	0	0	0	0	0	0	**0**
08:45	:	08:50	0	0	0	0	0	0	0	**0**
08:50	:	08:55	0	0	0	0	0	0	0	**0**
08:55	:	09:00	0	0	0	0	0	0	0	**0**
09:00	:	09:05	0	0	0	0	0	0	0	**0**
09:05	:	09:10	1	0	0	0	0	0	0	**1**
09:10	:	09:15	1	0	0	0	0	0	0	**1**
09:15	:	09:20	0	0	0	0	0	0	0	**0**
09:20	:	09:25	1	0	0	0	0	0	0	**1**
09:25	:	09:30	1	0	0	0	0	0	0	**1**
09:30	:	09:35	0	0	0	0	0	0	0	**0**
09:35	:	09:40	0	0	0	0	0	0	0	**0**
09:40	:	09:45	1	0	0	0	0	0	0	**1**
09:45	:	09:50	0	0	0	0	0	0	0	**0**
09:50	:	09:55	1	0	0	0	0	0	0	**1**
09:55	:	10:00	1	0	0	0	0	0	0	**1**
TOTAL			**9**	**0**	**0**	**0**	**0**	**0**	**0**	**9**
AVG			**0.25**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.25**

ARUN DISTRICT COUNCIL BR/54/15/PEL

Quality Traffic Surveys	**CLIENT:** WSP	**REFERENCE NUMBER:** QTS07128
	PROJECT MANAGER: BEN MOORE	**DATE:** THUR 16TH JULY 2015
	DESCRIPTION: BOGNOR - QUEUE LENGTH DATA - SITE 1	

(LANE 1 IS NEARSIDE TO KERB)

Time	No. Vehicles LANE 1							PCU	No. Vehicles LANE 2							PCU
	CARS	LGV	OGV1	OGV2	PSV	M / C	B/ C	TOTAL	CARS	LGV	OGV1	OGV2	PSV	M / C	B/ C	TOTAL
07:00 : 07:05	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**
07:05 : 07:10	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**
07:10 : 07:15	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**
07:15 : 07:20	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**
07:20 : 07:25	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**
07:25 : 07:30	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**
07:30 : 07:35	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**
07:35 : 07:40	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**
07:40 : 07:45	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**
07:45 : 07:50	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**
07:50 : 07:55	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**
07:55 : 08:00	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**
08:00 : 08:05	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**
08:05 : 08:10	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**
08:10 : 08:15	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**
08:15 : 08:20	1	1	0	0	0	0	0	**2**	1	0	0	0	0	0	0	**1**
08:20 : 08:25	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**
08:25 : 08:30	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**
08:30 : 08:35	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**
08:35 : 08:40	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**
08:40 : 08:45	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**
08:45 : 08:50	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**
08:50 : 08:55	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**
08:55 : 09:00	1	0	0	0	0	0	0	**1**	1	0	0	0	0	0	0	**1**
09:00 : 09:05	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**
09:05 : 09:10	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**
09:10 : 09:15	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**
09:15 : 09:20	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**
09:20 : 09:25	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**
09:25 : 09:30	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**
09:30 : 09:35	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**
09:35 : 09:40	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**
09:40 : 09:45	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**
09:45 : 09:50	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**
09:50 : 09:55	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**
09:55 : 10:00	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**
TOTAL	7	1	0	0	0	0	0	8	7	0	0	0	0	0	0	7
AVG	0.19	0.03	0.00	0.00	0.00	0.00	0.00	0.22	0.19	0.00	0.00	0.00	0.00	0.00	0.00	0.19

ARUN DISTRICT COUNCIL BR/54/15/PEL

Quality Traffic Surveys	**CLIENT:** WSP	**REFERENCE NUMBER:** QTS07128
	PROJECT MANAGER: BEN MOORE	**DATE:** THUR 16TH JULY 2015
	DESCRIPTION: BOGNOR - QUEUE LENGTH DATA - SITE 1	

(LANE 1 IS NEARSIDE TO KERB)

Time	No. Vehicles LANE 1							PCU	No. Vehicles LANE 2							PCU
	CARS	LGV	OGV1	OGV2	PSV	M / C	B/ C	TOTAL	CARS	LGV	OGV1	OGV2	PSV	M / C	B/ C	TOTAL
16:00 : 16:05	0	0	0	0	0	0	0	**0**	2	1	0	0	0	0	0	**3**
16:05 : 16:10	0	0	0	0	0	0	0	**0**	4	0	0	0	0	0	0	**4**
16:10 : 16:15	0	0	0	0	0	0	0	**0**	6	0	1	0	0	0	0	**7.5**
16:15 : 16:20	0	0	0	0	0	0	0	**0**	4	0	0	0	1	0	0	**6**
16:20 : 16:25	0	0	0	0	0	0	0	**0**	4	1	0	0	0	0	0	**5**
16:25 : 16:30	0	0	0	0	0	0	0	**0**	7	2	0	0	0	0	0	**9**
16:30 : 16:35	0	0	0	0	0	0	0	**0**	8	3	1	0	0	0	0	**12.5**
16:35 : 16:40	0	0	0	0	0	0	0	**0**	4	0	0	0	0	0	0	**4**
16:40 : 16:45	0	0	0	0	0	0	0	**0**	5	1	0	0	0	0	0	**6**
16:45 : 16:50	0	0	0	0	0	0	0	**0**	3	0	0	0	1	0	0	**5**
16:50 : 16:55	0	0	0	0	0	0	0	**0**	6	0	0	0	0	0	0	**6**
16:55 : 17:00	0	0	0	0	0	0	0	**0**	6	3	0	0	0	0	0	**9**
17:00 : 17:05	0	0	0	0	0	0	0	**0**	6	1	0	0	0	0	0	**7**
17:05 : 17:10	0	0	0	0	0	0	0	**0**	3	0	0	0	0	0	0	**3**
17:10 : 17:15	0	0	0	0	0	0	0	**0**	4	1	0	0	0	0	0	**5**
17:15 : 17:20	0	0	0	0	0	0	0	**0**	2	2	1	0	0	0	0	**5.5**
17:20 : 17:25	0	0	0	0	0	0	0	**0**	7	1	0	0	0	0	0	**8**
17:25 : 17:30	0	0	0	0	0	0	0	**0**	4	1	0	0	0	1	0	**5.5**
17:30 : 17:35	0	0	0	0	0	0	0	**0**	8	2	0	0	0	0	0	**10**
17:35 : 17:40	0	0	0	0	0	0	0	**0**	6	0	0	0	1	0	0	**8**
17:40 : 17:45	0	0	0	0	0	0	0	**0**	9	0	0	0	0	0	0	**9**
17:45 : 17:50	0	0	0	0	0	0	0	**0**	4	0	0	0	0	0	0	**4**
17:50 : 17:55	0	0	0	0	0	0	0	**0**	3	1	0	0	0	0	0	**4**
17:55 : 18:00	0	0	0	0	0	0	0	**0**	10	0	0	0	0	0	0	**10**
18:00 : 18:05	0	0	0	0	0	0	0	**0**	4	1	0	0	0	0	0	**5**
18:05 : 18:10	0	0	0	0	0	0	0	**0**	6	0	1	0	0	0	0	**7.5**
18:10 : 18:15	0	0	0	0	0	0	0	**0**	7	1	0	0	0	0	0	**8**
18:15 : 18:20	0	0	0	0	0	0	0	**0**	3	0	0	0	0	0	0	**3**
18:20 : 18:25	0	0	0	0	0	0	0	**0**	4	0	0	0	0	0	0	**4**
18:25 : 18:30	0	0	0	0	0	0	0	**0**	8	1	0	0	0	0	0	**9**
18:30 : 18:35	0	0	0	0	0	0	0	**0**	1	0	1	0	0	0	0	**2.5**
18:35 : 18:40	0	0	0	0	0	0	0	**0**	2	0	0	0	0	0	0	**2**
18:40 : 18:45	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**
18:45 : 18:50	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**
18:50 : 18:55	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**
18:55 : 19:00	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**
TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**160**	**23**	**5**	**0**	**3**	**1**	**0**	**197**
AVG	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**4.44**	**0.64**	**0.14**	**0.00**	**0.08**	**0.03**	**0.00**	**5.47**

ARUN DISTRICT COUNCIL BR/54/15/PEL

Quality Traffic Surveys	**CLIENT:** WSP	**REFERENCE NUMBER:** QTS07128
	PROJECT MANAGER: BEN MOORE	**DATE:** THUR 16TH JULY 2015
	DESCRIPTION: BOGNOR - QUEUE LENGTH DATA - SITE 1	

(LANE 1 IS NEARSIDE TO KERB)

Time	No. Vehicles LANE 1							PCU	No. Vehicles LANE 2							PCU
	CARS	LGV	OGV1	OGV2	PSV	M / C	B/ C	TOTAL	CARS	LGV	OGV1	OGV2	PSV	M / C	B/ C	TOTAL
16:00 : 16:05	1	1	0	0	0	0	0	**2**	0	0	0	0	0	0	0	**0**
16:05 : 16:10	4	1	0	0	0	0	0	**5**	0	0	0	0	0	0	0	**0**
16:10 : 16:15	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**
16:15 : 16:20	3	1	0	0	0	0	0	**4**	0	0	0	0	0	0	0	**0**
16:20 : 16:25	0	1	0	0	0	0	0	**1**	1	0	0	0	0	0	0	**1**
16:25 : 16:30	1	1	0	0	0	0	0	**2**	0	0	0	0	0	0	0	**0**
16:30 : 16:35	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**
16:35 : 16:40	1	1	0	0	0	0	0	**2**	1	0	0	0	0	0	0	**1**
16:40 : 16:45	1	0	0	0	0	0	0	**1**	2	0	0	0	0	0	0	**2**
16:45 : 16:50	0	0	0	0	0	0	0	**0**	2	0	0	0	0	0	0	**2**
16:50 : 16:55	3	0	1	0	0	0	0	**4.5**	1	0	0	0	0	0	0	**1**
16:55 : 17:00	1	1	0	0	0	0	0	**2**	0	0	0	0	0	0	0	**0**
17:00 : 17:05	1	0	0	0	0	0	0	**1**	0	1	0	0	0	0	0	**1**
17:05 : 17:10	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**
17:10 : 17:15	1	0	1	0	0	0	0	**2.5**	1	0	0	0	0	0	0	**1**
17:15 : 17:20	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**
17:20 : 17:25	3	1	0	0	0	0	0	**4**	0	0	0	0	0	0	0	**0**
17:25 : 17:30	2	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	**0**
17:30 : 17:35	4	1	0	0	0	0	0	**5**	0	0	0	0	0	0	0	**0**
17:35 : 17:40	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**
17:40 : 17:45	3	0	0	0	0	0	0	**3**	0	0	0	0	0	0	0	**0**
17:45 : 17:50	1	1	0	0	0	0	0	**2**	1	0	0	0	0	0	0	**1**
17:50 : 17:55	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**
17:55 : 18:00	1	0	0	0	0	0	0	**1**	1	0	0	0	0	0	0	**1**
18:00 : 18:05	3	0	0	0	0	0	0	**3**	0	0	0	0	0	0	0	**0**
18:05 : 18:10	2	0	0	0	0	0	0	**2**	1	0	0	0	0	0	0	**1**
18:10 : 18:15	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**
18:15 : 18:20	0	1	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**
18:20 : 18:25	1	0	0	0	0	0	0	**1**	1	0	0	0	0	0	0	**1**
18:25 : 18:30	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**
18:30 : 18:35	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**
18:35 : 18:40	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**
18:40 : 18:45	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**
18:45 : 18:50	1	0	0	0	0	0	0	**1**	1	0	0	0	0	0	0	**1**
18:50 : 18:55	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**
18:55 : 19:00	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**
TOTAL	**45**	**11**	**2**	**0**	**0**	**0**	**0**	**59**	**15**	**1**	**0**	**0**	**0**	**0**	**0**	**16**
AVG	**1.25**	**0.31**	**0.06**	**0.00**	**0.00**	**0.00**	**0.00**	**1.64**	**0.42**	**0.03**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.44**

ARUN DISTRICT COUNCIL BR/54/15/PEL

Quality Traffic Surveys	**CLIENT:** WSP	**REFERENCE NUMBER:** QTS07128
	PROJECT MANAGER: BEN MOORE	**DATE:** THUR 16TH JULY 2015
	DESCRIPTION: BOGNOR - QUEUE LENGTH DATA - SITE 1	

(LANE 1 IS NEARSIDE TO KERB)

Time			No. Vehicles							PCU
			LANE 1							
			CARS	LGV	OGV1	OGV2	PSV	M / C	B/ C	TOTAL
16:00	:	16:05	1	0	0	0	0	0	0	**1**
16:05	:	16:10	1	0	0	0	0	0	0	**1**
16:10	:	16:15	1	1	0	0	0	0	0	**2**
16:15	:	16:20	1	0	0	0	0	0	0	**1**
16:20	:	16:25	1	0	0	0	0	0	0	**1**
16:25	:	16:30	0	0	0	0	0	0	0	**0**
16:30	:	16:35	2	0	0	0	0	0	0	**2**
16:35	:	16:40	1	0	0	0	0	0	0	**1**
16:40	:	16:45	0	0	0	0	0	0	0	**0**
16:45	:	16:50	1	0	0	0	0	0	0	**1**
16:50	:	16:55	0	0	0	0	0	0	0	**0**
16:55	:	17:00	2	0	0	0	0	0	0	**2**
17:00	:	17:05	0	0	0	0	0	0	0	**0**
17:05	:	17:10	1	0	0	0	0	0	0	**1**
17:10	:	17:15	1	0	0	0	0	0	0	**1**
17:15	:	17:20	1	0	0	0	0	0	0	**1**
17:20	:	17:25	1	0	0	0	0	0	0	**1**
17:25	:	17:30	1	0	0	0	0	0	0	**1**
17:30	:	17:35	1	0	0	0	0	0	0	**1**
17:35	:	17:40	1	0	0	0	0	0	0	**1**
17:40	:	17:45	2	0	0	0	0	0	0	**2**
17:45	:	17:50	1	0	0	0	0	0	0	**1**
17:50	:	17:55	1	0	0	0	0	0	0	**1**
17:55	:	18:00	1	0	0	0	0	0	0	**1**
18:00	:	18:05	0	0	0	0	0	0	0	**0**
18:05	:	18:10	1	0	0	0	0	0	0	**1**
18:10	:	18:15	1	0	0	0	0	0	0	**1**
18:15	:	18:20	1	0	0	0	0	0	0	**1**
18:20	:	18:25	1	0	0	0	0	0	0	**1**
18:25	:	18:30	0	0	0	0	0	0	0	**0**
18:30	:	18:35	0	0	0	0	0	0	0	**0**
18:35	:	18:40	0	0	0	0	0	0	0	**0**
18:40	:	18:45	0	0	0	0	0	0	0	**0**
18:45	:	18:50	0	0	0	0	0	0	0	**0**
18:50	:	18:55	0	0	0	0	0	0	0	**0**
18:55	:	19:00	0	0	0	0	0	0	0	**0**
TOTAL			**27**	**1**	**0**	**0**	**0**	**0**	**0**	**28**
AVG			**0.75**	**0.03**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.77**

ARUN DISTRICT COUNCIL BR/54/15/PEL

Quality Traffic Surveys	**CLIENT:** WSP	**REFERENCE NUMBER:** QTS07128
	PROJECT MANAGER: BEN MOORE	**DATE:** THUR 16TH JULY 2015
	DESCRIPTION: BOGNOR - QUEUE LENGTH DATA - SITE 1	

(LANE 1 IS NEARSIDE TO KERB)

Time	No. Vehicles LANE 1							PCU	No. Vehicles LANE 2							PCU
	CARS	LGV	OGV1	OGV2	PSV	M / C	B/ C	TOTAL	CARS	LGV	OGV1	OGV2	PSV	M / C	B/ C	TOTAL
16:00 : 16:05	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**
16:05 : 16:10	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**
16:10 : 16:15	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**
16:15 : 16:20	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**
16:20 : 16:25	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**
16:25 : 16:30	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**
16:30 : 16:35	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**
16:35 : 16:40	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**
16:40 : 16:45	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**
16:45 : 16:50	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**
16:50 : 16:55	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**
16:55 : 17:00	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**
17:00 : 17:05	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**
17:05 : 17:10	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**
17:10 : 17:15	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**
17:15 : 17:20	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**
17:20 : 17:25	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**
17:25 : 17:30	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**
17:30 : 17:35	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**
17:35 : 17:40	1	1	0	0	0	0	0	**2**	0	0	0	0	0	0	0	**0**
17:40 : 17:45	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**
17:45 : 17:50	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**
17:50 : 17:55	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**
17:55 : 18:00	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**
18:00 : 18:05	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**
18:05 : 18:10	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**
18:10 : 18:15	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**
18:15 : 18:20	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**
18:20 : 18:25	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**
18:25 : 18:30	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**
18:30 : 18:35	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**
18:35 : 18:40	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**
18:40 : 18:45	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**
18:45 : 18:50	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**
18:50 : 18:55	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**
18:55 : 19:00	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**
TOTAL	3	1	0	0	0	0	0	**4**	1	0	0	0	0	0	0	**1**
AVG	0.08	0.03	0.00	0.00	0.00	0.00	0.00	**0.11**	0.03	0.00	0.00	0.00	0.00	0.00	0.00	**0.03**

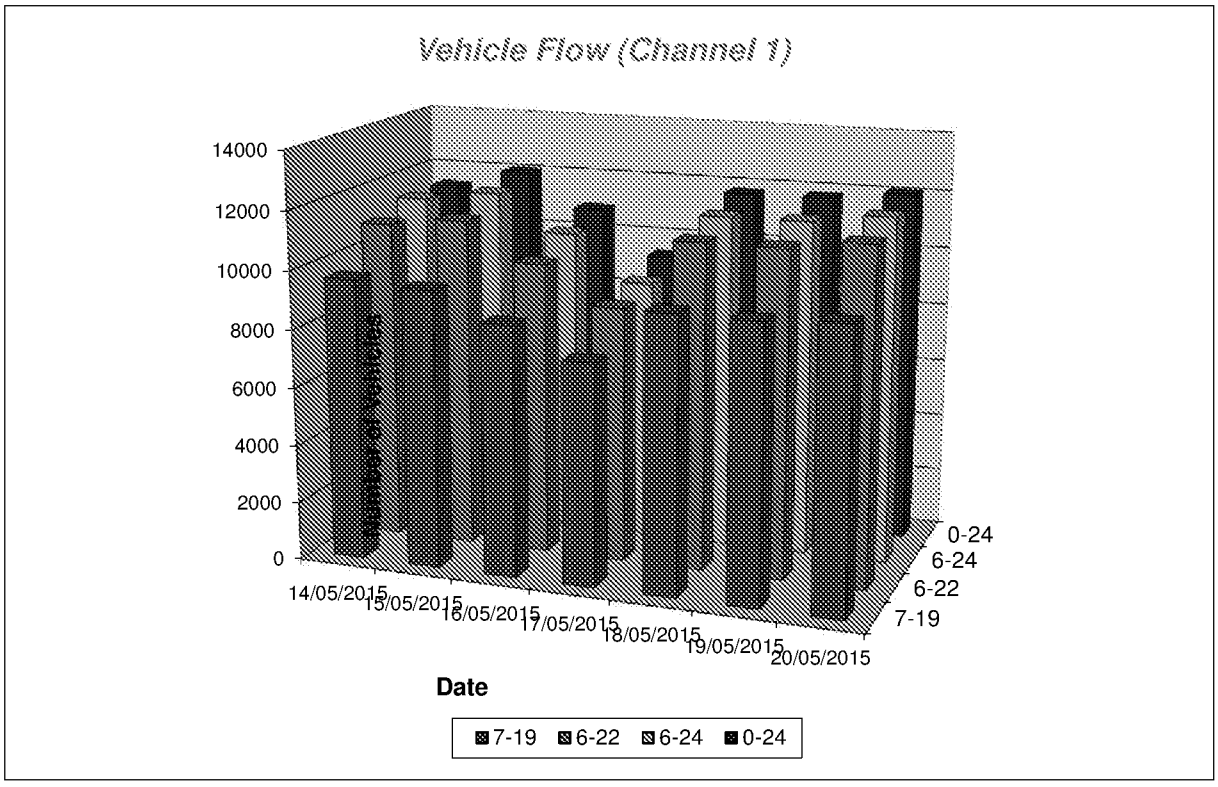
ARUN DISTRICT COUNCIL BR/54/15/PEL

1505 18 Chichester ATC, Felpham Way

Channel 1 - Northbound Vehicle Flow **Week 1**

Hr Ending	14/05/2015 Thursday	15/05/2015 Friday	16/05/2015 Saturday	17/05/2015 Sunday	18/05/2015 Monday	19/05/2015 Tuesday	20/05/2015 Wednesday	5 Day Ave	7 Day Ave
1	0	61	117	122	39	62	52	43	65
2	0	20	55	70	25	22	19	17	30
3	0	10	39	43	10	16	6	8	18
4	0	23	37	47	23	19	10	15	23
5	0	33	40	40	34	28	31	25	29
6	0	142	70	64	168	144	128	116	102
7	0	415	168	148	375	383	407	316	271
8	860	789	375	231	776	862	858	829	679
9	885	780	602	390	875	853	817	842	743
10	632	627	670	481	565	678	642	629	614
11	624	737	809	576	744	639	712	691	692
12	756	790	771	750	766	710	752	755	756
13	769	822	800	921	706	630	775	740	775
14	739	804	773	843	745	662	714	733	754
15	849	866	759	770	758	766	806	809	796
16	868	779	768	737	762	829	838	815	797
17	942	784	796	722	941	961	955	917	872
18	991	861	746	647	992	1004	928	955	881
19	755	881	718	526	812	826	791	813	758
20	582	604	557	437	563	587	654	598	569
21	403	419	377	331	451	433	480	437	413
22	337	344	334	240	320	339	359	340	325
23	279	265	291	154	216	252	237	250	242
24	124	189	214	77	111	102	116	128	133

7-19	9670	9830	8587	7584	9442	9429	9588	9628	9117
6-22	10932	11302	10023	8750	11151	11182	11488	11219	10885
6-24	11395	12045	10886	9367	11777	11807	12087	11822	11332



1505 18 Chichester ATC, Felpham Way

Channel 1 - Northbound Average Speed **Week 1**

Hr Ending	14/05/2015 Thursday	15/05/2015 Friday	16/05/2015 Saturday	17/05/2015 Sunday	18/05/2015 Monday	19/05/2015 Tuesday	20/05/2015 Wednesday
1	-	38.0	37.4	37.3	39.0	38.4	39.6
2	-	37.0	37.9	38.9	35.8	39.9	36.0
3	-	38.5	37.6	37.5	35.5	36.4	37.2
4	-	35.2	38.3	39.3	37.8	36.0	38.5
5	-	39.7	37.4	37.7	39.0	38.1	39.0
6	-	36.9	38.5	38.1	38.9	38.6	37.7
7	-	36.0	37.6	37.2	36.8	36.3	37.1
8	31.2	33.5	35.7	36.7	33.8	33.4	33.8
9	26.7	30.2	34.3	35.9	26.5	30.6	27.5
10	30.9	31.4	33.6	34.1	30.3	33.1	32.5
11	31.2	31.3	32.8	32.5	31.2	34.1	32.6
12	31.9	31.0	31.4	33.0	32.5	33.3	32.8
13	32.1	32.1	31.1	30.1	31.8	23.3	27.1
14	32.7	32.7	33.1	33.6	32.1	31.7	32.7
15	32.0	31.7	33.3	33.9	30.4	32.6	31.4
16	30.9	30.2	34.5	33.9	31.0	31.4	30.7
17	31.7	30.9	33.9	34.9	32.0	31.6	32.3
18	31.5	30.7	34.1	35.6	31.5	32.0	30.1
19	33.7	33.0	34.6	35.7	34.2	33.3	33.6
20	34.6	34.9	35.6	36.0	35.4	34.3	34.8
21	35.1	36.0	35.6	36.6	35.7	35.5	35.9
22	34.9	35.3	35.6	36.6	35.3	35.0	34.9
23	35.3	36.2	35.6	37.5	36.0	35.5	35.5
24	37.4	36.5	35.8	37.7	38.4	38.3	38.1

10-12	31.6	31.1	32.1	32.6	31.8	32.7	32.7
0-24	31.9	32.5	34.0	34.4	32.4	32.6	32.3

7 Day Ave	32.9

85th Percentile

Hr Ending	14/05/2015 Thursday	15/05/2015 Friday	16/05/2015 Saturday	17/05/2015 Sunday	18/05/2015 Monday	19/05/2015 Tuesday	20/05/2015 Wednesday
1	-	43.5	43.8	43.3	43.5	43.8	48.7
2	-	43.8	43.3	43.9	43.2	48.1	38.3
3	-	43.1	43.0	43.6	43.5	38.2	38.1
4	-	38.6	43.3	43.6	43.3	43.7	48.0
5	-	43.5	43.4	43.4	43.6	43.5	43.3
6	-	43.3	43.3	43.1	43.5	43.4	43.8
7	-	38.6	43.9	43.6	43.2	38.1	43.3
8	38.7	38.6	39.0	43.7	38.9	38.7	38.2
9	33.5	33.3	38.4	38.9	33.7	33.9	33.5
10	38.6	38.3	38.3	38.8	33.5	38.5	38.3
11	33.3	38.8	38.2	38.0	38.4	38.1	38.3
12	33.3	33.8	38.2	38.5	38.1	38.8	38.0
13	33.8	38.6	38.6	33.9	38.8	33.4	33.5
14	38.0	39.0	38.4	38.4	38.5	38.5	38.2
15	33.8	33.9	38.4	38.7	38.8	38.5	33.9
16	33.8	33.2	38.7	38.5	33.6	38.2	33.6
17	38.7	38.7	38.3	38.5	38.8	38.3	38.8
18	33.0	39.0	38.6	38.5	38.0	38.1	33.9
19	38.4	38.2	38.2	38.4	38.2	38.6	38.3
20	38.9	38.5	38.2	38.4	38.1	38.2	38.5
21	38.8	38.1	38.6	38.3	38.1	38.9	38.1
22	38.4	39.0	38.1	38.1	38.3	38.1	38.6
23	39.0	38.7	38.5	43.2	38.1	38.4	38.4
24	43.9	43.0	38.9	44.0	43.0	43.3	44.0

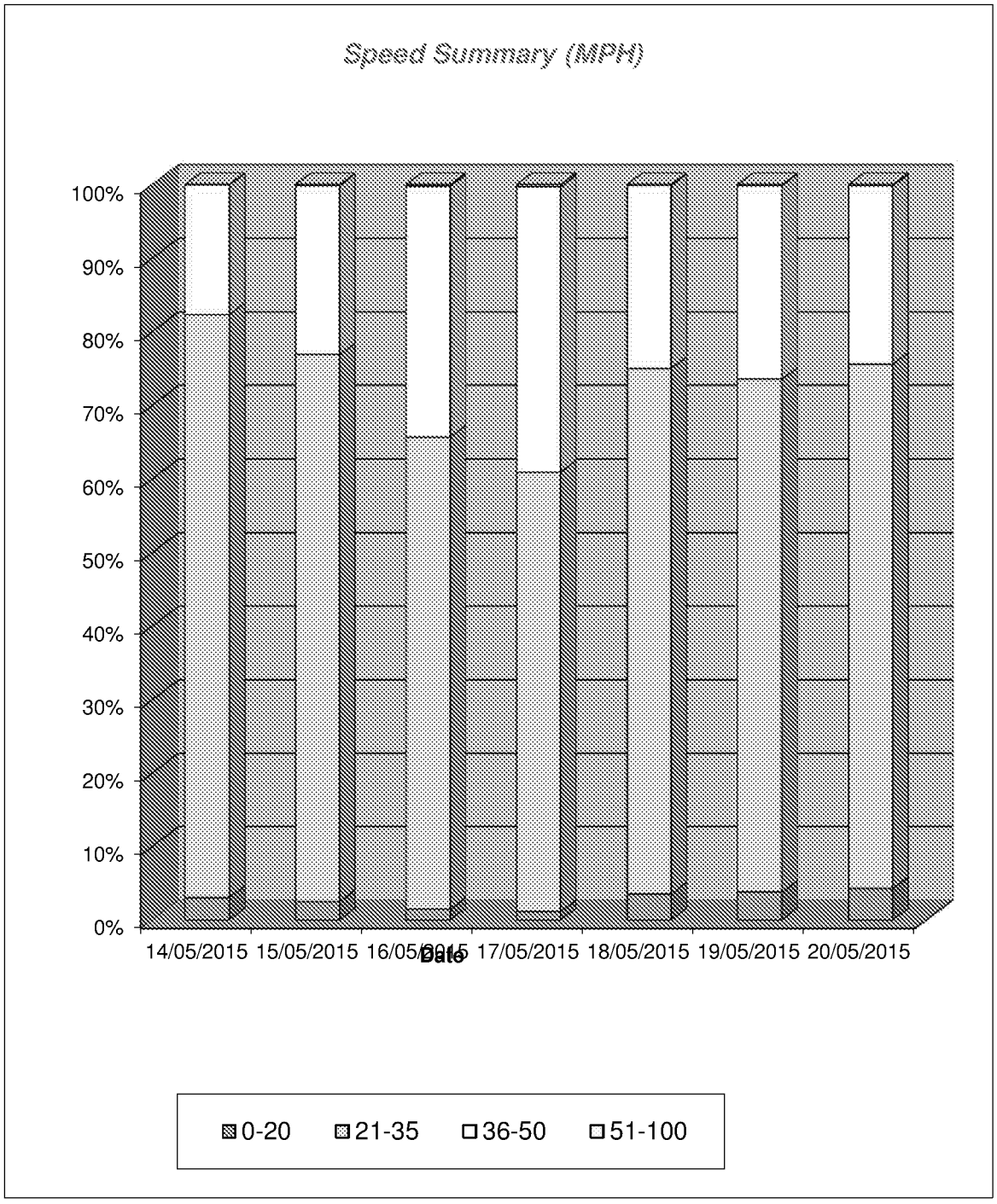
10-12	33.1	38.6	38.3	38.1	38.5	38.9	38.1
0-24	38.4	38.1	38.4	38.4	38.5	38.3	38.6

7 Day Ave	38.4

1505 18 Chichester ATC, Felpham Way

Channel 1 - Northbound Speed Summary **Week 1**

Speed (MPH)	14/05/2015 Thursday	15/05/2015 Friday	16/05/2015 Saturday	17/05/2015 Sunday	18/05/2015 Monday	19/05/2015 Tuesday	20/05/2015 Wednesday
0-20	351	307	162	109	420	449	519
21-35	9034	8957	6993	5602	8419	8238	8622
36-50	2007	2768	3708	3628	2926	3107	2932
51-100	3	13	23	28	12	13	14
TOTAL	11395	12045	10886	9367	11777	11807	12087

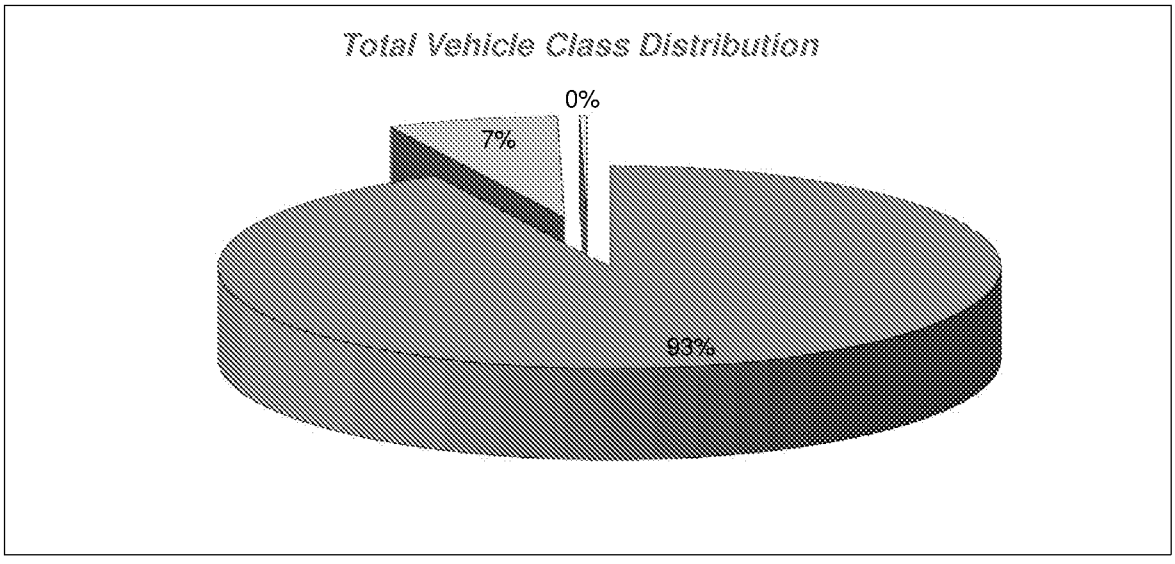


1505 18 Chichester ATC, Felpham Way

Channel 1 - Northbound Vehicle Class **Week 1**

Classes / Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
14/05/2015				
7-19	8800	779	31	9670
6-22	10112	844	36	10992
6-24	[illegible]	[illegible]	36	11395
0-24	10497	862	36	11395
15/05/2015				
7-19	8786	704	30	9520
6-22	10342	823	37	11302
6-24	[illegible]	[illegible]	37	11756
0-24	11118	884	43	12046
16/05/2015				
7-19	8084	484	19	8587
6-22	9432	570	21	10023
6-24	[illegible]	[illegible]	21	10528
0-24	10232	626	26	10886
17/05/2015				
7-19	7273	314	7	7594
6-22	8387	373	10	8750
6-24	[illegible]	[illegible]	10	8981
0-24	8949	407	11	9367
18/05/2015				
7-19	8676	747	19	9442
6-22	10283	873	25	11151
6-24	[illegible]	[illegible]	27	11478
0-24	10819	927	31	11777
19/05/2015				
7-19	8617	775	28	9420
6-22	10234	888	40	11162
6-24	[illegible]	[illegible]	41	11516
0-24	10809	947	51	11807
20/05/2015				
7-19	8830	742	16	9588
6-22	10385	877	26	11488
6-24	[illegible]	[illegible]	26	11841
0-24	11127	928	32	12087

Average				
7-19	8447	649	21	9117
6-22	9918	750	28	10695
6-24	[illegible]	[illegible]	29	11971
0-24	10507	798	33	11338

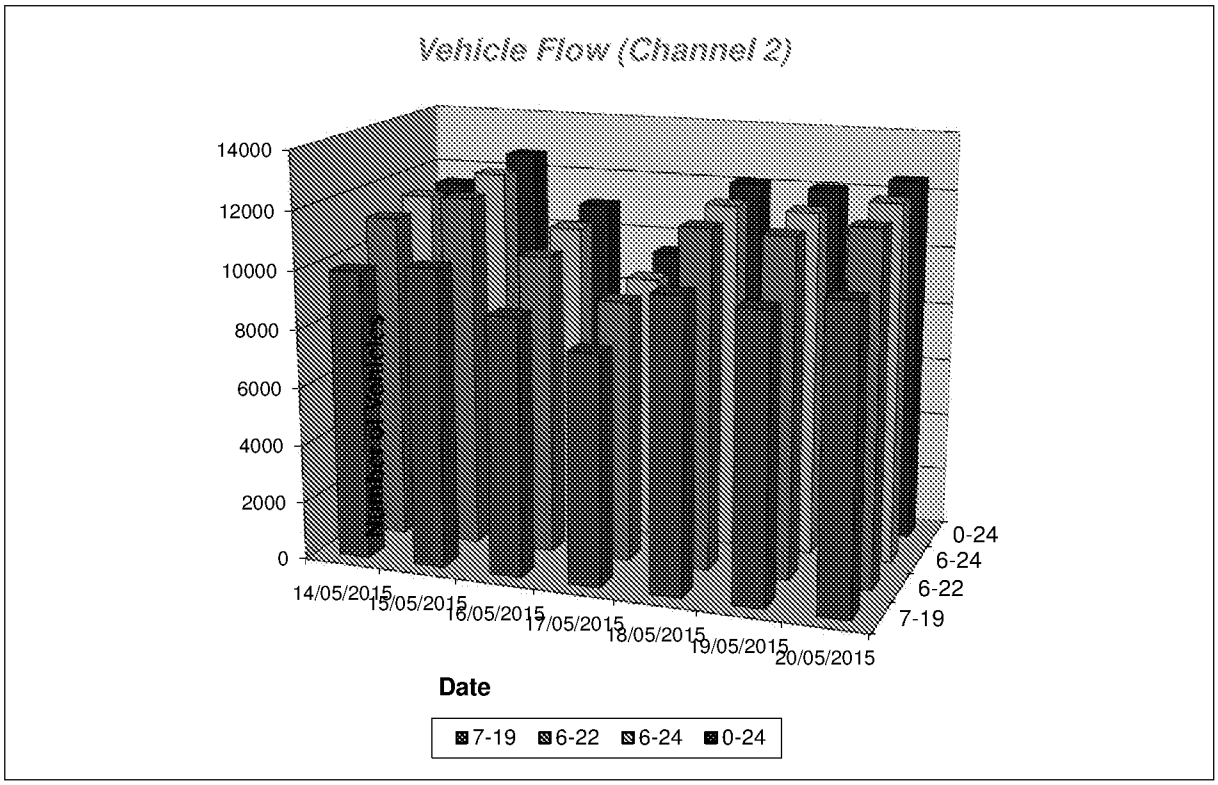


1505 18 Chichester ATC, Felpham Way

Channel 2 - Southbound Vehicle Flow **Week 1**

Hr Ending	14/05/2015 Thursday	15/05/2015 Friday	16/05/2015 Saturday	17/05/2015 Sunday	18/05/2015 Monday	19/05/2015 Tuesday	20/05/2015 Wednesday	5 Day Ave	7 Day Ave
1	0	48	89	128	38	45	39	34	55
2	0	20	53	65	17	17	10	13	26
3	0	13	34	39	11	14	13	10	18
4	0	18	27	44	19	20	15	14	20
5	0	36	37	34	43	33	37	30	31
6	0	124	79	46	144	149	121	108	95
7	0	356	153	96	363	365	358	288	242
8	859	872	324	166	836	909	836	862	686
9	991	945	637	323	927	1005	964	956	827
10	850	857	913	794	796	813	904	844	847
11	833	831	885	904	799	699	869	806	831
12	727	811	882	906	726	678	757	740	784
13	726	827	814	912	827	644	748	754	785
14	723	813	861	792	801	770	778	777	791
15	847	853	800	738	861	830	848	848	825
16	899	847	658	625	867	839	882	867	802
17	875	857	705	649	901	870	930	887	827
18	877	916	727	586	942	916	933	917	842
19	716	800	634	500	738	812	860	785	723
20	616	747	597	443	563	671	599	639	605
21	360	422	375	291	403	400	445	406	385
22	294	289	305	219	265	310	278	287	280
23	199	249	261	123	156	183	206	199	197
24	88	131	175	58	86	87	100	93	104

7-19	9323	10239	8840	7895	10021	9785	10309	10053	9572
6-22	11193	12043	10270	8944	11815	11531	11889	11674	11084
6-24	11480	12682	11025	9481	12129	12079	12530	12180	11629



1505 18 Chichester ATC, Felpham Way

Channel 2 - Southbound Average Speed **Week 1**

Hr Ending	14/05/2015 Thursday	15/05/2015 Friday	16/05/2015 Saturday	17/05/2015 Sunday	18/05/2015 Monday	19/05/2015 Tuesday	20/05/2015 Wednesday
1	-	34.4	34.9	34.5	36.0	36.1	35.6
2	-	36.1	36.0	37.1	36.7	36.7	35.5
3	-	36.1	37.6	37.4	34.4	35.1	37.6
4	-	34.7	38.7	36.6	40.2	38.2	37.3
5	-	37.4	37.4	37.6	36.7	38.3	36.5
6	-	36.7	36.5	36.8	37.0	38.1	37.5
7	-	32.0	35.1	36.4	33.0	34.3	34.6
8	25.6	27.6	33.3	34.1	27.0	24.8	27.9
9	16.9	15.4	28.8	31.9	14.8	16.6	16.5
10	17.2	12.4	25.2	24.1	11.7	20.8	18.3
11	19.9	20.7	24.9	19.1	22.5	27.5	21.6
12	25.6	20.2	15.3	21.9	23.5	28.1	24.4
13	26.9	21.3	14.3	15.2	17.3	24.5	22.9
14	27.5	23.2	23.8	26.5	22.9	26.0	24.3
15	24.2	21.5	25.8	26.9	21.6	24.3	21.4
16	21.7	12.9	28.6	28.9	15.2	19.4	18.6
17	21.8	12.5	27.4	28.0	20.1	19.3	22.2
18	21.9	13.4	28.1	30.2	18.0	20.9	14.4
19	26.6	21.8	28.5	32.0	27.2	26.1	25.4
20	29.3	27.3	29.9	32.4	29.7	28.4	29.9
21	31.8	31.4	31.8	33.3	32.9	32.4	31.9
22	31.9	31.9	31.8	33.4	32.2	31.7	31.8
23	33.1	32.4	32.4	35.2	33.5	34.1	32.6
24	35.0	32.9	33.8	36.4	35.9	36.0	35.0

10-12	22.2	17.4	20.1	20.1	23.0	27.6	22.8
0-24	23.9	20.9	26.1	26.5	22.2	24.7	23.3

7 Day Ave	23.9

85th Percentile

Hr Ending	14/05/2015 Thursday	15/05/2015 Friday	16/05/2015 Saturday	17/05/2015 Sunday	18/05/2015 Monday	19/05/2015 Tuesday	20/05/2015 Wednesday
1	-	43.7	38.8	38.0	43.3	43.9	43.4
2	-	43.2	43.2	43.4	43.5	43.4	43.4
3	-	43.4	43.8	43.4	43.1	43.1	43.9
4	-	43.5	43.2	43.3	48.5	44.0	43.6
5	-	43.8	44.0	49.0	44.0	43.8	43.9
6	-	43.5	43.1	43.8	43.6	43.7	43.5
7	-	38.4	38.1	43.7	38.9	38.4	38.3
8	33.3	33.5	38.8	38.4	33.7	33.0	33.9
9	23.1	28.2	33.4	38.7	23.4	23.2	28.3
10	28.5	18.6	33.5	33.3	18.7	33.2	28.3
11	28.2	28.5	33.1	28.4	33.1	33.5	28.2
12	34.0	33.7	28.1	28.4	33.8	33.4	33.3
13	33.1	33.9	28.2	23.9	28.7	33.1	28.0
14	33.0	33.4	33.0	33.1	28.5	33.3	33.7
15	33.3	28.3	33.7	33.6	28.2	33.6	28.8
16	28.5	18.3	33.5	33.3	23.2	28.8	28.3
17	28.9	18.2	33.6	33.1	28.3	33.5	28.7
18	28.5	18.5	33.2	33.2	28.8	28.2	18.4
19	33.4	33.2	33.5	38.1	33.1	33.9	33.8
20	33.8	33.6	33.7	38.4	33.5	33.4	33.7
21	33.8	38.4	38.8	39.0	38.8	38.3	38.4
22	38.7	38.9	38.4	38.5	38.8	38.8	38.1
23	38.7	38.5	38.9	43.5	38.3	38.2	38.4
24	44.0	38.2	38.7	44.0	44.0	38.4	38.3

