

BOGNOR REGIS GOLF CLUB PROPOSED RESIDENTIAL DEVELOPMENT

Transport Assessment

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1 INTRODUCTION

Report Brief

- 1.1 RPS has been commissioned by Hallam Land Management to prepare a Transport Assessment (TA) in support of an outline planning application for the residential development of Bognor Regis Golf Course for up to 480 dwellings. This scheme includes community facilities which will be located within the retained club house on the site.
- 1.2 The site is located approximately 3.4km northeast of Bognor Regis town centre, to the south of A259 Felpham Relief Road. The development site falls within the Local Planning Authority (LPA) of Arun District Council and Local Highway Authority (LHA) of West Sussex County Council (WSCC).
- 1.3 As part of this development proposal the existing Bognor Golf Course will be relocated onto land south of Grevatt's Lane (A259) which is approximately 3km east of its current location. The new Golf Course has been submitted as a separate full planning application with a separate TA although both reports review the impact of both sites.
- 1.4 This TA describes the transport characteristics of the site, and the site's accessibility to facilities by sustainable modes of travel as well as reviewing the impact of the development on the local highway network.
- 1.5 This TA has been prepared in accordance with West Sussex Design Guide and the National Planning Policy Framework – Planning Guidance for Transport Assessments and Transport Statements and pre-app scoping discussions with West Sussex County Council.

Report Format

- **Section 2** of the report describes the existing transport characteristics of the site and its location;
- **Section 3** of the report describes the existing site's accessibility to facilities by sustainable modes of travel. This includes a description of the walking and cycling facilities and access to public transport;
- **Section 4** of the report provides a review of the relevant central government and local government land use and transport planning policies and guidelines;
- **Section 5** provides details of the residential development including, number of dwellings, access arrangements and parking;
- **Section 6** details the likely traffic generation associated with the proposed development and the distribution / assignment of that traffic onto the local highway network;
- **Section 7** considers the impact of the development traffic on the road network; and
- **Section 8** provides a summary of the transport assessment and the conclusions of this report.

2 EXISTING TRANSPORT CHARACTERISTICS

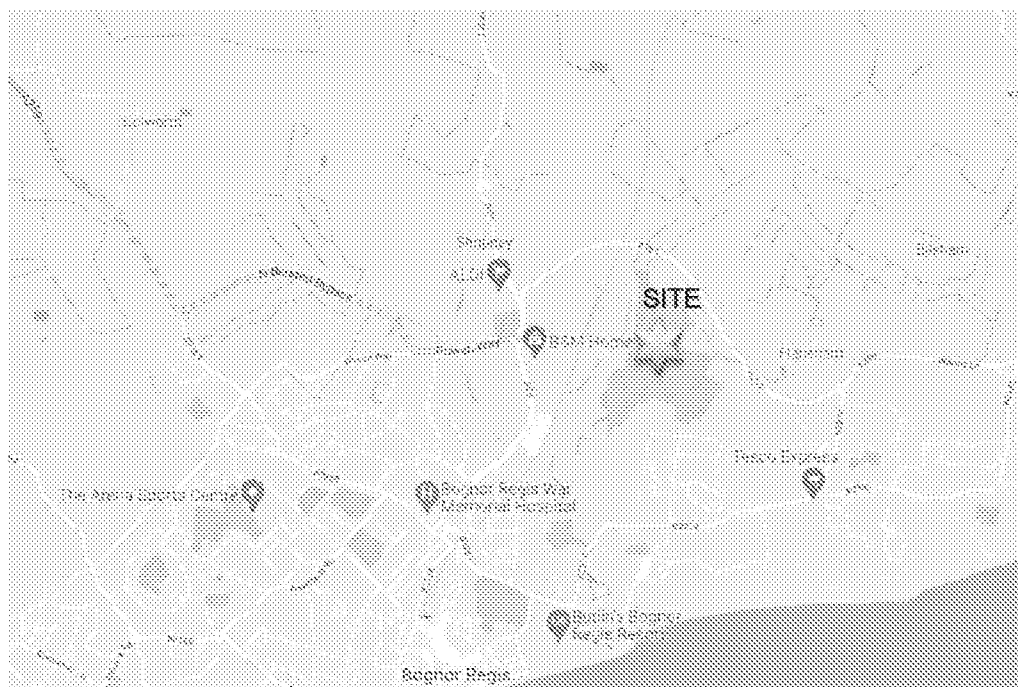
Introduction

- 2.1 This section of the reports considers the site's transport context and a review of the local highway network including road traffic collisions.

Site Context

- 2.2 The site is Bognor Regis Golf Club (the Golf Club) located approximately 3.4km northeast of Bognor Regis town centre, to the south of A259 Felpham Relief Road. Bognor Regis is a town within the county of West Sussex, located to the west of Brighton and east of Portsmouth.
- 2.3 The site is bound to the west by the Lidsey Rife, beyond which is the LEC Airfield and the railway line. To the north the land is bound by agricultural land and the A259 Felpham Bypass. To the east there are existing residential properties of Felpham and to the south are open fields and Downview Primary School.
- 2.4 The site covers an area of approximately 40ha and comprises of the existing Golf Course and associated Club house and car parking with vehicular access taken from Golf Links Road.
- 2.5 The site's context to the local area is shown in **Figure 1**, and a site location plan provided at **Appendix 1**.

Figure 1: Site Context Plan



Existing Highway Network

- 2.6 The site is within close proximity to the A259, A29 and B2259 which are the key strategic routes to the north and east of Bognor. The details of these routes, Downview Road and the local area are provided below.

A259

- 2.7 The A259 is a key strategic route continuing from its junction with A27 at Chichester in the west to A2032 at Goring-by-Sea in the east.
- 2.8 To the north of the site is the Felpham Relief Road (A259) which is a single carriageway between the A29 junction to the west and the B2259 to the east and is elevated as it crosses the existing railway line. The road is subject to a speed limit of 50mph.
- 2.9 The A259 Felpham Relief Road has an existing 3m wide shared footway/cycleway along its southern edge which continues to Flansham Lane where it changes to the northern side of the A259.

B2259

- 2.10 The B2259 is a main route through Bognor continuing from its junction with A259 (North Bersted Bypass) north west of the site to its junction with the A259 Flansham Lane to the east of the site.
- 2.11 Felpham Way (B2259) is a single carriageway located to the south of the site. This section of the B2259 continues from its junction with Upper Bognor Road to the south west, to a roundabout with B2132 to the southeast of the site. The route serves local residential areas and local facilities and is subject to a speed limit of 40mph.
- 2.12 The B2259 has footways on both sides for the majority of its length and forms part of the South Coast Cycle Route which is mainly on road although west of its junction with Downview Road this cycle route is provided off road. This road is also street lit.

A29

- 2.13 To the west of the site, Shripney Road (A29) continues on a north-south alignment providing access to existing employment areas and the A259 Rowan Way to the south and joins the A27 to the north. Shripney Road close to its junction with the A259 is subject to a speed limit of 40mph.
- 2.14 The A29 Shripney Road also has a 3m wide shared footway / cycleway along its eastern side which continues south into Bognor Regis Town Centre and a 2m wide footway which continues north along the A29.

Golf Links/ Shirley Drive

- 2.15 The existing access to the Golf Course is Gareth Road which joins Golf Links Road as a simple priority junction arrangement. Golf Links Road is a local residential road which joins with Shirley Drive (a private road) to the east and Stalham Way to the southwest. Downview Road forms a simple priority junction arrangement with Golf Links Road / Shirley Drive approximately 10m east of the Gareth Road junction.

Downview Road

- 2.16 Downview Road to the south of the site is also a local residential road that runs on a north-south alignment forming a crossroad junction arrangement with Felpham Way (B2259) and Felpham Road to the south which is a signal controlled junction. This road is subject to a speed limit of 20mph and is traffic calmed through the use of speed cushions. Downview Road also provides access to other residential roads including Wroxham Way which in turn provides access to Downview Primary School.

Road Traffic Collision Analysis

- 2.17 Personal Injury Accident (PIA) data has been obtained from Sussex Police for the latest five-year period from August 2016 to July 2021 covering the local area including the A259, B2259 and local residential roads to the south / east of the site. A copy of the Accident Data is included in **Appendix 2**.
- 2.18 During the latest five-year period a total of 97 injury were recorded within the study area, 20 of which were serious, one was fatal, and the rest were slight.

Upper Bognor Road (B2259)

- 2.19 A total of five serious accidents were recorded along the Upper Bognor Road (B2259).
- 2.20 Three serious accidents were recorded at the junction between Upper Bognor Road and Hotham Way. One serious accident occurred during the darkness and resulted from a collision between a car and a pedestrian. It was attributed to the pedestrian failing to look properly and being impaired by alcohol as well as the car driver failing to look properly. The weather condition was raining without high winds. One serious accident occurred in the daylight and included a collision between a car and a bicycle. It was put down to the car driver failing to look properly. The weather condition was fine without high winds. The other serious accident occurred during the darkness and resulted from a collision between a car and a pedestrian. It was attributed to the pedestrian being careless / reckless / in a hurry and being impaired by alcohol. The weather condition was fine without high winds.
- 2.21 Two serious accidents were recorded at the roundabout between Felpham Way and Upper Bognor Road. One serious accident occurred during the darkness and resulted from a collision between a car entering the roundabout and a bicycle. The weather condition was raining without high winds. The other serious accident occurred in the daylight and resulted from a collision between a car and bicycle. The causation factor was identified as the car driver failing to look properly. The weather condition was fine without high winds.

Felpham Way / Flansham Lane (B2259)

- 2.22 Four serious accidents and one fatal incident were recorded on Felpham Way/Flansham Lane (B2259).
- 2.23 One serious accident occurred in the daylight at the junction between Flansham Lane and Summerhill Drive. It resulted from a collision between a car and a pedestrian. It was put down to the car driver failing to notice the pedestrian crossing the road. the weather condition was fine without high winds.

- 2.24 Two serious accidents occurred at the junction between Felpham Road and Felpham Way. One serious accident occurred in the daylight and included a collision between a car and a bicycle. It was attributed to the car driver's blind spot. The weather condition was fine without high winds. The other serious accident occurred during the day and involved a collision between a car and a motorbike, the causation factor was identified as both car driver and motorbike being careless / reckless / in a hurry as well as the motorbike travelling with excessive speed. The weather condition was fine without high winds.
- 2.25 One serious accident occurred along Felpham Way in the daylight and resulted from a collision between a car and a motorbike. It was put down to the motorbike having poor turn or manoeuvre and failing to judge other persons path or speed as well as the car driver having poor turn or manoeuvre. The weather condition was fine without high winds.
- 2.26 One fatal accident occurred in the daylight on Felpham Road near the junction with Felpham Way. It resulted from a collision between a goods vehicle and a bicycle. The goods vehicle turned left at the traffic light once the lights turned to green and collided with the bicycle. The causation factor was identified as the goods vehicle failing to look properly and the bicycle failing to judge other persons path or speed. the weather condition was fine without high winds.

Worms Lane (A259)

- 2.27 A total of six serious accidents were recorded along Worms Lane (A259).
- 2.28 Two serious accidents occurred at the junction with Yapton Road. One serious incident occurred in the daylight and involved a collision between a car and a motorbike. It was attributed to the car driver failing to look properly and having poor turn or manoeuvre. The weather condition was fine without high winds. The other serious accident occurred in the daylight and resulted from a collision between two cars. It was attributed to one of the car drivers being careless/reckless/in a hurry as well as disobeying give way or stop sign or markings. The weather condition was fine without high winds.
- 2.29 A serious incident occurred in the daylight 295 metres to the east of the junction with Hoe Lane. It resulted from a collision between a HGV and a car. It was put down to one of the HGV losing control, being fatigued, and using mobile phone. The weather condition was fine without high winds.
- 2.30 A serious accident occurred during the day and involved a collision between two cars and a motorbike. The causation factor was identified as one of the car drivers driving aggressively and being careless / reckless / in a hurry. The weather condition was fine without high winds.
- 2.31 A serious incident occurred in the daylight and included a collision between three cars. It was put down to one of the car drivers having poor turn or manoeuvre and failing to look properly. The weather condition was fine without high winds.
- 2.32 A serious incident occurred along Worms Lane and involved a collision between a car and a goods vehicle. It was put down to the goods vehicle failing to look properly and to judge other persons path or speed.

A259

- 2.33 One serious accident occurred in the darkness along the A259 and involved a collision between a car and a bicycle. It was attributed to the car driver being impaired by alcohol and drugs. The weather condition was fine without high winds.

Shripney Road (A29)

- 2.34 A total of three serious accidents were recorded on the Shripney Road (A29).
- 2.35 One serious incident occurred in the darkness and involved a goods vehicle leaving road and crashing into telegraph pole and garden wall. It was put down to the goods vehicle being impaired by alcohol and drugs, being careless / reckless / in a hurry, losing control and driving with excessive speed. the weather condition was raining without high winds. One serious incident occurred in the daylight at the junction with Shripney Lane and involved a collision between a car and a motorbike. It was attributed to the car driver being careless / reckless / in a hurry. The weather condition was fine without high winds.
- 2.36 The other serious accident occurred in the darkness and involved a collision between a goods vehicle and a pedestrian. It was put down to the pedestrian failing to look properly and to judge vehicles path or speed. the weather condition was raining without high winds.

Rowan Way (A259)

- 2.37 One serious accident occurred in the darkness and resulted from a collision between two cars. the causation factor was identified as one of the car drivers being impaired by alcohol. The weather condition was fine without high winds.

Accident Summary

- 2.38 The PIA analysis above shows that the incidents that have occurred are down to the road users' error and not related to the existing highway layout. There are also no accident patterns occurring on the local highway network which would suggest that there is an accident black spot.

Travel to Work Characteristics

- 2.39 The site lies within the Felpham West Ward and the 2011 Census 'Method of Travel to Work' (main mode) for this Ward identifies that 13 per cent of residents walk or cycle, 7 per cent of residents use public transport and 79 percent travel by car. **Table 2.1** below details the modal splits for journeys to work for the Felpham West Ward.

Table 2.1: Method of Travel to Work 2011, Felpham West Ward

Method of Travel to Work	%
Train	3%
Bus, minibus or coach	4%
Taxi	0%
Motorcycle, scooter or moped	1%
Driving a car or van	74%
Passenger in a car or van	5%
Bicycle	4%
On foot	9%
Other method of travel to work	1%

- 2.40 In order to determine the reason for 79% of residents using the private car to travel to work, it is necessary to determine where residents travel to as their place of work. **Table 2.2** Below shows the workplace destinations from the 2011 Census database.

Table 2.2: Workplace Destinations

Workplace Destination	%
Chichester	27%
Bognor Regis	19%
Felpham	10%
Worthing	6%
Littlehampton	6%
Westergate, Eastergate	4%
North Bersted	4%
Middleton-on-Sea	3%
Yapton	3%
Portsmouth	2%
Horsham	2%
London	2%
Sussex	2%
Hampshire	2%
Surrey	2%
Other Areas	6%

Source: 2011 Census Database

- 2.41 The above shows that the majority of residents work within 10Km of their place of residence which allows the opportunity for a high proportion to use more sustainable means of travel than the private car.

- 2.42 The above data is information obtained prior to the COVID 19 Pandemic which has seen a dramatic change in people's mode of travel to work with higher numbers working from home. Whilst the numbers of people returning to the office will gradually increase, the higher number working from home is likely to be a new norm for the foreseeable future and will assist in reducing peak hour travel to work.

Existing Base Line Traffic Data

- 2.43 In order to assess the impact of the proposed development traffic on the local road network, all movement traffic counts were carried out on 14 September 2021 (junctions 1-8) and 21 October 2021 (Junctions 9 and 10). In addition, Automatic Traffic Counts were put down between 14 September to 20 September 2021 and 05 October to 11 October 2021 recording directional movements, full classifications and speeds. The location of the manual traffic surveys and ATC's are listed below and also identified in **Figure 2**.

Manual Turning Counts

1. A259 Felpham Relief Road / A29;
2. Downview Road / Golf Links Road / Shirley Drive / Golf Course Access;
3. A259 Charles Purley Way / B2259 Flansham Lane / Hoe Lane / A259 Flansham Lane;
4. B2259 Flansham Lane / B2132 Middleton Road / B2259 Flepham Way;
5. B2259 Felpham Way / Summerley Lane;
6. B2259 Felpham Way / Downview Road / Felpham Road;
7. B2259 Felpham Way / Drygrounds Close;
8. B2259 Flepham Way / Upper Bognor Road / Ocean Hotel Road (Butlins) / B2259 Upper Bognor Road;
9. B2259 Upper Bognor Road / High Street; and
10. High Street / Gloucester Road.

Automatic Traffic Counts

- a. A259 Felpham Relief Road;
- b. A259 Grevatts Lane;
- c. Downview Road;
- d. Outterwyke Road (East of Downview Road);
- e. Outterwyke Road (West of Firs Avenue); and
- f. Firs Avenue (North of B2259).

- 2.44 The locations of the above surveys are provided in **Figure 2** below.

Figure 2: Location Plan of Junctions Surveyed and ATCs



2.45 The above surveys are considered to represent a typical weekday profile following the COVID Pandemic, however as requested by WSCC, a review of pre-COVID data has also been carried out, this is based on data that WSCC has available between 2018 and 2019, the results together with the 2021 data are provided in the table below.

Table 2.3: Pre and Post Traffic Review

Road	WSCC Flows			2021 Observed Flows			Difference		
	AM Peak	PM Peak	Daily	AM Peak	PM Peak	Daily	AM Peak	PM Peak	Daily
Downview Road (2018)	473	269	3006	635	535	2283	+162	+266	-723
A259 Felpham Relief Road (2019)	1432	1564	19488	1593	1926	21014	+161	+362	+1526
B2259 Flansham Lane (2019)	1508	1343	16680	1377	1378	19318	-131	+35	+2638
Outterwyke Road (2018)	596	322	3390	311	159	2144	-285	-163	-1246

2.46 The above table shows that there has been a change in traffic movements along Downview Road and Outterwyke Road, this may be as a result of traffic calming provided along Outterwyke Road and Downview Road in 2019, also the 2018 surveys may have been carried out prior to the upgrading of the Downview Road / B2259 signal junction to a MOVA operated junction, resulting in a change of traffic movements.

2.47 The traffic flows on A259 show an increase from 2019 to 2021 and on B2259 in the AM Peak there is a slight reduction in flows in 2021 compared to the 2019 survey although an increase in the PM Peak and daily increase. The difference in the AM Peak is considered not greater than

the daily variation in traffic movements as volumes will vary from day to day and month to month throughout the year.

- 2.48 It is therefore considered that the surveys carried out are suitably robust for the purpose of assessment of impact on the local road network.
- 2.49 The ATC's on Downview Road, Outterwyke Road and Firs Avenue were carried out to determine the volume of traffic using these routes and whether there was any existing rat-running occurring to avoid the signal junction with the B2259, the results of the ATC's are provided in the table below.

Table 2.4: ATC Review of Local Residential Roads

Week / Road	AM Peak		PM Peak		Daily	
	SB/EB	NB/WB	SB/EB	NB/WB	SB/EB	NB/WB
Week 1						
Downview Road	171	123	81	77	1210	1074
Outterwyke Road (West)	70	115	40	40	531	661
Outterwyke Road (East)	156	154	61	98	1003	1141
Firs Avenue	143	93	76	113	1116	1224
Week 2						
Downview Road	161	117	73	74	1146	1033
Outterwyke Road (West)	81	122	38	37	547	669
Outterwyke Road (East)	165	153	54	95	1020	1130
Firs Avenue	149	129	64	113	1104	1221

- 2.50 The above table shows that the traffic flows are relatively even in both directions along all routes which therefore suggests that rat-running does not occur through the residential roads. Therefore, on the basis that the operation of the Downview Road/ B2259 signal junction is not adversely affected by the development traffic it is considered that the movements along the other residential roads will not materially increase.
- 2.51 A review of the ATC data for the other links shows consistency in the traffic flows over the 2 weeks surveyed.
- 2.52 A copy of the Traffic survey data is included in **Appendix 3**.

Enterprise Development – Bognor Regis

- 2.53 Within the Arun District Local Plan, Policy EMP DM2 sets out the policy requirements for the strategic employment sites 1-4 with Site 4 – LEC Airfield being the land adjacent to the proposed development site. The additional policy requirements for Site 4 are as follows:

“Any proposals relating to site 4-LEC Airfield and adjoining land must also ensure the following points are addressed.

M. Measures for delivery of the link road between the A259 Felpham Way and the Bognor Regis Relief Road with reference to the safeguarded alignment in Policy T SP3 (Safeguarding the Main Road Network).”

the Site, consistent with the Bognor Enterprise illustration, that will be safeguarded to facilitate the potential construction of that new road in the future. Hallam anticipate that should planning permission be granted, the Section 106 Agreement will include obligations, including making this land available and financing the construction of that section of the Link Road (within the redline only), for delivery either by the District or County Council and subject to certain triggers being hit and criteria satisfied. For clarity, it will be the responsibility of other parties to secure planning permission for the Link Road and provide for its delivery on land outside of the application redline.

Summary

- 2.57 The site is located approximately 3.4km northeast of Bognor Regis town centre, to the south of A259 Felpham Relief Road. Bognor Regis is a town within the county of West Sussex, located to the west of Brighton and east of Portsmouth.
- 2.58 The site is bound to the west by the Lidsey Rife, beyond which is the LEC Airfield and the railway line. To the north is bound by agricultural land and the A259 Felpham Bypass. To the east there are existing residential properties of Felpham and to the south are open fields and Downview Primary School.
- 2.59 The site is within close proximity to the A259, A29 and B2259 which are the key strategic routes to the east of Bognor. A review of the PIA data covering the local road network shows that the incidents that have occurred are down to the road users' error and not related to the existing highway layout. There are also no accident patterns occurring on the local highway network which would suggest that there is an accident black spot.
- 2.60 In terms of local work-related characteristics, a review of the 2011 Census data has been undertaken which shows that 79% travel to work by car (5% Car share), 7% travel by Public Transport and 13% travel by walking or cycling. The primary workplace destinations include Chichester and Bognor with a high proportion working within a 10Km radius.
- 2.61 To assess the impact of the development, traffic surveys have been carried out in September and October 2021 at 10 junctions together with Automatic Traffic Surveys at 6 locations. This data has been reviewed against pre-COVID data from 2018 and 2019 and show that on the main routes there has been an increase in movements.
- 2.62 This section also identifies that within ADC Planning Policy EMP DM2 there is a proposal for a route to be provided between the B2259 to A259 which would be delivered as part of the employment site at LEC Airfield. The proposed route crosses the northern section of the development site, this application identifies on drawings included as part of this application that an area will be safeguarded for the potential delivery of this scheme.

3 ACCESSIBILITY

Walking and Cycling

- 3.1 The site benefits from being accessible to a good network of footways along the local residential roads surrounding the site. On Downview Road, footways are provided on both sides from the junction with Golf Links Road to the crossroad junction with Felpham Way (B2259) and are mostly separated from the road by a verge as shown in the photo below. These footways connect with the footways on Felpham Way (B2259) which extend east and west and Felpham Road to the south.

Photo 1: View Looking Northbound Along Downview Road

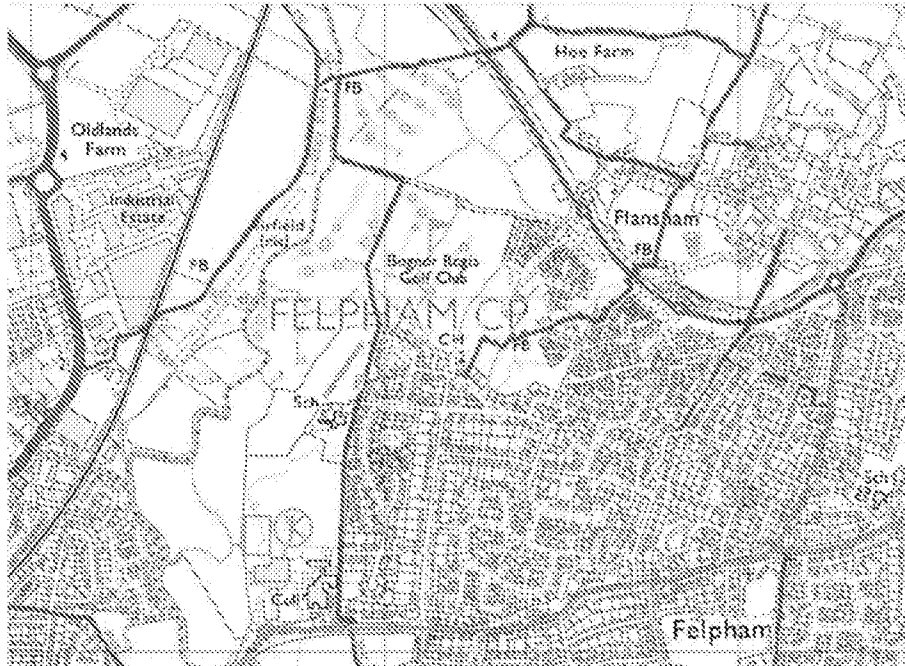


- 3.2 Footways are provided on both sides of the Felpham Way (B2259) towards east and provide access to a number of local facilities. To the west of the Downview Road junction a segregated footway / cycleway is provided on the southern side of the Felpham Way (B2259) which forms part of the South Coast Cycle Route.
- 3.3 Informal pedestrian crossings are available at various points along Downview Road and signalised pedestrian crossings are provided at the Downview Road / Felpham Way (B2259) junction and also on B2259 west of Downview Road.
- 3.4 There is also a shared footway / cycle route to the east of the site in the vicinity of the site which continues north through the new housing development to the east of the site. The local residential roads are also considered to be sufficiently lightly trafficked and therefore considered suitable for on road cycling.
- 3.5 A shared walk / cycle route is provided on the southern side of the Felpham Way (B2259) from its junction with Downview Road running towards southwest.

Public Rights of Way

- 3.6 There are a number of Public Rights of Way (PRoW) that are within close proximity to the site and route 153 continues through the site from A259 to B2259. **Figure 4** below shows the existing PRoW within the vicinity of the site.

Figure 4: Existing PRoW Routes



Extract from WSCC map.

- 3.7 Route 153 continues on a north-south alignment through the site passing Downview Primary School and Felpham Community College to B2259 Felpham Way where a controlled signalised crossing provides a safe route to link with the existing footway / cycleway along the south side of B2259 and also the existing PRoW 3047 which continues southward into Felpham village via St. Mary's Church.
- 3.8 The PRoW 153 between the site and Downview Primary School is an unsurfaced route that is a recreational route for local residents, this route is gated at its junction with the school and leads into the existing golf course as shown in **Photo 2** below.
- 3.9 There are also a number of other unsurfaced routes that lead off the PRoW covering the area to the western side of the site and also continue south to the Arun Leisure Centre (see **Figure 5** below). These routes are mowed and well used and would in dryer months provide a nice route for pedestrians and cyclists to use as shown in **Photo 3** below.

Photo 2: View Along PRow 153 North of Downview Primary School



Figure 5: Existing Unsurfaced Walking Routes Close to the Site



Photo 3: Existing Recreational Routes South West of the Site



- 3.10 The section of PRow 153 that is shown in **Figure 5** as a surfaced route is bound by the rear fences of properties to the eastern side and a high fence to the west that bounds the school fields (see **Photo 4** below).

Photo 4: View Along PRow 153 Past Felpham Community College



- 3.11 From discussions with WSCC it is understood that proposals are currently underway to widen the surfaced section of PRow route 153 to provide a shared footway/cycleway route, the proposed scheme also includes the upgrading of the existing pelican crossing on Felpham Way to a Toucan Crossing
- 3.12 PRow route 153 also joins the A259 Felpham Bypass to the north of the site where it joins with the existing footway cycleway that continues along the A259 and A29 into Bognor.
- 3.13 Measures to further enhance the opportunities for future connections are provided in **Section 5**.

Public Transport

Bus

- 3.14 The nearest bus stop is located circa 270 metres to the southwest of the site access on the Wroxham Way which is served by bus route 67.
- 3.15 Additional bus routes are available from Felpham Way (B2259) named as the Downview Road bus stop located circa 850 metres to the south of the site access and provides access to bus routes 69, 600 and 700.
- 3.16 **Table 3.1** below summarises the bus routes and frequency of service.

Table 3.1: Bus Route and Frequency

Route No.	Route	Average Frequency (per hour)				
		Mon - Fri			Saturday	Sunday
		AM Peak	Off Peak	PM Peak		
67	Bognor Regis - North Felpham - Glenwood Estate	-	1	-	1	-
69	Wick – Pagham	-	1	-	1	1
600	Elmer – Chichester	2	2	2	1	1
700	Flansham Park – Portsmouth	5	6	6	4	0

- 3.17 Bus route 67 is operated by Compass Travel and provides access to Bognor Regis High Street and Glenwood Estate shops Monday to Saturday although the frequency of this service is one bus every 2hrs between 09:00 and 17:00.
- 3.18 Bus Route 69 is operated by Stagecoach providing an evening service (18:00 – 20:00) Monday to Sunday between Seftor Farm at Barfoots of Botley to Wick, this service calls at Bognor Regis High Street, Middleton on Sea and Littlehampton.
- 3.19 Bus Route 600 is also operated by Stagecoach providing a high frequency service of one bus every 30mins every day between 07:00 – 20:00 Monday to Saturday and between 09:00 and 19:00 on Sundays, serving key destinations including Chichester Bus Station, Pagham, Bognor Regis High Street & Middleton-on-sea.
- 3.20 Bus route 700, operated by Stagecoach also provides a high frequency service of one bus every 20mins between 07:00 and 22:00 Monday to Saturday. This route serves key destinations such as Portsmouth including the University of Portsmouth, Havant Bus Station, Emsworth, Chichester, North & South Bersted and Bognor Regis including the Station and High Street.
- 3.21 It is evident from **Table 3.1** and the above information that there are a good number of bus services within easy walking distance of the site, which connect the site with several destinations including Bognor High street and Railway Station, Pagham, Littlehampton, Middleton-on-sea, Chichester and Portsmouth.

Rail

- 3.22 Bognor Regis Rail Station is located approximately 3.1 kilometres (38min walk or 11min cycle) to the southwest of the site. Bognor Regis Rail Station is managed by Southern. The station contains 184 secure cycle storage spaces as well as 99 car parking spaces.
- 3.23 Bognor Regis Rail Station provides services to a range of locations including London Victoria, Barnham and Littlehampton. **Table 3.2** outlines the frequency of services from Bognor Regis Rail Station.

Table 3.2: Bognor Regis Rail Station Services Frequency

Route	Average Frequency (per hour)				
	Mon - Fri			Saturday	Sunday
	AM Peak	Off Peak	PM Peak		
London Victoria	3	2	2	2	1
Barnham	4	4	4	4	2
Littlehampton	1	1	1	1	1

3.24 **Table 3.2** demonstrates that there is a regular service operating from Bognor Regis Rail Station throughout the day. This allows residents of the proposed development to be able to reach areas such as London, Barnham and Littlehampton.

3.25 The existing service does not however, appear to provide a direct service between Bognor and Chichester and it is necessary to travel to Barnham and change to get a direct train to Chichester.

Local Facilities

3.26 To enable an assessment of the potential of walking or cycling between the site and key destinations in the local area, it is appropriate to establish the maximum distance that people are generally prepared to walk or cycle and the destinations that exist within these distances.

3.27 Manual for Streets (Paragraph 4.4.1) states the following:

“Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes (up to about 800m) walking distance of residential areas which residents may access comfortably on foot.”

3.28 In addition, it is recognised that walking offers the greatest potential to replace short car trips, particularly for trips less than 2km.

3.29 Cycling is a reasonable alternative to the car over short journeys. Local Transport Note 1/20 ‘Cycle Infrastructure Design’ set out that:

‘two out of every three personal trips are less than five miles in length – an achievable distance to cycle for most people’

3.30 **Table 3.3** identifies the walking and cycle distance and time to local facilities and amenities measured from the centre of the proposed development. This table is not meant to provide an exhaustive list but rather an example of distances and travel time to local facilities and amenities.

Table 3.3: Walking / Cycling Distance to Local Facilities from the Centre of the Site

Facility	Distance from the Site Centre	Approximate Journey Time (Mins)	
		Walking	Cycling
Educational Facilities			
Downview Primary School & Nursery	500m	6	1
Dizzy Ducklings Pre-School	900m	11	2
Felpham Community College	1.0km	13	2
Bishop Tufnell CE (Aided) Primary School	2.2km	-	4
Local Facilities			
St Mary's Church	1.4km	18	3
Wood Hill Way Post Office & Convenience Store	1.2km	15	3
Tesco Express	1.7km	21	5
The Thatched House Bar	1.3km	16	3
Boots Pharmacy	1.2km	15	3
Felpham Natural Health Clinic	1.3km	16	3
Bognor Regis War Memorial Hospital	3.3km	-	11
Recreational Facilities			
Arun Leisure Centre	1.4km	18	4
Longbrook Park / Butlins Fairground	2.2km	-	4
Hotham Park	2.4km	-	5
Felpham Play Area & Aldwick Cricket Club	1.9km	24	4
King George V Recreation Ground	2km	25	4
Allotments Felpham Road	1.1km	14	3
Public Transport			
Stalham Way Bus Stop	500m	6	1
Felpham Way (B2259)	1km	12	3
Bognor Regis Rail Station	3.2km	-	10

Walking time = 80m per minute and cycling time based on Google maps.

- 3.31 **Table 3.3** demonstrates that a range of key facilities within Bognor Regis are easily accessible by foot or by cycle.
- 3.32 Walking and cycling catchment plans are included in **Appendix 4** showing the extent of area that can be walked and cycled within 25mins from the centre of the site.

Summary

- 3.33 The sites' location benefits from being adjacent to a good network of existing footways and also has access to nearby cycle routes. The local area to the site is residential and therefore the roads are lightly trafficked and subject to a 20mph speed limit making it safe for cyclists to cycle on road.
- 3.34 The site also benefits from having an existing PRow that passes through the site linking with the A259 to the north and B2259 to the south where there are existing strategic cycleways provided. WSCC are proposing to upgrade part of the PRow route 153 between Downview Primary School and Felpham College / Drygrounds Lane to a Bridleway to allow cyclists to also use this route.
- 3.35 The site is also within easy walking distance of a number of bus routes that provide access to the key workplace destinations Chichester, Bognor Regis, Littlehampton etc., providing residents with the opportunity to use non-car modes.
- 3.36 In addition, Bognor Regis Railway Station is only a 38min walk / 11min cycle from the site where access to destinations such as London, Barnham and Littlehampton can be made. The Station also has 184 secure cycle storage facilities.
- 3.37 This section also demonstrates that there are a wide range of local facilities within easy walking or cycling distance of the site. Measures to further enhance these services are provided in **Section 5**.

4 PLANNING POLICY

Introduction

- 4.1 This section of the report evaluates the development proposal against the appropriate national and local land use and transport planning policies:
- National Planning Policy Framework (NPPF) (July 2021);
 - Planning Practice Guidance (NPPG) 'Travel Plans, Transport Assessments and Statements in Decision-Taking' (March 2014);
 - Arun District Council Local Plan 2011-2031 (July 2018);
 - Arun District Design Guide Supplementary Planning Document (January 2021); and
 - West Sussex County Council Local Transport Plan 2011-2026.
 - Felpham Neighbourhood Plan 2013 – 2029
 - Yapton Neighbourhood Plan 2011 - 2031

Central Government Planning Policy

National Planning Policy Framework (July 2021)

- 4.2 The current National Planning Policy Framework (NPPF), updated in July 2021, replaces the previous Framework published in March 2012 as revised in July 2018 and updated in February 2019.
- 4.3 The NPPF sets out several transport objectives designed to facilitate sustainable development and contribute to a wider sustainability by giving people a wider choice about how they travel, in particular Section 9 'Promoting Sustainable Transport'
- 4.4 Paragraph 110 states:
- “In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:
- appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
 - safe and suitable access to the site can be achieved for all users;
 - the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and
 - any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.”
- 4.5 Paragraph 111 continues that:

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

- 4.6 In terms of planning applications NPPF states at paragraph 112(a) that development should:
- “Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas, and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use.”
- 4.7 Paragraph 113 covers the need for Travel Plans and Transport Statements / Assessments for all developments which generate significant amounts of movement.
- 4.8 Regarding parking, Paragraph 107 of the NPPF states that:
- “In setting local parking standards for residential and non-residential development, policies should take into account:
- The accessibility of the development;
 - The type, mix and use of development;
 - The availability of and opportunities for Public Transport;
 - Local car ownership levels; and
 - The need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.”
- 4.9 Paragraph 108 states that:
- “Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with Chapter 11 of this Framework)...”

Planning Practice Guidance (NPPG) ‘Travel Plans, Transport Assessments and Statements in Decision-Taking’ (March 2014)

- 4.10 This Guidance provides advice on when Travel Plans, Transport Assessments and Statements are required, and what they should contain. The Guidance is regularly updated, with the last update being 28 July 2017.
- 4.11 Transport Assessments and Statements are ways of assessing the potential transport impacts of developments, and they may propose mitigation measures to promote sustainable developments. Transport Assessments are thorough assessments of the transport implications of development, and Transport Statements are a ‘lighter-touch’ evaluation to be used where this would be more proportionate to the potential impact of the development.

- 4.12 Transport Assessments and Statements can be used to establish whether the residual transport impacts of a proposed development are likely to be “severe”, which may be a reason for refusal, in accordance with NPPF.
- 4.13 Travel Plans are long-term management strategies for integrating proposals for sustainable travel into the planning process. They are based on evidence of the anticipated transport impacts of development and set measures to promote and encourage sustainable travel.

Arun District Council Planning Policy

Arun District Council Local Plan 2011-2031 (July 2018)

- 4.14 The document was adopted in July 2018 and sets out the vision for Arun to 2031 and beyond. The purpose of the Local Plan is to encourage sustainable development and manage future growth whilst ensuring that change across the District is appropriate to meet local need.
- 4.15 The document sets out the strategic objectives for transport which are:
- Reduce the need to travel and promote sustainable forms of transport;
 - Plan for climate change and work in harmony with the environment to conserve natural resources and increase biodiversity;
 - Create vibrant, attractive, safe and accessible towns and villages that build upon their unique characters to provide a wide range of uses and which are a focus for quality shopping, entertainment, leisure, tourism and cultural activities;
 - Promote strong, well integrated and cohesive communities, through the promotion of healthy lifestyles, provision of good quality accessible community facilities and a safe environment, which delivers an enhanced quality of life to all. This includes meeting the needs of a growing elderly population; and
 - Strengthen Arun's economic base and provide local job opportunities by increasing, diversifying and improving the quality of employment within the District through the provision of appropriate employment sites, better infrastructure, including road and rail access, quality affordable accommodation and the development of business support and partnerships.
- 4.16 Policy T SP1 states that the council will support transport and development which:
- Is designed to reduce the need to travel by car by identifying opportunities to improve access to public transport services and passenger transport services whilst making provision for safe access to the highway network through improvements to the existing road network and the promotion of vehicles which use low-carbon energy;
 - Is incorporated into the District's green infrastructure network and gives priority to pedestrian and cycle movements;
 - Protects committed and indicative lines of major road schemes from development and, where applicable, contributes towards new road schemes which improve north-south links between Bognor Regis and Littlehampton and the A27, to ensure that they are delivered in line with strategic growth in the District;

-
- Incorporates appropriate levels of parking in line with West Sussex County Council guidance on parking provision and the forthcoming Arun Design Guide taking into consideration the impact of development upon on-street parking and;
 - Is supported by an effective and deliverable Transport Assessment which demonstrates that the transport effects of development on the local and strategic road network can be satisfactorily mitigated and a Travel Plan, which is effective and deliverable, and;
 - Explains how the development has been designed to:
 - “accommodate the efficient delivery of goods and supplies;
 - give priority to pedestrian and cycle movements and have access to high quality public transport facilities;
 - create safe and secure layouts for traffic, cyclists and pedestrians whilst avoiding street clutter;
 - incorporate facilities for charging electric and plug-in hybrid vehicles (where charging facilities are to be omitted from the development, evidence of market demand and viability must be provided); and
 - consider the needs of people with disabilities by all modes of transport.
 - Provides improved crossing points over the railway line to improve transport links between the coast and the A27, in particular at Ford.
- 4.17 With respect to sustainable travel, Policy T DM1 states that proposals for all new development must:
- Be located within easy access of established public transport service(s), existing pedestrian and cycle networks, the committed and aspirational cycle networks and the green infrastructure network which links the development with key destinations including places of work, education, leisure and town centres;
 - Where applicable, contribute to the extension of public transport services to serve the development and community transport services to ensure that a wide range of transport services are available to all residents;
 - Make provision for cycling and pedestrian facilities to meet the County Council Parking Standards, including cycle storage, convenient and secure cycle parking in association with retail and educational uses and sufficient secure parking and changing/showering facilities at places of work;
 - Contribute towards the provision of a joined-up cycle network and Public Rights of Way network, taking into account the aspirational cycle network, which provides convenient, accessible, safe, comfortable and attractive routes for pedestrians and cyclists and; where appropriate, horse riders, both within the development and in the form of links between the development and:
 - places of work, education, leisure and food retail;
 - the South Downs National Park,
 - along the coast particularly between Bognor Regis and Littlehampton,
 - along the coast to Chichester,

- Bognor Regis to Arundel, and
- Littlehampton to Goring.

Arun District Design Guide Supplementary Planning Document (January 2021)

- 4.18 This supplementary planning document was adopted in January 2021. The aim of the Design Guide is to:

“provide detailed information that supplements the design policies of the Arun Local Plan, raising the design standard across the District and setting out Arun District Council’s expectations on how the distinctive character and qualities of the District should be respectfully improved and enhanced through development.”

Arun District Council – Parking Standards Supplementary Planning Document (January 2020)

- 4.19 Within the ADC Parking Standard, the following is written with respect to residential parking provision;
- 4.20 The following principles set out the District Council’s approach to parking in new residential developments and Commercial developments and should be used as a starting point in the design of new developments.

“In the preparation of the ‘West Sussex County Council guidance on Parking at New Developments May 2019’, an iterative review of mapped census statistics across the whole of West Sussex was undertaken using iGIS. The county wide review identified 9 key statistical interest values that informed the identification of Parking Behaviour Zones. For Arun only three zones are identified;

- Zone 1 – Rural (Village locations e.g. Walberton)
- Zone 2 – Peri-rural (Large villages or small settlements close to towns e.g. Angmering, Barnham)
- Zone 4 – Urban (Within towns but not in a central location).”

- 4.21 The proposed development sits within Zone 2 (based on the plan provided in Appendix 1 of the Parking Standards SPD). On this basis the parking within the development will be based on the following:

Table 4.1: Parking Provision for New Residential Developments (Table 3.1 of Parking SPD)

No. Bedrooms	Number of Habitable Rooms	Parking Behaviour Zone 2
1	1 to 3	2
2	4	2
3	5 to 6	2
4+	7 or more	3

- 4.22 In addition to the above, visitor parking will be required to be provided at a ration of 20% of the total number of residential units.

Electric Parking

- 4.23 Within Appendix 1 of the SPD a table is provided which sets out the required provision of electric parking for new developments, the following is required in respect of residential use.
- Houses – One Charging point per house with a garage or driveway;
 - Flats (<50 units) – One parking bay marked out for use by electric vehicles only, together with charging infrastructure and cabling; and
 - Flats (>50 units) – Further dedicated charging bays totalling 2% of the total provision.

Community Use

- 4.24 The re-use of the Club house is expected to be a community use which is identified as a D2 planning use, the parking standards that apply to this use are as follows;

Table 4.2: Parking standards for New community Uses (Table 4.1 of Parking SPD)

Use	Car Parking Standard
D2 Assembly & Leisure	1 space per 22sqm. For large scale places of assembly serving more than a local catchment 1 space per 15sqm

Cycle Parking

- 4.25 The ADC Parking standards for cycle parking are provided in the table below.

Table 4.3: Minimum Provision of Cycle Parking

Type	Dwelling Size	Cycle Provision
Houses	Up to 4 rooms (1&2 bed)	1 space
Houses	5+ rooms (3+ bed)	2 spaces
Flats	Up to 3 rooms (1 & 2 bed)	1 space (if communal storage otherwise, same as 1 & 2 bed house)
Flats	4+ rooms (3+ bed)	1 space
D2 Community Use		1 space per 4 staff plus visitor/ customer cycle parking

West Sussex County Council Planning Guidance

West Sussex County Council Local Transport Plan 2011-2026

- 4.26 The West Sussex Local Transport Plan provides a strategic direction for transport within West Sussex, but aligns itself with other major strategies, such as the County Strategy and Local Communities Strategies. The key objectives of the plan are:
- 4.27 The objectives of the LTP3 are as follows:
- “Promoting economic growth;
 - Tackling climate change;
 - Providing access to services, employment and housing; and
 - Improving safety, security and health.”
- 4.28 In addition, the key measures that are identified that are applicable to the proposed development include:
- “Ensure an appropriate amount of parking is provided at new residential development and that parking space is provided at non-residential development in line with our agreed parking standards;
 - Ensuring that new employment and residential developments are accessible by sustainable modes of transport;
 - Continuing to secure travel plans for new residential and employment developments; and
 - Encouraging home working and the promotion of home delivery services through SIDD, to design new facilities and services which meet customer needs.”

Felpham Neighbourhood Plan

- 4.29 The Felpham Neighbourhood Plan 2013-2029 sets out a vision for the area that reflects the thoughts and feeling of local people with an interest in their community. The policy objectives of the plan that are relevant to this application in respect of highways and transportation are provided below.
- 4.30 The Policy objective 9 'Getting Around' is set out in **Table 4.4** below.

Table 4.4: Felpham Policy 9 – Getting Around

Policy Objective	Policy Index
Promote the use of walking and cycling routes and improve footways, footpaths and cycleways. Engender support from responsible bodies for improvements in the maintenance and signing of footpaths and cycleways	GA1: Pedestrian and cycle connections.
Improve publicity and signage to promote Felpham's facilities	GA2: Publicity and signage
Present a substantiated case to the appropriate authorities for improvements to traffic management, speed control and public transport.	GA3: Traffic calming and shared space

Policy GA1: Pedestrians and Cycle connections.

- 4.31 Support will be given to proposals which would increase or improve the network of cycleways, footways and footpaths, either by making land available for that purpose or by means of financial contributions through legal agreements or (when adopted for the district) the Community Infrastructure Levy.

Policy GA2: Publicity and Signage

- 4.32 Developments which would provide improved publicity and signage relating to the promotion of Felpham's facilities will be supported, provided that such developments would not detract from the visual or environmental amenity of their surroundings.

Policy GA3: Traffic calming and shared space

- 4.33 Proposals for development which would enable or help traffic calming or shared space features, will be supported.

Yapton Neighbourhood Plan

- 4.34 The Yapton Neighbourhood Plan 2011 – 2031 provides a guide to development within the parish and provides topic areas that are of considerable importance to Yapton. The vision and objectives of the plan that relate to highways and transportation include the following;

Infrastructure

- Minimise the impact of commercial traffic movements through the village;

- Encourage the use of public transport and retain and strengthen existing bus services;
- Reduce congestion outside Yapton CE Primary School (North End Road);
- Promote, maintain and extend the existing network of cycle paths, footpaths and pavements.
- Improve road safety in Yapton.

Summary

- 4.35 The key transportation policy is to ensure that new developments are in locations which are or can be made sustainable. Future development should be in accessible locations, which can reduce the need to travel for employment, leisure and education and encourage the use of sustainable transport modes such as walking, cycling and public transport.
- 4.36 In terms of sustainability, the site is accessible to a good level of existing bus services which also connect to good rail services. The location of the site is accessible by foot and cycle which will be further improved as part of this proposal. The site will therefore provide new residents with a realistic alternative to the private car.

5 DEVELOPMENT PROPOSAL AND ACCESS

Introduction

- 5.1 This section provides a description of the development proposals including parking, proposed means of access by all modes and measures proposed to improve accessibility.

Development Proposal

- 5.2 The proposal is for the development of circa 480 dwellings and community facilities which will be provided in the existing Golf Club house building retained as part of this proposal.
- 5.3 The mix of dwellings will range from 1 bed to 4 bed of which 30% will be affordable units. Parking on the site will conform to Arun District Council's parking standards as set out in **Section 4**.
- 5.4 A proposed illustrative masterplan and parameters plan are included in **Appendix 5** and further details of the site are included as part of the Design and Access Statement submitted with the application for this site.

Vehicular Access

- 5.5 Access to the site will be provided approximately 5m east of the existing access serving the Golf Club (Gareth Road). The access proposes to change the priority of Downview Road so that it continues straight into the site. Consequently Golf Links Road and Shirley Drive are changed to priority junctions with Downview Road. A photo of the existing golf course access is provided below.

Photo 5: Existing Access to Bognor Regis Golf Course from Golf Links Road



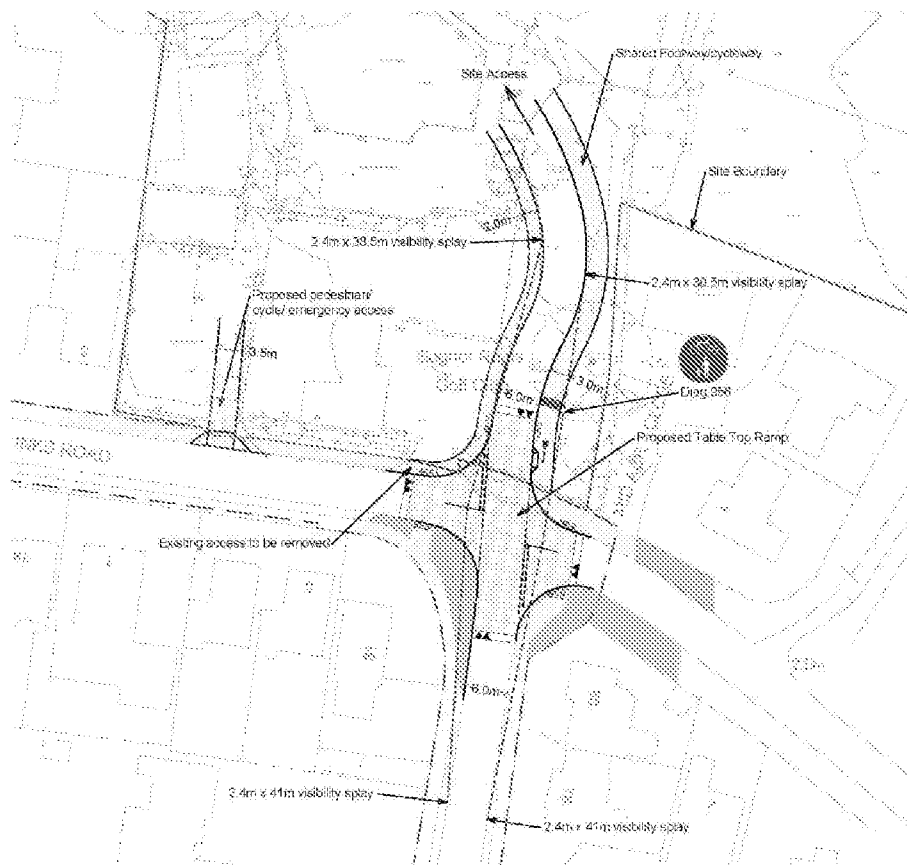
- 5.6 The access road will be 6m narrowing to 5.5m within the development area. The proposed road width of 6m is consistent with the existing width of Downview Road.
- 5.7 As part of the access arrangement, the proposal is to provide a raised tabletop junction arrangement with Golf Links Road and Shirley Drive, this will act as a traffic calming feature ensuring that vehicles approaching the junction are traveling at low speeds maintaining the existing 20mph speed limit.
- 5.8 As advised above, as part of this arrangement Golf Links Road and Shirley Drive will change, and these routes will give way to the proposed site access therefore the level of visibility needed at these junctions has been based on the ATC survey that was undertaken on Downview Road over a 2-week period. The results of the survey identified the following speeds along Downview Road.