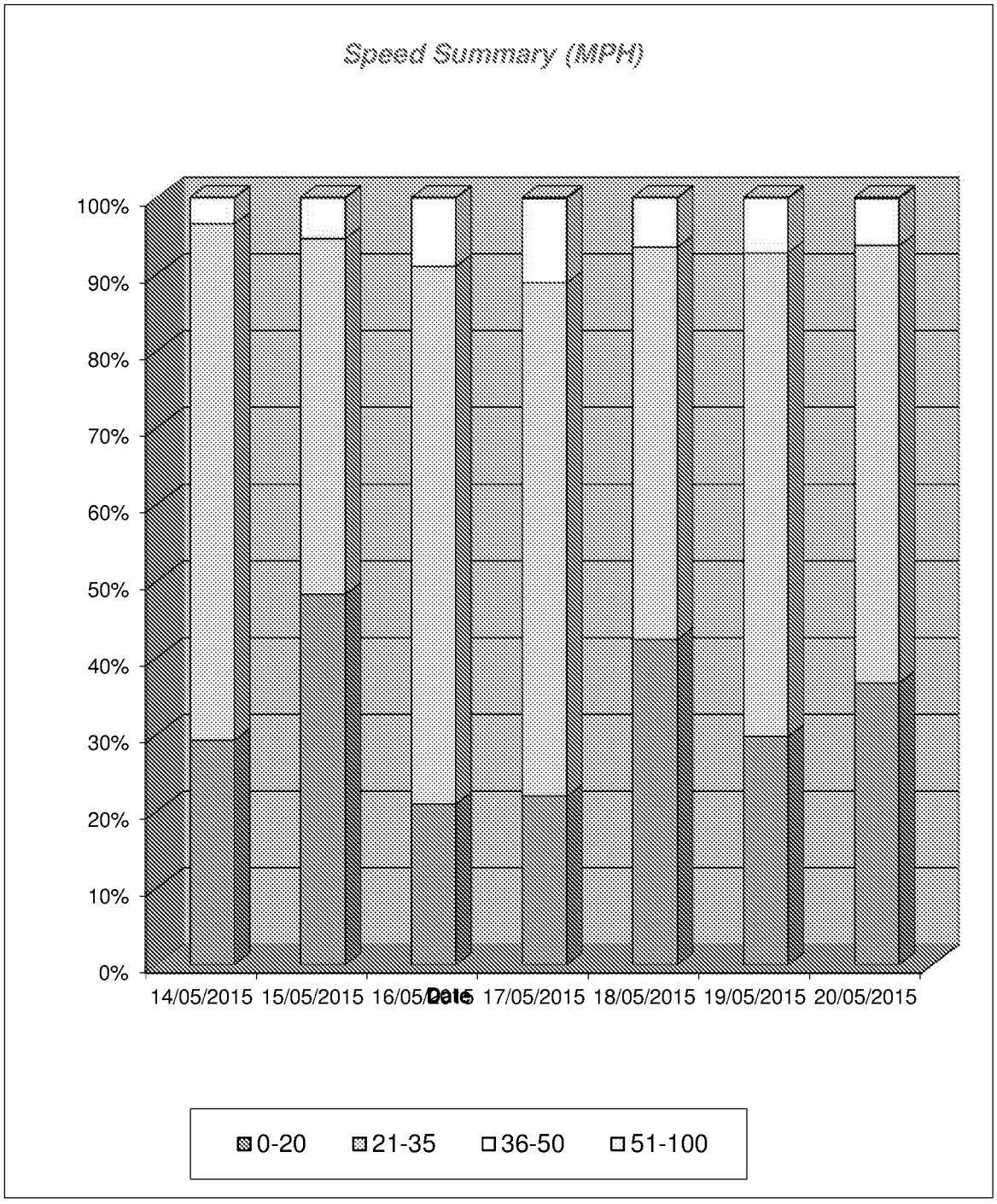
10-12	28.3	28.7	33.1	28.2	32.8	33.2	28.7
0-24	33.4	33.6	33.7	33.4	33.9	33.6	33.8

7 Day Ave	33.6

1505 18 Chichester ATC, Felpham Way

Channel 2 - Southbound Speed Summary **Week 1**

Speed (MPH)	14/05/2015 Thursday	15/05/2015 Friday	16/05/2015 Saturday	17/05/2015 Sunday	18/05/2015 Monday	19/05/2015 Tuesday	20/05/2015 Wednesday
0-20	3358	6118	2304	2076	5137	3589	4599
21-35	7726	5883	7733	6347	6206	7618	7144
36-50	390	670	978	1045	777	860	772
51-100	6	11	10	13	9	12	15
TOTAL	11480	12682	11025	9481	12129	12079	12530

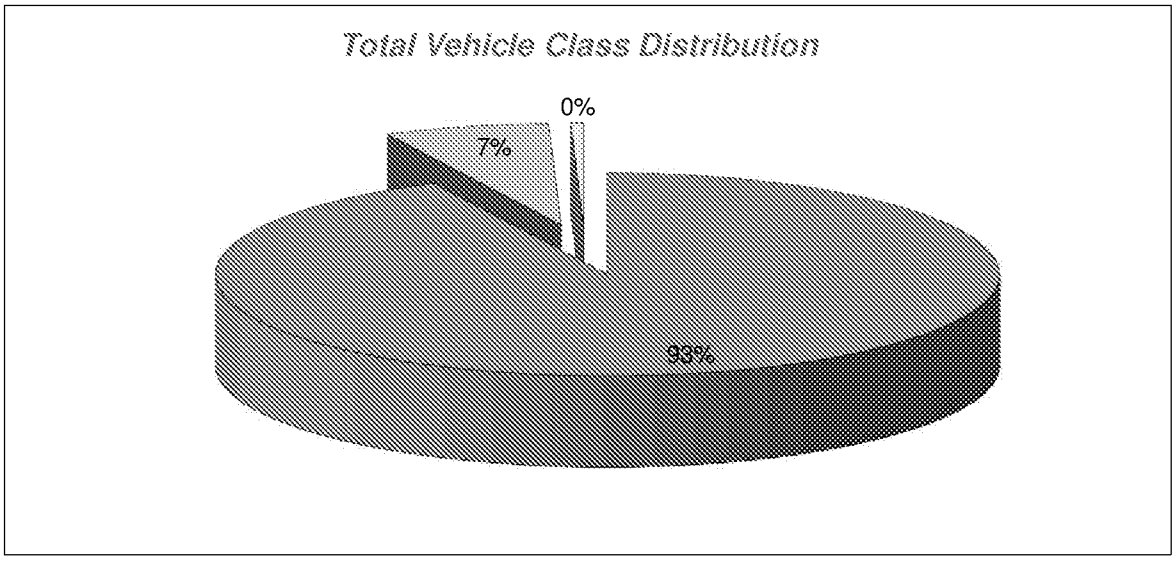


1505 18 Chichester ATC, Felpham Way

Channel 2 - Southbound Vehicle Class **Week 1**

Classes / Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
14/05/2015				
7-19	9082	810	51	9923
6-22	10250	888	55	11193
6-24	[illegible]	[illegible]	60	11480
0-24	10517	903	60	11480
15/05/2015				
7-19	9382	792	55	10229
6-22	10885	921	67	12043
6-24	[illegible]	[illegible]	69	12423
0-24	11637	973	72	12682
16/05/2015				
7-19	8298	511	33	8840
6-22	9634	597	39	10270
6-24	[illegible]	[illegible]	39	10706
0-24	10339	645	41	11025
17/05/2015				
7-19	7561	304	30	7895
6-22	8558	348	37	8944
6-24	[illegible]	[illegible]	37	9125
0-24	9062	380	39	9481
18/05/2015				
7-19	9251	721	49	10021
6-22	10738	818	58	11615
6-24	[illegible]	[illegible]	59	11857
0-24	11203	865	61	12129
19/05/2015				
7-19	8987	731	67	9785
6-22	10608	851	71	11531
6-24	[illegible]	[illegible]	73	11801
0-24	11120	885	74	12079
20/05/2015				
7-19	8503	749	57	10309
6-22	11073	850	67	11989
6-24	[illegible]	[illegible]	72	12295
0-24	11565	891	74	12530

Average				
7-19	8863	660	49	9572
6-22	10274	753	56	11084
6-24	[illegible]	[illegible]	58	11384
0-24	10778	792	60	11629

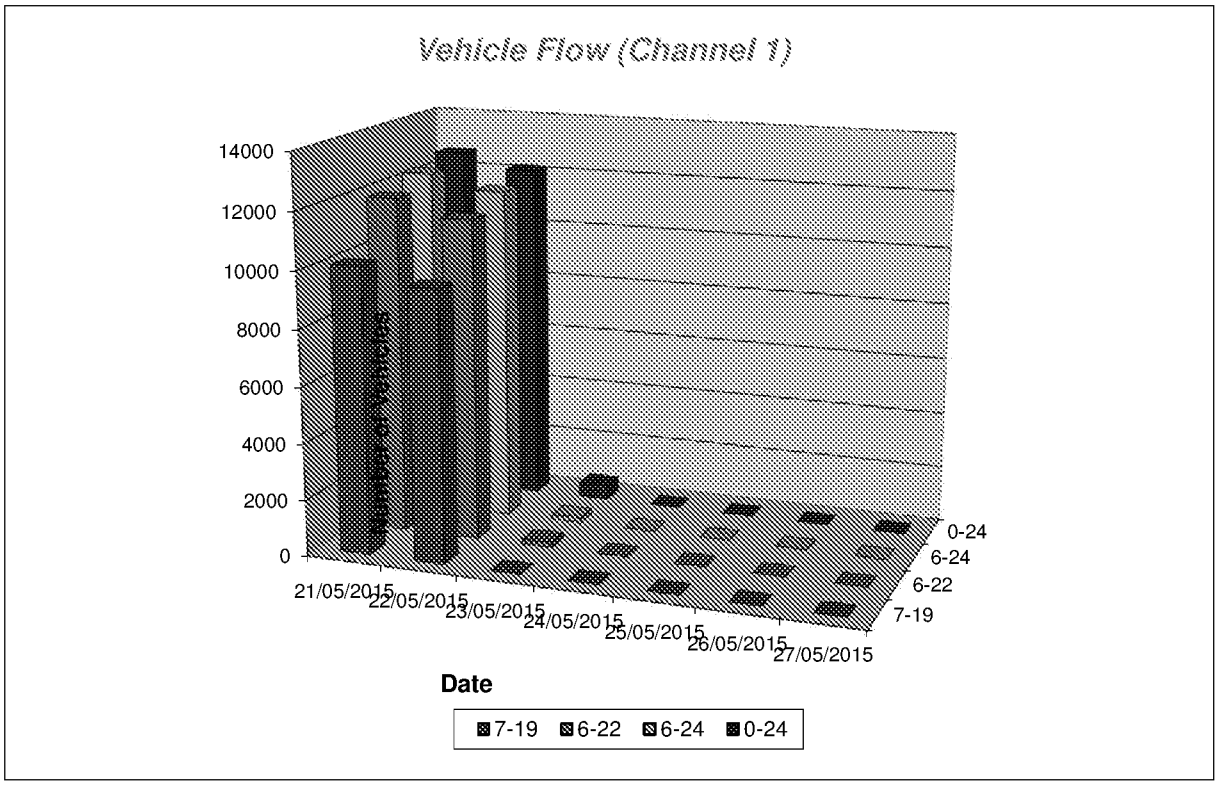


1505 18 Chichester ATC, Felpham Way

Channel 1 - Northbound Vehicle Flow **Week 2**

Hr Ending	21/05/2015 Thursday	22/05/2015 Friday	23/05/2015 Saturday	24/05/2015 Sunday	25/05/2015 Monday	26/05/2015 Tuesday	27/05/2015 Wednesday	5 Day Ave	7 Day Ave
1	75	73	100	0	0	0	0	30	35
2	34	29	56	0	0	0	0	13	17
3	19	28	46	0	0	0	0	9	13
4	19	18	39	0	0	0	0	7	11
5	30	29	31	0	0	0	0	12	13
6	142	131	92	0	0	0	0	55	92
7	384	389	169	0	0	0	0	155	135
8	899	792	0	0	0	0	0	338	242
9	879	802	0	0	0	0	0	336	240
10	665	602	0	0	0	0	0	253	181
11	734	648	0	0	0	0	0	276	197
12	706	717	0	0	0	0	0	285	203
13	771	798	0	0	0	0	0	314	224
14	780	824	0	0	0	0	0	321	229
15	890	865	0	0	0	0	0	351	251
16	886	862	0	0	0	0	0	350	250
17	971	950	0	0	0	0	0	384	274
18	1077	884	0	0	0	0	0	392	280
19	859	829	0	0	0	0	0	338	241
20	601	626	0	0	0	0	0	245	175
21	461	439	0	0	0	0	0	180	129
22	365	342	0	0	0	0	0	141	101
23	273	295	0	0	0	0	0	114	81
24	134	197	0	0	0	0	0	66	47

7-19	10117	9575	0	0	0	0	0	3938	2813
6-22	11938	11369	189	0	0	0	0	4638	3352
6-24	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	4836	3491
0-24	12654	12169	533	0	0	0	0	4965	3622



1505 18 Chichester ATC, Felpham Way

Channel 1 - Northbound Average Speed **Week 2**

Hr Ending	21/05/2015 Thursday	22/05/2015 Friday	23/05/2015 Saturday	24/05/2015 Sunday	25/05/2015 Monday	26/05/2015 Tuesday	27/05/2015 Wednesday
1	37.8	37.2	38.3	-	-	-	-
2	39.1	39.0	37.3	-	-	-	-
3	36.2	39.0	39.1	-	-	-	-
4	39.2	39.2	39.2	-	-	-	-
5	37.5	39.6	38.9	-	-	-	-
6	38.5	38.4	38.2	-	-	-	-
7	36.9	36.7	37.3	-	-	-	-
8	33.0	33.9	-	-	-	-	-
9	24.2	29.1	-	-	-	-	-
10	31.6	30.6	-	-	-	-	-
11	33.0	29.5	-	-	-	-	-
12	31.7	30.1	-	-	-	-	-
13	33.0	31.7	-	-	-	-	-
14	33.7	32.9	-	-	-	-	-
15	31.4	32.1	-	-	-	-	-
16	28.7	30.7	-	-	-	-	-
17	31.8	32.1	-	-	-	-	-
18	32.4	32.2	-	-	-	-	-
19	32.8	33.4	-	-	-	-	-
20	35.3	35.0	-	-	-	-	-
21	35.9	35.3	-	-	-	-	-
22	35.8	35.0	-	-	-	-	-
23	35.8	35.5	-	-	-	-	-
24	37.6	36.7	-	-	-	-	-

10-12	32.7	32.8	-	-	-	-	-
0-12	33.1	32.2	-	-	-	-	-
0-24	32.4	32.5	38.0	-	-	-	-

7 Day Ave	34.3

85th Percentile

Hr Ending	21/05/2015 Thursday	22/05/2015 Friday	23/05/2015 Saturday	24/05/2015 Sunday	25/05/2015 Monday	26/05/2015 Tuesday	27/05/2015 Wednesday
1	43.2	43.9	43.2	-	-	-	-
2	43.6	48.2	43.1	-	-	-	-
3	39.0	43.9	43.0	-	-	-	-
4	43.2	48.8	48.2	-	-	-	-
5	43.9	43.4	43.4	-	-	-	-
6	43.1	43.5	43.2	-	-	-	-
7	44.0	38.8	44.0	-	-	-	-
8	38.6	38.8	-	-	-	-	-
9	33.6	33.4	-	-	-	-	-
10	38.9	33.2	-	-	-	-	-
11	38.6	33.3	-	-	-	-	-
12	38.2	33.4	-	-	-	-	-
13	38.9	38.2	-	-	-	-	-
14	38.1	38.6	-	-	-	-	-
15	38.4	33.1	-	-	-	-	-
16	38.8	33.2	-	-	-	-	-
17	38.2	38.7	-	-	-	-	-
18	38.4	38.5	-	-	-	-	-
19	38.4	38.2	-	-	-	-	-
20	38.5	39.0	-	-	-	-	-
21	38.3	38.5	-	-	-	-	-
22	38.6	38.0	-	-	-	-	-
23	38.2	38.4	-	-	-	-	-
24	43.1	38.3	-	-	-	-	-

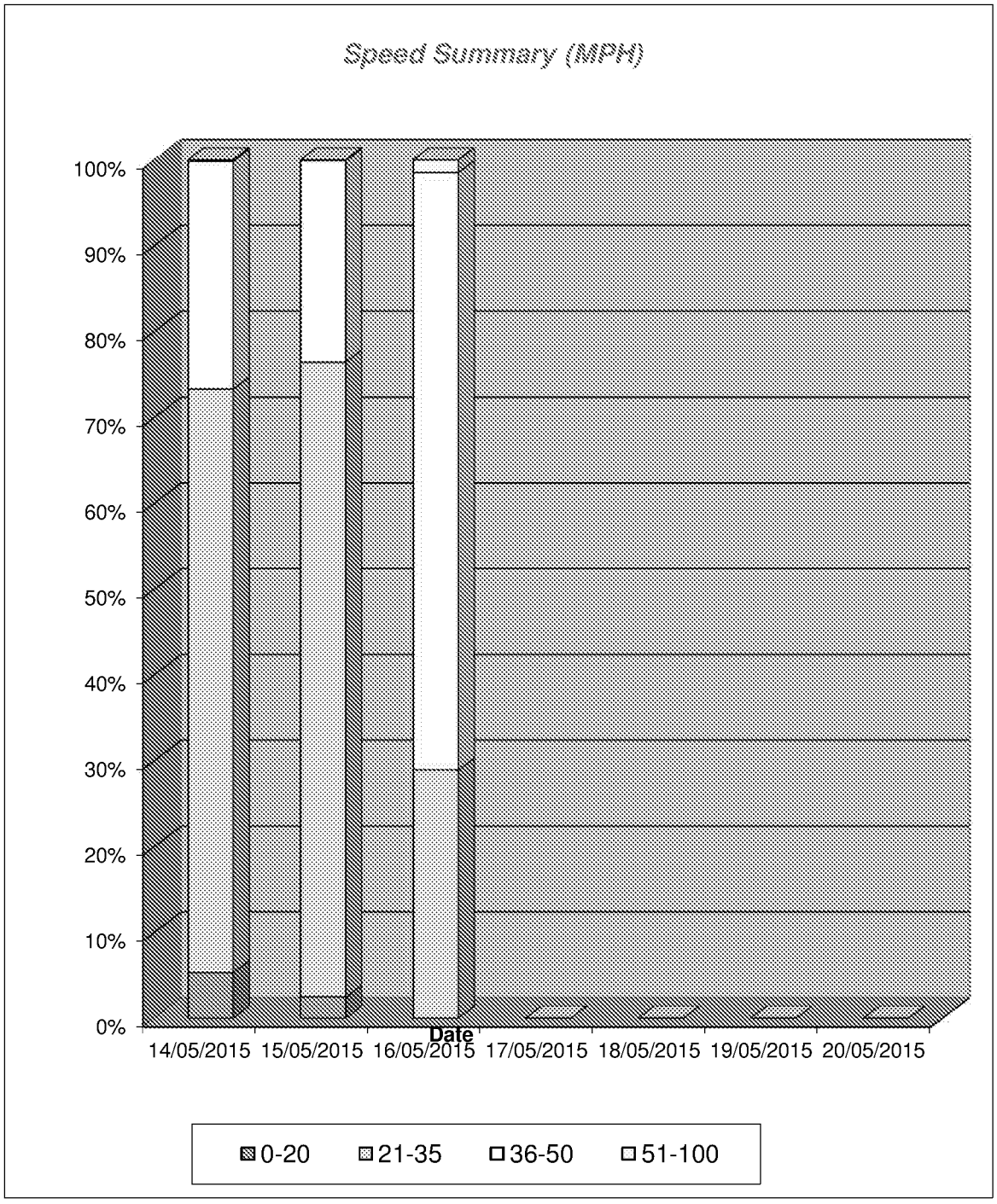
10-12	38.8	33.8	-	-	-	-	-
0-12	38.7	38.8	43.9	-	-	-	-
0-24	38.7	38.8	43.9	-	-	-	-

7 Day Ave	40.5

1505 18 Chichester ATC, Felpham Way

Channel 1 - Northbound Speed Summary **Week 2**

Speed (MPH)	21/05/2015 Thursday	22/05/2015 Friday	23/05/2015 Saturday	24/05/2015 Sunday	25/05/2015 Monday	26/05/2015 Tuesday	27/05/2015 Wednesday
0-20	670	296	0	0	0	0	0
21-35	8604	9009	154	0	0	0	0
36-50	3359	2853	371	0	0	0	0
51-100	21	11	8	0	0	0	0
TOTAL	12654	12169	533	0	0	0	0

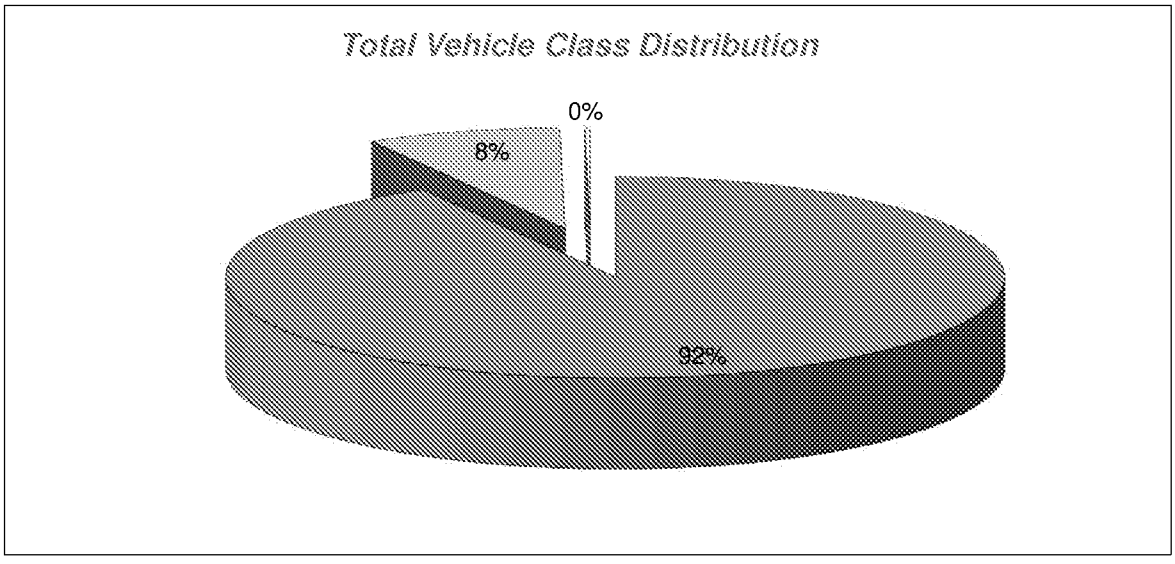


1505 18 Chichester ATC, Felpham Way

Channel 1 - Northbound Vehicle Class **Week 2**

Classes / Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
21/05/2015				
7-19	9205	893	19	10117
6-22	10882	1018	28	11928
6-24	11542	1067	30	12335
0-24	11542	1078	34	12654
22/05/2015				
7-19	8853	703	17	9573
6-22	10518	832	18	11369
6-24	10986	863	18	11867
0-24	11254	895	20	12169
23/05/2015				
7-19	0	0	0	0
6-22	143	26	0	169
6-24	143	26	0	169
0-24	463	68	2	533
24/05/2015				
7-19	0	0	0	0
6-22	0	0	0	0
6-24	0	0	0	0
0-24	0	0	0	0
25/05/2015				
7-19	0	0	0	0
6-22	0	0	0	0
6-24	0	0	0	0
0-24	0	0	0	0
26/05/2015				
7-19	0	0	0	0
6-22	0	0	0	0
6-24	0	0	0	0
0-24	0	0	0	0
27/05/2015				
7-19	0	0	0	0
6-22	0	0	0	0
6-24	0	0	0	0
0-24	0	0	0	0

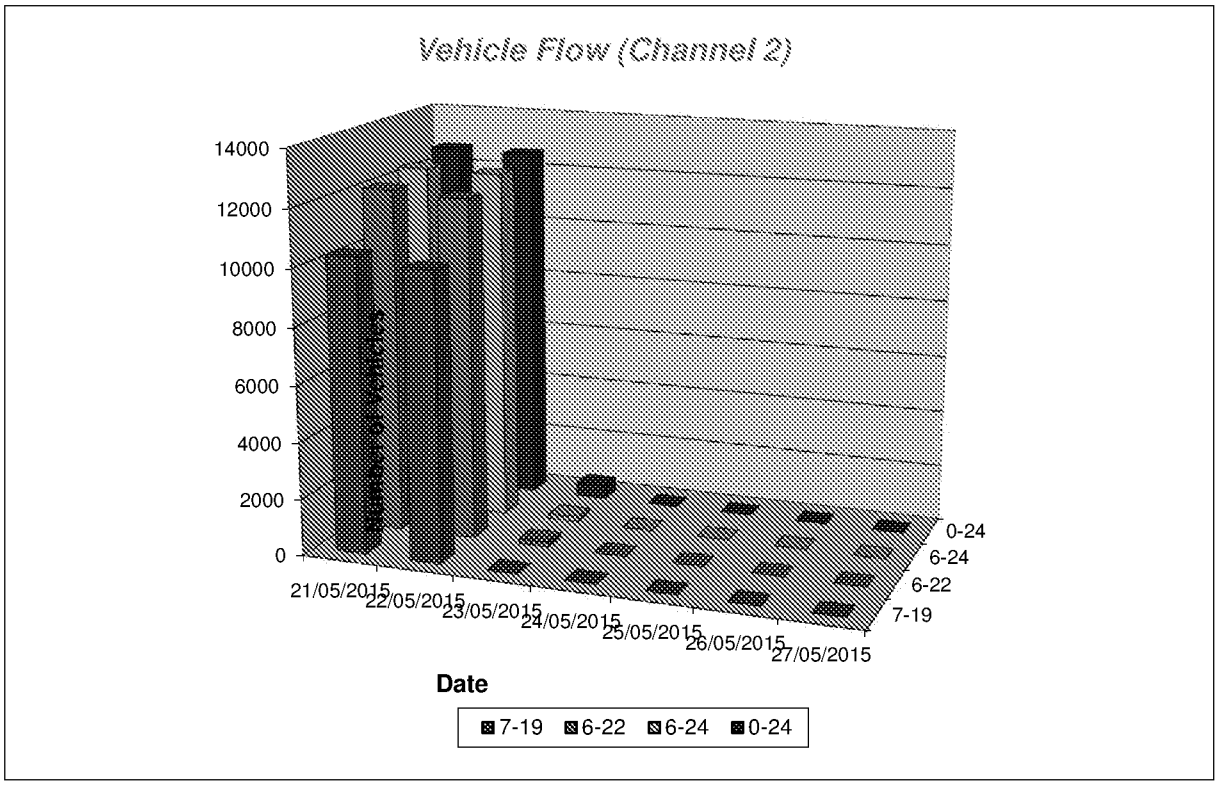
Average				
7-19	2580	228	5	2813
6-22	3076	263	7	3352
6-24	3276	278	7	3481
0-24	3323	292	8	3622



1505 18 Chichester ATC, Felpham Way

Channel 2 - Southbound Vehicle Flow **Week 2**

Hr Ending	21/05/2015 Thursday	22/05/2015 Friday	23/05/2015 Saturday	24/05/2015 Sunday	25/05/2015 Monday	26/05/2015 Tuesday	27/05/2015 Wednesday	5 Day Ave	7 Day Ave
1	60	58	86	0	0	0	0	24	29
2	24	37	48	0	0	0	0	12	16
3	19	19	37	0	0	0	0	8	11
4	23	17	33	0	0	0	0	8	10
5	35	32	38	0	0	0	0	13	15
6	139	122	65	0	0	0	0	52	47
7	354	370	160	0	0	0	0	145	126
8	858	828	0	0	0	0	0	337	241
9	981	963	0	0	0	0	0	389	278
10	929	835	0	0	0	0	0	353	252
11	912	667	0	0	0	0	0	316	226
12	859	782	0	0	0	0	0	328	234
13	781	815	0	0	0	0	0	319	228
14	800	840	0	0	0	0	0	328	234
15	823	867	0	0	0	0	0	338	241
16	844	930	0	0	0	0	0	355	253
17	914	860	0	0	0	0	0	355	253
18	862	921	0	0	0	0	0	357	255
19	801	819	0	0	0	0	0	324	231
20	666	705	0	0	0	0	0	274	196
21	405	449	0	0	0	0	0	171	122
22	323	333	0	0	0	0	0	131	94
23	204	229	0	0	0	0	0	87	62
24	88	148	0	0	0	0	0	47	34
7-19	10364	10127	0	0	0	0	0	4098	2927
6-22	12112	11984	180	0	0	0	0	4819	3488
6-24	12304	12246	467	0	0	0	0	5078	3688
0-24	12704	12646	467	0	0	0	0	5078	3688



1505 18 Chichester ATC, Felpham Way

Channel 2 - Southbound Average Speed **Week 2**

Hr Ending	21/05/2015 Thursday	22/05/2015 Friday	23/05/2015 Saturday	24/05/2015 Sunday	25/05/2015 Monday	26/05/2015 Tuesday	27/05/2015 Wednesday
1	36.3	34.3	33.8	-	-	-	-
2	37.6	36.9	37.7	-	-	-	-
3	37.1	36.0	38.5	-	-	-	-
4	37.1	40.6	39.0	-	-	-	-
5	37.4	38.2	37.3	-	-	-	-
6	37.3	37.8	37.9	-	-	-	-
7	32.8	32.9	35.2	-	-	-	-
8	27.4	27.6	-	-	-	-	-
9	18.1	17.5	-	-	-	-	-
10	18.1	13.7	-	-	-	-	-
11	23.3	10.1	-	-	-	-	-
12	18.8	13.6	-	-	-	-	-
13	23.8	19.8	-	-	-	-	-
14	24.6	22.8	-	-	-	-	-
15	25.6	22.8	-	-	-	-	-
16	18.5	17.2	-	-	-	-	-
17	19.1	21.0	-	-	-	-	-
18	24.8	17.3	-	-	-	-	-
19	27.6	25.2	-	-	-	-	-
20	28.7	29.0	-	-	-	-	-
21	32.6	31.4	-	-	-	-	-
22	32.2	31.4	-	-	-	-	-
23	32.4	32.1	-	-	-	-	-
24	34.3	33.8	-	-	-	-	-

10-12	21.1	12.0	-	-	-	-	-
0-12	23.1	19.8	36.3	-	-	-	-
0-24	24.1	21.7	36.3	-	-	-	-

7 Day Ave	27.4

85th Percentile

Hr Ending	21/05/2015 Thursday	22/05/2015 Friday	23/05/2015 Saturday	24/05/2015 Sunday	25/05/2015 Monday	26/05/2015 Tuesday	27/05/2015 Wednesday
1	38.6	38.8	38.6	-	-	-	-
2	43.7	43.4	43.5	-	-	-	-
3	43.1	38.8	43.2	-	-	-	-
4	43.3	49.0	43.6	-	-	-	-
5	43.0	43.3	43.7	-	-	-	-
6	43.8	43.2	43.5	-	-	-	-
7	38.8	38.7	38.9	-	-	-	-
8	33.8	33.0	-	-	-	-	-
9	28.3	28.3	-	-	-	-	-
10	28.5	18.7	-	-	-	-	-
11	28.6	13.1	-	-	-	-	-
12	28.8	18.1	-	-	-	-	-
13	33.6	28.3	-	-	-	-	-
14	33.2	33.4	-	-	-	-	-
15	33.2	28.6	-	-	-	-	-
16	28.4	28.3	-	-	-	-	-
17	28.6	28.3	-	-	-	-	-
18	33.3	28.8	-	-	-	-	-
19	33.5	33.3	-	-	-	-	-
20	33.4	33.4	-	-	-	-	-
21	38.6	38.4	-	-	-	-	-
22	38.1	38.8	-	-	-	-	-
23	38.5	38.4	-	-	-	-	-
24	38.2	38.7	-	-	-	-	-

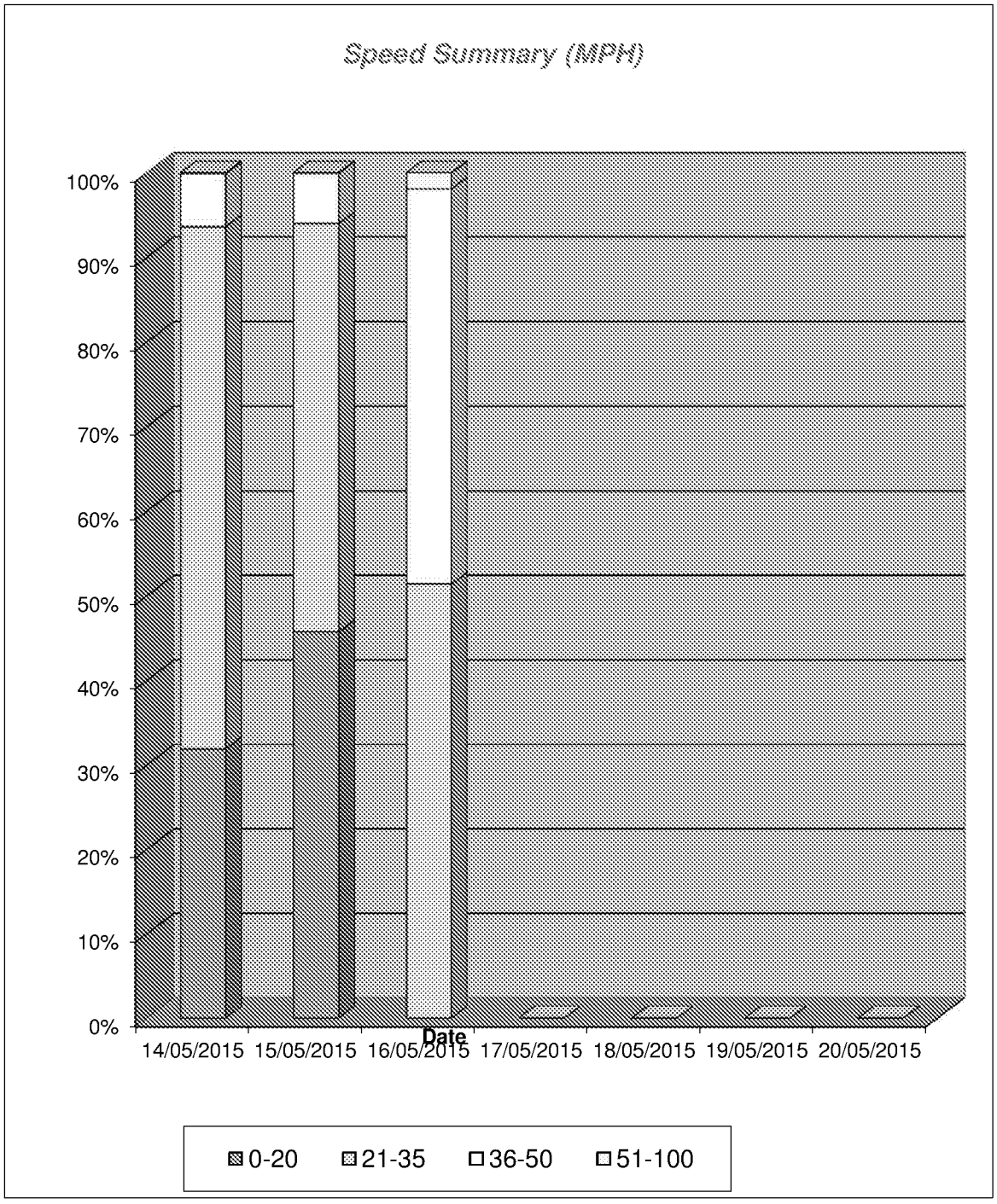
10-12	29.8	18.7	-	-	-	-	-
0-12	33.8	33.0	38.3	-	-	-	-
0-24	34.0	34.0	38.3	-	-	-	-

7 Day Ave	35.4

1505 18 Chichester ATC, Felpham Way

Channel 2 - Southbound Speed Summary **Week 2**

Speed (MPH)	21/05/2015 Thursday	22/05/2015 Friday	23/05/2015 Saturday	24/05/2015 Sunday	25/05/2015 Monday	26/05/2015 Tuesday	27/05/2015 Wednesday
0-20	4058	5785	0	0	0	0	0
21-35	7839	6100	240	0	0	0	0
36-50	792	754	218	0	0	0	0
51-100	15	7	9	0	0	0	0
TOTAL	12704	12646	467	0	0	0	0

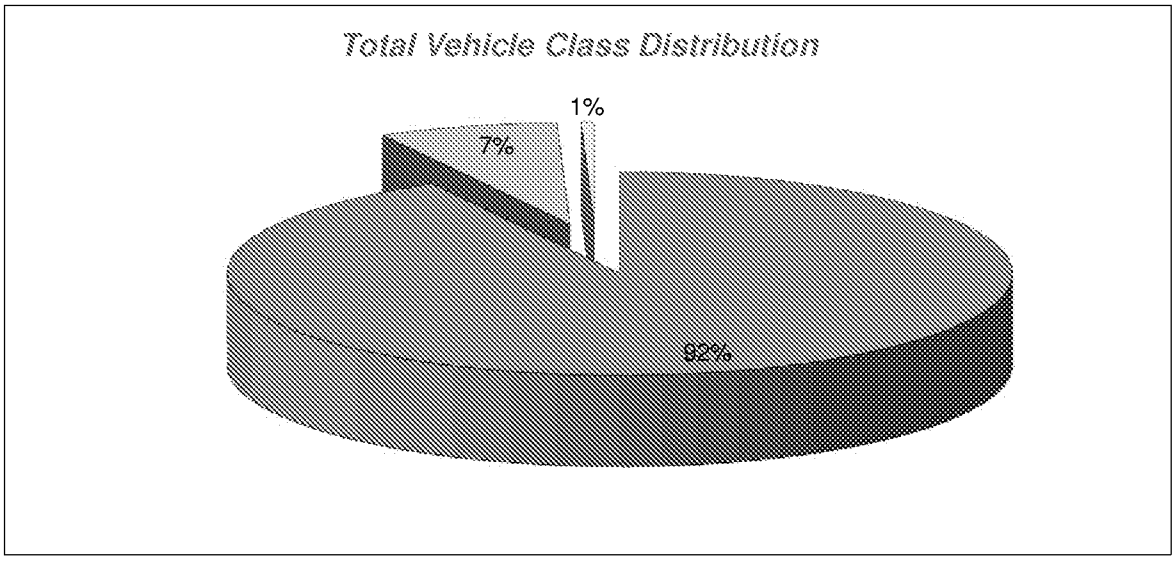


1505 18 Chichester ATC, Felpham Way

Channel 2 - Southbound Vehicle Class **Week 2**

Classes / Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
21/05/2015				
7-19	9435	803	66	10384
6-22	11133	905	74	12112
6-24	[illegible]	[illegible]	80	12404
0-24	11667	954	83	12704
22/05/2015				
7-19	9355	729	43	10127
6-22	10885	840	49	11984
6-24	[illegible]	[illegible]	50	12361
0-24	11695	899	52	12646
23/05/2015				
7-19	0	0	0	0
6-22	137	23	0	160
6-24	[illegible]	[illegible]	0	160
0-24	407	60	0	467
24/05/2015				
7-19	0	0	0	0
6-22	0	0	0	0
6-24	0	0	0	0
0-24	0	0	0	0
25/05/2015				
7-19	0	0	0	0
6-22	0	0	0	0
6-24	0	0	0	0
0-24	0	0	0	0
26/05/2015				
7-19	0	0	0	0
6-22	0	0	0	0
6-24	0	0	0	0
0-24	0	0	0	0
27/05/2015				
7-19	0	0	0	0
6-22	0	0	0	0
6-24	0	0	0	0
0-24	0	0	0	0

Average				
7-19	2893	219	16	2927
6-22	3195	253	18	3465
6-24	[illegible]	[illegible]	19	3561
0-24	3396	273	19	3688



1505 18 Chichester ATC, Felpham Way

Channel 1 - Northbound

	14/05/2015 Thursday	15/05/2015 Friday	16/05/2015 Saturday	17/05/2015 Sunday	18/05/2015 Monday	19/05/2015 Tuesday	20/05/2015 Wednesday	5-DAY MEAN	7-DAY MEAN
0000-2400 Vehicle Flow	11395	12045	10886	9367	11777	11807	12087	11822	11338
Mean Speed	31.9	32.5	34.0	34.4	32.4	32.6	32.3	32.3	32.9
85%ile Speed	38.4	38.1	38.4	38.4	38.5	38.3	38.6	38.4	38.4
No. Vehicles > 40 MPH Limit	198	418	607	664	446	497	426	397	465
% Vehicles > 40 MPH Limit	1.7	3.5	5.6	7.1	3.8	4.2	3.5	3.3	4.2
No. Vehicles > 55 MPH	0	5	7	8	4	7	4	4	5
% Vehicles > 55 MPH	0.0	0.0	0.1	0.1	0.0	0.1	0.0	0.0	0.0

Channel 2 - Southbound

	14/05/2015 Thursday	15/05/2015 Friday	16/05/2015 Saturday	17/05/2015 Sunday	18/05/2015 Monday	19/05/2015 Tuesday	20/05/2015 Wednesday	5-DAY MEAN	7-DAY MEAN
0000-2400 Vehicle Flow	11480	12682	11025	9481	12129	12079	12530	12180	11629
Mean Speed	23.9	20.9	26.1	26.5	22.2	24.7	23.3	23.0	23.9
85%ile Speed	33.4	33.6	33.7	33.4	33.9	33.6	33.8	33.7	33.6
No. Vehicles > 40 MPH Limit	58	136	187	247	175	197	162	146	166
% Vehicles > 40 MPH Limit	0.5	1.1	1.7	2.6	1.4	1.6	1.3	1.2	1.5
No. Vehicles > 55 MPH	2	7	3	4	2	5	10	5	5
% Vehicles > 55 MPH	0.0	0.1	0.0	0.0	0.0	0.0	0.1	0.0	0.0

Channels 1+2 - Northbound & Southbound

	14/05/2015 Thursday	15/05/2015 Friday	16/05/2015 Saturday	17/05/2015 Sunday	18/05/2015 Monday	19/05/2015 Tuesday	20/05/2015 Wednesday	5-DAY MEAN	7-DAY MEAN
0000-2400 Vehicle Flow	22875	24727	21911	18848	23906	23886	24617	24002	22967
Mean Speed	27.9	26.7	30.1	30.5	27.3	28.7	27.8	27.7	28.4
85%ile Speed	35.9	35.8	36.1	35.9	36.2	35.9	36.2	36.0	36.0
No. Vehicles > 40 MPH Limit	256	554	794	911	621	694	588	543	631
% Vehicles > 40 MPH Limit	1.1	2.2	3.6	4.8	2.6	2.9	2.4	2.3	2.8
No. Vehicles > 55 MPH	2	12	10	12	6	12	14	9	10
% Vehicles > 55 MPH	0.0	0.0	0.0	0.1	0.0	0.1	0.1	0.0	0.0

1505 18 Chichester ATC, Felpham Way

Channel 1 - Northbound

	14/05/2015 Thursday	15/05/2015 Friday	16/05/2015 Saturday	17/05/2015 Sunday	18/05/2015 Monday	19/05/2015 Tuesday	20/05/2015 Wednesday	5-DAY MEAN	7-DAY MEAN
Vehicle Flow	7717	8831	8267	7377	8193	8127	8529	8279	8163
Mean Speed	33.3	34.7	35.4	35.9	34.9	34.8	34.9	34.5	34.8
85%ile Speed	37.1	39.3	40.2	40.5	39.9	39.9	39.7	39.2	39.5
No. Vehicles > 40 MPH Limit	179	373	476	490	397	430	372	350	388
% Vehicles > 40 MPH Limit	2.3	4.2	5.7	6.6	4.8	5.3	4.4	4.2	4.8
No. Vehicles > 55 MPH	0	5	7	8	4	5	4	4	5
% Vehicles > 55 MPH	0.0	0.1	0.1	0.1	0.0	0.1	0.0	0.0	0.1

Channel 2 - Southbound

	14/05/2015 Thursday	15/05/2015 Friday	16/05/2015 Saturday	17/05/2015 Sunday	18/05/2015 Monday	19/05/2015 Tuesday	20/05/2015 Wednesday	5-DAY MEAN	7-DAY MEAN
Vehicle Flow	7878	9092	8632	7757	8523	8379	8867	8548	8447
Mean Speed	27.0	27.9	30.1	31.1	29.0	30.8	29.6	28.9	29.4
85%ile Speed	33.9	35.8	37.0	38.0	36.3	37.5	36.5	36.0	36.4
No. Vehicles > 40 MPH Limit	48	126	154	208	163	177	151	133	147
% Vehicles > 40 MPH Limit	0.6	1.4	1.8	2.7	1.9	2.1	1.7	1.5	1.7
No. Vehicles > 55 MPH	0	6	2	4	1	2	7	3	3
% Vehicles > 55 MPH	0.0	0.1	0.0	0.1	0.0	0.0	0.1	0.0	0.0

Channels 1+2 - Northbound & Southbound

	14/05/2015 Thursday	15/05/2015 Friday	16/05/2015 Saturday	17/05/2015 Sunday	18/05/2015 Monday	19/05/2015 Tuesday	20/05/2015 Wednesday	5-DAY MEAN	7-DAY MEAN
Vehicle Flow	15595	17922	16899	15134	16716	16506	17396	16827	16610
Mean Speed	30.1	31.3	32.7	33.5	31.9	32.8	32.3	31.7	32.1
85%ile Speed	35.5	37.5	38.6	39.2	38.1	38.7	38.1	37.6	38.0
No. Vehicles > 40 MPH Limit	227	499	630	698	560	607	523	483	535
% Vehicles > 40 MPH Limit	1.5	2.8	3.7	4.6	3.4	3.7	3.0	2.9	3.2
No. Vehicles > 55 MPH	0	11	9	12	5	7	11	7	8
% Vehicles > 55 MPH	0.0	0.1	0.1	0.1	0.0	0.0	0.1	0.0	0.0

Note: All figures are based on data from the hours 0000-0700, 0900-1600 & 1800-2400.

Appendix C

PERSONAL INJURY ACCIDENT (PIA) DATA

1KM Radius – Bognor University – WSP

Collision report 01/07/2010 – 30/06/2015

Date produced
31 July 2015

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.