Table 5.1: Existing Recorded Vehicle Speeds – Downview Road

	85 th Percentile Speed mph (7 Day Ave)		
	24hr	10:00 -12:00	14:00 – 16:00
Northbound – Week 1	29.2	28.9	28.3
Northbound – Week 2	28.1	27.9	27.1
Southbound – Week 1	27.8	27.6	27.1
Southbound – Week 2	27.3	27.5	26.8

- 5.9 The above shows that the highest 85th percentile speed recorded was 29.2mph northbound and 27.8mph southbound. Based on the calculation of stopping speeds provided in Manual for Streets, the appropriate level of visibility required is 41.3m to the south and 38.5m to the north. This level of visibility is identified on the proposed access arrangement drawing included in **Appendix 6** and an extract is included in **Figure 6** below.

Figure 6: Proposed Access Arrangement



- 5.10 The proposed access arrangement has been tracked using the AutoTRACK computer software for a large refuse vehicle which is 11.99m in length and 2.5m wide. Details of this swept path analysis are included in **Appendix 6**.

Emergency Access

- 5.11 As part of the development proposal an emergency access will be provided to the west of the main access off Golf Links Drive. This access will be in the same location as the existing access that currently serves a small area of parking behind the Golf Club (see photo below). The route into the site will be a minimum of 3.5m wide or 3.7m wide between kerbs and will be accessible by pedestrians and cyclists with a removable bollard or similar to restrict unauthorised vehicles. This is illustrated on the proposed access drawing shown in **Figure 6**.
- 5.12 The proposed access arrangement for emergency vehicles has been sent to West Sussex Fire and Rescue and they have confirmed that this arrangement is acceptable in principle, a copy of this email is provided in **Appendix 7**.

Stage 1 Road Safety Audit

- 5.13 The proposed access arrangement to the site has been reviewed by an independent Road Safety Audit Taylor Bowie Ltd. The Safety Audit was undertaken in accordance with the requirements of GG119, a copy of which is included in **Appendix 8** together with the designer's response.
- 5.14 All recommendations identified in the RSA have been accepted.

Pedestrian / Cycle Access

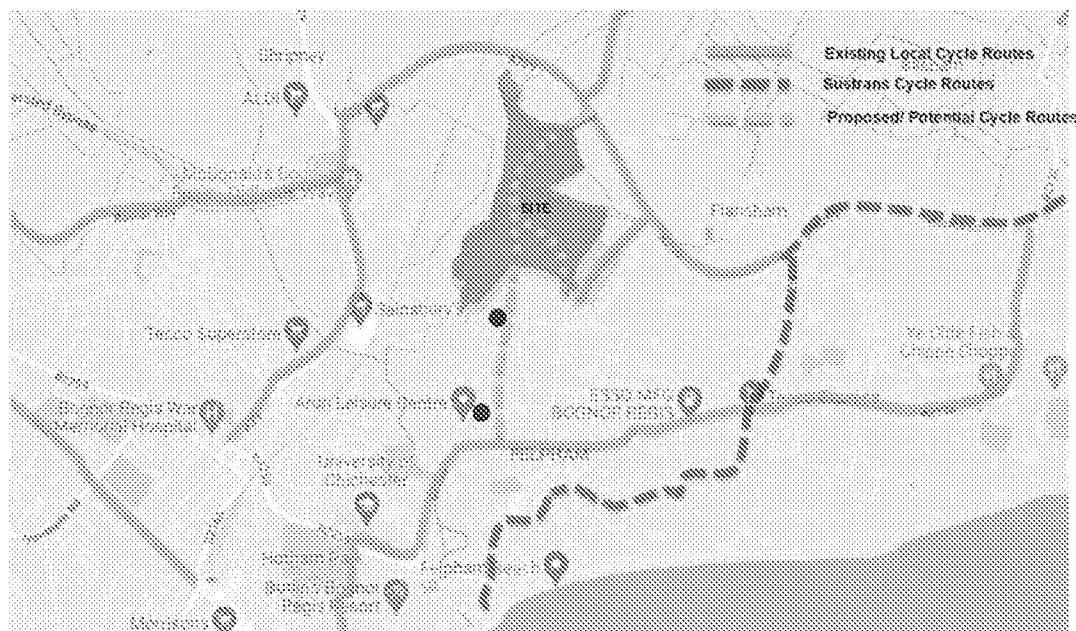
- 5.15 Within Section 3 of this report, it is demonstrated that the development's location is accessible to modes other than the private car and benefits from being adjacent to an existing built-up residential area that has a good network of footways which are street lit. The proposed access arrangement will include a continuation of the existing footway network into the site and also provide a shared footway / cycleway into the site alongside the access road.
- 5.16 Access for pedestrians and cyclists will also be provided via the proposed emergency access route to the west of the main access onto Golf Links Road.
- 5.17 Whilst there are footways that continue the full length of Downview Road, there is the opportunity to upgrade the existing PRow (route No.153) that continues on a north-south alignment from the site to join with Drygrounds Lane / Felpham Way to the south and links to the A259 to the north. To the south, this route joins with Downview Primary school and also to Felpham Community College and Arun Leisure Centre.
- 5.18 WSCC are currently proposing to upgrade the section of PRow 153 between Downview Primary School and Drygrounds Lane to a Bridleway to allow access for cyclists.
- 5.19 The section of this PRow south of the site to Downview Primary School is currently across 3rd party land and passes through a recreation area. The route is unsurfaced and is predominantly used by dog walkers and recreational activities with a gated access as described in **Section 3**.
- 5.20 The opportunity exists to provide a surfaced footway / cycleway link between the site via this PRow which would enable a continued direct route between the site and the existing schools and local facilities linking in with the proposals that are being proposed by WSCC. The upgrading of this section of the PRow could be provided to be in keeping with the local area by providing a bound surface as shown in **Photo 6** below.

Photo 6: Example of Rural Bound Cycle Surface



- 5.21 This route would link with the existing footway / cycleway along Felpham Way via the existing pedestrian crossing that joins to Drygrounds Lane as well as providing access to the PRow 3047 which continues south of the B2259 to the westside of the existing allotment's into Felpham Village. To facilitate this route there is an existing pelican crossing which is believed will be upgraded as part of the WSCC scheme to a Toucan crossing.
- 5.22 Internally there will be a comprehensive network of footways and cycleways with footway only routes with a minimum width of 2m and shared footway / cycleways a minimum width of 3m.
- 5.23 To the north of the site, PRow route 153 joins the A259 Felpham Relief Road and the existing footway / cycleway. This connection also passes over 3rd party land as per the section to the south that links to Downview Primary School, however a contribution towards the upgrade of these sections to provide a continued footway / cycleway link would be provided as part of this development proposal and would be secured as part of a S106 agreement.
- 5.24 If the sections of PRow 153 referenced above can be upgraded to a bridle way by WSCC through a contribution by the developer this would benefit not only the existing residents but also the wider community by providing a direct pedestrian / cycle north-south route between B2259 and A259 as illustrated in **Figure 7** below.

Figure 7: Existing and Proposed / Potential New Cycle Links



- 5.25 As part of the footway/cycleway route, way finding signage will be provided enabling residents to be guided through the development.

Public Transport

- 5.26 The nearest bus stop to the site is situated on Wroxham Way at its junction with Stalham Way which serves route 67 and is approximately 500m from the centre of the site (6min walk). This service is operated by Compass Travel. This service is a local service between Bognor high street and the Felpham area providing a service every 2hr 20mins Monday to Saturday. In addition, the services on B2259 which are within a 10-15min walk of the site provide access to an additional 4 bus services which provide a high frequency of services linking with Bognor, Chichester and Portsmouth.
- 5.27 To encourage the use of PT, the bus stop on Wroxham Way near to the junction with Stalham Way will be improved to include a raised kerb to make it easier for disabled, elderly and people with pushchairs to access the bus. There is insufficient room at this location to provide a bus shelter.
- 5.28 The bus stops on B2259 east of the junction with Downview Road will also be upgraded. The bus stop on the northern side has an existing cantilever bus shelter this shelter will be upgraded to include real time information and the existing kerb raised to make access easier for disabled, elderly and people with pushchairs. The bus stop on the southern side is a simple bus flag arrangement, although there appears to be sufficient room to provide a cantilever bus shelter which would also include real-time information and raised kerbs.

Parking

- 5.29 Parking on the site will conform to Arun District Councils parking standards as set out **Section 4** of this TA. Electric charging facilities will be provided at all properties that have a garage or driveway.

Travel Plan

- 5.30 In order to encourage new residents to travel to / from the site by more sustainable modes of travel, a site wide Residential Travel Plan has been produced. The Travel Plan has been submitted as a separate document as part of this application and seeks to reduce single car occupancy and encourage the use of public transport, cycling and walking.
- 5.31 There are a range of facilities that are within easy walking or cycling distance of the site reducing the need for new residents to use their cars. The development proposal will include a network of footways / cycleways. The layout has been designed to allow cycling on roads where the volume of traffic movements and speeds will be low and also along dedicated off road routes which traverse the site.
- 5.32 The Travel Plan includes for a Travel Information pack to be issued to each household which will provide a range of information including:
- Walking and cycling routes;
 - Bus stop locations, routes, and timetables;
 - Train Station locations, routes, and timetables; and
 - Web sites which include:
 - Journey Planner (all sustainable routes available for any journey) www.transportdirect.info;
 - Cycle Journey Planner (with quietest, balanced and quickest route with average times) www.cyclestreet.net;
 - Cycle maps and cycle information - www.sustrans.org.uk;
 - Bus information via Traveline - www.traveline.org.uk;
 - Calorie calculator (gives you an idea on how many calories burnt by walking or cycling) www.eatwell.gov.uk/healthydiet/healthyweight/caloriescalculator;
 - Carbon calculator (this works out the equivalent amount of carbon used or saved when using a car / not using a car) - www.actionco2.direct.gov.uk/index.html; and
 - Car Sharing schemes such as the westsussexcarshare.com scheme.
- 5.33 The key aims of the Travel Plan are to increase walking and cycling as well as reducing single occupancy car travel.

Summary

- 5.34 The development proposal is for up to 480 dwellings and a new community facility which will be located within the existing club house building. Access to the site is proposed in approximately

the same location as the existing access with Downview Road realigned with the priority of the route passing into the site. This arrangement will change the priority to traffic on Downview Road. The proposed access arrangement will form a crossroad with Golf Links Road and Shirley Drive and the proposal includes for this junction to include a tabletop ramp which will slow vehicle speeds and making it easier for pedestrians and cyclists to cross. The proposed arrangement conforms to the relevant design standards and has been reviewed by an independent safety auditor ensuring that a safe access arrangement is provided.

- 5.35 To improve accessibility for walking and cycling, the site access will include a 3m wide shared footway / cycleway on the eastern side of the access road and a 2m wide footway on the western side. In addition, the proposal includes for a separate emergency access to the west of the access which will also form as a pedestrian / cycle route.
- 5.36 Off site, the opportunity exists to upgrade the existing PRow route 153 between the site and Downview Primary School and also to the north with A259. These sections of PRow cross 3rd party land however a contribution to upgrading these routes to provide a surfaced route or potentially to allow cyclists will be provided as part of a S106 Agreement.
- 5.37 To make the use of public transport more appealing, the proposal includes for the upgrading of the existing bus stop on Wroxham Way and also the eastbound and westbound bus stops on B2259 east of the junction with Downview Road
- 5.38 Parking on site will conform to the Arun District Council's parking standards
- 5.39 To further encourage the use of non-car modes, the application will include the provision of a Travel Plan which has been prepared as a separate document.

6 TRIP GENERATION AND DISTRIBUTION

Introduction

- 6.1 As part of pre-application discussions with West Sussex Council a scoping report was prepared which identified the proposed trip rates and distribution of the site which has been accepted by WSCC.
- 6.2 This section sets out the proposed traffic movements expected to be generated by the development based on other similar sized developments in similar locations as well as reviewing the trips generated by the existing Golf Course.
- 6.3 The application is for 480 dwellings and 755sqm of Community Facilities. This TA however assesses the impact for up to 500 dwellings plus the Community Facilities to ensure a robust assessment is undertaken.

Existing Traffic Movements

- 6.4 The assessment takes into consideration trips associated with the existing golf course and the proposed re-distribution of those trips on the local road network to the new golf course site south of Grevatt's Lane. The existing trips have been based on the traffic survey that was undertaken at the site access and are provided in the table below.

Table 6.1: Existing Golf Course Trips

	AM Peak			PM Peak		
	Arrivals	Departure	Two-way	Arrivals	Departures	Two-way
Bognor Regis Golf Course	29	1	30	3	18	21

- 6.5 The above trips have been assigned to the local road network as shown in **Appendix 10** and removed from the local highway network for the proposed scenarios.
- 6.6 The proposed traffic movements to the new Golf Course are based on those provided in the TA submitted to support the proposed golf course application. Whilst the new site will be in a location which is less accessible to sustainable travel, a review of the TRICS database for standalone sites shows lower trips in the AM peak compared to the existing use, therefore it has been considered appropriate to use the existing trips for the new golf course site.
- 6.7 The re-distribution of movements has been based on post code data provided of existing members attending the site, details of the proposed re-distributed trips are also included in **Appendix 10**.

Proposed Development Trip Generation

- 6.8 The traffic movements to and from the development have been based on trip rate information from the TRICS database which includes the following parameters;
- Region: South East;

- Range: 350 – 850 Dwellings;
- Location: Suburban Area, Edge of Town; and
- Subcategory: Residential Zone.

6.9 Based on the above the Trip Rates shown in **Table 6.2** have been obtained for the residential use.

Table 6.2: Proposed Residential Trip Rate

	AM Peak			PM Peak		
	Arrivals	Departure	Two-way	Arrivals	Departures	Two-way
Trip Rate (No. Dwellings)	0.120	0.396	0.516	0.308	0.200	0.508

6.10 The development proposes the re-use of the existing Golf Club buildings with the potential re use is a Community facility. The existing floor area is 755m2 and the TRICS database has been used to obtain a typical trip rate that may be associated with this type of facility and the results are provided in **Table 6.3** below.

Table 6.3: Proposed Community Facilities Trip Rate

	AM Peak			PM Peak		
	Arrivals	Departure	Two-way	Arrivals	Departures	Two-way
Trip Rate (Gross Floor Area)	0.279	0.093	0.372	0.163	0.435	0.598

6.11 A copy of the TRICS data is included in **Appendix 9**.

6.12 This TA assesses the proposal based on 500 dwellings and 755m2 Community facilities, the resultant trips associated with this proposal in the peak periods is provided in the table below.

Table 6.4: Proposed Trip Generation

	AM Peak			PM Peak		
	Arrivals	Departure	Two-way	Arrivals	Departures	Two-way
500 Dwellings	60	198	258	154	100	254
Community Facilities	2	1	3	1	3	4
Total	62	199	261	155	103	259

6.13 The above results show that this development has the potential to generate a total of 261 two-way trips in the AM Peak and 259 two-way in the PM Peak. The existing golf course generates 30 two-way trips in the AM Peak and 21 two-way in the PM Peak, therefore the resultant impact locally will be 231 two-way in the AM Peak and 238 two-way in the PM Peak.

Distribution

- 6.14 The distribution of traffic movements to and from the site has been based on the 2011 Journey to work census database as set out in **Table 2.2**. Whilst the mode of travel, post the COVID Pandemic, has changed the workplace destinations is considered to be still relevant. The use of this data has been confirmed as being acceptable in WSCC pre-app discussions.
- 6.15 The proposed development traffic flows are included in **Appendix 10**.

Multi-modal Movements

- 6.16 Based on the 2011 Census data, the National Travel Survey data from the Department of Transport and the TRICS database the table below provides a typical daily profile of trips made by residents of a similar sized development, by trip purpose and the modes used.

Table 6.5: Daily Trip Proportions

Trip Purpose / Main Mode	Walk	Cycle	Car Driver	Car Passenger	Bus	Rail	Taxi
Work	18%	61%	58%	13%	38%	55%	0%
Education	39%	9%	8%	23%	27%	11%	15%
Shopping	22%	8%	16%	18%	18%	5%	17%
Leisure	21%	22%	19%	46%	18%	29%	68%

- 6.17 The above table shows that over the day the trip purpose varies, and modes associated with those trips will also vary. Residents that cycle will do so more for work related trips and leisure than other trip purpose. Similarly walking is highest for education trips, shopping and leisure. The use of PT is primarily for work related trips although a relatively high number are made for education and leisure purposes.
- 6.18 In order to encourage the use of the non-car modes the trip destinations need to be taken into consideration. It is considered that the sites location benefits from being accessible to a good range of education and leisure uses and therefore the opportunity to see a lower level of car use is realistic. A more detailed review of potential trip change is considered in the Travel Plan.

Summary

- 6.19 The trip rates used as part of the proposed residential development have been agreed with WSCC as part of pre-app discussions together with the proposed distribution on the local road network.
- 6.20 The total increase in vehicle movements with the existing golf course trips discounted is predicted to be 231 two-way in the AM Peak and 238 two-way in the PM Peak.
- 6.21 A review of the trip purpose and mode over a typical weekday has been undertaken using a combination of 2011 Census data, National Travel Survey data and TRICS data, this review shows that the trip purpose predominantly made by non-car modes include work related trips, Leisure Trips and education trips. The site benefits from being within easy walking and cycling distance of a range of facilities including education and leisure making the reduction of trips via the private car a realistic target. Further details are provided in the Travel Plan.

7 TRAFFIC IMPACT

Introduction

- 7.1 This section of the TA considers the transport impact on the proposed development at key junctions on the local road network within the vicinity of the site. The extent of network has been based on the predicted increase in traffic movements assessing junctions where the increase in movements is greater than circa 30 two-way movements.
- 7.2 This assessment with development includes for the removal of the existing trips associated with the Golf Course and the re-assignment of trips to the new Golf Course on land south of Grevatt's Lane as detailed in the TA accompanying the new golf course application. A copy of the Golf Course related trips is included in **Appendix 10**.

Assessment Parameters

Study Area

- 7.3 It is proposed that the impact of the proposed residential development will be tested at the following local junctions:
- A29 Shripney Road / A259 Felpham Relief Road roundabout;
 - Shirley Drive / Golf Links Road / Downview Road / proposed site access priority junction;
 - A259 / B2259 Flansham Lane / Hoe Lane roundabout;
 - B2259 / B2132 Middleton Road mini roundabout;
 - B2259 / Summerley Lane mini-roundabout;
 - B2259 / Downview Road / Felpham Road signalised junction;
 - B2259 / Drygrounds Lane Close roundabout;
 - B2259 / Upper Bognor Road / Ocean Hotel Road roundabout;
 - B2259 / High Street / Mostar Avenue roundabout; and
 - High Street / Gloucester Road mini roundabout.

Assessment Scenarios

- 7.4 The development on the Bognor Golf Course will only commence once the new Golf Course site is completed, the predicted timescales for both development sites are as follows:
- 2023 Commencement with Construction of new golf Course site off Grevatt's Lane;
 - 2026 New Course finished, construction of new residential development commences; and
 - 2031 Residential development completed.
- 7.5 On the basis of the above, this TA includes a future assessment year of 2031 with the full development and is also the end of the Local Plan Period. The 2031 assessment includes background growth from TEMPro and committed/ allocated developments as follows;

- 7.6 TEMPro Growth for the local area between 2021 and 2031 is 7% & 8% in the AM and PM Peaks respectively. The assumptions identified in TEMPro are that this includes for 366 Houses and 62 new jobs
- 7.7 In addition to this background growth and the following committed development and strategic developments have been added to the base 2031 flows:
- App Ref: Y/91/17/OUT – 250 Dwellings Land at Bilsham Road, Yapton;
 - App Ref: AL/87/21/PL – 11,412sqm Employment Use at Oldlands Farm. Bognor Regis;
 - App Ref: Y/92/17/OUT – 300 Dwellings, Land South of B2233 Main Road, Yapton;
 - App Ref: F/4/20/OUT – 1,200 Dwellings, Ford Airfield (100% Occupation);
 - Strategic Development – Land West of Bersted (2,500 dwellings + Employment); and
 - Strategic Development – Land at Barnham, Eastergate & Westergate (3,200 dwellings and employment).
- 7.8 For the 2031 scenario, it was proposed to use data from the SATURN Modelling from WSCC. However, they have advised that it is not possible to use the District Model at the time of writing this report, as the new A259 / Arun District Model is under development and not ready to be used at the time of completing this report. WSCC have also advise that the interim model also does not provide sufficient information in respect of the traffic movements on the B2259 where the predominant impact of the development traffic will occur. The modelling undertaken in 2015-2016 for the adopted Arun Local Plan is at a strategic level and again does not go into sufficient detail local to the site. Furthermore the data is also now out of date.
- 7.9 On the above basis, as at the time of writing this report, the applications for the strategic development sites have not been submitted, the assessment of traffic movements has been based on the trip rates used as part of this application and the distribution based on the 2011 Census Data. It is considered that by using the trip rates assigned to a smaller level of development for a larger strategic development which also includes local facilities and primary schools, the basis of assessment provides a suitably robust analysis.
- 7.10 The 2031 assessment is therefore considered as a robust assessment as it is likely to be double counting through the use of TEMPro Growth and overestimating the flows associated with the strategic sites.
- 7.11 The trips associated with the existing golf course as identified in Section 6 have been removed from the local road network. The new golf course trips to the proposed site south of Grevatt's Lane have been added onto the local road network for the future scenario based on the TA to support the proposed golf course site.
- 7.12 The above junctions have therefore been tested for the following scenarios during the morning and evening peak hours:
- 2021 observed;
 - 2031 Base + Committed Development; and
 - 2031 Base + Committed Development + Proposed Development.

- 7.13 The base line traffic flows are provided in **Appendix 11** and the proposed with development traffic flows are provided in **Appendix 12**.

Capacity Assessment

- 7.14 The junction analysis has been undertaken using industry standard Junctions 9 for priority junctions and roundabouts, the assessment of signalised junctions has been undertaken using the LINSIG Modelling software.
- 7.15 Copies of the assessment outputs and junction dimension drawings are included in **Appendix 13** of this report, the summary of the analysis work is provided in the following tables.

A29 Shripney Road / A259 Felpham Relief Road Roundabout

- 7.16 The capacity of the A29 Shripney Road / A259 Felpham Relief Road roundabout has been tested using Junctions 9, the results of which are summarised in the tables below.

Table 7.1: A29 Shripney Road / A259 Felpham Relief Road – AM Peak

Scenario	A29 (South)		A29 New Development Access		A29 (North)		A259		Warehouse Access	
	RFC	Q	RFC	Q	RFC	Q	RFC	Q	RFC	Q
Observed Q		0		0		0		2		0
2021 Observed Peak	0.67	2	0.18	0	0.29	0	0.66	2	0.09	0
2031 Base + committed	1.09	95	0.60	1	0.83	5	1.15	91	0.65	2
2031 Base + Development	1.10	108	0.62	2	0.84	5	1.19	110	0.65	2

Table 7.2: A29 Shripney Road/ A259 Felpham Relief Road – PM Peak

Scenario	A29 (South)		A29 New Development Access		A29 (North)		A259		Warehouse Access	
	RFC	Q	RFC	Q	RFC	Q	RFC	Q	RFC	Q
Observed Q		0		0		2		2		0
2021 Observed Peak	0.73	3	0.13	0	0.46	1	0.67	2	0.18	0
2031 Base + committed	1.19	201	0.37	1	0.78	3	1.20	121	0.42	1
2031 Base + Development	1.19	207	0.37	1	0.80	4	1.22	133	0.42	1

- 7.17 The above results show that in 2031 with the strategic development sites, this junction could potentially exceed its design capacity, however the change with the proposed development traffic is minimal with a maximum change in RFC of 0.04.

Shirley Drive / Golf Links Road / Downview Road / Proposed Site Access Priority Junction

- 7.18 The proposed access arrangement to the site will see the existing Golf Links Road and Shirley Drive changing priority to Downview Road and the site access forming a new crossroad arrangement. This junction arrangement has been assessed using Junctions 9 and the results are summarised in the table below.

Table 7.3: Proposed Site Access Arrangement

Scenario	Downview Road (South)		Golf Links Road		Proposed Site Access (North)		Shirley Drive	
	RFC	Q	RFC	Q	RFC	Q	RFC	Q
AM Peak								
2031 Base + Development	0.00	0	0.16	0	0.00	0	0.00	0
PM Peak								
2031 Base + Development	0.01	0	0.02	0	0.00	0	0.00	0

- 7.19 The above results show that this junction will operate well within its design capacity and will not affect the traffic movements on Golf Links or Shirley Drive.

A259 / B2259 Flansham Lane / Hoe Lane Roundabout

- 7.20 The capacity of the A259 / B2259 Flansham Lane / Hoe Lane roundabout has been tested using Junctions 9 and the results are summarised in the tables below.

Table 7.4: A259 / B2259 Flansham Lane / Hoe Lane – AM Peak

Scenario	A259 (East)		B2259		A259 (West)		Hoe Lane	
	RFC	Q	RFC	Q	RFC	Q	RFC	Q
Observed Q		0		3		1		0
2021 Base	0.38	1	0.69	2	0.58	1	0.07	0
2031 Base + Committed	0.50	1	0.87	6	0.92	10	0.28	0
2031 Base + Development	0.51	1	0.97	16	0.97	16	0.47	1

Table 7.5: A259 / B2259 Flansham Lane / Hoe Lane – PM Peak

Scenario	A259 (East)		B2259		A259 (West)		Hoe Lane	
	RFC	Q	RFC	Q	RFC	Q	RFC	Q
Observed Q		1		4		1		0
2021 Base	0.49	1	0.59	1	0.66	2	0.09	0
2031 Base + Committed	0.68	2	0.94	10	0.92	10	0.29	0
2031 Base + Development	0.71	2	0.97	15	0.95	14	0.37	1

- 7.21 The above results show that this junction is currently operating within its design capacity although in 2031 it will be operating close to its design capacity. The increase in RFC with development is however only 0.03 on arms that are close to capacity. An increased in RFC of less than 0.10 on arms that are close to or exceeding capacity is considered negligible and not likely to materially affect the operation of this junction compared to the without development scenario.

B2259 / B2132 Middleton Road Mini Roundabout

- 7.22 The capacity of the B2259 / B2132 Middleton Road mini roundabout has been tested using Junctions 9 and the results are summarised in the tables below.

Table 7.6: B2132 / B2259 – AM Peak

Scenario	B2132		B2259 (West)		B2259 (North)	
	RFC	Q	RFC	Q	RFC	Q
Observed Q		6		11		6
2021 Base	0.75	3	0.85	6	0.80	4
2031 Base + Committed	0.92	10	1.07	104	1.04	60
2031 Base + Development	0.95	14	1.22	280	1.05	69

Table 7.7: B2132 / B2259 – PM Peak

Scenario	B2132		B2259 (West)		B2259 (North)	
	RFC	Q	RFC	Q	RFC	Q
Observed Q		4		7		7
2021 Base	0.50	1	0.90	9	0.86	6
2031 Base + Committed	0.76	3	1.15	194	1.00	33
2031 Base + Development	0.81	4	1.20	265	1.09	110

- 7.23 The assessment of this junction has used the “Slope Intercept” values to reflect the observed queues more accurately. In this regard it is only possible to provide one value which means that it is not possible to accurately model the queues in both the AM and PM peaks.

- 7.24 Notwithstanding this the above results show that this junction is currently operating close to its design capacity. In 2031 without development, this junction is expected to exceed its design capacity.
- 7.25 The impact of the proposed development traffic will see a maximum RFC increase of 0.15 which will occur on the B2259 (West) arm of the junction in the AM Peak.
- 7.26 This junction is currently constrained with limited highway land available and a large number of statutory undertaker plant and access chambers, together with two masts in this location. However, it is possible to provide some improvements to the B2259 (West) arm which includes the widening of the approach to two lanes. In addition, it is possible to reduce the width of the island on B2259 (North) arm and increase the lane width of the existing two-lane approach, all of which are within the extent of public highway. A proposed arrangement is shown in **Figure 8** below and included in **Appendix 14**.

Figure 8: Proposed Improvements to B2259 / B2132 Junction

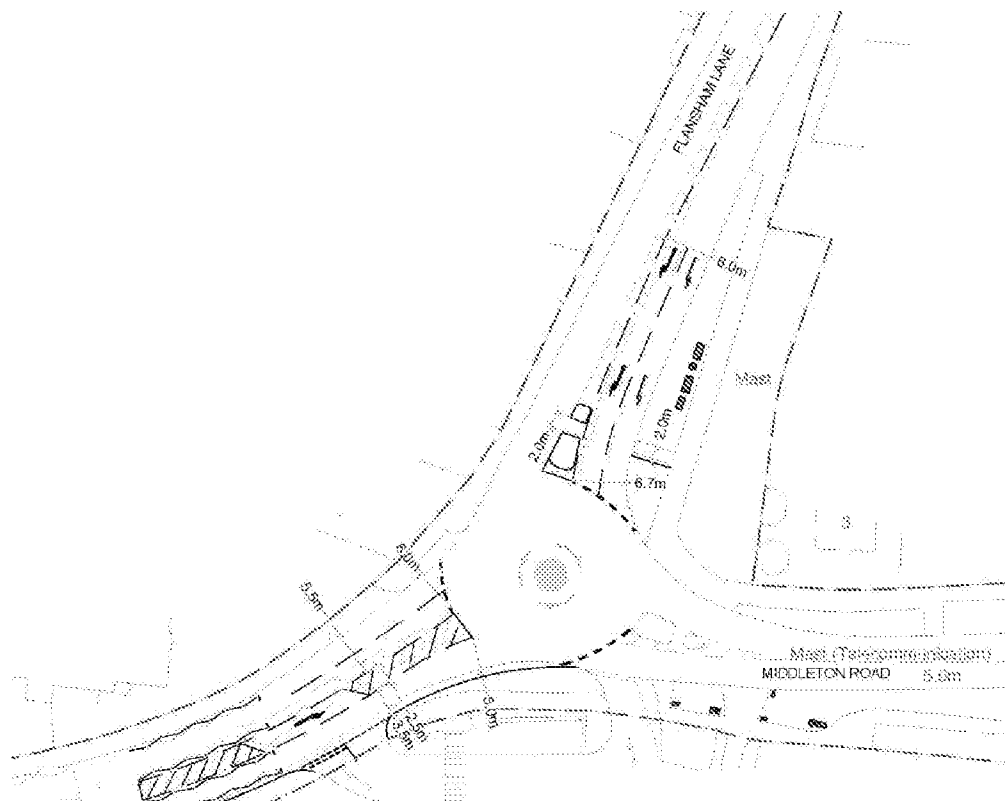


Table 7.8: B2132 / B2259 – With Proposed Improvements

Scenario	B2132		B2259 (West)		B2259 (North)	
	RFC	Q	RFC	Q	RFC	Q
AM Peak						
2031 Base + Development	1.10	39	1.00	24	1.06	35
PM Peak						
2031 Base + Development	0.93	9	1.00	25	1.11	50

- 7.27 As part of the improvements on the B2259 (W) arm and B2259 (N) arms, the slope intercept value has been returned to the normal value (100%). The proposed improvements show that whilst the junction is still likely to operate at or above its design capacity and there may be a small increase in delay on the B2132 arm as a result of the improvements. The overall impact of the development traffic on this junction is considered to have been mitigated.

B2259 / Summerley Lane Mini Roundabout

- 7.28 The capacity of the B2259 / Summerley Lane mini-roundabout has been tested using Junctions 9 the results are summarised in the tables below.

Table 7.9: B2259 / Summerley Lane – AM Peak

Scenario	B2259 (East)		Summerley Lane		B2259 (West)	
	RFC	Q	RFC	Q	RFC	Q
Observed Q		4		2		4
2021 Base	0.95	13	0.27	0	0.69	2
2031 Base + Committed	1.10	65	0.32	1	0.87	6
2031 Base + Development	1.13	79	0.33	1	1.00	22

Table 7.10: B2259 / Summerley Lane – PM Peak

Scenario	B2259 (East)		Summerley Lane		B2259 (West)	
	RFC	Q	RFC	Q	RFC	Q
Observed Q		3		3		3
2021 Base	0.73	3	0.21	0	0.79	4
2031 Base + Committed	0.90	8	0.29	0	0.86	6
2031 Base + Development	1.00	22	0.32	1	0.91	9

- 7.29 The above results show that this junction is operating close to its design capacity in the AM Peak on the B2259 (East) arm, this arm exceeds its design capacity in 2031 in the AM Peak but remains within capacity in the PM Peak. The maximum change on B2259 (East) in RFC is 0.02

and therefore the change with the development traffic is considered to be minimal. The other arms remain within capacity until 2031 with development.

- 7.30 Whilst there will be some additional delay at this junction with the development traffic the impact is not considered severe and therefore no mitigation measures are considered necessary at this junction.

B2259 / Downview Road / Felpham Road Signalised Junction

- 7.31 This junction is a signalised junction and has been modelled using LINSIG. The junction currently operates using MOVA 'Microprocessor Optimised Vehicle Actuation' which enables the junction to alter the green times and in turn operate more efficiently than a fixed cycle time system.
- 7.32 However, LINSIG does not currently allow for this type of operation in the modelling software therefore to provide a model that simulates as close as possible to the existing arrangement the signal timings have been based on a review of the observed signal timings. The assessments below include the average cycle time of 120 seconds and the maximum observed cycle time of 169 seconds.

Table 7.11: B2259 / Downview Road / Felpham Road – AM Peak

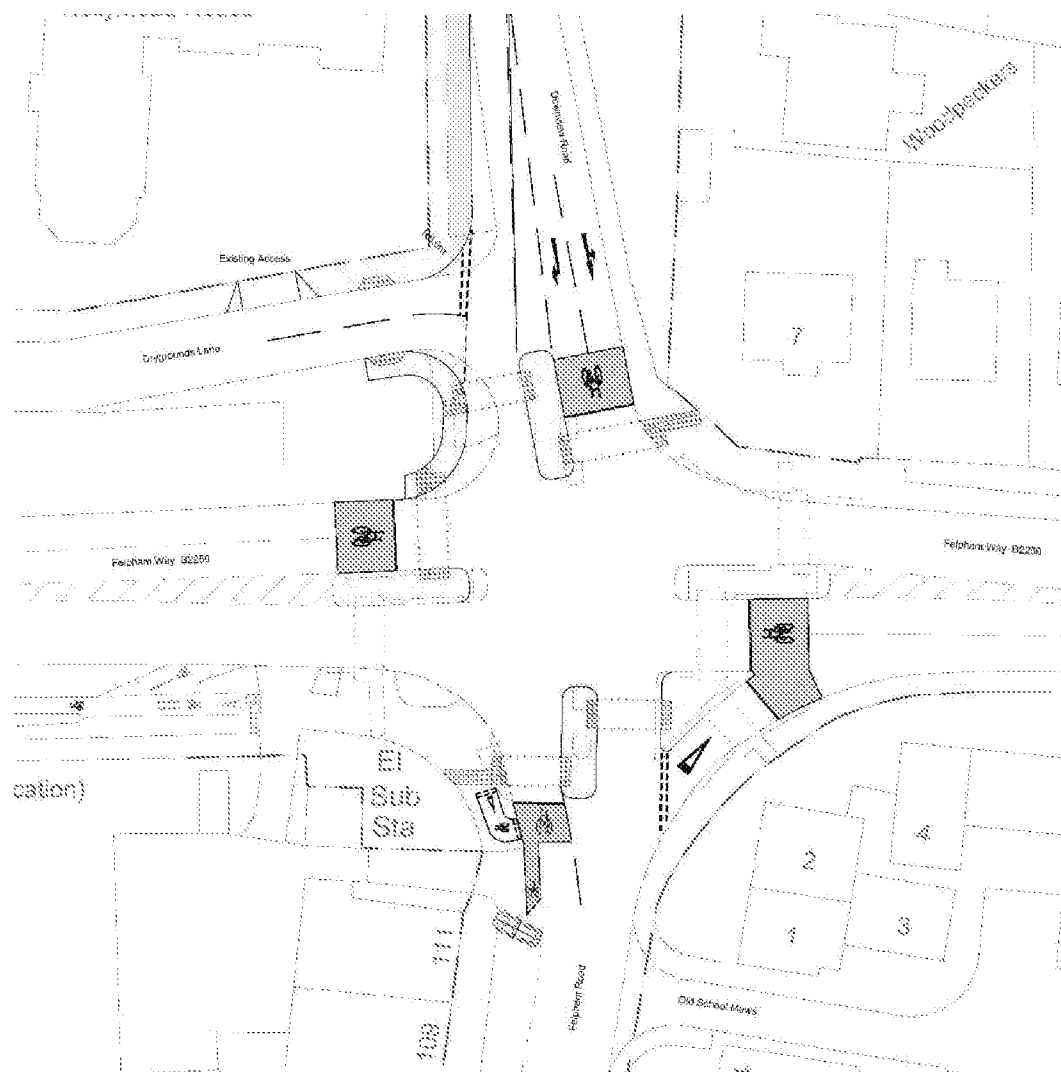
Scenario	Downview Road (1)		B2259 (East) (2)		Felpham Road (3)		B2259 (West) (4)		PRC
	Deg of Sat (%)	Q	Deg of Sat (%)	Q	Deg of Sat (%)	Q	Deg of Sat (%)	Q	
Observed Max Q		13		18		4		12	
2021 Base (120 Sec cycle time)	88.4%	9	95.3%	34	89.0%	7	76.5%	20	-5.9
2031 Base + Committed (120 sec cycle time)	61.6%	7	135.0%	167	69.2%	5	121.3%	109	-50
2031 Base + Development (120 sec cycle time)	63.9%	10	160.5%	232	74.8%	5	152.5%	186	-78.3
2031 Base + Committed (169 sec cycle time)	86.8%	12	89.9%	44	97.4%	11	79.9%	33	-8.2
2031 Base + Development (169 sec cycle time)	94.2%	19	97.2%	54	105.4%	13	89.5%	40	-17.1

Table 7.12: B2259 / Downview Road / Felpham Road – PM Peak

Scenario	Downview Road		B2259 (East)		Felpham Road		B2259 (West)		PRC
	Deg of Sat (%)	Q	Deg of Sat (%)	Q	Deg of Sat (%)	Q	Deg of Sat (%)	Q	
Observed Max Q		9		12		3		15	
2021 Base (120 Sec cycle time)	79.9%	5	80.8%	14	91.5%	10	89.6%	28	-1.7
2031 Base + Committed (120 sec cycle time)	59.7%	5	95.2%	29	67.1%	7	138.1%	169	-53.4
2031 Base + Development (120 sec cycle time)	71.4%	7	95.8%	30	76.7%	8	172.6%	258	-91.8
2031 Base + Committed (169 sec cycle time)	84.1%	8	90.6%	23	94.6%	14	89.8%	43	-5.1
2031 Base + Development (169 sec cycle time)	100.6%	15	101.5%	23	108.0%	22	102.9%	72	-20.0

- 7.33 The above results show that the junction is currently operating close to its design capacity in the AM Peak and exceeds its design capacity in 2031 with the proposed development traffic. Whilst MOVA will vary its cycle time to minimise the impact the 2031 considers the impact using both the average cycle time of 120 seconds and also the maximum observe cycle time of 169 seconds, with either option the junction is likely to exceed its design capacity although it is considered that in 2031 the longer cycle time will operate more regularly in the peak periods.
- 7.34 To improve the operation of this junction the proposal is to provide staggered crossing facilities on the Downview Road and the Felpham Road arms, this will remove the need for an all-round red stage when the pedestrian phase is called improving the operational capacity. All improvements shown are within the extent of public highway. This arrangement is shown in **Figure 9** below and included in **Appendix 14**.

Figure 9: Proposed Improvements to B2259 / Downview Road Junction



7.35 The results with this arrangement are provided in the table below, these are all based on the longer 169 second cycle time.

Table 7.13: B2259 / Downview Road / Felpham Road – Proposed Improvements

Scenario	Downview Road		B2259 (East)		Felpham Road		B2259 (West)		PRC
	Deg of Sat (%)	Q	Deg of Sat (%)	Q	Deg of Sat (%)	Q	Deg of Sat (%)	Q	
AM Peak									
2031 Base + Development (169 sec Cycle time)	85.1%	16	84.5%	40	81.1%	8	79.1%	33	5.7
PM Peak									
2031 Base + Development (169 sec Cycle time)	83.8%	10	79.0%	19	86.4%	12	86.6%	43	3.9

- 7.36 The above results show that with the proposed improvements, the junction will operate better than it does currently changing from a negative PRC to a positive PRC. Therefore these measures will ensure that the junction will continue to operate within capacity beyond 2031.

B2259 / Drygrounds Lane Close Roundabout

- 7.37 The capacity of the B2259 / Drygrounds Lane Close roundabout has been tested using Junctions 9 and the results are summarised in the tables below

Table 7.14: B2259 / Drygrounds Lane Close – AM Peak

Scenario	B2259 (East)		B2259 (South)		Drygrounds Lane Close	
	RFC	Q	RFC	Q	RFC	Q
Observed Q		4		12		3
2021 Base	0.48	1	0.46	1	0.27	0
2031 Base + Committed	0.55	1	0.55	1	0.32	1
2031 Base + Development	0.60	2	0.56	1	0.32	1

Table 7.15: B2259 / Drygrounds Lane Close – PM Peak

Scenario	B2259 (East)		B2259 (South)		Drygrounds Lane Close	
	RFC	Q	RFC	Q	RFC	Q
Observed Q		2		4		1
2021 Base	0.31	0	0.38	1	0.08	0
2031 Base + Committed	0.39	1	0.45	1	0.09	0
2031 Base + Development	0.41	1	0.48	1	0.10	0

- 7.38 The above tables show that this junction currently operates within its design capacity although there does appear to have been longer queues observed forming on B2259 Northbound during the AM Peak, although the PM Peak model reflects more closely the observed queues. Therefore, the additional queuing in the AM Peak may have been as a result of other delays or incidents on B2259 at the time of the survey.
- 7.39 The assessment shows that this junction will continue to operate well within its design capacity with the proposed development traffic.

B2259 / Upper Bognor Road / Ocean Hotel Road Roundabout

- 7.40 The capacity of the B2259 / Upper Bognor Road / Ocean Hotel Road roundabout has been tested using Junctions 9 and the results are summarised in the tables below.

Table 7.16: B2259 / Upper Bognor Road / Ocean Hotel Road – AM Peak

Scenario	Upper Bognor Road		Ocean Hotel Road		B2259 (West)		B2259 (North)	
	RFC	Q	RFC	Q	RFC	Q	RFC	Q
Observed Q		1		0		0		1
2021 Base	0.31	0	0.09	0	0.60	2	0.54	1
2031 Base + Committed	0.37	1	0.11	0	0.72	3	0.62	2
2031 Base + Development	0.41	1	0.14	0	0.73	3	0.68	2

Table 7.17: B2259 / Upper Bognor Road / Ocean Hotel Road – PM Peak

Scenario	Upper Bognor Road		Ocean Hotel Road		B2259 (West)		B2259 (North)	
	RFC	Q	RFC	Q	RFC	Q	RFC	Q
Observed Q		0		0		0		1
2021 Base	0.22	0	0.18	0	0.57	1	0.37	1
2031 Base + Committed	0.26	0	0.24	0	0.66	2	0.48	1
2031 Base + Development	0.29	0	0.25	0	0.70	2	0.51	1

- 7.41 The above junction is shown to operate within its design capacity and will not be affected by the proposed development traffic.

B2259 / High Street / Mostar Avenue Roundabout

- 7.42 The capacity of the B2259 / High Street / Mostar Avenue roundabout has been tested using Junctions 9 the results are summarised in the tables below.

Table 7.18: B2259 / High Street / Mostar Avenue – AM Peak

Scenario	B2259 (East)		High Street		Mostar Avenue		B2259 (West)	
	RFC	Q	RFC	Q	RFC	Q	RFC	Q
Observed Q		4		5		0		6
2021 Base	0.61	2	0.36	1	0.02	0	0.50	0
2031 Base + Committed	0.70	2	0.45	1	0.02	0	0.63	2
2031 Base + Development	0.76	3	0.47	1	0.02	0	0.65	2

Table 7.19: B2259 / High Street / Mostar Avenue – PM Peak

Scenario	B2259 (East)		High Street		Mostar Avenue		B2259 (West)	
	RFC	Q	RFC	Q	RFC	Q	RFC	Q
Observed Q		2		5		0		6
2021 Base	0.46	1	0.35	1	0.03	0	0.51	1
2031 Base + Committed	0.58	1	0.43	1	0.03	0	0.61	2
2031 Base + Development	0.61	2	0.46	1	0.03	0	0.66	2

- 7.43 The above results show that this junction currently operates within its design capacity and will continue to operate within capacity with the proposed development.

High Street / Gloucester Road Mini Roundabout

- 7.44 The capacity of the High Street / Gloucester Road mini roundabout has been tested using Junctions 9 the results are summarised in the tables below.

Table 7.20: High Street / Gloucester Road – AM Peak

Scenario	High Street (Northeast)		Gloucester Road		High Street (West)	
	RFC	Q	RFC	Q	RFC	Q
Observed Q		0		1		1
2021 Base	0.46	1	0.39	1	0.25	0
2031 Base + Committed	0.52	1	0.43	1	0.34	1
2031 Base + Development	0.56	1	0.44	1	0.35	1

Table 7.21: High Street / Gloucester Road – PM Peak

Scenario	High Street (Northeast)		Gloucester Road		High Street (West)	
	RFC	Q	RFC	Q	RFC	Q
Observed Q		0		1		0
2021 Base	0.41	1	0.33	1	0.25	0
2031 Base + Committed	0.50	1	0.38	1	0.32	1
2031 Base + Development	0.52	1	0.38	1	0.35	1

- 7.45 The above results show that this junction is currently operating within its design capacity and will continue to operate within capacity with the proposed development traffic.

Summary

- 7.46 The extent of the network that has been assessed is based on the inclusion of junctions whereby the level of impact is considered to be material, i.e. less than circa 30-40 two-way trips, and in turn considers a total of 9 junctions plus the proposed site access. The assessment years undertaken includes a base 2021 scenario and a future assessment year of 2031 which includes for the strategic development sites within the local area.
- 7.47 The assessment includes not only committed and allocated development sites but also background growth on the local road network which will result in an element of double counting. The analysis also includes for 500 dwellings although the application is only for 480 dwellings. This approach is considered to ensure that a suitably robust assessment has been undertaken.
- 7.48 The traffic movements associated with the existing golf course at Golf Links Road have been removed from the local road network and the trips associated with the new site off Grevatt's Lane have been added to the future 2031 scenario.
- 7.49 The impact analysis undertaken shows that the development traffic is likely to affect two junctions on the B2259, namely the junction with Downview Road and Felpham Road and also the junction with B2132 Middleton Road. The proposed improvements to the Downview Road/ B2259 junction show that with the development traffic the junction is predicted to operate better than it does currently ensuring that there will be no increase in delay to local road users at this junction.
- 7.50 The assessment of the proposed access arrangement to the site is also shown to operate well within its design capacity demonstrating that safe and suitable access is provided to the site for the level of use.
- 7.51 It is therefore concluded that suitable mitigation can be provided ensuring that the residual cumulative impact of development will not be severe.

8 SUMMARY AND CONCLUSION

- 8.1 This Transport Assessment has been prepared in order to provide the highway authority with sufficient information so that they may determine what impact the proposed development will have on the local highway network in terms of both highway safety and capacity. This TA also provides details of the site's accessibility to modes other than the private car and how the site will be accessed.
- 8.2 The site is located approximately 3.4km northeast of Bognor Regis town centre, to the south of A259 Felpham Relief Road. Bognor Regis is a town within the County of West Sussex, located to the west of Brighton and east of Portsmouth.
- 8.3 The site is bound to the west by the Lidsey Rife, beyond which is the LEC Airfield and the railway line. To the north the land is bound by agricultural land and the A259 Felpham Bypass. To the east there are existing residential properties of Felpham and to the south are open fields and Downview Primary School.
- 8.4 The site is within close proximity to the A259, A29 and B2259 which are the key strategic routes to the east of Bognor. A review of the PIA data covering the local road network shows that the incidents that have occurred are down to the road users' error and not related to the existing highway layout. There are also no accident patterns occurring on the local highway network which would suggest that there is an accident black spot.
- 8.5 In terms of local work-related characteristics, a review of the 2011 Census data has been undertaken which shows that 79% travel to work by car (5% Car share), 7% travel by Public Transport and 13% travel by walking or cycling. The primary workplace destinations include Chichester and Bognor with a high proportion working within a 10Km radius.
- 8.6 To assess the impact of the development, traffic surveys have been carried out in September and October 2021 at 10 junctions together with Automatic Traffic Surveys at 6 locations. This data has been reviewed against pre-COVID data from 2018 and 2019 and show that on the main routes there has been an increase in movements.
- 8.7 Within ADC Planning Policy EMP DM2 there is a proposal for a route to be provided between the B2259 to A259 which would be delivered as part of the employment site at LEC Airfield. The proposed route crosses the northern section of the development site, this application identifies on drawings included as part of this application that a 20m area will be safeguarded for the potential delivery of this scheme.
- 8.8 The sites' location benefits from being adjacent to a good network of existing footways and also has access to nearby cycle routes. The local area to the site is residential and therefore the roads are lightly trafficked and subject to a 20mph speed limit making it safe for cyclists to cycle on road.
- 8.9 The site also benefits from having an existing PRow that passes through the site linking with the A259 to the north and B2259 to the south where there are existing strategic cycleways provided. WSCC are proposing to upgrade part of the PRow route 153 between Downview Primary School and Felpham College / Drygrounds Lane to a Bridleway to allow cyclists to also use this route.

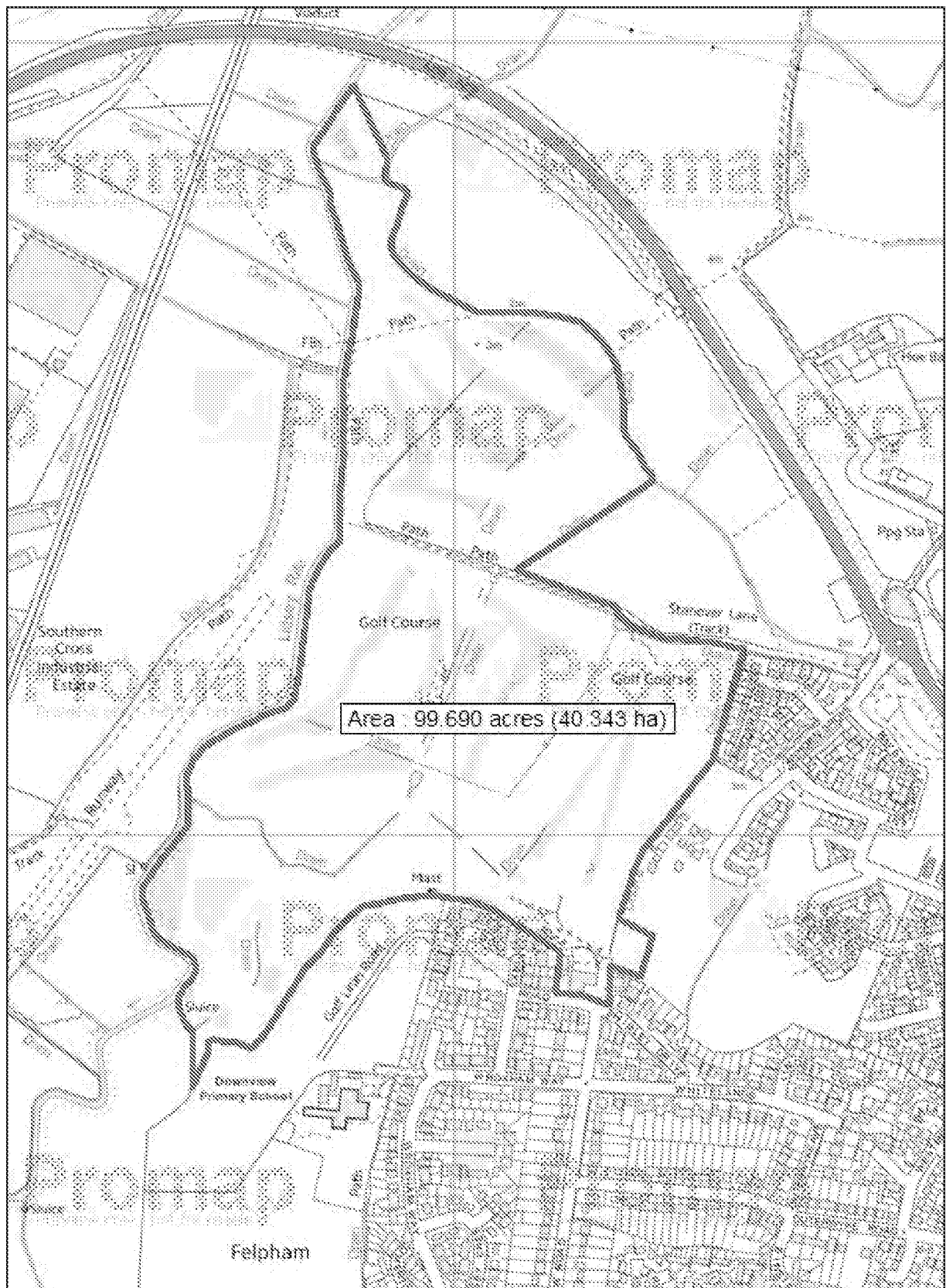
-
- 8.10 The site is also within easy walking distance of a number of bus routes that provide access to the key workplace destinations Chichester, Bognor Regis, Littlehampton etc., providing residents with the opportunity to use non-car modes.
 - 8.11 In addition, Bognor Regis Railway Station is only a 38min walk/ 11min cycle from the site where access to destinations such as London, Barnham and Littlehampton can be made. The Station also has 184 secure cycle storage facilities.
 - 8.12 In terms of sustainability, the site is accessible to a good level of existing bus services which also connect to high quality rail services. The location of the site is accessible by foot and cycle which will be further improved as part of this proposal. The site will therefore provide new residents with a realistic alternative to the private car
 - 8.13 Access to the site is proposed in approximately the same location as the existing access aligned with Downview Road, this arrangement will change the priority to traffic on Downview Road. The proposed access arrangement will form a crossroad with Golf Links Road and Shirley Drive and the proposal includes for this junction to include a tabletop ramp which will slow vehicle speeds and making it easier for pedestrians and cyclists to cross. The proposed arrangement conforms to the relevant design standards and has been reviewed by an independent safety auditor ensuring that a safe access arrangement is provided.
 - 8.14 To improve accessibility for walking and cycling, the site access will include a 3m wide shared footway/cycleway on the eastern side of the access road and a 2m wide footway on the western side. In addition, the proposal includes for a separate emergency access to the west of the access which will also form as a pedestrian / cycle route.
 - 8.15 Off site, the opportunity exists to upgrade the existing PRoW route 153 between the site and Downview Primary School and also to the north with A259. These sections of PRoW pass over 3rd party land however a contribution to upgrading these routes to provide a surfaced route or potentially to allow cyclists will be provided.
 - 8.16 To make the use of public transport more appealing, the proposal includes for the upgrading of the existing bus stop on Wroxham Way and also the eastbound and westbound bus stops on B2259 east of the junction with Downview Road
 - 8.17 Parking on site will conform to the Arun District Council's parking standards
 - 8.18 To further encourage the use of non-car modes, the application will include the provision of a Travel Plan which has been prepared as a separate document.
 - 8.19 The assessment of impact has been based on a development of up to 500 dwellings which together with the proposed community facilities could generate around 261 two-way trips in the AM Peak and 259 two-way trips in the PM Peak. The site currently generates around 30 two-way trips in the AM Peak and 21 two-way in the PM Peak, the resultant increase in trips will therefore be 231 two-way in the AM Peak and 238 two-way in the PM Peak.
 - 8.20 The proposed trip rates have been agreed with WSCC as part of pre-application discussions together with the proposed distribution of traffic movements which has been based on the 2011 journey to work census data.
 - 8.21 The extent of the network that has been assessed is based on the inclusion of junctions whereby the level of impact is considered to be greater than 30 two-way trips. This results in a total of 9 junctions plus the proposed site access being assessed. The assessment years undertaken
-

-
- includes a base 2021 scenario and a future assessment year of 2031 has been undertaken which includes for the strategic development sites within the local area.
- 8.22 The assessment includes not only committed and allocated development sites but also background growth on the local road network which will result in an element of double counting. The analysis also includes for 500 dwellings although the application is only for 480 dwellings, this with the additional background growth ensures that a suitably robust assessment has been undertaken.
- 8.23 The traffic movements associated with the existing golf course at Golf Links Road have been removed from the local road network and the trips associated with the new site off Grevatt's Lane have been added to the future scenarios.
- 8.24 The impact analysis undertaken shows that the development traffic is likely to affect two junctions on the B2259, namely the junction with Downview Road and Felpham Road and also the junction with B2132 Middleton Road. The proposed improvements to the Downview Road/ B2259 junction are predicted to operate better than it does currently ensuring that there will be no increase in delay to local road users at this junction.
- 8.25 The assessment of the proposed access arrangement to the site is also shown to operate well within its design capacity demonstrating that safe and suitable access can be provided for the level of use. Furthermore it is concluded that suitable mitigation can be provided ensuring that the residual cumulative impact of development will not be severe.
- 8.26 In conclusion, this TA demonstrates that the site conforms to both the local and central government planning policies as it is in a location that is easily accessible by mode other than the private car and measures to further improve accessibility can be provided. It is also demonstrated that safe and suitable access can be provided for all modes and with suitable mitigation, the impact of the development traffic will not be severe.

Appendices

Appendix 1 – Site Location Plan

Bognor Regis Golf Club



Appendix 2 – Collision Data

Felpham – Shripney – RPS

Collision report 01/08/2016 – 31/07/2021

Date produced
01 September 2021

This report is marked as **Official – Sensitive**

- The information included in this report is provided for analysis purposes and is for the exclusive use of the applicant, the information must only be used for the purposes for which it has been obtained.
- The data has been provided by Sussex Police and should not be transmitted to any other person without their consent, including reports for the general public.
- Be aware that any improper disclosure, copying, distribution or use of the contents of this information is prohibited and criminal proceedings may follow.

Sussex Safer Roads
P A R T N E R S H I P

Safer Roads
Safer Communities
Sharing the Responsibility

Produced by Sussex Safer Roads Partnership on behalf of Sussex Police

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

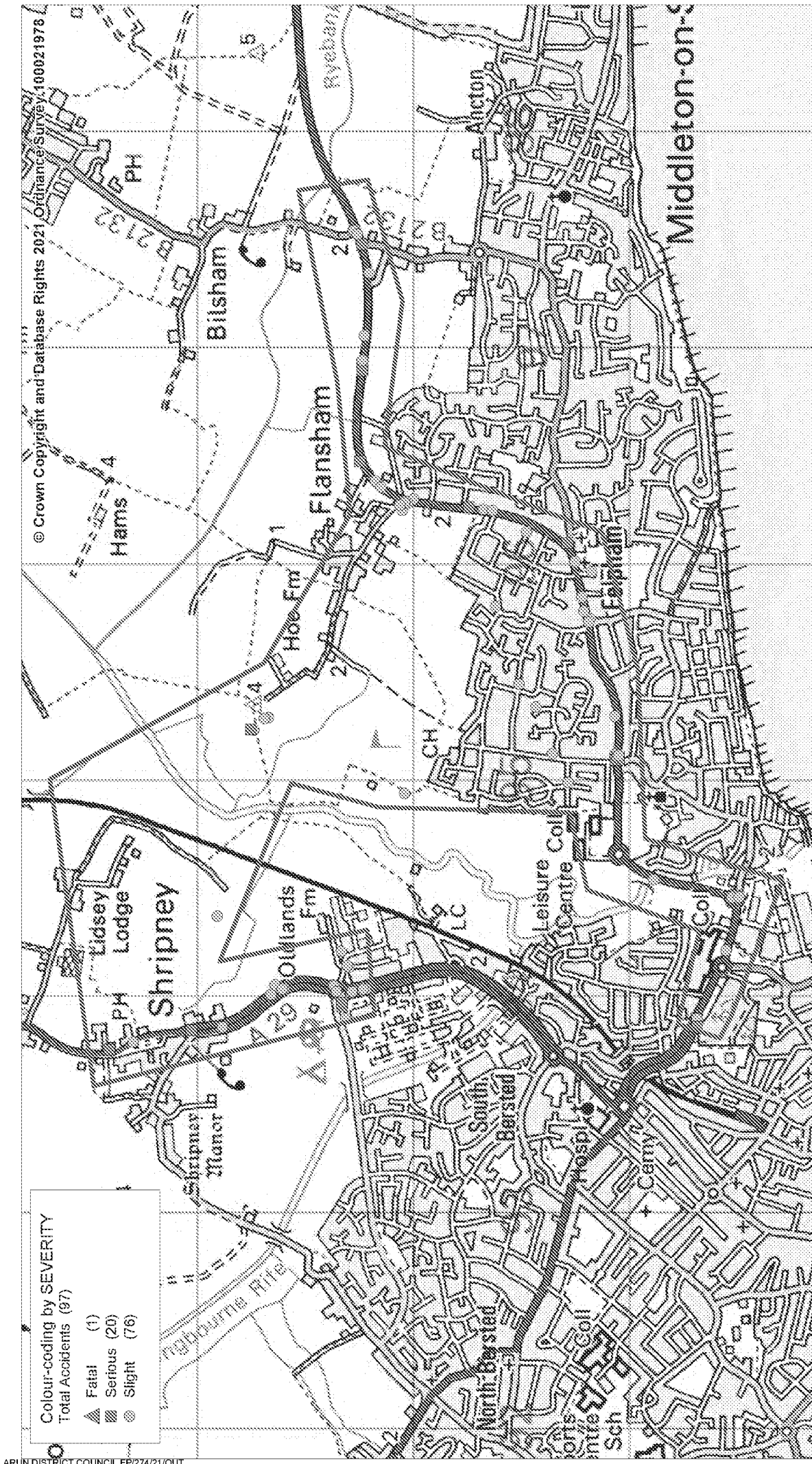
This data may not be fully validated and while every effort is made to ensure its accuracy any statistics provided may not match those published elsewhere.

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

For further information:

web: www.sussexsaferroads.gov.uk





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Felpham/Shripney
Collision Dattes 01/08/2016 - 31/07/2021
RPS

SCALE 1 : 24000

DATE 24/08/2021

DRAWING NO.

DRAWN BY

Sussex Safer Roads
P A R T N E R S H I P

Details of Personal Injury Accidents for Period - 01/08/2016 to 31/07/2021 (60) months

Selection:

Notes:

Selected using Manual Selection

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

1604943 Tuesday A29 SHRIPNEY ROAD BOGNOR Veh 1 Car Starting SE to N
16/08/2016 REGIS 80M SOUTH OF U ROWAN Veh 2 Car Going ahead SE to N Dri F 69 Slight
R1: A 29 1334hrs WAY
Daylight:street lights present
E 494,036 Dry
N 101,218 Fine without high winds
40 mph

Causation Factor:

Participant:

Confidence:

1st: Poor turn or manoeuvre

Vehicle 1

Very Likely

VEHICLE 2 WAS TRAVELLING IN LANE 1 NORTHBOUND ON THE A29 SHRIPNEY ROAD TOWARDS A ROUNDABOUT. VEHICLE 1 WAS STATIONARY JUST OFF THE ROAD OUTSIDE A CAR GARAGE AND IN THE PROCESS OF REJOINING THE TRAFFIC THE DRIVERS FOOT SLIPPED OFF THE CLUTCH AND THE VEHICLE WENT INTO THE REAR NEARSIDE OF VEHICLE 2 CAUSING MINOR INJURIES TO THE DRIVER.

1604747 Sunday A259 YAPTON AT JUNCTION OF Veh 1 Goods < 3.5t Turning left N to E
07/08/2016 B2132 YAPTON ROAD Veh 2 Car Going ahead W to E FSP M 21 Slight
R1: A 259 2230hrs
R2: B 2132 Darkness: street lights present a
E 497,549 Dry
N 101,270 Fine without high winds
50 mph

Causation Factor:

Participant:

Confidence:

1st: Failed to judge other persons path or speed

Vehicle 1

Very Likely

VEHICLE 2 DRIVING FROM WEST TO EAST ALONG A259 TRAVELLING 10MPH SLOWER THAN THE 50MPH SPEED LIMIT. VEHICLE 1 WAITING TO PULL OUT ONTO THE A259 FROM YAPTON ROAD POINTING SOUTH (NORTH SIDE OF JUNCTION) DROVE STRAIGHT INTO SIDE OF VEH 2.

1606111 Tuesday A259 FELPHAM WAY FELPHAM AT Veh 1 Car Turning right E to N
11/10/2016 JUNCTION OF U DOWNVIEW ROAD Veh 2 Car Going ahead W to E Dri M 56 Slight
R1: A 259 1740hrs
R2: U Daylight:street lights present
E 495,110 Dry
N 100,067 Fine without high winds
30 mph

Causation Factor:

Participant:

Confidence:

1st: Poor turn or manoeuvre

Vehicle 1

Very Likely

VEHICLE 1 WAS TRAVELLING WEST ALONG FELPHAM WAY AND TURNED RIGHT INTO DOWNVIEW ROAD, FAILING TO GIVE WAY TO VEHICLE 2 THAT WAS TRAVELLING EAST ALONG FELPHAM WAY. THIS JUNCTION IS CONTROLLED BY TRAFFIC LIGHTS AND BOTH DIRECTIONS WOULD HAVE BEEN GREEN AT THE TIME, HOWEVER, VEHICLE 1 SHOULD HAVE GIVEN WAY TO VEHICLE 2. DRIVER OF VEH 2 STATED THAT VEH 1 WAS NOT INDICATING RIGHT AND DID NOT SLOW DOWN AT ALL AS IT MADE THE RIGHT HAND TURN.

Details of Personal Injury Accidents for Period - 01/08/2016 to 31/07/2021 (60) months

Selection:

Notes:

Selected using Manual Selection

			Vehicles				Casualties			
Police Ref.	Day	Location Description	Veh No / Type / Manv / Dir / Class				Sex / Age / Sev			
Road No.	Date									
2nd Road No.	Time									
Grid Ref.	D/L									
	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										
1604956	Wednesday	A259 GREVATTS LANE MIDDLETON	Veh 1	Car	Turning right	N to W				
	17/08/2016	ON SEA AT JUNCTION OF B2132	Veh 2	M/C > 500 cc	Going ahead	W to E	Dri	M	52	Serious
R1: A 259	1325hrs	YAPTON ROAD	Veh 2	M/C > 500 cc	Going ahead	W to E		F	47	Serious
R2: B 2132	Daylight:street lights present									
E 497,549	Dry									
N 101,272	Fine without high winds									
	50 mph									
Causation Factor:			Participant:			Confidence:				
1st:	Failed to look properly		Vehicle 1			Very Likely				
2nd:	Poor turn or manoeuvre		Vehicle 1			Possible				
VEHICLE TWO HEADING EAST ON MAIN ROAD, VEHICLE ONE EXITING SIDE ROAD IN PATH OF VEHICLE TWO. COLLISION OCCURRED SERIOUS INJURIES.										
1605297	Monday	A259 FELPHAM ROAD BOGNOR AT	Veh 1	Car	Going ahead	W to E				
	29/08/2016	JUNCTION OF U PRIVATE	Veh 2	Car	Stopping	W to E	Dri	F	23	Slight
R1: A 259	0009hrs	DRIVEWAY OUTSIDE O/S OF SO								
R2: U	Darkness: street lights present a									
E 495,299	Dry									
N 100,067	Fine without high winds									
	30 mph									
Causation Factor:			Participant:			Confidence:				
1st:	Impaired by alcohol		Vehicle 1			Very Likely				
V1 AND V2 TRAVELLING EASTBOUND. V2 SLOWED TO TURN INTO A PRIVATE DRIVE, V1 FAILED TO REACT AND HIT THE REAR OF V2.										
1606701	Tuesday	U SUMMERLEY LANE FELPHAM AT	Veh 1	Goods < 3.5t	Turning right	W to S	Ped	M	16	Slight
	08/11/2016	JUNCTION OF A259 FELPHAM WAY	Veh 2	Goods < 3.5t	Wait go ahead held	E to W				
R1: U	0822hrs									
R2: A 259	Daylight:street lights present									
E 495,749	Wet/Damp									
N 100,182	Fine without high winds									
	30 mph									
Causation Factor:			Participant:			Confidence:				
1st:	Dazzling sun		Vehicle 1			Very Likely				
2nd:	Failed to look properly		Casualty 1			Very Likely				
3rd:	Failed to signal/Misleading signal		Vehicle 2							
V2 TRAVELLING WEST ON FELPHAM WAY, HAS STOPPED PRIOR THE SUMMERLEY LANE (SOUTH) JUNCTION AND FLASHED ITS HEADLIGHTS TO ALLOW V1 TRAVELLING EAST ON FELPHAM WAY AND WAITING IN THE CENTRAL RESERVATION TO TURN RIGHT (SOUTH) ONTO SUMMERLEY LANE. V1 TURNED SOUTH AND AT THE SAME TIME PEDESTRIAN HAS CROSSED WEST OVER SUMMERLEY LANE, AS THIS HAS HAPPENED V1 TURNED AND HAS COLLIDED WITH PEDESTRIAN. SUN WAS IN A SOUTH EAST DIRECTION AND WOULD HAVE IMPAIRED VISIBILITY.										

Details of Personal Injury Accidents for Period - 01/08/2016 to 31/07/2021 (60) months

Selection:

Notes:

Selected using Manual Selection

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

1606779 Friday A259 FLANSHAM LANE BOGNOR REGIS AT JUNCTION OF U WORMS LANE
11/11/2016 2107hrs
R1: A 259 Darkness: street lights present a
R2: U Dry
E 496,304 Fine without high winds
N 100,998 70 mph

Causation Factor:

Participant:

Confidence:

1st: Loss of control

Vehicle 1

Very Likely

VI HAS LOST CONTROL WHEN TRAVELLING STRAIGHT OVER THE ROUNDABOUT. HE HAS OVER STEERED TO CORRECT THIS AND ENDED UP HITTING A LAMPOST WITH THE FRONT OF THE CAR.

1700612 Sunday A259 HOTHAM WAY BOGNOR REGIS AT JUNCTION OF U UPPER BOGNOR ROAD OUTSIDE RIGHT ON
29/01/2017 1920hrs
R1: A 259 Darkness: street lights present a
R2: U Wet/Damp
E 493,901 Raining without high winds
N 99,688 30 mph

Causation Factor:

Participant:

Confidence:

1st: Failed to look properly

Casualty 1

Very Likely

2nd: Impaired by alcohol

Casualty 1

Very Likely

3rd: Failed to look properly

Vehicle 1

VEHICLE 1 TRAVELLING WEST FROM EAST ALONG HOTHAM WAY. VEHICLE 1 TURNED RIGHT INTO UPPER BOGNOR ROAD AND COLLIDED WITH PEDESTRIAN WHO WAS STOOD IN THE MIDDLE OF THE ROAD.

1704475 Tuesday A259 FELPHAM WAY BOGNOR REGIS 40M WEST OF U SUMMERLEY LANE
08/08/2017 0850hrs
R1: A 259 Daylight: street lights present
E 495,785 Wet/Damp
N 100,210 Unknown
30 mph

V2 WAS STATIONARY, WAITING TO TURN RIGHT INTO PETROL STATION. V1 HAS FAILED TO STOP AND HAS COLLIDED WITH REAR OF V2. DETAILS WERE EXCHANGED AT THE SCENE.

Details of Personal Injury Accidents for Period - 01/08/2016 to 31/07/2021 (60) months

Selection:

Notes:

Selected using Manual Selection

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

1706335 Friday U ROUNDLE ROAD BOGNOR REGIS Veh 1 Car Starting S to N
10/11/2017 AT JUNCTION OF U PRIVATE Veh 2 M/C > 500 cc Going ahead E to W Dri M 63 Slight
R1: U 1610hrs DRIVEWAY OUTSIDE ROUNDLE
R2: U Daylight: street lights present
E 496,152 Dry
N 100,476 Fine without high winds
30 mph

Causation Factor:

Participant:

Confidence:

1st: Careless/Reckless/In a hurry

Vehicle 1

Very Likely

VEHICLE 1 PULLING OFF DRIVEWAY WITH LIMITED VIEWS, PULLED OUT IN FRONT OF VEHICLE 2 WHO WAS TRAVELLING WEST AND COLLIDED WITH SIDE OF VEHICLE 1 CAUSING INJURY.

1702520 Monday A29 SHRIPNEY ROAD BOGNOR Veh 1 Car Stopping S to N
08/05/2017 REGIS AT JUNCTION OF A29 ROWAN Veh 2 M/C > 500 cc Wait go ahead held S to N Dri M 63 Slight
R1: A 29 1515hrs WAY
R2: A 29 Daylight: street lights present
E 494,018 Dry
N 101,291 Fine without high winds
30 mph

Causation Factor:

Participant:

Confidence:

1st: Failed to look properly

Vehicle 1

Very Likely

2nd: Following too close

Vehicle 1

Very Likely

VEH 1, MOTORCYCLE, WAS STATIONARY AT R/A WHEN IT WAS HIT TO THE REAR BY VEH 2. THE RIDER OF VEH 1 SUSTAINED SOME MINOR LEG AND NECK INJURIES.

1705552 Saturday A259 FELPHAM WAY BOGNOR Veh 1 Car Starting N to W
30/09/2017 REGIS AT JUNCTION OF A259 UPPER Veh 2 Pedal cycle Going ahead W to E Dri M 18 Serious
R1: A 259 2238hrs BOGNOR ROAD
R2: A 259 Darkness: street lighting unkno
E 494,461 Wet/Damp
N 99,514 Raining without high winds
30 mph

SERIOUS INJURY RTC CAR V PEDAL CYCLE. V1 TRAVELLING SOUTH TO WEST ON B2259 ENTERING ROUNDABOUT JUNCTION FELPHAM WAY AND UPPER BOGNOR ROAD. V2 TRAVELLING WEST TO EAST MID ROUNDABOUT WHEN V1 HAS PULLED ONTO ROUNDABOUT AND COLLIDED WITH V2. CYCLIST HAS SUS TAINED BROKEN WRIST.

Details of Personal Injury Accidents for Period - 01/08/2016 to 31/07/2021 (60) months

Selection:

Notes:

Selected using Manual Selection

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

1706721 Monday A259 FELPHAM WAY FELPHAM AT JUNCTION OF U ENTRANCE TO TESCO CAR PARK
27/11/2017 1737hrs
R1: A 259 Darkness: street lights present a
R2: U Wet/Damp
E 496,094 Fine without high winds
N 100,283 30 mph

Causation Factor:		Participant:	Confidence:
1st:	Poor turn or manoeuvre	Vehicle 1	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
VEHICLE ONE HAD TRAVELLED FROM FELPHAM AND WAS WAITING TO TURN RIGHT INTO TESCO EXPRESS. THE DRIVER OF VEHICLE ONE NOTED A CYCLIST CROSSING OVER THE R/A TOWARDS FELPHAM BUT FELT THERE WAS SUFFICIENT TIME TO TURN INTO THE CAR PARK AREA FOR THE SHOP. WHILST COMPLETING THIS RIGHT TURN THE CYCLIST STRUCK THE N/S MIRROR ON PASSENGER DOOR OF VEHICLE ONE.			

1706766 Sunday A259 FELPHAM WAY BOGNOR REGIS AT JUNCTION OF U UPPER BOGNOR ROAD
26/11/2017 1515hrs
R1: A 259 Daylight: street lights present
R2: U Dry
E 494,470 Fine without high winds
N 99,505 30 mph

Causation Factor:		Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
V1 TRAVELLING SOUTH ALONG FELPHAM WAY, BOGNOR REGIS APPROACHING BUTLINS RA INTENDING TO TRAVEL WEST. V2 CYCLIST TRAVELLING EAST ALONG UPPER BOGNOR ROAD. PEDAL CYCLE ON RA. V1 FAILED TO SEE CYCLIST AND COLLIDED.			

1706460 Thursday A259 WORMS LANE FELPHAM 295M EAST OF U HOE LANE OUTSIDE CHICKEN FARM
16/11/2017 0752hrs
R1: A 259 Daylight: street lights present
R2: U Dry
E 496,479 Fine without high winds
N 101,247 40 mph

Causation Factor:		Participant:	Confidence:
1st:	Loss of control	Vehicle 1	Very Likely
2nd:	Fatigue	Vehicle 1	Very Likely
3rd:	Driver using mobile phone	Vehicle 1	
V1 TRAVELLING EAST BOUND CROSSES INTO WEST BOUND LANE AND COLLIDES WITH V2 (WHICH IS TRAVELLING WEST). V1 THEN COLLIDES HEAVILY WITH V3 (WHICH IS TRAVELLING WEST). SERIOUS INJURIES RECEIVED TO DRIVER OF V1.			

Details of Personal Injury Accidents for Period - 01/08/2016 to 31/07/2021 (60) months

Selection:

Notes:

Selected using Manual Selection

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

1800777 Friday A259 MIDDLETON-ON-SEA 500M VEH 1 Car Going ahead E to W
09/02/2018 WEST OF U WORMS LANE VEH 2 Car Stopping E to W Dri F 29 Slight
R1: A 259 1215hrs VEH 2 Car Stopping E to W RSP F 5 Slight
Daylight: street lights present
E 497,060 Dry
N 101,227 Fine without high winds
60 mph

V2 TRAVELLING WEST AT LOW SPEED AND APPROACHING ROAD WORKS CONTROLLED BY ATS. V2 SLOWED TO A HALT. V1 ALSO TRAVELLING WEST AND BEHIND V2 FAILED TO REACT IN TIME AND HIT REAR OF V2.

1704000 Saturday A259 FELPHAM WAY BOGNOR VEH 1 Goods < 3.5t O/take m/veh o/side W to E
15/07/2017 REGIS AT JUNCTION OF U VEH 2 Car Going ahead W to E Dri F 65 Slight
R1: A 259 1303hrs DOWNVIEW ROAD
R2: U Daylight: street lights present
E 495,124 Dry
N 100,067 Fine without high winds
30 mph

FTS SLIGHT INJURY RTC. V2 EASTBOUND IN NEARSIDE LANE ON FELPHAM WAY JUST AFTER JUNCTION WITH DOWNVIEW ROAD. V1 TRAVELLING SAME DIRECTION IN OFFSIDE LANE HAS COLLIDED WITH THE SIDE OF V2 WHILST ATTEMPTING TO CUT INTO TRAFFIC. V1 HAS MADE NO ATTEMPT TO STOP OR EXCHANGE DETAILS.

1800597 Friday A29 BOGNOR REGIS AT JUNCTION VEH 1 Goods < 3.5t Stopping S to N
02/02/2018 OF A29 ROWAN WAY VEH 2 Car Wait go ahead held S to N FSP F 77 Slight
R1: A 29 1330hrs
R2: A 29 Daylight: street lights present
E 494,023 Dry
N 101,289 Fine without high winds
40 mph

V2 STATIONARY AT ROUNDABOUT FACING NORTH, V1 DIRECTLY BEHIND FAILED TO JUDGE SPEED OR DISTANCE (ADMITTED TO DRIVER OF V2 - HE WASNT LOOKING) AND STRUCK REAR OF V2 CAUSING PASSENGER TO SUSTAIN WHIPLASH INJURY.

Details of Personal Injury Accidents for Period - 01/08/2016 to 31/07/2021 (60) months

Selection:

Notes:

Selected using Manual Selection

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

1707307 Saturday A29 SHRIPNEY 65M NORTH OF U SHRIPNEY ROAD OUTSIDE ROBIN HOOD PUB
23/12/2017 2336hrs
R1: A 29 Darkness: street lights present a
E 493,757 Wet/Damp
N 102,407 Raining without high winds
40 mph

Causation Factor:	Participant:	Confidence:
1st: Impaired by alcohol	Vehicle 1	Very Likely
2nd: Impaired by drugs (illicit or medicinal)	Vehicle 1	Possible
3rd: Careless/Reckless/in a hurry	Vehicle 1	Very Likely
4th: Loss of control	Vehicle 1	Very Likely
5th: Travelling too fast for conditions	Vehicle 1	Very Likely
SINGLE VEHICLE TRAVELLING NORTHBOUND ON A29 FOR REASONS UNKNOWN LOSES CONTROL, LEAVES ROAD TO OFFSIDE AND CRASHES INTO TELEGRAPH POLE AND GARDEN WALL. SERIOUS INJURY CAUSED.		

1802135 Friday A29 SHRIPNEY ROAD BOGNOR REGIS 254M NORTH OF U SHRIPNEY LANE
20/04/2018 1800hrs
R1: A 29 Daylight: street lights present
E 493,792 Dry
N 102,298 Fine without high winds
40 mph

Causation Factor:	Participant:	Confidence:
1st: Impaired by alcohol	Vehicle 1	Very Likely
2nd: Careless/Reckless/in a hurry	Vehicle 1	Very Likely
VEHICLE ONE (1) TRAVELLING NORTH ALONG A29 ON WRONG SIDE OF THE ROAD, COLLIDES WITH VEHICLE TWO (2) TRAVELLING SOUTH ALONG SAME ROAD IN LEFT HAND LANE.		

1706708 Sunday U LEOPOLD CLOSE FELPHAM 40M NORTH OF U MORNINGTON CRESCENT OUTSIDE 7 LEOPOLD
26/11/2017 1235hrs
R1: U Daylight: street lights present
E 495,342 Dry
N 100,432 Fine without high winds
30 mph

Causation Factor:	Participant:	Confidence:
1st: Inexperienced or learner driver/rider	Vehicle 1	Very Likely
V1 WAS MOVED BY 15 YEAR OLD DRIVER WHILE BEING CLEANED BY HIM AND FATHER, DRIVER ENGAGED REVERSE GEAR AND LOST CONTROL OF V1 WHICH TRAVELLED 50-60 METRES IN REVERSE COLLIDING WITH FATHER WHO SUSTAINED SLIGHT INJURIES, V1 THEN COLLIDED WITH V2 CAUSING DAMAGE TO BOTH VEHICLES BEFORE COLLIDING WITH GARAGE STRUCTURE CAUSING DAMAGE TO SAME.		

Details of Personal Injury Accidents for Period - 01/08/2016 to 31/07/2021 (60) months

Selection:

Notes:

Selected using Manual Selection

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

1802363 Wednesday A259 UPPER BOGNOR ROAD Veh 1 Car O/take s/veh o/side W to E
02/05/2018 BOGNOR 49M EAST OF A259 Veh 2 Bus/coach Wait go ahead held W to E Dri M 55 Slight
R1: A 259 1541hrs OUTSIDE HOTHAM PARK
Daylight: street lights present
E 494,215 Dry
N 99,552 Fine without high winds
30 mph

Causation Factor:

Participant:

Confidence:

1st: Impaired by alcohol

Vehicle 1

Very Likely

VEHICLE 2 STATIONARY IN BUS STOP VEHICLE 1 CAME DOWN OUTSIDE AND COLLIDED WITH BUS.

1802437 Friday A259 FLANSHAM LANE MIDDLETON Veh 1 Goods < 3.5t Going ahead N to S Ped M 22 Serious
04/05/2018 ON SEA AT JUNCTION OF U
R1: A 259 0722hrs SUMMERHILL DRIVE
R2: U Daylight: street lights present
E 496,268 Dry
N 100,743 Fine without high winds
30 mph

APPARENTLY VEH 1 FAILED TO NOTICE THE PEDESTRIAN CROSSING THE ROAD, HITTING HIM AND CAUSING HIM TO FALL TO THE GROUND, CAUSING INJURY.

1802944 Wednesday A259 ROWAN WAY BOGNOR REGIS Veh 1 Car Turning right S to E
30/05/2018 AT JUNCTION OF U EXIT ROAD Veh 2 Car Going ahead E to W RSP M 38 Slight
R1: A 259 1100hrs FROM RETAIL PARK OUTSIDE Veh 3 Car Going ahead E to W Dri M 60 Slight
R2: U Daylight: street lights present
E 493,901 Dry
N 101,313 Fine without high winds
40 mph

V2 TOWING V3 WEST ALONG ROWAN AWAY TWDS THE ENTRANCE TO A RETAIL PARK. AS V2 APPROACHED THE ENTRANCE V1 PULLED OUT INTO THE PATH OF V2 CAUSING V2 TO BREAK SHARPLY. V3 THEN WENT INTO THE BACK OF V2 CAUSING DAMAGE. V1 TURNED RIGHT AND DROVE AWAY.

Details of Personal Injury Accidents for Period - 01/08/2016 to 31/07/2021 (60) months

Selection:

Notes:

Selected using Manual Selection

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

1803095 Wednesday U OUTERWYKE ROAD BOGNOR Veh 1 Car Reversing W to E
06/06/2018 REGIS AT JUNCTION 10M EAST OF U Veh 2 M/C < 125 cc Going ahead W to E Dri M 37 Slight
R1: U 1650hrs BINSTAD AVENUE
R2: U Daylight: street lights present
E 495,448 Dry
N 100,511 Fine without high winds
30 mph

Causation Factor:

Participant:

Confidence:

1st: Poor turn or manoeuvre

Vehicle 1

Very Likely

2nd: Careless/Reckless/In a hurry

Vehicle 1

Very Likely

V2, MOTORCYCLE, WAS TRAVELLING EAST ON OUTERWYKE ROAD APPROACHING V1 WHICH WAS PARKED AHEAD ON A KERB ON THE NEAR SIDE OF THE ROAD. V1 REVERSED FROM KERB ONTO THE CARRIAGEWAY & INTO THE PATH OF V2. RIDER V2 TRIED TO TAKE EVASIVE ACTION AND COULD NOT DO SO
, V2 COLLIDED WITH THE REAR OF V1 WHICH MADE OFF FROM THE SCENE, FAILING TO STOP AND EXCHANGE DETAILS. RIDER V2 SLIGHTLY INJURED, V2 SUSTAINED MINOR DAMAGE.

1802538 Thursday A259 CHARLES PURLEY WAY Veh 1 Car Going ahead LH bend S to NW
10/05/2018 BOGNOR REGIS AT JUNCTION OF Veh 2 Car Stopping S to E Dri F 55 Slight
R1: A 259 1522hrs B2259 FELPHAM WAY OUTSIDE
R2: B 2259 Daylight: street lights present
E 496,251 Dry
N 101,051 Fine without high winds
40 mph

VEHICLE 2 WAITING AT ROUNDABOUT ON CHARLES PURLEY WAY ON RIGHT HAND SIDE OF CARRIAGEWAY TO MAKE RIGHT TURN ONTO B2259 SOUTHBOUND FELPHAM WAY. VEHICLE 1 TRAVELLING NORTHBOUND EXITED THE ROUNDABOUT AND SWERVED INTO VEHICLE 2. THE DRIVER OF VEHICLE 1 STOPPED A FEW METRES AWAY BEFORE DRIVING OFF AGAIN WITHOUT EXCHANGING ANY DETAILS. POLICE ATTENDED AND LOCATED DRIVER OF VEHICLE 1. DETAILS NOW EXCHANGED.

1803208 Monday A29 SHRIPNEY ROAD BOGNOR AT Veh 1 Car Going ahead S to N
11/06/2018 JUNCTION OF A29 SHRIPNEY ROAD Veh 2 Car Wait go ahead held S to N Dri F 57 Slight
R1: A 29 1700hrs OUTSIDE AT ROUNDABOUT
R2: A 29 Daylight: street lights present
E 494,025 Dry
N 101,286 Fine without high winds
40 mph

Causation Factor:

Participant:

Confidence:

1st: Failed to judge other persons path or speed

Vehicle 1

Very Likely

BOTH VEHICLES TRAVELLING NORTH ALONG A29 AND WERE WAITING AT ROUNDABOUT TO MERGE. V2 BEGAN TO PULL AWAY BUT CHANGED THEIR MIND AND V2 COLLIDED WITH REAR OF SAME.

Details of Personal Injury Accidents for Period - 01/08/2016 to 31/07/2021 (60) months

Selection:

Notes:

Selected using Manual Selection

			Vehicles				Casualties			
Police Ref.	Day	Location Description	Veh No / Type / Mmvs / Dir / Class				Sex / Age / Sev			
Road No.	Date									
2nd Road No.	Time									
Grid Ref.	D/L									
	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										
1803429	Friday	U FELPHAM ROAD FELPHAM AT	Veh 1	Goods > 7.5t	Turning left	S	to W			
	22/06/2018	JUNCTION OF A259 FELPHAM WAY	Veh 2	Pedal cycle	Going ahead	S	to N	Dri	F	75 Serious
R1: U	0924hrs	OUTSIDE AT JUNCTION								
R2: A 259	Daylight: street lights present									
E 495,110	Dry									
N 100,059	Fine without high winds									
	30 mph									
Causation Factor:			Participant:		Confidence:					
1st:	Vehicle blind spot		Vehicle 1		Very Likely					
V1 WAS TRAVELLING NORTH ALONG FELPHAM ROAD. PEDAL CYCLE, V2 ALSO TRAVELLING NORTH. V1 APPROACHED TRAFFIC LIGHTS AND BEGAN TURNING LEFT, V2 ON NEARSIDE OF V1, COLLIDED FRONT NEARSIDE OF V1										
1804930	Saturday	A259 WORMS LANE YAPTON AT	Veh 1	Car	Turning right	N	to SW			
	25/08/2018	JUNCTION OF B2132 YAPTON ROAD	Veh 2	Car	Turning right	N	to SW			
R1: A 259	1301hrs		Veh 3	Car	Going ahead	NE	to SW	FSP	M	27 Slight
R2: B 2132	Daylight: street lights present									
E 497,545	Dry									
N 101,277	Fine without high winds									
	50 mph									
Causation Factor:			Participant:		Confidence:					
1st:	Failed to judge other persons path or speed		Vehicle 1		Very Likely					
V1 WAS TOWING V2 FROM YAPTON ROAD ONTO THE A259. V3 TRAVELLING W/B WAS IN COLLISION WITH V2 WHILST IT WAS BEING TOWED.										
1805392	Sunday	A259 FELPHAM WAY FELPHAM AT	Veh 1	M/C > 500 cc	Going ahead	E	to W	Dri	M	54 Serious
	30/09/2018	JUNCTION OF U FELPHAM ROAD	Veh 2	Car	Change lane to right	E	to W			
R1: A 259	1008hrs									
R2: U	Daylight: street lights present									
E 495,098	Dry									
N 100,064	Fine without high winds									
	30 mph									
Causation Factor:			Participant:		Confidence:					
1st:	Careless/Reckless/in a hurry		Vehicle 1		Very Likely					
2nd:	Careless/Reckless/in a hurry		Vehicle 2		Very Likely					
3rd:	Travelling too fast for conditions		Vehicle 1							
V2 TRAVELLING WEST ALONG FELPHAM WAY THROUGH JUNCTION HAVING MOVED OFF FROM RED AT'S INDICATED TO PULL OUT RIGHT AND OVERTAKE SLOW MOVING VEHICLE AHEAD AS ROAD WIDENS PAST PEDESTRIAN CROSSING ISLAND. V1 MOTORCYCLE TRAVELLING ON THE OUTSIDE THROUGH RIGHT HAND TURN LANE OF JUNCTION ACCELERATED STRAIGHT AHEAD REACTED TO V2 PULLING INFRONT BRAKED HEAVILY RAN OUT OF ROAD COLLIDING WITH REAR OFFSIDE WHEEL OF V2 AND CENTRAL CROSSING ISLAND KERB, LOST CONTROL V1 EXITED CARRIAGEWAY OFFSIDE INTO HEDGEROW										

Details of Personal Injury Accidents for Period - 01/08/2016 to 31/07/2021 (60) months

Selection:

Notes:

Selected using Manual Selection

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

1803776 Sunday U NEW BARN LANE BOGNOR RGEIS Veh 1 Car Going ahead RH bend S to NE Dri M 74 Slight
08/07/2018 54M WEST OF U NORMAN'S DRIVE
R1: U 0013hrs OUTSIDE REAR 4 CONISTON CLOSE
Darkness: no street lighting
E 495,807 Dry
N 100,619 Fine without high winds
30 mph

Causation Factor:

Participant:

Confidence:

1st: Loss of control

Vehicle 1

Very Likely

DRIVER WAS DRIVING ROUND THE CORNER OF NEW BARN LANE. HE SAYS HE PRESSED THE BRAKE PEDAL WHEN APPROACHING THE CORNER HOWEVER THE VEHICLE SPED UP AND HE WENT STRAIGHT THROUGH THE REAR FENCE OF 2 CONISTON CLOSE, THROUGH THEIR BACK GARDEN AND THEN THROUGH T HE FENCE OF 4 CONISTON CLOSE AND THROUGH THEIR GARDEN AND CRASHING INTO THE GREENHOUSE. IT ALSO KNOCKED DOWN THE FENCE OF 6 CONISTON CLOSE. VEHICLE WAS AN AUTOMATIC

1800392 Monday U STEYNING WAY BOGNOR REGIS Veh 1 Car Going ahead LH bend S to NW Dri M 36 Slight
22/01/2018 100M EAST OF U OLDLANDS WAY Veh 2 Car Going ahead RH bend W to SE Dri M 28 Slight
R1: U 1207hrs OUTSIDE SOLARTRON
Daylight: street lights present
E 494,211 Wet/Damp
N 101,333 Fine without high winds
30 mph

Causation Factor:

Participant:

Confidence:

1st: Careless/Reckless/In a hurry

Vehicle 1

Very Likely

2nd: Deposit on road (eg oil, mud, chippings)

Vehicle 1

Possible

VEHICLE 1 TRAVELLING NORTH OR STEYNING WAY WHILST NEGOTIATING A LEFT HAND TURN CROSSED CENTRE OF ROAD AND COLLIDED WITH VEHICLE 2 TRAVELLING IN THE OPPOSITE DIRECTION

1802183 Monday A29 SHRIPNEY ROAD BOGNOR AT Veh 1 Car Going ahead N to S
23/04/2018 JUNCTION OF U STEYNING WAY Veh 2 M/C > 500 cc Wait go ahead held N to S Dri M 37 Slight
R1: A 29 1449hrs OUTSIDE MCDONALDS
R2: U Daylight: street lights present
E 494,055 Dry
N 101,373 Fine without high winds
30 mph

Causation Factor:

Participant:

Confidence:

1st: Failed to look properly

Vehicle 1

Very Likely

VEHICLE 1 STATIONARY AT RA WAITING TO GO FORWARD WHEN VEHICLE 2 COLLIDED WITH THE REAR OF VEHICLE 1.

Details of Personal Injury Accidents for Period - 01/08/2016 to 31/07/2021 (60) months

Selection:

Notes:

Selected using Manual Selection

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

1802517 Thursday A29 SHRIPNEY ROAD BOGNOR Veh 1 Car U turn S to S
10/05/2018 REGIS AT JUNCTION OF U SHRIPNEY Veh 2 M/C > 125 cc O/take m/veh o/side S to N Dri M 56 **Serious**
R1: A 29 0736hrs LANE OUTSIDE SHRIPNEY LANE
R2: U Daylight: street lights present
E 493,845 Dry
N 102,029 Fine without high winds
60 mph

Causation Factor:

Participant:

Confidence:

1st: Careless/Reckless/in a hurry

Vehicle 1

Very Likely

V1 WAS TRAVELLING NORTHBOUND ON DUAL CARRIAGEWAY APPROACHING SINGLE CARRIAGEWAY FILTER. ON REACHING END OF DUAL CARRIAGEWAY V1 ATTEMPTED A U TURN MANOEUVRE ON DOING SO HAS COLLIDED WITH V2 MOTORCYCLE WHICH WAS OVER TAKING ON THE OFFSIDE OF V1 CAUSING V2 TO LOSE CONTROL KNOCKING RIDER OFF MC WHICH THEN SLID ACROSS CARRIAGEWAY ONTO SOFT VERGE OF SOUTHBOUND SIDE OF THE CARRIAGEWAY.

1802775 Wednesday A29 SHRIPNEY ROAD BOGNOR Veh 1 Car Change lane to right S to N
23/05/2018 REGIS 160M SOUTH OF U SHRIPNEY Veh 2 M/C > 500 cc Going ahead S to N Dri M 28 Slight
R1: A 29 0650hrs LANE
Daylight: street lights present
E 493,861 Dry
N 101,884 Fine without high winds
40 mph

VEHICLE 2 WAS TRAVELLING IN OUTSIDE LANE WHEN VEHICLE 1 WENT TO OVERTAKE ANOTHER VEHICLE AND HIT VEHICLE 2. VEHICLE 1 THEN MADE OFF WITHOUT STOPPING.

1806833 Sunday A259 FELPHAM 522M NORTH OF U Veh 1 Car Going ahead N to S RSP M 56 Slight
09/12/2018 STANHORN GROVE
R1: A 259 0056hrs
Darkness: no street lighting
E 495,235 Dry
N 101,738 Fine with high winds
50 mph

Causation Factor:

Participant:

Confidence:

1st: Impaired by alcohol

Vehicle 1

Very Likely

V1 TRAVELLING EASTBOUND LOST CONTROL AND LEFT THE ROAD ON THE NEAR SIDE COLLIDING WITH A ROAD SIGN.

Details of Personal Injury Accidents for Period - 01/08/2016 to 31/07/2021 (60) months

Selection:

Notes:

Selected using Manual Selection

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

1802607 Friday U GOODWOOD AVENUE BOGNOR REGIS AT JUNCTION OF U WROXHAM WAY OUTSIDE 10
11/05/2018 0840hrs
R1: U Daylight: street lights present
R2: U Dry
E 494,992 Fine without high winds
N 100,283 30 mph

Veh 1 Pedal cycle Going ahead E to W Dri M 11 Slight
Veh 2 Taxi Stopping N to S

VEHICLE 1 CYCLING WEST ALONG THE NORTH PAVEMENT TWDS THE JUNCTION WITH WROXHAM WAY. CYCLIST PUT BRAKES ON AND V1 SKIDDED OFF THE PAVEMENT INTO THE PATH OF VEHICLE 2 AND COLLIDED CAUSING DAMAGE TO THE CYCLE AND INJURY TO THE CYCLIST.

1807084 Tuesday A259 BOGNOR REGIS 50M WEST OF A29 SHRIPNEY ROAD
18/12/2018 1545hrs
R1: A 259 Darkness: street lights present a
E 493,955 Wet/Damp
N 101,330 Raining without high winds
30 mph

Veh 1 Goods < 3.5t Going ahead E to W Ped M 84 Serious

Causation Factor: Participant: Confidence:

1st: Failed to look properly Casualty 1 Very Likely
2nd: Failed to judge vehicles path or speed Casualty 1 Very Likely

VEHICLE 1 WAS TRAVELLING WEST ON THE A259 WHEN A PEDESTRIAN HAS WALKED OUT IN FRONT OF IT. THE PEDESTRIAN HAS BEEN KNOCKED TO THE GROUND.

1900144 Thursday U ROWAN WAY BOGNOR REGIS AT JUNCTION OF A29 SHRIPNEY ROAD
10/01/2019 1030hrs
R1: U Daylight: street lights present
R2: A 29 Dry
E 493,992 Fine without high winds
N 101,325 40 mph

Veh 1 Car Going ahead W to E
Veh 2 Car Wait go ahead held W to E Dri M 30 Slight

Causation Factor: Participant: Confidence:

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

VEH 2 STATIONARY AT ROUNDABOUT, VEH 1 HAS STRUCK REAR AT APPROX 10/15MPH CAUSING DAMAGE TO REAR OF VEHICLE.

Details of Personal Injury Accidents for Period - 01/08/2016 to 31/07/2021 (60) months

Selection:

Notes:

Selected using Manual Selection

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

1900408 Tuesday U DOWNVIEW ROAD BOGNOR REGIS Veh 1 Car Turning left E to S
22/01/2019 AT JUNCTION OF U GEORGE IV Veh 2 Pedal cycle Going ahead N to S Dri F 54 Slight
R1: U 0845hrs WALK OUTSIDE ON THE JUNCTION
R2: U Daylight: street lights present
E 495,126 Dry
N 100,356 Unknown
30 mph

V2 PEDAL CYCLE COLLIDED WITH V1 CAR AT THE JUNCTION. V2 DRIVER SUFFERED SLIGHT INJURY. V1 STOPPED ADDRESS PROVIDED BUT NOT NAME.

1804989 Friday A259 FELPHAM WAY BOGNOR Veh 1 M/C > 500 cc Going ahead NE to W Dri M 62 Serious
07/09/2018 REGIS AT JUNCTION OF U PRIVATE Veh 2 Car Turning left NE to S
R1: A 259 1412hrs ENTRANCE OUTSIDE TESCO
R2: U Daylight: street lights present
E 496,101 Dry
N 100,288 Fine without high winds
30 mph

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

V2 TURNS RIGHT AT ROUNDABOUT AND THEN IMMEDIATELY TURNS LEFT TO ENTER DRIVEWAY ENTRANCE OF SUPERMARKET
V1 UNDERTAKES V2 AS IT TURNS. VEHICLES COLLIDE CAUSING INJURY TO THE RIDER.