Sussex Safer Roads
PARTNERSHIP

Safer Roads
Safer Communities
Sharing the Responsibility

Produced by Sussex Safer Roads Partnership on behalf of Sussex Police

ARUN DISTRICT COUNCIL BR/54/15/PEL

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:

web: www.sussexsaferroads.gov.uk

email: data@sussexsaferroads.gov.uk

ARUN DISTRICT COUNCIL BR/54/16/PL



Sussex Safer Roads Partnership

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Collision data
1KM Radius of Bognor University - WSP
01/07/2010 - 30/06/2015

SCALE	1 : 10937
DATE	31/07/2015
DRAWING No.	
DRAWN BY	

Details of Personal Injury Accidents for Period - **01/07/2010** **to** **30/06/2015** (60) months

Selection:
Selected using Manual Selection

Notes:

Police Ref. / Road No. / 2nd Road No. / Grid Ref.	Day / Date / Time / D/L / R.S.C / Weather / Speed / Account of Accident	Location Description	Vehicles: Veh No / Type / Age / Manv / Dir / Class						Casualties: Sex / Age / Sev			
1004579	Tuesday 13/07/2010	U HIGH STREET of U GLOUCESTER ROAD	Veh 2	Pedal cycle	34	Go/head	E to W	Dri	F	34	Slight	
R1: U	0830 hrs		Veh 1	Car	66	Turning right	S to E					
R2: U												
E 494,057	Wet/Damp											
N 99,268	Fine without high winds											
	30 mph											

Causation Factor:		**Participant:**	**Confidence:**
1st:	Failed to look properly	Vehicle 001	Very Likely
2nd:	Slippery road (due to weather)	Vehicle 002	Possible

V1 WAITING AT ROUNDABOUT PREPARING TO TURN RIGHT, DOES NOT SEE PEDAL CYCLE ON ROUNDABOUT CROSSING PATH OF V1. V1 STARTS TO GO AND V2 IS EITHER KNOCKED OFF OR MORE LIKELY FALLS OFF TAKING AVOIDING ACTION.

1004841	Thursday 22/07/2010	A259 HOTHAM WAY 132m East of A259 ON TOP OF THE BRIDGE OVER THE RAILWAY	Veh 1	Other M/veh	37	Go/ahead RH bend	W to S	Dri	M	37	Slight	
R1: A 259	1432 hrs											
E 493,681	Dry											
N 99,963	Fine without high winds											
	30 mph											

Causation Factor:		**Participant:**	**Confidence:**
1st:	Loss of control	Vehicle 001	Very Likely
2nd:	Inexperience with type of vehicle	Vehicle 001	Very Likely

VEH 1, QUADRICYCLE WITH SOLO RIDER TRAVELLING EAST ON THE A259 HOTHAM WAY LOOSES DIRECTIONAL CONTROL FOR REASONS UNKNOWN, MOUNTED NEARSIDE KERB DISMOUNTING RIDER, BOTH RIDER AND VEHICLE COLLIDE WITH NEARSIDE ARMCO BARRIER CAUSING INJURY AND DAMAGE TO VEH
ICLE BUT NO DAMAGE TO THE ARMCO.

1005682	Monday 30/08/2010	A259 FELPHAM WAY of U DOWNVIEW ROAD	Veh 2	Car	78	Go/head	W to E	FSP	M	80	Slight	
R1: A 259	1000 hrs		Veh 1	Car	47	Turning right	E to N					
R2: U												
E 495,107	Dry											
N 100,080	Fine without high winds											
	30 mph											

Causation Factor:		**Participant:**	**Confidence:**
1st:	Failed to look properly	Vehicle 001	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 001	Possible

VEHICLE 1 TRAVELLING WESTBOUND A259 APPROACHING J/W DOWNVIEW ROAD INTENDING TO TURN NORTH INTO THE SAME. VEHICLE 2 PROCEEDING EAST A259 APPROACHING JUNCTION IN LANE 1. VEHICLE 1 PASSES THROUGH GREEN LIGHT AND TURNS ACROSS CARRIAGEWAY NORTH FAILING TO S
EE VEHICLE 2 WHICH IMPACTS REAR NEARSIDE OF VEHICLE 1.

Details of Personal Injury Accidents for Period - **01/07/2010** **to** **30/06/2015** (60) months

Selection:
Selected using Manual Selection

Notes:

Police Ref. / Road No. / 2nd Road No. / Grid Ref.	Day / Date / Time / D/L / R.S.C / Weather / Speed / Account of Accident	Location Description	Vehicles: Veh No / Type / Age / Manv / Dir / Class					Casualties: Sex / Age / Sev
1005944	Thursday 02/09/2010 1949 hrs	C0 VICTORIA DRIVE of U ANNANDALE AVENUE 69	Veh 2	M/C < 50 cc	17	Go/head	SW to NE	Dri M 17 Serious
R1: C			Veh 1	Car	18	Turning right	NW to SW	
R2: U								
E 493,479	Dry							
N 99,869	Unknown							
	30 mph							

Causation Factor:		Participant:	Confidence:
1st:	Disobeyed Give Way or Stop sign or markings	Vehicle 001	Possible
2nd:	Failed to judge other persons path or speed	Casualty 001	Possible

V1 CONDUCTING 3 POINT TURN IN THE JUNCTION. V2 HEADING NORTH FOLLOWED BY FRIEND (W1). V1 RE-ENTERED THE MAIN ROAD AT SLOW SPEED INTO THE PATH OF V2 CAUSING A COLLISION THAT RESULTED IN D2 SUSTAINING SERIOUS INJURY.

1006200	Sunday 19/09/2010 2050 hrs	A259 HOTHAM WAY 40m West of U UPPER BOGNOR ROAD AT PEDESTRIAN CROSSING	Veh 1	Car	31	Go/head	W to E	Ped	F	46	Slight
R1: A 259	Darkness: street lights present											
E 493,852	Dry											
N 99,703	Fine without high winds											
	30 mph											

Causation Factor:		Participant:	Confidence:
1st:	Wrong use of pedestrian crossing facility	Casualty 001	Very Likely
2nd:	Failed to look properly	Casualty 001	Very Likely

V1 TRAVELLING EASTBOUND WHEN PEDESTRIAN WALKED ON TO PEDESTRIAN CROSSING WITHOUT WARNING. VEHICLE HAD PRIORTY DUE TO GREEN LIGHT. PEDESTRIAN WAS FOREIGN NATIONAL WHO HAD LOOKED IN WRONG DIRECTION. PEDESTRIAN COLLIDED WITH N/S WING OF CAR CAUSING MINOR IN
JURY TO ARM

1006516	Friday 01/10/2010 1210 hrs	U LIMMER LANE 39m East of U WATERLOO ROAD O/S 12 LIMMER LANE	Veh 1	Car	69	Go/head	E to W	Ped	M	70	Serious
R1: U												
E 495,075	Wet/Damp											
N 99,818	Raining with high winds											
	30 mph											

Causation Factor:		Participant:	Confidence:
1st:	Careless/Reckless/In a hurry	Casualty 001	Very Likely

VEHICLE 1 TRAVELLING WESTBOUND ON VERY NARROW PART OF LIMMER LANE WITH NO FOOTWAY. VEHICLE 1 PASSING RESIDENTIAL PREMISES TO NEARSIDE WHEN DRIVER HEARS A LOUD BANG AND LOOKS BEHIND TO SEE A MALE LYING AT THE NEARSIDE OF THE ROAD.

Details of Personal Injury Accidents for Period - **01/07/2010** **to** **30/06/2015** (60) months

Selection:
Selected using Manual Selection

Notes:

Police Ref. / Road No. / 2nd Road No. / Grid Ref.	Day / Date / Time / D/L / R.S.C / Weather / Speed / Account of Accident	Location Description	Vehicles: Veh No / Type / Age / Manv / Dir / Class					Casualties: Sex / Age / Sev			
1005806	Friday 03/09/2010	U CLARENCE ROAD 20m North of U BELMONT ROAD	Veh 1	Car	50	Go/head	N to S	Ped	F	17	Serious
R1: U	1402 hrs										
R2: U											
E 493,841	Dry										
N 99,080	Fine without high winds										
	30 mph										

Causation Factor:		Participant:	Confidence:
1st:	Aggressive driving	Vehicle 001	Very Likely
2nd:	Failed to judge vehicles path or speed	Casualty 001	Possible

VEH 1 TRAVELLING SOUTH TOWARDS SEAFRONT IN CLARENCE ROAD. PEDX CROSSING ROAD WEST TO EAST ACROSS PATH OF VEH. VEH 1 SLOWED AND SOUNDED HORN, THEN CONTINUED IN SAME DIRECTION CLIPPING PEDX WHO FELL TO GROUND. VEH MADE OFF TOWARDS SEAFRONT.

1007409	Tuesday 02/11/2010	A259 FELPHAM WAY 63m East of U DOWNVIEW ROAD	Veh 2	Car	46	Go/head	E to W	Dri	F	46	Slight
R1: A 259	1741 hrs		Veh 1	Car	38	Go/head	E to W				
	Darkness: street lights present										
E 495,202	Dry										
N 100,062	Fine without high winds										
	30 mph										

Causation Factor:		Participant:	Confidence:
1st:	Failed to judge other persons path or speed	Vehicle 001	Very Likely

V1 TRAVELLING WEST IN THIS ROAD FAILED TO SEE V2 STOP AND COLLIDED INTO REAR OF V2

1006396	Monday 27/09/2010	A259 HOTHAM WAY 60m East of A29 SHRIPNEY ROAD ON MAIN HIGHWAY	Veh 1	M/C > 500 cc	58	Go/ahead LH bend	SE to W	Dri	M	58	Slight
R1: A 259	0845 hrs										
E 493,628	Dry										
N 99,996	Fine without high winds										
	30 mph										

Causation Factor:		Participant:	Confidence:
1st:	Road layout (eg bend, hill etc.)	Vehicle 001	Very Likely
2nd:	Swerved	Vehicle 001	Very Likely

MOTORCYCLIST HAD TO SWERVE TO AVOID ANOTHER VEHICLE AND BIKE SKIDDED AND FELL. CASUALTY HIT HIS CHEST ON THE CURB, INJURIES TBC BUT NOT CONCERNING.

Details of Personal Injury Accidents for Period - **01/07/2010** **to** **30/06/2015** (60) months

Selection:
Selected using Manual Selection

Notes:

Police Ref. / Road No. / 2nd Road No. / Grid Ref.	Day / Date / Time / D/L / R.S.C / Weather / Speed / Account of Accident	Location Description	Vehicles: Veh No / Type / Age / Manv / Dir / Class					Casualties: Sex / Age / Sev			
1007538	Monday 01/11/2010 1745 hrs	U SHRIPNEY ROAD of U BROOKES LANE WEST SOUTH BERSTED GARAGE	Veh 1 Car	31	Go/head	N to S	Ped	M	55	Slight
R1: U										
R2: U	Darkness: street lights present									
E 493,906	Dry									
N 100,429	Fine without high winds									
	30 mph									

Causation Factor:		**Participant:**	**Confidence:**
1st:	Crossed road masked by stationary veh	Casualty 001	Very Likely
2nd:	Failed to look properly	Casualty 001	Very Likely

VEHICLE 1 TRAVELLING SOUTH ALONG SHRIPNEY ROAD, MAN CAME OUT FROM BEHIND PARKED VEHICLES TO CROSS ROAD, SAW VEH 1 STARTED TO RUN AND FELL. VEH 1 DID NOT MAKE CONTACT WITH PEDESTRIAN. PEDESTRIAN RECEIVED INJURIES.

1008047	Friday 05/11/2010 1930 hrs	A259 CHICHESTER ROAD of A29 SHRIPNEY ROAD	Veh 2 Car	52	Stopping	W to E	Dri	M	52	Slight
R1: A 259			Veh 1 Goods < 3.5t		Stopping	W to E				
R2: A 29	Darkness: street lights present									
E 493,500	Dry									
N 100,055	Fine without high winds									
	30 mph									

Causation Factor:		**Participant:**	**Confidence:**
1st:	Failed to look properly	Vehicle 001	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 001	Very Likely

VEHICLE 1 WENT INTO THE REAR OF VEHICLE 2 CAUSING SLIGHT WHIPLASH INJURIES BEFORE DRIVING OFF WITHOUT EXCHANGING DETAILS. NO DETAILS OF VEHICLE 1 KNOWN APART FROM IT WAS A WHITE PANEL VAN.

1006482	Thursday 30/09/2010 1000 hrs	U ALBERT ROAD 50m North of C0 THE ESPLANADE BERKELEY COURT CARPARK	Veh 2 Pedal cycle	10	Stopping	S to N	Dri	F	10	Slight
R1: U			Veh 1 Goods < 3.5t	50	Turning left	S to W				
E 493,960	Dry									
N 99,006	Fine without high winds									
	30 mph									

Causation Factor:		**Participant:**	**Confidence:**
1st:	Failed to look properly	Vehicle 001	Possible

VEHICLE 2 PEDAL CYCLE WAITING BY ENTRANCE TO CARPARK WHEN VEHICLE 1 PULLED PAST VEHICLE 2 INTO CARPARK AND IN DOING THIS MANOUVERE TOUCHED PEDAL CYCLISTS RIGHT LOWER LEG AND FOOT.

Details of Personal Injury Accidents for Period - **01/07/2010** **to** **30/06/2015** (60) months

Selection:
Selected using Manual Selection

Notes:

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

1007591 Saturday U HOOK LANE of U MEAD LANE
23/10/2010 — Veh 2 Car 23 Go/ahead RH bend W to SE Dri F 23 Slight
R1: U 1440 hrs — Veh 1 Car 44 Go/ahead LH bend SE to W
R2: U
E 494,038 Dry
N 99,855 Unknown
30 mph

Causation Factor:		Participant:	Confidence:
1st:	Failed to look properly	Vehicle 001	Possible
2nd:	Failed to judge other persons path or speed	Vehicle 001	Very Likely
3rd:	Careless/Reckless/In a hurry	Vehicle 001	Possible
4th:	Junction overshoot	Vehicle 001	Possible

VEH (2) TRAVELLING WEST JUST PAST MEAD LANE, HIT BY VEH (1) TRAVELLING EAST ON THE WRONG SIDE OF THE ROAD

1008394 Thursday A29 A29 SHRIPNEY ROAD of U
09/12/2010 HIGHFIELD ROAD — Veh 2 Car 30 Wait go ahead held N to S FSP F 28 Slight
R1: A 29 2200 hrs — Veh 2 Car 30 Wait go ahead held N to S Dri M 30 Slight
R2: U Darkness: street lights present — Veh 1 Car 20 Stopping N to S
E 493,767 Wet/Damp
N 100,367 Unknown
40 mph

Causation Factor:		Participant:	Confidence:
1st:	Slippery road (due to weather)	Vehicle 001	Very Likely

VEHICLE 2 WAS WAITING AT ROUNDABOUT FOR TRAFFIC TO CLEAR. VEHICLE 1 APPROACHED FROM REAR AND SKIDDED POSSIBLY ON ICE AND IMPACTED VEHICLE 2 IN REAR SHUNTING IT FORWARD.

1008629 Saturday U LONDON ROAD 50m East of U
18/12/2010 BOGNOR REGIS LIBRARY — Veh 1 Car 45 Go/head E to W Ped M 62 Slight
R1: U 1201 hrs
E 493,599 Wet/Damp
N 99,485 Fine without high winds
30 mph

Causation Factor:		Participant:	Confidence:
1st:	Passing too close to cyclist, horse rider or pedestrian	Vehicle 001	Very Likely
2nd:	Failed to look properly	Vehicle 001	Very Likely

VEHICLE 1 DRIVING WEST ALONG LONDON ROAD TOWARDS TOWN CENTRE. NOT EXCEEDING SPEED LIMIT. INJURED PARTY STANDING NEXT TO HIS PARKED CAR IN LAYBY. VEHICLE 1 DID NOT MAKE SPACE TO AVOID INJURED PARTY AND CLIPPED INJURED PARTY ON ARM WITH WING MIRROR CAUSING
PAIN BUT NOT VISIBLE INJURY. FORCE WAS HARD ENOUGH TO CAUSE LOUD BANG AND WING MIRROR FOLD IN ON ITSELF. VEHICLE 1 MADE NO ATTEMPT TO STOP.

Details of Personal Injury Accidents for Period - **01/07/2010** **to** **30/06/2015** (60) months

Selection:
Selected using Manual Selection

Notes:

Police Ref. / Road No. / 2nd Road No. / Grid Ref.	Day / Date / Time / D/L / R.S.C / Weather / Speed / Account of Accident	Location Description	Vehicles: Veh No / Type / Age / Manv / Dir / Class						Casualties: Sex / Age / Sev			
Causation Factor:												
1004633	Wednesday 14/07/2010	A29 SHRIPNEY ROAD of C0 ORCHARD WAY	Veh 2	Car	66	Go/head	N	to S	FSP	M	39	Slight
R1: A 29	1630 hrs		Veh 2	Car	66	Go/head	N	to S	RSP	M	65	Slight
R2: C 9			Veh 2	Car	66	Go/head	N	to S	Dri	F	66	Slight
E 493,744	Wet/Damp		Veh 1	Car	44	Go/head	W	to E				
N 100,367	Fine without high winds											
	30 mph											

Causation Factor:		**Participant:**	**Confidence:**
1st:	Slippery road (due to weather)	Vehicle 001	Possible
2nd:	Failed to look properly	Vehicle 001	Possible
3rd:	Following too close	Vehicle 001	Possible
4th:	Failed to judge other persons path or speed	Vehicle 001	Possible

DRIVER OF VEH (2) WHILST DRIVING ACROSS A-R-BT, WAS HIT AT THE REAR OF THE VEHICLE BY DRIVER OF VEH (1).

Police Ref. / Road No. / 2nd Road No. / Grid Ref.	Day / Date / Time / D/L / R.S.C / Weather / Speed / Account of Accident	Location Description	Vehicles: Veh No / Type / Age / Manv / Dir / Class						Casualties: Sex / Age / Sev			
Causation Factor:												
1004661	Wednesday 14/07/2010	A29 SHRIPNEY ROAD of U HIGHFIELD ROAD	Veh 2	Pedal cycle	30	Go/head	E	to W	Dri	M	30	Slight
R1: A 29	1900 hrs		Veh 1	Car	44	Go/head	N	to S				
R2: U												
E 493,761	Dry											
N 100,360	Fine without high winds											
	30 mph											

Causation Factor:		**Participant:**	**Confidence:**
1st:	Disobeyed Give Way or Stop sign or markings	Vehicle 001	Possible
2nd:	Junction overshoot	Vehicle 001	Possible
3rd:	Failed to look properly	Vehicle 001	Possible
4th:	Failed to judge other persons path or speed	Vehicle 001	Possible

VEH (2) BICYCLIST WHILST TRAVELLING AROUND A-R-BT WAS STRUCK BY VEH (1) WHO IT WOULD APPEAR DIDN'T ADHERE TO GIVE WAY RESTRICTIONS, THEREBY COLLIDING WITH BIKE.

Police Ref. / Road No. / 2nd Road No. / Grid Ref.	Day / Date / Time / D/L / R.S.C / Weather / Speed / Account of Accident	Location Description	Vehicles: Veh No / Type / Age / Manv / Dir / Class						Casualties: Sex / Age / Sev			
Causation Factor:												
1007685	Friday 12/11/2010	A29 SHRIPNEY ROAD of U ORCHARD WAY	Veh 2	Pedal cycle	49	Go/head	SE	to NW	Dri	F	49	Serious
R1: A 29	1316 hrs		Veh 1	Car	58	Starting	S	to N				
R2: U												
E 493,708	Wet/Damp											
N 100,333	Raining without high winds											
	30 mph											

Causation Factor:		**Participant:**	**Confidence:**
1st:	Junction restart	Vehicle 001	Very Likely
2nd:	Failed to look properly	Vehicle 001	Very Likely

V1 PULLED INTO THE PATH OF V2 PEDAL CYCLE WHILST V2 WAS CORRECTLY NEGOTIATING THE ROUNDABOUT. RIDER OF V2 STRUCK REAR OFF SIDE OF V1 AND FELL INTO THE ROADWAY CAUSING MINOR INJURY.

Details of Personal Injury Accidents for Period - **01/07/2010** **to** **30/06/2015** (60) months

Selection:
Selected using Manual Selection

Notes:

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

Causation Factor:

1100553 Wednesday 26/01/2011 — U SHRIPNEY ROAD 5m West of U EXIT FROM BRUCE DIXON

R1: U 0929 hrs

R2: U

E 493,895 Wet/Damp

N 100,415 Fine without high winds

30 mph

Veh								
Veh 2	Taxi	63	Go/ahead RH bend	SW	to E	Dri	M	63 Slight
Veh 1	Goods 3.5 - 7.5t	22	Reversing	E	to W			

Causation Factor:		Participant:	Confidence:
1st:	Failed to judge other persons path or speed	Vehicle 001	Very Likely
2nd:	Poor turn or manoevre	Vehicle 001	Very Likely
3rd:	Failed to look properly	Vehicle 001	

VEHICLE 1 WHILST REVERSING OFF FORECOURT HIT VEHICLE 2 ON MAIN ROAD, CAUSING DAMAGE TO VEHICLE 2 OFF -SIDE REAR

1100835 Tuesday 08/02/2011 — A259 106m East of B2166 BUTLINS

R1: A 259 0823 hrs

E 494,261 Frost/Ice

N 99,537 Fog or mist

30 mph

Veh								
Veh 2	Car	48	Go/head	W	to E	FSP	F	48 Slight
Veh 2	Car	48	Go/head	W	to E	RSP	F	12 Slight
Veh 2	Car	48	Go/head	W	to E	Dri	M	48 Slight
Veh 1	Car	18	Go/head	W	to E			

Causation Factor:		Participant:	Confidence:
1st:	Failed to look properly	Vehicle 001	Very Likely
2nd:	Slippery road (due to weather)	Vehicle 001	Possible
3rd:	Inexperienced or learner driver/rider	Vehicle 001	

IN SLOW MOVING TRAFFIC, V1 COLLIDED AT SLOW SPEED WITH V2. V2 SUSTAINING MINOR DAMAGE TO REAR BUMPER. V1 SUSTAINING MINOR DAMAGE TO FRONT.

1100885 Wednesday 09/02/2011 — U THE ESPLANADE of U CLARENCE ROAD

R1: U 1457 hrs

R2: U

E 493,905 Dry

N 98,958 Fine without high winds

30 mph

Veh								
Veh 2	Taxi	54	Parked	0	to 0	Dri	M	54 Slight
Veh 1	Car	71	Go/head	E	to W	Dri	F	71 Slight

Causation Factor:		Participant:	Confidence:
1st:	Loss of control	Vehicle 001	Very Likely

VEH 1 TRAVELLING WEST ALONG THE ESPLANADE WHEN OWING TO A MOMENTARY LAPSE OF CONCENTRATION, THE DRIVER COLLIDED WITH A PARKED VEH ON THE N/SIDE AND LOST CONTROL.

Details of Personal Injury Accidents for Period - **01/07/2010** **to** **30/06/2015** (60) months

Selection:
Selected using Manual Selection

Notes:

Police Ref. / Road No. / 2nd Road No. / Grid Ref.	Day / Date / Time / D/L / R.S.C / Weather / Speed / Account of Accident	Location Description	Vehicles: Veh No / Type / Age / Manv / Dir / Class					Casualties: Sex / Age / Sev			
1101368	Wednesday 02/03/2011	U ORCHARD WAY of A29	Veh 2	Car	39	Starting	W to N				
R1: U	1545 hrs		Veh 1	Car	35	Starting	W to N	Dri	F	35	Slight
R2: A 29											
E 493,715	Dry										
N 100,365	Fine without high winds										
	30 mph										

Causation Factor: **Participant:** **Confidence:**

1st: Failed to judge other persons path or speed — Vehicle 001 — Possible

VEH 2 WAS IN INSIDE LANE QUEUING TO LEFT ONTO A29 FROM ORCHARD WAY, BOGNOR REGIS. AS VEH 2 HAS ENTERED ON R/A, VEH 1 HAS MOVED UP ALONGSIDE VEH 2, AND COLLIDED WITH NEARSIDE FRONT WING OF VEH 2. VEH 2 BELIEVES THAT VEH 1 WAS ON THE HASH MARKINGS APPROACH
ING THE R/A. BOTH VEHICLES STOPPED AND DETAILS EXCHANGED. LATER IN PHONE CALL, DRIVER VEH 1 STATED THAT THEY HAD HURT THEIR BACK.

1102410	Sunday 17/04/2011	U THE ESPLANADE of U ALBERT ROAD	Veh 2	Car	50	Wait go ahead held	W to E				
R1: U	1303 hrs		Veh 3	Car	78	Parked	W to E	FSP	M	60	Slight
R2: U			Veh 1	Car	29	Go/head	W to E				
E 493,960	Dry										
N 98,980	Fine without high winds										
	30 mph										

Causation Factor: **Participant:** **Confidence:**

1st: Loss of control — Vehicle 001 — Very Likely

VEH 1 HIT VEH 2 TO REAR WHILST DRIVING ALONG ESPLANADE. VEH 1 THEN HIT VEH 3 TO REAR AND CAME TO A STOP.

1103287	Saturday 07/05/2011	C0 NEVILLE ROAD of U HOOK LANE 10	Veh 2	Car	44	Turning left	N to E	Dri	F	44	Slight
R1: C	1040 hrs		Veh 1	Car	87	Turning right	S to E				
R2: U											
E 493,836	Dry										
N 99,864	Fine without high winds										
	30 mph										

Causation Factor: **Participant:** **Confidence:**

1st: Poor turn or manoevre — Vehicle 001 — Very Likely
2nd: Failed to signal/Misleading signal — Vehicle 001 — Possible

V2 APPROACHING JUNCTION N>S TURNING LEFT. V1 APPROACHING JUNCT S>N TURNING RIGHT DID NOT SEE V2 TURNING LEFT UNTIL IT HAD ENTERED JUNCTION AT WHICH TIME V1 HAD ALREADY COMMITED TO MANOUVER COLLIDING WITH FRONT NS WING OF V1 IN MIDDLE OF JUNCTION INTO HOO
K LANE

Details of Personal Injury Accidents for Period - **01/07/2010** **to** **30/06/2015** (60) months

Selection:
Selected using Manual Selection

Notes:

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1102647	Wednesday 27/04/2011	A259 FELPHAM WAY of C0 FELPHAM ROAD	Veh 2	Car	22	Go/head	E	to W				
R1: A 259	1748 hrs		Veh 1	Car	27	Go/head	E	to W	FSP	F	27	Slight
R2: C 9												
E 495,143	Dry											
N 100,064	Fine without high winds											
	30 mph											

Causation Factor: **Participant:** **Confidence:**

1st: Failed to look properly — Vehicle 001 — Possible

VEHICLE TWO TRAVELLING SLOWLY IN TRAFFIC. VEHICLE TWO BRAKED, VEHICLE ONE UNABLE TO STOP AND HIT REAR OF VEHICLE TWO. VEHICLE ONE AIRBAGS DEPLOYED. FRONT SEAT PAX INJURED WITH CUT TO NOSE.

1103205	Monday 23/05/2011	A259 FELPHAM WAY of U DOWNVIEW ROAD	Veh 2	Car		Wait go ahead held	W	to E				
R1: A 259	0835 hrs		Veh 1	M/C > 125 cc	35	Wait go ahead held	W	to E	Dri	M	35	Slight
R2: U												
E 495,103	Dry											
N 100,077	Fine without high winds											
	30 mph											

Causation Factor: **Participant:** **Confidence:**

1st: Poor turn or manoevre — Vehicle 001 — Very Likely

VEHICLE ONE(MOTORCYCLIST)APPROACHED TRAFFIC LIGHTS IN FELPHAM WAY, SITUATED HIMSELF IN BETWEEN TWO VEHICLES ALSO STATIONARY AGAINST RED LIGHT. (ONE IN L/HAND LANE, ONE IN R/HAND LANE) VEHICLE TWO ON HIS RIGHT HAND SIDE PULLED AWAY FROM LIGHTS AND RUN OVER
MOTOR CYCLIST FOOT, WORDS WERE EXCHANGED BUT DETAILS REFUSED, HENCE REPORT.

1104928	Monday 08/08/2011	A259 HOTHAM ROAD of B2166 HIGH STREET HOTHAM PARK CAR PARK.	Veh 2	Pedal cycle	49	Go/head	E	to W	Dri	M	49	Slight
R1: A 259	1942 hrs		Veh 1	Car	73	Go/ahead LH bend	S	to W				
R2: B 2166												
E 494,137	Dry											
N 99,580	Fine without high winds											
	30 mph											

Causation Factor: **Participant:** **Confidence:**

1st: Failed to look properly — Vehicle 001 — Very Likely

VEH2 P/CYCLIST TRAVELLING WEST ON A259 UPPER BOGNOR ROAD, JUNCTION WITH B2166 HIGH STREET, NO DEVIATION MADE BY CYCLIST WHO CONTINUED STRAIGHT OVER AND INTO AND ON A259 HOTHAM ROAD, CYCLIST CLEARED ROUNDABOUT. ABOUT 5 METERS INTO A259 HOTHAM ROAD TRAV
ELLING WEST ON ROAD CLOSE TO KERB, CYCLIST HAS BEEN HIT BY VEH (1) WHEN OPPOSITE ENTRANCE TO THE UNIVERSITY OF CHICHESTER CAMPUS. FRONT NEAR SIDE WHEEL ARCH OF VEH (1) HAS IMPACTED WITH OFFSIDE OF CYCLIST TRAVELLING WEST CAUSING CYCLIST TO LOSE CONT
ROL AND FALL. SLIGHT DAMAGE TO VEH (1) CAUSING SMALL DENT. CYCLIST HAS INJURIES IN FORM OF SCRATCHES TO RIGHT SHOULDER, LOWER RIGHT BACK, CUT TO PALM OF RIGHT HAND. DAMAGE TO BIKE IN FORM OF SCRATCHES, RIPPED SEAT AND BROKEN SPEEDOMETER DEVICE.

ARUN DISTRICT COUNCIL BR/54/15/PEL

Details of Personal Injury Accidents for Period - **01/07/2010** **to** **30/06/2015** (60) months

Selection:
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Notes:

Police Ref. / Road No. / 2nd Road No. / Grid Ref.	Day / Date / Time / D/L / R.S.C / Weather / Speed / Account of Accident	Location Description	Vehicles: Veh No / Type / Age / Manv / Dir / Class						Casualties: Sex / Age / Sev			
1104993	Wednesday 10/08/2011	A29 SHRIPNEY ROAD of C0 HIGHFIELD ROAD	Veh 2	Car	49	Stopping	N	to S	Dri	F	49	Slight
R1: A 29	1700 hrs		Veh 3	Car	24	Stopping	N	to S				
R2: C 9			Veh 1	Car	30	Go/head	N	to S				
E 493,776	Dry											
N 100,396	Fine without high winds											
	30 mph											

Causation Factor:		Participant:	Confidence:
1st:	Failed to look properly	Vehicle 001	Possible
2nd:	Failed to judge other persons path or speed	Vehicle 001	Possible

VEH (1) REAR SHUNTED VEH (2) WHO WAS PUSHED INTO VEH (3) WHILST APPROACHING A R-A-BT.

1105086	Tuesday 16/08/2011	U BELMONT STREET 50m East of U YORK ROAD	Veh 2	Car		Parked	0	to 0				
R1: U	0947 hrs		Veh 3	Car		Parked	0	to 0				
			Veh 4	Car	69	Parked	0	to 0	Dri	F	69	Slight
E 493,765	Dry		Veh 5	Car		Parked	0	to 0				
N 99,033	Fine without high winds		Veh 1	Car	35	Go/head	W	to E	Dri	M	35	Slight
	30 mph											

Causation Factor:		Participant:	Confidence:
1st:	Impaired by drugs (illicit or medicinal)	Vehicle 001	Very Likely

VEHICLE 1 TRAVELLING EAST ON BELMOUNT ROAD HAS COLLIDED NEARSIDE TO THE REAR OFFSIDE OF V2 THAT WAS PARKED AND UNATTENDED THIS HAS CASUED V1 TO CRASH INTO V3 THAT WAS ALSO PARKED AND UNATTENDED , V1 HAS THEN ROLLED OVER AND DEBRIS HAS HIT V4 WHICH WAS AL
SO PARKED AND UNATTENDED

1105639	Sunday 11/09/2011	A259 FELPHAM ROAD of U DOWNVIEW ROAD	Veh 2	Car	48	Go/head	E	to W				
R1: A 259	1638 hrs		Veh 1	Car	39	Turning right	W	to S	Dri	M	39	Slight
R2: U												
E 495,113	Dry											
N 100,064	Fine without high winds											
	30 mph											

Causation Factor:		Participant:	Confidence:
1st:	Careless/Reckless/In a hurry	Vehicle 001	Very Likely
2nd:	Failed to look properly	Vehicle 001	Very Likely
3rd:	Poor turn or manoevre	Vehicle 001	

V1 TURNING RIGHT AT JUNCTION ACROOS THE PATH OF V2, FAILED TO SEE V2 TRAVELLING IN OPPOSITE DIRECTION. BOTH VEHICLES COLLIDED.

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1105927	Thursday 22/09/2011	A259 FELPHAM WAY 191m West of U FELPHAM ROAD	Veh 2 Car 43 Stopping E to W	Dri	F	43	Slight				
R1: A 259	0852 hrs		Veh 1 Car 23 Stopping E to W								
E 494,901	Dry										
N 100,063	Fine without high winds										
	40 mph										

Causation Factor:		Participant:	Confidence:
1st:	Failed to judge other persons path or speed	Vehicle 001	Very Likely

VEHICLE TWO TRAVELLING WEST ALONG A259 IN LINE OF TRAFFIC, VEHICLE ONE DIRECTLY BEHIND, TRAFFIC WAS SLOWING TO HALT DRIVER OF VEHICLE TWO APPLIED BRAKES,DRIVER OF VEHICLE ONE FAILED TO LEAVE ENOUGH TIME/DISTANCE TO STOP AND STRUCK REAR OF VEHICLE TWO, R
ESULTING IN WHIPLASH INJURY HENCE REPORT.

1106546	Tuesday 18/10/2011	B2166 LONGFORD ROAD 112m South of U HAVELOCK ROAD NUMBER 99	Veh 2 Car 53 Go/head S to N	Dri	M	53	Slight				
R1: B 2166	1945 hrs		Veh 1 Car 22 Go/head S to N								
E 493,510	Dry										
N 99,797	Fine without high winds										
	30 mph										

Causation Factor:		Participant:	Confidence:
1st:	Distraction outside vehicle	Vehicle 001	Very Likely
2nd:	Failed to look properly	Vehicle 001	Very Likely

VEHICLE 2 STATIONARY WAITING FOR BUS TO PASS AND VEHICLE 1 HAS GONE INTO REAR OF VEHICLE 2.

1106940	Monday 24/10/2011	A259 SQUARE ABOUT BOGNOR REGIS of A259 CHICHESTER ROAD EXIT TO LONGFORD ROAD	Veh 2 Pedal cycle 29 Ch/lane to right SE to NW	Dri	F	29	Serious				
R1: A 259	1105 hrs		Veh 1 Car 81 Turning right N to NW								
R2: A 259											
E 493,542	Dry										
N 99,982	Fine without high winds										
	30 mph										

Causation Factor:		Participant:	Confidence:
1st:	Failed to judge other persons path or speed	Vehicle 001	Very Likely
2nd:	Careless/Reckless/In a hurry	Vehicle 001	Possible
3rd:	Failed to signal/Misleading signal	Vehicle 002	

PEDAL CYCLIST ENTERED R/A FROM HOTHAM WAY INTENDING TO TAKE THIR EXIT TO CHICHESTER V1 ON R/A FROM SHRIPNEY ROAD INTENDING TO TAKE EXIT INTO CHICHESTER ROAD > BOGNOR TOWN CENTRE MADE CONTACT WITH REAR TYRE OF CYCLIST RUBBER MARKS SEEN ON BUMPER OF V1 FAU
LT TO BE ESTABLISHED

Details of Personal Injury Accidents for Period - **01/07/2010** **to** **30/06/2015** (60) months

Selection:
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Notes:

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

1107396 Tuesday U IVY LANE of U HIGHFIELD ROAD

22/11/2011

Veh 2	Car	64	Turning right	E	to N				
Veh 1	Pedal cycle	24	Go/head	NW	to S	Dri	F	24	Slight

R1: U 1750 hrs

R2: U Darkness: street lights present

E 493,772 Wet/Damp

N 100,255 Raining without high winds

30 mph

Causation Factor:		Participant:	Confidence:
1st:	Cyclist entering road from pavement	Vehicle 001	Possible

VEHICLE TWO TRAVELLING WEST ALONG IVY LANE, STOPPED AT JUNCTION, CHECKED FOR ONCOMING VEHICLES, AS ROAD WAS CLEAR LEFT JUNCTION TO TURN RIGHT INTO HIGHFIELD ROAD, AS VEHICLE TWO LEFT JUNCTION STRUCK FEMALE CYCLIST WHO HAD ENTERED MAIN ROAD FROM UNDERPASS
CAUSING HER INJURY HENCE REPORT.

1105688 Sunday A259 UPPER BOGNOR ROAD 40m West of B2166 HIGH STREET

11/09/2011

Veh 2	Other M/veh	33	Go/head	W	to E				
Veh 1	Pedal cycle	19	Go/head	W	to E	Dri	M	19	Slight

R1: A 259 1620 hrs

E 494,222 Dry

N 99,552 Fine without high winds

40 mph

Causation Factor:		Participant:	Confidence:
1st:	Swerved	Vehicle 001	Very Likely
2nd:	Passing too close to cyclist, horse rider or pedestrian	Vehicle 002	Possible

VEHICLE 2 TRAVELLING TOWARDS HOTHAM PARK OVERTOOK VEHICLE 1, A CYCLIST WHO WAS TRAVELLING IN THE SAME DIRECTION & DRINKING A MILKSHAKE WHILST CYCLING AND LISTENING TO IPOD. CYCLE FALTERED AND STRUCK VEHICLE 2 CAUSING MINOR DAMAGE. CYCLIST FELL FROM CYCL
E AND SUSTAINED MINOR INJURIES. BOTH PARTIES STOPPED. DRIVER VEHICLE 2 ATTENDED BRIGHTON POLICE STATION.

1107535 Monday U SUDLEY ROAD 80m South of C0 LONDON ROAD

28/11/2011

Veh 1	Car	28	Go/head	N	to S	Ped	F	17	Slight

R1: U 1940 hrs

Darkness: street lights present

E 493,652 Wet/Damp

N 99,234 Raining without high winds

30 mph

Causation Factor:		Participant:	Confidence:
1st:	Dangerous action in carriageway	Casualty 001	Very Likely
2nd:	Failed to look properly	Casualty 001	Very Likely

DURING VERBAL ALTERCATION WITH A MALE, FEMALE HAS RAN OUT INTO ROAD HITTING VEHICLE 1 ON REAR OFFSIDE CAUSING SLIGHT INJURY TO LEFT KNEE.

Details of Personal Injury Accidents for Period - **01/07/2010** **to** **30/06/2015** (60) months

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1107631	Thursday 01/12/2011	B2166 HIGH STREET of U GLOUCESTER ROAD	Veh 2	Car	24	Turning right	S to E	Dri F 24 Slight
R1: B 2166	0800 hrs		Veh 1	Car	40	Go/head	W to E	
R2: U								
E 494,056	Wet/Damp							
N 99,275	Raining without high winds							
	30 mph							

Causation Factor:		Participant:	Confidence:
1st:	Failed to look properly	Vehicle 001	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 001	Possible

VEHICLE TWO ENTERED ROUNDABOUT HAVING TRAVELLED NORTH ALONG GLOUCESTER ROAD, INDICATING TO TURN NORTHEAST WAS MIDWAY ROUND WHEN VEHICLE ONE TRAVELLING EAST ENTERED ROUNDABOUT AND STRUCK FRONT NEARSIDE. BOTH PARTIES EXCHANGED DETAILS, DRIVER OF VEHICLE TW
O SUSTAINED WHIPLASH INJURY HENCE REPORT.

1107960	Monday 12/12/2011	A259 UPPER BOGNOR ROAD of A259 FELPHAM WAY	Veh 2	Car	60	Stopping	W	to E				
R1: A 259	1106 hrs		Veh 1	Car	82	Stopping	W	to E	Dri	M	82	Slight
R2: A 259												
E 494,432	Dry											
N 99,508	Fine without high winds											
	30 mph											

Causation Factor:		Participant:	Confidence:
1st:	Failed to judge other persons path or speed	Vehicle 001	Very Likely

VEHICLE 2 HAS APPROACHED ROUNDABOUT AND HAS BROKE, VEHICLE 1 HAS ALSO APPRAOCHED ROUNDABOUT TO THE REAR OF VEHICLE 2 AND COLLIDED AS NOT BROKE QUICK ENOUGH.

1107999	Wednesday 14/12/2011	A29 SHRIPNEY ROAD of C0 ORCHARD WAY	Veh 2	Pedal cycle	53	Go/head	W	to E	Dri	M	53	Slight
R1: A 29	1622 hrs		Veh 1	Car	22	Go/head	S	to N				
R2: C 9												
E 493,721	Wet/Damp											
N 100,374	Other											
	30 mph											

Causation Factor:		Participant:	Confidence:
1st:	Failed to signal/Misleading signal	Vehicle 002	Very Likely

V1 WAS ON ROUNDABOUT, HEADING IN A NORTHERLY DIRECTION. DRIVER OF V1 THOUGHT THAT V2 (WHICH WAS ALSO ON THE ROUNDABOUT) WAS HEADING IN SAME DIRECTION BUT V2 WAS ACTUALLY HEADING EAST. V1 HAS CLIPPED V2, CAUSING THE CYCLIST TO FALL OFF AND INJURE HEAD.

Details of Personal Injury Accidents for Period - **01/07/2010** **to** **30/06/2015** (60) months

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Causation Factor:												

1107671 Friday 02/12/2011 — U IVY CRESCENT of U SHRIPNEY ROAD BRUCE DIXON

Veh 2	Pedal cycle	19	Go/head	E	to S	Dri	M	19	Slight
Veh 1	Car	44	Turning right	S	to E				

R1: U
R2: U
E 493,920
N 100,437
1626 hrs
Darkness: street lights present
Dry
Fine without high winds
30 mph

Causation Factor:		Participant:	Confidence:
1st:	Poor turn or manoevre	Vehicle 001	Possible
2nd:	Poor turn or manoevre	Vehicle 002	Possible
3rd:	Failed to look properly	Vehicle 001	Possible
4th:	Failed to look properly	Vehicle 002	Possible

V1 TRAVELLING NORTH ON SHRIPNEY ROAD TURNING RIGHT INTO IVY CRESCENT, DRIVER BELIEVED TO HAVE CUT CORNER SLIGHTLY AND COLLIDED WITH ONCOMING CYCLIST WHO HAD NO LIGHTS AND POSSIBLY RACING ANOTHER VEHICLE. RIDER OF CYCLE SUSTAINED MINOR FACIAL INJURIES
.

1106695 Tuesday 25/10/2011 — U SUDLEY ROAD of U HIGH STREET

Veh 1	Car	87	Turning left	SW	to NW	Ped	F	41	Slight

R1: U
R2: U
E 493,751
N 99,130
1409 hrs
Dry
Fine without high winds
30 mph

Causation Factor:		Participant:	Confidence:
1st:	Failed to look properly	Casualty 001	Very Likely
2nd:	Failed to judge vehicles path or speed	Casualty 001	Possible

VEHICLE 1 HAS TURNED INTO SUDLEY ROAD FROM LONDON ROAD. FEMALE PARTY HAS WALKED OUT INFRONT OF THE VEHICLE AND A COLLISON HAS OCCURRED.

1200909 Wednesday 15/02/2012 — A259 UPPER BOGNOR ROAD 99m East of B2166 HIGH STREET CHICHESTER UNIVERSITY CAMPUS

Veh 2	Car		Go/head	W	to E				
Veh 1	M/C < 50 cc	19	Go/head	W	to E	Dri	M	19	Serious

R1: A 259
E 494,252
N 99,537
0801 hrs
Dry
Fine without high winds
30 mph

Causation Factor:		Participant:	Confidence:
1st:	Sudden braking	Vehicle 001	Very Likely

V1 TRAVELLING EAST IN THIS ROAD FOLLOWING TOO CLOSE TO V2. V2 BRAKED CAUSING V1 TO BRAKE SHARPLY AND LOSE CONTROL. NO COLISION BETWEEN V1 AND V2, AND V2 UNAWARE OF RTC.