1805473 Wednesday A259 HOTHAM WAY BOGNOR REGIS Veh 1 Car Turning right E to N
03/10/2018 AT JUNCTION OF U UPPER BOGNOR Veh 2 Pedal cycle Going ahead W to E Dri M 51 Serious
1801hrs ROAD OUTSIDE JUNCTION RTC
R1: A 259 Daylight: street lights present
R2: U Dry
E 493,896 Fine without high winds
N 99,689 30 mph

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

V1 CAR FACING WEST ON A259 WAITING TO TURN RIGHT/NORTH INTO JUNCTION OF UPPER BOGNOR ROAD. V2 CYCLIST TRAVELLING EAST TOWARDS JUNCTION NEAR SIDE ON A259. V1 TURNS RIGHT AND V2 IMPACTS WITH FRONT OF V1 CAUSING CYCLIST TO BE THROWN FROM PUSHBIKE.

Details of Personal Injury Accidents for Period - 01/08/2016 to 31/07/2021 (60) months

Selection:

Notes:

Selected using Manual Selection

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

1900945 Sunday A29 SHRIPNEY ROAD BERTSTED AT JUNCTION OF A29 SHRPMNEY ROAD OUTSIDE SHRIPNEY ROAD
 17/02/2019 2000hrs
 R1: A 29 Darkness: street lights present a
 R2: A 29 Wet/Damp
 E 494,054 Raining without high winds
 N 101,370 40 mph

Causation Factor:

Participant:

Confidence:

1st: Distraction in vehicle

Vehicle 1

Possible

V2 PULLED UP TO THE JUNCTION OF THE ROUND FROM WESTERGATE DIRECTION. WHILST WAITING AT THE JUNCTION V1 HAS CRASHED INTO THE REAR OF V2 KNOCKING V2 INTO THE ROUNDABOUT. D2 WAS COMPLAINED OF NECK PAINS SO AN AMBULANCE WAS CALLED. V1 MADE OFF FROM SCENE PAR TIAL INDEX OF BT05. BELIEVED ONLY MINOR INJURIES.

1901915 Friday A259 CHARLES PURLEY ROAD BOGNOR REGIS 400M WEST OF U STANMORE GROVE
 12/04/2019 1126hrs
 R1: A 259 Daylight:street lights present
 E 494,942 Dry
 N 101,040 Fine without high winds
 50 mph

Causation Factor:

Participant:

Confidence:

1st: Failed to look properly

Casualty 1

Very Likely

2nd: Failed to judge vehicles path or speed

Casualty 1

Very Likely

3rd: Distraction outside vehicle

Vehicle 1

Very Likely

4th: Distraction outside vehicle

Vehicle 2

Very Likely

THIS COLLISION HAS TAKEN PLACE ON THE NEW A259 RELIEF ROAD. THE MAPPING SYSTEM HAS NOT UPDATED. V1 AND V2 HAVE BEEN TRAVELLING EAST ALONG THE A259. A FEMALE PEDESTRIAN WHO HAD LOST ONE OF HER DOGS FROM A WALK IN THE FIELD ATTEMPTED TO SLOW TRAFFIC DOWN. BELIEVING TRAFFIC HAD STOPPED, STEPPED INTO CARRIAGEWAY TO TAKE CHARGE OF DOG. V1 STRUCK DOG CAUSING SLIGHT INJURY TO DOG. V2 STRUCK FEMALE DOG OWNER, CAUSING SLIGHT INJURY.

1901063 Saturday A259 WORMS LANE YAPTON AT JUNCTION OF B2132 YAPTON ROAD
 23/02/2019 1510hrs
 R1: A 259 Daylight:street lights present
 R2: B 2132 Dry
 E 497,544 Unknown
 N 101,281 50 mph

Causation Factor:

Participant:

Confidence:

1st: Careless/Reckless/in a hurry

Vehicle 1

Very Likely

2nd: Poor turn or manoeuvre

Vehicle 1

Very Likely

3rd: Failed to look properly

Vehicle 1

V1 ATTEMPTED TO NEGOTIATE JUNCTION AND DROVE IN THE PATH OF AN ON COMING VEHICLE.

Details of Personal Injury Accidents for Period - 01/08/2016 to 31/07/2021 (60) months

Selection:

Notes:

Selected using Manual Selection

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

0847278	Wednesday	WORMS LANE (A259) NEAR	Veh 1	Car	Going ahead	S	to N	Dri	M	27	Slight
	12/06/2019	JUNCTION WITH UNCLASSIFIED	Veh 1	Car	Going ahead	S	to N	FSP	M	62	Slight
R1: A 259	1130hrs	ROAD	Veh 2	Car	Going ahead	S	to N	Dri	M	41	Slight
R2: U	Daylight: street lights present		Veh 2	Car	Going ahead	S	to N	FSP	F	51	Slight
E 496,374	Dry		Veh 3	Car	Wait to turn right	S	to E	Dri	M	36	Slight
N 101,164	Fine without high winds										
	60 mph										

Causation Factor:

Participant:

Confidence:

1st: Failed to judge other persons path or speed

Vehicle 1

Very Likely

VEHICLE 1 FAILED TO STOP IN TIME FOR VEHICLE 2 WHO WAS HELD UP BY VEHICLE 3 WHO WAS WAITING TO TURN RIGHT. VEHICLE 1 COLLIDED TO THE REAR OF VEHICLE 2, AND VEHICLE 2 COLLIDED INTO THE REAR OF VEHICLE 3.

0847621	Tuesday	FLANSHAM LANE (A259) AT	Veh 1	Car	Going ahead	E	to W				
	11/06/2019	JUNCTION WITH FLANSHAM LANE	Veh 2	Car	Turning right	W	to S	RSP	F	16	Slight
R1: A 259	1915hrs	(B2259)									
R2: B 2259	Daylight: street lights present										
E 496,283	Dry										
N 101,028	Fine without high winds										
	30 mph										

V2 TRAVELLING EAST AND NEGOTIATING R/A TO TRAVEL SOUTH. V1 TRAVELLING WEST AND APPROACHING R/A. V1 FAILED TO STOP AT R/A AND COLLIDED WITH RNS OF V2

0848740	Thursday	OLDLANDS WAY -	Veh 1	Car	Turning right	N	to W				
	30/05/2019		Veh 2	Car	Turning right	N	to W	Dri	M	58	Slight
R1: U	1500hrs										
R2: U	Daylight: street lights present										
E 494,138	Dry										
N 101,297	Unknown										
	30 mph										

Causation Factor:

Participant:

Confidence:

1st: Failed to look properly

Vehicle 1

Possible

VEHICLE 2 WAS TURNING INTO MACDONALDS FROM OADLANDS WAY WHEN VEHICLE 1 COLLIDED WITH THE REAR CAUSING DAMAGE AND INJURY.

Details of Personal Injury Accidents for Period - 01/08/2016 to 31/07/2021 (60) months

Selection:

Notes:

Selected using Manual Selection

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

0849624	Tuesday	SHRIPNEY ROAD (A29) NEAR	Veh 1	Car	Stopping	N to SW	Dri	M	43	Slight
	18/06/2019	JUNCTION WITH SHRIPNEY ROAD	Veh 1	Car	Stopping	N to SW	FSP	M	36	Slight
R1: A 29	1045hrs	(A29)	Veh 2	Car	Stopping	N to S	Dri	F	48	Slight
R2: A 29	Daylight: street lights present		Veh 3	Car	Stopping	N to S	Dri	F	75	Slight
E 494,010	Wet/Damp		Veh 4	Goods < 3.5t	Stopping	N to S				
N 101,659	Raining without high winds									
	40 mph									

Causation Factor:

Participant:

Confidence:

1st: Impaired by alcohol

Vehicle 1

Very Likely

2nd: Careless/Reckless/In a hurry

Vehicle 1

Very Likely

V4, V3 & V2 STATIONARY IN LANE 2 OF DUAL CARRIAGEWAY AT JUNCTION ROUNDABOUT WAITING TO GO BUT HELD UP. V1 TRAVELLING SOUTH BELIEVED AT SPEED FAILED TO SLOW FOR STATIONARY VEHICLES. V1 STRUCK THE REAR OF V2 CAUSING V2 TO STRIKE V3. V2 WAS SHUNTED TO OFFSIDE AND CAME TO A HALT ON GRASS VERGE. V1 TRAVELLING AT SUFFICIENT SPEED IT CONTINUED AND STRUCK V3 CAUSING V3 TO STRIKE V4. V1 SUSTAINED SIGNIFICANT DAMAGE AS DID V2 AND V3. V4 SUSTAINED MINOR DAMAGE. MINOR INJURY SUSTAINED BY BOTH OCCUPANTS OF V AND DRIVER OF V2. DRIVER OF V1 FAILED THE ROADSIDE BREATH TEST AND HOSPITAL PROCEDURE CONDUCTED.

0858557	Friday	SHRIPNEY ROAD (A29) NEAR	Veh 1	Car	Going ahead	S to N				
	05/07/2019	JUNCTION WITH SHRIPNEY ROAD	Veh 2	Car	Stopping	S to N	Dri	F	53	Slight
R1: A 29	1000hrs	(A29)								
R2: A 29	Daylight: street lights present									
E 494,038	Dry									
N 101,598	Fine without high winds									
	60 mph									

V2 WAS DRIVING DOWN A29 SHRIPNEY ROAD TOWARDS THE ROUNDABOUT SOUTH. V2 STOPPED AT THE ROUNDABOUT AND V1 HIT V2 FROM BEHIND. V1 THEN DROVE AROUND V2 PUT HIS HANDS UP TO SAY SORRY THEN DROVE OFF

0867517	Monday	FLANSHAM LANE (A259) NEAR	Veh 1	Car	Turning left	NE to S	Dri	M	38	Slight
	12/08/2019	JUNCTION WITH WORMS LANE								
R1: A 259	2350hrs	(A259)								
R2: A 259	Darkness: street lights present a									
E 496,294	Dry									
N 101,041	Fine without high winds									
	30 mph									

Causation Factor:

Participant:

Confidence:

1st: Careless/Reckless/In a hurry

Vehicle 1

Very Likely

2nd: Exceeding speed limit

Vehicle 1

Very Likely

3rd: Impaired by drugs (illicit or medicinal)

Vehicle 1

VEH1 IS HEADED WESTBOUND ALONG THE A259. IT HAS ENTERED THE ROUNDABOUT THAT LINKS WITH CHARLEY PURLEY RELIEF ROAD, AND FLANSHAM LANE, B2259. IT HAS LEFT THE CARRIAGEWAY KNOCKING OVER VARIOUS DIFFERENT TRAFFIC SIGNS. IT HAS EXITED THE ROAD AND OVERTURNED SPILLING DEBRIS.

Details of Personal Injury Accidents for Period - 01/08/2016 to 31/07/2021 (60) months

Selection:

Notes:

Selected using Manual Selection

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

0871108 Saturday ROWAN WAY (A259) NEAR Junction with Oldlands Way Roundabout (A29)
 24/08/2019 0905hrs
 R1: A 259 Daylight: street lights present
 R2: A 29 Dry
 E 494,003 Fine without high winds
 N 101,338 40 mph

Causation Factor:

Participant:

Confidence:

1st: Failed to judge other persons path or speed

Vehicle 2

Very Likely

V1 HAS BEEN WAITING AT ROUNDABOUT, V2 BEHIND V1 HAS THOUGHT V1 WOULD BE MOVING OFF AT ROUNDABOUT AND HAS PULLED FORWARD COLLIDING WITH REAR OF V1. INJURY TO PASSENGER IN V1. AMB ATTENDED.

0872811 Thursday GREVATTS LANE (A259) AT Junction with Yapton Road (B2132)
 29/08/2019 0650hrs
 R1: A 259 Daylight: street lights present
 R2: B 2132 Dry
 E 497,547 Fine without high winds
 N 101,272 40 mph

Causation Factor:

Participant:

Confidence:

1st: Dazzling sun

Vehicle 1

Very Likely

V1 HAS ENTERED THE MAIN ROAD, FROM A SIDE ROAD, INTO THE PATH OF V2, WHICH WAS TRAVELLING AT RELATIVELY LOW SPEED. MINOR INJURY TO D2

0884490 Friday ROWAN WAY (A259) - 28 METRES FROM Junction with Oldlands Way Roundabout (A29)
 04/10/2019 0945hrs
 R1: A 29 Daylight: street lights present
 E 493,993 Dry
 N 101,335 Fine without high winds
 30 mph

Causation Factor:

Participant:

Confidence:

1st: Failed to judge other persons path or speed

Vehicle 1

Very Likely

2nd: Sudden braking

Vehicle 2

Very Likely

V2 ROBIN RELIANT WAS PULLING OUT OF ROWAN WAY JUNCTION ONTO ROUNDABOUT BUT THEN ABRUPTLY BRAKED AND V1 VW GOLF WHO WAS BEHIND IN THE QUEUE DID NOT REACT AND COLLIDED WITH REAR OFFSIDE OF V2 FORCING IT OFF ROAD.

Details of Personal Injury Accidents for Period - 01/08/2016 to 31/07/2021 (60) months

Selection:

Notes:

Selected using Manual Selection

			Vehicles				Casualties			
Police Ref.	Day	Location Description	Veh No / Type / Manv / Dir / Class				Sex / Age / Sev			
Road No.	Date									
2nd Road No.	Time									
Grid Ref.	D/L									
	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										
0885640	Friday	UPPER BOGNOR ROAD (B2259) AT	Veh 1	Car	Starting	E	to	W		
	27/09/2019	JUNCTION WITH UPPER BOGNOR	Veh 2	M/C > 500 cc	Turning right	N	to	W	Dri	M 34 Slight
R1: B 2259	1305hrs	ROAD								
R2: U	Daylight: street lights present									
E 494,465	Dry									
N 99,498	Unknown									
	30 mph									
Causation Factor:			Participant:				Confidence:			
1st:	Failed to look properly		Vehicle 1				Possible			
V2 TRAVELED SOUTH ON FELPHAM WAY TOWARDS THE BUTLINS ROUNDABOUT AND DROVE ON THE ROUNDABOUT TO TURN RIGHT AT THE 3RD EXIT (INCL THE BUTLINS ENTRANCE) AS HE WAS PASSING THE FIRST EXT V1 DROVE OUT FROM THE UPPER BOGNOR ROAD AND COLLIDED WITH THE NEARSI DE OF V2.										
0891812	Friday	GREVATTS LANE (A259) AT	Veh 1	Car	Turning right	S	to	NE	Dri	F 73 Slight
	25/10/2019	JUNCTION WITH YAPTON ROAD	Veh 2	Car	Going ahead	NE	to	SW	Dri	M 32 Slight
R1: A 259	1708hrs	(B2132)								
R2: B 2132	Darkness: street lights present a									
E 497,485	Wet/Damp									
N 101,241	Fine with high winds									
	50 mph									
Causation Factor:			Participant:				Confidence:			
1st:	Careless/Reckless/in a hurry		Vehicle 1				Very Likely			
V1 PULLED OUT FROM YAPTON RD ONTO WORMS LANE (A259) AT SPEED DIRECTLY INTO THE PATH OF ONCOMING V2. V2 ATTEMPTED TO AVOID V1 BY PULLING TO THE RIGHT BUT A COLLISION WAS UNAVOIDABLE. BOTH DRIVERS COMPLAINED OF LEG PAIN.										
0898169	Saturday	SUMMERLEY LANE AT JUNCTION	Veh 1	Car	Going ahead	E	to	W	RSP	F 34 Slight
	14/09/2019	WITH FELPHAM WAY (B2259)	Veh 1	Car	Going ahead	E	to	W	RSP	M 20 Slight
R1: U	1715hrs		Veh 1	Car	Going ahead	E	to	W	FSP	M 28 Slight
R2: B 2259	Daylight: street lights present		Veh 2	Car	Turning left	S	to	W	Dri	M 48 Slight
E 495,735	Dry									
N 100,188	Fine without high winds									
	30 mph									
Causation Factor:			Participant:				Confidence:			
1st:	Careless/Reckless/in a hurry		Vehicle 1				Very Likely			
2nd:	Distraction in vehicle		Vehicle 1				Possible			
3rd:	Exceeding speed limit		Vehicle 1				Possible			
4th:	Impaired by alcohol		Vehicle 1				Possible			
5th:	Failed to judge other persons path or speed		Vehicle 2				Very Likely			
6th:	Failed to look properly		Vehicle 2				Possible			
V1 HAS BEEN TRAVELLING WESTERLY IN DIRECTION ON FELPHAM WAY, BOGNOR REGIS, WHEN AT ROUNDABOUT, HAS COLLIDED WITH V2 WHICH HAS BEEN MOVING OFF FROM JUNCTION WITH SUMMERLEY LANE, BOGNOR REGIS.										

Details of Personal Injury Accidents for Period - 01/08/2016 to 31/07/2021 (60) months

Selection:

Notes:

Selected using Manual Selection

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

0898789 Tuesday FLANSHAM LANE (B2259) - 49 Veh 1 Car Going ahead S to N Dri F 22 Slight
05/11/2019 METRES FROM JUNCTION WITH Veh 2 Car Parked 0 to 0
R1: B 2259 0030hrs ROUNDLE AVENUE Veh 3 Car Parked 0 to 0
Darkness: street lights present a
E 496,256 Wet/Damp
N 100,675 Fine with high winds
30 mph

Causation Factor:

Participant:

Confidence:

1st: Impaired by alcohol

Vehicle 1

Very Likely

V1 DRIVING ALONG FELPHAM WAY IN THE DIRECTION OF TESCO EXPRESS, HAS COLLIDED WITH V2 WHICH WAS PARKED ON THE LEFT HAND SIDE OF THE ROAD, V2 HAS THEN JOTED FORWARD AND HIT V3. BOTH OCCUPANTS OF V1 HAVE BEEN DRINKING, BOTH SAID THEY WEREN'T DRIVING, B OTH OCCUPANTS WERE ARRESTED ON SUSPICION OF DRINK DRIVING.

0890910 Wednesday YAPTON ROAD (B2132) NEAR Veh 1 Car Turning right N to W
23/10/2019 JUNCTION WITH GREVATTS LANE Veh 2 M/C > 500 cc Going ahead SW to NE Dri M 31 Slight
R1: B 2132 0855hrs (A259)
R2: A 259 Daylight: street lights present
E 497,549 Dry
N 101,277 Fine without high winds
50 mph

VEH2 DRIVING EASTBOUND ON THE A259, ON APPROACHING THE YAPTON ROAD JUNCTION VEH1 HAS EXITED YAPTON ROAD ON TO A259 IN FRONT OF VEH2 WHICH CAUSED VEH2 TO PERFORM AN EMERGENCY STOP AND VEH2 COLLIDED WITH VEH1 DRIVERS SIDE FRONT WHEEL ARCH.

0895062 Monday HOTHAM WAY (B2259) AT Veh 1 Goods < 3.5t Going ahead E to W
04/11/2019 JUNCTION WITH UPPER BOGNOR Veh 2 Car Going ahead W to E Dri M 53 Slight
R1: B 2259 0730hrs ROAD
R2: U Darkness: street lights present b
E 493,898 Wet/Damp
N 99,687 Fine without high winds
30 mph

V2 HAD PULLED OUT OF TURNING AND WAS HEADING IN AN EASTERLY DIRECTION WHEN V1 PULLED OUT OF ADJACENT SERVICE ROAD (ON WRONG SIDE OF THE ROAD) AND COLLIDED WITH FRONT OF V2, CAUSING DAMAGE. BOTH PARTIES EXCHANGED DETAILS AT THE SCENE OF THE INCIDENT.

Details of Personal Injury Accidents for Period - 01/08/2016 to 31/07/2021 (60) months

Selection:

Notes:

Selected using Manual Selection

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

0896332 Thursday MACDONALDSOLDLANDS WAY AT JUNCTION WITH MACDONALDS DRIVE THROUGH
30/05/2019 1500hrs
R1: U
R2: U
E 494,144 Dry
N 101,306 Unknown
30 mph

Causation Factor:

Participant:

Confidence:

1st: Failed to look properly

Vehicle 1

Very Likely

VEHICLE 2 INDICATING TO TURN INTO MCDONALDS AND VEHICLE 1 COLLIDED WITH THE REAR, CAUSING DAMAGE AND INJURY.

1901239 Monday A259 WORMS LANE MIDDLETON ON SEA AT JUNCTION OF B2132 YAPON ROAD
04/03/2019 1915hrs
R1: A 259
R2: B 2132
E 497,547 Wet/Damp
N 101,276 Raining with high winds
40 mph

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: Junction overshoot

Vehicle 1

V1 (NORTH TO SOUTH) OVERSHOT GIVE WAY LINES FROM MINOR TO MAJOR ROAD. V2 (WEST TO EAST) ON MAJOR ROAD COLLIDED WITH OFFSIDE OF V1.

19912892 Sunday SHRIPNEY ROAD (A29) - 69 METRES FROM JUNCTION WITH OLDLANDS WAY ROUNDABOUT (A29)
15/12/2019 1215hrs
R1: A 29
Daylight: street lights present
E 494,035 Dry
N 101,232 Unknown
40 mph

V3 TRAVELLING NORTH ON SHRIPNEY ROAD AT APPROX 20 MPH. FOR REASON UNKNOWN V1 COLLIDED WITH THE REAR OF V3 AND V2 BEING DRIVEN BEHIND V1 COLLIDED WITH REAR OF V1. V2 AND V3 STOPPED AND EXCHANGED DETAILS AT SCENE. V1 DROVE OFF FAILING TO STOP.

Details of Personal Injury Accidents for Period - 01/08/2016 to 31/07/2021 (60) months

Selection:

Notes:

Selected using Manual Selection

			Vehicles				Casualties			
Police Ref.	Day	Location Description	Veh No / Type / Manv / Dir / Class				Sex / Age / Sev			
Road No.	Date									
2nd Road No.	Time									
Grid Ref.	D/L									
	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										
20917236	Thursday	WORMS LANE (A259) AT JUNCTION WITH YAPTON ROAD	Veh 1	Car	Turning left	S to W				
R1: A 259	09/01/2020		Veh 2	M/C > 500 cc	Going ahead	E to W	Dri	M	40	Slight
R2: U	0846hrs									
E 497,351	Daylight: street lights present									
N 101,204	Wet/Damp									
	Raining without high winds									
	50 mph									
Causation Factor:			Participant:				Confidence:			
1st:	Failed to look properly		Vehicle 1				Very Likely			
V1 APPROACHED JUNCTION FROM WORMS LANE, MIDDLETON, ONTO MAIN A259 LITTLEHAMPTON ROAD. V1 TURNED LEFT TOWARDS BOGNOR COLLIDING WITH V2 WHICH WAS TRAVELLING WEST CAUSING V2 TO CROSS THE CARRIAGEWAY ONTO THE VERGE.										
20919095	Tuesday	FLANSHAM LANE (B2259) NEAR JUNCTION WITH ROUNDE AVENUE	Veh 1	Car	Going ahead	N to SW				
R1: B 2259	14/01/2020		Veh 2	Car	Wait to turn right	N to NW	FSP	F	54	Slight
R2: U	1115hrs									
E 496,251	Daylight: street lights present									
N 100,634	Wet/Damp									
	Raining with high winds									
	30 mph									
Causation Factor:			Participant:				Confidence:			
1st:	Careless/Reckless/in a hurry		Vehicle 1				Very Likely			
2nd:	Exceeding speed limit		Vehicle 1				Possible			
3rd:	Following too close		Vehicle 1							
VEHICLE 2 DRIVING SOUTHBOUND ALONG FLANSHAM PARK, BOGNOR REGIS. INDICATED TO TURN RIGHT AND STOPPED IN CENTRE OF THE ROAD TO TURN RIGHT. WAS STATIONARY WHILST WAITING TO TURN. VEHICLE 1 APPROACHED FROM BEHIND AND MADE CONTACT WITH REAR LEFT SIDE OF VEHICL 2.										
19912981	Monday	WORMS LANE (A259)	Veh 1	Car	Going ahead	W to E				
R1: A 259	23/12/2019		Veh 2	M/C < 125 cc	O/take m/veh o/side	W to E	Dri	M	61	Serious
	1230hrs		Veh 3	Car	Parked	0 to 0				
E 496,928	Daylight: street lights present									
N 101,237	Dry									
	Fine without high winds									
	60 mph									
Causation Factor:			Participant:				Confidence:			
1st:	Aggressive driving		Vehicle 1				Very Likely			
2nd:	Careless/Reckless/in a hurry		Vehicle 1				Very Likely			
V1 AND V2 WERE TRAVELLING EAST ON THE A259, WORMS LANE. V2 MOVED OVER THE BROKEN WHITE LINES TO OVERTAKE V1. V1 HAS COLLIDED WITH V2 CAUSING V2 TO LOSE CONTROL, COME OFF AND COLLIDE WITH V3 WHICH WAS PARKED IN A LAYBY FACING WEST ON THE A259. DRIVER OF V2 HAS ENDED UP UNDERNEATH V3. V1 HAS FAILED TO STOP AT THE SCENE										

Details of Personal Injury Accidents for Period - 01/08/2016 to 31/07/2021 (60) months

Selection:

Notes:

Selected using Manual Selection

			Vehicles				Casualties			
Police Ref.	Day	Location Description	Veh No / Type / Manv / Dir / Class				Sex / Age / Sev			
	Date									
Road No.	Time									
2nd Road No.										
Grid Ref.	D/L									
	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										
20925694	Thursday	A259	Veh 1	Car	Turning right	NW to	SW			
	30/01/2020		Veh 2	Pedal cycle	Going ahead	NW to	SE	Dri	M	62 Slight
R1: A 259	1640hrs	Darkness: street lights present a								
E 495,292	Wet/Damp									
N 101,671	Raining without high winds									
	50 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			
V1 PULLED INTO PATH OF V2 CYCLIST										
20915310	Friday	FELPHAM ROAD NEAR JUNCTION	Veh 1	Goods > 7.5t	Turning left	S to	W			
	03/01/2020	WITH FELPHAM WAY (B2259)	Veh 2	Pedal cycle	Going ahead	S to	N	Dri	F	81 Fatal
R1: U	1008hrs									
R2: B 2259	Daylight: street lights present									
E 495,102	Wet/Damp									
N 100,058	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 2		Possible			
LORRY IS WAITING AT RED TRAFFIC LIGHT AT CROSS ROADS, CYCLIST IS ALSO WAITING UNKNOWN IF GOING STRAIGHT ON OR LEFT. BUT IS TO THE NEARSIDE OF THE LORRY. LIGHTS HAVE TURNED TO GREEN AND LORRY HAS MOVED OFF AND TURNED LEFT. LORRY HAS STRUCK CYCLIST AND GONE OVER THEM CAUSING FATAL INJURIES.										
20933579	Tuesday	ROWAN WAY (A259) - 59 METRES	Veh 1	Car	Turning left	SE to	W	Dri	M	21 Slight
	25/02/2020	FROM JUNCTION WITH	Veh 2	Car	Turning left	SE to	W			
R1: A 259	0725hrs	UNCLASSIFIED ROAD	Veh 3	Car	O/take m/veh o/side	SW to	NE			
	Daylight: street lights present									
E 493,982	Dry									
N 101,328	Fine without high winds									
	30 mph									
Causation Factor:			Participant:			Confidence:				
1st:	Failed to judge other persons path or speed				Vehicle 1		Very Likely			
2nd:	Failed to judge other persons path or speed				Vehicle 2		Very Likely			
3rd:	Poor turn or manoeuvre				Vehicle 3					
V2 LEFT SHRIPNEY ROAD RB HEADING WEST ALONG ROWAN WAY. V2 BROKE SUDDENLY AS ANOTHER VEHICLE (V3) ON OPPOSITE SIDE ENCROACHED ONTO HIS SIDE. V1 FOLLOWING BEHIND HAS NOT MANAGED TO BRAKE IN TIME CAUSING V1 TO COLLIDE WITH THE REAR OF V2. V3 UNKNOWN										

Details of Personal Injury Accidents for Period - 01/08/2016 to 31/07/2021 (60) months

Selection:

Notes:

Selected using Manual Selection

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

20934894 Friday YAPTON ROAD (B2132) NEAR Veh 1 Car Turning right S to NE
28/02/2020 JUNCTION WITH WORMS LANE Veh 2 Car Going ahead SW to NE Dri F 24 Slight
R1: B 2132 0825hrs (A259)
R2: A 259 Daylight: street lights present
E 497,478 Wet/Damp
N 101,231 Raining without high winds
50 mph

Causation Factor:

Participant:

Confidence:

1st: Failed to look properly

Vehicle 1

Very Likely

VEHICLE 1 WAS PULLING OUT OF A JUNCTION A259 V YAPTON ROAD (COMMETTS CORNER) WHEN SHE COLLIDED WITH VEHICLE 2

1806844 Sunday A259 WORMS LANE YAPTON AT Veh 1 Car Turning right W to S Dri F 23 Slight
09/12/2018 JUNCTION OF B2132 YAPTON ROAD Veh 2 Car Going ahead E to W Dri M 78 Slight
R1: A 259 1445hrs Veh 2 Car Going ahead E to W FSP F 83 Serious
R2: B 2132 Daylight: street lights present Veh 3 Car Going ahead W to E FSP F 63 Slight
E 497,478 Wet/Damp Veh 3 Car Going ahead W to E Dri F 35 Slight
N 101,238 Fine without high winds
50 mph

Causation Factor:

Participant:

Confidence:

1st: Poor turn or manoeuvre

Vehicle 1

Very Likely

2nd: Failed to look properly

Vehicle 1

Very Likely

VEHICLE ONE WENT INTO JUNCTION FILTER LANE TO TURN RIGHT. VEHICLE TWO HEADING WEST. UNKNOWN REASON VEHICLE ONE TURNED RIGHT IN FRONT OF VEHICLE TWO CAUSING COLLISION. VEHICLE ONE SPUN NORTH CAUSING VEHICLE THREE TO BRAKE HARD AND COLLIDE WITH VEHICLE ONE.

20952984 Saturday FELPHAM WAY (B2259) - 25 METRES Veh 1 Car Going ahead W to E Ped M 24 Slight
23/05/2020 FROM JUNCTION WITH FELPHAM R1: B 2259 1545hrs GARDENS
Daylight: street lights present
E 495,851 Dry
N 100,219 Fine without high winds
30 mph

Causation Factor:

Participant:

Confidence:

1st: Failed to look properly

Casualty 1

Very Likely

ON THE 23RD MAY 2020 AT 15:46 HOURS, V1 WAS DRIVING WITHIN THE SPEED LIMIT, TRAVELLING EAST ON FELPHAM WAY, B2259, BOGNOR REGIS. PEDESTRIAN WALKED OUT FROM BEHIND STREET OBSTRUCTION INTO THE ROAD, MAKING CONTACT WITH THE NEAR SIDE OF V1. THE PEDESTRIAN HIT THE V1 AND ROLLED ONTO THE BONNET BEFORE HITTING THE ROAD.

Details of Personal Injury Accidents for Period - 01/08/2016 to 31/07/2021 (60) months

Selection:

Notes:

Selected using Manual Selection

			Vehicles				Casualties			
Police Ref.	Day	Location Description	Veh No / Type / Manv / Dir / Class				Sex / Age / Sev			
	Date									
Road No.	Time									
2nd Road No.										
Grid Ref.	D/L									
	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										
20953034	Sunday	ROWAN WAY (A259) NEAR	Veh 1	Car	Turning left	W to N				
	24/05/2020	JUNCTION WITH OLDLANDS WAY	Veh 2	Car	Turning left	W to N	Dri	M	24	Slight
R1: A 259	1217hrs	ROUNDAABOUT (A29)								
R2: A 29	Daylight: street lights present									
E 494,004	Dry									
N 101,340	Fine without high winds									
	30 mph									
Causation Factor:			Participant:				Confidence:			
1st:	Careless/Reckless/In a hurry				Vehicle 2		Possible			
REAR END COLLISION AT JUNCTION.										
20958086	Thursday	A259	Veh 1	Car	Going ahead LH bend	SE to W				
	18/06/2020		Veh 2	Pedal cycle	Going ahead LH bend	SE to W	Dri	M	17	Serious
R1: A 259	0001hrs									
	Darkness: street lights present a									
E 495,237	Dry									
N 101,751	Fine without high winds									
	50 mph									
Causation Factor:			Participant:				Confidence:			
1st:	Impaired by alcohol				Vehicle 1		Very Likely			
2nd:	Impaired by drugs (illicit or medicinal)				Vehicle 1		Possible			
V1 TRAVELLING NW ON A259, C1 AND WITNESS CYCLING SE ON CYCLE PATH SITUATED ON THE NEARSIDE OF THE CARRIAGEWAY COMING TOWARDS V1. V1 MOUNTED PAVEMENT AND COLLIDED HEAD ON WITH V2, THROWING C2 INTO A LAMP POST. V1 FAILED TO STOP AT SCENE AND DROVE OFF. V1 LOCATED WITH DRIVER INSIDE VEHICLE										
20959519	Sunday	WORMS LANE (A259) - 74 METRES	Veh 1	Car	Going ahead LH bend	NE to S				
	31/05/2020	FROM JUNCTION WITH	Veh 2	Car	Going ahead LH bend	NE to S	Dri	M	55	Slight
R1: A 259	1612hrs	UNCLASSIFIED ROAD	Veh 3	Car	O/take on n/side	SW to NE				
	Daylight: street lights present									
E 496,387	Dry									
N 101,176	Fine without high winds									
	60 mph									
Causation Factor:			Participant:				Confidence:			
1st:	Sudden braking				Vehicle 2		Possible			
2nd:	Following too close				Vehicle 1		Possible			
3rd:	Emergency vehicle on call				Vehicle 3					
VEHICLE ONE AND VEHICLE TWO HAVE BEEN TRAVELLING WESTBOUND ON THE A259 FLANSHAM LANE, BOGNOR REGIS. A MARKED POLICE VEHICLE HAS BEEN TRAVELLING ON EASTBOUND ON THE SAME ROAD. THE DRIVER OF VEHICLE TWO HAS NOTICED THE VEHICLE IN FRONT TO BRAKE AND STOP. HE THE DRIVER HAS DONE THE SAME, BRINGING VEHICLE TWO TO A STOP. VEHICLE ONE HAS FAILED TO REACT TO VEHICLE TWO'S MANOEUVRE AND HAS COLLIDED WITH THE REAR OF VEHICLE TWO. FRONT AIRBAGS WERE DEPLOYED IN VEHICLE ONE UPON THE VEHICLE COLLIDING AND COMING T A STOP										

Details of Personal Injury Accidents for Period - 01/08/2016 to 31/07/2021 (60) months

Selection:

Notes:

Selected using Manual Selection

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

20966281 Tuesday SHRIPNEY ROAD (A29) AT Junction with A259 Veh 1 Car Going ahead LH bend NE to S Dri M 33 Slight
21/07/2020
R1: A 29 2125hrs
R2: A 259 Darkness: street lights present a
E 494,056 Dry
N 101,641 Fine without high winds
50 mph

Causation Factor:

Participant:

Confidence:

1st: Loss of control

Vehicle 1

Very Likely

2nd: Careless/Reckless/In a hurry

Vehicle 1

Very Likely

V1 TRAVELLING SOUTH ON A259 TOWARDS A29 ROLLS ROYCE RA. V1 HAS NEGOTIATED RA TO QUICKLY AND HAS CLIPPED THE RA KERB RESULTING IN A LOSS OF CONTROL. V1 MOUNTS RA AND HITS ILLUMINATED ROADSIDE SIGNPOST ON RA CAUSING V1 TO COME TO REST.

20973996 Friday SHRIPNEY ROAD (A29) NEAR Junction with Oldlands Way Veh 1 Car Going ahead NE to SW
31/07/2020 Junction with Oldlands Way Veh 2 Car Wait go ahead held NE to SW FSP F 38 Slight
1045hrs
R1: A 29 Daylight: street lights present
R2: A 29
E 494,052 Dry
N 101,367 Fine without high winds
40 mph

V2 WAITING AT THE ROUNDABOUT WHEN V1 HAS DRIVEN INTO THE REAR CAUSING DAMAGE AND INJURY. BOTH DRIVERS HAVE STOPPED HOWEVER FULL DETAILS WERE NOT EXCHANGED.

20984585 Saturday FELPHAM WAY (B2259) NEAR Junction with Upper Bognor Veh 1 Car Going ahead NE to SW
26/09/2020 Junction with Upper Bognor Veh 2 Car Going ahead NE to SW Dri M 52 Slight
1115hrs Road (B2259) Veh 2 Car Going ahead NE to SW FSP F 41 Slight
Daylight: street lights present
R1: B 2259
R2: B 2259
E 494,460 Dry
N 99,525 Fine without high winds
40 mph

Causation Factor:

Participant:

Confidence:

1st: Following too close

Vehicle 1

Very Likely

V1 AND V2 TRAVELLED SOUTH FELPHAM WAY. WHILE APPROACHING THE ROUNDABOUT IN FELPHAM WAY AT JUNCTION WITH UPPER BOGNOR ROAD, BOGNOR REGIS, V1 FAILED TO STOPPED AND COLLIDED TO THE REAR OF V2. THE DRIVER OF V2 COMPLAINED A NECK INJURY AND WAS ASSISTED BY PARAMEDICS AT THE SCENE. HE DID NOT GO TO THE HOSPITAL.

Details of Personal Injury Accidents for Period - 01/08/2016 to 31/07/2021 (60) months

Selection:

Notes:

Selected using Manual Selection

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

20977902 Thursday GREVATTS LANE (A259) AT Veh 1 Car Turning right W to S
03/09/2020 JUNCTION WITH YAPTON ROAD Veh 2 Car Going ahead NE to SW Dri M 71 Serious
R1: A 259 1507hrs (B2132)
R2: B 2132 Daylight: street lights present
E 497,483 Dry
N 101,237 Fine without high winds
50 mph

Causation Factor:		Participant:	Confidence:
1st:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
2nd:	Disobeyed Give Way or Stop sign or markings	Vehicle 1	Very Likely
V1 IS TRAVELLING EB ON THE A259, BOGNOR REGIS WITHIN PROXIMITY OF A JUNCTION KNOWN COLLOQUIALLY AS 'COMET CORNER'. V2 IS TRAVELLING WB. BOTH VEHICLES ARE DRIVING WITHIN THE SPEED LIMIT AND THE DRIVING CONDITIONS ARE GOOD. V1 INDICATES AND PULLS IN TO A TURN OFF LANE ON THE OFFSIDE. V1 SLOWS DOWN TO APPROXIMATELY 10MPH. THE DRIVER OF V1 LOOKS INTO THE OPPOSING CARRIAGEWAY AND OBSERVES ONE VEHICLE SLOWING IN PREPARATION TO GIVE WAY. DRIVER OF V1 BELIEVES THE CARRIAGEWAY TO BE CLEAR. V1 PULLS CROSS THE CARRIAGEWAY. V2 MAKES FRONTAL CONTACT TO THE NEARSIDE OF V1. V2 COMPLETES A 270 DEGREE SPIN, V1 ROCKS AND MOVES SLIGHTLY. SIDE AIRBAGS IN V1 DEPLOY, FRONT AIRBAGS DEPLOY IN V2. BOTH DRIVERS EXIT THE VEHICLES. THE DRIVER OF V2 ALLEGE TENDERNESS AND SUSPECTED BRUISING TO RIGHT SIDE OF CHEST. CONVEYED TO HOSPITAL AS A PRECAUTIONARY MEASURE.			

20987587 Wednesday ROWAN WAY (A259) - 50 METRES Veh 1 Car Going ahead LH bend SE to W Dri M 21 Serious
07/10/2020 FROM JUNCTION WITH Veh 2 Car Going ahead W to E Dri M 45 Slight
R1: A 259 0038hrs UNCLASSIFIED ROAD
Darkness: street lights present a
E 493,973 Dry
N 101,332 Fine without high winds
40 mph

Causation Factor:		Participant:	Confidence:
1st:	Impaired by alcohol	Vehicle 1	Very Likely
VEHICLE ONE EXITING SHRIPNEY ROAD ROUNDABOUT AND TRAVELLING ONTO ROWAN WAY. VEHICLE TWO TRAVELLING TOWARDS SHRIPNEY ROUNDABOUT ALONG ROWAN WAY. APPROX 20 METRES PRIOR TO THE ROUNDABOUT VEHICLE ONE AND TWO HAVE COLLIDED OFFSIDE TO OFFSIDE.			

Details of Personal Injury Accidents for Period - 01/08/2016 to 31/07/2021 (60) months

Selection:

Notes:

Selected using Manual Selection

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

20988450 Friday A259 Veh 1 Car Going ahead SE to NW
09/10/2020 Veh 2 Car Wait go ahead held SE to NW Dri F 43 Slight
R1: A 259 0838hrs Veh 3 Car Stopping SE to NW
Daylight: street lights present
E 495,288 Dry
N 101,690 Fine without high winds
40 mph

Causation Factor:

Participant:

Confidence:

1st: Other

Vehicle 1

Possible

VEHICLE 1 HAS BEEN TRAVELLING WEST BOUND ON THE A259, THE TRAFFIC WAS VERY STOP START STOP START DUE TO TEMPORARY TRAFFIC LIGHTS. THE TRAFFIC HAS STOPPED AGAIN AND THE DRIVER OF VEHICLE 3 HAS MISTAKENLY PRESSED THE ACCELERATOR RATHER THAN THE BRAKE CAUSING THE VEHICLE TO HIT VEHICLE (2), WHICH IN TURN HAS MOVED FORWARD AND HIT VEHICLE (3).

20991646 Tuesday ON PEDESTRIAN CROSSING Veh 1 Car Going ahead N to S
20/10/2020 TOWARDS SIMON SHELTON Veh 2 Pedal cycle Going ahead W to E Dri M 15 Slight
R1: B 2259 1640hrs WAYFELPHAM WAY (B2259)
Daylight: street lights present
E 494,542 Dry
N 99,887 Fine without high winds
40 mph

Causation Factor:

Participant:

Confidence:

1st: Careless/Reckless/in a hurry

Casualty 1

Very Likely

V1 TRAVELLING SOUTHBOUND ON FELPHAM WAY, BOGNOR REGIS. CYCLIST V2 TRAVELLING EASTBOUND ON CYCLE PATH THAT INTERSECTS FELPHAM WAY AT PEDESTRIAN CROSSING/TRAFFIC LIGHTS. CYCLIST HAS ENTERED CARRIAGEWAY ON A PEDESTRIAN RED LIGHT AND HAS COLLIDED WITH V1 AS IT PASSED THROUGH GREEN VEHICLE LIGHTS. CYCLIST HAS BEEN THROWN OVER V1 BONNET FROM V1 OFFSIDE AND LANDED ON GRASS VERGE ON V1 NEAR SIDE.

20992575 Thursday FELPHAM WAY (B2259) - 46 METRES Veh 1 Car Turning left E to S
22/10/2020 FROM JUNCTION WITH CLOVELLY Veh 2 Pedal cycle Going ahead W to E Dri M 14 Slight
R1: B 2259 1615hrs AVENUE
Daylight: street lights present
R2: U
E 496,015 Dry
N 100,252 Fine with high winds
20 mph

INFT WAS CYCLING IN FRONT OF CHURCH ENTRANCE DUE TO FEELING UNCOMFORTABLE CYCLING AROUND ROUNDABOUT. WHILST CYCLING ACROSS ENTRANCE, A CAR HAS PULLED INTO THE ENTRANCE, HITTING THE FRONT WHEEL CAUSING THE INFT TO FALL ON HIS REAR. BOTH PARTIES EXCHANGED DETAILS AT THE SCENE. DUE TO INJURY CRASH TO BE COMPLETED.

Details of Personal Injury Accidents for Period - 01/08/2016 to 31/07/2021 (60) months

Selection:

Notes:

Selected using Manual Selection

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

201000456 Saturday HOTHAM WAY (B2259) - 36 METRES Veh 1 Car Going ahead SE to NW Ped F 41 **Serious**
21/11/2020 FROM JUNCTION WITH UPPER
R1: B 2259 1916hrs BOGNOR ROAD
Darkness: street lights present a
E 493,862 Wet/Damp
N 99,686 Fine without high winds
30 mph

Causation Factor:

Participant:

Confidence:

1st: Careless/Reckless/In a hurry

Casualty 1

Possible

2nd: Impaired by alcohol

Casualty 1

Very Likely

V1 TRAVELLING WESTBOUND ON B2259 BOGNOR REGIS APPROACHING JUNCTION WITH UPPER BOGNOR ROAD. AT THE PEDESTRIAN CROSSING THERE V1 HAS MADE CONTACT WITH A PEDESTRIAN/CASUALTY 1 CAUSING INJURIES SUMMARISED AS A POTENTIAL BROKEN HIP AND AN INJURED THUMB IN THE FORM OF A CUT.

201002220 Friday WORMS LANE (A259) Veh 1 Goods < 3.5t Going ahead E to W Dri M 49 **Serious**
27/11/2020 Veh 2 Car Going ahead E to W Dri F 29 **Slight**
R1: A 259 1658hrs
Darkness: no street lighting
E 496,900 Dry
N 101,236 Fine without high winds
60 mph

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

V2 TRAVELLING EAST TO WEST ALONG A259 WORMS LANE. V1 IS IN A LAY BY SITUATED ON THE NEARSIDE OF THE ROAD INDICATING. V1 PULLS OUT OF THE LAY BY AND INTO THE OATH OF V2 RESULTING IN A COLLISION. DRIVES OF BOTH VEHICLES SUSTAIN MINOR INJURIES.

Details of Personal Injury Accidents for Period - 01/08/2016 to 31/07/2021 (60) months

Selection:

Notes:

Selected using Manual Selection

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

201002341 Saturday WORMS LANE (A259) - 182 METRES Veh 1 Car O/take m/veh o/side W to E
28/11/2020 FROM JUNCTION WITH Veh 2 M/C < 50 cc Going ahead W to E Dri M 17 Slight
R1: A 259 1315hrs UNCLASSIFIED ROAD
Daylight: street lights present
E 496,946 Dry
N 101,236 Fine without high winds
60 mph

Causation Factor:		Participant:	Confidence:
1st:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
2nd:	Dazzling sun	Vehicle 1	Possible
3rd:	Exceeding speed limit	Vehicle 1	
V2 WAS DRIVING ALONG A259 TOWARDS BOGNOR. V2 IS A 50CC MOPED WITH A MAXIMUM SPEED OF 30MPH, THE A259 STRETCH WAS 60MPH. DUE TO SPEED V2 WAS DOING THERE WAS A SLIGHT BUILD UP OF TRAFFIC BEHIND. V1 ALSO TRAVELLING A259 TOWARDS BOGNOR. V1 HAS OVERTAKE N A NUMBER OF VEHICLES. V1 WAS ATTEMPTING AN OVERTAKE AND MISJUDGED ON COMING TRAFFIC. AS A RESULT OF THE MISJUDGE V1 HAS HAD TO PULL IN ONTO THE CORRECT SIDE OF THE ROAD IN FRONT OF V2. AS A RESULT V1 HAS COLLIDED WITH THE REAR OF V2. THIS HAS CAUS D V2 TO FALL ONTO LEFT SIDE AND SKID ALONG THE ROAD. V1 HAS STOPPED IMMEDIATELY AND CALLED AMBULANCE. V2 RIDER WAS ABLE TO STAND UP STRAIGHT AWAY. V2 TAKEN TO HOSPITAL AS A PRECAUTION. V2 RIDER HAS GRAZES TO HIS LEFT AND RIGHT ARM.			

20994703 Saturday SHRIPNEY ROAD (A29) NEAR Veh 1 Pedal cycle Starting W to E Dri M 37 Slight
31/10/2020 JUNCTION WITH OLDLANDS WAY Veh 2 Car Going ahead S to N
R1: A 29 1010hrs ROUNDABOUT (A29)
R2: A 29 Daylight: street lights present
E 494,024 Wet/Damp
N 101,284 Raining without high winds
40 mph

Causation Factor:		Participant:	Confidence:
1st:	Cyclist entering road from pavement	Vehicle 1	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
V2 TRAVELLING IN LANE 1 APPROACHING RA. V1 IN CYCLE LANE ON PAVEMENT TRIES TO CROSS THE ROAD FROM WEST TO EAST IN FRONT OF V2. DRIVER OF V2 DIDN'T SEE RIDER AND V1 AS HE WAS LOOKING RIGHT AT THE ROUNDABOUT.			

Details of Personal Injury Accidents for Period - 01/08/2016 to 31/07/2021 (60) months

Selection:

Notes:

Selected using Manual Selection

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

201004801 Monday GREVATTS LANE (A259) NEAR Junction with YAPTON ROAD (B2132)
07/12/2020
R1: A 259 1345hrs
R2: B 2132 Daylight: street lights present
E 497,529 Wet/Damp
N 101,260 Fine without high winds
50 mph

Causation Factor:		Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Dazzling sun	Vehicle 1	Possible
DRIVER OF VEHICLE ONE (D1) HAS BEEN PARKED IN A LAY BY ON THE A259 AT THE JUNCTION WITH BILSHAM ROAD FACING IN THE WESTBOUND DIRECTION. THE DRIVER OF VEHICLE TWO (D2) HAS ALSO BEEN TRAVELLING WESTBOUND TOWARDS BOGNO REGIS. D1 STATES THAT HE NEEDED TO GET ONTO THE EASTBOUND SIDE AND HAVING CHECKED HIS BLIND SPOTS BEGAN A U-TURN IN THE CARRIAGEWAY AND PULLED STRAIGHT INTO THE PATH OF D2 WHO HAD NO CHANCE TO STOP. D2 HAS IMPACTED THE FRONT OFFSIDE OF D1 CAUSING FRONT END DAMAGE. D1 HAS SUFFERED RED WHIPLASH TYPE INJURY AND D2 SOFT TISSUE INJURY TO HER RIGHT HAND. BOTH DRIVERS HAVE GIVEN IDENTICAL ACCOUNTS AND D1 HAS DEMONSTRATED A HIGH DEGREE OF REMORSE AND ACCEPTANCE OF BLAME. DUE TO THE VERY MINOR INJURY LEVEL IT HAS BEEN DECIDED THAT D1 WILL NOT BE REPORTED FOR DRIVING WITHOUT DUE CARE AND ATTENTION.			

20963120 Wednesday CLOVELLY AVENUE - 77 METRES FROM JUNCTION WITH FELPHAM WAY (B2259)
08/07/2020
R1: U 2040hrs
Daylight: street lights present
E 495,968 Dry
N 100,173 Fine without high winds
30 mph

Causation Factor:		Participant:	Confidence:
1st:	Aggressive driving	Vehicle 1	Possible
V1 COLLIDED WITH FRONT OF V2			

20999996 Sunday SHRIPNEY ROAD (A29) NEAR Junction with OLDLANDS WAY ROUNDABOUT (A259)
15/11/2020
R1: A 29 1715hrs
R2: A 259 Darkness: street lighting unknown
E 494,025 Wet/Damp
N 101,356 Raining without high winds
40 mph

Causation Factor:		Participant:	Confidence:
1st:	Careless/Reckless/In a hurry	Vehicle 1	Possible
V2 TRAVELLING NORTH ON A ROUNDABOUT IN THE LEFT HAND LANE WHEN V1 DROVE UP ON THE OFFSIDE OF V2 IN THE RIGHT HAND LANE AND COLLIDED WITH THE FRONT OFFSIDE; CAUSING DAMAGE TO V2 AND INJURY TO THE DRIVER. V1 INITIALLY STOP FURTHER AROUND THE ROUNDABOUT BUT DROVE OFF WHILE THE DRIVER OF V2 WAS SEARCHING FOR HIS DOCUMENTS. S170 NOT COMPLIED WITH.			

Details of Personal Injury Accidents for Period - 01/08/2016 to 31/07/2021 (60) months

Selection:

Notes:

Selected using Manual Selection

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

211021318	Saturday	FLANSHAM LANE (A259) NEAR	Veh 1	Car	Starting	NE to SW				
	06/02/2021	JUNCTION WITH WORMS LANE	Veh 2	Car	Turning right	NE to W	Dri	M	44	Slight
R1: A 259	2105hrs	(A259)	Veh 3	Car	Going ahead	SW to NE				
R2: A 259		Darkness: street lights present a								
E 496,287		Wet/Damp								
N 101,040		Raining without high winds								
		40 mph								

Causation Factor:

Participant:

Confidence:

1st: Failed to judge other persons path or speed
2nd: Careless/Reckless/In a hurry
3rd: Impaired by alcohol
4th: Loss of control
5th: Disobeyed Give Way or Stop sign or markings

Vehicle 1
Vehicle 1
Vehicle 1
Vehicle 1
Vehicle 1

Very Likely
Very Likely
Possible
Possible
Very Likely

FROM SPEAKING WITH A NUMBER OF WITNESSES THE FULL KNOWN CIRCUMSTANCES OF THE COLLISION IS AS FOLLOWS:
VEHICLE ONE WAS TRAVELLING ON FLANSHAM LANE, BOGNOR REGIS ENTERING INTO THE ROUNDABOUT WHICH LEADS ON THE A259, CHARLES PURLEY WAY. WHEN ENTERING INTO THE ROUNDABOUT VEHICLE ONE HAS COLLIDED INTO THE SIDE OF VEHICLE TWO, (VAUXHALL) WHICH HAD ALREADY ENTERED INTO THE ROUNDABOUT FROM THE A259 TRAVELLING EAST. THE COLLISION CAUSED VEHICLE TWO TO BE SPUN 180 DEGREES, COMING TO ATOP IN THE ROAD OF THE ROUNDABOUT. THE COLLISION HAS ALSO CAUSED VEHICLE ONE TO STOP. THE DRIVER AND PASSENGER OF VEHICLE TWO HAVE EXITED THEIR VEHICLE, WITH THE DRIVER OF VEHICLE ONE DOING THE SAME. THE DRIVER OF VEHICLE ONE IS SAID TO HAVE THEN ABRPTLY GOT BACK INTO HIS VEHICLE BEFORE DRIVING AWAY AT SPEED. IN DRIVING AWAY, VEHICLE ONE HAS COLLIDED WITH THE REAR LEFT HAND BUMPER OF VEHICLE THREE, BEFORE DRIVING AWAY FROM THE SCENE, ENTERING BACK ONTO FLANSHAM LANE, BOGNOR REGIS.

Details of Personal Injury Accidents for Period - 01/08/2016 to 31/07/2021 (60) months

Selection:

Notes:

Selected using Manual Selection

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

211038660 Friday CHARLES PURLEY WAY A259 Veh 1 Car Parked 0 to 0
23/04/2021 Veh 2 Car O/take s/veh o/side SW to NE Dri M 27 Slight
R1: A 259 1550hrs
Daylight: street lights present
E 494,374 Dry
N 101,908 Fine without high winds
50 mph

Causation Factor:

Participant:

Confidence:

1st: Distraction in vehicle Vehicle 2 Possible
2nd: Careless/Reckless/In a hurry Vehicle 2 Possible
3rd: Exceeding speed limit Vehicle 2 Very Likely
4th: Failed to judge other persons path or speed Vehicle 2 Very Likely
5th: Failed to look properly Vehicle 2 Very Likely
6th: Following too close Vehicle 2 Very Likely

BROKEN DOWN VEHICLE HAS BEEN STRUCK TO REAR OFFSIDE. V2 DRIVING IN AN EASTERLY DIRECTION A259 CHARLES PURLEY WAY, FELPHAM FOLLOWING AN UNKNOWN VEHICLE WHICH HAS SUDDENLY SWERVED TO AVOID THE STATIONARY BROKEN DOWN VEHICLE V1 PARKED ON VERGE/IN HIGH WAY, V2 HAS STATED THAT HE HAD LITTLE TIME TO REACT AND ALSO STEERED OUT TO PASS THE STATIONARY VEHICLE AND BELIEVING THAT HE STEERED ENOUGH TO PASS, STILL STRUCK THE REAR OFF SIDE OF PARKED V1, CAUSING SIGNIFICANT DAMAGE. V1 WAS SHUNTED OFF CARRIAGE AY AND INTO GRASS DITCH AND V2 HAS SPUN 180 DEGREES AND INTO THE OPPOSING CARRIAGEWAY. NO DRIVER OR OWNER FOR V1 HAS BEEN PRESENT AT SCENE. THE UNKNOWN VEHICLE INFRONT OF V2 WHICH ALLEGEDLY REACTED LATE AND SWERVED, DID NOT STOP.

211046241 Monday WORMS LANE (A259) - 112 METRES Veh 1 Goods < 3.5t Going ahead RH bend SW to E Dri M 23 Slight
17/05/2021 FROM JUNCTION WITH Veh 2 Goods < 3.5t Wait to turn right SW to SE Dri M 38 Slight
R1: A 259 1609hrs UNCLASSIFIED ROAD
Daylight: street lights present
E 496,359 Dry
N 101,150 Fine without high winds
40 mph

Causation Factor:

Participant:

Confidence:

1st: Careless/Reckless/In a hurry Vehicle 1 Very Likely

V2 WAS TRAVELLING EASTBOUND ON FLANSHAM LANE IN A 40MPH ZONE. V2 HAS COME TO A STOP IN ORDER TO TURN RIGHT ONTO A DRIVEWAY OF A GARDENING YARD. V1 TRAVELLING EASTBOUND BEHIND V2 HAS DRIVEN STRAIGHT INTO THE BACK OF V2.

Details of Personal Injury Accidents for Period - 01/08/2016 to 31/07/2021 (60) months

Selection:

Notes:

Selected using Manual Selection

			Vehicles				Casualties			
Police Ref.	Day	Location Description	Veh No / Type / Manv / Dir / Class				Sex / Age / Sev			
Road No.	Date									
2nd Road No.	Time									
Grid Ref.	D/L									
	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										
211048564	Monday	UPPER BOGNOR ROAD (B2259)	Veh 1	Car	Going ahead	E to W				
	24/05/2021	NEAR JUNCTION WITH UPPER	Veh 2	Car	Turning right	W to S	Dri	M	37	Slight
R1: B 2259	2035hrs	BOGNOR ROAD								
R2: U	Darkness: street lights present a									
E 494,462	Wet/Damp									
N 99,492	Fine without high winds									
	30 mph									
Causation Factor:			Participant:				Confidence:			
1st:	Failed to judge other persons path or speed		Vehicle 1				Very Likely			
V2 TRAVELLING TOWARDS BUTLINS ON UPPER BOGNOR ROAD, INDICATED RIGHT AT ROUNDABOUT TO TURN INTO BUTLINS. PROCEEDED AROUND ROUNDABOUT AND SAW DRIVER OF VEHICLE 1 APPROACHING ROUNDABOUT FROM DIRECTION OF FELPHAM. DRIVER OF VEHICLE 1 FAILED TO STOP AT R										
OUNDABOUT AND HIT VEHICLE 2 ON N/S FRONT DOOR AND WHEEL ARCH SPINNING VEHICLE 2 IN THE OPPOSITE DIRECTION ANE										
CAUSING THE AIR BAG TO RELEASE.										
211051397	Wednesday	SHRIPNEY ROAD (A29) AT	Veh 1		Starting	S to NE				
	02/06/2021	JUNCTION WITH SHRIPNEY ROAD	Veh 2	Car	Starting	S to NW	Dri	F	48	Slight
R1: A 29	1200hrs	(A29)	Veh 2	Car	Starting	S to NW	FSP	F	45	Slight
R2: A 29	Daylight: street lights present		Veh 2	Car	Starting	S to NW	RSP	M	11	Slight
E 494,036	Dry									
N 101,607	Fine without high winds									
	40 mph									
Causation Factor:			Participant:				Confidence:			
1st:	Poor turn or manoeuvre		Vehicle 1				Possible			
STATIONARY TRAFFIC TOWARDS A ROUNDABOUT ON SHRIPNEY ROAD. ROAD IS A DUAL CARRIAGEWAY WITH A 40MPH SPEED LIMIT. V1 IS A LARGE SKIP LORRY AND IS STATIC AT THE JUNCTION WAITING TO JOIN THE ROUNDABOUT. V2 COMES UP THE NEARSIDE LANE AND SLOWS ON										
THE APPROACH TO THE ROUNDABOUT. V1 ENTERS THE ROUNDABOUT AND SWINGS LEFT IN AN ARCH TO MANOEUVRE AROUND THE ROUNDABOUT. V1 IMPEDES INTO THE NEARSIDE LANE V2 JOINS THE ROUNDABOUT AND V1 HITS V1 TO FRONT										
OFFSIDE CAUSING SUBSTANTIAL AESTHETIC DAM										
GE TO THE BUMPER AND RIPS THE WINGMIRROR OFF. V1 CONTINUES TO DRIVE OFF. V2 STOPS AND PULLS TO THE NEARSIDE.										

Details of Personal Injury Accidents for Period - 01/08/2016 to 31/07/2021 (60) months

Selection:

Notes:

Selected using Manual Selection

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

211059247 Wednesday FELPHAM ROAD NEAR JUNCTION WITH FELPHAM ROAD Veh 1 Car Turning left E to S
23/06/2021 Veh 2 Pedal cycle Going ahead N to S Dri F 59 Slight
R1: U 0835hrs
R2: U Daylight: street lights present
E 495,117 Dry
N 100,049 Fine without high winds
30 mph

Causation Factor:

Participant:

Confidence:

1st: Careless/Reckless/In a hurry

Vehicle 1

Very Likely

2nd: Failed to look properly

Vehicle 1

Possible

VI WAS TRAVELLING WEST ON FELPHAM WAY, BOGNOR REGIS AND TURNED LEFT TO GO INTO FELPHAM ROAD. THIS JUNCTION IS CONTROLLED BY TRAFFIC LIGHTS WITH AN ADDITIONAL GIVEWAY LINE BEFORE ENTERING FELPHAM ROAD. VI FAILED TO STOP AT THE GIVE WAY LINE AND COLLIDED WITH VEHICLE 2 WHICH WAS TRAVELLING NORTH TO SOUTH ACROSS THE JUNCTION PAST THIS GIVE WAY LINE. V2 A CYCLIST WAS KNOCKED OFF HER PEDAL CYCLE CAUSING HER INJURY AND DAMAGE TO HER CYCLE.

211062743 Sunday FLANSHAM LANE (A259) NEAR JUNCTION WITH WORMS LANE (A259) Veh 1 Car Going ahead SW to E Dri M 19 Slight
04/07/2021
R1: A 259 0726hrs
R2: A 259 Daylight: street lights present
E 496,276 Wet/Damp
N 101,062 Raining without high winds
40 mph

Causation Factor:

Participant:

Confidence:

1st: Inexperienced or learner driver/rider

Vehicle 1

Possible

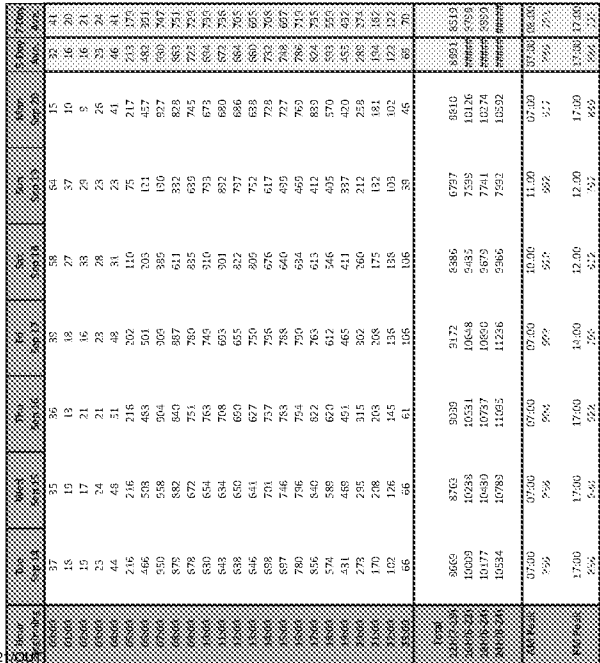
2nd: Loss of control

Vehicle 1

Very Likely

SINGLE RTC VI HAS ENTERED THE ROUNDABOUT WHERE HE HAS LOST CONTROL AND HIT A LAMPPOST.

Appendix 3 – Traffic Surveys



0395 151 177

096 751 751

[illegible]

0395 151 177

[illegible]

250 TSL Ltd

[illegible]

096 751 751

Bognor Regis ATC 1, A259 Felpham Relief Road
CLASS SUMMARY

Direction: Northwestbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 14 Sep	10534	8899	1521	53	61
Wed 15 Sep	10789	9139	1508	76	66
Thu 16 Sep	11095	9377	1575	81	62
Fri 17 Sep	11236	9406	1693	77	60
Sat 18 Sep	9966	9889	1038	17	22
Sun 19 Sep	7992	7205	763	11	13
Mon 20 Sep	10592	8943	1518	70	61
5 Day Ave.	10849	9153	1563	71	62
7 Day Ave.	10315	8837	1374	55	49

Direction: Southeastbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 14 Sep	11023	9628	1262	60	73
Wed 15 Sep	11261	9824	1290	82	65
Thu 16 Sep	11453	9980	1308	96	69
Fri 17 Sep	11783	10283	1348	93	59
Sat 18 Sep	10060	9218	794	21	27
Sun 19 Sep	8255	7591	627	12	25
Mon 20 Sep	11059	9651	1284	66	58
5 Day Ave.	11316	9873	1298	79	65
7 Day Ave.	10699	9454	1130	61	54

Direction: Total Flow

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 14 Sep	21557	18527	2783	113	134
Wed 15 Sep	22050	18963	2798	158	131
Thu 16 Sep	22548	19357	2883	177	131
Fri 17 Sep	23019	19689	3041	170	119
Sat 18 Sep	20026	18107	1832	38	49
Sun 19 Sep	16247	14796	1390	23	38
Mon 20 Sep	21651	18594	2802	136	119
5 Day Ave.	22165	19026	2861	151	127
7 Day Ave.	21014	18290	2504	116	103

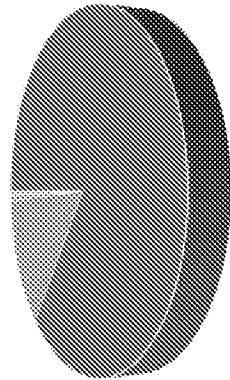
	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 14 Sep	100.0%	84.5%	14.4%	0.5%	0.6%
Wed 15 Sep	100.0%	84.7%	14.0%	0.7%	0.6%
Thu 16 Sep	100.0%	84.5%	14.2%	0.7%	0.6%
Fri 17 Sep	100.0%	83.7%	15.1%	0.7%	0.5%
Sat 18 Sep	100.0%	89.2%	10.4%	0.2%	0.2%
Sun 19 Sep	100.0%	90.2%	9.5%	0.1%	0.2%
Mon 20 Sep	100.0%	84.4%	14.3%	0.7%	0.6%
5 Day Ave.	100.0%	84.4%	14.4%	0.7%	0.6%
7 Day Ave.	100.0%	85.7%	13.3%	0.5%	0.5%

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 14 Sep	100.0%	87.3%	11.4%	0.5%	0.7%
Wed 15 Sep	100.0%	87.2%	11.5%	0.7%	0.6%
Thu 16 Sep	100.0%	87.1%	11.4%	0.8%	0.6%
Fri 17 Sep	100.0%	87.3%	11.4%	0.8%	0.5%
Sat 18 Sep	100.0%	91.6%	7.9%	0.2%	0.3%
Sun 19 Sep	100.0%	92.0%	7.6%	0.1%	0.3%
Mon 20 Sep	100.0%	87.3%	11.6%	0.6%	0.5%
5 Day Ave.	100.0%	87.3%	11.5%	0.7%	0.6%
7 Day Ave.	100.0%	88.4%	10.6%	0.6%	0.5%

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 14 Sep	100.0%	85.9%	12.9%	0.5%	0.6%
Wed 15 Sep	100.0%	86.0%	12.7%	0.7%	0.6%
Thu 16 Sep	100.0%	85.8%	12.8%	0.8%	0.6%
Fri 17 Sep	100.0%	85.5%	13.2%	0.7%	0.5%
Sat 18 Sep	100.0%	90.4%	9.1%	0.2%	0.2%
Sun 19 Sep	100.0%	91.1%	8.6%	0.1%	0.2%
Mon 20 Sep	100.0%	85.9%	12.9%	0.6%	0.5%
5 Day Ave.	100.0%	85.8%	12.9%	0.7%	0.6%
7 Day Ave.	100.0%	87.0%	11.9%	0.6%	0.5%

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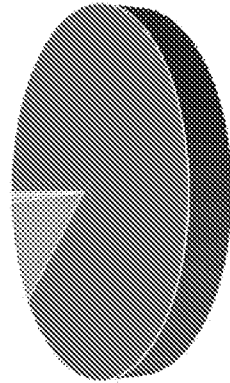
Northwestbound



• LIGHT • OGV1 • OGV2 • BUS

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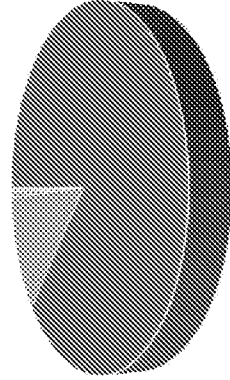
Southeastbound



• LIGHT • OGV1 • OGV2 • BUS

360 TSL Ltd

Total Flow



• LIGHT • OGV1 • OGV2 • BUS

Direction: Northwestbound

350 TSL Ltd[illegible]

Direction: Total Flow

360 TSL Ltd

Bognor Regis ATC 1, A259 Felpham Relief Road

SPEED SUMMARY (10-12hr)

Direction: Northwestbound

	Total Volume	95th Percentile	Mean Average	Standard Deviation	Bin 1 10-15	Bin 2 16-20	Bin 3 21-25	Bin 4 26-30	Bin 5 31-35	Bin 6 36-40	Bin 7 41-45	Bin 8 46-50	Bin 9 51-55	Bin 10 56-60	Bin 11 61-65	Bin 12 66-70
Tue 14 Sep	1273	43.2	38.8	4.3	0	1	0	31	166	594	414	60	7	0	0	0
Wed 15 Sep	1288	43.6	38.6	4.8	0	0	3	33	223	563	355	98	12	1	0	0
Thu 16 Sep	1471	43.1	37.4	5.5	0	1	32	109	260	616	364	81	8	0	0	0
Fri 17 Sep	1442	43.2	37.7	5.3	0	2	17	109	225	630	385	67	4	1	0	2
Sat 18 Sep	1811	43.5	39.2	4.1	0	1	14	210	856	618	101	8	1	1	1	1
Sun 19 Sep	1695	44.0	38.9	4.9	2	18	5	22	164	795	597	67	14	0	0	1
Mon 20 Sep	1353	43.6	39.2	4.3	0	0	0	22	170	577	502	74	7	0	1	0
Tue 21 Sep	1365	43.3	38.3	4.8	0	1	10	61	209	596	404	76	8	0	0	0
Wed 22 Sep	1475	43.5	38.5	4.8	0	3	8	89	203	662	462	78	9	0	0	1

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Direction: Southeastbound

	Total Volume	95th Percentile	Mean Average	Standard Deviation	Bin 1 10-15	Bin 2 16-20	Bin 3 21-25	Bin 4 26-30	Bin 5 31-35	Bin 6 36-40	Bin 7 41-45	Bin 8 46-50	Bin 9 51-55	Bin 10 56-60	Bin 11 61-65	Bin 12 66-70
Tue 14 Sep	1235	44.1	39.6	4.4	0	0	0	16	152	468	495	97	7	0	0	0
Wed 15 Sep	1203	45.1	40.6	4.3	0	0	0	5	101	420	520	141	15	1	0	0
Thu 16 Sep	1316	44.9	39.7	5.0	0	0	7	52	127	461	525	131	13	0	0	0
Fri 17 Sep	1348	44.6	37.6	6.8	2	28	44	90	178	462	440	97	5	2	0	0
Sat 18 Sep	1424	44.9	39.9	4.8	0	0	4	15	175	514	554	134	25	3	0	0
Sun 19 Sep	1375	44.9	39.5	5.2	2	3	8	42	145	495	539	126	15	0	0	0
Mon 20 Sep	1285	45.7	40.8	4.8	0	0	0	21	94	427	533	186	21	2	0	1
Tue 21 Sep	1277	44.9	39.7	5.0	0	6	10	37	130	448	503	130	12	1	0	0
Wed 22 Sep	1312	44.9	39.7	5.0	1	4	9	34	139	464	515	130	14	1	0	0

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Direction: Total Flow

	Total Volume	95th Percentile	Mean Average	Standard Deviation	Bin 1 10-15	Bin 2 16-20	Bin 3 21-25	Bin 4 26-30	Bin 5 31-35	Bin 6 36-40	Bin 7 41-45	Bin 8 46-50	Bin 9 51-55	Bin 10 56-60	Bin 11 61-65	Bin 12 66-70
Tue 14 Sep	2508	43.7	39.2	4.4	0	1	0	47	318	1062	909	157	14	0	0	0
Wed 15 Sep	2491	44.4	39.6	4.7	0	0	3	38	324	983	875	139	27	2	0	0
Thu 16 Sep	2787	44.1	38.5	5.4	0	1	39	161	387	1077	889	212	21	0	0	0
Fri 17 Sep	2790	43.9	37.6	6.1	2	30	61	199	403	1092	825	164	9	3	0	2
Sat 18 Sep	3225	44.1	39.5	4.4	0	0	5	29	385	1370	1172	235	33	4	1	1
Sun 19 Sep	3040	44.4	39.2	5.0	4	21	13	64	309	1290	1136	193	29	0	0	1
Mon 20 Sep	2638	44.7	40.0	4.6	0	0	0	43	264	1004	1035	260	28	2	1	1
Tue 21 Sep	2643	44.2	39.0	5.0	0	6	21	98	319	1044	907	206	20	1	0	1
Wed 22 Sep	2787	44.2	39.1	4.9	1	8	17	83	341	1125	977	208	23	2	0	1

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Bognor Regis ATC 1, A259 Felpham Relief Road

WEEK SUMMARY (14-16hr)

Direction: Northwestbound

	Total Volume	95th Percentile	Mean Average	Standard Deviation	Bin 1 <10m/s	Bin 2 10-25	Bin 3 25-35	Bin 4 35-45	Bin 5 45-55	Bin 6 55-65	Bin 7 65-75	Bin 8 75-85	Bin 9 85-95	Bin 10 95-105	Bin 11 105-115	Bin 12 >115
Tue 14 Sep	1395	44.4	39.6	4.6	0	0	4	30	150	537	552	105	15	2	0	0
Wed 15 Sep	1647	44.1	37.4	6.4	0	21	58	91	202	543	442	78	9	2	1	0
Thu 16 Sep	1520	44.4	38.6	5.6	0	2	30	79	204	553	541	91	13	5	1	1
Fri 17 Sep	1584	45.0	40.1	4.7	0	2	3	21	131	621	658	115	26	3	1	3
Sat 18 Sep	1316	45.0	41.0	4.3	0	0	0	6	73	455	611	139	27	3	1	1
Sun 19 Sep	1116	45.8	41.0	4.6	0	0	1	6	69	383	484	138	27	7	1	0
Mon 20 Sep	1455	44.7	39.5	5.0	0	3	10	39	153	566	542	120	19	3	0	0
5 Day Ave	1480	44.5	39.0	5.3	0	6	21	52	168	564	547	102	16	3	1	1
7 Day Ave	1405	44.8	39.6	5.1	0	4	15	39	140	523	547	112	19	4	1	1

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Direction: Southeastbound

	Total Volume	95th Percentile	Mean Average	Standard Deviation	Bin 1 <10m/s	Bin 2 10-25	Bin 3 25-35	Bin 4 35-45	Bin 5 45-55	Bin 6 55-65	Bin 7 65-75	Bin 8 75-85	Bin 9 85-95	Bin 10 95-105	Bin 11 105-115	Bin 12 >115
Tue 14 Sep	1590	43.3	38.1	5.1	0	0	13	90	285	618	498	76	9	1	0	0
Wed 15 Sep	1668	44.3	37.9	6.1	0	5	50	120	279	537	537	121	18	1	0	0
Thu 16 Sep	1615	44.1	38.1	5.8	0	3	44	92	253	578	524	108	11	0	2	0
Fri 17 Sep	1739	44.1	38.3	5.1	0	10	13	56	216	687	633	117	7	0	0	0
Sat 18 Sep	1563	45.4	40.5	4.7	0	0	1	24	131	551	627	204	23	0	1	1
Sun 19 Sep	1443	45.3	39.8	5.4	0	1	11	53	160	479	540	175	23	1	0	0
Mon 20 Sep	1601	44.6	39.0	5.4	0	0	24	83	191	550	600	144	9	0	0	0
5 Day Ave	1643	44.1	38.4	5.5	0	4	29	88	245	594	558	113	11	0	0	0
7 Day Ave	1603	44.5	38.3	5.4	0	3	22	74	216	571	566	135	14	0	0	0

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Direction: Total Flow

	Total Volume	95th Percentile	Mean Average	Standard Deviation	Bin 1 <10m/s	Bin 2 10-25	Bin 3 25-35	Bin 4 35-45	Bin 5 45-55	Bin 6 55-65	Bin 7 65-75	Bin 8 75-85	Bin 9 85-95	Bin 10 95-105	Bin 11 105-115	Bin 12 >115
Tue 14 Sep	2985	43.9	38.3	4.9	0	0	17	120	435	1155	1050	181	24	3	0	0
Wed 15 Sep	3115	44.2	37.7	6.3	0	26	108	211	481	1080	979	199	27	3	1	0
Thu 16 Sep	3135	44.3	38.4	5.7	0	5	74	171	457	1131	1065	199	24	5	3	1
Fri 17 Sep	3323	44.6	39.4	5.0	0	12	16	77	347	1308	1291	232	33	3	1	3
Sat 18 Sep	2879	45.4	40.7	4.6	0	0	1	30	204	1006	1238	343	50	3	2	2
Sun 19 Sep	2559	45.6	40.3	5.1	0	3	12	59	219	862	1024	313	50	8	1	0
Mon 20 Sep	3056	44.6	39.2	5.2	0	3	34	122	344	1116	1142	264	28	3	0	0
5 Day Ave	3123	44.3	38.7	5.4	0	9	50	140	413	1158	1105	215	27	3	1	1
7 Day Ave	3007	44.7	39.2	5.3	0	7	37	113	357	1094	1113	247	34	4	1	1

360 TSL Ltd

PA775L 096

947 751 095

751 751 696

Bognor Regis ATC 1, A259 Felpham Relief Road
CLASS SUMMARY

Direction: Northwestbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 5 Oct	10314	9210	993	52	59
Wed 6 Oct	10579	9375	1092	67	45
Thu 7 Oct	10840	9627	1074	74	65
Fri 8 Oct	11168	9978	1075	61	54
Sat 9 Oct	9713	9127	549	19	18
Sun 10 Oct	7898	7511	363	9	15
Mon 11 Oct	10117	9025	994	62	36
5 Day Ave.	10604	9443	1046	63	52
7 Day Ave.	10090	9122	877	49	42

Direction: Southeastbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 5 Oct	10823	9681	1006	69	67
Wed 6 Oct	11105	9923	1056	75	51
Thu 7 Oct	11278	10087	1050	71	70
Fri 8 Oct	11425	10327	968	67	63
Sat 9 Oct	9945	9391	506	28	20
Sun 10 Oct	8206	7790	384	12	20
Mon 11 Oct	10412	9333	969	65	45
5 Day Ave.	11009	9870	1010	69	59
7 Day Ave.	10456	9505	848	55	48

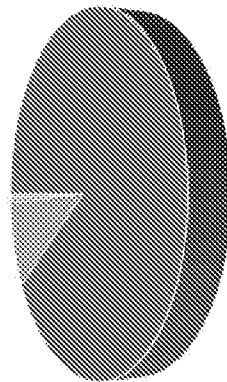
Direction: Total Flow

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 5 Oct	21137	18891	1999	121	126
Wed 6 Oct	21884	19298	2148	142	96
Thu 7 Oct	22118	19714	2124	145	135
Fri 8 Oct	22593	20305	2043	128	117
Sat 9 Oct	19658	18518	1055	47	38
Sun 10 Oct	16104	15301	747	21	35
Mon 11 Oct	20529	18358	1963	127	81
5 Day Ave.	21612	19313	2055	133	111
7 Day Ave.	20546	18626	1726	104	90

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 5 Oct	100.0%	89.3%	9.6%	0.5%	0.6%
Wed 6 Oct	100.0%	88.6%	10.3%	0.6%	0.4%
Thu 7 Oct	100.0%	88.8%	9.9%	0.7%	0.6%
Fri 8 Oct	100.0%	89.3%	9.6%	0.5%	0.5%
Sat 9 Oct	100.0%	94.0%	5.7%	0.2%	0.2%
Sun 10 Oct	100.0%	95.1%	4.6%	0.1%	0.2%
Mon 11 Oct	100.0%	89.2%	9.8%	0.6%	0.4%
5 Day Ave.	100.0%	89.1%	9.9%	0.6%	0.5%
7 Day Ave.	100.0%	90.4%	8.7%	0.5%	0.4%

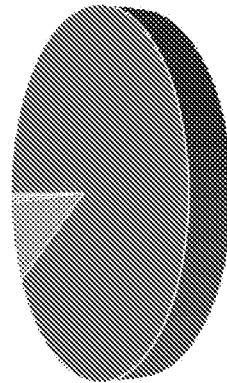
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Northwestbound



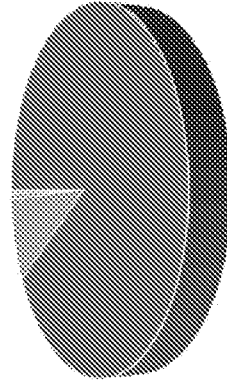
* LIGHT * OGV1 * OGV2 * BUS

Southeastbound



* LIGHT * OGV1 * OGV2 * BUS

Total Flow



* LIGHT * OGV1 * OGV2 * BUS

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Rognor Regis ATC 1, A259 Felpham Relief Road

TRAFFIC SPEED SUMMARY (9-24HR)

Direction: Northwestbound

	Total Volume	5th Percentile	Mean	Standard Deviation	Ln Volume	Ln 5th Percentile	Ln Mean	Ln Standard Deviation	Ln Volume	Ln 5th Percentile	Ln Mean	Ln Standard Deviation	Ln Volume	Ln 5th Percentile	Ln Mean	Ln Standard Deviation	Ln Volume	Ln 5th Percentile	Ln Mean	Ln Standard Deviation
Thru Road	10314	42.3	37.7	4.4	0	3	15	337	2012	5268	2305	292	58	12	5	7				
Local Road	10579	42.6	37.8	4.6	0	11	51	343	1952	5283	2508	344	61	18	5	3				
Thru Road	10840	42.2	37.7	4.4	0	2	21	359	2080	5536	2442	332	54	11	2	1				
Local Road	11668	42.4	37.7	4.5	0	1	32	367	2240	5970	2514	347	72	20	3	2				
Thru Road	9713	43.2	38.8	4.3	1	1	6	105	1315	4978	2757	424	93	24	6	3				
Local Road	7896	43.5	38.9	4.4	0	6	5	74	991	4065	2235	399	91	18	5	9				
Thru Road	10117	42.4	37.5	4.7	1	20	79	381	2011	4935	2314	313	45	15	2	1				
Local Road	10504	42.4	37.7	4.5	0	7	40	357	2059	5318	2417	320	58	15	3	3				
Thru Road	10980	42.7	38.0	4.5	0	6	30	281	1800	5091	2439	350	68	17	4	4				

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Direction: Southeastbound

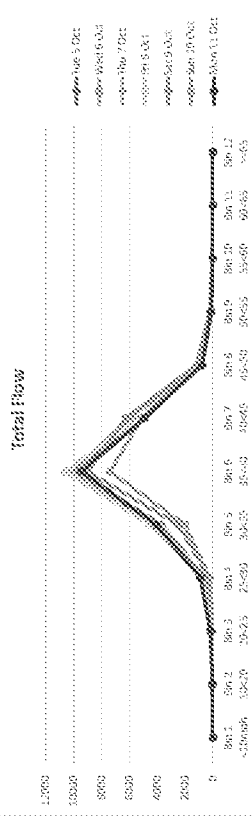
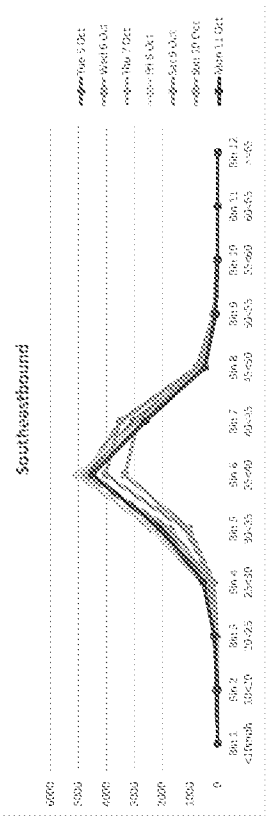
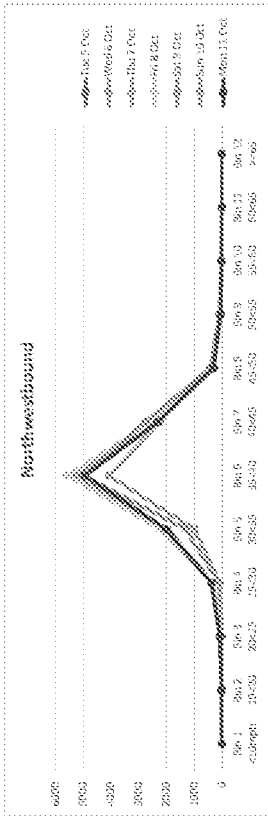
	Total Volume	5th Percentile	Mean	Standard Deviation	Ln Volume	Ln 5th Percentile	Ln Mean	Ln Standard Deviation	Ln Volume	Ln 5th Percentile	Ln Mean	Ln Standard Deviation	Ln Volume	Ln 5th Percentile	Ln Mean	Ln Standard Deviation	Ln Volume	Ln 5th Percentile	Ln Mean	Ln Standard Deviation
Thru Road	10823	43.4	38.1	5.1	4	32	63	391	1957	4688	3018	562	90	9	6	3				
Local Road	11105	43.9	38.8	4.9	1	14	44	249	1694	4795	3463	697	120	19	8	1				
Thru Road	11278	42.9	37.5	5.1	3	26	97	531	2393	5009	2624	478	88	21	7	1				
Local Road	11425	43.0	37.7	5.1	4	27	84	488	2325	5079	2780	518	98	16	5	1				
Thru Road	9945	44.7	39.3	5.2	2	68	50	163	1186	4040	3505	752	141	31	6	1				
Local Road	8206	44.6	39.5	4.9	0	6	24	141	1033	3336	2869	627	132	17	8	3				
Thru Road	10412	42.9	37.6	5.2	3	23	119	524	2083	4509	2697	460	73	8	2	1				
Local Road	11069	43.2	38.0	5.1	3	24	81	437	2090	4816	2898	543	94	15	6	1				
Thru Road	10456	43.6	38.4	5.1	2	28	69	355	1810	4494	2981	585	106	19	6	2				

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Direction: Total Flow

	Total Volume	5th Percentile	Mean	Standard Deviation	Ln Volume	Ln 5th Percentile	Ln Mean	Ln Standard Deviation	Ln Volume	Ln 5th Percentile	Ln Mean	Ln Standard Deviation	Ln Volume	Ln 5th Percentile	Ln Mean	Ln Standard Deviation	Ln Volume	Ln 5th Percentile	Ln Mean	Ln Standard Deviation
Thru Road	21137	42.9	37.9	4.8	4	35	78	728	3969	9856	5323	854	148	21	11	10				
Local Road	21654	43.3	38.3	4.8	1	25	95	592	3646	10078	5971	1041	181	37	13	4				
Thru Road	22118	42.6	37.6	4.8	3	28	118	890	4473	10545	5066	810	142	32	9	2				
Local Road	22593	42.7	37.7	4.8	4	28	116	855	4565	10649	5294	865	170	36	8	3				
Thru Road	19658	44.0	39.0	4.8	3	69	56	268	2501	9018	6262	1176	234	55	12	4				
Local Road	16104	44.1	39.2	4.7	0	12	29	215	2024	7401	5104	1026	223	45	13	12				
Thru Road	20525	42.7	37.6	5.0	4	43	198	905	4894	9444	4921	773	118	23	4	2				
Local Road	21612	42.8	37.8	4.8	3	32	121	794	4139	10134	5315	869	152	30	9	4				
Thru Road	20546	43.2	38.2	4.8	3	34	99	636	3610	9584	5420	935	174	36	10	5				

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Direction: Northwestbound

Year	Month	Vol	Per	Mean	Std	Min	Max	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70
1954	Jan 5 Oct	1254	41.4	37.1	4.2	0	1	1	54	294	645	246	19	4	0	0	0
1955	Mar 5 Oct	1295	41.4	36.6	4.7	0	8	16	74	282	671	226	18	2	0	0	0
1956	May 5 Oct	1403	40.8	36.6	4.0	0	0	4	46	401	719	213	15	5	0	0	0
1957	Jul 5 Oct	1406	41.2	36.9	4.1	0	0	6	39	364	737	232	24	2	1	1	0
1958	Sep 5 Oct	1784	42.1	37.9	4.0	0	0	32	328	954	425	34	8	2	0	1	1
1959	Nov 5 Oct	1805	42.2	38.1	3.9	0	6	2	11	266	1045	424	40	9	2	0	0
1960	Jan 11 Oct	1298	41.4	36.4	4.8	0	10	21	62	315	655	214	19	1	1	0	0
1961	Mar 11 Oct	1332	41.2	36.7	4.4	0	4	9	55	331	685	226	19	3	0	0	0
1962	May 11 Oct	1465	41.5	37.1	4.2	0	4	7	45	311	775	283	24	4	1	0	0

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Direction: Southeastbound

	Total Volume	82th Percentile	Mean Average	Standard Deviation	Bin 1 10-20	Bin 2 20-25	Bin 3 25-30	Bin 4 30-35	Bin 5 35-40	Bin 6 40-45	Bin 7 45-50	Bin 8 50-55	Bin 9 55-60	Bin 10 60-65	Bin 11 65-70
Thu 5 Oct	1303	42.7	37.8	4.7	2	0	3	45	267	581	348	5.4	3	0	0
Wed 4 Oct	1235	44.6	39.5	4.9	0	12	3	12	127	477	500	97	6	1	0
Thu 7 Oct	1307	43.3	38.0	5.1	1	7	9	40	234	574	374	58	9	1	0
Fri 8 Oct	1373	42.9	37.9	4.8	1	7	11	32	223	681	54	7	1	0	0
Sat 9 Oct	1505	43.8	39.1	4.5	0	1	2	34	187	650	514	107	8	0	0
Sun 10 Oct	1374	44.0	38.6	5.2	0	6	13	44	210	540	469	82	8	1	1
Mon 11 Oct	1255	42.7	37.4	5.0	1	3	8	75	268	526	314	57	4	0	0
Tue 12 Oct	1295	43.2	38.2	4.9	1	5	7	41	224	570	376	64	6	1	0
Wed 13 Oct	1336	43.4	38.4	4.9	1	5	7	40	217	577	409	73	6	0	0

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Direction: Total Flow

	Total Volume	Rate Percentage	Mean Average	Standard Deviation	Bin 1 10-20	Bin 2 20-30	Bin 3 30-40	Bin 4 40-50	Bin 5 50-60	Bin 6 60-70	Bin 7 70-80	Bin 8 80-90	Bin 9 90-100	Bin 10 100-110	Bin 11 110-120	Bin 12 120-130	Bin 13 130-140	Bin 14 140-150	Bin 15 150-160	Bin 16 160-170	Bin 17 170-180	Bin 18 180-190	Bin 19 190-200	Bin 20 200-210	Bin 21 210-220	Bin 22 220-230	Bin 23 230-240	Bin 24 240-250	Bin 25 250-260	Bin 26 260-270	Bin 27 270-280	Bin 28 280-290	Bin 29 290-300	Bin 30 300-310	Bin 31 310-320	Bin 32 320-330	Bin 33 330-340	Bin 34 340-350	Bin 35 350-360	Bin 36 360-370	Bin 37 370-380	Bin 38 380-390	Bin 39 390-400	Bin 40 400-410	Bin 41 410-420	Bin 42 420-430	Bin 43 430-440	Bin 44 440-450	Bin 45 450-460	Bin 46 460-470	Bin 47 470-480	Bin 48 480-490	Bin 49 490-500	Bin 50 500-510	Bin 51 510-520	Bin 52 520-530	Bin 53 530-540	Bin 54 540-550	Bin 55 550-560	Bin 56 560-570	Bin 57 570-580	Bin 58 580-590	Bin 59 590-600	Bin 60 600-610	Bin 61 610-620	Bin 62 620-630	Bin 63 630-640	Bin 64 640-650	Bin 65 650-660	Bin 66 660-670	Bin 67 670-680	Bin 68 680-690	Bin 69 690-700	Bin 70 700-710	Bin 71 710-720	Bin 72 720-730	Bin 73 730-740	Bin 74 740-750	Bin 75 750-760	Bin 76 760-770	Bin 77 770-780	Bin 78 780-790	Bin 79 790-800	Bin 80 800-810	Bin 81 810-820	Bin 82 820-830	Bin 83 830-840	Bin 84 840-850	Bin 85 850-860	Bin 86 860-870	Bin 87 870-880	Bin 88 880-890	Bin 89 890-900	Bin 90 900-910	Bin 91 910-920	Bin 92 920-930	Bin 93 930-940	Bin 94 940-950	Bin 95 950-960	Bin 96 960-970	Bin 97 970-980	Bin 98 980-990	Bin 99 990-1000	Bin 100 1000-1010	Bin 101 1010-1020	Bin 102 1020-1030	Bin 103 1030-1040	Bin 104 1040-1050	Bin 105 1050-1060	Bin 106 1060-1070	Bin 107 1070-1080	Bin 108 1080-1090	Bin 109 1090-1100	Bin 110 1100-1110	Bin 111 1110-1120	Bin 112 1120-1130	Bin 113 1130-1140	Bin 114 1140-1150	Bin 115 1150-1160	Bin 116 1160-1170	Bin 117 1170-1180	Bin 118 1180-1190	Bin 119 1190-1200	Bin 120 1200-1210	Bin 121 1210-1220	Bin 122 1220-1230	Bin 123 1230-1240	Bin 124 1240-1250	Bin 125 1250-1260	Bin 126 1260-1270	Bin 127 1270-1280	Bin 128 1280-1290	Bin 129 1290-1300	Bin 130 1300-1310	Bin 131 1310-1320	Bin 132 1320-1330	Bin 133 1330-1340	Bin 134 1340-1350	Bin 135 1350-1360	Bin 136 1360-1370	Bin 137 1370-1380	Bin 138 1380-1390	Bin 139 1390-1400	Bin 140 1400-1410	Bin 141 1410-1420	Bin 142 1420-1430	Bin 143 1430-1440	Bin 144 1440-1450	Bin 145 1450-1460	Bin 146 1460-1470	Bin 147 1470-1480	Bin 148 1480-1490	Bin 149 1490-1500	Bin 150 1500-1510	Bin 151 1510-1520	Bin 152 1520-1530	Bin 153 1530-1540	Bin 154 1540-1550	Bin 155 1550-1560	Bin 156 1560-1570	Bin 157 1570-1580	Bin 158 1580-1590	Bin 159 1590-1600	Bin 160 1600-1610	Bin 161 1610-1620	Bin 162 1620-1630	Bin 163 1630-1640	Bin 164 1640-1650	Bin 165 1650-1660	Bin 166 1660-1670	Bin 167 1670-1680	Bin 168 1680-1690	Bin 169 1690-1700	Bin 170 1700-1710	Bin 171 1710-1720	Bin 172 1720-1730	Bin 173 1730-1740	Bin 174 1740-1750	Bin 175 1750-1760	Bin 176 1760-1770	Bin 177 1770-1780	Bin 178 1780-1790	Bin 179 1790-1800	Bin 180 1800-1810	Bin 181 1810-1820	Bin 182 1820-1830	Bin 183 1830-1840	Bin 184 1840-1850	Bin 185 1850-1860	Bin 186 1860-1870	Bin 187 1870-1880	Bin 188 1880-1890	Bin 189 1890-1900	Bin 190 1900-1910	Bin 191 1910-1920	Bin 192 1920-1930	Bin 193 1930-1940	Bin 194 1940-1950	Bin 195 1950-1960	Bin 196 1960-1970	Bin 197 1970-1980	Bin 198 1980-1990	Bin 199 1990-2000	Bin 200 2000-2010	Bin 201 2010-2020	Bin 202 2020-2030	Bin 203 2030-2040	Bin 204 2040-2050	Bin 205 2050-2060	Bin 206 2060-2070	Bin 207 2070-2080	Bin 208 2080-2090</
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360 TSL 093E

Bognor Regis ATC 1, A259 Felpham Relief Road

SPEED SUMMARY (14-16HR)

Direction: Northwestbound

Total Volume	85th Percentile	Mean Speed	Standard Deviation	86th 10-20th ile	86th 20-25th ile	86th 25-30th ile	86th 30-35th ile	86th 35-40th ile	86th 40-45th ile	86th 45-50th ile	86th 50-55th ile	86th 55-60th ile	86th 60-65th ile	86th 65-70th ile
1402	42.0	37.3	4.6	0	1	4	57	310	720	276	21	9	0	4
1476	42.0	37.6	4.2	0	0	6	42	263	761	308	41	4	1	0
1434	41.7	37.6	3.9	0	0	0	41	253	805	296	36	2	1	0
1620	41.7	37.4	4.2	0	0	4	50	348	843	335	29	11	0	0
1410	43.0	38.9	4.0	0	0	7	172	754	397	68	9	2	1	0
1214	43.1	38.8	4.1	0	0	1	9	151	647	332	63	8	3	0
1396	42.2	37.9	4.2	0	0	3	34	253	721	341	38	4	2	0
1456	41.9	37.6	4.2	0	0	3	45	285	770	311	33	6	1	0
1415	42.3	37.9	4.2	0	0	3	36	250	750	326	42	7	1	0

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Direction: Southeastbound

Total Volume	85th Percentile	Mean Speed	Standard Deviation	86th 10-20th ile	86th 20-25th ile	86th 25-30th ile	86th 30-35th ile	86th 35-40th ile	86th 40-45th ile	86th 45-50th ile	86th 50-55th ile	86th 55-60th ile	86th 60-65th ile	86th 65-70th ile
1611	43.3	37.3	5.8	0	27	29	80	281	693	436	59	5	0	1
1644	43.2	38.7	4.3	0	0	4	23	257	746	526	78	9	1	0
1654	41.9	37.4	4.4	0	0	16	58	341	810	386	42	0	0	0
1739	42.0	37.2	4.6	1	2	11	68	425	784	402	41	3	0	1
1535	44.2	39.7	4.3	0	1	5	18	130	657	604	105	12	3	0
1538	43.4	39.0	4.3	0	0	0	21	235	662	530	76	14	0	0
1573	42.3	37.4	4.7	1	0	17	65	324	729	400	29	6	2	0
1644	42.5	37.6	4.8	0	6	15	53	316	751	430	50	5	1	0
1613	42.9	38.1	4.6	0	4	12	48	285	726	469	61	7	1	0

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Direction: Total Flow

Total Volume	85th Percentile	Mean Speed	Standard Deviation	86th 10-20th ile	86th 20-25th ile	86th 25-30th ile	86th 30-35th ile	86th 35-40th ile	86th 40-45th ile	86th 45-50th ile	86th 50-55th ile	86th 55-60th ile	86th 60-65th ile	86th 65-70th ile
3013	42.7	37.3	5.3	0	28	33	137	591	1413	712	80	14	0	1
3070	42.7	38.2	4.3	0	0	10	65	520	1507	834	119	13	2	0
3088	41.9	37.5	4.2	0	0	16	100	594	1615	682	78	2	1	0
3359	41.9	37.3	4.4	1	2	15	119	773	1627	737	70	14	0	1
2945	43.7	39.3	4.2	0	1	5	25	302	1411	1001	173	21	5	1
2752	43.3	38.9	4.2	0	0	1	30	386	1309	862	139	22	3	0
2969	42.2	37.6	4.4	1	0	20	98	577	1450	741	67	10	4	0
3100	42.3	37.6	4.5	0	6	19	104	611	1522	741	83	11	1	0
3028	42.6	38.0	4.4	0	4	14	82	535	1476	796	104	14	2	0

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Bognor Regis ATC 2, A259 Grevatts Lane
CLASS SUMMARY

Direction: Eastbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 14 Sep	12055	9448	2328	61	218
Wed 15 Sep	12702	9972	2453	71	206
Thu 16 Sep	13248	10415	2542	78	213
Fri 17 Sep	13346	10616	2470	68	192
Sat 18 Sep	11495	9595	1784	26	90
Sun 19 Sep	9262	7719	1471	8	64
Mon 20 Sep	12644	10046	2346	54	198
5 Day Ave.	12799	10099	2428	66	205
7 Day Ave.	12107	9687	2199	52	169

Direction: Westbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 14 Sep	11736	9434	2048	61	193
Wed 15 Sep	11915	9654	2003	90	168
Thu 16 Sep	12668	10258	2142	96	172
Fri 17 Sep	12850	10441	2152	90	167
Sat 18 Sep	10896	9381	1401	22	92
Sun 19 Sep	8760	7521	1172	13	54
Mon 20 Sep	12107	9741	2114	63	189
5 Day Ave.	12255	9906	2092	80	178
7 Day Ave.	11562	9490	1862	62	148

Direction: Total Flow

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 14 Sep	23791	18882	4376	122	411
Wed 15 Sep	24617	19626	4456	161	374
Thu 16 Sep	25916	20673	4684	174	385
Fri 17 Sep	26196	21057	4622	158	359
Sat 18 Sep	22391	18976	3185	48	182
Sun 19 Sep	18022	15240	2643	21	118
Mon 20 Sep	24751	19787	4460	117	387
5 Day Ave.	25054	20005	4520	146	383
7 Day Ave.	23669	19177	4061	114	317

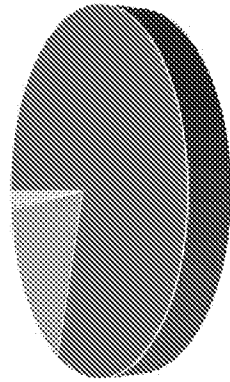
	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 14 Sep	100.0%	78.4%	19.3%	0.5%	1.8%
Wed 15 Sep	100.0%	78.5%	19.3%	0.6%	1.6%
Thu 16 Sep	100.0%	78.6%	19.2%	0.6%	1.6%
Fri 17 Sep	100.0%	79.5%	18.5%	0.5%	1.4%
Sat 18 Sep	100.0%	83.5%	15.5%	0.2%	0.8%
Sun 19 Sep	100.0%	83.3%	15.9%	0.1%	0.7%
Mon 20 Sep	100.0%	79.5%	18.6%	0.4%	1.6%
5 Day Ave.	100.0%	78.9%	19.0%	0.5%	1.6%
7 Day Ave.	100.0%	80.0%	18.2%	0.4%	1.4%