ARUN DISTRICT COUNCIL BR/54/15/PEL

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1201040	Sunday 26/02/2012 1200 hrs	U GLOUCESTER ROAD 21m South of U WALTON ROAD TEN METERES NORTH OF THE ESPLANADE	Veh 1 Car 46 Go/head N to S					Dri M 46 Slight
R1: U								
E 494,135	Dry							
N 99,066	Fine without high winds							
	30 mph							

Causation Factor:		Participant:	Confidence:
1st:	Illness or disability, mental or physical	Vehicle 001	Very Likely

V1 TRAVELLING SOUTH WHEN DRIVER SUCCUMBED TO AN UNCONTROLLABLE COUGHING FIT CAUSING HIM TO MOUNT PAVEMENT AND HIT LAMP POST

1201189	Saturday 03/03/2012 0900 hrs	A259 UPPER BOGNOR ROAD of A259 FELPHAM WAY	Veh 2	Pedal cycle	45	Go/head	E	to W	Dri	M	45	Slight
R1: A 259			Veh 1	Car	45	Go/head	E	to W				
R2: A 259												
E 494,456	Wet/Damp											
N 99,493	Fine without high winds											
	30 mph											

Causation Factor:		Participant:	Confidence:
1st:	Failed to look properly	Vehicle 001	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 001	Very Likely

VEHICLE TWO (CYCLIST) MID WAY ROUND ROUNDABOUT TRAVELLING WEST, VEHICLE ONE ENTERED ROUNDABOUT TRAVELLING WEST,STRUCK REAR OF CYCLIST CAUSING RIDER TO LAND ON BONNET THEN FALL TO FLOOR CAUSING BRUISING TO LEG CALF AND ELBOW.

1201529	Friday 23/03/2012 2120 hrs	U HIGHFIELD ROAD 30m North of U HOOK LANE	Veh 2	Pedal cycle	14	Go/head	N	to S	Dri	M	14	Slight
R1: U			Veh 1	Car	22	Wait go ahead held	N	to S				
	Darkness: street lighting											
E 493,744	Dry											
N 99,892	Fine without high winds											
	30 mph											

Causation Factor:		Participant:	Confidence:
1st:	Failed to look properly	Vehicle 001	Very Likely
2nd:	Not displaying lights at night or in poor visibility	Vehicle 002	Very Likely
3rd:	Vehicle door opened or closed negligently	Vehicle 001	

V1 STATIONARY IN CENTER OF NARROW ROAD DROPPING OFF FRONT PASSENGER. V2 (PUSH BIKE) ATTEMPTING TO UNDERTAKE (N/S)(NO LIGHTS). V1 PASSENGER OPENS N/S DOOR, V2 COLLIDES WITH DOOR.

ARUN DISTRICT COUNCIL BR/54/15/PEL

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1201642	Friday 30/03/2012	U HOOK LANE 46m West of U MADEIRA AVENUE	Veh 2 Pedal cycle 59 Go/head E to W						Dri M 59 Slight
R1: U	0911 hrs		Veh 1 Car 45 Parked 0 to 0						
E 493,991	Dry								
N 99,862	Fine without high winds								
	30 mph								

Causation Factor: **Participant:** **Confidence:**

1st: Dazzling sun — Vehicle 001 — Very Likely

VEHICLE 1 WAS PARKED ON HOOK LANE IN BOGNOR REGIS. VEHICLE 2 WHICH IS A PUSH BIKE WAS RIDING FROM EAST TO WEST ON HOOK LANE WHEN THE DRIVER OF VEHICLE 1 HAS OPENED HER DOOR CAUSING THE PUSH BIKE TO COLLIDE WITH IT.

1201774	Wednesday 04/04/2012	U SUDLEY ROAD of C0 LONDON ROAD ON JUNCTION	Veh 1 Pedal cycle 51 Turning left N to E						Ped F 71 Serious		
R1: U	1403 hrs										
R2: C											
E 493,532	Dry										
N 99,319	Fine without high winds										
	30 mph										

Causation Factor: **Participant:** **Confidence:**

1st: Poor turn or manoevre — Vehicle 001 — Possible
2nd: Loss of control — Vehicle 001 — Very Likely
3rd: Impaired by alcohol — Vehicle 001

IT WOULD APPEAR THAT AN ELDERLY FEMALE PEDESTRIAN WAS CROSSING SUDLEY ROAD FROM SOUTH TO NORTH , WHEN A CYCLIST ENTERED SUDLEY ROAD FROM LONDON ROAD AND FAILED TO AVOID THE PEDESTRIAN, CAUSING INJURIES.

1202629	Monday 21/05/2012	U THE ESPLANADE of U CLARENCE ROAD	Veh 2 Pedal cycle 84 Ch/lane to right E to N						Dri M 84 Serious		
R1: U	0815 hrs		Veh 1 Car 30 Go/head E to W								
R2: U											
E 493,887	Dry										
N 98,960	Fine without high winds										
	30 mph										

Causation Factor: **Participant:** **Confidence:**

1st: Failed to judge other persons path or speed — Vehicle 001 — Very Likely

VEHICLE 2 CYCLING WEST ALONG THE ESPLANADE WHEN RIDER SIGNALS RIGHT AND MOVES TO CROWN OF ROAD IN PREPARATION TO TURN. VEHICLE 1 TRAVELLING WEST BEHIND VEHICLE 2 FAILS TO RESPOND TO VEHICLE 2 AND COLLIDES WITH SAME. RIDER FALLS FROM CYCLE. STAYS AT S
CENE A SHORT WHILE BEFORE CYCLING OFF.

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Police Ref. / Road No. / 2nd Road No. / Grid Ref.	Day / Date / Time / D/L / R.S.C / Weather / Speed / Account of Accident	Location Description	Vehicles: Veh No / Type / Age / Manv / Dir / Class						Casualties: Sex / Age / Sev			
1203382	Friday 29/06/2012 1930 hrs	A259 BOGNOR REGIS At Junction of A259 CHICHESTER ROAD	Veh 2	Pedal cycle	40	Go/ahead RH bend	E to NW	Dri	M	40	Slight	
R1: A 259			Veh 1	Car	40	O/take on n/side	E to NW					
R2: A 259												
E 493,506	Dry											
N 99,969	Fine without high winds											
	30 mph											

Causation Factor:		Participant:	Confidence:
1st:	Passing too close to cyclist, horse rider or pedestrian	Vehicle 001	Very Likely
2nd:	Failed to look properly	Vehicle 001	Possible

CYCLIST WAS ON ROUNDABOUT WHEN IT WAS HIT BY A VEHICLE FROM THE REAR AND SIDE. THE DRIVER OF THE VEHICLE ACKNOWLEDGED THE CYCLIST BY WAVING AT HIM THEN DROVE OFF LEAVING THE CYCLIST ON THE FLOOR.

1203466	Saturday 07/07/2012 1808 hrs	A259 UPPER BOGNOR ROAD BOGNOR REGIS 95m West of A259 FELPHAM WAY outside BUTLINS	Veh 2	Car	33	Stopping	W to E	Dri	M	33	Slight	
R1: A 259			Veh 1	Car	58	Stopping	W to E					
E 494,353	Wet/Damp											
N 99,508	Raining without high winds											
	30 mph											

Causation Factor:		Participant:	Confidence:
1st:	Failed to judge other persons path or speed	Vehicle 001	Very Likely
2nd:	Distraction in vehicle	Vehicle 001	Possible
3rd:	Slippery road (due to weather)	Vehicle 001	

REAR END SHUNT.VEHICLE 2 IN SINGLE ROAD TRAVELLING NORTH BOUND BREAKED IN CONGESTED TRAFFIC. VEHICLE 1 DID NOT SEE VEHCILE 2 BREAK AND HIT THE REAR OF VEHICLE 2 CAUSING MINOR DAMAGE.

1203661	Wednesday 18/07/2012 2248 hrs	U LIMMER LANE FELPHAM At Junction of U THE GROVE outside 25 LIMMER LANE	Veh 1	Car	17	Go/head	W to E	RSP	M	17	Slight	
R1: U												
R2: U	Darkness: no street lighting											
E 495,292	Wet/Damp											
N 99,833	Fine without high winds											
	30 mph											

Causation Factor:		Participant:	Confidence:
1st:	Inexperienced or learner driver/rider	Vehicle 001	Very Likely

SINGLE VEHICLE HEADING EAST HAS FAILED TO NEGOTIATE SLIGHT LEFT HAND BEND MOUNTING VERGE THEN COLLIDING WITH LAMP POST BEFORE COMING TO REST IN HEDGE.

ARUN DISTRICT COUNCIL BR/54/15/PEL

Details of Personal Injury Accidents for Period - **01/07/2010** **to** **30/06/2015** (60) months

Selection:
Selected using Manual Selection

Notes:

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

1204011 Sunday 05/08/2012 1358 hrs — U THE ESPLANADE BOGNOR At Junction of U WALTON AVENUE

Veh 2	M/C > 500 cc	51	Go/head	W	to E	Dri	M	51	Serious
Veh 1	Car	66	Turning right	N	to W				

R1: U
R2: U
E 494,044
N 99,003
Dry
Fine without high winds
30 mph

Causation Factor:		Participant:	Confidence:
1st:	Exceeding speed limit	Vehicle 002	Possible
2nd:	Failed to judge other persons path or speed	Vehicle 001	Possible

V1 COMONING OUT OF SIDE ROAD ONTO MAJOR ROAD SLOWLY EDGE OUT TO TURN RIGHT, V2 ON MAJOR ROAD TRAVELLING EAST COLLIDED WITH V1 AT JUNCTION.

1203951 Wednesday 01/08/2012 2200 hrs — U VICTORIA DRIVE BOGNOR REGIS At Junction of U ANNANDALE AV outside O/S DOWNLAND VETINARY

Veh 2	M/C < 125 cc	17	Go/ahead RH bend	S	to NE	Dri	M	17	Serious
Veh 1	Car	34	Wait to turn right	N	to SW				

R1: U
R2: U
E 493,431
N 99,911
Darkness: street lights present
Wet/Damp
Raining without high winds
30 mph

Causation Factor:		Participant:	Confidence:
1st:	Junction restart	Vehicle 001	Possible
2nd:	Failed to judge other persons path or speed	Vehicle 001	Possible
3rd:	Failed to look properly	Vehicle 001	

V1 TRAVELLING SOUTH ON VICTORIA DRIVE APPROACHING JUNCTION, V2 MOTORCYCLE WAS TRAVELLING NORTH ON VICTORIA DRIVE. AS V2 ROUNDED THE CORNER TOWARDS ANNANDALE AVENUE V1 HAS PULLED OUT COLLIDING WITH V2 CAUSING THE RIDER TO FALL OFF.

1204643 Thursday 06/09/2012 1402 hrs — U LYON STREET BOGNOR At Junction of U GLAMIS STREET

Veh 1	Car	56	Go/head	SE	to NW	Ped	M	28	Slight

R1: U
R2: U
E 493,751
N 99,236
Dry
Fine without high winds
30 mph

Causation Factor:		Participant:	Confidence:
1st:	Crossed road masked by stationary veh	Casualty 001	Very Likely
2nd:	Disability or illness, mental or physical	Casualty 001	Very Likely

ADULT MALE WITH LEARNING DISABILITIES CROSSES ROAD FROM BEHIND A PARKED VAN WITHOUT LOOKING AND GETS KNOCKED DOWN BY CAR TRAVELLING ALONG THE ROAD.

Details of Personal Injury Accidents for Period - **01/07/2010** **to** **30/06/2015** (60) months

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Notes:

Police Ref. / Road No. / 2nd Road No. / Grid Ref.	Day / Date / Time / D/L / R.S.C / Weather / Speed / Account of Accident	Location Description	Vehicles: Veh No / Type / Age / Manv / Dir / Class						Casualties: Sex / Age / Sev			
1204700	Sunday 09/09/2012 0750 hrs	U LYON STREET WEST BOGNOR REGIS At Junction of U RICHMOND ROAD	Veh 2 Pedal cycle 34 Turning right S to SE						Dri F 34 Serious			
R1: U			Veh 1 Car 60 Turning right S to SE									
R2: U												
E 493,472	Dry											
N 99,401	Unknown											
	30 mph											

Causation Factor: **Participant:** **Confidence:**

1st: Failed to look properly — Vehicle 001 — Very Likely

VEH 2 A CYCLIST WAS TRAVELLING ON LYON STREET WEST, BOGNOR REGIS, GOING PAST TRAIN STATION. VHE 1 TURNED INTO LYON STREET WEST AND COLLIDED WITH CYCLIST, CAUSING FEMALE RIDER TO FALL OFF. DETAILS WERE EXCHANGED AT SCENE. RIDER VHE 2 LATER ATTENDED HO
SPITAL AND DIAGNOSED WITH FRACTURED ELBOW, PLUS BRUISED BACK, ARM AND KNEE.

1205038	Tuesday 25/09/2012 1505 hrs	A259 FELPHAM WAY FELPHAM 258m West of U FELPHAM ROAD	Veh 2 Car 50 Wait go ahead held W to E						Dri F 50 Slight			
R1: A 259			Veh 1 Car 38 Go/head W to E									
E 494,880	Wet/Damp											
N 100,061	Fine without high winds											
	40 mph											

Causation Factor: **Participant:** **Confidence:**

1st: Failed to look properly — Vehicle 001 — Very Likely
2nd: Failed to judge other persons path or speed — Vehicle 001 — Very Likely

VEHICLE TWO STATIONARY IN LINE OF TRAFFIC WITH HANDBRAKE ON. VEHICLE ONE FAILED TO JUDGE DISTANCE OR WAS NOT LOOKING PROPERLY, STRUCK REAR OF VEHICLE TWO CAUSING WHIPLASH INJURY TO DRIVER.

1204899	Saturday 08/09/2012 2230 hrs	U HIGH STREET BOGNOR REGIS At Junction of U CLARENCE ROAD	Veh 1 Car 30 Go/head W to E						Ped M 21 Slight			
R1: U												
R2: U	Darkness: street lights present											
E 493,775	Dry											
N 99,143	Fine without high winds											
	30 mph											

Causation Factor: **Participant:** **Confidence:**

1st: Disobeyed pedestrian crossing facility — Vehicle 001 — Possible

VEH 1 TRAVELLING W TO E APPROACHED PEDESTRIAN CROSSING. PEDESTRIAN ON CROSSING STEPPED BACKWARDS TO AVOID BEING STRUCK BY VEH 1 WHICH DROVE OVER FOOT OF PEDESTRIAN CAUSING MINOR INJURY.

Details of Personal Injury Accidents for Period - **01/07/2010** **to** **30/06/2015** (60) months

Selection:
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Notes:

Police Ref. / Road No. / 2nd Road No. / Grid Ref.	Day / Date / Time / D/L / R.S.C / Weather / Speed / Account of Accident	Location Description	Vehicles: Veh No / Type / Age / Manv / Dir / Class						Casualties: Sex / Age / Sev			
1205032	Tuesday 25/09/2012	A259 UPPER BOGNOR ROAD BOGNOR REGIS At Junction of U PRIVATE DRIVEWAY outside 49	Veh 2	Car	65	Turning left	W	to N				
R1: A 259	1700 hrs		Veh 1	Pedal cycle	35	Go/head	W	to E	Dri	F	35	Slight
R2: U												
E 493,982	Wet/Damp											
N 99,659	Fine without high winds											
	30 mph											

Causation Factor:		**Participant:**	**Confidence:**
1st:	Cyclist entering road from pavement	Vehicle 001	Very Likely

VEHICLE TWO TRAVELLING EAST TURNED LEFT INTO PRIVATE DRIVEWAY OF HOME ADDRESS STRUCK VEHICLE ONE (PEDAL CYCLIST) WHO WAS CYCLING EAST ALONG PAVEMENT. CYCLIST COMPLAINING OF LEG AND BACK PAIN.

1204651	Saturday 08/09/2012	U SEA ROAD BOGNOR REGIS At Junction of U CLYDE ROAD	Veh 2	Car	59	Go/head	N	to S				
R1: U	1308 hrs		Veh 1	Pedal cycle	43	Turning right	E	to N	Dri	F	43	Slight
R2: U												
E 494,810	Dry											
N 99,333	Fine without high winds											
	30 mph											

Causation Factor:		**Participant:**	**Confidence:**
1st:	Failed to look properly	Vehicle 001	Very Likely
2nd:	Driver using mobile phone	Vehicle 001	Very Likely

VEHICLE ONE CYCLIST WAS COMING OUT OF CLYDE RD INTO SEA RD. FEMALE CYCLIST WAS ON THE PHONE AND WAS UNABLE TO BRAKE BEFORE COLLIDING WITH VEHICLE 2 IN SEA RD. VEHICLE ONE ADMITTED FULL RESPONSIBILITY FOR THE COLLISION.

1205917	Thursday 08/11/2012	U UPPER BOGNOR ROAD BOGNOR REGIS 201m East of A259	Veh 2	Car	57	Parked	0	to 0				
R1: U	1711 hrs		Veh 1	Car	68	Go/head	E	to W	Dri	F	68	Slight
	Darkness: street lights present											
E 494,646	Dry											
N 99,440	Fine without high winds											
	30 mph											

Causation Factor:		**Participant:**	**Confidence:**
1st:	Failed to look properly	Vehicle 001	Very Likely

VEHICLE 2 PARKED AND UNATTENDED ON THE SOUTHERN SIDE OF UPPER BOGNOR ROAD FACING EAST. VEHICLE 1 TRAVELLING WEST CLIPS VEHICLE 2 AND OVERTURNS IN THE ROAD.

ARUN DISTRICT COUNCIL BR/54/15/PEL

Details of Personal Injury Accidents for Period - **01/07/2010** **to** **30/06/2015** (60) months

Selection:
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Notes:

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1205935	Thursday 08/11/2012	U ALBERT ROAD BOGNOR REGIS 30m North of U THE ESPLANADE	Veh 2	Car	22	Go/head	N	to S				
R1: U	1230 hrs		Veh 1	Car	23	Go/head	N	to S	Dri	M	23	Slight
E 493,942	Dry											
N 99,052	Fine without high winds											
	30 mph											

Causation Factor:		**Participant:**	**Confidence:**
1st:	Failed to judge other persons path or speed	Vehicle 001	Possible
2nd:	Aggressive driving	Vehicle 002	Possible

VEHICLE TWO TRAVELLING EAST ALONG THE HIGH STREET, DRIVER OF VEHICLE TWO SAID HE FELT LIKE HE HAD ATTRACTED ATTENTION FROM DRIVER OF VEHICLE ONE WHO WAS TRAVELLING SOUTH AT THE SAME TIME. VEHICLE TWO CONTINUED NORTH AND WAS SUDDENLY AWARE THAT VEHICL
E ONE WAS DIRECTLY BEHIND HIM, VEHICLE TWO THEN TURNED SOUTH INTO ALBERT ROAD WITH VEHICLE ONE STILL BEHIND HIM. DRIVER OF VEHICLE TWO BRAKED AND AS A RESULT OF THIS VEHICLE ONE STRUCK HIS REAR OFFSIDE PANEL. WORDS WERE EXCHANGED THEN VEHICLE ONE DRO
VE OFF WITH VEHICLE TWO IN PURSUIT, HOWEVER AFTER FOLLOWING FOR SOME WHILE. VEHICLE ONE DISAPPEARED WITHOUT DRIVER OF VEHICLE TWO OBTAINING REGISTRATION NUMBER. DRIVER OF VEHICLE ONE HAS SUBSEQUENTLY REPORTED TO POLICE WITH NECK INJURY HENCE REPORT
SUBMITTED AND OFFICER ALLOCATION.

1206104	Friday 16/11/2012	A259 FELPHAM WAY BOGNOR REGIS 220m West of U FELPHAM ROAD outside PELICAN CROSSING	Veh 2	Car	36	Wait go ahead held	E	to W				
R1: A 259	1715 hrs		Veh 1	Car	24	Go/head	E	to W	Ped	F	31	Serious
	Darkness: street lights present											
E 494,928	Dry											
N 100,063	Fine without high winds											
	30 mph											

Causation Factor:		**Participant:**	**Confidence:**
1st:	Crossed road masked by stationary veh	Casualty 001	Very Likely
2nd:	Failed to look properly	Casualty 001	Very Likely

V2 STOPPED AT CROSSING GREEN LIGHT SO NOT TO BLOCK PEDESTRIANS THAT MAY NEED TO CROSS. FEMALE PEDESTRIAN FAILED TO SEE THAT LIGHTS FOR TRAFFIC WERE STILL GREEN AND WALKED ONTO CROSSING AND WAS HIT BY V1 IN LANE 2

1206374	Friday 30/11/2012	A29 BOGNOR REGIS At Junction of U PRIVATE ENTRANCE TO HOSPITAL	Veh 2	Car	41	Go/head	S	to N				
R1: A 29	1521 hrs		Veh 1	Pedal cycle	23	Go/head	W	to E	Dri	M	23	Fatal
R2: U												
E 493,509	Dry											
N 100,087	Fine without high winds											
	30 mph											

Causation Factor:		**Participant:**	**Confidence:**
1st:	Failed to look properly	Vehicle 001	Very Likely
2nd:	Poor turn or manoevre	Vehicle 001	Very Likely

Details of Personal Injury Accidents for Period - **01/07/2010** **to** **30/06/2015** (60) months

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Road No.												
2nd Road No.												
Grid Ref.												

Causation Factor:
VEHICLE 1 HAS BEEN TRAVELLING FROM WEST TO EAST ON THE PAVEMENT OF THE A259 CHICHESTER ROAD. VEHICLE 2 HAS BEEN TRAVELLING SOUTH TO NORTH ON THE A29. VEHICLE 1 HAS THEN CROSSED THE ROAD INTO THE PATH OF VEHICLE 2 FROM THE PAVEMENT CAUSING THE COLLISI
ON

1204521	Saturday	A259 FELPHAM WAY FELPHAM 230m West of U FELPHAM ROAD	Veh 2	Car	64	Wait go ahead held	E	to W	FSP	F	67	Slight
	01/09/2012		Veh 2	Car	64	Wait go ahead held	E	to W	RSP	F	34	Slight
R1: A 259	1238 hrs		Veh 3	Car	40	Wait go ahead held	E	to W	Dri	M	40	Slight
E 494,893	Dry		Veh 4	Car	45	Wait go ahead held	E	to W				
N 100,062	Fine without high winds		Veh 1	Car	24	Go/head	E	to W	FSP	F	25	Slight
	40 mph											

Causation Factor:		**Participant:**	**Confidence:**
1st:	Failed to look properly	Vehicle 001	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 001	Very Likely

V4 WAS STATIONARY IN A LINE OF TRAFFIC TRAVELLING WEST ALONG A259 FELPHAM WAY. V3 WAS STATIONARY BEHIND, WITH V2 BEHIND THAT. V2,3 AND 4 WERE IN THE NEARSIDE LANE. V1 TRAVELLING BEHIND PASSED STATIONARY TRAFFIC ON THE OFFSIDE. V1 LOST CONTROL AND COL
LIDED WITH THE REAR OFFSIDE OF V2. V2 WAS PUSHED FORWARD INTO THE REAR OF V3 AND V3 INTO THE REAR OF V4. MINOR INJURIES SUSTAINED TO OCCUPANTS OF V1, 2 AND 3.

1300081	Sunday	A259 UPPER BOGNOR ROAD BOGNOR REGIS At Junction of A259 FELPHAM WAY outside BUTLINS	Veh 2	Pedal cycle	32	Go/head	W	to E	Dri	M	32	Serious
	06/01/2013		Veh 1	Car	40	Go/head	N	to S				
R1: A 259	1040 hrs											
R2: A 259												
E 494,462	Dry											
N 99,515	Fine without high winds											
	30 mph											

Causation Factor:		**Participant:**	**Confidence:**
1st:	Failed to look properly	Vehicle 001	Very Likely

V2 (PEDAL CYCLIST) TRAVELLING WEST TO EAST ON A259 UPPER BOGNOR ROAD. V1 TRAVELLING NORTH TO SOUTH ON A259 FELPHAM WAY. V1 HAS ENTERED THE ROUNDABOUT AND COLLIDED WITH V2 CAUSING CYCLIST TO FALL OFF. DETAILS HAVE BEEN EXCHANGED AT SCENE, NO OFFICERS
ATTENDED. CYCLIST HAS SUBSEQUENTLY SUFFERED PAIN TO THE RIGHT WRIST AND ATTENDED ST RICHARDS HOSPITAL TO DISCOVER THE WRIST IS FRACTURED.

1300467	Tuesday	U CLARENCE ROAD BOGNOR REGIS At Junction of U BELMONT STREET	Veh 2	Car	70	Go/head	N	to S	Dri	F	70	Slight
	25/12/2012		Veh 1	Car	53	Turning left	W	to N				
R1: U	1035 hrs											
R2: U												
E 493,843	Dry											
N 99,068	Fine without high winds											
	30 mph											

Causation Factor:		**Participant:**	**Confidence:**
1st:	Failed to look properly	Vehicle 001	Possible

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1203998	Sunday 05/08/2012 2015 hrs	A259 FELPHAM WAY BOGNOR REGIS. 500m North of U UPPER BOGNOR ROAD	Veh 2 M/C > 500 cc 47 Go/head S to N Dri M 47 Serious Veh 1 Car 29 Go/head N to S					
R1: A 259								
E 494,556	Dry							
N 99,916	Fine without high winds							
	40 mph							

Causation Factor: **Participant:** **Confidence:**

1st: Loss of control — Vehicle 001 — Very Likely

V1 HEADING SOUTH AND V2 HEADING NORTH ON FELPHAM WAY. FOR REASONS AS YET UNKNOWN, V1 MOVED TO ITS OFFSIDE, OVER WHITE CENTRE HAZARD LINE AND INTO PATH OF V2, CAUSING IMPACT. V2 THEN LEFT ROAD TO NEARSIDE, WHERE RIDER FELL FROM BIKE, BEFORE COMING
TO A REST.

1300910	Friday 15/02/2013 1814 hrs	U MEAD LANE BOGNOR 55m East of U UPPER BOGNOR ROAD	Veh 1	Car	20	Starting	W	to E	Ped	M	48 Slight
R1: U	Darkness: street lights present										
E 493,954	Dry										
N 99,804	Fine without high winds										
	30 mph										

Causation Factor: **Participant:** **Confidence:**

1st: Careless/Reckless/In a hurry — Casualty 001 — Very Likely

AN ALTERCATION OCCURRED BETWEEN THE DRIVER OF VEHICLE 1 AND A PEDESTRIAN AS A RESULT OF VEHICLE 1 CONTRAVENING A ONE WAY SIGN. THE PEDESTRIAN THEN IS ALLEGED TO HAVE SAT ON THE BONNET, FEARING FOR HER SAFETY THE DRIVER OF VEHICLE 1 MOVED OFF SLOWLY C
AUSING THE PEDESTRIAN TO BECOME UNBALANCED AND FALLING TO THE FLOOR.

1301499	Thursday 21/03/2013 1243 hrs	U LYON STREET BOGNOR REGIS 64m North of U GLAMIS STREET outside LABURNHAM HOUSE	Veh 2	Pedal cycle	50	Go/head	SE	to NW	Dri	M	50 Slight
R1: U			Veh 1	Car	70	Turning right	E	to NW			
E 493,673	Dry										
N 99,288	Fine without high winds										
	30 mph										

Causation Factor: **Participant:** **Confidence:**

1st: Passing too close to cyclist, horse rider or pedestrian — Vehicle 001 — Very Likely

V1 EXITS CAR PARK OF LABURNHAM HOUSE TURNING NORTH INTO THE PATH OF A PASSING CYCLIST WHO WAS ALSO TRAVELLING NORTH ON LYON STREET. V1 PUSHES CYCLIST INTO PARKED CAR UNSEATING THE RIDER WHO FALLS TO THE FLOOR SUSTAINING CUTS AND TENDERNESS TO BOTH SH
INS AND SHOULDERS. DRIVER OF V1 STOPS CAR, RETURNS TO SCENE ON FOOT THEN LEAVES BEFORE EXCHANGING DETAILS.

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1300188	Saturday 12/01/2013 1653 hrs	U CLARENCE ROAD BOGNOR REGIS At Junction of U HIGH STREET outside GLEN LOGI	Veh 2 Pedal cycle 22 Go/head E to W Dri					M 22 Slight
R1: U			Veh 1 Car 30 Starting S to N					
R2: U	Darkness: street lights present							
E 493,800	Wet/Damp							
N 99,150	Raining with high winds							
	30 mph							

Causation Factor:		**Participant:**	**Confidence:**
1st:	Rain, sleet, snow, or fog	Vehicle 001	Very Likely

V1 TRAVELLING NORTH IN CLARENCE ROAD. STOPPED AT ROUNDABOUT JUCTION HIGH STREET. LOOKED BOTH WAYS DID NOT SEE ANY VEHICLES COMING FROM THE RIGHT, VEHICLE (WITNESS) STOPPED AT ROUNDABOUT HEADING WEST ON HIGH STREET, STARTED TO MOVE ONTO MINI ROUNDABOU
T HIT REAR WHEEL OF BICYCLE TRAVELING EAST ON HIGH STREET.

1300269	Wednesday 16/01/2013 1633 hrs	U BEFORD STREET BOGNOR REGIS 50m South of U STATION ROAD outside OPPOSITE SCOPE CHARITY STORE	Veh 2 Car 46 Parked 0 to 0									
R1: U			Veh 1 Car 84 Turning right SE to NE					Ped F 65 Slight				
E 493,495	Dry											
N 99,225	Fine without high winds											
	30 mph											

Causation Factor:		**Participant:**	**Confidence:**
1st:	Loss of control	Vehicle 001	Very Likely

V1 SWERVED TO MISS PEDESTRIAN CROSSING THE ROAD, DRIVER PRESSED THROTTLE INSTEAD OF BRAKE, VEHICLE THEN MOUNTED PAVEMENT AND STRUCK A STATIONARY VEHICLE AFTER HAVING STRUCK THE WINDOW OF A CHARITY STORE

1302671	Tuesday 28/05/2013 1824 hrs	A29 BOGNOR REGIS At Junction of A259 HOTHAM WAY	Veh 2 Car 26 Go/head NE to SW Dri					M 26 Slight				
R1: A 29			Veh 1 Car 33 Go/head NE to SW									
R2: A 259												
E 493,527	Dry											
N 100,057	Fine without high winds											
	30 mph											

Causation Factor:		**Participant:**	**Confidence:**
1st:	Poor turn or manoevre	Vehicle 001	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 001	Very Likely

VEHICLE TWO AT JUNCTION WITH ROUNDABOUT, STARTED TO NEGOTIATE A GAP TO PULL ONTO THE ROUNDABOUT STOPPED, VEHICLE ONE BEHIND VEHICLE TWO MOVED OFF AND COLLIDED WITH VEHICLE TWO.

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1302697	Wednesday 29/05/2013 1741 hrs	A259 UPPER BOGNOR ROAD BOGNOR REGIS 200m East of U MEAD LANE outside CHI UNIVERSITY	Veh 2 Car 21 Turning right N to NW Veh 1 M/C < 125 cc 24 O/take s/veh o/side NW to SE					Dri M 24 Slight
R1: A 259								
E 494,071	Wet/Damp							
N 99,624	Fine without high winds							
	30 mph							

Causation Factor:		Participant:	Confidence:
1st:	Inexperienced or learner driver/rider	Vehicle 001	Very Likely
2nd:	Failed to look properly	Vehicle 001	Very Likely
3rd:	Failed to judge other persons path or speed	Vehicle 001	

APPARANTLY VEH 1 WAS OVERTAKING QUEING TRAFFIC AND DID NOT NOTICE VEH 2 EXITING FROM A NEARSIDE ENTRANCE. HE SAW THE VEHICLE AT THE LAST MINUTE AND GRABBED HIS FRONT BRAKE, LOCKING THE WHEEL AND LOSING CONTROL.

1302350	Saturday 04/05/2013 1207 hrs	A29 SHRIPNEY ROAD BOGNOR REGIS 310m North of C0 ORCHARD WAY	Veh 2 Car 19 Go/head S to N					Dri M 19 Slight				
R1: A 29			Veh 1 Car 18 Go/head S to N					Dri M 18 Slight				
E 493,994	Dry											
N 100,570	Fine without high winds											
	40 mph											

Causation Factor:		Participant:	Confidence:
1st:	Sudden braking	Vehicle 001	Very Likely
2nd:	Following too close	Vehicle 001	Possible

VEH2 TRAVELLING NORTH IN NEARSIDE LANE DUE TO BUS PULLING IN PULLS OUT INTO OFFSIDE LANE TRAFFIC IS MOVING VERY SLOWLY WHEN V1 STRUCK HIM FROM BEHIND PUSHING HIS CAR SLIGHTLY OFF THE CARRIAGEWWAY TO HIS OFFSIDE RESULTING IN SLIGHT DAMAGE TO BOTH CARS
AND SLIGHT INJURY TO BOTH DRIVERS

1302560	Thursday 23/05/2013 0804 hrs	A29 SHRIPNEY ROAD BOGNOR REGIS 337m North of U ORCHARD WAY	Veh 1 Car 26 Go/head S to N					Dri M 26 Slight				
R1: A 29												
E 493,988	Dry											
N 100,562	Fine without high winds											
	40 mph											

Causation Factor:		Participant:	Confidence:
1st:	Loss of control	Vehicle 001	Very Likely
2nd:	Tyres illegal, defective or under inflated	Vehicle 001	Very Likely

VEHICLE 1 HAS BEEN TRAVELLING NORTH ON THE A29 SHRIPNEY ROAD. THE VEHICLE HAS SUFFERED A BLOW OUT CAUSING THE DRIVER TO LOSE CONTROL BEFORE COLLIDING WITH A BRICK WALL NEXT TO THE BRIDGE.

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Selection:
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Notes:

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1302895	Friday 07/06/2013	A259 FELPHAM WAY FELPHAM At Junction of U FELPHAM ROAD	Veh 2	Car	40	Wait go ahead held	E	to W	RSP	F	21	Slight
R1: A 259	1835 hrs		Veh 2	Car	40	Wait go ahead held	E	to W	Dri	F	40	Slight
R2: U			Veh 1	Car		Wait go ahead held	E	to W				
E 495,119	Dry											
N 100,062	Fine without high winds											
	30 mph											

Causation Factor: **Participant:** **Confidence:**

1st: Distraction outside vehicle — Vehicle 001 — Very Likely

V2 TRAVELLING WEST AND WAITING AT TRAFFIC LIGHTS. V1 ALSO TRAVELLING WEST AND WAITING BEHIND V2. AS LIGHTS TURNED TO GREEN V1 ACCELERATED THOUGH V2 WAS STILL STATIONARY. FRONT OF V1 HIT REAR OF V2. DRIVERS SPOKE BUT DID NOT EXCHANGE DETAILS.

1303322	Sunday 30/06/2013	A259 FELPHAM WAY BOGNOR BOGNOR REGIS At Junction of U FELPHAM ROAD outside	Veh 2	Car	48	Go/head	E	to W	RSP	M	21	Slight
R1: A 259	1240 hrs		Veh 1	Car	53	Turning right	NW	to S	Dri	F	53	Slight
R2: U												
E 495,108	Dry											
N 100,069	Fine without high winds											
	30 mph											

Causation Factor: **Participant:** **Confidence:**

1st: Poor turn or manoevre — Vehicle 001 — Very Likely

VEHICLE 1 TRAVELLING EASTBOUND ON FELPHAM WAY, THEN ATTEMPTING TO MAKE RIGHT TURN ONTO FELPHAM ROAD AT TRAFFIC LIGHTS. VEHICLE 2 TRAVELLING WESTBOUND ON FELPHAM WAY. ON PASSING THE TRAFFIC LIGHTS THIS VEHICLE HAS COLLIDED WITH VEHICLE 1 AS VEHICLE 1
HAS TURNED INTO VEHICLE 2. DRIVER OF VEHICLE 2 STATED THAT THE LIGHTS TURNED AMBER AS HE PASSED THEM.

1302959	Tuesday 11/06/2013	U VICTORIA DRIVE BOGNOR REGIS AT JUNCTION OF U CARLINGFORD COURT OUTSIDE DOWNLAND	Veh 1	M/C < 125 cc	20	Go/ahead RH bend	S	to E	Dri	M	20	Serious
R1: U	1422 hrs											
R2: U	Daylight:street lights present											
E 493,431	Wet/Damp											
N 99,905	Fine without high winds											
	30 mph											

Causation Factor: **Participant:** **Confidence:**

1st: Slippery road (due to weather) — Vehicle 1 — Very Likely

V 1 EXITED CARLINGFORD COURT ONTO VICTORIA DRIVE CONTINUING ALONG THE ONE WAY SECTION OF VICTORIA DRIVE IN A EASTERLY DIRECTION TOWARDS JUNCTION WITH ANNANDALE AVENUE. AS V1 WENT AROUND RIGHT HAND BEND, THE BIKE SLID TO ITS LEFT CAUSING RIDER TO FALL OFF
INJURING HIS ARM.

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1303372	Wednesday 03/07/2013	U WESTWAY BOGNOR REGIS 50M WEST OF U MADERIA AVENUE OUTSIDE NO 24	Veh 1 Car 20 Stopping W to E					
R1: U	1000 hrs		Veh 2 Car 68 Go/head W to E					Dri M 68 Slight
	Daylight:street lights present							
E 494,002	Dry							
N 100,011	Fine without high winds							
	30 mph							

Causation Factor:		Participant:	Confidence:
1st:	Distraction outside vehicle	Vehicle 1	Very Likely
2nd:	Failed to look properly	Vehicle 1	Very Likely
3rd:	Sudden braking	Vehicle 2	

V1 TRAVELLING EAST ON WESTWAY, BOGNOR REGIS. V2 TRAVELLING IN THE SAME DIRECTION BEHIND V1. V1 SUDDENLY BRAKES AND COMES TO A STOP IN FRONT OF V2. V2 COLLIDES WITH KERB TO AVOID COLLISION WITH V1 CAUSING DAMAGE TO THE NEARSIDE FRONT TYRE AND ALLOY. NO CO
LLISION HAS OCCURRED BETWEEN VEHICLES BUT V2 HAS SUSTAINED DAMAGE WHILST TAKING EVASIVE ACTION. DRIVER OF V1 HAS REFUSED DETAILS AS NO COLLISION. SECTION 170 NON-COMPLANT DAMAGE ONLY RTC.

1203320	Saturday 30/06/2012	A29 SHRIPNEY ROAD BOGNOR REGIS 41M SOUTH OF U ARUN BUSINESS PARK OUTSIDE AT	Veh 1	Pedal cycle	34	Go/head	E	to W	Dri	M	34 Serious
R1: A 29	2342 hrs		Veh 2	Car	21	Go/head	N	to S			
	Darkness: street lights present										
E 493,916	Dry										
N 100,467	Fine without high winds										
	40 mph										

Causation Factor:		Participant:	Confidence:
1st:	Impaired by alcohol	Vehicle 1	Possible

V2 TRAVELLING SOUTHBOUND APPROACHES PEDESTRIAN CROSSING WITH LIGHTS ON GREEN. V1 (PEDAL CYCLE) USES PEDESTRIAN CROSSING. CROSSES COLLIDING WITH FRONT NEARSIDE OF V2, SUFFERS SERIOUS INJURY.

1303711	Thursday 18/07/2013	U HIGH STREET BOGNOR REGIS AT JUNCTION OF U GLOUCESTER ROAD	Veh 1	Car	24	Go/head	W	to E			
R1: U	2025 hrs		Veh 2	Pedal cycle	17	Parked	0	to 0	Dri	M	17 Serious
R2: U	Daylight:street lights present										
E 494,062	Dry										
N 99,281	Fine without high winds										
	30 mph										

Causation Factor:		Participant:	Confidence:
1st:	Vehicle travelling along pavement	Vehicle 1	Very Likely

VEHICLE 1 TRAVELLING WEST TO EAST ACROSS MINI ROUNDABOUT LOST CONTROL AND LEFT CARRIAGEWAY NEARSIDE. COLLIDED WITH LAMPOST AND CYCLIST CAUSING SERIOUS INJURY TO CYCLIST. DRIVER OF VEHICLE 1 LEFT SCENE BEFORE POLICE ATTENDANCE.CYCLIST WAS SAT ON HIS PED
AL CYCLE BY LAMPOST.

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Causation Factor:								

1304295
R1: A 259
R2: U
E 494,464
N 99,485

Saturday 17/08/2013 1610 hrs
Daylight:street lights present
Wet/Damp
Raining without high winds
30 mph

A259 UPPER BOGNOR ROAD BOGNOR REGIS AT JUNCTION OF U ENTRANCE ROAD TO BUTLINS

Veh 1	Pedal cycle	83	Turning right	NW	to S	Dri	M	83	Serious
Veh 2	Car	19	Turning left	E	to S				

Causation Factor:		Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Careless/Reckless/In a hurry	Vehicle 1	Possible
3rd:	Disobeyed Give Way or Stop sign or markings	Vehicle 1	

V1 PEDAL CYCLIST TRAVELLING EAST ON CYCLE LANE ON UPPER BOGNOR ROAD, APPROACHED ACCESS ROAD TO BUTLINS AND FAILED TO STOP AT GIVE WAY ENTERING ROAD AND COLLIDING WITH V2 PMC ENTERING BUTLINS ON OFFSIDE. CYCLIST FELL TO FLOOR AND SUSTAINED SERIOUS HEAD I
NJURY.

1304685
R1: U
E 493,646
N 99,231

Thursday 05/09/2013 1726 hrs
Daylight:street lights present
Dry
Fine without high winds
30 mph

U SUDLEY ROAD BOGNOR REGIS 140M SOUTH OF U LONDON ROAD OUTSIDE REAR OF BOOTS STORE.

Veh 1	Car	56	Parked	0	to 0				
Veh 2	Pedal cycle	69	Go/head	NW	to SE	Dri	F	69	Serious

Causation Factor:		Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely

VEHICLE 1 WAS STATIONARY PARKED UP IN A DESIGNATED PARKING BAY POINTING SOUTH ALONG SUDLEY ROAD. THE DRIVER OPENED HER DRIVERS DOOR TO LEAVE THE VEHICLE. AS THE DRIVER DID THIS, VEHICLE 2 WAS APPROACHING ALONG SIDE VEHICLE 1 AS SHE WAS CYCLING SOUTH DOWN
SUDLEY ROAD, VEHICLE 2 SWERVED TO AVOID THE OPENING CAR DOOR, FALLING OFF OF HER CYCLE.

1302172
R1: A 259
R2: U
E 495,111
N 100,069

Tuesday 30/04/2013 1921 hrs
Daylight:street lights present
Dry
Fine without high winds
30 mph

A259 FELPHAM WAY BOGNOR REGIS AT JUNCTION OF U DOWNVIEW ROAD

Veh 1	Car	43	Turning right	E	to N				
Veh 2	M/C > 500 cc	49	Go/head	W	to E	Dri	M	49	Serious

Causation Factor:		Participant:	Confidence:
1st:	Dazzling sun	Vehicle 1	Very Likely

VEHICLE ONE WAITING TO TURN RIGHT FROM FELPHAM WAY INTO DOWNVIEW ROAD. VEHICLE TWO EASTBOUND IN LANE TWO. VEH ONE PULLS ACROSS STRIKING VEH TWO. RIDER OF VEH TWO SUFFERS SERIOUS INJURY.

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1304208	Tuesday 13/08/2013	A259 FELPHAM WAY BOGNOR REGIS AT JUNCTION OF A259 FELPHAM WAY	Veh 1	M/C > 500 cc	48	Stopping	E to S		Dri M	48	Slight	
R1: A 259	0710 hrs		Veh 2	Car	21	Stopping	E to S					
R2: A 259	Daylight:street lights present											
E 494,677	Dry											
N 100,052	Fine without high winds											
	30 mph											

Causation Factor: **Participant:** **Confidence:**

1st: Failed to judge other persons path or speed — Vehicle 1 — Very Likely

VEHILCE 2 SLOWED AT ROUNDABOUT, BRAKED FOR A CAR COMING, VEHICLE 1 WENT INTO REAR OF VEHILCE 2

1201658	Saturday 31/03/2012	U LONDON ROAD BOGNOR REGIS AT JUNCTION OF U LYON STREET WEST	Veh 1	Car	51	Go/head	NE to SW					
R1: U	0545 hrs		Veh 2	Pedal cycle	48	Go/head	NW to S		Dri M	48	Slight	
R2: U	Darkness: street lights present											
E 493,541	Dry											
N 99,358	Fine without high winds											
	30 mph											

Causation Factor: **Participant:** **Confidence:**

1st: Failed to look properly — Vehicle 1 — Possible
2nd: Road layout (eg bend, hill etc.) — Vehicle 2 — Possible

VEHICLE 1 COMING TO JUNCTION OF LYON STREET WEST AND LONDON ROAD AND DID NOT SEE VEH2 CYCLIST COMING FROM RIGHT WHICH IS A ONE WAY STREET, COLLIDED WITH VEH2 AND KNOCKED CYCLIST OFF CAUSING MINOR INJURY TO LEG.

1306901	Tuesday 17/12/2013	A29 BOGNOR REGIS 38M NORTH OF A259 OUTSIDE BOGNOR REGIS WAR MEMORIAL HOSPITAL	Veh 1	Car	65	Starting	S to N					
R1: A 29	0955 hrs		Veh 2	M/C < 125 cc	45	Wait go ahead held	S to N		Dri M	45	Serious	
	Daylight:street lights present											
E 493,524	Wet/Damp											
N 100,099	Fine without high winds											
	30 mph											

Causation Factor: **Participant:** **Confidence:**

1st: Failed to judge other persons path or speed — Vehicle 1 — Very Likely

VEHICLE 2 WAITING TO LEAVE EXIT TO BOGNOR WAR MEMORIAL HOSPITAL. VEHICLE 1 BEHIND VEHICLE 2. DRIVER OF VEHICLE 1 LOOKS BEHIND AND BELIEVING ROAD IS CLEAR PULLS FORWARD STRIKING REAR NUMBER PLATE OF VEHICLE 2. DUE TO VEHICLE 2 BEING A MOTORCYCLE RIDER FAL
LS FROM MACHINE.