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 14 Sep	100.0%	80.4%	17.5%	0.5%	1.6%
Wed 15 Sep	100.0%	81.0%	16.8%	0.8%	1.4%
Thu 16 Sep	100.0%	81.0%	16.9%	0.8%	1.4%
Fri 17 Sep	100.0%	81.3%	16.7%	0.7%	1.3%
Sat 18 Sep	100.0%	86.1%	12.9%	0.2%	0.8%
Sun 19 Sep	100.0%	85.9%	13.4%	0.1%	0.6%
Mon 20 Sep	100.0%	80.5%	17.5%	0.5%	1.6%
5 Day Ave.	100.0%	80.8%	17.1%	0.7%	1.5%
7 Day Ave.	100.0%	82.1%	16.1%	0.5%	1.3%

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 14 Sep	100.0%	79.4%	18.4%	0.5%	1.7%
Wed 15 Sep	100.0%	79.7%	18.1%	0.7%	1.5%
Thu 16 Sep	100.0%	79.8%	18.1%	0.7%	1.5%
Fri 17 Sep	100.0%	80.4%	17.6%	0.6%	1.4%
Sat 18 Sep	100.0%	84.7%	14.2%	0.2%	0.8%
Sun 19 Sep	100.0%	84.6%	14.7%	0.1%	0.7%
Mon 20 Sep	100.0%	79.9%	18.0%	0.5%	1.6%
5 Day Ave.	100.0%	79.8%	18.0%	0.6%	1.5%
7 Day Ave.	100.0%	81.0%	17.2%	0.5%	1.3%

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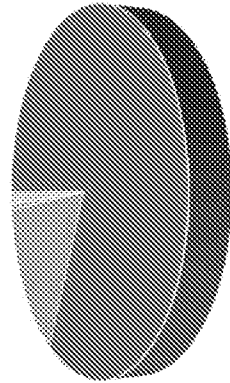
Eastbound



◊ LIGHT × OGV1 × OGV2 × BUS

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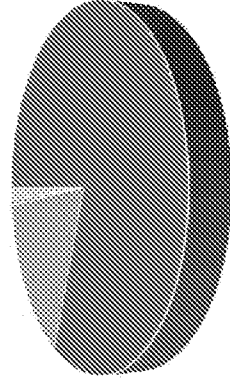
Westbound



◊ LIGHT × OGV1 × OGV2 × BUS

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Total Flow



◊ LIGHT × OGV1 × OGV2 × BUS

Bognor Regis ATC 2, A259 Grevatts Lane

TRAFFIC SPEED SUMMARY (0-24hr)

Direction: Eastbound

Time 15 Sep	Total Volume	85th Percentile	Mean Average	Standard Deviation	85th 10-20	85th 20-30	85th 30-40	85th 40-50	85th 50-60	85th 60-70	85th 70-80	85th 80-90	85th 90-100
06:00-07:00	12055	52.9	46.2	6.5	0	35	73	120	3559	4006	2221	511	194
07:00-08:00	12702	53.0	45.8	6.9	0	18	156	420	1368	3754	3996	2157	573
08:00-09:00	13248	52.8	45.8	6.8	0	32	128	417	1431	3646	4352	2668	623
09:00-10:00	13346	53.2	45.8	7.1	1	30	184	502	1407	3741	4241	2320	639
10:00-11:00	11495	54.3	47.7	6.4	0	2	17	118	699	3066	4107	2368	759
11:00-12:00	9262	55.4	48.4	6.3	0	0	16	76	554	2093	3268	2100	739
12:00-13:00	12644	53.1	46.6	6.3	0	12	64	223	1093	3637	4427	2350	586
13:00-14:00	12799	53.0	46.0	6.7	0	25	121	358	1100	3727	4204	2223	586
14:00-15:00	12107	53.5	46.6	6.7	0	18	91	283	1108	3399	4057	2216	633

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Direction: Westbound

Time 15 Sep	Total Volume	85th Percentile	Mean Average	Standard Deviation	85th 10-20	85th 20-30	85th 30-40	85th 40-50	85th 50-60	85th 60-70	85th 70-80	85th 80-90	85th 90-100
06:00-07:00	11736	53.1	46.9	6.0	0	10	23	150	895	3402	4162	2267	611
07:00-08:00	11915	53.8	46.1	7.4	3	31	254	388	1030	3199	3915	2210	592
08:00-09:00	12668	53.6	46.3	7.0	3	13	219	417	937	3398	4432	2319	657
09:00-10:00	12850	53.5	46.2	7.0	1	12	237	384	1116	3457	4225	2502	608
10:00-11:00	10896	55.0	48.2	6.5	0	13	48	97	524	2558	3850	2619	809
11:00-12:00	8760	55.4	47.9	7.3	0	2	92	106	651	2125	2829	1887	670
12:00-13:00	12107	53.7	46.8	6.6	1	23	130	187	891	3338	4228	2371	644
13:00-14:00	12255	53.5	46.5	6.8	2	18	173	305	978	3359	4192	2334	622
14:00-15:00	11562	54.0	46.9	6.8	1	15	142	247	866	3068	3949	2311	656

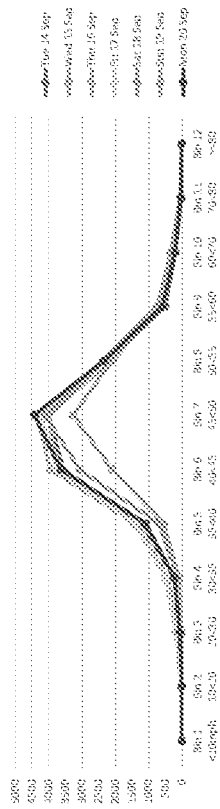
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Direction: Total Flow

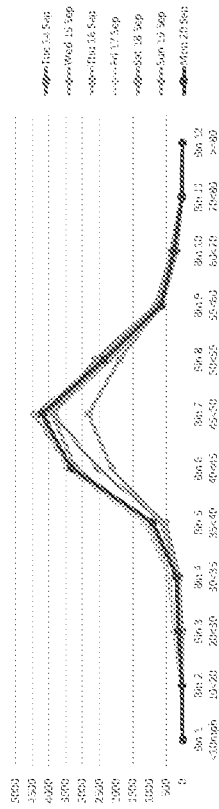
Time 15 Sep	Total Volume	85th Percentile	Mean Average	Standard Deviation	85th 10-20	85th 20-30	85th 30-40	85th 40-50	85th 50-60	85th 60-70	85th 70-80	85th 80-90	85th 90-100
06:00-07:00	23791	53.0	46.5	6.3	0	45	96	376	2096	6861	8168	4488	1122
07:00-08:00	24617	53.4	46.0	7.1	3	49	410	808	2398	6953	7911	4367	1165
08:00-09:00	25916	53.2	46.1	6.9	3	45	347	834	2368	7344	8784	4387	1280
09:00-10:00	26396	53.3	46.0	7.0	2	42	421	886	2543	7198	8466	4822	1247
10:00-11:00	22391	54.6	47.9	6.5	0	15	65	215	1223	5624	7957	4987	1567
11:00-12:00	18922	55.4	48.2	7.0	0	2	98	182	1205	4218	6097	3987	1409
12:00-13:00	24751	53.4	46.7	6.5	1	35	194	410	1984	6975	8655	4711	1320
13:00-14:00	25054	53.3	46.3	6.8	2	43	294	663	2278	7086	8397	4557	1209
14:00-15:00	23669	53.8	46.8	6.8	1	33	233	530	1974	6468	8005	4537	1289

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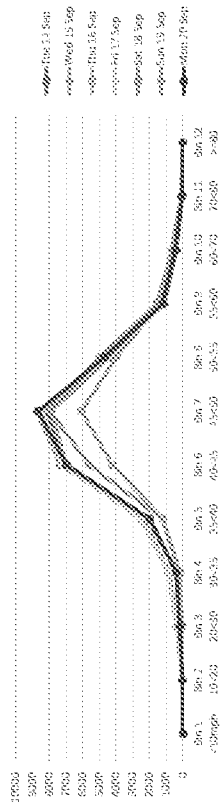
Eastbound



Westbound



Total Flow



Bognor Regis ATC 2, A259 Grevatts Lane

SPEED SUMMARY (10-12hr)

Direction: Eastbound

	Total Volume	95th Percentile	Mean Average	Standard Deviation	Bin 1 10-25	Bin 2 25-30	Bin 3 30-35	Bin 4 35-40	Bin 5 40-45	Bin 6 45-50	Bin 7 50-55	Bin 8 55-60	Bin 9 60-65	Bin 10 65-70	Bin 11 70-75	Bin 12 75-80
Tue 14 Sep	1428	50.6	45.7	4.8	0	0	17	125	498	541	221	24	2	0	0	0
Wed 15 Sep	1464	51.5	45.0	6.2	0	5	34	26	146	480	529	197	39	8	0	0
Thu 16 Sep	1626	51.1	44.8	6.1	0	0	26	63	181	537	548	210	55	6	0	0
Fri 17 Sep	1834	50.4	43.6	6.6	0	0	28	166	289	548	565	197	24	16	1	0
Sat 18 Sep	1871	50.9	45.5	5.2	0	0	5	35	156	675	696	256	38	9	0	1
Sun 19 Sep	1709	51.0	45.6	5.2	0	0	0	23	186	596	601	251	43	7	2	0
Mon 20 Sep	1686	50.1	44.5	5.4	0	0	13	57	200	662	531	190	28	5	0	0
5 Day Ave	1608	50.7	44.7	5.8	0	1	20	66	188	545	543	203	34	7	0	0
7 Day Ave	1660	50.8	44.9	5.6	0	1	15	55	183	571	573	217	36	8	0	0

360 TSL Ltd

Direction: Westbound

	Total Volume	95th Percentile	Mean Average	Standard Deviation	Bin 1 10-15	Bin 2 15-20	Bin 3 20-25	Bin 4 25-30	Bin 5 30-35	Bin 6 35-40	Bin 7 40-45	Bin 8 45-50	Bin 9 50-55	Bin 10 55-60	Bin 11 60-65	Bin 12 65-70
Tue 14 Sep	1431	50.4	45.0	5.2	0	0	3	25	174	519	487	167	26	10	0	0
Wed 15 Sep	1378	51.9	44.9	6.8	0	0	51	34	151	417	479	193	41	10	1	1
Thu 16 Sep	1690	51.3	44.6	6.5	1	0	37	80	180	567	547	220	43	14	1	0
Fri 17 Sep	1593	51.3	44.4	6.6	0	0	20	100	228	497	471	218	41	16	1	1
Sat 18 Sep	1954	51.3	46.0	5.1	0	2	2	28	116	696	730	315	54	11	0	0
Sun 19 Sep	1753	50.0	43.6	6.2	0	2	45	48	288	710	450	162	40	7	1	0
Mon 20 Sep	1493	51.5	46.2	5.1	0	0	0	12	123	463	610	230	39	15	1	0
5 Day Ave	1517	51.3	45.0	6.0	0	0	22	50	171	497	519	206	38	13	1	0
7 Day Ave	1613	51.1	45.0	5.9	0	1	23	47	180	556	519	215	41	12	1	0

360 TSL Ltd

Direction: Total Flow

	Total Volume	95th Percentile	Mean Average	Standard Deviation	Bin 1 10-25	Bin 2 25-30	Bin 3 30-35	Bin 4 35-40	Bin 5 40-45	Bin 6 45-50	Bin 7 50-55	Bin 8 55-60	Bin 9 60-65	Bin 10 65-70	Bin 11 70-75	Bin 12 75-80
Tue 14 Sep	2859	50.5	45.3	5.0	0	0	3	42	299	1037	1028	398	50	12	0	0
Wed 15 Sep	2842	51.7	44.9	6.5	0	5	85	60	297	897	1008	390	80	18	1	1
Thu 16 Sep	3316	51.2	44.7	6.3	1	0	63	143	361	1104	1095	430	98	20	1	0
Fri 17 Sep	3427	50.8	44.0	6.6	0	0	48	266	517	1045	1036	415	65	32	2	1
Sat 18 Sep	3825	51.1	45.8	5.1	0	2	7	63	272	1371	1426	571	92	20	0	1
Sun 19 Sep	3462	50.6	44.6	5.8	0	2	45	71	474	1306	1051	413	83	14	3	0
Mon 20 Sep	3179	50.8	45.3	5.4	0	0	13	69	373	1125	1141	420	67	20	1	0
5 Day Ave	3125	51.0	44.8	6.0	0	1	42	116	359	1042	1062	409	72	20	1	0
7 Day Ave	3273	51.0	44.9	5.8	0	1	38	102	363	1126	1112	432	76	19	1	0

360 TSL Ltd

Bognor Regis ATC 2, A259 Grevatts Lane

WEEK SUMMARY (14-16hr)

Direction: Eastbound

Time	Total Volume	95th Percentile	Mean Average	Standard Deviation	Bin 1 10-25	Bin 2 25-30	Bin 3 30-35	Bin 4 35-40	Bin 5 40-45	Bin 6 45-50	Bin 7 50-55	Bin 8 55-60	Bin 9 60-65	Bin 10 65-70	Bin 11 70-75	Bin 12 75-80
Tue 14 Sep	1697	50.8	45.1	5.5	0	0	1	46	221	577	564	248	28	10	2	0
Wed 15 Sep	1796	50.4	44.5	5.7	0	0	5	80	270	602	553	240	42	4	0	0
Thu 16 Sep	1775	50.6	44.5	5.8	0	0	15	86	216	614	589	209	36	10	0	0
Fri 17 Sep	1851	51.5	45.6	5.7	0	2	8	48	188	577	688	269	54	17	0	0
Sat 18 Sep	1690	51.5	46.1	5.2	0	0	0	23	138	551	632	274	67	4	1	0
Sun 19 Sep	1422	53.1	47.3	5.6	0	0	4	7	97	369	535	305	88	16	0	1
Mon 20 Sep	1683	51.4	45.2	6.0	0	0	26	56	177	518	592	267	41	5	1	0
Tue 21 Sep	1760	50.9	45.0	5.7	0	0	11	63	214	578	597	247	40	9	1	0
Wed 22 Sep	1702	51.3	45.5	5.6	0	0	8	89	187	544	593	259	51	9	1	0

360 TSL Ltd

Direction: Westbound

Time	Total Volume	95th Percentile	Mean Average	Standard Deviation	Bin 1 10-15	Bin 2 15-20	Bin 3 20-25	Bin 4 25-30	Bin 5 30-35	Bin 6 35-40	Bin 7 40-45	Bin 8 45-50	Bin 9 50-55	Bin 10 55-60	Bin 11 60-65	Bin 12 65-70
Tue 14 Sep	1586	52.7	46.8	5.7	0	4	6	15	89	475	571	341	71	13	1	0
Wed 15 Sep	1706	51.6	44.0	7.3	2	5	73	89	184	534	536	221	50	12	0	0
Thu 16 Sep	1822	51.3	44.9	6.1	0	0	26	75	190	609	625	227	56	13	1	0
Fri 17 Sep	2020	51.5	45.4	5.9	0	4	23	36	210	675	685	321	55	9	1	1
Sat 18 Sep	1559	53.7	47.4	6.1	0	1	4	21	107	376	582	353	80	32	2	1
Sun 19 Sep	1231	54.2	48.7	5.4	0	0	0	7	28	252	488	340	86	30	0	0
Mon 20 Sep	1878	51.9	45.4	6.3	0	3	36	61	156	575	698	283	44	21	1	0
Tue 21 Sep	1802	51.8	45.3	6.3	0	3	33	55	166	574	623	279	55	14	1	0
Wed 22 Sep	1686	52.4	46.1	6.1	0	2	24	43	138	498	588	298	63	19	1	0

360 TSL Ltd

Direction: Total Flow

Time	Total Volume	95th Percentile	Mean Average	Standard Deviation	Bin 1 10-25	Bin 2 25-30	Bin 3 30-35	Bin 4 35-40	Bin 5 40-45	Bin 6 45-50	Bin 7 50-55	Bin 8 55-60	Bin 9 60-65	Bin 10 65-70	Bin 11 70-75	Bin 12 75-80
Tue 14 Sep	3283	51.8	45.9	5.6	0	4	7	61	310	1052	1135	589	99	23	3	0
Wed 15 Sep	3502	51.1	44.3	6.5	2	5	78	169	454	1136	1089	461	92	16	0	0
Thu 16 Sep	3597	50.9	44.7	6.0	0	0	41	161	486	1223	1214	436	92	23	1	0
Fri 17 Sep	3871	51.5	45.5	5.8	0	6	31	84	398	1252	1373	590	109	26	1	1
Sat 18 Sep	3249	52.6	46.7	5.7	0	1	4	44	245	927	1214	627	147	36	3	1
Sun 19 Sep	2653	53.7	47.9	5.6	0	0	4	14	175	621	1023	645	174	46	0	1
Mon 20 Sep	3561	51.7	45.3	6.2	0	3	62	117	333	1093	1290	550	85	26	2	0
Tue 21 Sep	3563	51.4	45.1	6.0	0	4	44	118	360	1151	1220	525	95	23	1	0
Wed 22 Sep	3388	51.9	45.8	5.9	0	3	32	93	324	1043	1191	557	114	28	1	0

360 TSL Ltd

Bognor Regis ATC 2, A259 Grevatt's Lane
CLASS SUMMARY

Direction: Eastbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 5 Oct	11978	10309	1512	53	104
Wed 6 Oct	12542	10825	1559	57	101
Thu 7 Oct	12588	10748	1639	80	121
Fri 8 Oct	12923	11181	1552	85	105
Sat 9 Oct	10964	10051	952	25	36
Sun 10 Oct	9532	8838	645	11	38
Mon 11 Oct	11740	10183	1430	46	81
5 Day Ave.	12354	10649	1538	64	102
7 Day Ave.	11752	10305	1313	51	84

Direction: Westbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 5 Oct	11384	9656	1542	74	112
Wed 6 Oct	11829	10108	1546	71	104
Thu 7 Oct	11853	10094	1540	88	131
Fri 8 Oct	12517	10735	1607	73	102
Sat 9 Oct	10558	9587	882	24	65
Sun 10 Oct	8779	8077	645	9	48
Mon 11 Oct	11344	9715	1466	74	89
5 Day Ave.	11785	10062	1540	76	108
7 Day Ave.	11181	9710	1318	59	93

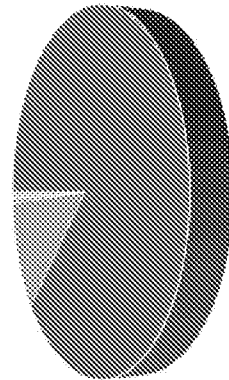
Direction: Total Flow

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 5 Oct	23362	19965	3054	127	216
Wed 6 Oct	24371	20933	3105	128	205
Thu 7 Oct	24441	20842	3179	168	252
Fri 8 Oct	25440	21916	3159	158	207
Sat 9 Oct	21522	19638	1734	49	101
Sun 10 Oct	18311	16915	1290	20	86
Mon 11 Oct	23084	19898	2896	120	170
5 Day Ave.	24140	20711	3079	140	210
7 Day Ave.	22933	20015	2631	110	177

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 5 Oct	100.0%	86.1%	12.6%	0.4%	0.9%
Wed 6 Oct	100.0%	86.3%	12.4%	0.5%	0.8%
Thu 7 Oct	100.0%	85.4%	13.0%	0.6%	1.0%
Fri 8 Oct	100.0%	86.5%	12.0%	0.7%	0.8%
Sat 9 Oct	100.0%	91.7%	7.8%	0.2%	0.3%
Sun 10 Oct	100.0%	92.7%	6.8%	0.1%	0.4%
Mon 11 Oct	100.0%	86.7%	12.2%	0.4%	0.7%
5 Day Ave.	100.0%	86.2%	12.5%	0.5%	0.8%
7 Day Ave.	100.0%	87.7%	11.2%	0.4%	0.7%

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Eastbound

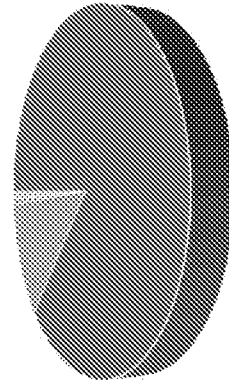


* LIGHT + OGV1 + OGV2 + BUS

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 5 Oct	100.0%	84.8%	13.5%	0.7%	1.0%
Wed 6 Oct	100.0%	85.5%	13.1%	0.6%	0.9%
Thu 7 Oct	100.0%	85.2%	13.0%	0.7%	1.1%
Fri 8 Oct	100.0%	85.8%	12.8%	0.6%	0.8%
Sat 9 Oct	100.0%	90.8%	8.4%	0.2%	0.6%
Sun 10 Oct	100.0%	92.0%	7.3%	0.1%	0.5%
Mon 11 Oct	100.0%	85.6%	12.9%	0.7%	0.8%
5 Day Ave.	100.0%	85.4%	13.1%	0.6%	0.9%
7 Day Ave.	100.0%	86.8%	11.8%	0.5%	0.8%

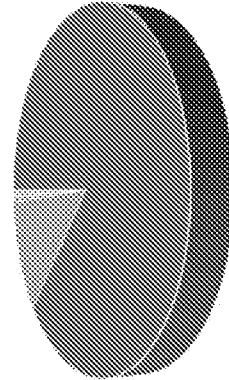
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Westbound



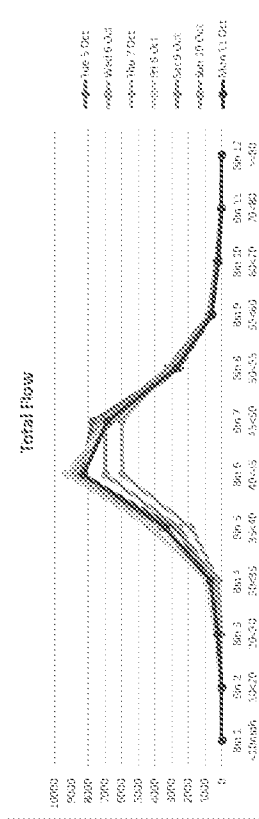
* LIGHT + OGV1 + OGV2 + BUS

Total Flow



* LIGHT + OGV1 + OGV2 + BUS

360 TSL Ltd



Rognor Regis ATC 2, A259 Grevatt's Lane

SPEED SUMMARY (10-12HR)

Direction: Eastbound

	Total Volume	85th Percentile	Mean Speed	Standard Deviation	86th 10-20th	86th 20-30th	86th 30-35th	86th 35-40th	86th 40-45th	86th 45-50th	86th 50-55th	86th 55-60th	86th 60-70th	86th 70-80th	86th 80-90th
Tue 5 Oct	1425	50.2	45.0	5.1	0	0	17	151	557	494	172	18	6	0	0
Wed 6 Oct	1507	50.0	44.5	5.3	0	9	29	194	615	488	138	22	11	0	1
Thu 7 Oct	1489	48.9	41.6	7.1	1	44	19	74	329	604	323	80	14	1	0
Fri 8 Oct	1782	47.1	41.8	5.1	0	1	26	86	472	785	336	66	8	1	0
Sat 9 Oct	1725	50.0	44.7	5.2	0	6	33	231	642	607	173	26	6	0	1
Sun 10 Oct	1757	48.8	43.8	4.8	0	0	37	305	764	493	133	22	3	0	0
Mon 11 Oct	1601	47.8	42.3	5.3	0	0	97	334	716	332	85	14	0	0	0
Tue 12 Oct	1561	48.8	43.0	5.6	0	9	17	61	296	655	395	108	15	4	0
Wed 13 Oct	1612	49.0	43.4	5.4	0	6	13	53	288	669	439	121	18	4	0

360 TSL Ltd

Direction: Westbound

	Total Volume	85th Percentile	Mean Speed	Standard Deviation	86th 10-20th	86th 20-30th	86th 30-35th	86th 35-40th	86th 40-45th	86th 45-50th	86th 50-55th	86th 55-60th	86th 60-70th	86th 70-80th	86th 80-90th
Tue 5 Oct	1349	50.1	44.6	5.3	0	1	34	174	552	410	147	22	7	0	1
Wed 6 Oct	1372	49.9	44.5	5.3	0	1	4	30	197	526	449	136	21	8	0
Thu 7 Oct	1513	48.8	43.5	5.1	1	0	0	26	334	640	368	119	20	4	0
Fri 8 Oct	1510	48.6	43.5	5.0	0	0	41	300	655	377	113	20	4	0	0
Sat 9 Oct	1920	49.2	43.6	5.5	0	21	68	340	752	549	162	23	5	0	0
Sun 10 Oct	1779	49.7	44.0	5.5	0	9	50	305	728	475	168	28	14	1	0
Mon 11 Oct	1338	50.3	43.6	6.4	0	9	30	40	223	482	404	118	25	6	1
Tue 12 Oct	1416	49.5	43.9	5.4	0	2	7	34	246	571	402	127	22	6	0
Wed 13 Oct	1540	49.5	43.9	5.4	0	2	9	41	288	619	433	138	23	7	0

360 TSL Ltd

Direction: Total Flow

	Total Volume	85th Percentile	Mean Speed	Standard Deviation	86th 10-20th	86th 20-30th	86th 30-35th	86th 35-40th	86th 40-45th	86th 45-50th	86th 50-55th	86th 55-60th	86th 60-70th	86th 70-80th	86th 80-90th
Tue 5 Oct	2774	50.2	44.8	5.2	0	1	11	51	325	1109	904	319	40	13	0
Wed 6 Oct	2879	50.0	44.5	5.3	0	1	13	59	391	1141	937	274	43	19	0
Thu 7 Oct	3002	49.0	42.6	6.2	2	44	19	100	663	1244	691	199	34	5	1
Fri 8 Oct	3292	47.9	42.6	5.1	0	1	26	127	772	1440	713	179	28	5	0
Sat 9 Oct	3645	49.6	44.1	5.3	0	0	27	101	571	1394	1156	335	49	11	0
Sun 10 Oct	3536	49.3	43.9	5.2	0	9	87	610	1492	969	301	50	17	1	0
Mon 11 Oct	2939	49.0	42.9	5.9	0	9	53	137	557	1198	736	203	39	6	1
Tue 12 Oct	2977	49.2	43.5	5.5	0	11	24	95	542	1226	796	235	37	10	1
Wed 13 Oct	3152	49.3	43.6	5.5	0	8	23	95	556	1288	872	259	40	11	0

360 TSL Ltd

Direction: Eastbound

Year	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982
1963	1625	50.0	44.7	5.1	0	0	0	0	0	0	0	35	136	628	567	167	26	7	0	0
1964	1713	48.8	43.7	4.9	0	0	9	19	305	761	472	122	21	4	0	0	0	0	0	0
1965	1656	49.1	44.0	4.9	0	0	1	26	295	674	497	137	21	5	0	0	0	0	0	0
1966	1718	47.7	42.8	4.7	0	0	4	66	42	837	451	92	9	2	0	0	0	0	0	0
1967	1597	50.1	44.8	5.2	0	0	2	15	246	590	533	167	34	10	0	0	0	0	0	0
1968	1572	50.4	45.3	4.9	0	0	0	0	15	178	578	213	27	3	1	0	0	0	0	0
1969	1599	49.3	44.4	4.7	0	0	0	11	230	692	504	132	25	5	0	0	0	0	0	0
1970	1695	49.0	43.9	4.9	0	0	4	31	268	718	498	130	20	5	0	0	0	0	0	0
1971	1663	49.3	44.3	4.9	0	0	3	27	266	680	512	147	23	5	0	0	0	0	0	0

360 TSL Ltd

Direction: Westbound

	Total Volume	82th Percentile	Mean Average	Standard Deviation	Bin 1 10-20	Bin 2 20-30	Bin 3 30-40	Bin 4 40-50	Bin 5 50-60	Bin 6 60-70	Bin 7 70-80	Bin 8 80-90	Bin 9 90-100
Time 5:00	1622	50.4	44.6	5.5	0	8	48	218	597	174	39	8	1
Time 6:00	1720	49.9	44.0	5.6	0	2	17	45	276	30	5	2	0
Time 7:00	1635	50.3	44.8	5.3	0	1	30	223	635	500	32	8	1
Time 8:00	2066	49.2	43.7	5.3	0	6	84	361	810	596	178	26	5
Time 9:00	1572	51.2	45.4	5.5	0	0	12	213	557	513	220	41	2
Time 10:00	1379	51.8	46.4	5.3	0	0	14	92	470	521	214	50	1
Time 11:00	1708	50.4	45.1	5.1	0	0	2	26	176	695	555	214	3
Time 12:00	1750	50.0	44.5	5.4	0	0	7	47	251	682	537	182	1
Time 1:00	1672	50.5	44.9	5.4	0	5	37	223	634	531	196	35	1

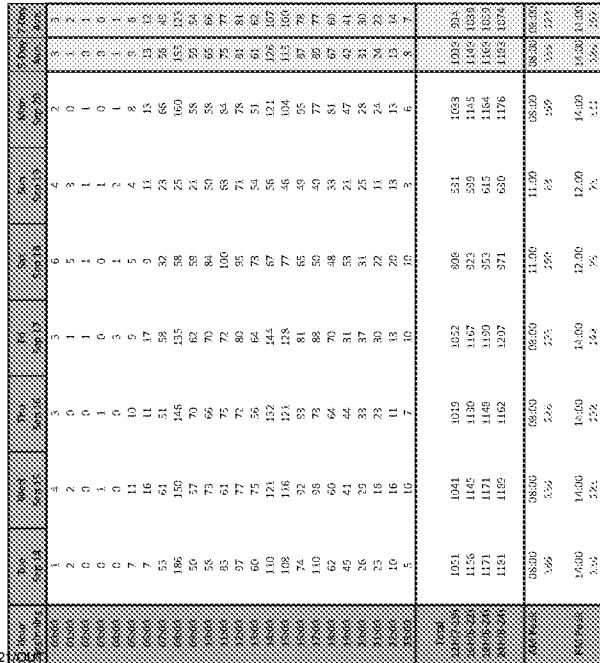
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Direction: Total Flow

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Direction: Southbound



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Bognor Regis ATC 3, Downview Road
CLASS SUMMARY

Direction: Northbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 14 Sep	1181	1100	78	1	2
Wed 15 Sep	1189	1079	100	4	6
Thu 16 Sep	1162	1077	79	5	1
Fri 17 Sep	1207	1103	95	7	2
Sat 18 Sep	971	911	53	7	0
Sun 19 Sep	630	592	36	2	0
Mon 20 Sep	1176	1090	79	5	2
5 Day Ave.	1183	1090	86	4	3
7 Day Ave.	1074	993	74	4	2

Direction: Southbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 14 Sep	1366	1268	94	1	3
Wed 15 Sep	1344	1233	108	2	1
Thu 16 Sep	1308	1231	72	2	3
Fri 17 Sep	1384	1268	93	0	3
Sat 18 Sep	1045	982	57	3	3
Sun 19 Sep	720	686	33	1	0
Mon 20 Sep	1301	1215	80	2	4
5 Day Ave.	1341	1247	89	1	3
7 Day Ave.	1210	1129	77	2	2

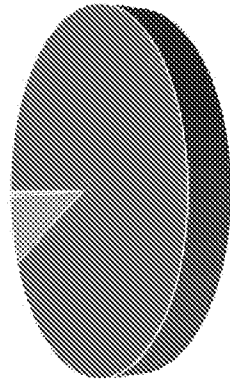
Direction: Total Flow

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 14 Sep	2547	2368	172	2	5
Wed 15 Sep	2533	2312	208	6	7
Thu 16 Sep	2470	2308	151	7	4
Fri 17 Sep	2591	2391	188	7	5
Sat 18 Sep	2016	1893	110	10	3
Sun 19 Sep	1350	1278	69	3	0
Mon 20 Sep	2477	2305	159	7	6
5 Day Ave.	2524	2337	176	6	5
7 Day Ave.	2283	2122	151	6	4

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 14 Sep	100.0%	93.1%	6.6%	0.1%	0.2%
Wed 15 Sep	100.0%	90.7%	8.4%	0.3%	0.5%
Thu 16 Sep	100.0%	92.7%	6.8%	0.4%	0.1%
Fri 17 Sep	100.0%	91.4%	7.9%	0.6%	0.2%
Sat 18 Sep	100.0%	93.8%	5.5%	0.7%	0.0%
Sun 19 Sep	100.0%	94.0%	5.7%	0.3%	0.0%
Mon 20 Sep	100.0%	92.7%	6.7%	0.4%	0.2%
5 Day Ave.	100.0%	92.1%	7.3%	0.4%	0.2%
7 Day Ave.	100.0%	92.5%	6.9%	0.4%	0.2%

360 TSL Ltd

Northbound

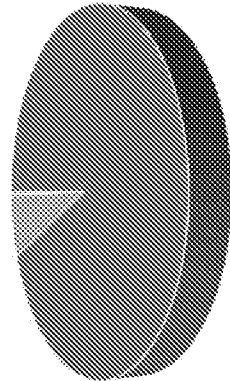


• LIGHT × OGV1 × OGV2 × BUS

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 14 Sep	100.0%	92.8%	6.9%	0.1%	0.2%
Wed 15 Sep	100.0%	91.7%	8.0%	0.1%	0.1%
Thu 16 Sep	100.0%	94.1%	5.5%	0.2%	0.2%
Fri 17 Sep	100.0%	93.1%	6.7%	0.0%	0.2%
Sat 18 Sep	100.0%	94.0%	5.5%	0.3%	0.3%
Sun 19 Sep	100.0%	95.3%	4.6%	0.1%	0.0%
Mon 20 Sep	100.0%	93.4%	6.1%	0.2%	0.3%
5 Day Ave.	100.0%	93.0%	6.7%	0.1%	0.2%
7 Day Ave.	100.0%	93.3%	6.3%	0.1%	0.2%

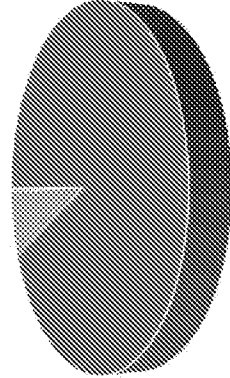
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Southbound



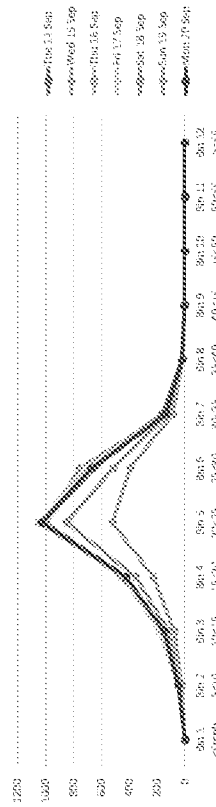
• LIGHT × OGV1 × OGV2 × BUS

Total Flow



• LIGHT × OGV1 × OGV2 × BUS

360 TSL Ltd



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Rognor Regis ATC 3, Downview Road

SPEED SUMMARY (14-16hr)

Direction: Northbound

Date/Time	Total Volume	95th Percentile	Mean Average	Standard Deviation	Bin 1 0-10	Bin 2 10-20	Bin 3 20-30	Bin 4 30-40	Bin 5 40-50	Bin 6 50-60	Bin 7 60-70	Bin 8 70-80	Bin 9 80-90	Bin 10 90-100	Bin 11 100-110	Bin 12 110-120
Tue 14 Sep	218	28.3	22.8	5.2	0	1	19	32	94	57	14	1	0	0	0	0
Wed 15 Sep	237	28.6	22.7	5.7	0	8	14	38	92	73	9	3	0	0	0	0
Thu 16 Sep	253	27.4	22.1	5.1	0	2	19	55	114	51	9	3	0	0	0	0
Fri 17 Sep	272	27.7	22.5	5.1	0	3	24	40	118	78	9	0	0	0	0	0
Sat 18 Sep	144	29.3	23.5	5.6	0	3	8	16	63	42	8	4	0	0	0	0
Sun 19 Sep	102	29.5	23.5	5.8	0	2	5	17	39	28	8	3	0	0	0	0
Mon 20 Sep	225	27.6	21.8	5.7	0	7	17	51	92	46	9	3	0	0	0	0
5 Day Ave	241	27.9	22.4	5.3	0	4	19	43	102	61	10	2	0	0	0	0
7 Day Ave	207	28.3	22.7	5.4	0	4	15	36	87	54	9	2	0	0	0	0

360 TSL Ltd

Direction: Southbound

Date/Time	Total Volume	95th Percentile	Mean Average	Standard Deviation	Bin 1 0-10	Bin 2 10-20	Bin 3 20-30	Bin 4 30-40	Bin 5 40-50	Bin 6 50-60	Bin 7 60-70	Bin 8 70-80	Bin 9 80-90	Bin 10 90-100	Bin 11 100-110	Bin 12 110-120
Tue 14 Sep	219	27.0	21.4	5.3	0	5	17	55	96	37	6	3	0	0	0	0
Wed 15 Sep	277	26.7	21.9	4.6	0	4	18	55	131	67	2	0	0	0	0	0
Thu 16 Sep	221	27.2	21.1	5.9	0	9	23	53	81	46	8	0	1	0	0	0
Fri 17 Sep	246	26.6	21.7	4.7	0	5	14	52	128	39	8	0	0	0	0	0
Sat 18 Sep	147	26.9	21.3	5.4	0	4	17	27	67	27	5	0	0	0	0	0
Sun 19 Sep	108	27.7	21.9	5.5	0	3	9	22	42	27	5	0	0	0	0	0
Mon 20 Sep	265	27.8	23.0	4.6	0	5	5	41	134	70	8	2	0	0	0	0
5 Day Ave	246	27.0	21.8	5.0	0	6	15	51	114	52	6	1	0	0	0	0
7 Day Ave	212	27.1	21.8	5.1	0	5	15	41	97	45	6	1	0	0	0	0

360 TSL Ltd

Direction: Total Flow

Date/Time	Total Volume	95th Percentile	Mean Average	Standard Deviation	Bin 1 0-10	Bin 2 10-20	Bin 3 20-30	Bin 4 30-40	Bin 5 40-50	Bin 6 50-60	Bin 7 60-70	Bin 8 70-80	Bin 9 80-90	Bin 10 90-100	Bin 11 100-110	Bin 12 110-120
Tue 14 Sep	437	27.7	22.1	5.3	0	6	36	87	190	94	20	4	0	0	0	0
Wed 15 Sep	514	27.6	22.3	5.1	0	12	32	93	223	140	11	3	0	0	0	0
Thu 16 Sep	474	27.3	21.6	5.5	0	11	42	108	195	97	17	3	1	0	0	0
Fri 17 Sep	518	27.2	22.1	4.9	0	8	38	92	246	117	17	0	0	0	0	0
Sat 18 Sep	291	28.2	22.4	5.6	0	7	25	43	130	69	13	4	0	0	0	0
Sun 19 Sep	210	28.6	22.7	5.7	0	5	14	39	81	55	13	3	0	0	0	0
Mon 20 Sep	490	27.8	22.4	5.1	0	12	22	92	226	116	17	5	0	0	0	0
5 Day Ave	487	27.5	22.1	5.2	0	10	34	91	216	113	16	3	0	0	0	0
7 Day Ave	419	27.8	22.2	5.3	0	9	30	79	184	98	15	3	0	0	0	0

360 TSL Ltd



Year	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total	Avg
2001	0	1	6	3	4	7	5	3	4			
2002	0	4	0	1	3	4	1	1	2			
2003	0	0	1	1	3	3	0	0	1			
2004	1	1	0	0	0	1	0	0	0			
2005	0	0	0	0	0	2	1	0	0			
2006	10	9	11	6	4	1	4	8	6			
2007	10	17	11	8	6	6	12	12	10			
2008	44	67	53	59	22	13	55	36	46			
2009	146	152	145	150	42	34	147	103	117			
2010	40	62	55	56	58	35	61	35	33			
2011	59	68	66	62	78	58	67	64	85			
2012	64	91	67	100	83	84	66	76	76			
2013	72	76	67	77	74	73	65	70	71			
2014	69	72	46	82	76	57	68	69	64			
2015	101	118	118	120	55	57	117	113	102			
2016	136	174	123	98	55	58	101	86	76			
2017	182	194	166	168	73	48	131	96	76			
2018	323	371	287	387	58	58	251	36	71			
2019	379	451	391	398	71	79	451	45	85			
2020	78	80	45	79	61	32	45	46	43			
2021	41	53	38	52	50	32	44	46	33			
2022	72	80	31	30	32	30	29	28	27			
2023	15	23	30	20	25	9	19	33	21			
2024	11	13	13	14	16	6	33	12	8			
2025	8	9	9	13	10	9	8	9	8			
Year	947	1065	942	1024	785	532	853	600	867			
2002-26	1038	1192	1052	1144	857	659	1064	705	951			
2003-27	1057	1214	1076	1171	883	665	1070	713	1013			
2004-28	1068	1225	1024	1182	897	623	1081	713	1033			
2005-29	1060	1210	1024	1182	897	623	1081	713	1033			
2006-30	1060	1210	1024	1182	897	623	1081	713	1033			
2007-31	1060	1210	1024	1182	897	623	1081	713	1033			
2008-32	1060	1210	1024	1182	897	623	1081	713	1033			
2009-33	1060	1210	1024	1182	897	623	1081	713	1033			
2010-34	1060	1210	1024	1182	897	623	1081	713	1033			
2011-35	1060	1210	1024	1182	897	623	1081	713	1033			
2012-36	1060	1210	1024	1182	897	623	1081	713	1033			
2013-37	1060	1210	1024	1182	897	623	1081	713	1033			
2014-38	1060	1210	1024	1182	897	623	1081	713	1033			
2015-39	1060	1210	1024	1182	897	623	1081	713	1033			
2016-40	1060	1210	1024	1182	897	623	1081	713	1033			
2017-41	1060	1210	1024	1182	897	623	1081	713	1033			
2018-42	1060	1210	1024	1182	897	623	1081	713	1033			
2019-43	1060	1210	1024	1182	897	623	1081	713	1033			
2020-44	1060	1210	1024	1182	897	623	1081	713	1033			
2021-45	1060	1210	1024	1182	897	623	1081	713	1033			
2022-46	1060	1210	1024	1182	897	623	1081	713	1033			
2023-47	1060	1210	1024	1182	897	623	1081	713	1033			
2024-48	1060	1210	1024	1182	897	623	1081	713	1033			
2025-49	1060	1210	1024	1182	897	623	1081	713	1033			

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Bognor Regis ATC 3, Downview Road
CLASS SUMMARY

Direction: Northbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 5 Oct	1068	986	78	1	3
Wed 6 Oct	1229	1128	97	3	1
Thu 7 Oct	1094	986	106	1	1
Fri 8 Oct	1182	1064	116	0	2
Sat 9 Oct	897	833	63	1	0
Sun 10 Oct	683	636	43	3	1
Mon 11 Oct	1081	991	85	2	3
5 Day Ave.	1131	1031	96	1	2
7 Day Ave.	1033	946	84	2	2

Direction: Southbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 5 Oct	1168	1050	110	2	6
Wed 6 Oct	1346	1208	132	1	5
Thu 7 Oct	1261	1119	129	2	11
Fri 8 Oct	1331	1195	130	1	5
Sat 9 Oct	941	863	72	4	2
Sun 10 Oct	728	670	55	1	2
Mon 11 Oct	1245	1118	120	0	7
5 Day Ave.	1270	1138	124	1	7
7 Day Ave.	1146	1032	107	2	5

Direction: Total Flow

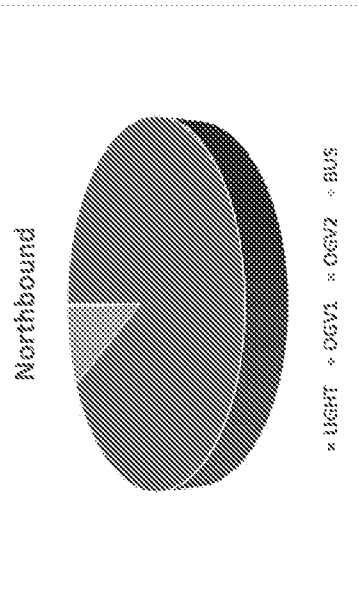
	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 5 Oct	2236	2036	188	3	9
Wed 6 Oct	2575	2336	229	4	6
Thu 7 Oct	2355	2105	235	3	12
Fri 8 Oct	2513	2259	246	1	7
Sat 9 Oct	1938	1696	135	5	2
Sun 10 Oct	1411	1306	98	4	3
Mon 11 Oct	2326	2109	205	2	10
5 Day Ave.	2401	2169	221	3	9
7 Day Ave.	2179	1978	191	3	7

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 5 Oct	100.0%	92.3%	7.3%	0.1%	0.3%
Wed 6 Oct	100.0%	91.8%	7.9%	0.2%	0.1%
Thu 7 Oct	100.0%	90.1%	9.7%	0.1%	0.1%
Fri 8 Oct	100.0%	90.0%	9.8%	0.0%	0.2%
Sat 9 Oct	100.0%	92.9%	7.0%	0.1%	0.0%
Sun 10 Oct	100.0%	93.1%	6.3%	0.4%	0.1%
Mon 11 Oct	100.0%	91.7%	7.9%	0.2%	0.3%
5 Day Ave.	100.0%	91.2%	8.5%	0.1%	0.2%
7 Day Ave.	100.0%	91.6%	8.1%	0.2%	0.2%

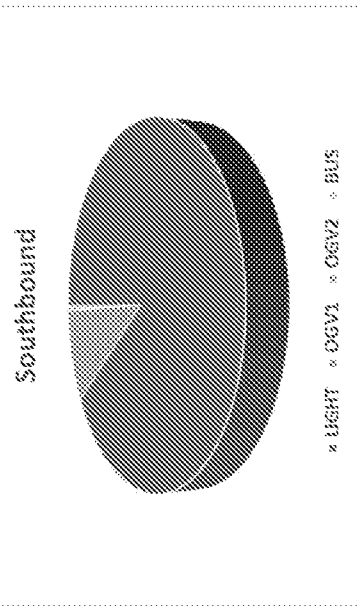
	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 5 Oct	100.0%	89.9%	9.4%	0.2%	0.5%
Wed 6 Oct	100.0%	89.7%	9.8%	0.1%	0.4%
Thu 7 Oct	100.0%	88.7%	10.2%	0.2%	0.9%
Fri 8 Oct	100.0%	89.8%	9.8%	0.1%	0.4%
Sat 9 Oct	100.0%	91.7%	7.7%	0.4%	0.2%
Sun 10 Oct	100.0%	92.0%	7.6%	0.1%	0.3%
Mon 11 Oct	100.0%	89.8%	9.6%	0.0%	0.6%
5 Day Ave.	100.0%	89.6%	9.8%	0.1%	0.5%
7 Day Ave.	100.0%	90.1%	9.3%	0.1%	0.5%

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 5 Oct	100.0%	91.1%	8.4%	0.1%	0.4%
Wed 6 Oct	100.0%	90.7%	8.9%	0.2%	0.2%
Thu 7 Oct	100.0%	89.4%	10.0%	0.1%	0.5%
Fri 8 Oct	100.0%	89.9%	9.8%	0.0%	0.3%
Sat 9 Oct	100.0%	92.3%	7.3%	0.3%	0.1%
Sun 10 Oct	100.0%	92.6%	6.9%	0.3%	0.2%
Mon 11 Oct	100.0%	90.7%	8.8%	0.1%	0.4%
5 Day Ave.	100.0%	90.3%	9.2%	0.1%	0.4%
7 Day Ave.	100.0%	90.8%	8.8%	0.1%	0.3%

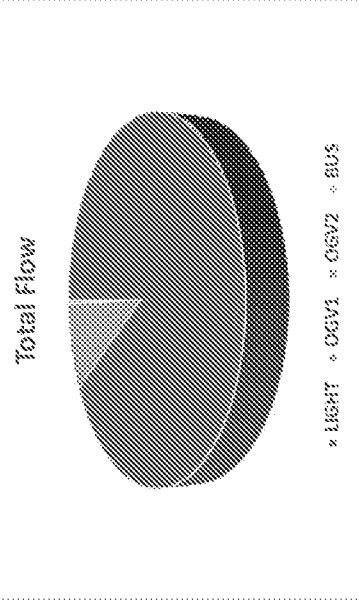
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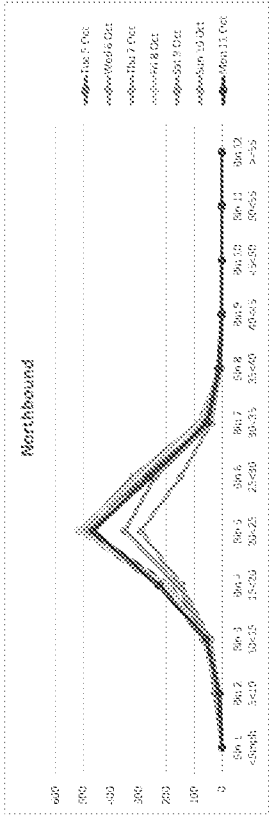
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Rognor Regis ATC 3, Downview Road

TRAFFIC SPEED SUMMARY (9-24HR)

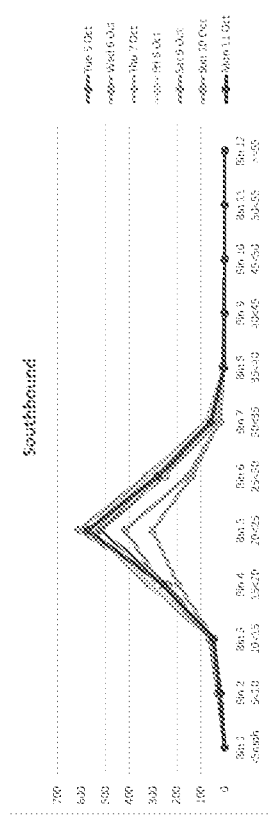
Direction: Northbound



Total Volume	5th Percentile	Mean	Standard Deviation	1st	5th	10th	15th	20th	25th	30th	35th	40th	45th	50th	55th	60th	65th	70th	75th	80th	85th	90th	95th	100th
1068	27.9	22.8	4.9	0	12	49	186	484	282	45	6	1	0	0	0	0	0	0	0	0	0	0	0	0
1229	28.4	22.9	5.4	0	27	56	227	507	321	85	5	1	0	0	0	0	0	0	0	0	0	0	0	0
1094	27.3	22.2	4.9	0	14	67	220	506	242	40	5	0	0	0	0	0	0	0	0	0	0	0	0	0
1182	28.6	23.1	5.3	0	15	63	192	517	303	79	10	2	1	0	0	0	0	0	0	0	0	0	0	0
897	29.0	23.1	5.7	0	22	45	159	351	240	64	14	2	0	0	0	0	0	0	0	0	0	0	0	0
683	27.8	22.4	5.2	0	9	42	146	292	150	39	5	0	0	0	0	0	0	0	0	0	0	0	0	0
1081	28.0	22.6	5.1	0	10	57	227	464	260	52	10	0	0	1	0	0	0	0	0	0	0	0	0	0
1131	28.0	22.7	5.1	0	16	58	211	496	282	60	7	1	0	0	0	0	0	0	0	0	0	0	0	0
1033	28.1	22.7	5.2	0	16	54	194	446	257	58	8	1	0	0	0	0	0	0	0	0	0	0	0	0