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Road No.								
2nd Road No.								
Grid Ref.								
Causation Factor:								

1306967
R1: A 29
R2: U
E 493,949
N 100,501

Friday 20/12/2013 1450 hrs
Daylight:street lights present
Wet/Damp
Raining without high winds
40 mph

A29 SHRIPNEY ROAD BOGNOR REGIS AT JUNCTION OF U EXIT TO ENDUSTRIAL ESTATE

Veh 1	Car	76	Starting	E	to SE	Dri	F	76	Slight
Veh 2	Car	20	Go/head	NE	to SW				

Causation Factor:		Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
3rd:	Poor turn or manoevre	Vehicle 1	

VEHICLE 1 PULLED OUT OF INDUSTRIAL ESTATE AND WENT STRAIGHT ACCROSS INTO LANE TWO. VEHICLE 2 WAS DRIVING DOWN LANE TWO. VEHICLE 2 TRIED TO STOP IN ORDER TO AVOID A COLLISION BUT VEHICLE 1 WAS TOO CLOSE. VEHHICLE 2 SKIDDED AND COLLIDED WITH VEHICLE 1. VEH
ICLE 2 SUSTAINED DAMAGE TO THE FRONT NEARSIDE. VEHICLE 1 SUSTAINED DAMAGE TO THE REAR OFFSIDE AREA. BOTH VEHICLES MOUNTED THE CENTRAL RESERVATION AS A RESULT OF THE COLLISION.

1400073
R1: U
R2: U
E 493,737
N 100,225

Monday 06/01/2014 0915 hrs
Daylight:street lights present
Dry
Fine without high winds
30 mph

U BERSTED STREET BOGNOR REGIS AT JUNCTION OF U GORDON AVENUE OUTSIDE CLOSE TO THE

Veh 1	Car		Go/head	W	to E	Ped	F	34	Slight

Causation Factor:		Participant:	Confidence:
1st:	Aggressive driving	Vehicle 1	Very Likely

FEMALE PEDESTRIAN WAS WALKING TO WORK WITH MALE COLLEAGUE, CROSSING THE ROAD FROM BERSTED STREET, ACROSS GORDON AVENUE. AS SHE WAS CROSSING THE ROAD, VEH1 WHITE 4X4 VEHICLE, HAS APPROACHED THE JUNCTION AT SPEED AND BEEPED AT THE FEMALE.VEH1 HAS THEN SLOW
ED AND INTENTIONALLY DRIVEN INTO THE FEMALE'S RIGHT LEG, CAUSING HER TO BE PUSHED. THE DRIVER OPENED HIS WINDOW AND REMONSTRATED, BEFORE DRIVING OFF. FEMALE COMPLAINED OF SLIGHT PAIN TO KNEE AND WAS TAKEN TO CHICHESTER A&E AS A PRECAUTION.

1306410
R1: A 259
R2: A 29
E 493,457
N 100,009

Monday 25/11/2013 1450 hrs
Daylight:street lights present
Dry
Fine without high winds
30 mph

A259 CHICHESTER ROAD BOGNOR REGIS AT JUNCTION OF A29 SHRIPNEY ROAD

Veh 1	Car	90	Go/head	W	to E				
Veh 2	Car	44	Wait go ahead held	W	to E	Dri	F	44	Slight

Causation Factor:		Participant:	Confidence:
1st:	Failed to judge other persons path or speed	Vehicle 1	Very Likely

VEHICLE 2 SOUTH EAST ON A259 TOWARDS ABOVE JUNCTION. VEHICLE 1 BEHIND VEHICLE 2. VEHICLE 2 SLOWS AND STOPS AT ROUNDABOUT. VEHICLE 1 LOOKS TO THE RIGHT AND BELIEVING VEHICLE 2 IS PULLING AWAY ONTO CLEAR ROUNDABOUT MOVES FORWARD, COLLIDING WITH REAR OF VEH

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1400409	Thursday 23/01/2014	U THE ESPLANADE BOGNOR REGIS 85M EAST OF U WALTON AVENUE	Veh 1 Car 85 Go/head W to E	Dri M 85 Serious
R1: U	1318 hrs			
	Daylight:street lights present			
E 494,128	Dry			
N 99,017	Fine without high winds			
	30 mph			

Causation Factor: ICLE 2.

Causation Factor: **Participant:** **Confidence:**

1st: Loss of control — Vehicle 1 — Very Likely

V1 TRAVELLING EASTBOUND LOST CONTROL FOR UNKNOWN REASON, CROSSING CARRIAGWAY TO OFFSIDE, AND STRUCK LAMPPOST.

1302188	Wednesday 01/05/2013	A259 HOTHAM WAY BOGNOR REGIS AT JUNCTION OF A29	Veh 1	Car	66	Go/head	E to W	Dri	F	66	Slight
R1: A 259	1410 hrs		Veh 2	Car	27	Go/head	E to W				
R2: A 29	Daylight:street lights present										
E 493,569	Dry										
N 100,013	Fine without high winds										
	30 mph										

Causation Factor: **Participant:** **Confidence:**

1st: Failed to judge other persons path or speed — Vehicle 1 — Very Likely

V2 ON DUAL CARRIAGEWAY LANE 1 APPROACHES ROUNDABOUT AND IS WAITING TO JOIN. V1 TRAVELLING IN SAME DIRECTION BEHIND V2 FAILS TO GIVEWAY AND CAUSES A REAR END IMPACT

1306876	Tuesday 17/12/2013	U THE ESPLANADE BOGNOR REGIS 27M EAST OF U WALTON AVENUE	Veh 1	Car	87	Go/head	W to E				
R1: U	1730 hrs		Veh 2	Car	61	Go/head	W to E	Dri	F	61	Slight
	Darkness: street lights present										
E 494,071	Wet/Damp										
N 99,014	Fine without high winds										
	30 mph										

Causation Factor: **Participant:** **Confidence:**

1st: Failed to judge other persons path or speed — Vehicle 1 — Very Likely

V2 WAS ALMOST STATIONARY IN A LINE OF TRAFFIC WHEN V1 STRUCK THE REAR OF V2.

1400940	Monday 17/02/2014	A29 BOGNOR REGIS AT JUNCTION OF A259	Veh 1	Car		Go/head	N to S				
R1: A 29	1910 hrs		Veh 2	Car	35	Wait go ahead held	N to S	Dri	F	35	Slight
R2: A 259	Darkness: street lights present										
E 493,527	Wet/Damp										
N 100,070	Fine without high winds										
	30 mph										

ARUN DISTRICT COUNCIL BR/54/15/PEL

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Road No. / 2nd Road No. / Grid Ref.				

Causation Factor:

Causation Factor: **Participant:** **Confidence:**

1st: Failed to judge other persons path or speed — Vehicle 1 — Very Likely

V1 & V2 SOUTHBOUND A29 V2 GIVES WAY ON REACHING SQUAREABOUT V1 RUNS INTO BACK OF V2

1401320 Sunday 09/03/2014 1724 hrs — U LYON STREET WEST BOGNOR REGIS AT JUNCTION OF U LONDON ROAD OUTSIDE THE RAILWAY PUB

Veh 1	Car	23	Go/head	NW to SE						
Veh 2	Pedal cycle	21	Go/head	NW to SE	Dri	M	21	Slight		

R1: U
R2: U
Daylight:street lights present
E 493,539
Dry
N 99,365
Fine without high winds
30 mph

Causation Factor: **Participant:** **Confidence:**

1st: Careless/Reckless/In a hurry — Vehicle 1 — Very Likely

V2 CYCLE IS APPROACHING TRAVELLING ALONG LYON STREET WEST TOWARDS LONDON ROAD WHEN SOME SORT OF ALTERCATION OCCURS BETWEEN DRV OF V1 AND RIDER OF V2. THE RESULT IS THAT DVR OF V1 RUNS INTO THE BACK OF V2. DVR OF V1 THEN STOPS BUT FEELS INTIMIDATED BY MO
P AND FEARING FOR HIS PREGNANT GIRLFRIEND HE HAS GOT BACK INTO HIS CAR AND DROVE OFF.

1401525 Thursday 20/03/2014 1335 hrs — U SUDLEY ROAD BOGNOR REGIS 50M SOUTH OF U LONDON ROAD OUTSIDE NEAR TO REAR OF BOOTS

Veh 1	Car	18	Go/head	NW to SE	Ped	M	18	Serious		

R1: U
Daylight:street lights present
E 493,543
Dry
N 99,308
Fine without high winds
30 mph

Causation Factor: **Participant:** **Confidence:**

1st: Failed to look properly — Casualty 1 — Very Likely
2nd: Dangerous action in carriageway — Casualty 1 — Possible

V1 TURNED RIGHT INTO SUDLEY ROAD FROM LONDON ROAD. MALE PEDESTRIAN HAD JUST COMMITTED AN OFFENCE OF SHOPLIFTING FROM A NEARBY SHOP. HE WAS BEING CHASED BY STORE DETECTIVES AND RAN INTO THE FRONT OF V1. MALE PEDESTRIAN RAN OFF AND WAS LATER LOACTED AND DE
TAINED

1401981 Sunday 13/04/2014 2030 hrs — A29 SHRIPNEY ROAD BOGNOR REGIS 40M WEST OF U ENTRANCE TO ARUN BUSINESS PARK OUTSIDE

Veh 1	Pedal cycle	42	Starting	NW to SE	Dri	M	42	Slight		
Veh 2	Car	49	Go/head	SW to NE						

R1: A 29
Darkness: street lights present
E 493,880
Wet/Damp
N 100,464
Fine without high winds
40 mph

Causation Factor: **Participant:** **Confidence:**

1st: Failed to look properly — Vehicle 2 — Very Likely

CYCLIST LEAVING TESCO AND ATTEMPTING TO CROSS ROAD VIA THE PEDESTRIAN CROSSING IN THE DARKNESS. DIDN'T WAIT FOR PEDESTRIAN LIGHTS TO CHANGE AND CROSSED ON RED. STRUCK BY VEH 1. LOW IMPACT. SPEED OF VEH 1 JUDGED AT ABOUT 10 MPH.

ARUN DISTRICT COUNCIL BR/54/15/PEL

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1400626	Saturday 01/02/2014 2223 hrs	A259 CHICHESTER ROAD BOGNOR REGIS AT JUNCTION OF A29 SHRIPNEY ROAD	Veh 1 Car 21 Go/head NW to SE	RSP M 23 Slight
R1: A 259				
R2: A 29	Darkness: street lights present			
E 493,458	Wet/Damp			
N 100,004	Fine without high winds			
	30 mph			

Causation Factor:		Participant:	Confidence:
1st:	Impaired by alcohol	Vehicle 1	Very Likely

V1 TRAVELLING SOUTHWEST ON ROAD ENTERED ROUNDABOUT ON APPROACH AT EXCESS SPEED LOST CONTROL MOUNTED CENTRAL ISLAND AND COLLIDED WITH ROAD FURNITURE SIGNS CAUSING HEAVY DAMAGE OCCUPANTS INITIALLY DECAMPED DVR RETURNED AND ARRESTED AFTER POSITIVE BREATH TE
ST

1402433	Sunday 04/05/2014 2347 hrs	U FELPHAM ROAD BOGNOR REGIS AT JUNCTION OF U GRASSMERE CLOSE OUTSIDE O/S SUMMERLEY	Veh 1	Car	28	Go/head	W to E	Dri	M	28	Slight
R1: U			Veh 1	Car	28	Go/head	W to E	FSP	M	52	Slight
R2: U	Darkness: street lights present		Veh 1	Car	28	Go/head	W to E	RSP	F	33	Slight
E 494,937	Dry		Veh 2	Car	25	Go/head	E to W	Dri	F	25	Slight
N 99,762	Fine without high winds		Veh 2	Car	25	Go/head	E to W	RSP	M	28	Slight
	30 mph										

Causation Factor:		Participant:	Confidence:
1st:	Loss of control	Vehicle 1	Possible
2nd:	Swerved	Vehicle 1	Possible

VEH1 TRAVELLING E/B, V2 TRAVELLING W/B V1 CROSSED OVER TO OPPOSING CARRIAGEWAY IN THE PATH OF V2 STRUCK O/S/O/S

1402664	Friday 16/05/2014 1637 hrs	A29 SHRIPNEY ROAD BOGNOR REGIS. AT JUNCTION OF A259 HOTHAM WAY OUTSIDE AT	Veh 1	Car	19	Go/head	N to S				
R1: A 29			Veh 2	M/C < 125 cc	21	Go/head	W to E	Dri	M	21	Slight
R2: A 259	Daylight:street lights present										
E 493,568	Dry										
N 100,023	Fine without high winds										
	30 mph										

Causation Factor:		Participant:	Confidence:
1st:	Inexperience of driving on the left	Vehicle 1	Very Likely

V1 HEADING SOUTH ON A29 AND HAVING REACHED THE ROUNDABOUT JUNCTION WITH THE A259, WAS STUCK IN QUEUE OF TRAFFIC AROUND ROUNDABOUT ENTRANCE, WHICH EXTENDED ONTO ROUNDABOUT. V2 ON ROUNDABOUT ALREADY, HAVING EXITED BOGNOR REGIS TOWN AND INTENDING TO EXIT O
N EASTBOUND A259. V1 PULLED OUT OF QUEUE, INTO PATH OF V2, CAUSING V2 TO TAKE AVOIDING ACTION AND FALL FROM BIKE. NO CONTACT BETWEEN V1 AND V2.

Details of Personal Injury Accidents for Period - **01/07/2010** **to** **30/06/2015** (60) months

Selection:
Selected using Manual Selection

Notes:

Police Ref. / Road No. / 2nd Road No. / Grid Ref.	Day / Date / Time / D/L / R.S.C / Weather / Speed / Account of Accident	Location Description	Vehicles: Veh No / Type / Age / Manv / Dir / Class					Casualties: Sex / Age / Sev			
1402778	Saturday 17/05/2014 1945 hrs	A259 CHICHESTER ROAD BOGNOR REGIS AT JUNCTION OF A29 SHRIPNEY ROAD	Veh 1 Car 35 Stopping NW to NE								
R1: A 259			Veh 2 Car 37 Wait to turn left NW to NE					Dri	F	37	Slight
R2: A 29	Daylight:street lights present		Veh 2 Car 37 Wait to turn left NW to NE					RSP	M	14	Slight
E 493,454	Dry										
N 100,014	Fine without high winds										
	30 mph										

Causation Factor:		Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Possible
2nd:	Failed to judge other persons path or speed	Vehicle 1	Possible

VEHICLE TWO STATIONARY AT ROUNDABOUT WAITING TO TURN LEFT, VEHICLE ONE FAILED TO JUDGE DISTANCE AND STRUCK REAR OF VEHICLE TWO, DETAILS WERE EXCHANGED BUT DRIVER OF VEHICLE TWO HAS SINCE ATTENDED HOSPITAL AND SUSTAINED WHIPLASH INJURY HENCE REPORT.

1403183	Saturday 07/06/2014 1144 hrs	A259 CHICHESTER BOGNOR REGIS 50M SOUTH OF A29 SHRIPNEY ROAD	Veh 1 Car 53 Go/head E to W								
R1: A 259			Veh 2 Car 64 Go/head E to W					Dri	M	64	Slight
	Daylight:street lights present		Veh 2 Car 64 Go/head E to W					FSP	M	65	Slight
E 493,585	Dry		Veh 3 Car 22 Go/head E to W								
N 100,027	Fine without high winds		Veh 4 Car 54 Go/head E to W								
	30 mph										

Causation Factor:		Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely

V1 HAS FAILED TO REACT TO SLOWING TRAFFIC AND HAS COLLIDED WITH V2 WHICH HAS THEN PUSHED V2 INTO V3, AND V3 INTO V4.

1402488	Wednesday 07/05/2014 1500 hrs	A259 FELPHAM WAY BOGNOR REGIS 150M SOUTH OF U ARUN LEISURE CENTRE	Veh 1 Car 50 Go/head N to S					Ped	F	12	Serious
R1: A 259											
	Daylight:street lights present										
E 494,544	Dry										
N 99,900	Fine without high winds										
	40 mph										

Causation Factor:		Participant:	Confidence:
1st:	Failed to look properly	Casualty 1	Very Likely
2nd:	Wrong use of pedestrian crossing facility	Casualty 1	Very Likely

VEH APPROACHING PEDESTRIAN CROSSING HEADING SOUTH. LIGHTS SHOWING GREEN FOR TRAFFIC. CASUALTY CROSSED FROM OFFSIDE IN FRONT OF VEHICLE WHILST USING MOBILE PHONE. VEH STRUCK CASUALTY ON LEFT SIDE AND CAUSED TO FALL ONTO BONNET.

Details of Personal Injury Accidents for Period - **01/07/2010** **to** **30/06/2015** (60) months

Selection:
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Notes:

Police Ref. / Road No. / 2nd Road No. / Grid Ref.	Day / Date / Time / D/L / R.S.C / Weather / Speed / Account of Accident	Location Description	Vehicles: Veh No / Type / Age / Manv / Dir / Class						Casualties: Sex / Age / Sev			
1403708	Wednesday 02/07/2014	U FELPHAM ROAD BOGNOR REGIS AT JUNCTION OF U BARN FELD OUTSIDE THE OLD BARN	Veh 1	Car		Go/head	S	to N				
R1: U	1040 hrs		Veh 2	Pedal cycle	40	Go/head	S	to N	Dri	F	40	Slight
R2: U	Daylight:street lights present											
E 494,858	Dry											
N 99,624	Fine without high winds											
	30 mph											

Causation Factor:		Participant:	Confidence:
1st:	Passing too close to cyclist, horse rider or pedestrian	Vehicle 1	Very Likely

V2 (PEDAL CYCLE) TRAVELLING NORTH ON FELPHAM ROAD, V1 HAS APPROACHED V2 FROM REAR, TRAVELING IN THE SAME DIRECTION. V1 HAS OVERTAKEN V2 AND IN DOING SO HAS COLLIDED WITH THE LEFT ARM OF CYCLIST. V1 MADE NO ATTEMPT TO STOP.

1403901	Tuesday 08/07/2014	A29 SHRIPNEY ROAD BOGNOR REGIS AT JUNCTION OF U HIGHFIELD ROAD	Veh 1	Car	21	Go/head	N	to S	Dri	F	21	Slight
R1: A 29	1343 hrs		Veh 2	Car	50	Stopping	N	to S				
R2: U	Daylight:street lights present											
E 493,787	Dry											
N 100,379	Fine without high winds											
	40 mph											

Causation Factor:		Participant:	Confidence:
1st:	Illness or disability, mental or physical	Vehicle 1	Possible
2nd:	Failed to judge other persons path or speed	Vehicle 1	Possible
3rd:	Careless/Reckless/In a hurry	Vehicle 1	Possible
4th:	Failed to look properly	Vehicle 1	Possible

VEHICLE 2 WAS TRAVELLING SOUTH ALONG SHRIPNEY ROAD IN LANE ONE WHERE IT STOPPED PRIOR TO ROUNDABOUT TO ALLOW PEOPLE TO CROSS, VEHICLE ONE FAILED TO STOP GOING INTO REAR OF VEHICLE TWO CAUSING MINOR DAMAGE TO VEHICLE TWO AND SUBSTANTIAL DAMAGE TO VEHICLE
ONE.

1400512	Monday 27/01/2014	A259 HOTHAM WAY BOGNOR REGIS 200M EAST OF U HIGH STREET OUTSIDE CHICHESTER UNI BOGNOR	Veh 1	Taxi	71	O/take s/veh o/side	E	to W	Dri	F	71	Slight
R1: A 259	2229 hrs		Veh 2	Car	75	Go/head	W	to E	Dri	F	75	Slight
	Darkness: street lights present		Veh 3	Bus/coach		Parked	0	to 0				
E 494,267	Wet/Damp											
N 99,525	Fine without high winds											
	30 mph											

Causation Factor:		Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Possible
2nd:	Failed to look properly	Vehicle 2	Possible

VEHICLE 1 TRAVELLING WEST FROM EAST WHILST PASSING OBSTRUCTION ON ROAD COLLIDED HEAD ON WITH VEHICLE 2 TRAVELLING FROM WEST TO EAST.

ARUN DISTRICT COUNCIL BR/54/15/PEL

Details of Personal Injury Accidents for Period - **01/07/2010** **to** **30/06/2015** (60) months

Selection:
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Notes:

Police Ref. / Road No. / 2nd Road No. / Grid Ref.	Day / Date / Time / D/L / R.S.C / Weather / Speed / Account of Accident	Location Description	Vehicles: Veh No / Type / Age / Manv / Dir / Class					Casualties: Sex / Age / Sev
1404322	Monday 21/07/2014	B2166 HIGH STREET BOGNOR AT JUNCTION OF U GLOUCSTER ROAD	Veh 1 Car 60 Go/head W to E					
R1: B 2166	2230 hrs		Veh 2 Car 52 Go/head S to E					Dri F 52 Slight
R2: U	Darkness: street lights present							
E 494,057	Dry							
N 99,272	Fine without high winds							
	30 mph							

Causation Factor:		Participant:	Confidence:
1st:	Disobeyed Give Way or Stop sign or markings	Vehicle 1	Very Likely

V1 TRAVELLING EAST AND WAITING AT ENTRANCE TO R/A. V2 ON R/A AND TRAVELLING EAST. V1 EMERGED ONTO R/A AND STRUCK FNS OF V2.

1402543	Saturday 10/05/2014	B2166 LONGFORD ROAD BOGNOR REGIS 85M NORTH OF U HAVELOCK ROAD	Veh 1	Pedal cycle	18	Go/head	S	to N	Dri	M	18	Serious
R1: B 2166	1455 hrs		Veh 2	Car	27	Go/head	N	to S				
	Daylight:street lights present											
E 493,493	Dry											
N 99,767	Fine with high winds											
	30 mph											

Causation Factor:		Participant:	Confidence:
1st:	Poor turn or manoevre	Vehicle 1	Very Likely
2nd:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely

V1 PEDAL CYCLE RIDING NORTH ON EAST PAVEMENT, CROSSED ONTO ROAD ACROSS PATH OF V2 TRAVELLING SOUTH AND COLLIDED.

1403103	Wednesday 04/06/2014	A259 HOTHAM WAY BOGNOR REGIS AT JUNCTION OF U UPPER BOGNOR ROAD	Veh 1	Car	18	Go/head	SE	to NW				
R1: A 259	1457 hrs		Veh 2	Car	35	Go/head	SE	to NW	Dri	F	35	Slight
R2: U	Daylight:street lights present											
E 493,876	Dry											
N 99,693	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 look properly	Vehicle 1	Possible

VEH 1 COLLIDED WITH THE REAR OF VEH 2 WHILST IN STOP/START TRAFFIC. SPEED OF IMPACT ESTIMATED AT 15MPH. DAMAGE CAUSED TO FRONT OF VEH 1 AND REAR OF VEH 2. DRIVER OF VEH 2 SUFFERED PAIN TO NECK AS A RESULT OF RTC AND TAKEN TO HOSPITAL AS A PRECAUTION.

Details of Personal Injury Accidents for Period - **01/07/2010** **to** **30/06/2015** (60) months

Selection:
Selected using Manual Selection

Notes:

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

1404574 Saturday 09/08/2014 1936 hrs — U SPENCER STREET BOGNOR REGIS AT JUNCTION OF U OUTSIDE BRENDA HOUSE

Veh 1 Car 53 Wait go ahead held N to S — Ped M 32 Slight

R1: U
R2: U
Daylight:street lights present
E 493,591
Dry
N 99,570
Fine without high winds
30 mph

Causation Factor:		Participant:	Confidence:
1st:	Dangerous action in carriageway	Casualty 1	Very Likely

DRIVER OF VEHICLE ONE WAS OBSTRUCTED FROM DRIVING ALONG SPENCER STREET IN THE DIRECTION OF LONDON ROAD BY A MALE PEDESTRIAN STANDING IN THE ROAD. THE MALE JUMPED ONTO THE BONNET OF THE STATIONARY VEHICLE AND SMASHED THE WINDSCREEN WITH HIS GUITAR. THE MA
LE THEN FELL OFF THE CAR ONTO THE ROAD.

1405132 Thursday 04/09/2014 1838 hrs — U SUDLEY ROAD BOGNOR REGIS AT JUNCTION OF U LONDON ROAD OUTSIDE ON JNC

Veh 1 Car 38 Turning left NE to SE — Ped F 49 Slight

R1: U
R2: U
Daylight:street lights present
E 493,535
Dry
N 99,323
Fine without high winds
30 mph

Causation Factor:		Participant:	Confidence:
1st:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
3rd:	Passing too close to cyclist, horse rider or pedestrian	Vehicle 1	

V1 TRAVELLING W/B TURNING LEFT INTO SUDLEY RD TO GO S/B MISJUDGE PED SPEED CLIPPED LEGS WITH F/N/S

1405104 Thursday 04/09/2014 1116 hrs — U LONDON ROAD BOGNOR REGIS AT JUNCTION OF U LYON STREET

Veh 1 Taxi 61 Turning right NW to SW — Ped F 90 Slight

R1: U
R2: U
Daylight:street lights present
E 493,532
Dry
N 99,343
Fine without high winds
30 mph

Causation Factor:		Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely

VEHICLE 1 HAS TURNED RIGHT INTO LONDON ROAD. FEMALE WAS IN THE CENTRE OF THE ROAD CROSSING AND HAS BEEN STRUCK BY THE CAR THAT DID NOT SEE HER.

ARUN DISTRICT COUNCIL BR/54/15/PEL

Details of Personal Injury Accidents for Period - **01/07/2010** **to** **30/06/2015** (60) months

Selection:
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Notes:

Police Ref. / Road No. / 2nd Road No. / Grid Ref.	Day / Date / Time / D/L / R.S.C / Weather / Speed / Account of Accident	Location Description	Vehicles: Veh No / Type / Age / Manv / Dir / Class						Casualties: Sex / Age / Sev
1405392	Friday 19/09/2014	C154 FELPHAM ROAD FELPHAM AT JUNCTION OF A259 FELPHAM WAY OUTSIDE DOWNVIEW TRAFFIC	Veh 1 Car 82 Go/head S to N	Dri M 82 Slight					
R1: C 154	1643 hrs		Veh 2 Car 26 Go/head E to W	Dri M 26 Slight					
R2: A 259	Daylight:street lights present								
E 495,112	Dry								
N 100,059	Fine without high winds								
	30 mph								

Causation Factor: **Participant:** **Confidence:**

1st: Loss of control — Vehicle 1 — Very Likely

V1 TRAVELLING N/BOUND ALONG FELPHAM RD. STOPPED NEAR TO PARKING AREA O/SIDE OF NEWSAGENTS, REVERSED TO ALLOW ANOTHER VEHICLE TO PARK. ACCELERATED BACKWARDS & COLLIDED WITH BRICK WALL. V1 THEN PLACED INTO DRIVE AND ACCELERATED QUICKLY FORWARDS, THROUGH TH
E RED TRAFFIC LIGHT AT JUNCTION OF A259. V2 TRAVELLING EAST TO WEST ALONG A259. V1 TRAVELLED THROUGH TRAFFIC LIGHTS, COLLIDED WITH V2 PUSHING IT INTO CENTRAL RAILINGS. V1 TURNED LEFT ONTO A259 & LEFT THE ROAD TO N/SIDE COLLIDED WITH LAMPOST.

Police Ref. / Road No. / 2nd Road No. / Grid Ref.	Day / Date / Time / D/L / R.S.C / Weather / Speed / Account of Accident	Location Description	Vehicles: Veh No / Type / Age / Manv / Dir / Class						Casualties: Sex / Age / Sev
1405851	Wednesday 08/10/2014	A259 FELPHAM WAY BOGNOR AT JUNCTION OF U DOWNVIEW ROAD	Veh 1 Car 59 Go/head E to W	Dri F 59 Slight					
R1: A 259	0817 hrs		Veh 2 Car 41 Go/head E to W						
R2: U	Daylight:street lights present		Veh 3 Car 68 Go/head E to W						
E 495,090	Wet/Damp								
N 100,065	Raining without high winds								
	40 mph								

Causation Factor: **Participant:** **Confidence:**

1st: Failed to look properly — Vehicle 1 — Possible

THIS IS A 3 VEHICLE SHUNT. VEHICLE 1 HIT THE REAR OF VEHICLE 2 WHICH IN TURN HIT VEHICLE 3. ALL TRAVELLING THE SAME DIRECTION.

Police Ref. / Road No. / 2nd Road No. / Grid Ref.	Day / Date / Time / D/L / R.S.C / Weather / Speed / Account of Accident	Location Description	Vehicles: Veh No / Type / Age / Manv / Dir / Class						Casualties: Sex / Age / Sev
1406351	Wednesday 29/10/2014	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	0557 hrs								
R2: U	Darkness: street lights present								
E 493,469	Wet/Damp								
N 99,308	Raining without high winds								
	30 mph								

Causation Factor: **Participant:** **Confidence:**

1st: Rain, sleet, snow, or fog — Vehicle 1 — Very 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 NEARSIDE CAUSING SLIGHT INJURY

Details of Personal Injury Accidents for Period - **01/07/2010** **to** **30/06/2015** (60) months

Selection:
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Notes:

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

1405891
Thursday 09/10/2014
R1: B 2166
1625 hrs
R2: U
Daylight:street lights present
E 493,547
Dry
N 99,939
Fine without high winds
30 mph

B2166 LONGFORD ROAD BOGNOR REGIS AT JUNCTION OF U ANNANDALE AVEUE

Veh 1	Car	33	Turning right	SW	to SE					
Veh 2	Car	21	Wait go ahead held	W	to E					
Veh 3	Car	37	Wait go ahead held	W	to E	Dri	F	37	Slight	
Veh 4	Car	45	Go/head	N	to NE					

Causation Factor:		Participant:	Confidence:
1st:	Aggressive driving	Vehicle 1	Possible
2nd:	Vehicle in course of crime	Vehicle 1	Very Likely

V1 SUBJECT VEHICLE BEING PURSUED BY POLICE V4, V1 HAS TRAVELLED ALONG ANNANDALE ROAD AND AT THE JUNCTION OF ANNANDALE ROAD AND LONGFORD ROAD ATTEMPTED TO TURN RIGHT, V1 HAS UNDER STEERED INTO V3 PUSHING IT INTO V4. V1 HAS THEN DRIVEN DOWN THE SIDE OF V2
MOUNTED THE GRASS VERGE AND PAVEMENT AND FLED THE SCENE. THE DRIVER OF V3 SUSTAINED SLIGHT INJURY AS A RESULT. V1 ABANDONDED AFTER POLICE PURSUIT.

1406882
Saturday 22/11/2014
R1: B 2166
1104 hrs
R2: U
Daylight:street lights present
E 493,400
Dry
N 99,546
Unknown
30 mph

B2166 LONGFORD ROAD BOGNOR AT JUNCTION OF U BEATY ROAD

Veh 1	Car	28	Go/head	NE	to SW					
Veh 2	Car	66	Go/head	NE	to SW	Dri	M	66	Slight	
Veh 3	Car	64	Go/head	SW	to NE	Dri	M	64	Slight	

Causation Factor:		Participant:	Confidence:
1st:	Careless/Reckless/In a hurry	Vehicle 1	Possible

VEHICLE ONE TRAVELLING SOUTH IN LONGFORD ROAD FOR UNKNOWN REASON COLLIDED WITH VEHICLE TWO, TRAVELLING IN SAME DIRECTION, THEN COLLIDED WITH VEHICLE THREE TRAVELLING IN OPPOSITE DIRECTION.

1406952
Wednesday 26/11/2014
R1: U
1012 hrs
R2: U
Daylight:street lights present
E 493,802
Wet/Damp
N 99,155
Raining without high winds
30 mph

U CALRENCE ROAD BOGNOR REGIS AT JUNCTION OF U HIGHT STREET

Veh 1	Car	23	Turning left	E	to S	Ped	F	65	Slight	

Causation Factor:		Participant:	Confidence:
1st:	Vehicle blind spot	Vehicle 1	Very Likely

PEDESTRIAN CROSSING ROAD WAS HIT BY A VEHICLE TRAVELLING SOUTHBOUND FOF FOF THE ROUNDABOUT FROM THE HIGH STREET. VERY SLOW SPEED IMPACT WITH NO DAMAGE OR MARKS ON VEH 1.

Details of Personal Injury Accidents for Period - **01/07/2010** **to** **30/06/2015** (60) months

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Notes:

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1405977	Saturday 11/10/2014	U WROXHAM WAY BOGNOR REGIS AT JUNCTION OF U GOODWOOD AVENUE	Veh 1 Car 40 Starting W to S					
R1: U	1335 hrs		Veh 2 Car 17 Go/head N to S					Dri M 17 Slight
R2: U	Daylight:street lights present							
E 494,996	Wet/Damp							
N 100,290	Fine without high winds							
	30 mph							

Causation Factor: **Participant:** **Confidence:**

1st: Failed to look properly — Vehicle 1 — Very Likely

VEHICLE TWO TRAVELLING SOUTH ALONG WROXHAM WAY, VEHICLE ONE WAS STATIONARY FACING SOUTH OFFSIDE TO KERB, DRIVER OF VEHICLE ONE PULLED OUT INTO ROAD WITHOUT LOOKING PROPERLY AND STUCK VEHICLE TWO ON OFFSIDE DOOR CAUSING DAMAGE AND WHIPLASH INJURY TO DRIVE
R.

1406379	Tuesday 14/10/2014	U HIGH STREET BOGNOR REGIS AT JUNCTION OF U SUDLEY GARDENS	Veh 1	M/C < 50 cc	16	Go/head	W	to E	Dri	M	16	Slight
R1: U	1630 hrs											
R2: U	Daylight:street lights present											
E 493,932	Dry											
N 99,254	Fine without high winds											
	30 mph											

Causation Factor: **Participant:** **Confidence:**

1st: Poor or defective road surface — Casualty 1 — Very Likely

VEH1 TRAVELLING EAST ALONG HIGH STREET STRUCK A POT HOLE ON THE LEFT SIDE OF THE ROAD (JUST PAST THE J/W WITH WITH CAMPBELL ROAD) THIS CAUSED THE VEH1 RIDER TO FALL FROM THE LEFT ONTO THE PAVEMENT AND HIT A FLINT WALL CAUSING INJURY .

1406807	Wednesday 19/11/2014	U ESPLANADE BOGNOR REGIS AT JUNCTION OF U CLARENCE ROAD OUTSIDE O/S BERKLEY COURT	Veh 1	Car		Go/head	W	to E	Ped	F	25	Slight
R1: U	1210 hrs											
R2: U	Daylight:street lights present											
E 493,875	Wet/Damp											
N 98,950	Fine without high winds											
	30 mph											

Causation Factor: **Participant:** **Confidence:**

1st: Crossed road masked by stationary veh — Casualty 1 — Possible

FEMALE CROSSING ROAD TOWARDS SEAFRONT ON FOOT, LOOKED THEN CROSSED, STATES WAS CLEAR. AS CROSSING AND HAVING STEPPED OUT INTO ROAD WAS CLIPPED BY A VEHICLE WHICH CAUSED HER TO FALL AND BRUISING TO FOOT WHICH SHE BELIEVES MAKE HAVE BEEN RUN OVER. SHE STAT
ES A BLACK CAR STOPPED TO SEE IF SHE WAS OK. SHE BELIEVED IT WAS THE CAR THAT HIT HER BUT WITNESSES STATE IT WAS A WHITE CAR THAT HIT HER AND NOT THE BLACK ONE. NO DETAILS KNOWN OF VEHICLE THAT HIT FEMALE. NO CCTV COVERIGN LOCATION.

Details of Personal Injury Accidents for Period - **01/07/2010** **to** **30/06/2015** (60) months

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

1500692 Saturday 31/01/2015 1530 hrs — 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
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 manoevre	Vehicle 1	Possible
2nd:	Failed to judge other persons path or speed	Vehicle 1	Possible

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.

1501136 Wednesday 25/02/2015 1617 hrs — U GLOUSTER ROAD BOGNOR REGIS AT JUNCTION OF U THE ESPLANADE OUTSIDE ON 90 DEG BEND

Veh 1	Car	33	Go/ahead LH bend	W	to N	Dri	F	33	Slight		

R1: U
R2: U
Daylight:street lights present
E 494,142
Dry
N 99,028
Fine without high winds
30 mph

Causation Factor:		Participant:	Confidence:
1st:	Illness or disability, mental or physical	Vehicle 1	Very Likely

VEH (1) TRAVELLING EAST ON MAIN ROAD TOWARDS SHARP 90 DEG LEFT HAND BEND. VEH (1) FAILED TO NEGOTIATE BEND AND HAS DRIVEN STRAIGHT ON IMPACTING WITH WALL AND SIGN POST LOCATED ON THE EASTERN PAVEMENT OF BEND.

1403409 Thursday 19/06/2014 1000 hrs — U HIGH STREET BOGNOR REGIS AT JUNCTION OF U SUSSEX STREET

Veh 1	Goods < 3.5t	51	Turning left	E	to S	Ped	M	58	Slight		

R1: U
R2: U
Daylight:street lights present
E 493,746
Dry
N 99,105
Fine without high winds
20 mph

Causation Factor:		Participant:	Confidence:
1st:	Failed to look properly	Casualty 1	Very Likely
2nd:	Impaired by alcohol	Casualty 1	Possible

MALE PEDESTRIAN CROSSING ROAD JUNCTION AND LOOKED THE WRONG WAY. V1 TURNING LEFT ON HIS BLINDSIDE INTO JUNCTION WHEN PEDESTRIAN STEPPED OFF OF FOOTPATH, COLLIDED WITH V1 WING MIRROR AND NEARSIDE DOOR.

Details of Personal Injury Accidents for Period - 01/07/2010 to 30/06/2015 (60) months

Selection:
Selected using Manual Selection

Notes:

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

1501928
Wednesday 08/04/2015
R1: U
0731 hrs
R2: U
Daylight:street lights present
E 493,471
Dry
N 99,855
Fine without high winds
30 mph

U ANNANDALE AVENUE BOGNOR REGIS AT JUNCTION OF U VICTORIA DRIVE OUTSIDE 70 ANNANDALE

Veh 1	Goods < 3.5t	42	Starting	N	to NW						
Veh 2	M/C > 500 cc	48	Go/head	SW	to NE	Dri	M	48	Slight		
Veh 3	Goods < 3.5t		Parked	0	to 0						

Causation Factor:		Participant:	Confidence:
1st:	Junction overshoot	Vehicle 1	Possible
2nd:	Sudden braking	Vehicle 2	Possible
3rd:	Disobeyed Give Way or Stop sign or markings	Vehicle 1	Possible
4th:	Exceeding speed limit	Vehicle 2	Possible

A SILVER VOLKSWAGEN TRANSPORTER (VEHICLE 1) WAS AT THE JUCTION OF VICTORIA DRIVE AND ANNANDALE AVENUE WHERE IT EDGED OUT TO GO RIGHT INTO ANNANDALE AVENUE. APPROXIMATELY ONE THIRD OF THE VAN HAD PULLED OUT FROM THE JUNCTION WHEN A YAMAHA R1 MOTORCYC
LE (VEHICLE 2) WAS TRAVELLING ALONG ANNANDALE AVENUE AND COMING FROM VEHICLE ONES RIGHT. VEHICLE 2 STOPPED SUDDENLY BUT THE RIDER LOST CONTROL OF THE BIKE WHICH SLID APPROX 10 YARDS ALONG ON ITS RIGHT SIDE MAKING SLIGHT CONTACT WITH A PARKED VAN.

1501854
Friday 03/04/2015
R1: A 259
1310 hrs
R2: A 29
Daylight:street lights present
E 493,474
Wet/Damp
N 100,011
Fine without high winds
30 mph

A259 BOGNOR REGIS AT JUNCTION OF A29

Veh 1	M/C < 125 cc	20	Go/head	E	to N	Dri	M	20	Slight		

Causation Factor:		Participant:	Confidence:
1st:	Loss of control	Vehicle 1	Very Likely

V1 RIDER LOST CONTROL ON R/A DUE TO DAMP CONDITIONS AND POSSIBLE XS SPEED. RIDER SUSTAINED INJURIES TO CHEST, HAND AND LEG.

1502442
Monday 04/05/2015
R1: A 259
1413 hrs
R2: B 2166
Daylight:street lights present
E 493,568
Dry
N 100,013
Fine without high winds
30 mph

A259 BOGNOR REGIS AT JUNCTION OF B2166

Veh 1	Car	38	Go/head	E	to W						
Veh 2	Car	56	Go/head	E	to W	RSP	F	27	Slight		
Veh 3	Car	55	Go/head	E	to W	Dri	F	55	Slight		

Causation Factor:		Participant:	Confidence:
1st:	Impaired by alcohol	Vehicle 1	Very Likely

VEH 1 WAS TRAVELLING TOWARDS THE ROUNDABOUT BEHIND VEH 2 WHICH IN TURN WAS IN FRONT OF VEH 3. VEH 1 DROVE INTO THE BACK OF VEH 2 ON APPROACH TO THE ROUNDABOUT AND VEH 2 HIT VEH 3. DRIVER OF VEH 1 ARRESTED FOR DRINK DRIVING.

Details of Personal Injury Accidents for Period - **01/07/2010** **to** **30/06/2015** (60) months

Selection:
Selected using Manual Selection

Notes:

Police Ref. / Road No. / 2nd Road No. / Grid Ref.	Day / Date / Time / D/L / R.S.C / Weather / Speed / Account of Accident	Location Description	Vehicles: Veh No / Type / Age / Manv / Dir / Class						Casualties: Sex / Age / Sev			
1502613	Wednesday 13/05/2015	A259 HOTHAM WAY BOGNOR REGIS AT JUNCTION OF A29 SHRIPNEY ROAD OUTSIDE BOGNOR	Veh 1	Goods < 3.5t	37	Turning left	N to NE					
R1: A 259	1138 hrs		Veh 2	Car	60	Wait go ahead held	N to NE	Dri	M	60	Slight	
R2: A 29	Daylight:street lights present											
E 493,522	Dry											
N 100,050	Fine without high winds											
	30 mph											

Causation Factor:		Participant:	Confidence:
1st:	Dazzling sun	Vehicle 1	Very Likely

VEHICLE 1 BEHIND VEHICLE 2, ENTERING ROUNDABOUT FROM SHRIPNEY ROAD, A29 ONTO THE HOTHAM WAY ROUNDABOUT A259. VEHICLE 2 ENTERED THE ROUNDABOUT WITH THE DRIVER SLOWING FOR TRAFFIC, WHICH VEHICLE 1 FAILED TO SEE, DUE TO SUNNY WEATHER CAUSING VEHICLE 1 TO RE
AR SHUNT VEHICLE 2.

1502819	Wednesday 20/05/2015	U WATERLOO ROAD FELPHAM 55M NORTH OF U VICARAGE LANE	Veh 1	M/C < 50 cc	49	Go/head	S to NW	Dri	F	49	Slight	
R1: U	1049 hrs		Veh 2	Car	70	Go/head	NW to S					
	Daylight:street lights present											
E 495,058	Dry											
N 99,749	Fine without high winds											
	30 mph											

Causation Factor:		Participant:	Confidence:
1st:	Poor turn or manoevre	Vehicle 1	Possible
2nd:	Swerved	Vehicle 1	Possible

VEHICLE 1 M/C TRAVELLING NORTH, VEICLE 2 TRAVELLIMG SOUTH FOR UNKNOWN REASON VEHICLE 1 COLLIDED WITH VEHICLE 2. MINOR INJURY TO RIDER OF VEHICLE 1.

1502207	Tuesday 21/04/2015	A259 FELPHAM WAY BOGNOR 415M NORTH OF U UPPER BOGNOR ROAD OUTSIDE ON CROSSING	Veh 1	Car	45	Go/head	S to N	Ped	F	12	Serious	
R1: A 259	1742 hrs											
	Daylight:street lights present											
E 494,556	Dry											
N 99,920	Fine without high winds											
	30 mph											

Causation Factor:		Participant:	Confidence:
1st:	Wrong use of pedestrian crossing facility	Casualty 1	Very Likely

PEDESTRIAN CHILD, RAN ACROSS CROSSING EAST TO WEST, LIGHTS ON GREEN FOR TRAFFIC RED FOR PEDESTRIANS, VEHICLE 1 TRAVELLING SOUTH TO NORTH IN SLOW MOVING TRAFFIC CLIPPED CHILD AT SLOW SPEED.

ARUN DISTRICT COUNCIL BR/54/15/PEL

Details of Personal Injury Accidents for Period - **01/07/2010** **to** **30/06/2015** (60) months

Selection:
Selected using Manual Selection

Notes:

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

1502609	Tuesday	U SUDLEY ROAD BOGNOR REGIS										
	12/05/2015	25M WEST OF U UNAMED ROAD	Veh 1	Car	53	Parked	0	to 0				
R1: U	0950 hrs		Veh 2	Pedal cycle	74	Go/head	W	to E	Dri	M	74	Serious
	Daylight:street lights present											
E 493,606	Dry											
N 99,262	Fine without high winds											
	30 mph											

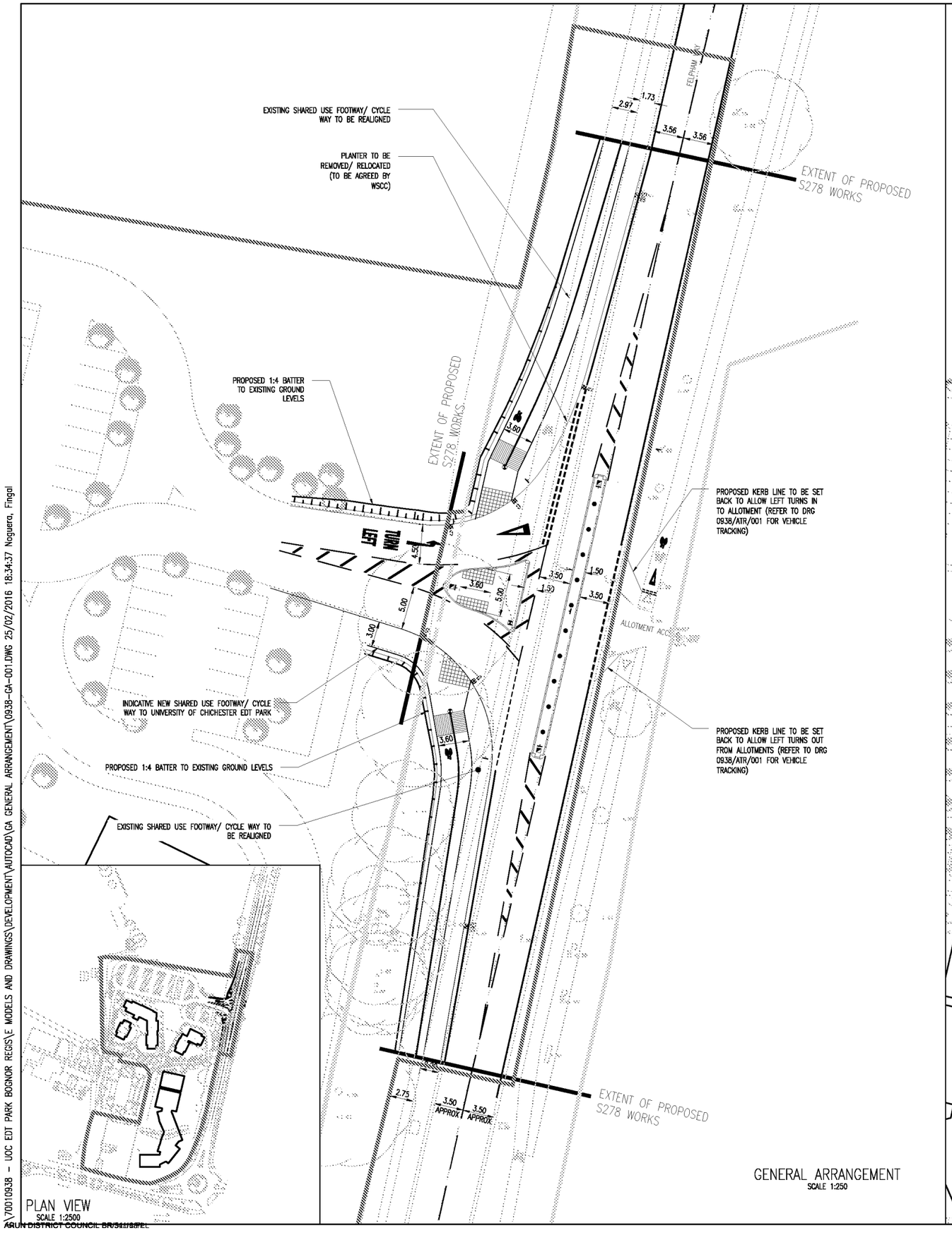
Causation Factor:	**Participant:**	**Confidence:**
1st: Vehicle door opened or closed negligently	Vehicle 1	Very Likely

V1 STATIONARY AND PARKED, DRIVER HAS OPENED DRIVER SIDE DOOR INTO PATH OF V2, PEDAL CYCLIST. CYCLIST HAS STRUCK THE DOOR AND IN DOING SO SUSTAINED A 1 1/2 - 2" LACERATION OF HIS LEFT EAR. IP TAKEN TO ST RICHARDS HOSPITAL FOR STITCHES. ALL VEHICLES HAD LE
FT SCENE PRIOR TO POLICE ATTENDANCE.

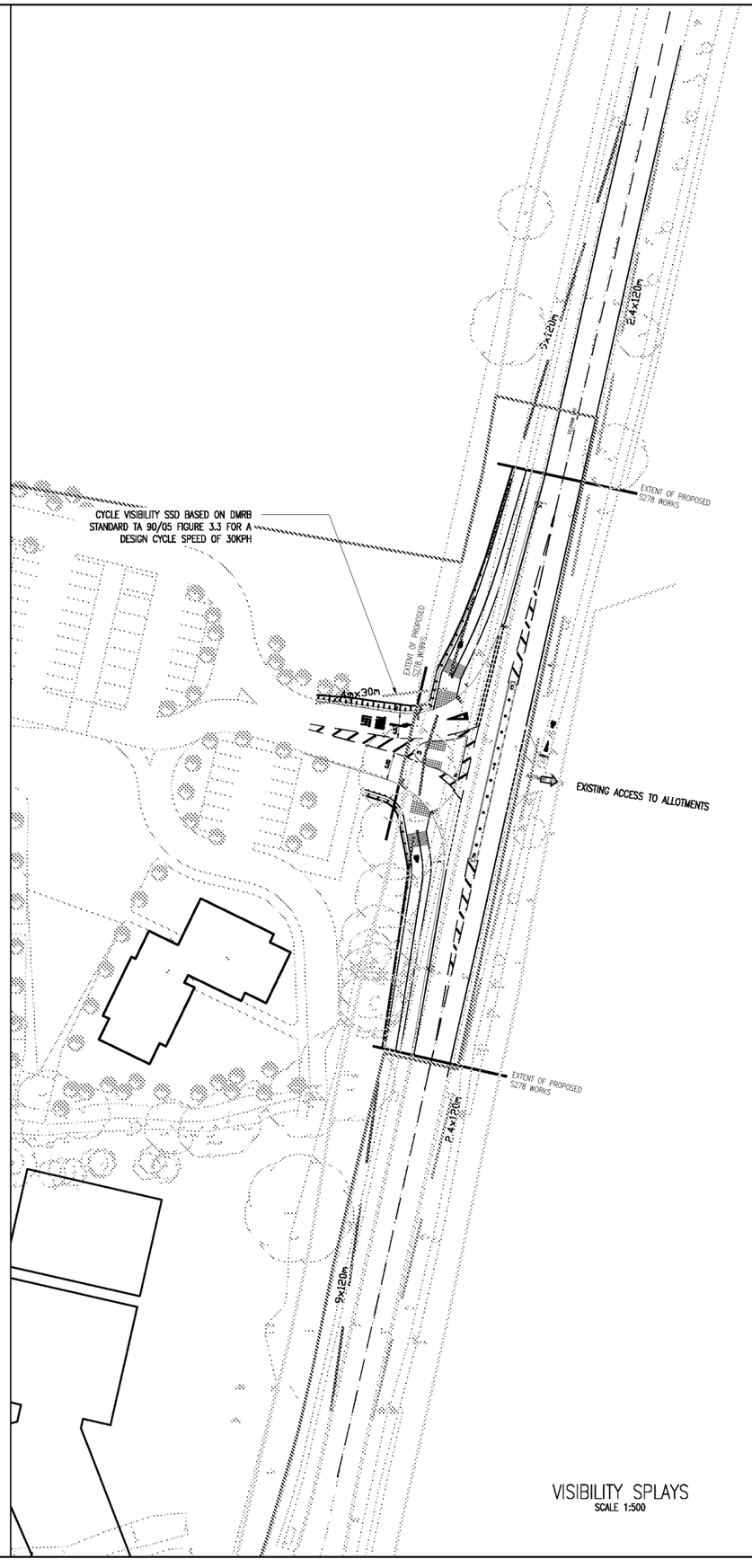
Appendix D

PROPOSED SITE ACCESS JUNCTION

(WSP | PB DRAWING 0938-GA-001 REV C)



GENERAL ARRANGEMENT
SCALE 1:250



VISIBILITY SPLAYS
SCALE 1:500

NOTES

DO NOT SCALE

1. ALL DIMENSIONS ARE IN METRES UNLESS STATED OTHERWISE.
2. THIS DRAWING SHOULD BE READ IN CONNECTION WITH ALL RELEVANT ENGINEERING DETAILS, DRAWINGS AND SPECIFICATIONS.
3. ANY DISCREPANCIES SHOULD BE REPORTED TO THE ENGINEER IMMEDIATELY, SO THAT CLARIFICATION CAN BE SOUGHT PRIOR TO COMMENCEMENT OF WORKS.
4. EXISTING SPEED LIMIT ON FELPHAM WAY IS 40MPH. A DESIGN SPEED OF 70kph HAS BEEN USED.
5. TOPOGRAPHICAL INFORMATION BASED ON SHAW COLEGATE SURVEY RECEIVED 20/05/2015.
6. HIGHWAY BOUNDARY SHOWN INDICATIVELY AND IS BASED ON WSCC RECORDS
7. SITE LAYOUT BASED ON STRIDE TREGLOWN ARCHITECTS LAYOUT DRAWING RECEIVED 18/02/2016.
8. CENTRAL ISLAND TO HAVE 75mm UPSTAND SPLAYED KERBS.

LIST OF DRAWINGS AND KEY:

0938/ATR/001– ALLOTMENT ACCESS SWEPT PATH ANALYSIS
0938/ATR/002– SWEPT PATH ANALYSIS
0938/GA/001– GENERAL ARRANGEMENT
0938/GA/002– SITE CLEARANCE
0938/D/001– EXISTING AND PROPOSED DRAINAGE
0938/D/002– EXISTING AND PROPOSED GULLY CATCHMENTS
0938/RP/001– KERBS AND SURFACE FINISHES
0938/RP/002– LONGITUDINAL AND CROSS SECTIONS
0938/RP/003– CONTOURS AND CHAINAGES
0938/RP/004– ISOPACHYTES
0938/SD/001– STANDARD DETAILS
0938/SD/002– SIGN POST FOUNDATION (INCLUDING ILLUMINATED AND NON ILLUMINATED)
0938/SD/003– ILLUMINATED REFLECTORIZED BOLLARD
0938/SD/004– NON ILLUMINATED REFLECTORIZED BOLLARD
0938/TS/001– SIGNS, ROAD MARKINGS AND TRAFFIC SIGNS
0938/XS/001– EXISTING TOPOGRAPHICAL SURVEY
0938/UD/001– EXISTING UTILITIES
0938/UD/002– UTILITY DIVERSIONS

- SITE/PLANNING BOUNDARY
- EXISTING HIGHWAY BOUNDARY TO BE RETAINED
- HIGHWAY BOUNDARY TO BE RELEASED
- PROPOSED HIGHWAY BOUNDARY
- 9m x 120m VISIBILITY SPLAY
- 2.4m x 120m VISIBILITY SPLAY
- 4m x 30m VISIBILITY SPLAY
- PROPOSED BLISTER TACTILE PAVING (REFER TO WSP DRAWING NO. S278/38/04)
- PROPOSED CORDUROY TACTILE PAVING (REFER TO WSP DRAWING NO. S278/38/04)
- PROPOSED REFLECTORIZED PASSIVELY SAFE BOLLARDS (REFER TO WSCC DRAWING S278/38/17)
- NON ILLUMINATED REFLECTORIZED ONLY BOLLARD (REFER TO WSP DRAWING NO. 0938/SD/004) ILLUMINATED REFLECTORIZED ONLY BOLLARD (REFER TO WSP DRAWING NO. 0938/SD/003)
- PROPOSED SIGNPOST
- PROPOSED AND EXISTING GULLY AND LATERAL
- SIGN BOLLARD TYPE 2 (REFER TO WSCC DRAWING S278/ 38/17)

REV	DATE	BY	DESCRIPTION	CHK	APD
C	25/02/2016	JRP/SL	UPDATED MASTERPLAN		
B	30/09/2015	SL	UPDATED JUNCTION/ LAYOUT TO WSCC COMMENTS: CENTRAL ISLAND WIDENED, POSITION OF ROAD MARKINGS UPDATED		

DRAWING STATUS: FOR INFORMATION ONLY

WSP | PARSONS BRINCKERHOFF
Regus House, Southampton International Business Park
George Curl Way, Southampton, Hampshire, SO18 2RZ
Tel: +44 (0)2380 302529 Fax: +44 (0)2380 302001
www.wspgroup.com www.pbworld.com

CLIENT: UNIVERSITY OF CHICHESTER

ARCHITECT: STRIDE TREGLOWN LTD.

PROJECT: UNIVERSITY OF CHICHESTER, BOGNOR REGIS EDT PARK ACCESS

TITLE: FELPHAM WAY ACCESS GENERAL ARRANGEMENT LEFT IN LEFT OUT

SCALE @ A1:	CHECKED:	APPROVED:
AS SHOWN	FN	MJS
CAD FILE: 0938-GA-001	DESIGN DRAWN: JRP/SL	DATE: February 2016
PROJECT No: 700010938	DRAWING No: 0938/GA/001	REV: C

© WSP Group Ltd

V:\700010938 - UOC EDT PARK BOGNOR REGIS\E MODELS AND DRAWINGS\DEVELOPMENT\AUTOCAD\GA GENERAL ARRANGEMENT\0938-GA-001.DWG 25/02/2016 18:34:37 Noguera, Fingal
ARUN DISTRICT COUNCIL BR/311/88/FEL

Appendix E

TRICS OUTPUT

Calculation Reference: AUDIT-100319-150506-0553

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 04 - EDUCATION
Category : C - COLLEGE/UNIVERSITY

VEHICLES

Selected regions and areas:

02	**SOUTH EAST**		
	ES	EAST SUSSEX	2 days
	EX	ESSEX	1 days
03	**SOUTH WEST**		
	GS	GLOUCESTERSHIRE	1 days

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

Filtering Stage 2 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:	Gross floor area
Actual Range:	8402 to 13204 (units: sqm)
Range Selected by User:	7135 to 15000 (units: sqm)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/07 to 28/11/13

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:

Tuesday	1 days
Wednesday	1 days
Thursday	2 days

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

Selected survey types:

Manual count	4 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:

Suburban Area (PPS6 Out of Centre)	4

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	3
Built-Up Zone	1

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

Filtering Stage 3 selection:

Use Class:

D1	4 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:

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

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

Population within 5 miles:

25,001 to 50,000	1 days
75,001 to 100,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	2 days

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

Travel Plan:

Yes	1 days
No	3 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.

LIST OF SITES relevant to selection parameters

1 **ES-04-C-05** **COLLEGE** **EAST SUSSEX**
PENLAND ROAD

BEXHILL ON SEA
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 10125 sqm
Survey date: THURSDAY *03/11/11* *Survey Type: MANUAL*

2 **ES-04-C-07** **COLLEGE** **EAST SUSSEX**
PARKER ROAD
ORE
HASTINGS
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 8402 sqm
Survey date: WEDNESDAY *30/05/12* *Survey Type: MANUAL*

3 **EX-04-C-02** **COLLEGE** **ESSEX**
PRINCES ROAD

CHELMSFORD
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 11000 sqm
Survey date: TUESDAY *15/10/13* *Survey Type: MANUAL*

4 **GS-04-C-02** **COLLEGE** **GLOUCESTERSHIRE**
HORTON ROAD

GLOUCESTER
Suburban Area (PPS6 Out of Centre)
Built-Up Zone
Total Gross floor area: 13204 sqm
Survey date: THURSDAY *28/11/13* *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 04 - EDUCATION/C - COLLEGE/UNIVERSITY

VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	10683	0.117	4	10683	0.019	4	10683	0.136
08:00 - 09:00	**4**	**10683**	**1.023**	4	10683	0.316	**4**	**10683**	**1.339**
09:00 - 10:00	4	10683	0.487	4	10683	0.192	4	10683	0.679
10:00 - 11:00	4	10683	0.194	4	10683	0.136	4	10683	0.330
11:00 - 12:00	4	10683	0.311	4	10683	0.314	4	10683	0.625
12:00 - 13:00	4	10683	0.152	4	10683	0.220	4	10683	0.372
13:00 - 14:00	4	10683	0.176	4	10683	0.225	4	10683	0.401
14:00 - 15:00	4	10683	0.234	4	10683	0.395	4	10683	0.629
15:00 - 16:00	4	10683	0.194	4	10683	0.321	4	10683	0.515
16:00 - 17:00	4	10683	0.243	4	10683	0.639	4	10683	0.882
17:00 - 18:00	4	10683	0.190	4	10683	0.269	4	10683	0.459
18:00 - 19:00	3	11443	0.184	3	11443	0.122	3	11443	0.306
19:00 - 20:00	2	12102	0.062	2	12102	0.124	2	12102	0.186
20:00 - 21:00	1	11000	0.109	**1**	**11000**	**0.818**	1	11000	0.927
21:00 - 22:00	1	11000	0.000	1	11000	0.336	1	11000	0.336
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.676			4.446			8.122

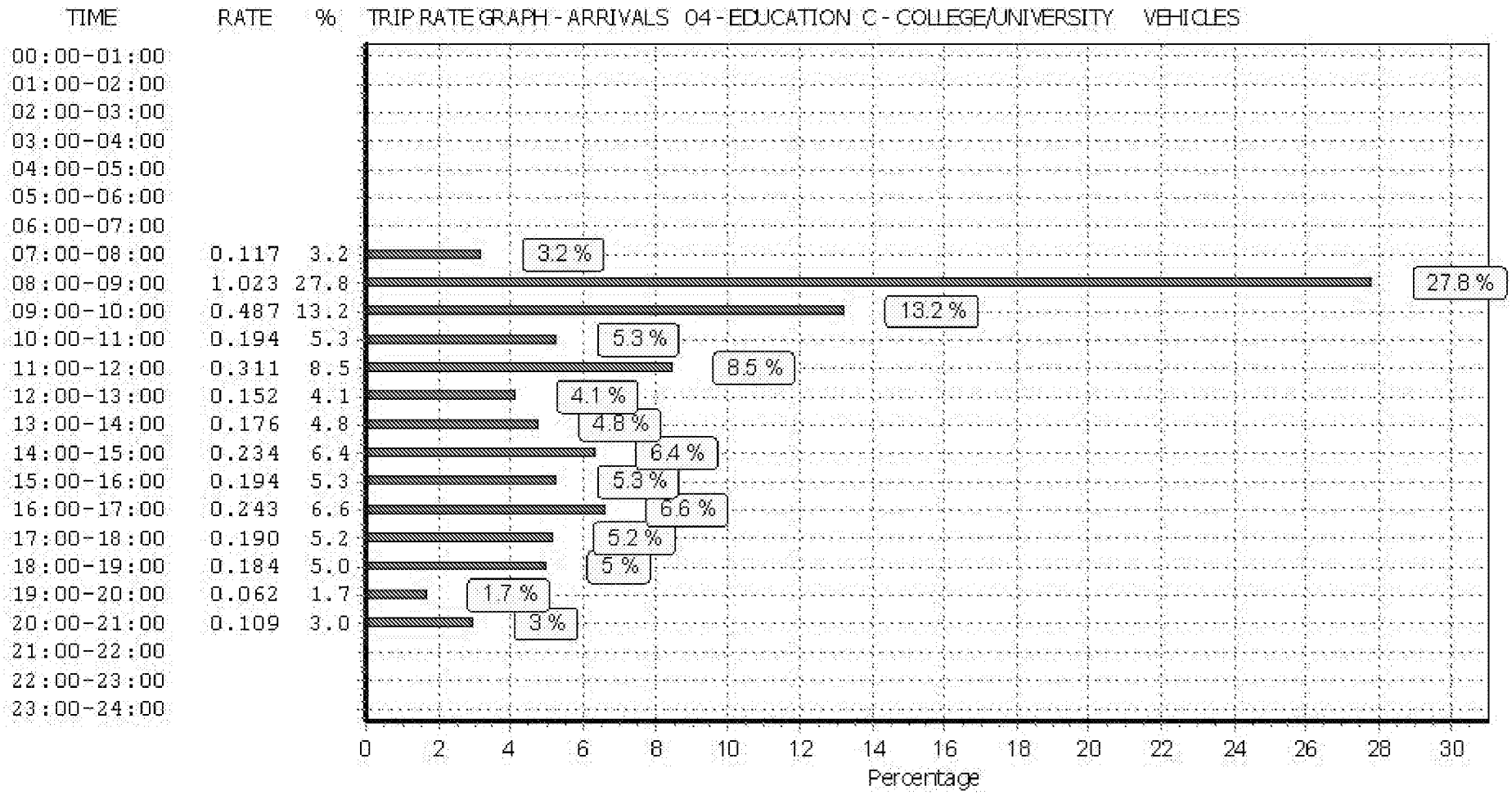
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

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

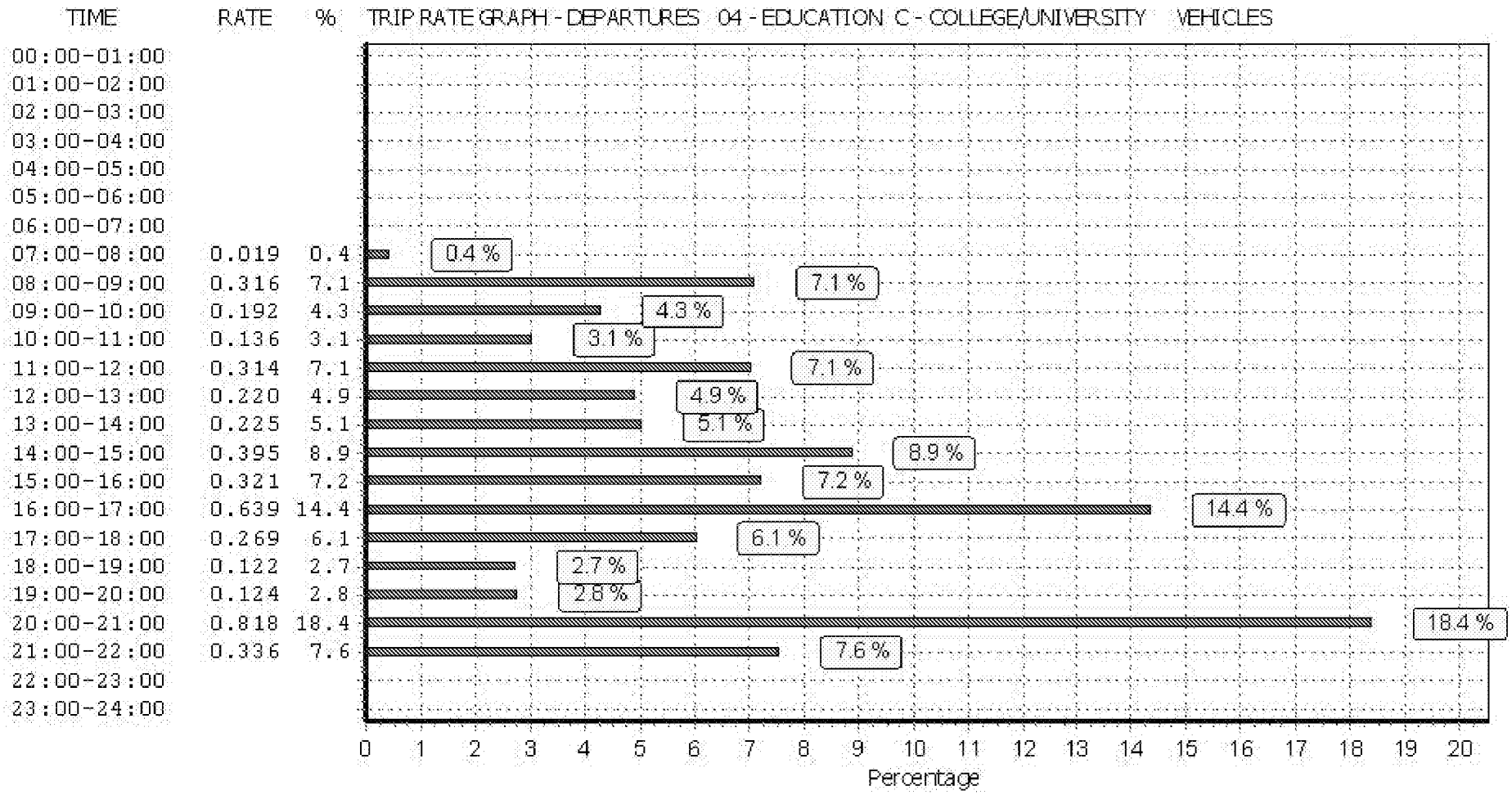
Parameter summary

Trip rate parameter range selected:	8402 - 13204 (units: sqm)
Survey date date range:	01/01/07 - 28/11/13
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

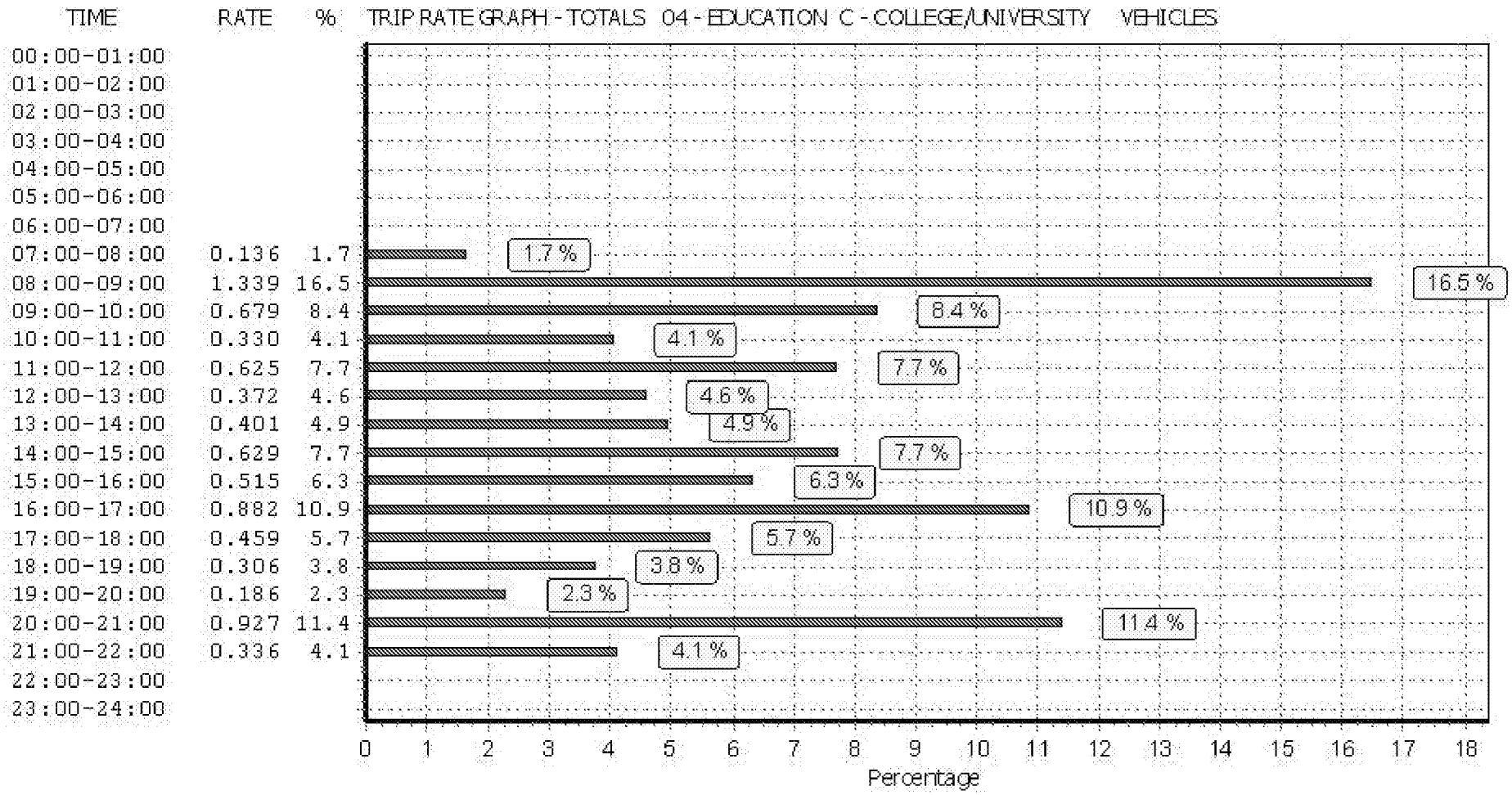
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TRIP RATE for Land Use 04 - EDUCATION/C - COLLEGE/UNIVERSITY

TAXIS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	10683	0.002	4	10683	0.002	4	10683	0.004
08:00 - 09:00	**4**	**10683**	**0.019**	**4**	**10683**	**0.016**	**4**	**10683**	**0.035**
09:00 - 10:00	4	10683	0.014	4	10683	0.016	4	10683	0.030
10:00 - 11:00	4	10683	0.000	4	10683	0.000	4	10683	0.000
11:00 - 12:00	4	10683	0.002	4	10683	0.000	4	10683	0.002
12:00 - 13:00	4	10683	0.000	4	10683	0.002	4	10683	0.002
13:00 - 14:00	4	10683	0.002	4	10683	0.002	4	10683	0.004
14:00 - 15:00	4	10683	0.016	4	10683	0.014	4	10683	0.030
15:00 - 16:00	4	10683	0.009	4	10683	0.012	4	10683	0.021
16:00 - 17:00	4	10683	0.005	4	10683	0.005	4	10683	0.010
17:00 - 18:00	4	10683	0.000	4	10683	0.000	4	10683	0.000
18:00 - 19:00	3	11443	0.000	3	11443	0.000	3	11443	0.000
19:00 - 20:00	2	12102	0.000	2	12102	0.000	2	12102	0.000
20:00 - 21:00	1	11000	0.000	1	11000	0.000	1	11000	0.000
21:00 - 22:00	1	11000	0.000	1	11000	0.000	1	11000	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.069			0.069			0.138

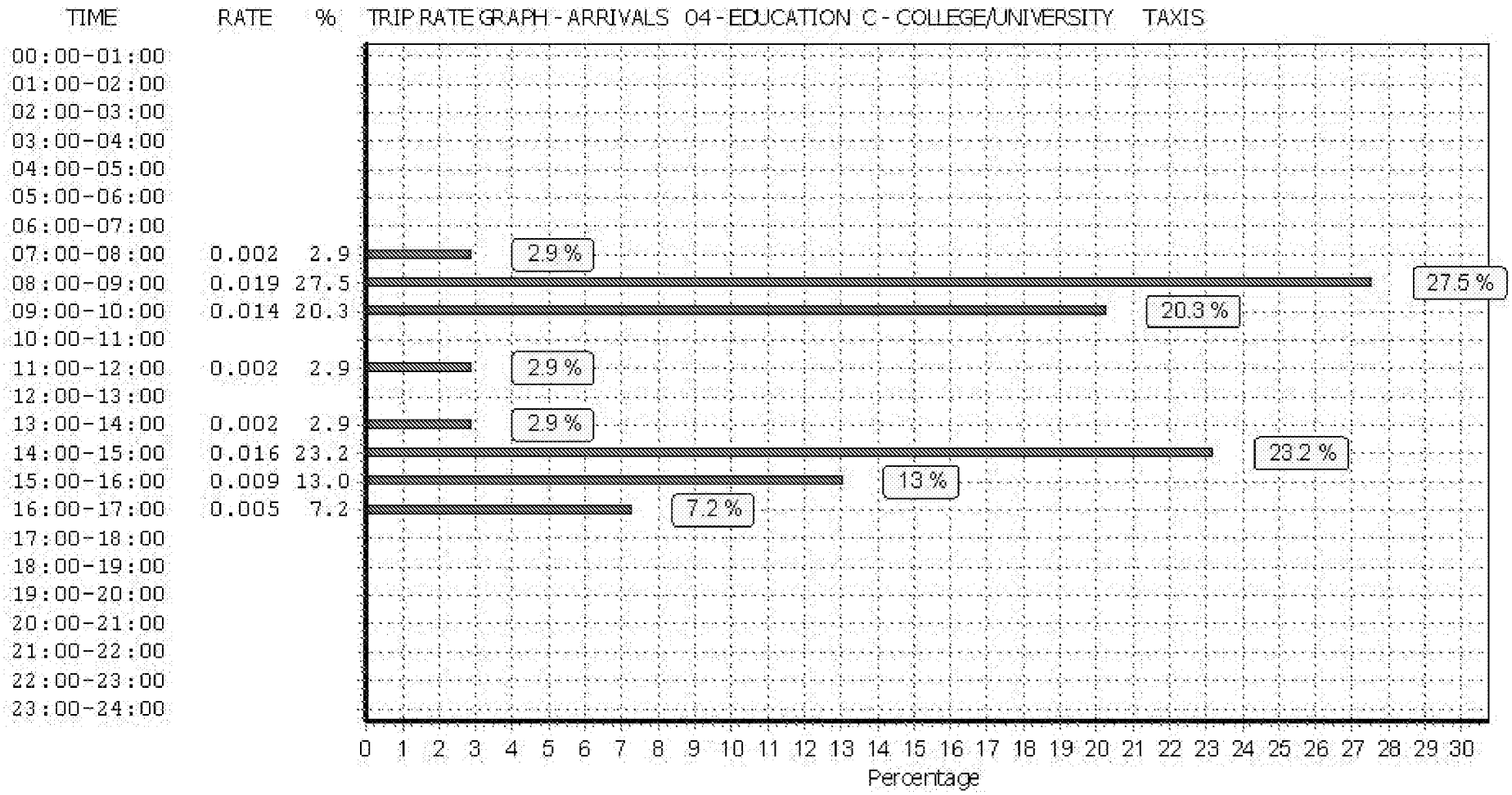
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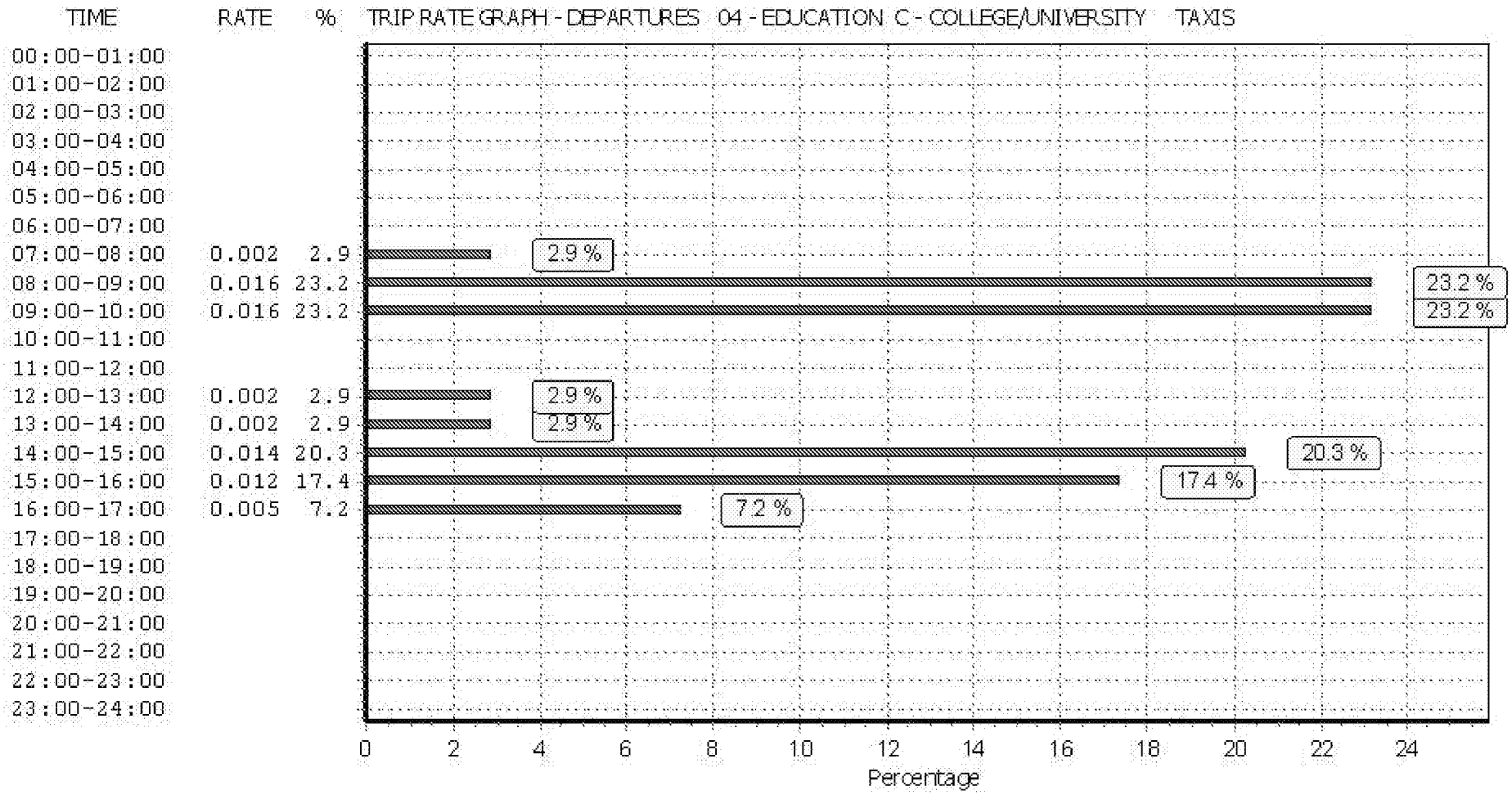
Parameter summary

Trip rate parameter range selected:	8402 - 13204 (units: sqm)
Survey date date range:	01/01/07 - 28/11/13
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

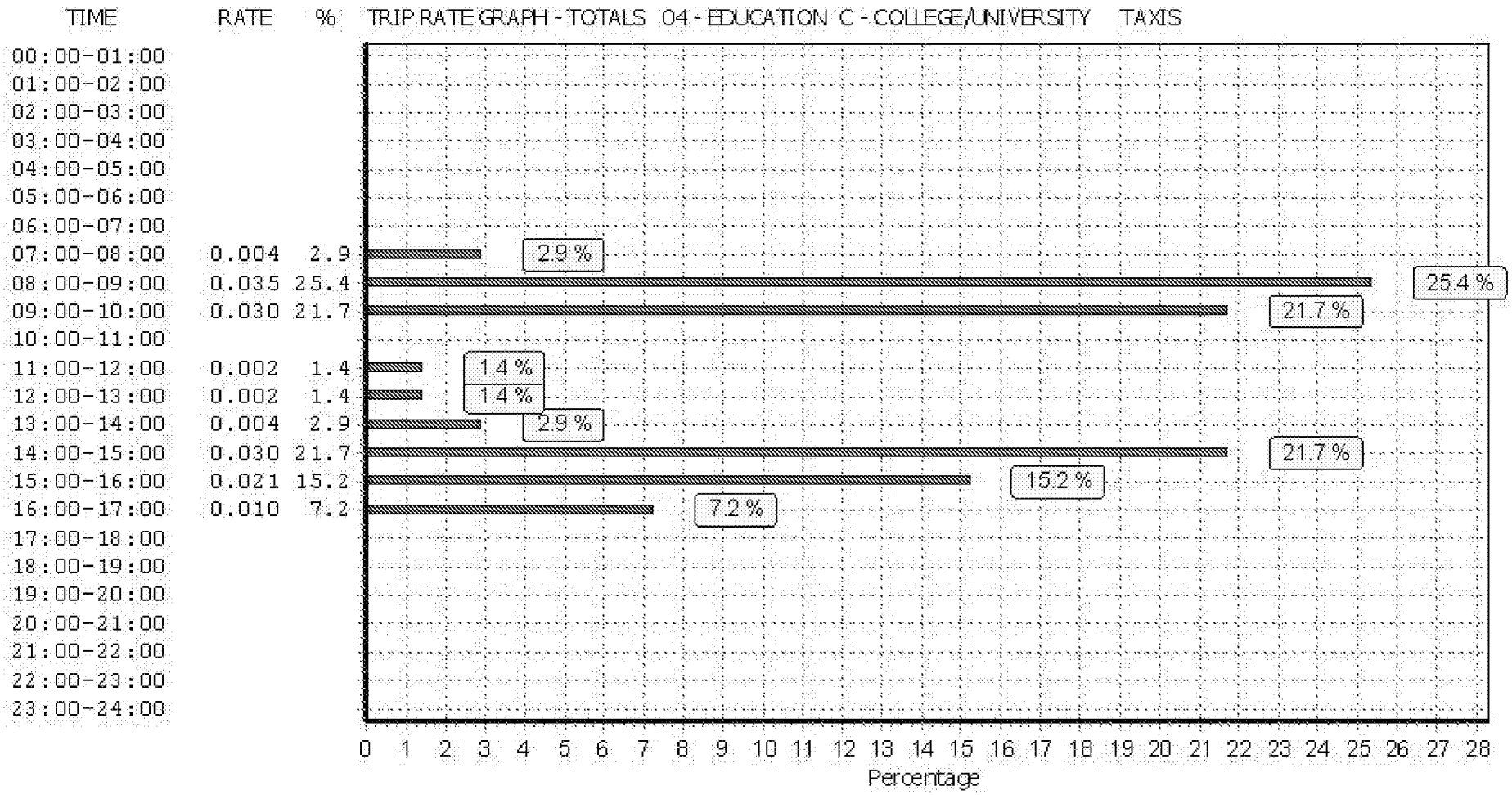
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TRIP RATE for Land Use 04 - EDUCATION/C - COLLEGE/UNIVERSITY

OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	**4**	**10683**	**0.005**	**4**	**10683**	**0.005**	**4**	**10683**	**0.010**
08:00 - 09:00	4	10683	0.000	4	10683	0.000	4	10683	0.000
09:00 - 10:00	4	10683	0.002	4	10683	0.002	4	10683	0.004
10:00 - 11:00	4	10683	0.002	4	10683	0.002	4	10683	0.004
11:00 - 12:00	4	10683	0.000	4	10683	0.000	4	10683	0.000
12:00 - 13:00	4	10683	0.000	4	10683	0.000	4	10683	0.000
13:00 - 14:00	4	10683	0.000	4	10683	0.000	4	10683	0.000
14:00 - 15:00	4	10683	0.000	4	10683	0.000	4	10683	0.000
15:00 - 16:00	4	10683	0.000	4	10683	0.000	4	10683	0.000
16:00 - 17:00	4	10683	0.000	4	10683	0.000	4	10683	0.000
17:00 - 18:00	4	10683	0.000	4	10683	0.000	4	10683	0.000
18:00 - 19:00	3	11443	0.000	3	11443	0.000	3	11443	0.000
19:00 - 20:00	2	12102	0.000	2	12102	0.000	2	12102	0.000
20:00 - 21:00	1	11000	0.000	1	11000	0.000	1	11000	0.000
21:00 - 22:00	1	11000	0.000	1	11000	0.000	1	11000	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.009			0.009			0.018