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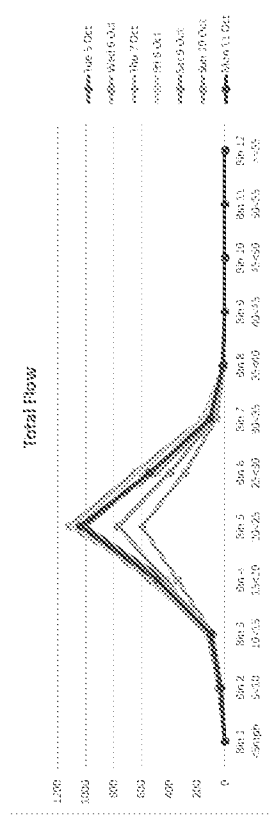
Direction: Southbound



Total Volume	5th Percentile	Mean	Standard Deviation	1st	5th	10th	15th	20th	25th	30th	35th	40th	45th	50th	55th	60th	65th	70th	75th	80th	85th	90th	95th	100th
1168	27.7	22.2	5.3	0	29	63	238	522	255	53	6	2	0	0	0	0	0	0	0	0	0	0	0	0
1346	28.0	22.8	5.0	0	19	59	242	613	330	77	4	2	0	0	0	0	0	0	0	0	0	0	0	0
1261	27.1	21.9	5.1	0	26	60	321	559	247	36	10	1	1	0	0	0	0	0	0	0	0	0	0	0
1331	27.7	22.6	4.9	0	14	52	305	572	312	70	4	2	0	0	0	0	0	0	0	0	0	0	0	0
941	26.3	21.3	4.9	0	17	63	263	418	158	20	5	0	0	0	0	0	0	0	0	0	0	0	0	0
728	26.9	21.5	5.2	0	17	47	198	303	138	24	4	0	0	0	0	0	0	0	0	0	0	0	0	0
1245	27.6	22.5	4.9	0	20	47	257	576	281	58	4	2	0	0	0	0	0	0	0	0	0	0	0	0
1270	27.6	22.4	5.0	0	22	56	273	566	285	59	6	2	0	0	0	0	0	0	0	0	0	0	0	0
1146	27.3	22.1	5.0	0	20	56	260	509	245	48	5	1	0	0	0	0	0	0	0	0	0	0	0	0

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Direction: Total Flow



Total Volume	5th Percentile	Mean	Standard Deviation	1st	5th	10th	15th	20th	25th	30th	35th	40th	45th	50th	55th	60th	65th	70th	75th	80th	85th	90th	95th	100th
2236	27.8	22.5	5.1	0	41	112	426	1036	537	99	12	3	0	0	0	0	0	0	0	0	0	0	0	0
2575	28.2	22.8	5.2	0	46	115	469	1120	651	162	9	3	0	0	0	0	0	0	0	0	0	0	0	0
2355	27.2	22.0	5.0	0	40	127	541	1055	489	76	15	1	1	0	0	0	0	0	0	0	0	0	0	0
2513	28.1	22.8	5.1	0	29	115	497	1099	615	149	14	4	1	0	0	0	0	0	0	0	0	0	0	0
1838	27.7	22.2	5.4	0	39	108	422	769	398	84	19	2	0	0	0	0	0	0	0	0	0	0	0	0
1411	27.4	21.9	5.2	0	26	89	341	595	288	63	9	0	0	0	0	0	0	0	0	0	0	0	0	0
2326	27.8	22.6	5.0	0	30	104	484	1040	541	110	14	2	0	1	0	0	0	0	0	0	0	0	0	0
2401	27.8	22.6	5.1	0	37	115	483	1064	567	119	13	3	0	0	0	0	0	0	0	0	0	0	0	0
2179	27.7	22.4	5.1	0	36	110	454	955	502	106	13	2	0	0	0	0	0	0	0	0	0	0	0	0

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Bognor Regis ATC 3, Downview Road

SPEED SUMMARY (14-16HR)

Direction: Northbound

Total Volume	85th Percentile	Mean Speed	Standard Deviation	86th 1st-30th	86th 30-35th	86th 35-40th	86th 40-45th	86th 45-50th	86th 50-55th	86th 55-60th
227	27.1	21.9	5.0	0	5	13	51	101	50	6
Mon 5 Oct	28.8	22.8	5.9	0	10	8	42	80	61	19
Tue 6 Oct	241	24.8	20.3	4.4	0	6	17	82	111	24
Wed 7 Oct	214	28.5	22.5	5.8	0	8	11	41	83	57
Thu 8 Oct	114	28.6	23.3	5.1	0	1	5	19	50	29
Fri 9 Oct	123	26.4	21.4	4.9	0	2	8	34	54	21
Sat 10 Oct	218	25.6	20.6	4.9	0	2	24	70	90	26
Sun 11 Oct	224	27.0	21.6	5.2	0	6	15	57	93	44
Mon 12 Oct	194	27.1	21.8	5.1	0	5	12	48	81	38

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Direction: Southbound

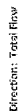
Total Volume	85th Percentile	Mean Speed	Standard Deviation	86th 1st-30th	86th 30-35th	86th 35-40th	86th 40-45th	86th 45-50th	86th 50-55th	86th 55-60th
213	27.4	22.1	5.1	0	5	10	46	101	41	8
Mon 5 Oct	264	27.8	23.0	4.6	0	2	11	39	127	75
Tue 6 Oct	235	25.0	20.2	4.6	0	3	17	100	84	28
Wed 7 Oct	148	26.7	20.9	5.6	0	7	12	39	58	29
Thu 8 Oct	130	27.9	21.5	6.2	0	7	11	27	53	23
Fri 9 Oct	237	25.8	21.5	4.1	0	8	76	113	35	4
Sat 10 Oct	241	26.7	21.9	4.6	0	2	10	65	108	48
Sun 11 Oct	212	26.8	21.7	5.0	0	4	11	56	93	42

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Direction: Total Flow

Total Volume	85th Percentile	Mean Speed	Standard Deviation	86th 1st-30th	86th 30-35th	86th 35-40th	86th 40-45th	86th 45-50th	86th 50-55th	86th 55-60th
440	27.2	22.0	5.1	0	10	23	97	202	91	14
Mon 5 Oct	484	28.3	21.9	5.2	0	12	19	81	207	136
Tue 6 Oct	476	24.9	20.2	4.5	0	9	34	182	195	52
Wed 7 Oct	468	27.9	22.6	5.1	0	9	16	103	197	117
Thu 8 Oct	262	27.7	21.9	5.5	0	8	17	58	108	58
Fri 9 Oct	253	27.2	21.4	5.6	0	9	19	61	107	44
Sat 10 Oct	455	25.7	21.1	4.5	0	2	32	146	203	61
Sun 11 Oct	465	26.8	21.8	4.9	0	8	25	122	201	91
Mon 12 Oct	405	27.0	21.7	5.1	0	8	23	104	174	80

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Bognor Regis ATC4, Outerwyke Road
CLASS SUMMARY

Direction: Eastbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 14 Sep	608	571	35	1	1
Wed 15 Sep	581	542	37	1	1
Thu 16 Sep	550	508	42	0	0
Fri 17 Sep	658	611	47	0	0
Sat 18 Sep	433	405	28	0	0
Sun 19 Sep	310	291	18	1	0
Mon 20 Sep	574	539	35	0	0
5 Day Ave.	594	554	39	0	0
7 Day Ave.	531	495	35	0	0

Direction: Westbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 14 Sep	759	685	73	1	0
Wed 15 Sep	752	688	64	0	0
Thu 16 Sep	706	647	56	2	1
Fri 17 Sep	818	741	76	1	0
Sat 18 Sep	523	481	41	1	0
Sun 19 Sep	393	362	29	2	0
Mon 20 Sep	674	619	54	1	0
5 Day Ave.	742	676	65	1	0
7 Day Ave.	661	603	56	1	0

Direction: Total Flow

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 14 Sep	1367	1256	108	2	1
Wed 15 Sep	1333	1230	101	1	1
Thu 16 Sep	1256	1155	98	2	1
Fri 17 Sep	1476	1352	123	1	0
Sat 18 Sep	956	886	69	1	0
Sun 19 Sep	703	653	47	3	0
Mon 20 Sep	1248	1158	89	1	0
5 Day Ave.	1336	1230	104	1	1
7 Day Ave.	1191	1099	91	2	0

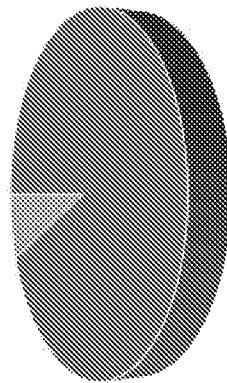
	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 14 Sep	100.0%	93.9%	5.8%	0.2%	0.2%
Wed 15 Sep	100.0%	93.3%	6.4%	0.2%	0.2%
Thu 16 Sep	100.0%	92.4%	7.6%	0.0%	0.0%
Fri 17 Sep	100.0%	92.9%	7.1%	0.0%	0.0%
Sat 18 Sep	100.0%	93.5%	6.5%	0.0%	0.0%
Sun 19 Sep	100.0%	93.9%	5.8%	0.3%	0.0%
Mon 20 Sep	100.0%	93.9%	6.1%	0.0%	0.0%
5 Day Ave.	100.0%	93.3%	6.6%	0.1%	0.1%
7 Day Ave.	100.0%	93.3%	6.5%	0.1%	0.1%

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 14 Sep	100.0%	90.3%	9.6%	0.1%	0.0%
Wed 15 Sep	100.0%	91.5%	8.5%	0.0%	0.0%
Thu 16 Sep	100.0%	91.6%	7.9%	0.3%	0.1%
Fri 17 Sep	100.0%	90.5%	9.3%	0.1%	0.0%
Sat 18 Sep	100.0%	91.0%	7.8%	0.2%	0.0%
Sun 19 Sep	100.0%	92.1%	7.4%	0.5%	0.0%
Mon 20 Sep	100.0%	91.8%	8.0%	0.1%	0.0%
5 Day Ave.	100.0%	91.1%	8.7%	0.1%	0.0%
7 Day Ave.	100.0%	91.3%	8.5%	0.2%	0.0%

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 14 Sep	100.0%	91.9%	7.9%	0.1%	0.1%
Wed 15 Sep	100.0%	92.3%	7.6%	0.1%	0.1%
Thu 16 Sep	100.0%	92.0%	7.8%	0.2%	0.1%
Fri 17 Sep	100.0%	91.6%	8.3%	0.1%	0.0%
Sat 18 Sep	100.0%	92.7%	7.2%	0.1%	0.0%
Sun 19 Sep	100.0%	92.9%	6.7%	0.4%	0.0%
Mon 20 Sep	100.0%	92.8%	7.1%	0.1%	0.0%
5 Day Ave.	100.0%	92.1%	7.8%	0.1%	0.0%
7 Day Ave.	100.0%	92.2%	7.6%	0.1%	0.0%

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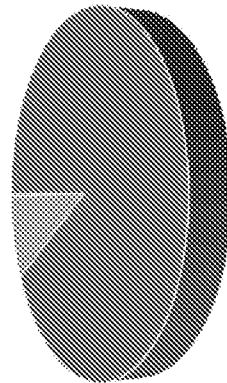
Eastbound



$\% \text{ LIGHT} \times \text{OGV1} + \text{OGV2} \times \text{BUS}$

360 TSL Ltd

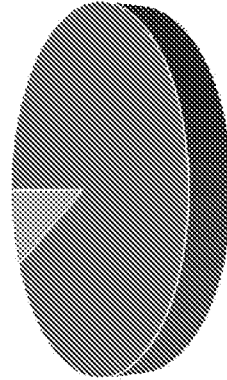
Westbound



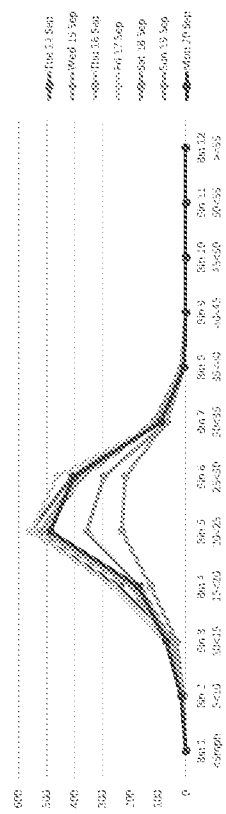
$\% \text{ LIGHT} \times \text{OGV1} + \text{OGV2} \times \text{BUS}$

360 TSL Ltd

Total Flow



$\% \text{ LIGHT} \times \text{OGV1} + \text{OGV2} \times \text{BUS}$



Direction: Eastbound

	Total Volume	50th Percentile	Mean Average	Standard Deviation	Bin 1 Depth	Bin 2 5-10	Bin 3 10-15	Bin 4 15-20	Bin 5 20-25	Bin 6 25-30	Bin 7 30-35	Bin 8 35-40	Bin 9 40-45	Bin 10 45-50	Bin 11 50-55	Bin 12 55-60
Tue 14 Sep	57	26.3	21.8	4.4	0	1	1	15	30	2	2	0	0	0	0	0
Wed 15 Sep	62	27.9	22.3	5.4	0	2	5	8	26	20	1	0	0	0	0	0
Thu 16 Sep	49	26.9	21.2	5.6	0	2	5	9	23	8	2	0	0	0	0	0
Fri 17 Sep	60	25.3	20.3	4.9	0	3	3	21	24	9	0	0	0	0	0	0
Sat 18 Sep	78	26.5	21.9	4.5	0	1	3	22	31	21	0	0	0	0	0	0
Sun 19 Sep	69	26.7	21.8	4.7	0	0	6	16	31	14	2	0	0	0	0	0
Mon 20 Sep	53	26.3	21.7	4.4	0	1	2	12	28	9	1	0	0	0	0	0
Tue 21 Sep	56	26.6	21.5	4.9	0	2	3	13	26	11	1	0	0	0	0	0
Wed 22 Sep	61	26.6	21.6	4.8	0	1	4	15	28	13	1	0	0	0	0	0

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Direction: Westbound

	Total Volume	84th Percentile	Mean Average	Standard Deviation	Bin 1 Count	Bin 2 5-10	Bin 3 10-15	Bin 4 15-20	Bin 5 20-25	Bin 6 25-30	Bin 7 30-35	Bin 8 35-40	Bin 9 40-45	Bin 10 45-50	Bin 11 50-55	Bin 12 55-60
Thu 14 Sep	82	28.3	23.2	4.9	0	0	1	22	30	23	5	1	0	0	0	0
Mon 15 Sep	80	28.7	22.5	6.0	0	3	7	13	26	26	5	0	0	0	0	0
Thu 18 Sep	63	28.0	23.1	4.8	0	0	2	14	27	15	5	0	0	0	0	0
Fri 19 Sep	91	28.2	23.3	4.7	0	0	4	15	41	24	7	0	0	0	0	0
Sat 19 Sep	66	28.3	22.6	5.5	0	0	0	5	17	21	20	1	2	0	0	0
Sun 20 Sep	73	29.5	23.9	5.4	0	1	3	13	19	31	6	0	0	0	0	0
Mon 20 Sep	59	28.0	22.3	5.5	0	2	3	10	28	13	2	1	0	0	0	0
5 Day Avg.	75	28.2	22.9	5.2	0	1	3	15	30	20	5	0	0	0	0	0
7 Day Avg.	73	28.4	23.0	5.7	0	1	4	15	27	22	4	1	0	0	0	0

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Direction: Total Flow

	Total Values	14th Percentile	Mean Average	Standard Deviation	Bin 1 5-10	Bin 2 10-15	Bin 3 15-20	Bin 4 20-25	Bin 5 25-30	Bin 6 30-35	Bin 7 35-40	Bin 8 40-45	Bin 9 45-50	Bin 10 50-55	Bin 11 55-60
Dec 14 Sep	139	27.5	22.6	4.7	0	1	2	37	60	31	7	1	0	0	0
Dec 15 Sep	142	28.3	22.4	5.7	0	5	12	21	52	46	6	0	0	0	0
Dec 16 Sep	112	27.6	22.2	5.2	0	2	7	23	50	23	7	0	0	0	0
Dec 17 Sep	151	27.3	22.1	5.0	0	3	7	36	65	33	7	0	0	0	0
Dec 18 Sep	144	27.4	22.2	5.0	0	1	8	39	52	41	1	2	0	0	0
Dec 19 Sep	142	28.2	22.9	5.2	0	1	9	29	50	45	8	0	0	0	0
Dec 20 Sep	112	27.2	22.1	5.0	0	3	5	22	56	22	3	1	0	0	0
3 Day Ave.	131	27.6	22.3	5.1	0	3	7	28	57	31	6	0	0	0	0
7 Day Ave.	135	27.7	22.4	5.1	0	2	7	30	55	34	6	1	0	0	0

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Direction: Eastbound

	Total Volume	50th Percentile	Mean Average	Standard Deviation	Bin 1 Count	Bin 2 5-10	Bin 3 10-15	Bin 4 15-20	Bin 5 20-25	Bin 6 25-30	Bin 7 30-35	Bin 8 35-40	Bin 9 40-45	Bin 10 45-50	Bin 11 50-55	Bin 12 55-60
Tue 14 Sep	135	26.8	22.2	4.4	0	2	5	27	69	29	3	0	0	0	0	0
Wed 15 Sep	138	26.9	22.2	4.5	0	2	8	20	78	26	4	0	0	0	0	0
Thu 16 Sep	133	26.6	22.1	4.4	0	2	6	26	66	33	0	0	0	0	0	0
Fri 17 Sep	175	25.7	21.5	4.1	0	2	9	39	96	29	0	0	0	0	0	0
Sat 18 Sep	62	27.2	22.1	4.9	0	2	2	12	31	13	2	0	0	0	0	0
Sun 19 Sep	43	28.7	22.8	5.6	0	1	2	9	16	11	4	0	0	0	0	0
Mean 20 Sep	152	26.1	20.9	5.0	0	5	17	27	77	25	1	0	0	0	0	0
5 Day Ave	147	26.4	21.8	4.5	0	3	9	28	77	28	2	0	0	0	0	0
7 Day Ave	120	26.9	22.0	4.7	0	2	7	23	62	24	2	0	0	0	0	0

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Direction: Westbound

	Total Volume	Rate Permissible	Mean Average	Standard Deviation	Bin 1 Crush	Bin 2 5-10	Bin 3 10-15	Bin 4 15-20	Bin 5 20-25	Bin 6 25-30	Bin 7 30-35	Bin 8 35-40	Bin 9 40-45	Bin 10 45-50	Bin 11 50-55	Bin 12 55-60
Tree 12 Sep	139	29.3	24.6	4.5	0	1	1	12	66	45	13	0	1	0	0	0
Tree 15 Sep	150	29.3	23.6	5.6	0	3	7	20	63	42	12	3	0	0	0	0
Tree 16 Sep	124	29.9	24.4	5.3	0	2	5	10	50	43	12	2	0	0	0	0
Tree 17 Sep	174	29.2	24.4	4.7	0	0	8	18	61	74	13	0	0	0	0	0
Tree 18 Sep	78	31.3	24.9	6.2	0	1	8	3	21	34	8	3	0	0	0	0
Tree 19 Sep	76	30.0	24.2	5.6	0	0	3	15	23	25	8	2	0	0	0	0
Tree 20 Sep	142	30.3	25.1	5.1	0	1	3	16	46	56	18	2	0	0	0	0
3 Day Area	146	29.6	24.4	5.0	0	1	5	15	57	52	14	1	0	0	0	0
7 Day Area	126	29.9	24.4	5.3	0	1	5	13	47	46	12	2	0	0	0	0

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Direction: Total Flow

	Time	Time Volume	Time Parabolic	Mean Average	Standard Deviation	Std.1 +5.00	Std.2 12.50	Std.3 17.50	Std.4 20.25	Std.5 22.50	Std.6 25.00	Std.7 27.50	Std.8 30.00	Std.9 32.40	Std.10 34.50	Std.11 36.00	Std.12 37.50	Std.13 39.00	Std.14 40.50	Std.15 42.00
Time 14 Sep	274	28.2	23.4	4.6		0	3	6	39	135	74	16	0	1	0	0	0	0	0	0
Time 13 Sep	285	28.2	22.9	5.1		0	5	15	40	141	68	16	3	0	0	0	0	0	0	0
Time 16 Sep	257	28.4	23.2	5.0		0	4	11	36	116	76	12	2	0	0	0	0	0	0	0
Time 17 Sep	349	27.7	23.0	4.6		0	2	17	57	157	103	13	0	0	0	0	0	0	0	0
Time 18 Sep	140	29.7	23.6	5.8		0	3	10	15	52	47	10	3	0	0	0	0	0	0	0
Time 19 Sep	119	29.5	23.7	5.6		0	1	5	24	39	36	12	2	0	0	0	0	0	0	0
Time 20 Sep	294	28.6	22.9	5.5		0	6	20	43	123	81	19	2	0	0	0	0	0	0	0
Time 21 Sep	292	28.2	23.1	5.0		0	4	14	43	134	80	15	1	0	0	0	0	0	0	0
Time 22 Sep	245	28.6	23.3	5.2		0	3	12	36	109	69	14	2	0	0	0	0	0	0	0

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Bognor Regis ATC4, Outerwyke Road

CLASS SUMMARY

Direction: Eastbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 5 Oct	575	537	35	1	2
Wed 6 Oct	633	588	44	1	0
Thu 7 Oct	621	579	41	1	0
Fri 8 Oct	647	603	43	0	1
Sat 9 Oct	420	396	23	1	0
Sun 10 Oct	344	334	9	1	0
Mon 11 Oct	588	550	38	0	0
5 Day Ave.	613	571	40	1	1
7 Day Ave.	547	512	33	1	0

Direction: Westbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 5 Oct	694	649	44	0	1
Wed 6 Oct	765	710	55	0	0
Thu 7 Oct	772	718	51	1	2
Fri 8 Oct	783	734	49	0	0
Sat 9 Oct	514	484	28	2	0
Sun 10 Oct	404	392	21	0	1
Mon 11 Oct	754	701	53	0	0
5 Day Ave.	754	702	50	0	1
7 Day Ave.	669	625	43	0	1

Direction: Total Flow

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 5 Oct	1269	1186	79	1	3
Wed 6 Oct	1398	1298	99	1	0
Thu 7 Oct	1393	1297	92	2	2
Fri 8 Oct	1430	1337	92	0	1
Sat 9 Oct	934	880	51	3	0
Sun 10 Oct	748	716	30	1	1
Mon 11 Oct	1342	1251	91	0	0
5 Day Ave.	1366	1274	91	1	1
7 Day Ave.	1216	1138	76	1	1

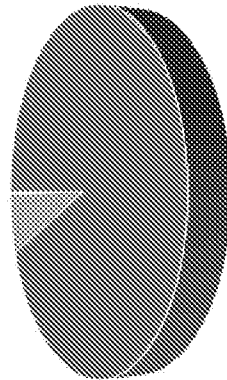
	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 5 Oct	100.0%	93.4%	6.1%	0.2%	0.3%
Wed 6 Oct	100.0%	92.9%	7.0%	0.2%	0.0%
Thu 7 Oct	100.0%	93.2%	6.6%	0.2%	0.0%
Fri 8 Oct	100.0%	93.2%	6.6%	0.0%	0.2%
Sat 9 Oct	100.0%	94.3%	5.5%	0.2%	0.0%
Sun 10 Oct	100.0%	97.1%	2.6%	0.3%	0.0%
Mon 11 Oct	100.0%	93.5%	6.5%	0.0%	0.0%
5 Day Ave.	100.0%	93.2%	6.6%	0.1%	0.1%
7 Day Ave.	100.0%	93.7%	6.1%	0.1%	0.1%

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 5 Oct	100.0%	93.5%	6.3%	0.0%	0.1%
Wed 6 Oct	100.0%	92.8%	7.2%	0.0%	0.0%
Thu 7 Oct	100.0%	93.0%	6.6%	0.1%	0.3%
Fri 8 Oct	100.0%	93.7%	6.3%	0.0%	0.0%
Sat 9 Oct	100.0%	94.2%	5.4%	0.4%	0.0%
Sun 10 Oct	100.0%	94.6%	5.2%	0.0%	0.2%
Mon 11 Oct	100.0%	93.0%	7.0%	0.0%	0.0%
5 Day Ave.	100.0%	93.2%	6.7%	0.0%	0.1%
7 Day Ave.	100.0%	93.4%	6.4%	0.1%	0.1%

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 5 Oct	100.0%	93.5%	6.2%	0.1%	0.2%
Wed 6 Oct	100.0%	92.8%	7.1%	0.1%	0.0%
Thu 7 Oct	100.0%	93.1%	6.6%	0.1%	0.1%
Fri 8 Oct	100.0%	93.5%	6.4%	0.0%	0.1%
Sat 9 Oct	100.0%	94.2%	5.5%	0.3%	0.0%
Sun 10 Oct	100.0%	95.7%	4.0%	0.1%	0.1%
Mon 11 Oct	100.0%	93.2%	6.8%	0.0%	0.0%
5 Day Ave.	100.0%	93.2%	6.6%	0.1%	0.1%
7 Day Ave.	100.0%	93.6%	6.3%	0.1%	0.1%

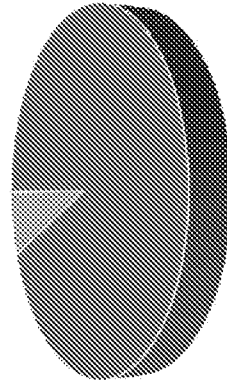
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Eastbound



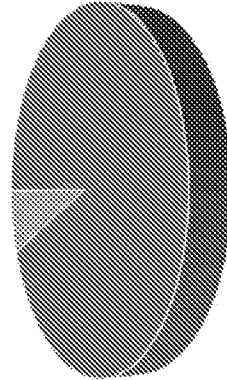
* LIGHT * OGV1 * OGV2 * BUS

Westbound



* LIGHT * OGV1 * OGV2 * BUS

Total Flow



* LIGHT * OGV1 * OGV2 * BUS

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Rognor Regis ATC 4, Outerwyke Road

TRAFFIC SPEED SUMMARY (9-24HR)

Direction: Eastbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Ln 100	Ln 95	Ln 90	Ln 85	Ln 80	Ln 75	Ln 70	Ln 65	Ln 60	Ln 55	Ln 50	Ln 45	Ln 40	Ln 35	Ln 30	Ln 25	Ln 20	Ln 15	Ln 10	Ln 5	Ln 0
Thurs 3 Oct	575	27.0	22.0	4.8	0	8	29	136	266	115	19	2	0	0	0	0	0	0	0	0	0	0	0	0	0
Thurs 6 Oct	633	27.4	21.7	5.4	0	15	50	149	258	136	24	3	1	0	0	0	0	0	0	0	0	0	0	0	0
Thurs 9 Oct	621	26.3	21.3	4.8	0	13	39	172	274	110	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0
Thurs 12 Oct	647	25.9	20.8	5.0	0	16	50	200	271	93	16	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Thurs 15 Oct	420	27.5	22.0	5.3	0	11	30	86	176	102	14	0	1	0	0	0	0	0	0	0	0	0	0	0	0
Sun 16 Oct	344	27.3	21.9	5.2	0	7	22	83	144	72	15	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Sun 19 Oct	518	26.9	22.0	4.8	0	5	32	151	249	132	18	1	0	0	0	0	0	0	0	0	0	0	0	0	0
3 Day Ave	613	26.7	21.6	5.0	0	11	40	162	263	117	18	2	0	0	0	0	0	0	0	0	0	0	0	0	0
7 Day Ave	547	26.9	21.7	5.0	0	11	36	140	234	109	17	1	0	0	0	0	0	0	0	0	0	0	0	0	0

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Direction: Westbound

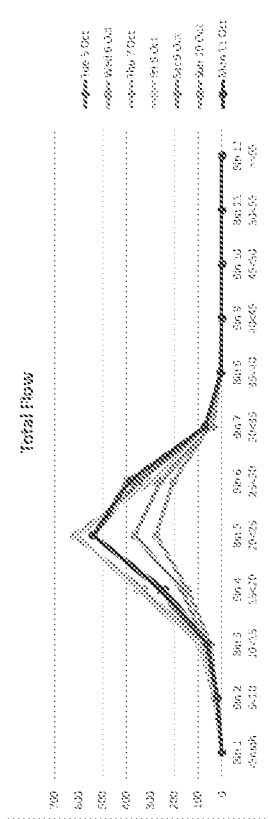
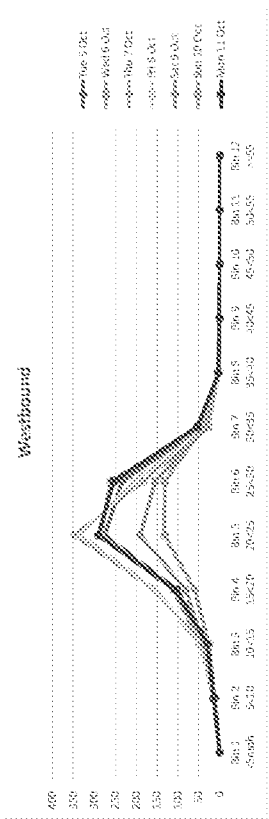
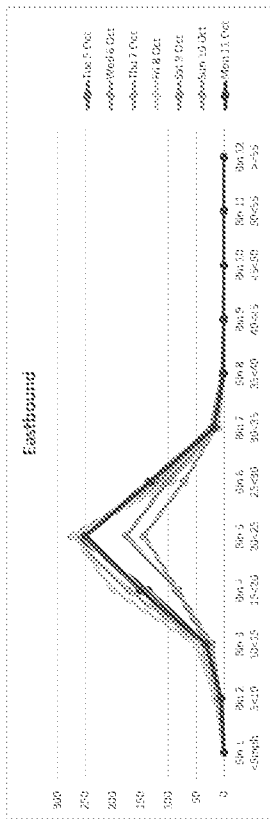
	Total Volume	85th Percentile	Mean Average	Standard Deviation	Ln 100	Ln 95	Ln 90	Ln 85	Ln 80	Ln 75	Ln 70	Ln 65	Ln 60	Ln 55	Ln 50	Ln 45	Ln 40	Ln 35	Ln 30	Ln 25	Ln 20	Ln 15	Ln 10	Ln 5	Ln 0
Thurs 3 Oct	694	28.8	23.4	5.2	0	14	25	103	278	234	39	3	1	0	0	0	0	0	0	0	0	0	0	0	0
Thurs 6 Oct	785	28.8	23.2	5.4	0	16	44	112	294	262	42	5	0	0	0	0	0	0	0	0	0	0	0	0	0
Thurs 9 Oct	772	27.5	22.3	5.0	0	12	42	157	387	183	27	4	0	0	0	0	0	0	0	0	0	0	0	0	0
Thurs 12 Oct	783	27.5	22.4	4.9	0	10	49	155	333	207	29	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thurs 15 Oct	534	28.7	22.9	5.7	0	11	40	82	190	158	32	4	0	0	0	0	0	0	0	0	0	0	0	0	0
Sun 16 Oct	404	29.5	23.4	6.0	0	12	26	60	133	132	38	3	0	0	0	0	0	0	0	0	0	0	0	0	0
Sun 19 Oct	754	29.0	23.6	5.2	0	14	30	107	291	254	54	3	1	0	0	0	0	0	0	0	0	0	0	0	0
3 Day Ave	754	28.3	23.0	5.1	0	13	38	127	306	228	38	3	0	0	0	0	0	0	0	0	0	0	0	0	0
7 Day Ave	669	28.6	23.0	5.3	0	13	37	111	268	204	37	3	0	0	0	0	0	0	0	0	0	0	0	0	0

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Direction: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Ln 100	Ln 95	Ln 90	Ln 85	Ln 80	Ln 75	Ln 70	Ln 65	Ln 60	Ln 55	Ln 50	Ln 45	Ln 40	Ln 35	Ln 30	Ln 25	Ln 20	Ln 15	Ln 10	Ln 5	Ln 0
Thurs 3 Oct	1269	28.0	21.8	5.0	0	22	54	239	541	349	58	5	1	0	0	0	0	0	0	0	0	0	0	0	0
Thurs 6 Oct	1398	28.2	22.6	5.5	0	31	94	261	539	398	66	8	1	0	0	0	0	0	0	0	0	0	0	0	0
Thurs 9 Oct	1393	27.0	21.9	4.9	0	25	81	329	621	293	38	6	0	0	0	0	0	0	0	0	0	0	0	0	0
Thurs 12 Oct	1430	26.9	21.7	5.0	0	26	99	355	604	300	45	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Thurs 15 Oct	934	28.2	22.5	5.5	0	22	70	168	366	257	46	4	1	0	0	0	0	0	0	0	0	0	0	0	0
Sun 16 Oct	748	28.5	22.7	5.7	0	19	48	143	277	204	53	4	0	0	0	0	0	0	0	0	0	0	0	0	0
Sun 19 Oct	1342	28.2	21.9	5.1	0	19	62	262	540	386	72	4	1	0	0	0	0	0	0	0	0	0	0	0	0
3 Day Ave	1366	27.6	22.4	5.1	0	25	78	288	569	345	56	5	1	0	0	0	0	0	0	0	0	0	0	0	0
7 Day Ave	1216	27.9	22.4	5.2	0	23	73	250	498	312	54	5	1	0	0	0	0	0	0	0	0	0	0	0	0

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Bognor Regis ATC 4, Outerwyke Road

SPEED SUMMARY (14-16HR)

Direction: Eastbound

Volume	Total	Percentile	Rate	Mean	Standard Deviation	Bin 1		Bin 2		Bin 3		Bin 4		Bin 5		Bin 6		Bin 7		Bin 8		Bin 9		Bin 10		Bin 11		Total
						Start	Stop	Start	Stop	Start	Stop	Start	Stop	Start	Stop	Start	Stop	Start	Stop	Start	Stop	Start	Stop	Start	Stop	Start	Stop	
Mon 5 Oct	131	25.9	20.7	5.0	0	6	9	32	64	19	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue 6 Oct	124	25.6	20.8	4.6	0	3	7	39	55	19	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thu 7 Oct	150	24.9	20.4	4.3	0	1	14	52	66	15	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fri 8 Oct	156	24.3	19.5	4.7	0	6	15	61	63	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sat 9 Oct	63	27.2	21.3	5.7	0	2	6	15	26	10	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sun 10 Oct	81	27.7	22.3	5.2	0	3	1	19	36	17	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mon 11 Oct	154	26.4	21.8	4.5	0	1	9	39	70	33	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue 12 Oct	143	25.4	20.6	4.6	0	3	11	45	64	19	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wed 13 Oct	123	26.0	21.0	4.8	0	3	9	37	54	17	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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Direction: Westbound

	Total Volume	85th Percentile	Mean Speed	Standard Deviation	Bin 1 Start	Bin 1 Stop	Bin 2 Start	Bin 2 Stop	Bin 3 Start	Bin 3 Stop	Bin 4 Start	Bin 4 Stop	Bin 5 Start	Bin 5 Stop	Bin 6 Start	Bin 6 Stop	Bin 7 Start	Bin 7 Stop	Bin 8 Start	Bin 8 Stop	Bin 9 Start	Bin 9 Stop	Bin 10 Start	Bin 10 Stop	Bin 11 Start	Bin 11 Stop	Bin 12 Start	Bin 12 Stop
Tue 5 Oct	137	28.2	23.2	4.9	0	2	6	21	55	48	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wed 6 Oct	136	27.4	22.7	4.5	0	1	8	19	68	38	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thu 7 Oct	151	26.5	21.2	4.2	0	1	6	32	77	33	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fri 8 Oct	157	26.5	22.1	4.3	0	1	5	42	71	35	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sat 9 Oct	70	28.3	21.7	6.3	0	2	11	13	18	22	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sun 10 Oct	71	29.6	22.8	6.6	0	2	10	7	24	20	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mon 11 Oct	150	28.0	23.5	4.3	0	0	3	26	65	49	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue 12 Oct	146	27.3	21.7	4.4	0	1	6	28	67	41	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wed 13 Oct	125	27.8	21.6	5.0	0	1	7	23	54	35	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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Direction: Total Flow

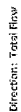
Total Volume	85th Percentile	Mean Speed	Standard Deviation	Bin 1 Start	Bin 1 Stop	Bin 2 Start	Bin 2 Stop	Bin 3 Start	Bin 3 Stop	Bin 4 Start	Bin 4 Stop	Bin 5 Start	Bin 5 Stop	Bin 6 Start	Bin 6 Stop	Bin 7 Start	Bin 7 Stop	Bin 8 Start	Bin 8 Stop	Bin 9 Start	Bin 9 Stop	Bin 10 Start	Bin 10 Stop	Bin 11 Start	Bin 11 Stop	Bin 12 Start	Bin 12 Stop
268	27.2	22.0	5.1	0	8	15	53	119	67	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Mon 5 Oct	260	26.6	21.8	4.6	0	4	15	58	123	57	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Tue 6 Oct	301	25.8	21.3	4.4	0	2	20	84	143	48	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Wed 7 Oct	313	25.6	20.8	4.7	0	7	20	103	134	43	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Thu 8 Oct	133	27.8	21.5	6.0	0	4	17	28	44	32	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Fri 9 Oct	152	28.6	22.5	5.9	0	5	11	26	60	37	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Sat 10 Oct	304	27.2	22.6	4.4	0	1	12	65	135	82	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Sun 11 Oct	289	26.5	21.7	4.6	0	4	16	73	131	59	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Mon 12 Oct	247	27.0	21.8	5.0	0	4	16	60	108	52	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

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560 TSI Ltd

096 751 751



Bognor Regis ATC 5, Outerwyke Road
CLASS SUMMARY

Direction: Eastbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 14 Sep	1178	1106	68	2	2
Wed 15 Sep	1133	1057	70	3	3
Thu 16 Sep	1101	1041	60	0	0
Fri 17 Sep	1181	1097	81	1	2
Sat 18 Sep	748	706	42	0	0
Sun 19 Sep	568	538	30	0	0
Mon 20 Sep	1111	1043	65	2	1
5 Day Ave.	1141	1069	69	2	2
7 Day Ave.	1003	941	59	1	1

Direction: Westbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 14 Sep	1300	1208	89	1	2
Wed 15 Sep	1271	1180	88	2	1
Thu 16 Sep	1288	1223	62	3	0
Fri 17 Sep	1333	1263	69	0	1
Sat 18 Sep	870	816	52	2	0
Sun 19 Sep	664	630	34	0	0
Mon 20 Sep	1264	1191	70	1	2
5 Day Ave.	1251	1213	76	1	1
7 Day Ave.	1141	1073	66	1	1

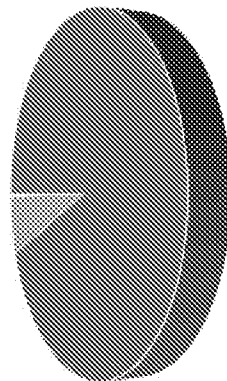
Direction: Total Flow

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 14 Sep	2478	2314	157	3	4
Wed 15 Sep	2404	2237	158	5	4
Thu 16 Sep	2389	2264	122	3	0
Fri 17 Sep	2514	2360	150	1	3
Sat 18 Sep	1618	1522	94	2	0
Sun 19 Sep	1232	1168	64	0	0
Mon 20 Sep	2375	2234	135	3	3
5 Day Ave.	2432	2282	144	3	3
7 Day Ave.	2144	2014	126	2	2

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 14 Sep	100.0%	93.9%	5.8%	0.2%	0.2%
Wed 15 Sep	100.0%	93.3%	6.2%	0.3%	0.3%
Thu 16 Sep	100.0%	94.6%	5.4%	0.0%	0.0%
Fri 17 Sep	100.0%	92.9%	6.9%	0.1%	0.2%
Sat 18 Sep	100.0%	94.4%	5.6%	0.0%	0.0%
Sun 19 Sep	100.0%	94.7%	5.3%	0.0%	0.0%
Mon 20 Sep	100.0%	93.9%	5.9%	0.2%	0.1%
5 Day Ave.	100.0%	93.7%	6.0%	0.1%	0.1%
7 Day Ave.	100.0%	93.8%	5.9%	0.1%	0.1%

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Eastbound

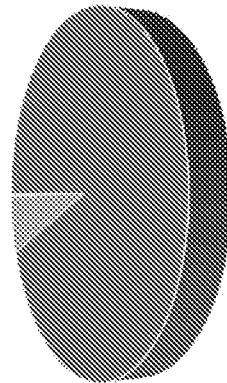


◊ LIGHT × OGV1 × OGV2 × BUS

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 14 Sep	100.0%	92.9%	6.8%	0.1%	0.2%
Wed 15 Sep	100.0%	92.8%	6.9%	0.2%	0.1%
Thu 16 Sep	100.0%	95.0%	4.8%	0.2%	0.0%
Fri 17 Sep	100.0%	94.7%	5.2%	0.0%	0.1%
Sat 18 Sep	100.0%	93.8%	6.0%	0.2%	0.0%
Sun 19 Sep	100.0%	94.9%	5.1%	0.0%	0.0%
Mon 20 Sep	100.0%	94.2%	5.5%	0.1%	0.2%
5 Day Ave.	100.0%	93.9%	5.9%	0.1%	0.1%
7 Day Ave.	100.0%	94.0%	5.8%	0.1%	0.1%

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Westbound

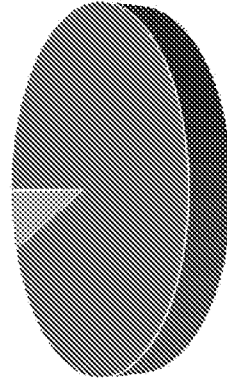


◊ LIGHT × OGV1 × OGV2 × BUS

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 14 Sep	100.0%	93.4%	6.3%	0.1%	0.2%
Wed 15 Sep	100.0%	93.1%	6.6%	0.2%	0.2%
Thu 16 Sep	100.0%	94.8%	5.1%	0.1%	0.0%
Fri 17 Sep	100.0%	93.9%	6.0%	0.0%	0.1%
Sat 18 Sep	100.0%	94.1%	5.8%	0.1%	0.0%
Sun 19 Sep	100.0%	94.8%	5.2%	0.0%	0.0%
Mon 20 Sep	100.0%	94.1%	5.7%	0.1%	0.1%
5 Day Ave.	100.0%	93.8%	5.9%	0.1%	0.1%
7 Day Ave.	100.0%	93.9%	5.9%	0.1%	0.1%

360 TSL Ltd

Total Flow



◊ LIGHT × OGV1 × OGV2 × BUS

Rognor Regis ATC 5, Outerwyke Road

TRAFFIC SPEED SUMMARY (9-24HR)

Direction: Eastbound

	Total Volume	85th Percentile	Mean	Standard Deviation	86th 5-10p	86th 10-15p	86th 15-20p	86th 20-25p	86th 25-30p	86th 30-35p	86th 35-40p	86th 40-45p	86th 45-50p	86th 50-55p	86th 55-60p
Time 14 Sep	1178	22.8	18.9	3.7	0	14	140	553	450	19	1	0	0	0	0
Time 15 Sep	1123	23.1	18.9	4.0	0	36	112	508	444	33	0	0	0	0	0
Time 16 Sep	1101	23.0	18.8	4.0	0	29	135	490	417	29	1	0	0	0	0
Time 17 Sep	1181	22.9	18.6	4.1	0	35	149	543	421	33	0	0	0	0	0
Time 18 Sep	748	23.2	19.1	4.0	0	19	73	342	383	31	0	0	0	0	0
Time 19 Sep	558	24.2	19.4	4.7	0	20	58	236	194	59	1	0	0	0	0
Time 20 Sep	1111	22.9	18.5	4.2	0	40	153	497	393	26	1	0	0	0	0
Time 21 Sep	1141	22.9	18.7	4.0	0	31	138	518	425	28	1	0	0	0	0
Time 22 Sep	1003	23.2	18.9	4.1	0	28	117	453	372	31	1	0	0	0	0

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Direction: Westbound

	Total Volume	85th Percentile	Mean	Standard Deviation	86th 5-10p	86th 10-15p	86th 15-20p	86th 20-25p	86th 25-30p	86th 30-35p	86th 35-40p	86th 40-45p	86th 45-50p	86th 50-55p	86th 55-60p
Time 14 Sep	1300	22.0	18.5	3.4	0	9	133	755	368	13	0	2	0	0	0
Time 15 Sep	1271	22.1	18.3	3.7	0	29	150	708	363	20	1	0	0	0	0
Time 16 Sep	1288	22.3	18.4	3.8	0	33	152	665	421	17	0	0	0	0	0
Time 17 Sep	1333	22.4	18.6	3.6	0	15	162	687	446	20	3	0	0	0	0
Time 18 Sep	870	22.6	18.8	3.6	0	13	87	452	299	18	1	0	0	0	0
Time 19 Sep	654	23.3	19.2	3.9	0	11	57	332	224	40	0	0	0	0	0
Time 20 Sep	1264	22.0	18.3	3.6	0	21	160	686	385	11	1	0	0	0	0
Time 21 Sep	1291	22.2	18.4	3.6	0	21	151	700	401	16	1	0	0	0	0
Time 22 Sep	1141	22.4	18.6	3.7	0	19	129	612	361	20	1	0	0	0	0

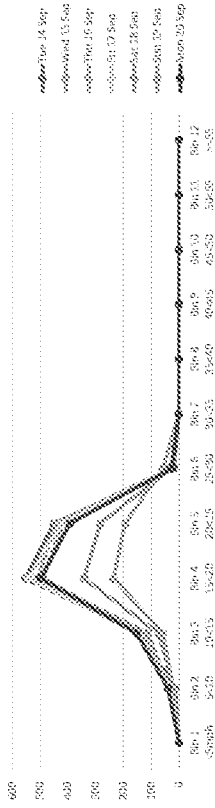
360 TSI Ltd

Direction: Total Flow

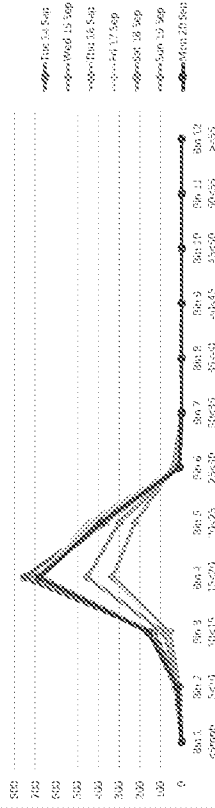
	Total Volume	85th Percentile	Mean	Standard Deviation	86th 5-10p	86th 10-15p	86th 15-20p	86th 20-25p	86th 25-30p	86th 30-35p	86th 35-40p	86th 40-45p	86th 45-50p	86th 50-55p	86th 55-60p
Time 14 Sep	2478	22.4	18.7	3.5	0	23	273	1308	838	32	1	3	0	0	0
Time 15 Sep	2404	22.6	18.6	3.9	0	65	262	1216	807	53	1	0	0	0	0
Time 16 Sep	2389	22.6	18.6	3.9	0	62	287	1155	838	46	1	0	0	0	0
Time 17 Sep	2514	22.6	18.6	3.8	0	50	311	1230	867	53	3	0	0	0	0
Time 18 Sep	1618	22.9	18.9	3.8	0	32	160	794	582	49	1	0	0	0	0
Time 19 Sep	1232	23.7	19.3	4.3	0	31	115	568	418	99	1	0	0	0	0
Time 20 Sep	2376	22.4	18.4	2.9	0	61	313	1183	778	27	2	1	0	0	0
Time 21 Sep	2432	22.5	18.6	3.8	0	52	289	1218	826	44	2	1	0	0	0
Time 22 Sep	2144	22.8	18.7	3.9	0	46	246	1065	733	53	1	1	0	0	0

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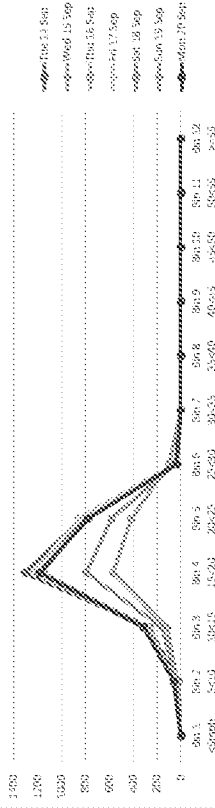
Eastbound



Westbound



Total Flow



Rognor Regis ATC 5, Outerwyke Road

SPEED SUMMARY (10-12HR)

Direction: Eastbound

	Total Volume	95th Percentile	Mean Averages	Standard Deviation	Bin 1																						
					Bin 1 Start	Bin 1 End	Bin 2 Start	Bin 2 End	Bin 3 Start	Bin 3 End	Bin 4 Start	Bin 4 End	Bin 5 Start	Bin 5 End	Bin 6 Start	Bin 6 End	Bin 7 Start	Bin 7 End	Bin 8 Start	Bin 8 End	Bin 9 Start	Bin 9 End	Bin 10 Start	Bin 10 End	Bin 11 Start	Bin 11 End	Bin 12 Start
Tue 14 Sep	93	22.0	19.0	2.9	0	0	0	6	54	33	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wed 15 Sep	107	23.4	19.4	3.9	0	2	8	49	43	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thu 16 Sep	96	22.6	19.0	3.5	0	0	11	49	33	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fri 17 Sep	109	21.6	18.1	3.4	0	0	20	57	32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sat 18 Sep	154	22.1	18.4	3.6	0	4	16	83	51	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sun 19 Sep	113	22.8	18.4	4.2	0	5	12	57	35	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mon 20 Sep	106	22.7	18.5	4.0	0	5	8	55	36	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5 Day Ave	102	22.5	18.8	3.6	0	1	11	53	35	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7 Day Ave	111	22.5	18.7	3.6	0	2	12	58	38	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

360 TSL Ltd

Direction: Westbound

	Total Volume	95th Percentile	Mean Average	Standard Deviation	Bin 1																						
					Bin 1 Start	Bin 1 End	Bin 2 Start	Bin 2 End	Bin 3 Start	Bin 3 End	Bin 4 Start	Bin 4 End	Bin 5 Start	Bin 5 End	Bin 6 Start	Bin 6 End	Bin 7 Start	Bin 7 End	Bin 8 Start	Bin 8 End	Bin 9 Start	Bin 9 End	Bin 10 Start	Bin 10 End	Bin 11 Start	Bin 11 End	Bin 12 Start
Tue 14 Sep	115	22.2	18.6	3.4	0	2	10	64	38	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wed 15 Sep	129	22.3	18.2	4.0	0	7	12	67	43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thu 16 Sep	110	22.8	18.6	4.0	0	3	14	51	39	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fri 17 Sep	136	23.1	19.0	3.9	0	2	18	58	54	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sat 18 Sep	141	22.4	19.0	3.4	0	1	11	78	48	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sun 19 Sep	103	23.2	19.3	3.7	0	1	6	57	32	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mon 20 Sep	146	21.4	17.5	3.7	0	6	22	83	35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5 Day Ave	127	22.4	18.4	3.8	0	4	15	65	42	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7 Day Ave	126	22.5	18.6	3.7	0	3	13	65	41	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