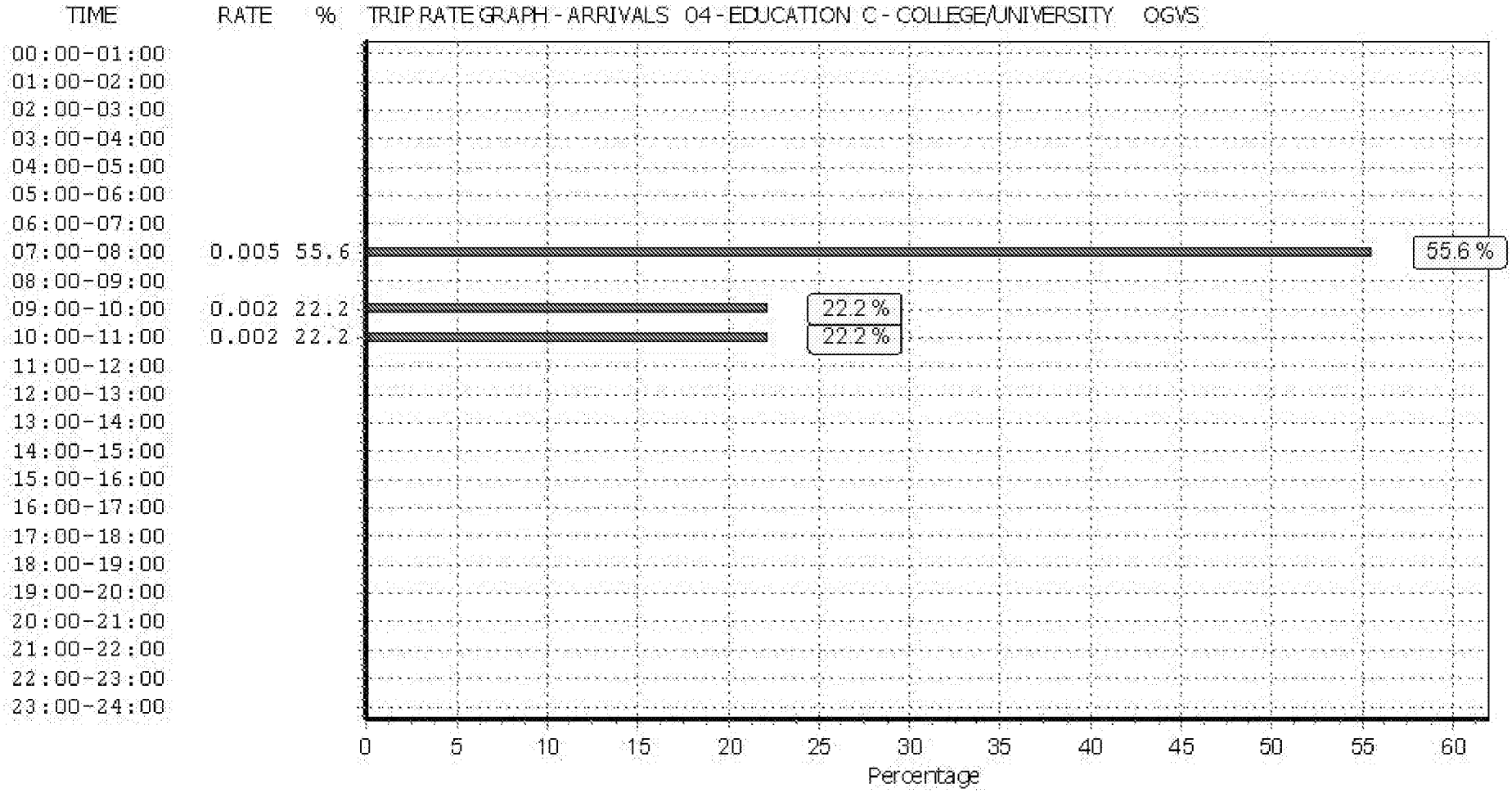
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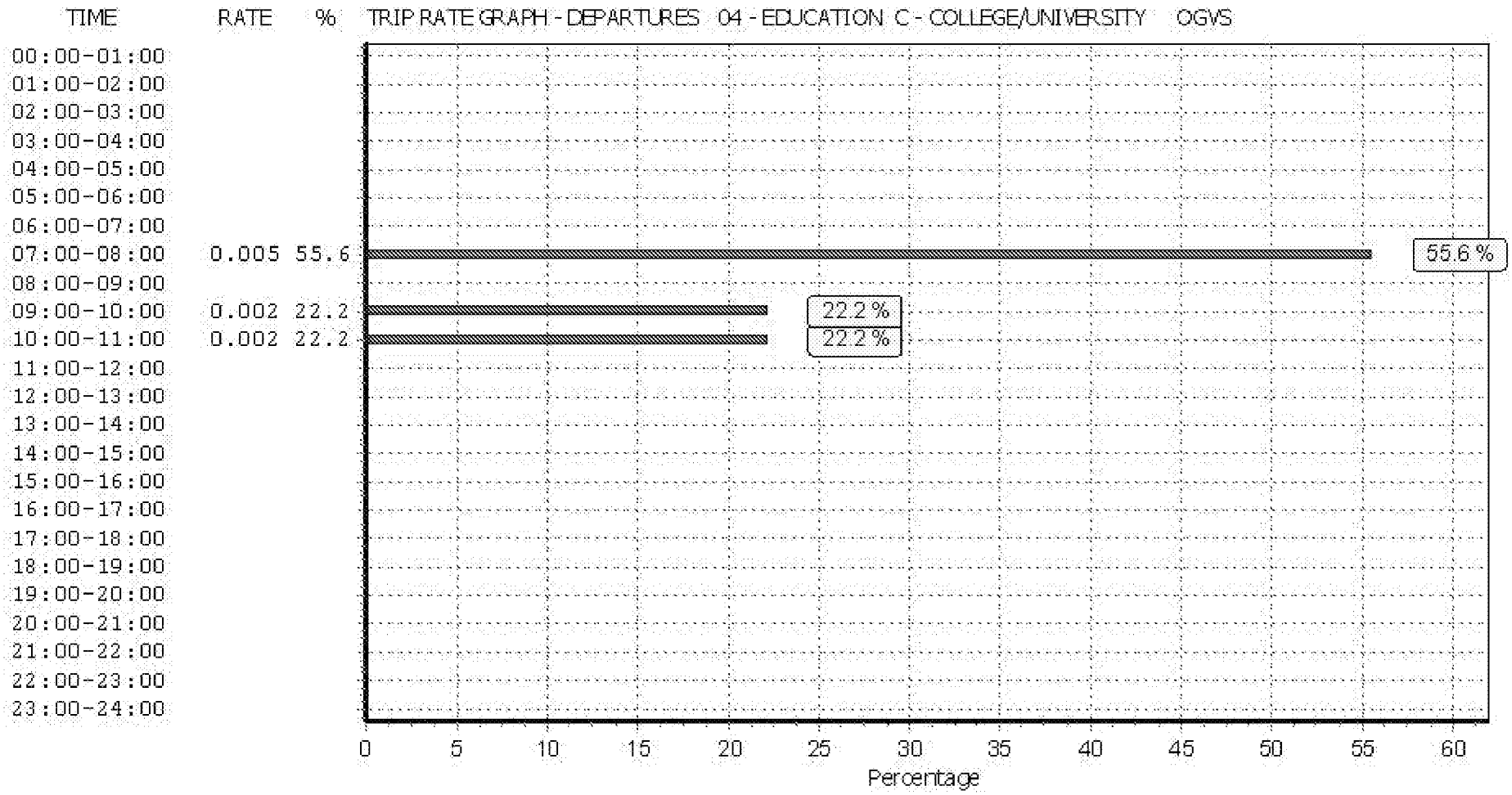
Parameter summary

Trip rate parameter range selected:	8402 - 13204 (units: sqm)
Survey date date range:	01/01/07 - 28/11/13
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

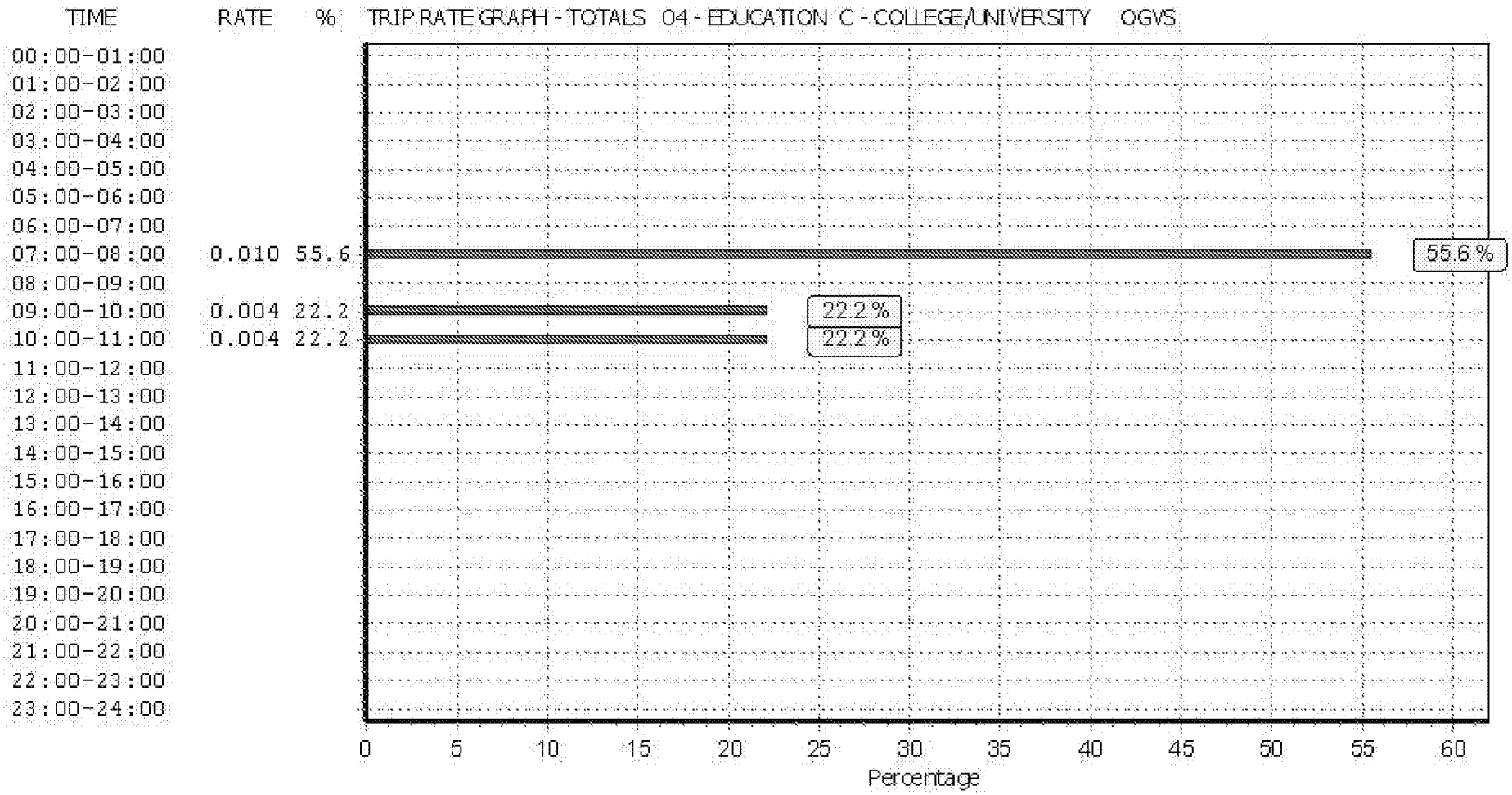
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TRIP RATE for Land Use 04 - EDUCATION/C - COLLEGE/UNIVERSITY

PSVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	10683	0.000	4	10683	0.000	4	10683	0.000
08:00 - 09:00	4	10683	0.014	4	10683	0.012	4	10683	0.026
09:00 - 10:00	**4**	**10683**	**0.016**	4	10683	0.014	**4**	**10683**	**0.030**
10:00 - 11:00	4	10683	0.000	4	10683	0.000	4	10683	0.000
11:00 - 12:00	4	10683	0.000	4	10683	0.007	4	10683	0.007
12:00 - 13:00	4	10683	0.007	4	10683	0.000	4	10683	0.007
13:00 - 14:00	4	10683	0.002	4	10683	0.002	4	10683	0.004
14:00 - 15:00	4	10683	0.005	4	10683	0.002	4	10683	0.007
15:00 - 16:00	4	10683	0.009	4	10683	0.014	4	10683	0.023
16:00 - 17:00	4	10683	0.014	**4**	**10683**	**0.016**	4	10683	0.030
17:00 - 18:00	4	10683	0.000	4	10683	0.000	4	10683	0.000
18:00 - 19:00	3	11443	0.000	3	11443	0.000	3	11443	0.000
19:00 - 20:00	2	12102	0.000	2	12102	0.000	2	12102	0.000
20:00 - 21:00	1	11000	0.000	1	11000	0.000	1	11000	0.000
21:00 - 22:00	1	11000	0.000	1	11000	0.000	1	11000	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.067			0.067			0.134

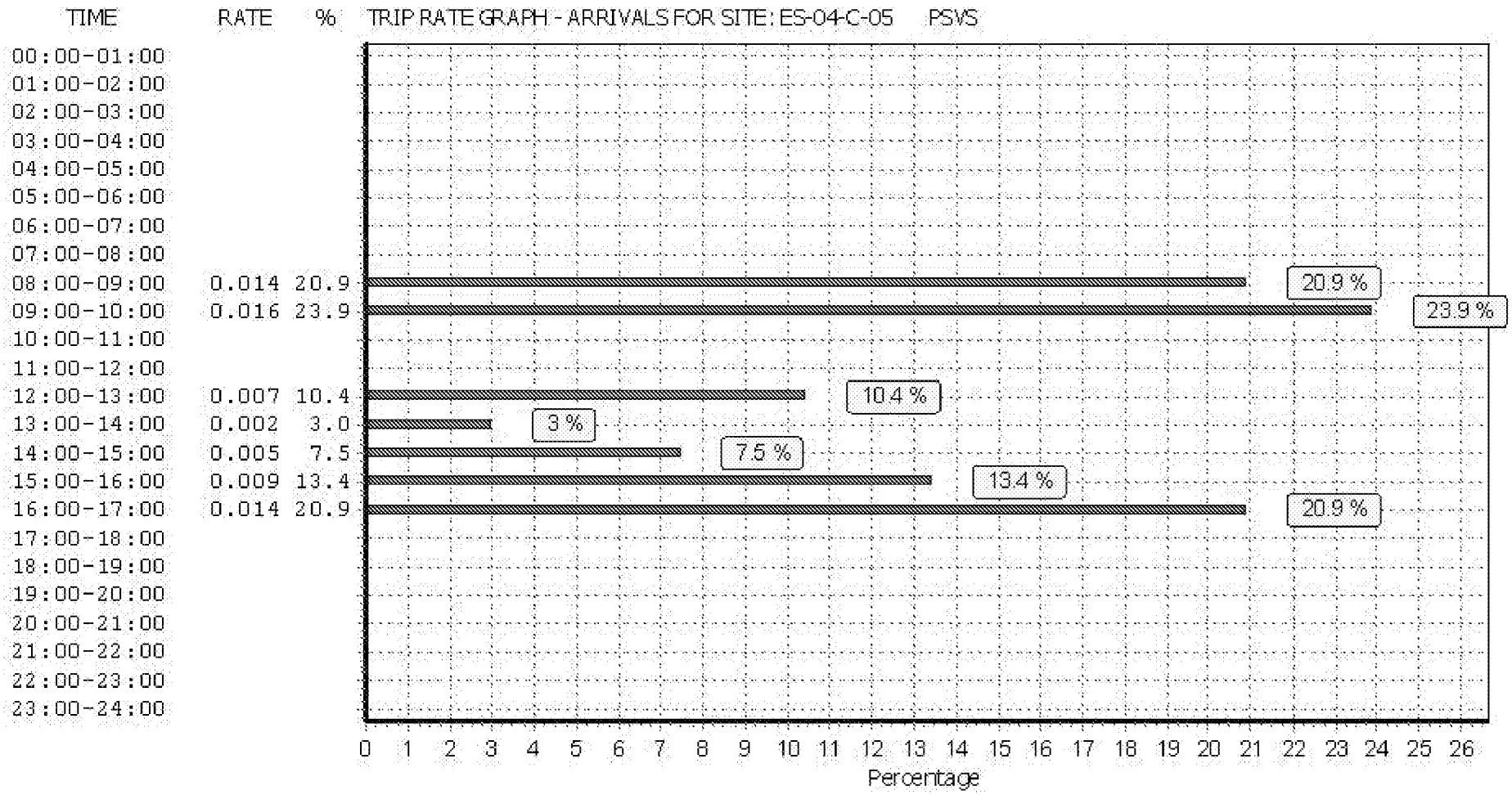
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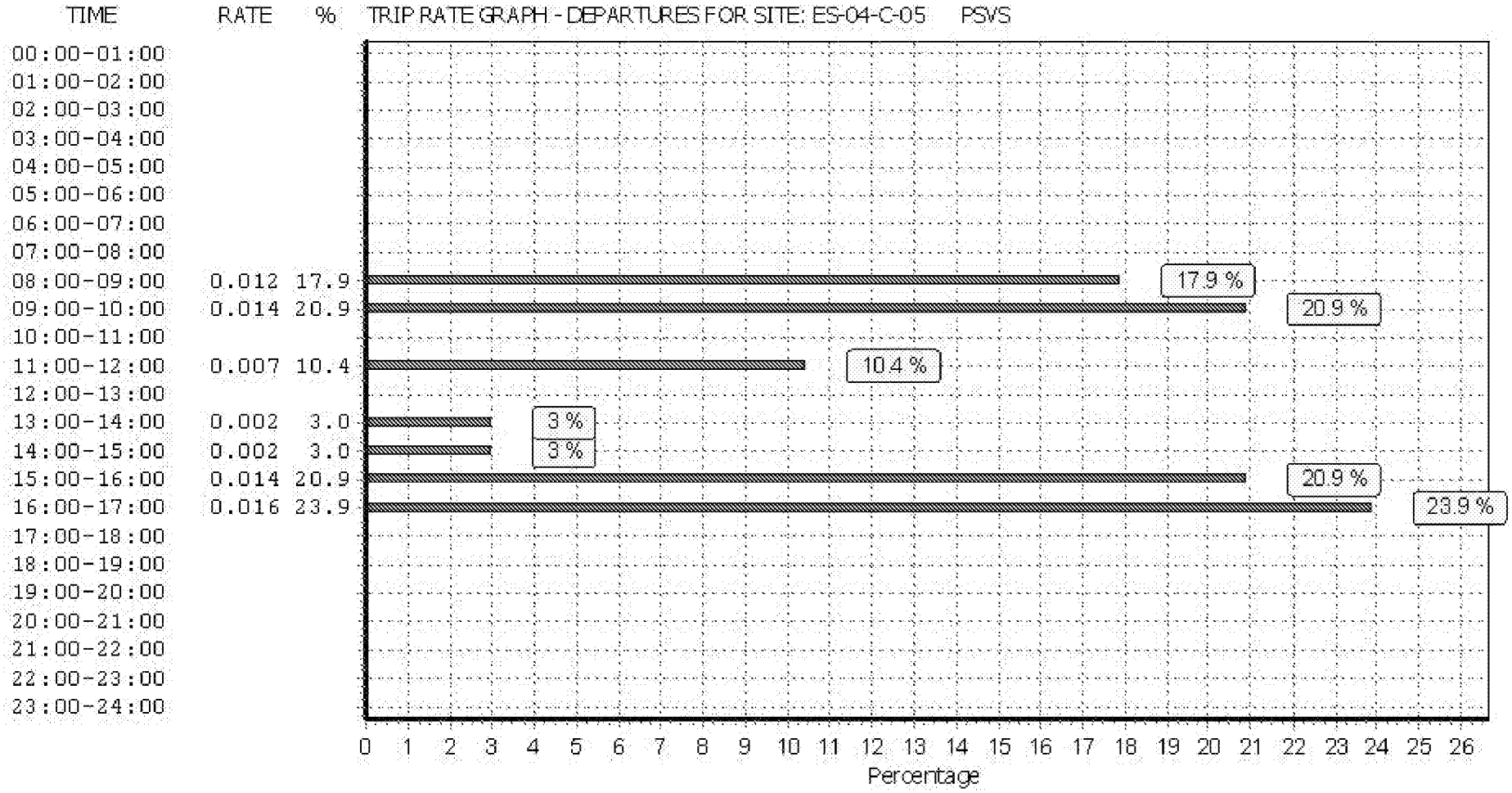
Parameter summary

Trip rate parameter range selected:	8402 - 13204 (units: sqm)
Survey date date range:	01/01/07 - 28/11/13
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

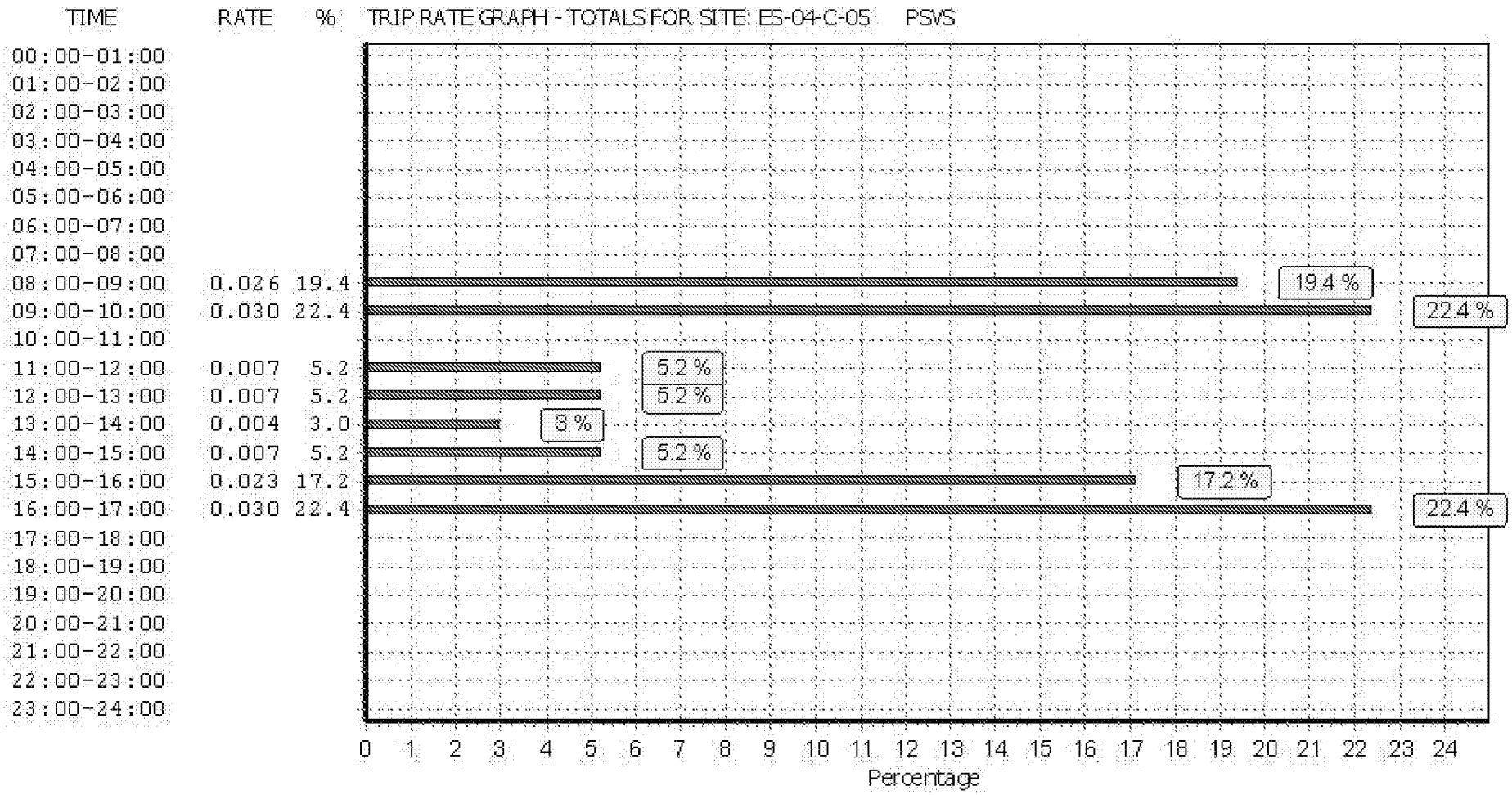
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TRIP RATE for Land Use 04 - EDUCATION/C - COLLEGE/UNIVERSITY

CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	10683	0.002	4	10683	0.000	4	10683	0.002
08:00 - 09:00	**4**	**10683**	**0.028**	4	10683	0.000	**4**	**10683**	**0.028**
09:00 - 10:00	4	10683	0.023	4	10683	0.000	4	10683	0.023
10:00 - 11:00	4	10683	0.002	4	10683	0.002	4	10683	0.004
11:00 - 12:00	4	10683	0.005	4	10683	0.012	4	10683	0.017
12:00 - 13:00	4	10683	0.002	4	10683	0.005	4	10683	0.007
13:00 - 14:00	4	10683	0.005	4	10683	0.009	4	10683	0.014
14:00 - 15:00	4	10683	0.002	**4**	**10683**	**0.019**	4	10683	0.021
15:00 - 16:00	4	10683	0.005	4	10683	0.007	4	10683	0.012
16:00 - 17:00	4	10683	0.000	4	10683	0.016	4	10683	0.016
17:00 - 18:00	4	10683	0.000	4	10683	0.000	4	10683	0.000
18:00 - 19:00	3	11443	0.000	3	11443	0.003	3	11443	0.003
19:00 - 20:00	2	12102	0.000	2	12102	0.000	2	12102	0.000
20:00 - 21:00	1	11000	0.000	1	11000	0.000	1	11000	0.000
21:00 - 22:00	1	11000	0.000	1	11000	0.000	1	11000	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.074			0.073			0.147

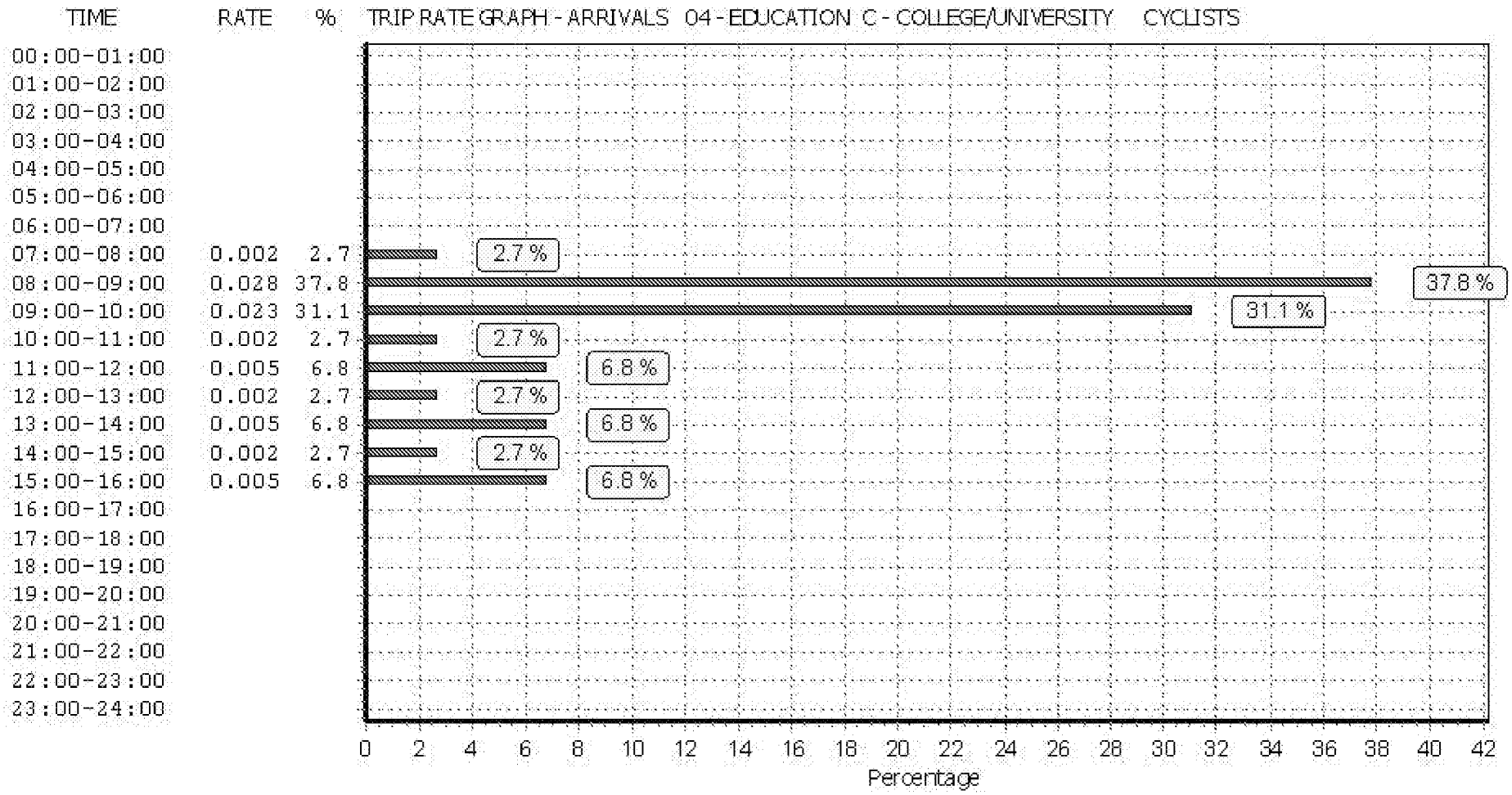
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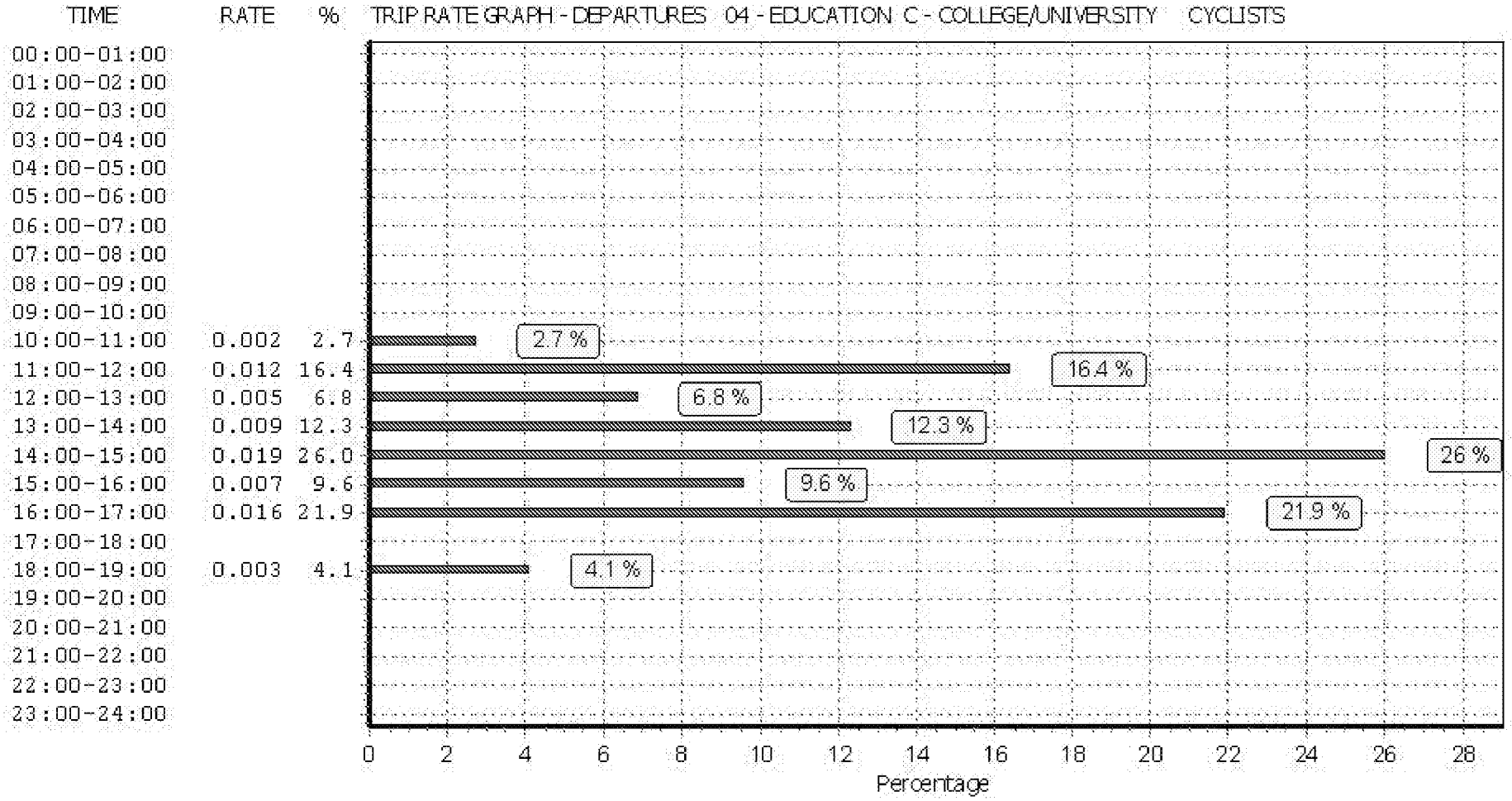
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Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

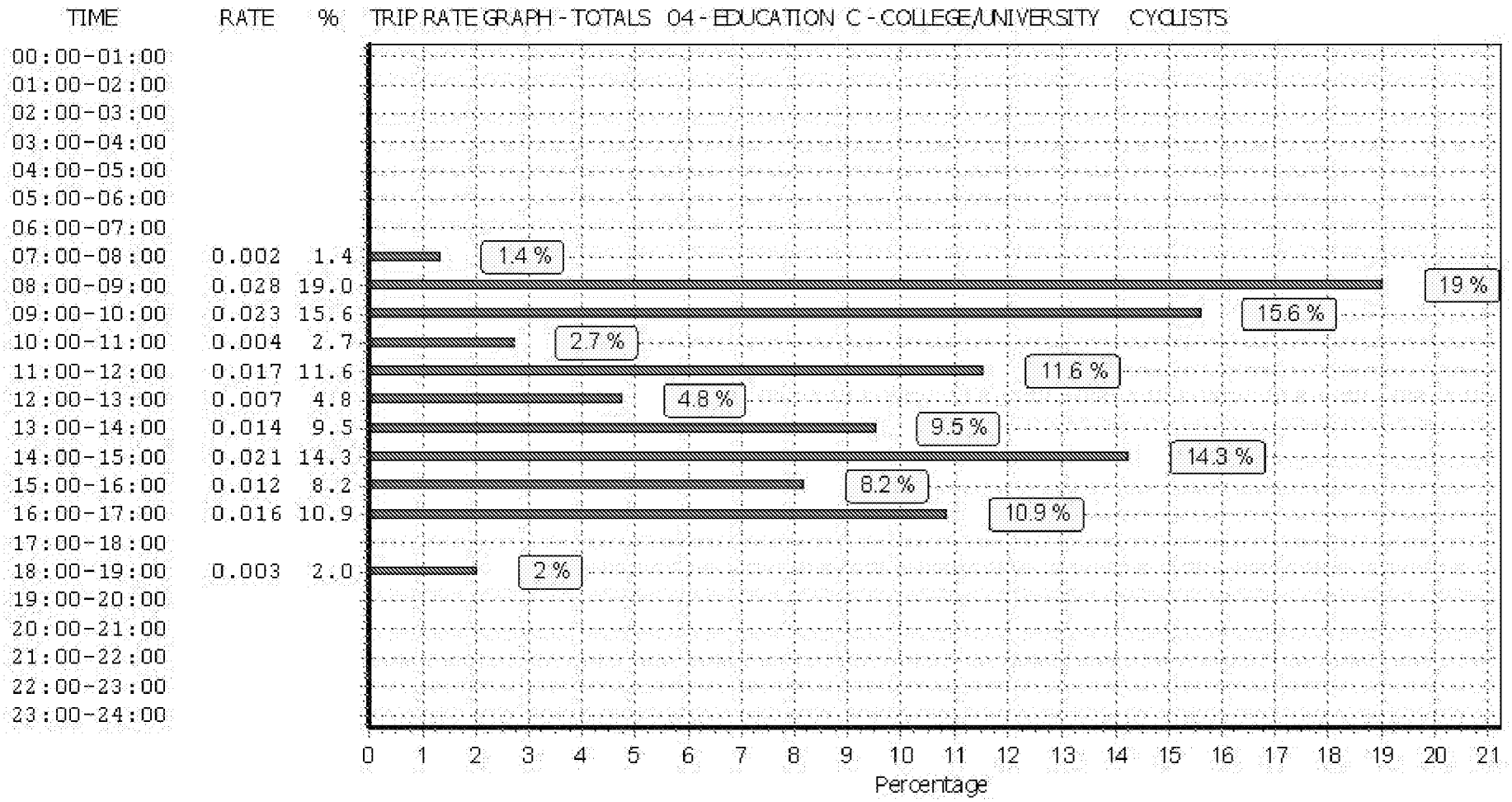
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Appendix F

JUNCTION MODELLING OUTPUT

Junctions 8

ARCADY 8 - Roundabout Module

Version: 8.0.2.316 [14 Feb 2013]
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For sales and distribution information, program advice and maintenance, contact TRL:
Tel: +44 (0)1344 770758 E-mail: software@trl.co.uk Web: http://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: Upper Bognor Road - Felpham Way AM PEAK.arc8
Path: J:\70010938 - UoC EDT Park Bognor Regis\D Design and Analysis\Development\PICADY
Report generation date: 04/08/2015 18:35:40

» (Default Analysis Set) - Scenario 2015 Base, AM
» (Default Analysis Set) - Scenario 2020 Base, AM
» (Default Analysis Set) - Scenario 2020 Base+ Development, AM

Summary of junction performance

	AM			
	Queue (PCU)	Delay (s)	RFC	LOS
	A1 - Scenario 2015 Base			
Arm 1	2.26	93.06	0.73	F
Arm 2	0.10	21.80	0.10	C
Arm 3	0.40	1.18	0.29	A
Arm 4	3.70	11.88	0.79	B

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

"D7 - Scenario 2015 Base, AM" model duration: 07:45 - 09:15
"D8 - Scenario 2020 Base, AM" model duration: 07:45 - 09:15
"D9 - Scenario 2020 Base+ Development, AM" model duration: 07:45 - 09:15

Run using Junctions 8.0.2.316 at 04/08/2015 18:35:38

File summary

File Description

Title	(untitled)
Location	
Site Number	
Date	30/07/2015
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

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

(Default Analysis Set) - Scenario 2015 Base, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	ARCADY		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
Scenario 2015 Base, AM	Scenario 2015 Base	AM		ONE HOUR	07:45	09:15	90	15				✓		

Junction Network

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (s)	Junction LOS
(untitled)	Roundabout	1,2,3,4				9.82	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	Upper Bognor Rd East	
2	Butlins Access	
3	Upper Bognor Rd West	
4	Felpham Way	

ARUN DISTRICT COUNCIL BR/54/15/PEL

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
1	0.00	99999.00		0.00
2	0.00	99999.00		0.00
3	0.00	99999.00		0.00
4	0.00	99999.00		0.00

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
1	3.40	5.00	18.10	10.00	40.00	27.00	
2	3.00	3.50	5.20	9.60	40.00	17.00	
3	3.60	7.30	19.60	45.00	40.00	15.00	
4	4.30	7.60	18.80	17.80	40.00	17.00	

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

Pedestrian Crossings

Arm	Crossing Type
1	None
2	None
3	None
4	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	0.561	1353.984
2		(calculated)	(calculated)	0.503	1018.752
3		(calculated)	(calculated)	0.712	1931.479
4		(calculated)	(calculated)	0.717	2019.075

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

Arm Capacity Adjustments

Arm	Type	Reason	Direct Capacity Adjustment (PCU/hr)	Percentage Capacity Adjustment (%)
1	Direct		-595.00	
2	Direct		-250.00	
3	Direct		2350.00	
4	Direct		-347.50	

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
1	ONE HOUR	✓	85.00	100.000
2	ONE HOUR	✓	16.00	100.000
3	ONE HOUR	✓	1111.00	100.000
4	ONE HOUR	✓	1045.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	0.000	3.000	66.000	16.000
	2	2.000	0.000	10.000	4.000
	3	254.000	22.000	0.000	835.000
	4	45.000	26.000	974.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	0.00	0.04	0.78	0.19
	2	0.13	0.00	0.63	0.25
	3	0.23	0.02	0.00	0.75
	4	0.04	0.02	0.93	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	1.000	1.000	1.000	1.000
	2	1.000	1.000	1.000	1.000
	3	1.000	1.000	1.000	1.000
	4	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	0.000	0.000	0.000	0.000
	2	0.000	0.000	0.000	0.000
	3	0.000	0.000	0.000	0.000
	4	0.000	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
1	0.73	35.06	2.26	F	78.00	117.00	76.66	39.31	0.85	76.67	39.32
2	0.10	21.60	0.10	C	14.68	22.02	5.60	15.25	0.06	5.60	15.25
3	0.29	1.18	0.40	A	1019.47	1529.21	28.48	1.12	0.32	28.48	1.12
4	0.79	11.88	3.70	B	958.91	1438.37	187.73	7.83	2.09	187.76	7.83

Main Results for each time segment

Main results: (07:45-08:00)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
1	63.99	16.00	63.05	226.19	765.34	0.00	329.42	226.85	0.194	0.00	0.24	13.469	B
2	12.05	3.01	11.91	38.24	790.15	0.00	369.25	232.71	0.033	0.00	0.03	10.871	B
3	836.42	209.10	835.45	785.73	16.33	0.00	4269.85	4188.93	0.196	0.00	0.24	1.048	A
4	786.73	196.68	782.50	642.75	209.03	0.00	1521.61	904.12	0.517	0.00	1.06	4.844	A

Main results: (08:00-08:15)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
1	76.41	19.10	75.60	278.42	916.42	0.00	244.65	226.85	0.312	0.24	0.44	21.193	C
2	14.38	3.60	14.31	45.75	946.27	0.00	290.71	232.71	0.049	0.03	0.05	13.022	B
3	998.77	249.69	998.52	940.98	19.60	0.00	4267.52	4188.93	0.234	0.24	0.31	1.100	A
4	939.43	234.86	937.00	768.27	249.85	0.00	1492.33	904.12	0.630	1.06	1.67	6.454	A

Main results: (08:15-08:30)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
1	93.59	23.40	87.75	330.96	1117.83	0.00	131.62	226.85	0.711	0.44	1.90	74.514	F
2	17.62	4.40	17.42	55.75	1149.63	0.00	188.29	232.71	0.094	0.05	0.10	21.045	C
3	1223.23	305.81	1222.85	1144.20	23.05	0.00	4265.07	4188.93	0.287	0.31	0.40	1.183	A
4	1150.57	287.64	1142.83	939.93	305.96	0.00	1452.07	904.12	0.792	1.67	3.60	11.363	B

Main results: (08:30-08:45)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
1	93.59	23.40	92.16	331.39	1124.86	0.00	127.68	226.85	0.733	1.90	2.26	85.861	F
2	17.62	4.40	17.60	56.89	1160.92	0.00	182.71	232.71	0.096	0.10	0.10	21.601	C
3	1223.23	305.81	1223.23	1154.58	23.95	0.00	4264.43	4188.93	0.287	0.40	0.40	1.183	A
4	1150.57	287.64	1150.16	941.10	306.08	0.00	1451.98	904.12	0.792	3.60	3.70	11.884	B

Main results: (08:45-09:00)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
1	76.41	19.10	83.49	271.04	926.31	0.00	239.10	226.85	0.320	2.26	0.49	24.092	C
2	14.38	3.60	14.58	48.30	963.50	0.00	282.04	232.71	0.051	0.10	0.05	13.471	B
3	998.77	249.69	999.15	956.90	21.19	0.00	4266.39	4186.93	0.234	0.40	0.31	1.103	A
4	939.43	234.86	947.32	778.30	250.84	0.00	1492.19	904.12	0.630	3.70	1.73	6.698	A

Main results: (09:00-09:15)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
1	63.99	16.00	64.94	228.79	771.90	0.00	325.74	226.85	0.196	0.49	0.25	13.851	B
2	12.05	3.01	12.13	38.50	798.35	0.00	365.13	232.71	0.033	0.05	0.03	10.262	B
3	836.42	209.10	836.87	793.70	16.77	0.00	4269.54	4186.93	0.196	0.31	0.24	1.050	A
4	786.73	196.68	789.33	644.07	209.36	0.00	1521.37	904.12	0.517	1.73	1.08	4.936	A

Queueing Delay Results for each time segment

Queueing Delay results: (07:45-08:00)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	3.35	0.22	13.469	B	B
2	0.48	0.03	10.071	B	B
3	3.62	0.24	1.048	A	A
4	15.29	1.02	4.844	A	A

Queueing Delay results: (08:00-08:15)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	6.18	0.41	21.193	C	C
2	0.74	0.05	13.022	B	B
3	4.55	0.30	1.100	A	A
4	24.01	1.60	6.454	A	A

Queueing Delay results: (08:15-08:30)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	22.66	1.51	74.514	F	E
2	1.43	0.10	21.045	C	C
3	5.98	0.40	1.183	A	A
4	49.26	3.28	11.363	B	B

Queueing Delay results: (08:30-08:45)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	31.68	2.11	95.091	F	F
2	1.55	0.10	21.801	C	C
3	6.03	0.40	1.183	A	A
4	54.95	3.66	11.884	B	B

Queueing Delay results: (08:45-09:00)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	8.85	0.59	24.092	C	C
2	5.86	0.36	13.471	B	B
3	4.82	0.31	1.103	A	A
4	27.45	1.83	6.898	A	A

Queueing Delay results: (09:00-09:15)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	3.94	0.26	13.851	B	B
2	8.54	0.34	10.202	B	B
3	3.68	0.25	1.053	A	A
4	16.77	1.12	4.936	A	A

(Default Analysis Set) - Scenario 2020 Base, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	ARCADY		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
Scenario 2020 Base, AM	Scenario 2020 Base	AM		ONE HOUR	07:45	09:15	90	15				✓		

Junction Network

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (s)	Junction LOS
(untitled)	Roundabout	1,2,3,4				2.93	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	Upper Bognor Rd East	
2	Butlins Access	
3	Upper Bognor Rd West	
4	Felpham Way	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
1	0.00	99999.00		0.00
2	0.00	99999.00		0.00
3	0.00	99999.00		0.00
4	0.00	99999.00		0.00

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
1	3.40	5.00	18.10	10.00	40.00	27.00	
2	3.00	3.50	5.20	9.80	40.00	17.00	
3	3.60	7.30	19.50	45.00	40.00	15.00	
4	4.30	7.60	18.80	17.80	40.00	17.00	

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

Pedestrian Crossings

Arm	Crossing Type
1	None
2	None
3	None
4	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	0.561	1353.904
2		(calculated)	(calculated)	0.583	1018.792
3		(calculated)	(calculated)	0.712	1931.479
4		(calculated)	(calculated)	0.717	2019.075

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

Arm Capacity Adjustments

Arm	Type	Reason	Direct Capacity Adjustment (PCU/hr)	Percentage Capacity Adjustment (%)
1	Direct		-595.00	
2	Direct		-250.00	
3	Direct		2350.00	
4	Direct		-347.50	

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
1	ONE HOUR	✓	91.00	100.000
2	ONE HOUR	✓	17.00	100.000
3	ONE HOUR	✓	745.00	100.000
4	ONE HOUR	✓	522.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	0.000	3.000	71.000	17.000
	2	2.000	0.000	11.000	4.000
	3	274.000	24.000	0.000	447.000
	4	49.000	28.000	445.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	0.00	0.03	0.78	0.19
	2	0.12	0.00	0.65	0.24
	3	0.37	0.03	0.60	0.60
	4	0.09	0.05	0.85	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	1.000	1.000	1.000	1.000
	2	1.000	1.000	1.000	1.000
	3	1.000	1.000	1.000	1.000
	4	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	0.000	0.000	0.000	0.000
	2	0.000	0.000	0.000	0.000
	3	0.000	0.000	0.000	0.000
	4	0.000	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
1	0.22	10.24	0.28	B	83.58	125.25	18.33	8.78	0.20	18.33	8.78
2	0.04	7.95	0.04	A	15.60	23.40	2.81	7.20	0.03	2.81	7.20
3	0.19	1.04	0.24	A	683.63	1025.44	17.24	1.01	0.19	17.24	1.01
4	0.40	4.19	0.67	A	479.00	718.49	44.22	3.69	0.49	44.22	3.69

Main Results for each time segment

Main results: (07:45-08:00)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
1	68.51	17.13	67.95	244.31	372.88	0.00	549.66	452.39	0.125	0.00	0.14	7.466	A
2	12.80	3.20	12.71	41.29	399.53	0.00	565.78	351.17	0.023	0.00	0.02	6.509	A
3	560.68	140.22	560.27	395.06	17.18	0.00	4269.25	4133.04	0.131	0.00	0.15	0.970	A
4	392.99	98.25	391.59	351.85	225.60	0.00	1509.72	455.87	0.260	0.00	0.35	3.215	A

Main results: (08:00-08:15)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
1	81.81	20.45	81.61	292.07	446.38	0.00	508.41	452.39	0.161	0.14	0.19	8.431	A
2	15.28	3.82	15.26	49.41	478.58	0.00	526.01	351.17	0.029	0.02	0.03	7.047	A
3	669.74	167.43	669.60	473.21	20.63	0.00	4266.79	4133.04	0.157	0.15	0.19	1.000	A
4	469.27	117.32	468.82	420.60	269.63	0.00	1478.13	455.87	0.317	0.35	0.46	3.564	A

Main results: (08:15-08:30)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
1	100.19	25.05	99.83	357.67	546.47	0.00	452.25	452.39	0.222	0.19	0.28	10.205	B
2	18.72	4.68	18.67	60.49	585.81	0.00	472.06	351.17	0.040	0.03	0.04	7.939	A
3	820.26	205.07	820.05	579.24	25.24	0.00	4263.51	4133.04	0.192	0.19	0.24	1.045	A
4	574.73	143.68	573.93	515.07	330.22	0.00	1434.87	455.87	0.401	0.46	0.66	4.179	A

Main results: (08:30-08:45)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
1	100.19	25.05	100.18	357.83	547.20	0.00	451.84	452.39	0.222	0.28	0.28	10.237	B
2	18.72	4.68	18.72	60.56	586.83	0.00	471.55	351.17	0.040	0.04	0.04	7.949	A
3	820.26	205.07	820.26	586.22	25.32	0.00	4263.45	4133.04	0.192	0.24	0.24	1.045	A
4	574.73	143.68	574.72	515.28	330.31	0.00	1434.60	455.87	0.401	0.66	0.67	4.186	A

Main results: (08:45-09:00)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
1	81.61	20.45	82.16	292.32	447.52	0.00	507.78	452.39	0.161	0.28	0.19	8.486	A
2	15.28	3.82	15.33	49.50	480.17	0.00	525.21	351.17	0.029	0.04	0.03	7.060	A
3	669.74	167.43	669.95	474.74	20.78	0.00	4266.70	4133.04	0.157	0.24	0.19	1.000	A
4	469.27	117.32	470.06	420.92	269.78	0.00	1478.03	455.87	0.318	0.67	0.47	3.576	A

Main results: (09:00-09:15)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
1	68.51	17.13	68.71	244.77	374.59	0.00	546.78	452.39	0.125	0.19	0.14	7.502	A
2	12.80	3.20	12.83	41.44	401.85	0.00	564.61	351.17	0.023	0.03	0.02	6.523	A
3	560.88	140.22	561.02	397.32	17.36	0.00	4269.12	4133.04	0.131	0.19	0.15	0.970	A
4	392.99	98.25	393.45	352.46	225.91	0.00	1509.50	455.87	0.260	0.47	0.35	3.228	A

Queueing Delay Results for each time segment

Queueing Delay results: (07:45-08:00)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	2.04	0.14	7.466	A	A
2	0.33	0.02	6.509	A	A
3	2.25	0.15	0.970	A	A
4	5.15	0.34	3.215	A	A

Queueing Delay results: (08:00-08:15)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	2.77	0.18	8.431	A	A
2	0.44	0.03	7.047	A	A
3	2.77	0.18	1.000	A	A
4	6.82	0.45	3.564	A	A

Queueing Delay results: (08:15-08:30)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	4.07	0.27	10.205	B	B
2	0.60	0.04	7.939	A	A
3	3.55	0.24	1.045	A	A
4	9.74	0.65	4.179	A	A

Queueing Delay results: (08:30-08:45)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	4.23	0.28	10.237	B	B
2	0.62	0.04	7.949	A	A
3	3.57	0.24	1.045	A	A
4	9.97	0.66	4.186	A	A

Queueing Delay results: (08:45-09:00)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	3.00	0.20	8.466	A	A
2	0.46	0.03	7.060	A	A
3	2.81	0.19	1.003	A	A
4	7.15	0.48	3.576	A	A

Queueing Delay results: (09:00-09:15)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	2.21	0.15	7.502	A	A
2	0.36	0.02	6.523	A	A
3	2.28	0.15	0.970	A	A
4	5.39	0.36	3.228	A	A

(Default Analysis Set) - Scenario 2020 Base+ Development, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	ARCADY		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Rela
Scenario 2020 Base+ Development, AM	Scenario 2020 Base+ Development	AM		ONE HOUR	07:45	09:15	90	15				✓		

Junction Network

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (s)	Junction LOS
(untitled)	Roundabout	1,2,3,4				3.00	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	Upper Bognor Rd East	
2	Butlins Access	
3	Upper Bognor Rd West	
4	Felpham Way	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
1	0.00	99999.00		0.00
2	0.00	99999.00		0.00
3	0.00	99999.00		0.00
4	0.00	99999.00		0.00

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
1	3.40	5.00	18.10	10.00	40.00	27.00	
2	3.80	3.50	5.20	9.60	40.00	17.00	
3	3.60	7.30	19.60	45.00	40.00	15.00	
4	4.30	7.60	18.80	17.80	40.00	17.00	

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

Pedestrian Crossings

Arm	Crossing Type
1	None
2	None
3	None
4	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	0.581	1353.904
2		(calculated)	(calculated)	0.503	1016.792
3		(calculated)	(calculated)	0.712	1931.479
4		(calculated)	(calculated)	0.717	2019.075

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

Arm Capacity Adjustments

Arm	Type	Reason	Direct Capacity Adjustment (PCU/hr)	Percentage Capacity Adjustment (%)
1	Direct		-595.00	
2	Direct		-250.00	
3	Direct		2350.00	
4	Direct		-347.50	

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
1	ONE HOUR	✓	92.00	100.000
2	ONE HOUR	✓	17.00	100.000
3	ONE HOUR	✓	773.00	100.000
4	ONE HOUR	✓	543.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	0.000	3.000	71.000	18.000
	2	2.000	0.000	11.000	4.000
	3	274.000	24.000	0.000	475.000
	4	49.000	28.000	454.000	12.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	0.00	0.03	0.77	0.20
	2	0.12	0.00	0.65	0.24
	3	0.35	0.03	0.00	0.61
	4	0.09	0.05	0.84	0.02

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	1.000	1.000	1.000	1.000
	2	1.000	1.000	1.000	1.000
	3	1.000	1.000	1.000	1.000
	4	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	0.000	0.000	0.000	0.000
	2	0.000	0.000	0.000	0.000
	3	0.000	0.000	0.000	0.000
	4	0.000	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
1	0.23	10.66	0.30	B	84.42	126.63	19.12	9.06	0.21	19.12	9.06
2	0.04	8.17	0.04	A	15.60	23.40	2.87	7.36	0.03	2.87	7.36
3	0.29	1.06	0.25	A	709.32	1063.98	18.06	1.02	0.20	18.06	1.02
4	0.42	4.30	0.71	A	498.27	747.40	46.98	3.77	0.52	46.99	3.77

Main Results for each time segment

Main results: (07:45-08:00)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
1	69.26	17.32	66.68	244.31	388.61	0.00	540.83	431.14	0.128	0.00	0.15	7.615	A
2	12.80	3.20	12.71	41.29	416.88	0.00	557.49	340.57	0.023	0.00	0.02	6.608	A
3	581.95	145.49	581.32	401.76	36.92	0.00	4262.31	4127.93	0.137	0.00	0.16	0.977	A
4	408.80	102.20	407.32	382.65	225.60	0.00	1509.72	501.14	0.271	0.00	0.37	3.261	A

Main results: (08:00-08:15)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
1	82.71	20.68	82.50	292.07	465.23	0.00	497.84	431.14	0.166	0.15	0.20	8.663	A
2	15.28	3.82	15.25	49.41	498.32	0.00	516.08	340.57	0.030	0.02	0.03	7.187	A
3	694.91	173.73	694.76	481.27	32.30	0.00	4258.48	4127.93	0.163	0.16	0.19	1.009	A
4	488.15	122.04	487.66	457.43	269.63	0.00	1478.13	501.14	0.330	0.37	0.49	3.632	A

Main results: (08:15-08:30)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
1	101.29	25.32	100.90	357.67	569.53	0.00	439.31	431.14	0.231	0.20	0.30	10.621	B
2	18.72	4.68	18.67	60.49	609.94	0.00	459.92	340.57	0.041	0.03	0.04	8.157	A
3	851.09	212.77	850.87	589.08	39.52	0.00	4253.33	4127.93	0.200	0.19	0.25	1.057	A
4	597.85	149.46	596.58	568.18	330.22	0.00	1434.67	501.14	0.417	0.49	0.71	4.293	A

Main results: (08:30-08:45)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
1	101.29	25.32	101.28	357.83	570.32	0.00	438.68	431.14	0.231	0.30	0.30	10.663	B
2	18.72	4.68	18.72	60.56	611.05	0.00	459.36	340.57	0.041	0.04	0.04	8.189	A
3	851.09	212.77	851.09	596.13	39.63	0.00	4253.26	4127.93	0.200	0.25	0.25	1.057	A
4	597.85	149.46	597.84	568.42	330.31	0.00	1434.60	501.14	0.417	0.71	0.71	4.302	A

Main results: (08:45-09:00)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
1	82.71	20.68	83.09	292.33	466.46	0.00	497.14	431.14	0.166	0.30	0.20	8.703	A
2	15.28	3.82	15.33	49.51	500.04	0.00	515.21	340.57	0.030	0.04	0.03	7.201	A
3	694.91	173.73	695.13	482.90	32.47	0.00	4258.36	4127.93	0.163	0.25	0.20	1.818	A
4	488.15	122.04	489.01	457.82	269.78	0.00	1478.02	501.14	0.330	0.71	0.50	3.642	A

Main results: (09:00-09:15)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
1	69.26	17.32	69.48	244.78	390.43	0.00	539.81	431.14	0.128	0.20	0.15	7.659	A
2	12.80	3.20	12.83	41.44	418.48	0.00	556.26	340.57	0.023	0.03	0.02	6.826	A
3	581.95	145.49	582.10	404.12	27.17	0.00	4262.14	4127.93	0.137	0.20	0.16	0.978	A
4	408.80	102.20	409.29	383.35	225.92	0.00	1509.50	501.14	0.271	0.50	0.37	3.272	A

Queueing Delay Results for each time segment

Queueing Delay results: (07:45-08:00)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	2.11	0.14	7.615	A	A
2	0.34	0.02	6.606	A	A
3	2.35	0.16	0.977	A	A
4	5.43	0.36	3.261	A	A

Queueing Delay results: (08:00-08:15)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	2.88	0.19	8.663	A	A
2	0.44	0.03	7.187	A	A
3	2.91	0.19	1.009	A	A
4	7.23	0.48	3.632	A	A

Queueing Delay results: (08:15-08:30)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	4.28	0.29	10.621	B	B
2	0.62	0.04	8.157	A	A
3	3.72	0.25	1.057	A	A
4	10.40	0.69	4.293	A	A

Queueing Delay results: (08:30-08:45)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	4.45	0.30	10.663	B	B
2	0.63	0.04	8.169	A	A
3	3.75	0.25	1.057	A	A
4	10.66	0.71	4.302	A	A

Queueing Delay results: (08:45-09:00)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	3.12	0.21	8.703	A	A
2	0.47	0.03	7.201	A	A
3	2.95	0.20	1.010	A	A
4	7.59	0.51	3.642	A	A

Queueing Delay results: (09:00-09:15)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	2.29	0.15	7.659	A	A
2	0.36	0.02	6.626	A	A
3	2.39	0.16	0.978	A	A
4	5.69	0.38	3.272	A	A

Junctions 8

ARCADY 8 - Roundabout Module

Version: 8.0.2.316 [14 Feb 2013]
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Filename: Upper Bognor Road - Felpham Way PM PEAK.arc8
Path: J:\70010938 - UoC EDT Park Bognor Regis\D Design and Analysis\Development\PICADY
Report generation date: 04/08/2015 19:57:55

» (Default Analysis Set) - Scenario 2015 Base, PM
» (Default Analysis Set) - Scenario 2020 Base, PM
» (Default Analysis Set) - Scenario 2020 Base+ Development, PM

Summary of junction performance

PM				
	Queue (PCU)	Delay (s)	RFC	LOS
A1 - Scenario 2015 Base				
Arm 1	1.17	15.65	0.55	C
Arm 2	1.03	59.46	0.53	F
Arm 3	0.15	6.35	0.13	A
Arm 4	3.39	13.96	0.78	B

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

"D4 - Scenario 2015 Base, PM" model duration: 16:45 - 18:15
"D5 - Scenario 2020 Base, PM" model duration: 16:45 - 18:15
"D6 - Scenario 2020 Base+ Development, PM" model duration: 16:45 - 18:15

Run using Junctions 8.0.2.316 at 04/08/2015 19:57:54

File summary

File Description

Title	(untitled)
Location	
Site Number	
Date	30/07/2015
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

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

(Default Analysis Set) - Scenario 2015 Base, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	ARCADY		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
Scenario 2015 Base, PM	Scenario 2015 Base	PM		ONE HOUR	16:45	18:15	90	15				✓		

Junction Network

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (s)	Junction LOS
(untitled)	Roundabout	1,2,3,4				7.61	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	Upper Bognor Rd East	
2	Butlins Access	
3	Upper Bognor Rd West	
4	Felpham Way	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
1	0.00	99999.00		0.00
2	0.00	99999.00		0.00
3	0.00	99999.00		0.00
4	0.00	99999.00		0.00

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
1	3.40	5.00	18.10	10.00	40.00	27.00	
2	3.00	3.50	5.20	9.60	40.00	17.00	
3	3.60	7.30	19.50	45.00	40.00	15.00	
4	4.30	7.60	18.80	17.80	40.00	17.00	

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

Pedestrian Crossings

Arm	Crossing Type
1	None
2	None
3	None
4	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	0.561	1353.984
2		(calculated)	(calculated)	0.503	1016.752
3		(calculated)	(calculated)	0.712	1931.479
4		(calculated)	(calculated)	0.717	2019.075

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

Arm Capacity Adjustments

Arm	Type	Reason	Direct Capacity Adjustment (PCU/hr)	Percentage Capacity Adjustment (%)
1	Direct		-355.00	
2	Direct		-341.50	
3	Direct		9999.00	
4	Direct		-625.00	

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
1	ONE HOUR	✓	250.00	100.000
2	ONE HOUR	✓	60.00	100.000
3	ONE HOUR	✓	1417.00	100.000
4	ONE HOUR	✓	816.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	0.000	0.000	242.000	8.000
	2	6.000	0.000	41.000	13.000
	3	273.000	24.000	0.000	1120.000
	4	40.000	33.000	743.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	0.00	0.00	0.97	0.03
	2	0.18	0.00	0.68	0.22
	3	0.19	0.02	0.00	0.79
	4	0.05	0.04	0.91	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	1.000	1.000	1.000	1.000
	2	1.000	1.000	1.000	1.000
	3	1.000	1.000	1.000	1.000
	4	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	0.000	0.000	0.000	0.000
	2	0.000	0.000	0.000	0.000
	3	0.000	0.000	0.000	0.000
	4	0.000	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
1	0.55	15.65	1.17	C	229.40	344.11	63.71	11.11	0.71	63.72	11.11
2	0.53	59.46	1.03	F	55.08	82.59	42.04	30.54	0.47	42.04	30.55
3	0.13	0.35	0.15	A	1300.26	1950.40	11.06	0.34	0.12	11.06	0.34
4	0.78	13.96	3.39	B	748.78	1123.16	172.72	9.23	1.92	172.74	9.23

Main Results for each time segment

Main results: (16:45-17:00)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
1	188.21	47.05	186.65	239.82	596.53	0.00	663.03	886.19	0.284	0.00	0.39	7.533	A
2	45.17	11.29	44.48	42.75	742.43	0.00	301.75	229.43	0.150	0.00	0.17	13.958	B
3	1066.79	266.70	1066.40	766.85	20.06	0.00	11916.20	11858.55	0.090	0.00	0.10	0.331	A
4	614.33	153.58	610.39	858.49	227.96	0.00	1230.53	0.00	0.499	0.00	0.98	5.770	A

Main results: (17:00-17:15)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
1	224.74	56.19	223.93	286.60	717.05	0.00	596.52	886.19	0.377	0.39	0.59	9.641	A
2	53.94	13.48	53.42	51.15	889.84	0.00	227.60	229.43	0.237	0.17	0.30	20.608	C
3	1273.85	318.46	1273.77	919.18	24.08	0.00	11913.33	11858.55	0.107	0.10	0.12	0.337	A
4	733.57	183.39	731.33	1025.53	272.32	0.00	1198.78	0.00	0.612	0.98	1.54	7.665	A

Main results: (17:15-17:30)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
1	275.26	68.81	273.87	350.61	874.18	0.00	508.35	886.19	0.541	0.59	1.14	15.160	C
2	66.08	16.52	63.54	62.47	1084.78	0.00	129.52	229.43	0.510	0.30	0.93	62.761	F
3	1560.15	390.04	1560.02	1119.46	28.86	0.00	11909.93	11858.55	0.131	0.12	0.15	0.347	A
4	898.43	224.61	891.45	1255.55	333.33	0.00	1154.93	0.00	0.778	1.54	3.29	13.318	B

Main results: (17:30-17:45)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
1	275.26	68.81	275.12	351.17	880.43	0.00	504.84	886.19	0.545	1.14	1.17	15.651	C
2	66.08	16.52	65.67	62.74	1092.81	0.00	125.48	229.43	0.526	0.93	1.03	69.458	F
3	1560.15	390.04	1560.15	1128.89	29.60	0.00	11909.40	11858.55	0.131	0.15	0.15	0.347	A
4	898.43	224.61	898.03	1256.18	333.57	0.00	1154.76	0.00	0.778	3.29	3.39	13.961	B

Main results: (17:45-18:00)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
1	224.74	56.19	226.94	267.43	725.95	0.00	591.53	886.19	0.380	1.17	0.62	9.933	A
2	53.94	13.48	56.72	51.53	901.36	0.00	221.80	229.43	0.243	1.03	0.33	22.148	C
3	1273.85	318.46	1273.98	932.86	25.23	0.00	11912.52	11858.55	0.107	0.15	0.12	0.339	A
4	733.57	183.39	740.88	1026.51	272.76	0.00	1198.44	0.00	0.612	3.39	1.61	7.981	A

Main results: (18:00-18:15)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
1	188.21	47.05	189.09	240.35	604.57	0.00	659.64	886.19	0.285	0.62	0.40	7.663	A
2	45.17	11.29	45.77	43.01	750.65	0.00	297.62	229.43	0.152	0.33	0.18	14.325	B
3	1066.79	266.70	1066.88	775.88	20.54	0.00	11915.85	11858.55	0.090	0.12	0.10	0.333	A
4	614.33	153.58	616.74	859.23	228.19	0.00	1230.36	0.00	0.499	1.61	1.01	5.851	A

Queueing Delay Results for each time segment

Queueing Delay results: (16:45-17:00)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	5.64	0.38	7.533	A	A
2	2.45	0.16	13.958	B	B
3	1.47	0.10	0.331	A	A
4	14.16	0.94	5.770	A	A

Queueing Delay results: (17:00-17:15)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	8.59	0.57	9.841	A	A
2	4.37	0.28	20.608	C	C
3	1.79	0.12	0.337	A	A
4	22.16	1.48	7.665	A	A

Queueing Delay results: (17:15-17:30)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	15.99	1.07	15.160	C	B
2	12.04	0.80	52.761	F	E
3	2.25	0.15	0.347	A	A
4	44.80	2.99	13.318	B	B

Queueing Delay results: (17:30-17:45)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	17.42	1.16	15.651	C	B
2	14.88	0.99	59.458	F	E
3	2.36	0.15	0.347	A	A
4	50.25	3.35	13.961	B	B

Queueing Delay results: (17:45-18:00)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	9.81	0.65	9.933	A	A
2	5.53	0.37	22.148	C	C
3	1.80	0.12	0.339	A	A
4	25.85	1.71	7.981	A	A

Queueing Delay results: (18:00-18:15)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	6.26	0.42	7.663	A	A
2	2.87	0.19	14.325	B	B
3	1.48	0.10	0.333	A	A
4	15.69	1.05	5.891	A	A

(Default Analysis Set) - Scenario 2020 Base, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	ARCADY		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
Scenario 2020 Base, PM	Scenario 2020 Base	PM		ONE HOUR	16:45	18:15	90	15				✓		

Junction Network

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (s)	Junction LOS
(untitled)	Roundabout	1,2,3,4				3.68	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	Upper Bognor Rd East	
2	Butlins Access	
3	Upper Bognor Rd West	
4	Felpham Way	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
1	0.00	99999.00		0.00
2	0.00	99999.00		0.00
3	0.00	99999.00		0.00
4	0.00	99999.00		0.00

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
1	3.40	5.00	18.10	10.00	40.00	27.00	
2	3.00	3.50	5.20	9.80	40.00	17.00	
3	3.60	7.30	19.50	45.00	40.00	15.00	
4	4.30	7.60	18.80	17.80	40.00	17.00	

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

Pedestrian Crossings

Arm	Crossing Type
1	None
2	None
3	None
4	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	0.561	1353.904
2		(calculated)	(calculated)	0.583	1018.792
3		(calculated)	(calculated)	0.712	1931.479
4		(calculated)	(calculated)	0.717	2019.075

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

Arm Capacity Adjustments

Arm	Type	Reason	Direct Capacity Adjustment (PCU/hr)	Percentage Capacity Adjustment (%)
1	Direct		-355.00	
2	Direct		-341.50	
3	Direct		9999.00	
4	Direct		-625.00	

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
1	ONE HOUR	✓	270.00	100.000
2	ONE HOUR	✓	65.00	100.000
3	ONE HOUR	✓	906.00	100.000
4	ONE HOUR	✓	469.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	0.000	0.000	261.000	9.000
	2	7.000	0.000	44.000	14.000
	3	294.000	25.000	0.000	589.000
	4	43.000	35.000	391.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	0.00	0.00	0.97	0.03
	2	0.11	0.00	0.68	0.22
	3	0.32	0.03	0.00	0.65
	4	0.09	0.07	0.83	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	1.000	1.000	1.000	1.000
	2	1.000	1.000	1.000	1.000
	3	1.000	1.000	1.000	1.000
	4	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	0.000	0.000	0.000	0.000
	2	0.000	0.000	0.000	0.000
	3	0.000	0.000	0.000	0.000
	4	0.000	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
1	0.41	8.51	0.70	A	247.76	371.64	44.28	7.15	0.49	44.29	7.15
2	0.23	15.15	0.30	C	59.65	89.47	18.09	12.13	0.20	18.09	12.13
3	0.08	8.33	0.09	A	833.20	1249.80	6.78	0.33	0.08	6.78	0.33
4	0.45	5.80	0.83	A	430.36	645.54	53.23	4.95	0.59	53.23	4.95

Main Results for each time segment

Main results: (16:45-17:00)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
1	203.27	50.82	201.94	258.70	338.06	0.00	809.20	815.81	0.251	0.00	0.33	5.915	A
2	48.94	12.23	48.42	45.04	494.95	0.00	426.27	264.84	0.115	0.00	0.13	9.515	A
3	683.59	170.90	683.35	521.00	22.38	0.00	11914.55	11850.19	0.057	0.00	0.06	0.320	A
4	353.09	88.27	351.47	460.43	245.29	0.00	1218.18	0.00	0.290	0.00	0.41	4.146	A

Main results: (17:00-17:15)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
1	242.72	60.68	242.24	309.16	404.92	0.00	771.68	815.81	0.315	0.33	0.45	6.794	A
2	58.43	14.61	58.22	53.89	593.26	0.00	376.81	264.84	0.155	0.13	0.18	11.293	B
3	816.27	204.07	816.22	624.60	26.88	0.00	11911.33	11850.19	0.069	0.06	0.07	0.323	A
4	421.62	105.41	421.05	550.08	293.03	0.00	1183.85	0.00	0.356	0.41	0.55	4.717	A

Main results: (17:15-17:30)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
1	297.28	74.32	296.33	378.58	495.56	0.00	728.81	815.81	0.412	0.45	0.69	8.461	A
2	71.57	17.89	71.11	65.98	725.91	0.00	310.07	264.84	0.231	0.18	0.29	15.037	C
3	999.73	249.93	999.65	764.17	32.85	0.00	11907.09	11850.19	0.084	0.07	0.09	0.329	A
4	516.38	129.09	515.28	673.65	358.66	0.00	1136.62	0.00	0.454	0.55	0.82	5.783	A

Main results: (17:30-17:45)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
1	297.28	74.32	297.25	376.75	486.54	0.00	720.26	815.81	0.413	0.69	0.70	8.508	A
2	71.57	17.89	71.55	66.06	727.74	0.00	309.15	264.84	0.231	0.29	0.30	15.148	C
3	999.73	249.93	999.73	766.26	33.02	0.00	11986.96	11850.19	0.084	0.09	0.09	0.329	A
4	516.38	129.09	516.36	673.82	358.93	0.00	1136.57	0.00	0.454	0.82	0.83	5.804	A

Main results: (17:45-18:00)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
1	242.72	60.68	243.65	309.42	408.42	0.00	770.84	815.81	0.315	0.70	0.46	6.639	A
2	58.43	14.61	58.88	54.02	596.06	0.00	375.40	264.84	0.156	0.30	0.19	11.388	B
3	816.27	204.07	816.35	627.79	27.14	0.00	11911.15	11850.19	0.069	0.09	0.07	0.325	A
4	421.62	105.41	422.70	550.35	293.14	0.00	1183.77	0.00	0.356	0.83	0.56	4.736	A

Main results: (18:00-18:15)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
1	203.27	50.82	203.77	259.08	340.07	0.00	808.07	815.81	0.252	0.46	0.34	5.964	A
2	48.94	12.23	49.16	45.22	498.63	0.00	424.42	264.84	0.115	0.19	0.13	9.600	A
3	683.59	170.90	683.64	525.11	22.67	0.00	11914.33	11850.19	0.057	0.07	0.06	0.322	A
4	353.09	88.27	353.67	460.84	245.47	0.00	1217.97	0.00	0.290	0.56	0.41	4.189	A

Queueing Delay Results for each time segment

Queueing Delay results: (16:45-17:00)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	4.83	0.32	5.915	A	A
2	1.84	0.12	9.515	A	A
3	0.91	0.06	0.320	A	A
4	5.93	0.40	4.146	A	A

Queueing Delay results: (17:00-17:15)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	6.64	0.44	6.794	A	A
2	2.63	0.18	11.293	B	B
3	1.10	0.07	0.323	A	A
4	8.06	0.54	4.717	A	A

Queueing Delay results: (17:15-17:30)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	10.00	0.67	8.461	A	A
2	4.21	0.28	15.037	C	B
3	1.37	0.09	0.329	A	A
4	11.99	0.80	5.783	A	A

Queueing Delay results: (17:30-17:45)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	10.42	0.69	8.508	A	A
2	4.44	0.30	15.148	C	B
3	1.37	0.09	0.329	A	A
4	12.39	0.83	5.804	A	A

Queueing Delay results: (17:45-18:00)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	7.19	0.48	6.839	A	A
2	2.92	0.19	11.388	B	B
3	1.11	0.07	0.325	A	A
4	8.57	0.57	4.736	A	A

Queueing Delay results: (18:00-18:15)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	5.21	0.35	5.964	A	A
2	2.04	0.14	9.600	A	A
3	0.92	0.06	0.322	A	A
4	6.28	0.42	4.169	A	A

(Default Analysis Set) - Scenario 2020 Base+ Development, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	ARCADY		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Rela
Scenario 2020 Base+ Development, PM	Scenario 2020 Base+ Development	PM		ONE HOUR	16:45	18:15	90	15				✓		

Junction Network

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (s)	Junction LOS
(untitled)	Roundabout	1,2,3,4				3.82	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	Upper Bognor Rd East	
2	Butlins Access	
3	Upper Bognor Rd West	
4	Felpham Way	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
1	0.00	99999.00		0.00
2	0.00	99999.00		0.00
3	0.00	99999.00		0.00
4	0.00	99999.00		0.00

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
1	3.40	5.00	18.10	10.00	40.00	27.00	
2	3.80	3.50	5.20	9.60	40.00	17.00	
3	3.60	7.30	19.60	45.00	40.00	15.00	
4	4.30	7.60	18.80	17.80	40.00	17.00	

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

Pedestrian Crossings

Arm	Crossing Type
1	None
2	None
3	None
4	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	0.561	1353.904
2		(calculated)	(calculated)	0.503	1016.792
3		(calculated)	(calculated)	0.712	1931.479
4		(calculated)	(calculated)	0.717	2019.075

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

Arm Capacity Adjustments

Arm	Type	Reason	Direct Capacity Adjustment (PCU/hr)	Percentage Capacity Adjustment (%)
1	Direct		-355.00	
2	Direct		-341.50	
3	Direct		9999.00	
4	Direct		-625.00	

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
1	ONE HOUR	✓	271.00	100.000
2	ONE HOUR	✓	85.00	100.000
3	ONE HOUR	✓	919.00	100.000
4	ONE HOUR	✓	488.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	0.000	0.000	261.000	10.000
	2	7.000	0.000	44.000	14.000
	3	294.000	25.000	0.000	600.000
	4	43.000	35.000	406.000	5.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	0.00	0.00	0.96	0.04
	2	0.11	0.00	0.68	0.22
	3	0.32	0.03	0.00	0.65
	4	0.09	0.07	0.83	0.01

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	1.000	1.000	1.000	1.000
	2	1.000	1.000	1.000	1.000
	3	1.000	1.000	1.000	1.000
	4	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	0.000	0.000	0.000	0.000
	2	0.000	0.000	0.000	0.000
	3	0.000	0.000	0.000	0.000
	4	0.000	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
1	0.42	8.79	0.72	A	246.67	373.01	45.54	7.33	0.51	45.55	7.33
2	0.24	15.93	0.31	C	59.65	89.47	18.77	12.59	0.21	18.77	12.59
3	0.09	8.33	0.09	A	843.29	1264.94	6.67	0.33	0.08	6.67	0.33
4	0.47	6.02	0.89	A	448.71	673.07	57.04	5.08	0.63	57.04	5.09

Main Results for each time segment

Main results: (16:45-17:00)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
1	204.02	51.01	202.67	258.69	353.02	0.00	809.80	818.03	0.255	0.00	0.34	6.005	A
2	48.94	12.23	48.41	45.04	518.64	0.00	418.38	263.72	0.117	0.00	0.13	9.717	A
3	691.67	172.97	691.62	532.19	26.87	0.00	11911.35	11848.31	0.058	0.00	0.06	0.320	A
4	368.14	92.04	366.42	473.20	245.29	0.00	1218.18	0.00	0.302	0.00	0.43	4.218	A

Main results: (17:00-17:15)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
1	243.62	60.91	243.12	309.15	422.85	0.00	761.62	818.03	0.320	0.34	0.47	6.935	A
2	58.43	14.61	58.21	53.89	612.08	0.00	367.34	263.72	0.159	0.13	0.19	11.637	B
3	826.16	206.54	826.11	636.02	32.27	0.00	11907.50	11848.31	0.069	0.06	0.07	0.324	A
4	439.60	109.90	438.98	565.35	293.03	0.00	1183.85	0.00	0.371	0.43	0.59	4.829	A

Main results: (17:15-17:30)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
1	298.38	74.59	297.37	378.57	517.47	0.00	798.52	818.03	0.421	0.47	0.72	8.734	A
2	71.57	17.89	71.08	65.97	748.87	0.00	298.52	283.72	0.240	0.19	0.31	15.793	C
3	1011.84	252.96	1011.76	780.52	39.43	0.00	11982.40	11848.31	0.085	0.07	0.09	0.330	A
4	538.40	134.60	537.19	692.34	358.85	0.00	1136.82	0.00	0.474	0.59	0.89	5.993	A

Main results: (17:30-17:45)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
1	298.38	74.59	298.35	378.75	518.56	0.00	797.91	818.03	0.421	0.72	0.72	8.768	A
2	71.57	17.89	71.55	66.06	750.85	0.00	297.52	283.72	0.241	0.31	0.31	15.928	C
3	1011.84	252.96	1011.84	782.77	39.63	0.00	11982.26	11848.31	0.085	0.09	0.09	0.330	A
4	538.40	134.60	538.38	692.54	358.93	0.00	1136.57	0.00	0.474	0.89	0.89	6.017	A

Main results: (17:45-18:00)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
1	243.62	60.91	244.61	309.43	424.51	0.00	760.69	818.03	0.320	0.72	0.48	6.990	A
2	58.43	14.61	58.91	54.03	615.09	0.00	365.83	283.72	0.160	0.31	0.19	11.749	B
3	826.16	206.54	826.24	641.44	32.57	0.00	11987.29	11848.31	0.069	0.09	0.07	0.326	A
4	439.60	109.90	440.80	565.86	293.14	0.00	1183.76	0.00	0.371	0.89	0.60	4.854	A

Main results: (18:00-18:15)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
1	204.62	51.01	204.55	259.08	355.18	0.00	799.59	818.03	0.255	0.48	0.35	6.654	A
2	48.94	12.23	49.17	45.22	514.51	0.00	416.43	283.72	0.118	0.19	0.13	9.807	A
3	691.87	172.97	691.92	536.47	27.26	0.00	11911.11	11848.31	0.058	0.07	0.06	0.328	A
4	368.14	92.04	368.78	473.65	245.47	0.00	1217.97	0.00	0.302	0.60	0.44	4.243	A

Queueing Delay Results for each time segment

Queueing Delay results: (16:45-17:00)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	4.92	0.33	6.005	A	A
2	1.88	0.13	9.717	A	A
3	0.92	0.06	0.320	A	A
4	6.28	0.42	4.218	A	A

Queueing Delay results: (17:00-17:15)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	6.80	0.45	6.835	A	A
2	2.70	0.18	11.637	B	B
3	1.12	0.07	0.324	A	A
4	8.60	0.57	4.829	A	A

Queueing Delay results: (17:15-17:30)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	10.35	0.69	8.734	A	A
2	4.41	0.29	15.793	C	B
3	1.39	0.09	8.330	A	A
4	12.93	0.86	5.993	A	A

Queueing Delay results: (17:30-17:45)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	10.80	0.72	8.788	A	A
2	4.67	0.31	15.928	C	B
3	1.39	0.09	8.330	A	A
4	13.38	0.89	6.017	A	A

Queueing Delay results: (17:45-18:00)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	7.38	0.49	8.990	A	A
2	3.02	0.20	11.749	B	B
3	1.12	0.07	8.326	A	A
4	9.17	0.61	4.854	A	A

Queueing Delay results: (18:00-18:15)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	5.31	0.35	8.054	A	A
2	2.09	0.14	9.807	A	A
3	0.93	0.06	8.320	A	A
4	6.67	0.44	4.243	A	A

Junctions 8

PICADY 8 - Priority Intersection Module

Version: 8.0.2.316 [14 Feb 2013]
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Filename: Proposed Site Access - Felpham Way.arc8
Path: J:\70010938 - UoC EDT Park Bognor Regis\D Design and Analysis\Development\PICADY
Report generation date: 04/08/2015 21:55:04

» Proposed Layout - 2020 Base + Dev, AM
» Proposed Layout - 2020 Base + Dev, PM

Summary of junction performance

	AM			
	Queue (PCU)	Delay (s)	RFC	LOS
	Proposed Layout - 2020 Base + Dev			
Stream B-C	0.02	5.81	0.02	A
Stream B-A	0.00	0.00	0.00	A
Stream C-A	-	-	-	-
Stream C-B	0.00	0.00	0.00	A
Stream A-B	-	-	-	-
Stream A-C	-	-	-	-

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

"D1 - 2020 Base + Dev, AM" model duration: 07:45 - 09:15
"D2 - 2020 Base + Dev, PM" model duration: 16:45 - 18:15

Run using Junctions 8.0.2.316 at 04/08/2015 21:55:03

File summary

File Description

Title	(untitled)
Location	
Site Number	
Date	24/07/2015
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	
Description	

ARUN DISTRICT COUNCIL BR/54/15/PL

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

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

Proposed Layout - 2020 Base + Dev, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Proposed Layout			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2020 Base + Dev, AM	2020 Base + Dev	AM		ONE HOUR	07:45	09:15	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
Proposed Site Access, Felpham Way	T-Junction	Two-way	A,B,C	5.81	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Felpham Way (South)		Major
B	Site Access		Minor
C	Felpham Way (North)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	7.00		0.00		2.20	120.00		

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)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	5.20	4.70	4.50	4.30	✓	3.00	120	98

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

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	470.265	0.082	0.287	0.139	0.296
1	B-C	802.325	0.118	0.297	-	-
1	C-B	643.457	0.238	0.238	-	-

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 Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	540.00	100.000
B	ONE HOUR	✓	13.00	100.000
C	ONE HOUR	✓	505.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	41.000	499.000
	B	0.000	0.000	13.000
	C	505.000	0.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.08	0.92
	B	0.00	0.00	1.00
	C	1.00	0.00	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.02	5.81	0.02	A
B-A	0.00	0.00	0.00	A
C-A	-	-	-	-
C-B	0.00	0.00	0.00	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (07:45-08:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	9.79	9.73	0.00	686.99	0.014	0.01	5.315	A
B-A	0.00	0.00	0.00	340.37	0.000	0.00	0.000	A
C-A	380.19	380.19	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	546.51	0.000	0.00	0.000	A
A-B	30.87	30.87	0.00	-	-	-	-	-
A-C	375.67	375.67	0.00	-	-	-	-	-

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	11.69	11.67	0.00	664.61	0.018	0.02	5.513	A
B-A	0.00	0.00	0.00	315.17	0.000	0.00	0.000	A
C-A	453.98	453.98	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	527.70	0.000	0.00	0.000	A
A-B	36.86	36.86	0.00	-	-	-	-	-
A-C	448.59	448.59	0.00	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	14.31	14.29	0.00	633.65	0.023	0.02	5.811	A
B-A	0.00	0.00	0.00	280.33	0.000	0.00	0.000	A
C-A	556.02	556.02	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	501.68	0.000	0.00	0.000	A
A-B	45.14	45.14	0.00	-	-	-	-	-
A-C	549.41	549.41	0.00	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	14.31	14.31	0.00	633.65	0.023	0.02	5.811	A
B-A	0.00	0.00	0.00	280.33	0.000	0.00	0.000	A
C-A	556.02	556.02	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	501.68	0.000	0.00	0.000	A
A-B	45.14	45.14	0.00	-	-	-	-	-
A-C	549.41	549.41	0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	11.69	11.71	0.00	664.61	0.018	0.02	5.513	A
B-A	0.00	0.00	0.00	315.17	0.000	0.00	0.000	A
C-A	453.98	453.98	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	527.70	0.000	0.00	0.000	A
A-B	36.86	36.86	0.00	-	-	-	-	-
A-C	448.59	448.59	0.00	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	9.79	9.80	0.00	686.99	0.014	0.01	5.315	A
B-A	0.00	0.00	0.00	340.37	0.000	0.00	0.000	A
C-A	380.19	380.19	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	546.51	0.000	0.00	0.000	A
A-B	30.87	30.87	0.00	-	-	-	-	-
A-C	375.67	375.67	0.00	-	-	-	-	-

Proposed Layout - 2020 Base + Dev, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Proposed Layout			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2020 Base + Dev, PM	2020 Base + Dev	PM		ONE HOUR	16:45	18:15	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
Proposed Site Access, Felpham Way	T-Junction	Two-way	A,B,C	5.96	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Felpham Way (South)		Major
B	Site Access		Minor
C	Felpham Way (North)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	7.00		0.00		2.20	120.00		

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)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	5.20	4.70	4.50	4.30	✓	3.00	120	98

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

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	470.285	0.082	0.297	0.139	0.236
1	B-C	802.325	0.118	0.297	-	-
1	C-B	643.457	0.238	0.238	-	-

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 Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	542.00	100.000
B	ONE HOUR	✓	22.00	100.000
C	ONE HOUR	✓	524.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	16.000	526.000
	B	0.000	0.000	22.000
	C	524.000	0.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.03	0.97
	B	0.00	0.00	1.00
	C	1.00	0.00	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.04	5.96	0.04	A
B-A	0.00	0.00	0.00	A
C-A	-	-	-	-
C-B	0.00	0.00	0.00	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (16:45-17:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	16.56	16.46	0.00	683.16	0.024	0.02	5.399	A
B-A	0.00	0.00	0.00	335.84	0.000	0.00	0.000	A
C-A	394.49	394.49	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	546.15	0.000	0.00	0.000	A
A-B	12.05	12.05	0.00	-	-	-	-	-
A-C	396.00	396.00	0.00	-	-	-	-	-

Main results: (17:00-17:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	19.78	19.75	0.00	660.03	0.030	0.03	5.622	A
B-A	0.00	0.00	0.00	309.76	0.000	0.00	0.000	A
C-A	471.07	471.07	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	527.27	0.000	0.00	0.000	A
A-B	14.38	14.38	0.00	-	-	-	-	-
A-C	472.86	472.86	0.00	-	-	-	-	-

Main results: (17:15-17:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	24.22	24.19	0.00	628.05	0.039	0.04	5.961	A
B-A	0.00	0.00	0.00	273.70	0.000	0.00	0.000	A
C-A	576.93	576.93	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	501.15	0.000	0.00	0.000	A
A-B	17.62	17.62	0.00	-	-	-	-	-
A-C	579.14	579.14	0.00	-	-	-	-	-

Main results: (17:30-17:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	24.22	24.22	0.00	628.05	0.039	0.04	5.961	A
B-A	0.00	0.00	0.00	273.70	0.000	0.00	0.000	A
C-A	576.93	576.93	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	501.15	0.000	0.00	0.000	A
A-B	17.62	17.62	0.00	-	-	-	-	-
A-C	579.14	579.14	0.00	-	-	-	-	-

Main results: (17:45-18:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	19.78	19.81	0.00	660.03	0.030	0.03	5.624	A
B-A	0.00	0.00	0.00	309.76	0.000	0.00	0.000	A
C-A	471.07	471.07	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	527.27	0.000	0.00	0.000	A
A-B	14.38	14.38	0.00	-	-	-	-	-
A-C	472.86	472.86	0.00	-	-	-	-	-

Main results: (18:00-18:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	16.56	16.59	0.00	683.16	0.024	0.03	5.400	A
B-A	0.00	0.00	0.00	335.84	0.000	0.00	0.000	A
C-A	394.49	394.49	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	546.15	0.000	0.00	0.000	A
A-B	12.05	12.05	0.00	-	-	-	-	-
A-C	396.00	396.00	0.00	-	-	-	-	-