360 TSL Ltd

Direction: Total Flow

	Total Volume	95th Percentile	Mean Average	Standard Deviation	Bin 1																						
					Bin 1 Start	Bin 1 End	Bin 2 Start	Bin 2 End	Bin 3 Start	Bin 3 End	Bin 4 Start	Bin 4 End	Bin 5 Start	Bin 5 End	Bin 6 Start	Bin 6 End	Bin 7 Start	Bin 7 End	Bin 8 Start	Bin 8 End	Bin 9 Start	Bin 9 End	Bin 10 Start	Bin 10 End	Bin 11 Start	Bin 11 End	Bin 12 Start
Tue 14 Sep	208	22.1	18.3	3.2	0	2	16	118	71	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wed 15 Sep	236	22.8	18.7	4.0	0	9	20	116	85	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thu 16 Sep	206	22.7	18.8	3.8	0	3	25	100	72	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fri 17 Sep	245	22.4	18.6	3.7	0	2	38	115	86	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sat 18 Sep	295	22.3	18.7	3.5	0	5	27	161	99	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sun 19 Sep	216	23.0	18.9	4.0	0	6	18	114	67	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mon 20 Sep	252	22.0	18.0	3.9	0	11	30	138	71	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5 Day Ave	229	22.4	18.6	3.7	0	5	26	117	77	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7 Day Ave	237	22.5	18.6	3.7	0	5	25	123	79	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

360 TSL Ltd

Direction: Eastbound

	Total Volume	Mean Percentage	Mean Average	Standard Deviation	Bin 1 Depth	Bin 2 5-10	Bin 3 10-15	Bin 4 15-20	Bin 5 20-25	Bin 6 25-30	Bin 7 30-35	Bin 8 35-40	Bin 9 40-45	Bin 10 45-50	Bin 11 50-55	Bin 12 55-60
Tue 14 Sep	241	22.1	17.9	4.0	0	6	48	109	76	2	0	0	0	0	0	0
Wed 15 Sep	245	22.3	17.6	4.5	0	20	34	112	78	1	0	0	0	0	0	0
Thu 16 Sep	242	22.8	18.3	4.3	0	12	34	103	89	4	0	0	0	0	0	0
Fri 17 Sep	262	22.4	18.0	4.2	0	14	35	128	81	4	0	0	0	0	0	0
Sat 18 Sep	86	23.0	18.5	4.4	0	4	11	38	30	3	0	0	0	0	0	0
Sun 19 Sep	55	24.8	19.6	5.1	0	2	7	20	18	8	0	0	0	0	0	0
Mean 20 Sep	239	21.6	16.8	4.6	0	24	47	105	63	0	0	0	0	0	0	0
5 Day Mean	246	22.2	17.7	4.3	0	15	40	111	77	2	0	0	0	0	0	0
7 Day Mean	196	22.7	18.1	4.4	0	12	31	88	62	3	0	0	0	0	0	0

360 TSL Ltd

Direction: Westbound

	Total Volume	Rate Permissible	Mean Average	Standard Deviation	Bin 1 Count	Bin 2 5-10	Bin 3 10-15	Bin 4 15-20	Bin 5 20-25	Bin 6 25-30	Bin 7 30-35	Bin 8 35-40	Bin 9 40-45	Bin 10 45-50	Bin 11 50-55	Bin 12 55-60
Thu 14 Sep	261	21.9	18.8	3.0	0	1	12	170	73	5	0	0	0	0	0	0
Fri 15 Sep	258	21.8	18.2	3.5	0	8	24	154	70	2	0	0	0	0	0	0
Sat 16 Sep	247	22.5	18.6	3.8	0	8	26	121	90	2	0	0	0	0	0	0
Sun 17 Sep	248	22.9	19.3	3.5	0	1	20	127	93	5	2	0	0	0	0	0
Mon 18 Sep	134	21.9	18.1	3.7	0	2	24	72	37	2	0	0	0	0	0	0
Tue 19 Sep	59	22.7	18.6	4.0	0	1	16	47	31	4	0	0	0	0	0	0
Wed 20 Sep	231	22.8	19.1	3.6	0	3	24	104	98	2	0	0	0	0	0	0
Thurs 21 Sep	245	22.4	18.8	3.5	0	4	21	135	85	3	0	0	0	0	0	0
Fri 22 Sep	211	22.4	18.6	3.6	0	3	20	114	70	3	0	0	0	0	0	0

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Direction: Total Flow

Index	Date	Value	Std	Parabolic Average	Mean Deviation	Standard Deviation	Bin 1 5-10	Bin 2 10-15	Bin 3 15-20	Bin 4 20-25	Bin 5 25-30	Bin 6 30-35	Bin 7 35-40	Bin 8 40-45	Bin 9 45-50	Bin 10 50-55	Bin 11 55-60	Bin 12 60-65	Bin 13 65-70	Bin 14 70-75	Bin 15 75-80	Bin 16 80-85	Bin 17 85-90	Bin 18 90-95	Bin 19 95-100	Bin 20 100-105	Bin 21 105-110	Bin 22 110-115	Bin 23 115-120	Bin 24 120-125	Bin 25 125-130	Bin 26 130-135	Bin 27 135-140	Bin 28 140-145	Bin 29 145-150	Bin 30 150-155	Bin 31 155-160	Bin 32 160-165	Bin 33 165-170	Bin 34 170-175	Bin 35 175-180	Bin 36 180-185	Bin 37 185-190	Bin 38 190-195	Bin 39 195-200	Bin 40 200-205	Bin 41 205-210	Bin 42 210-215	Bin 43 215-220	Bin 44 220-225	Bin 45 225-230	Bin 46 230-235	Bin 47 235-240	Bin 48 240-245	Bin 49 245-250	Bin 50 250-255	Bin 51 255-260	Bin 52 260-265	Bin 53 265-270	Bin 54 270-275	Bin 55 275-280	Bin 56 280-285	Bin 57 285-290	Bin 58 290-295	Bin 59 295-300	Bin 60 300-305	Bin 61 305-310	Bin 62 310-315	Bin 63 315-320	Bin 64 320-325	Bin 65 325-330	Bin 66 330-335	Bin 67 335-340	Bin 68 340-345	Bin 69 345-350	Bin 70 350-355	Bin 71 355-360	Bin 72 360-365	Bin 73 365-370	Bin 74 370-375	Bin 75 375-380	Bin 76 380-385	Bin 77 385-390	Bin 78 390-395	Bin 79 395-400	Bin 80 400-405	Bin 81 405-410	Bin 82 410-415	Bin 83 415-420	Bin 84 420-425	Bin 85 425-430	Bin 86 430-435	Bin 87 435-440	Bin 88 440-445	Bin 89 445-450	Bin 90 450-455	Bin 91 455-460	Bin 92 460-465	Bin 93 465-470	Bin 94 470-475	Bin 95 475-480	Bin 96 480-485	Bin 97 485-490	Bin 98 490-495	Bin 99 495-500	Bin 100 500-505	Bin 101 505-510	Bin 102 510-515	Bin 103 515-520	Bin 104 520-525	Bin 105 525-530	Bin 106 530-535	Bin 107 535-540	Bin 108 540-545	Bin 109 545-550	Bin 110 550-555	Bin 111 555-560	Bin 112 560-565	Bin 113 565-570	Bin 114 570-575	Bin 115 575-580	Bin 116 580-585	Bin 117 585-590	Bin 118 590-595	Bin 119 595-600	Bin 120 600-605	Bin 121 605-610	Bin 122 610-615	Bin 123 615-620	Bin 124 620-625	Bin 125 625-630	Bin 126 630-635	Bin 127 635-640	Bin 128 640-645	Bin 129 645-650	Bin 130 650-655	Bin 131 655-660	Bin 132 660-665	Bin 133 665-670	Bin 134 670-675	Bin 135 675-680	Bin 136 680-685	Bin 137 685-690	Bin 138 690-695	Bin 139 695-700	Bin 140 700-705	Bin 141 705-710	Bin 142 710-715	Bin 143 715-720	Bin 144 720-725	Bin 145 725-730	Bin 146 730-735	Bin 147 735-740	Bin 148 740-745	Bin 149 745-750	Bin 150 750-755	Bin 151 755-760	Bin 152 760-765	Bin 153 765-770	Bin 154 770-775	Bin 155 775-780	Bin 156 780-785	Bin 157 785-790	Bin 158 790-795	Bin 159 795-800	Bin 160 800-805	Bin 161 805-810	Bin 162 810-815	Bin 163 815-820	Bin 164 820-825	Bin 165 825-830	Bin 166 830-835	Bin 167 835-840	Bin 168 840-845	Bin 169 845-850	Bin 170 850-855	Bin 171 855-860	Bin 172 860-865	Bin 173 865-870	Bin 174 870-875	Bin 175 875-880	Bin 176 880-885	Bin 177 885-890	Bin 178 890-895	Bin 179 895-900	Bin 180 900-905	Bin 181 905-910	Bin 182 910-915	Bin 183 915-920	Bin 184 920-925	Bin 185 925-930	Bin 186 930-935	Bin 187 935-940	Bin 188 940-945	Bin 189 945-950	Bin 190 950-955	Bin 191 955-960	Bin 192 960-965	Bin 193 965-970	Bin 194 970-975	Bin 195 975-980	Bin 196 980-985	Bin 197 985-990	Bin 198 990-995	Bin 199 995-1000	Bin 200 1000-1005	Bin 201 1005-1010	Bin 202 1010-1015	Bin 203 1015-1020	Bin 204 1020-1025	Bin 205 1025-1030	Bin 206 1030-1035	Bin 207 1035-1040	Bin 208 1040-1045	Bin 209 1045-1050	Bin 210 1050-1055	Bin 211 1055-1060	Bin 212 1060-1065	Bin 213 1065-1070	Bin 214 1070-1075	Bin 215 1075-1080	Bin 216 1080-1085	Bin 217 1085-1090	Bin 218 1090-1095	Bin 219 1095-1100	Bin 220 1100-1105	Bin 221 1105-1110	Bin 222 1110-1115	Bin 223 1115-1120	Bin 224 1120-1125	Bin 225 1125-1130	Bin 226 1130-1135	Bin 227 1135-1140	Bin 228 1140-1145	Bin 229 1145-1150	Bin 230 1150-1155	Bin 231 1155-1160	Bin 232 1160-1165	Bin 233 1165-1170	Bin 234 1170-1175	Bin 235 1175-1180	Bin 236 1180-1185	Bin 237 1185-1190	Bin 238 1190-1195	Bin 239 1195-1200	Bin 240 1200-1205	Bin 241 1205-1210	Bin 242 1210-1215	Bin 243 1215-1220	Bin 244 1220-1225	Bin 245 1225-1230	Bin 246 1230-1235	Bin 247 1235-1240	Bin 248 1240-1245	Bin 249 1245-1250	Bin 250 1250-1255	Bin 251 1255-1260	Bin 252 1260-1265	Bin 253 1265-1270	Bin 254 1270-1275	Bin 255 1275-1280	Bin 256 1280-1285	Bin 257 1285-1290	Bin 258 1290-1295	Bin 259 1295-1300	Bin 260 1300-1305	Bin 261 1305-1310	Bin 262 1310-1315	Bin 263 1315-1320	Bin 264 1320-1325	Bin 265 1325-1330	Bin 266 1330-1335	Bin 267 1335-1340	Bin 268 1340-1345	Bin 269 1345-1350	Bin 270 1350-1355	Bin 271 1355-1360	Bin 272 1360-1365	Bin 273 1365-1370	Bin 274 1370-1375	Bin 275 1375-1380	Bin 276 1380-1385	Bin 277 1385-1390	Bin 278 1390-1395	Bin 279 1395-1400	Bin 280 1400-1405	Bin 281 1405-1410	Bin 282 1410-1415	Bin 283 1415-1420	Bin 284 1420-1425	Bin 285 1425-1430	Bin 286 1430-1435	Bin 287 1435-1440	Bin 288 1440-1445	Bin 289 1445-1450	Bin 290 1450-1455	Bin 291 1455-1460	Bin 292 1460-1465	Bin 293 1465-1470	Bin 294 1470-1475	Bin 295 1475-1480	Bin 296 1480-1485	Bin 297 1485-1490	Bin 298 1490-1495	Bin 299 1495-1500	Bin 300 1500-1505	Bin 301 1505-1510	Bin 302 1510-1515	Bin 303 1515-1520	Bin 304 1520-1525	Bin 305 1525-1530	Bin 306 1530-1535	Bin 307 1535-1540	Bin 308 1540-1545	Bin 309 1545-1550	Bin 310 1550-1555	Bin 311 1555-1560	Bin 312 1560-1565	Bin 313 1565-1570	Bin 314 1570-1575	Bin 315 1575-1580	Bin 316 1580-1585	Bin 317 1585-1590	Bin 318 1590-1595	Bin 319 1595-1600	Bin 320 1600-1605	Bin 321 1605-1610	Bin 322 1610-1615	Bin 323 1615-1620	Bin 324 1620-1625	Bin 325 1625-1630	Bin 326 1630-1635	Bin 327 1635-1640	Bin 328 1640-1645	Bin 329 1645-1650	Bin 330 1650-1655	Bin 331 1655-1660	Bin 332 1660-1665	Bin 333 1665-1670	Bin 334 1670-1675	Bin 335 1675-1680	Bin 336 1680-1685	Bin 337 1685-1690	Bin 338 1690-1695	Bin 339 1695-1700	Bin 340 1700-1705	Bin 341 1705-1710	Bin 342 1710-1715	Bin 343 1715-1720	Bin 344 1720-1725	Bin 345 1725-1730	Bin 346 1730-1735	Bin 347 1735-1740	Bin 348 1740-1745	Bin 349 1745-1750	Bin 350 1750-1755	Bin 351 1755-1760	Bin 352 1760-1765	Bin 353 1765-1770	Bin 354 1770-1775	Bin 355 1775-1780	Bin 356 1780-1785	Bin 357 1785-1790	Bin 358 1790-1795	Bin 359 1795-1800	Bin 360 1800-1805	Bin 361 1805-1810	Bin 362 1810-1815	Bin 363 1815-1820	Bin 364 1820-1825	Bin 365 1825-1830	Bin 366 1830-1835	Bin 367 1835-1840	Bin 368 1840-1845	Bin 369 1845-1850	Bin 370 1850-1855	Bin 371 1855-1860	Bin 372 1860-1865	Bin 373 1865-1870	Bin 374 1870-1875	Bin 375 1875-1880	Bin 376 1880-1885	Bin 377 1885-1890	Bin 378 1890-1895	Bin 379 1895-1900	Bin 380 1900-1905	Bin 381 1905-1910	Bin 382 1910-1915	Bin 383 1915-1920	Bin 384 1920-1925	Bin 385 1925-1930	Bin 386 1930-1935	Bin 387 1935-1940	Bin 388 1940-1945	Bin 389 1945-1950	Bin 390 1950-1955	Bin 391 1955-1960	Bin 392 1960-1965	Bin 393 1965-1970	Bin 394 1970-1975	Bin 395 1975-1980	Bin 396 1980-1985	Bin 397 1985-1990	Bin 398 1990-1995	Bin 399 1995-2000	Bin 400 2000-2005	Bin 401 2005-2010	Bin 402 2010-2015	Bin 403 2015-2020	Bin 404 2020-2025	Bin 405 2025-2030	Bin 406 2030-2035	Bin 407 2035-2040	Bin 408 2040-2045	Bin 409 2045-2050	Bin 410 2050-2055	Bin 411 2055-2060	Bin 412 2060-2065	Bin 413 2065-2070	Bin 414 2070-2075	Bin 415 2075-2080	Bin 416 2080-2085	Bin 417 2085-2090	Bin 418 2090-2095	Bin 419 2095-2100	Bin 420 2100-2105	Bin 421 2105-2110	Bin 422 2110-2115	Bin 423 2115-2120	Bin 424 2120-2125	Bin 425 2125-2130	Bin 426 2130-2135	Bin 427 2135-2140	Bin 428 2140-2145	Bin 429 2145-2150	Bin 430 2150-2155	Bin 431 2155-2160	Bin 432 2160-2165	Bin 433 2165-2170	Bin 434 2170-2175	Bin 435 2175-2180	Bin 436 2180-2185	Bin 437 2185-2190	Bin 438 2190-2195	Bin 439 2195-2200	Bin 440 2200-2205	Bin 441 2205-2210	Bin 442 2210-2215	Bin 443 2215-2220	Bin 444 2220-2225	Bin 445 2225-2230	Bin 446 2230-2235	Bin 447 2235-2240	Bin 448 2240-2245	Bin 449 2245-2250	Bin 450 2250-2255	Bin 451 2255-2260	Bin 452 2260-2265	Bin 453 2265-2270	Bin 454 2270-2275	Bin 455 2275-2280	Bin 456 2280-2285	Bin 457 2285-2290	Bin 458 2290-2295	Bin 459 2295-2300	Bin 460 2300-2305	Bin 461 2305-2310	Bin 462 2310-2315	Bin 463 2315-2320	Bin 464 2320-2325	Bin 465 2325-2330	Bin 466 2330-2335	Bin 467 2335-2340	Bin 468 2340-2345	Bin 469 2345-2350	Bin 470 2350-2355	Bin 471 2355-2360	Bin 472 2360-2365	Bin 473 2365-2370	Bin 474 2370-2375	Bin 475 2375-2380	Bin 476 2380-2385	Bin 477 2385-2390	Bin 478 2390-2395	Bin 479 2395-2400	Bin 480 2400-2405	Bin 481 2405-2410	Bin 482 2410-2415	Bin 483 2415-2420	Bin 484 2420-2425	Bin 485 2425-2430	Bin 486 2430-2435	Bin 487 2435-2440	Bin 488 2440-2445	Bin 489 2445-2450	Bin 490 2450-2455	Bin 491 2455-2460	Bin 492 2460-2465	Bin 493 2465-2470	Bin 494 2470-2475	Bin 495 2475-2480	Bin 496 2480-2485	Bin 497 2485-2490	Bin 498 2490-2495	Bin 499 2495-2500	Bin 500 2500-2505	Bin 501 2505-2510	Bin 502 2510-2515	Bin 503 2515-2520	Bin 504 2520-2525	Bin 505 2525-2530	Bin 506 2530-2535	Bin 507 2535-2540	Bin 508 2540-2545	Bin 509 2545-2550	Bin 510 2550-2555	Bin 511 2555-2560	Bin 512 2560-2565	Bin 513 2565-2570	Bin 514 2570-2575	Bin 515 2575-2580	Bin 516 2580-2585	Bin 517 2585-2590	Bin 518 2590-2595	Bin 519 2595-2600	Bin 520 2600-2605	Bin 521 2605-2610	Bin 522 2610-2615	Bin 523 2615-2620	Bin 524 2620-2625	Bin 525 2625-2630	Bin 526 2630-2635	Bin 527 2635-2640	Bin 528 2640-2645	Bin 529 2645-2650	Bin 530 2650-2655	Bin 531 2655-2660	Bin 532 2660-2665	Bin 533 2665-2670	Bin 534 2670-2675	Bin 535 2675-2680	Bin 5
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360 TSL Ltd

PA7751.096

9780177510995

7071 75.1 6.96

Bognor Regis ATC 5, Outerwyke Road

CLASS SUMMARY

Direction: Eastbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 5 Oct	1099	1033	64	0	2
Wed 6 Oct	1192	1105	87	0	0
Thu 7 Oct	1144	1066	78	0	0
Fri 8 Oct	1219	1139	78	0	2
Sat 9 Oct	791	754	36	1	0
Sun 10 Oct	624	603	21	0	0
Mon 11 Oct	1071	994	77	0	0
5 Day Ave.	1145	1067	77	0	1
7 Day Ave.	1020	956	63	0	1

Direction: Westbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 5 Oct	1178	1112	64	1	1
Wed 6 Oct	1290	1224	66	0	0
Thu 7 Oct	1275	1201	73	1	0
Fri 8 Oct	1338	1277	61	0	0
Sat 9 Oct	905	873	30	2	0
Sun 10 Oct	716	687	28	0	1
Mon 11 Oct	1205	1149	56	0	0
5 Day Ave.	1257	1193	64	0	0
7 Day Ave.	1130	1075	54	1	0

Direction: Total Flow

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 5 Oct	2277	2145	128	1	3
Wed 6 Oct	2482	2329	153	0	0
Thu 7 Oct	2419	2267	151	1	0
Fri 8 Oct	2557	2416	139	0	2
Sat 9 Oct	1696	1627	66	3	0
Sun 10 Oct	1340	1290	49	0	1
Mon 11 Oct	2276	2143	133	0	0
5 Day Ave.	2402	2260	141	0	1
7 Day Ave.	2150	2031	117	1	1

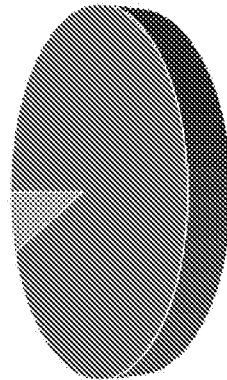
	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 5 Oct	100.0%	94.0%	5.8%	0.0%	0.2%
Wed 6 Oct	100.0%	92.7%	7.3%	0.0%	0.0%
Thu 7 Oct	100.0%	93.2%	6.8%	0.0%	0.0%
Fri 8 Oct	100.0%	93.4%	6.4%	0.0%	0.2%
Sat 9 Oct	100.0%	95.3%	4.6%	0.1%	0.0%
Sun 10 Oct	100.0%	96.6%	3.4%	0.0%	0.0%
Mon 11 Oct	100.0%	92.8%	7.2%	0.0%	0.0%
5 Day Ave.	100.0%	93.2%	6.7%	0.0%	0.1%
7 Day Ave.	100.0%	93.8%	6.2%	0.0%	0.1%

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 5 Oct	100.0%	94.4%	5.4%	0.1%	0.1%
Wed 6 Oct	100.0%	94.9%	5.1%	0.0%	0.0%
Thu 7 Oct	100.0%	94.2%	5.7%	0.1%	0.0%
Fri 8 Oct	100.0%	95.4%	4.6%	0.0%	0.0%
Sat 9 Oct	100.0%	96.5%	3.3%	0.2%	0.0%
Sun 10 Oct	100.0%	95.9%	3.9%	0.0%	0.1%
Mon 11 Oct	100.0%	95.4%	4.6%	0.0%	0.0%
5 Day Ave.	100.0%	94.9%	5.1%	0.0%	0.0%
7 Day Ave.	100.0%	95.1%	4.8%	0.1%	0.0%

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 5 Oct	100.0%	94.2%	5.6%	0.0%	0.1%
Wed 6 Oct	100.0%	93.8%	6.2%	0.0%	0.0%
Thu 7 Oct	100.0%	93.7%	6.2%	0.0%	0.0%
Fri 8 Oct	100.0%	94.5%	5.4%	0.0%	0.1%
Sat 9 Oct	100.0%	95.9%	3.9%	0.2%	0.0%
Sun 10 Oct	100.0%	96.3%	3.7%	0.0%	0.1%
Mon 11 Oct	100.0%	94.2%	5.8%	0.0%	0.0%
5 Day Ave.	100.0%	94.1%	5.9%	0.0%	0.0%
7 Day Ave.	100.0%	94.5%	5.4%	0.0%	0.0%

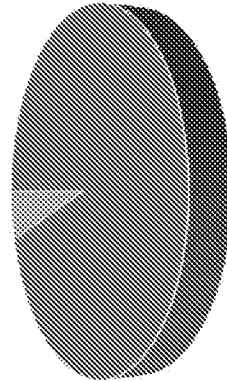
360 TSL Ltd

Eastbound



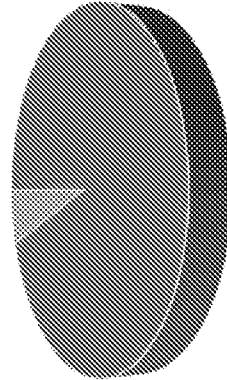
* LIGHT * OGV1 * OGV2 * BUS

Westbound



* LIGHT * OGV1 * OGV2 * BUS

Total Flow



* LIGHT * OGV1 * OGV2 * BUS

360 TSL Ltd

Bognor Regis ATC 5, Outwryke Road

EXPED SUMMARY (0-24HR)

Direction: Eastbound

[illegible]

350 TSL Ltd

Direction: Westbound

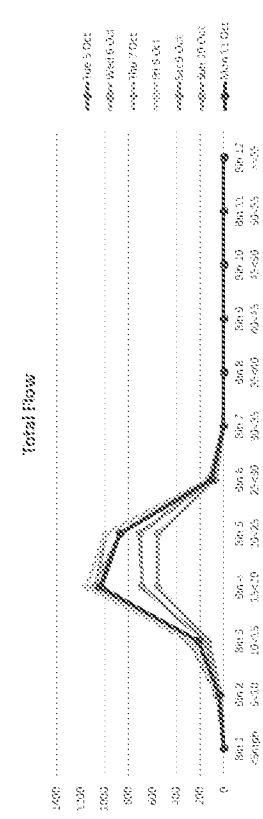
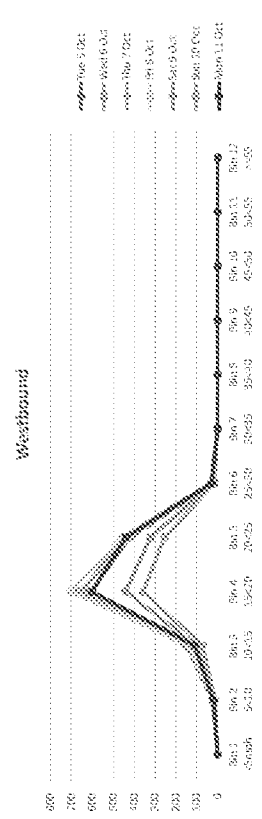
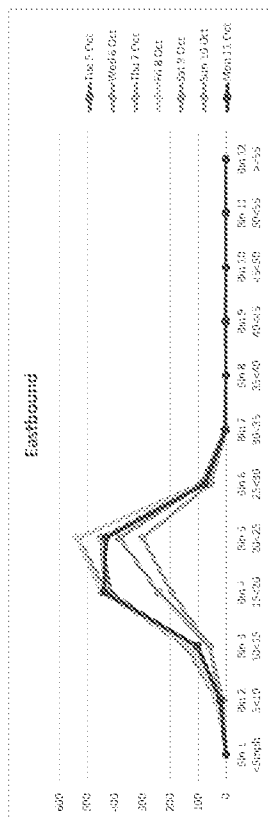
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360 TSL Ltd

Direction: Total Flow

	Total Volume	25th Percentile	Water Average	Zone/are Population	Zone/are Shores	2007 5-10	2007 11-15	2007 15-20	2007 20-25	2007 25-30	2007 30-35	2007 35-40	2007 40-45	2007 45-50	2007 50-55	2007 55-60
Free 0-0.1	2277	23.4	19.2	4.0	0	44	230	1014	873	101	5	0	0	0	0	0
Free 0.1-0.4	2482	23.7	19.4	4.2	0	53	230	1075	989	125	6	0	4	0	0	0
Free 0.4-0.7	2419	23.1	18.9	4.1	0	55	263	1100	866	97	4	0	0	0	0	0
Free 0.7-0.9	2357	23.2	19.2	3.9	0	49	262	1154	997	96	3	0	0	0	0	0
Free 0.9-0.1	1696	23.8	19.5	4.2	0	41	159	685	706	104	1	0	0	0	0	0
Free 0.1-0.2	1340	23.7	19.5	4.1	0	24	133	554	554	72	2	1	0	0	0	0
Free 0.2-0.3	2276	23.3	19.2	3.9	0	45	215	1041	872	106	2	0	0	0	0	0
Free 0.3-0.4	2402	23.4	19.2	4.0	0	48	246	1079	919	105	4	1	0	0	0	0
Free 0.4-0.5	2150	23.5	19.3	4.1	0	44	217	943	837	100	3	0	1	0	0	0

360 TSL Ltd



Direction: Eastbound

Order Volume	90th Percentile	Mean Average	Standard Deviation	Bin 1 ≤410	Bin 2 410-510	Bin 3 510-610	Bin 4 610-710	Bin 5 710-810	Bin 6 810-910	Bin 7 910-1010	Bin 8 1010-1110	Bin 9 1110-1210	Bin 10 1210-1310	Bin 11 1310-1410	Bin 12 1410-1510	Bin 13 1510-1610	Bin 14 1610-1710	Bin 15 1710-1810	Bin 16 1810-1910	Bin 17 1910-2010	Bin 18 2010-2110	Bin 19 2110-2210	Bin 20 2210-2310	Bin 21 2310-2410	Bin 22 2410-2510	Bin 23 2510-2610	Bin 24 2610-2710	Bin 25 2710-2810	Bin 26 2810-2910	Bin 27 2910-3010	Bin 28 3010-3110	Bin 29 3110-3210	Bin 30 3210-3310	Bin 31 3310-3410	Bin 32 3410-3510	Bin 33 3510-3610	Bin 34 3610-3710	Bin 35 3710-3810	Bin 36 3810-3910	Bin 37 3910-4010	Bin 38 4010-4110	Bin 39 4110-4210	Bin 40 4210-4310	Bin 41 4310-4410	Bin 42 4410-4510	Bin 43 4510-4610	Bin 44 4610-4710	Bin 45 4710-4810	Bin 46 4810-4910	Bin 47 4910-5010	Bin 48 5010-5110	Bin 49 5110-5210	Bin 50 5210-5310	Bin 51 5310-5410	Bin 52 5410-5510	Bin 53 5510-5610	Bin 54 5610-5710	Bin 55 5710-5810	Bin 56 5810-5910	Bin 57 5910-6010	Bin 58 6010-6110	Bin 59 6110-6210	Bin 60 6210-6310	Bin 61 6310-6410	Bin 62 6410-6510	Bin 63 6510-6610	Bin 64 6610-6710	Bin 65 6710-6810	Bin 66 6810-6910	Bin 67 6910-7010	Bin 68 7010-7110	Bin 69 7110-7210	Bin 70 7210-7310	Bin 71 7310-7410	Bin 72 7410-7510	Bin 73 7510-7610	Bin 74 7610-7710	Bin 75 7710-7810	Bin 76 7810-7910	Bin 77 7910-8010	Bin 78 8010-8110	Bin 79 8110-8210	Bin 80 8210-8310	Bin 81 8310-8410	Bin 82 8410-8510	Bin 83 8510-8610	Bin 84 8610-8710	Bin 85 8710-8810	Bin 86 8810-8910	Bin 87 8910-9010	Bin 88 9010-9110	Bin 89 9110-9210	Bin 90 9210-9310	Bin 91 9310-9410	Bin 92 9410-9510	Bin 93 9510-9610	Bin 94 9610-9710	Bin 95 9710-9810	Bin 96 9810-9910	Bin 97 9910-10010	Bin 98 10010-10110	Bin 99 10110-10210	Bin 100 10210-10310	Bin 101 10310-10410	Bin 102 10410-10510	Bin 103 10510-10610	Bin 104 10610-10710	Bin 105 10710-10810	Bin 106 10810-10910	Bin 107 10910-11010	Bin 108 11010-11110	Bin 109 11110-11210	Bin 110 11210-11310	Bin 111 11310-11410	Bin 112 11410-11510	Bin 113 11510-11610	Bin 114 11610-11710	Bin 115 11710-11810	Bin 116 11810-11910	Bin 117 11910-12010	Bin 118 12010-12110	Bin 119 12110-12210	Bin 120 12210-12310	Bin 121 12310-12410	Bin 122 12410-12510	Bin 123 12510-12610	Bin 124 12610-12710	Bin 125 12710-12810	Bin 126 12810-12910	Bin 127 12910-13010	Bin 128 13010-13110	Bin 129 13110-13210	Bin 130 13210-13310	Bin 131 13310-13410	Bin 132 13410-13510	Bin 133 13510-13610	Bin 134 13610-13710	Bin 135 13710-13810	Bin 136 13810-13910	Bin 137 13910-14010	Bin 138 14010-14110	Bin 139 14110-14210	Bin 140 14210-14310	Bin 141 14310-14410	Bin 142 14410-14510	Bin 143 14510-14610	Bin 144 14610-14710	Bin 145 14710-14810	Bin 146 14810-14910	Bin 147 14910-15010	Bin 148 15010-15110	Bin 149 15110-15210	Bin 150 15210-15310	Bin 151 15310-15410	Bin 152 15410-15510	Bin 153 15510-15610	Bin 154 15610-15710	Bin 155 15710-15810	Bin 156 15810-15910	Bin 157 15910-16010	Bin 158 16010-16110	Bin 159 16110-16210	Bin 160 16210-16310	Bin 161 16310-16410	Bin 162 16410-16510	Bin 163 16510-16610	Bin 164 16610-16710	Bin 165 16710-16810	Bin 166 16810-16910	Bin 167 16910-17010	Bin 168 17010-17110	Bin 169 17110-17210	Bin 170 17210-17310	Bin 171 17310-17410	Bin 172 17410-17510	Bin 173 17510-17610	Bin 174 17610-17710	Bin 175 17710-17810	Bin 176 17810-17910	Bin 177 17910-18010	Bin 178 18010-18110	Bin 179 18110-18210	Bin 180 18210-18310	Bin 181 18310-18410	Bin 182 18410-18510	Bin 183 18510-18610	Bin 184 18610-18710	Bin 185 18710-18810	Bin 186 18810-18910	Bin 187 18910-19010	Bin 188 19010-19110	Bin 189 19110-19210	Bin 190 19210-19310
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360 TSL Ltd

Direction: Westbound

	Total Volume	82nd Percentile	Mean Average	Standard Deviation	Bin 1 4-10	Bin 2 10-15	Bin 3 15-20	Bin 4 20-25	Bin 5 25-30	Bin 6 30-35	Bin 7 35-40	Bin 8 40-45	Bin 9 45-50	Bin 10 50-55	Bin 11 55-60
Time 5 Oct	109	22.5	19.2	3.2	0	0	6	65	34	4	0	0	0	0	0
Week 6 Oct	136	21.9	18.2	3.6	0	2	17	81	32	4	0	0	0	0	0
Time 7 Oct	128	21.7	17.9	3.7	0	3	19	71	34	1	0	0	0	0	0
Full 8 Oct	127	21.9	18.1	3.7	0	5	12	73	37	0	0	0	0	0	0
Week 9 Oct	146	23.3	19.3	3.8	0	3	13	80	67	3	0	0	0	0	0
Week 10 Oct	122	22.5	18.7	3.6	0	1	14	64	40	3	0	0	0	0	0
Month 11 Oct	106	23.5	19.6	3.8	0	2	8	43	50	3	0	0	0	0	0
5 Day Ave.	121	22.3	18.6	3.6	0	2	12	67	37	2	0	0	0	0	0
3 Day Ave.	125	22.5	18.7	3.6	0	2	13	65	42	3	0	0	0	0	0

360 TSI Ltd

Direction: Total Flow

Time Slot	Truck Volume	25th Percentile	Mean Average	Standard Deviation	860-1 Samps	860-7 12-13	860-3 13-40	860-5 20-23	860-4 25-30	860-7 35-38	860-5 40-45	860-9 45-50	860-10 50-55	860-11 55-59
Time Slot														
Week 6 Oct	189	22.9	39.2	3.6	0	1	18	95	67	8	0	0	0	0
Week 7 Oct	162	23.1	18.7	4.2	0	7	35	121	85	14	0	0	0	0
Week 8 Oct	230	23.0	18.7	4.2	0	8	29	104	80	9	0	0	0	0
Week 9 Oct	248	22.8	18.5	4.1	0	11	23	122	87	5	0	0	0	0
Week 10 Oct	289	24.2	20.0	4.0	0	5	22	105	137	20	0	0	0	0
Week 11 Oct	231	23.4	39.3	4.0	0	3	22	109	86	10	0	0	0	0
Week 12 Oct	198	23.9	39.6	4.1	0	4	16	82	83	13	0	0	0	0
Week 13 Oct	225	25.1	18.9	4.1	0	6	24	105	80	10	0	0	0	0
Week 14 Oct	235	23.3	19.1	4.0	0	6	24	105	89	11	0	0	0	0

360 TSL Ltd

Bognor Regis ATC 5, Outerwyke Road

SPEED SUMMARY (14-16HR)

Direction: Eastbound

Total Volume	85th Percentile	Mean Speed	Standard Deviation	Bin Count											
				Bin 1 0-10	Bin 2 10-15	Bin 3 15-20	Bin 4 20-25	Bin 5 25-30	Bin 6 30-35	Bin 7 35-40	Bin 8 40-45	Bin 9 45-50	Bin 10 50-55	Bin 11 55-60	Bin 12 60-65
227	22.0	17.3	4.6	0	14	52	93	64	4	0	0	0	0	0	0
Mon 5 Oct	248	23.6	19.2	4.2	0	10	21	102	107	7	1	0	0	0	0
Tue 6 Oct	248	22.4	17.6	4.7	0	15	51	104	71	6	1	0	0	0	0
Wed 7 Oct	234	22.9	16.0	4.7	0	14	39	98	74	9	0	0	0	0	0
Thu 8 Oct	115	24.1	20.1	3.9	0	1	8	45	52	9	0	0	0	0	0
Fri 9 Oct	99	24.2	20.0	4.1	0	1	8	39	42	9	0	0	0	0	0
Sat 10 Oct	252	22.7	18.6	3.9	0	5	31	129	77	10	0	0	0	0	0
Sun 11 Oct	242	22.7	18.1	4.4	0	12	39	105	79	7	0	0	0	0	0
Mon 12 Oct	203	23.1	18.7	4.3	0	9	30	87	70	8	0	0	0	0	0

360 TSL Ltd

Direction: Westbound

Total Volume	85th Percentile	Mean Speed	Standard Deviation	Bin Count											
				Bin 1 0-10	Bin 2 10-15	Bin 3 15-20	Bin 4 20-25	Bin 5 25-30	Bin 6 30-35	Bin 7 35-40	Bin 8 40-45	Bin 9 45-50	Bin 10 50-55	Bin 11 55-60	Bin 12 60-65
252	22.2	18.5	3.5	0	4	27	138	80	3	0	0	0	0	0	0
Mon 5 Oct	242	22.4	18.8	3.5	0	5	15	141	75	6	0	0	0	0	0
Tue 6 Oct	277	21.3	17.6	3.6	0	5	48	163	57	4	0	0	0	0	0
Wed 7 Oct	192	22.8	19.2	3.4	0	2	19	139	103	7	0	0	0	0	0
Thu 8 Oct	136	22.4	18.5	3.8	0	4	13	74	42	3	0	0	0	0	0
Fri 9 Oct	124	22.6	18.6	3.8	0	3	14	61	44	2	0	0	0	0	0
Sat 10 Oct	244	22.6	18.9	3.5	0	3	24	121	93	3	0	0	0	0	0
Sun 11 Oct	257	22.3	18.6	3.5	0	4	27	140	82	5	0	0	0	0	0
Mon 12 Oct	221	22.3	18.6	3.6	0	4	23	120	71	4	0	0	0	0	0

360 TSL Ltd

Direction: Total Flow

Total Volume	85th Percentile	Mean Speed	Standard Deviation	Bin Count											
				Bin 1 0-10	Bin 2 10-15	Bin 3 15-20	Bin 4 20-25	Bin 5 25-30	Bin 6 30-35	Bin 7 35-40	Bin 8 40-45	Bin 9 45-50	Bin 10 50-55	Bin 11 55-60	Bin 12 60-65
479	22.2	17.9	4.1	0	18	79	231	144	7	0	0	0	0	0	0
Mon 5 Oct	490	23.0	19.0	3.9	0	15	36	243	132	13	1	0	0	0	0
Tue 6 Oct	525	21.9	17.6	4.1	0	20	99	267	128	10	1	0	0	0	0
Wed 7 Oct	504	22.9	18.7	4.1	0	16	58	237	177	16	0	0	0	0	0
Thu 8 Oct	251	23.3	19.2	3.9	0	5	21	119	94	12	0	0	0	0	0
Fri 9 Oct	223	23.4	19.2	4.0	0	4	22	100	86	11	0	0	0	0	0
Sat 10 Oct	496	22.6	18.8	3.7	0	8	55	250	170	13	0	0	0	0	0
Sun 11 Oct	499	22.5	18.4	4.0	0	15	65	246	160	12	0	0	0	0	0
Mon 12 Oct	424	22.8	18.6	4.0	0	12	53	207	140	12	0	0	0	0	0

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360 TSI Ltd

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Bognor Regis ATC6, Firs Avenue
CLASS SUMMARY

Direction: Northbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 14 Sep	1315	1224	91	0	0
Wed 15 Sep	1323	1226	97	0	0
Thu 16 Sep	1351	1275	76	0	0
Fri 17 Sep	1379	1301	73	2	3
Sat 18 Sep	1068	1009	56	3	0
Sun 19 Sep	844	793	50	1	0
Mon 20 Sep	1290	1212	76	1	1
5 Day Ave.	1332	1248	83	1	1
7 Day Ave.	1224	1149	74	1	1

Direction: Southbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 14 Sep	1180	1031	147	0	2
Wed 15 Sep	1230	1063	158	2	7
Thu 16 Sep	1202	1069	132	0	1
Fri 17 Sep	1240	1070	165	1	4
Sat 18 Sep	982	864	117	0	1
Sun 19 Sep	752	662	89	1	0
Mon 20 Sep	1226	1103	117	1	5
5 Day Ave.	1216	1057	144	1	4
7 Day Ave.	1116	980	132	1	3

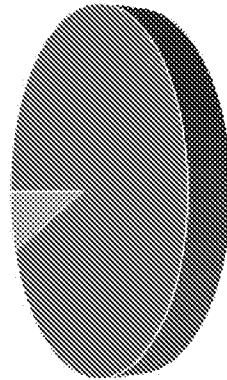
Direction: Total Flow

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 14 Sep	2495	2255	238	0	2
Wed 15 Sep	2553	2289	255	2	7
Thu 16 Sep	2553	2344	208	0	1
Fri 17 Sep	2619	2371	238	3	7
Sat 18 Sep	2050	1873	173	3	1
Sun 19 Sep	1596	1455	139	2	0
Mon 20 Sep	2516	2315	193	2	6
5 Day Ave.	2547	2315	226	1	5
7 Day Ave.	2340	2129	206	2	3

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 14 Sep	100.0%	93.1%	6.9%	0.0%	0.0%
Wed 15 Sep	100.0%	92.7%	7.3%	0.0%	0.0%
Thu 16 Sep	100.0%	94.4%	5.6%	0.0%	0.0%
Fri 17 Sep	100.0%	94.3%	5.3%	0.1%	0.2%
Sat 18 Sep	100.0%	94.5%	5.2%	0.3%	0.0%
Sun 19 Sep	100.0%	94.0%	5.9%	0.1%	0.0%
Mon 20 Sep	100.0%	94.0%	5.9%	0.1%	0.1%
5 Day Ave.	100.0%	93.7%	6.2%	0.0%	0.1%
7 Day Ave.	100.0%	93.8%	6.1%	0.1%	0.0%

360 TSL Ltd

Northbound

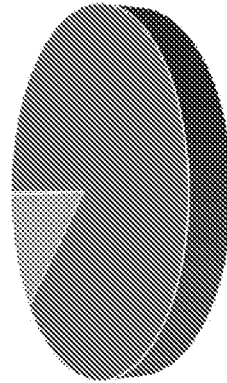


• LIGHT • OGV1 • OGV2 • BUS

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 14 Sep	100.0%	87.4%	12.5%	0.0%	0.2%
Wed 15 Sep	100.0%	86.4%	12.8%	0.2%	0.6%
Thu 16 Sep	100.0%	88.9%	11.0%	0.0%	0.1%
Fri 17 Sep	100.0%	86.3%	13.3%	0.1%	0.3%
Sat 18 Sep	100.0%	88.0%	11.9%	0.0%	0.1%
Sun 19 Sep	100.0%	88.0%	11.8%	0.1%	0.0%
Mon 20 Sep	100.0%	90.0%	9.5%	0.1%	0.4%
5 Day Ave.	100.0%	87.8%	11.8%	0.1%	0.3%
7 Day Ave.	100.0%	87.8%	11.8%	0.1%	0.3%

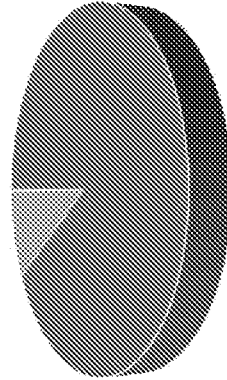
360 TSL Ltd

Southbound



• LIGHT • OGV1 • OGV2 • BUS

Total Flow



• LIGHT • OGV1 • OGV2 • BUS

360 TSL Ltd

Rognor Regis ATC 6, Firs Avenue

TRAFFIC SPEED SUMMARY (0-24HR)

Direction: Northbound

	Total Volume	85th Percentile	Mean	Standard Deviation	0-5	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55
Time 14 Sep	1315	19.7	16.8	2.8	0	17	259	935	101	3	0	0	0	0	0
Time 15 Sep	1323	20.1	16.9	3.2	0	29	265	876	149	4	0	0	0	0	0
Time 16 Sep	1351	20.1	16.7	3.3	0	46	273	895	133	3	0	0	1	0	0
Time 17 Sep	1379	19.9	16.7	3.1	0	31	303	907	135	3	0	0	0	0	0
Time 18 Sep	1068	19.9	16.6	3.2	0	31	236	701	93	5	0	0	0	0	0
Time 19 Sep	844	20.1	16.9	3.1	0	20	152	579	92	1	0	0	0	0	0
Time 20 Sep	1290	19.6	16.0	3.4	0	66	337	795	188	3	0	0	0	0	0
3 Day Ave	1332	19.9	16.6	3.2	0	38	287	882	121	3	0	0	0	0	0
7 Day Ave	1224	19.9	16.7	3.1	0	34	261	813	113	3	0	0	0	0	0

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Direction: Southbound

	Total Volume	85th Percentile	Mean	Standard Deviation	0-5	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55
Time 14 Sep	1180	18.8	15.2	3.5	0	93	410	627	50	0	0	0	0	0	0
Time 15 Sep	1230	19.3	15.8	3.4	0	61	372	717	79	1	0	0	0	0	0
Time 16 Sep	1202	19.1	15.5	3.5	0	73	400	658	71	0	0	0	0	0	0
Time 17 Sep	1240	19.2	15.5	3.5	0	76	429	654	80	0	1	0	0	0	0
Time 18 Sep	982	19.4	16.1	3.2	0	24	306	580	71	1	0	0	0	0	0
Time 19 Sep	752	19.4	16.3	3.0	0	13	215	471	53	0	0	0	0	0	0
Time 20 Sep	1236	19.0	15.4	3.4	0	81	415	669	61	0	0	0	0	0	0
3 Day Ave	1216	19.1	15.5	3.5	0	77	405	665	68	0	0	0	0	0	0
7 Day Ave	1116	19.2	15.7	3.4	0	60	364	625	66	0	0	0	0	0	0

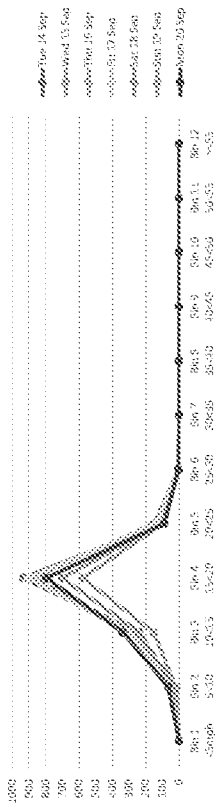
360 TSL Ltd

Direction: Total Flow

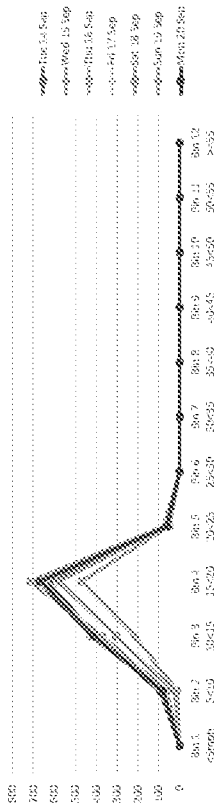
	Total Volume	85th Percentile	Mean	Standard Deviation	0-5	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55
Time 14 Sep	2495	19.4	16.0	3.3	0	110	669	1562	151	3	0	0	0	0	0
Time 15 Sep	2553	19.8	16.4	3.3	0	90	637	1593	228	5	0	0	0	0	0
Time 16 Sep	2553	19.7	16.1	3.4	0	119	673	1553	204	3	0	0	1	0	0
Time 17 Sep	2619	19.6	16.1	3.4	0	107	732	1561	215	3	1	0	0	0	0
Time 18 Sep	2050	19.7	16.3	3.2	0	95	544	1281	164	6	0	0	0	0	0
Time 19 Sep	1596	19.8	16.6	3.1	0	33	367	1050	145	1	0	0	0	0	0
Time 20 Sep	2516	19.3	15.7	3.4	0	147	752	1465	149	3	0	0	0	0	0
3 Day Ave	2547	19.6	16.1	3.4	0	115	693	1547	189	3	0	0	0	0	0
7 Day Ave	2340	19.6	16.2	3.3	0	94	625	1438	179	3	0	0	0	0	0

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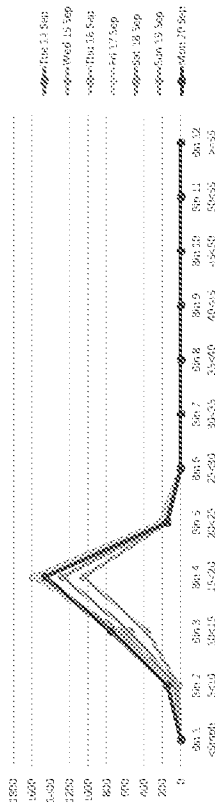
Northbound



Southbound



Total Flow



Rognor Regis ATC 6, Firs Avenue

SPEED SUMMARY (10-12HR)

Direction: Northbound

Date/Time	Total Volume	95th Percentile	Mean Average	Standard Deviation	Bin Counts											
					Bin 1 0-10	Bin 2 10-15	Bin 3 15-20	Bin 4 20-25	Bin 5 25-30	Bin 6 30-35	Bin 7 35-40	Bin 8 40-45	Bin 9 45-50	Bin 10 50-55	Bin 11 55-60	Bin 12 60-65
Tue 14 Sep	135	19.6	16.6	2.8	0	1	32	91	11	0	0	0	0	0	0	0
Wed 15 Sep	141	19.2	16.4	2.7	0	0	40	92	9	0	0	0	0	0	0	0
Thu 16 Sep	145	19.6	15.8	3.6	0	10	39	86	9	1	0	0	0	0	0	0
Fri 17 Sep	145	19.7	16.3	3.3	0	2	45	84	13	1	0	0	0	0	0	0
Sat 18 Sep	184	19.1	16.2	2.8	0	4	45	130	4	1	0	0	0	0	0	0
Sun 19 Sep	132	19.4	16.7	2.6	0	1	28	95	8	0	0	0	0	0	0	0
Mon 20 Sep	128	19.3	16.5	2.7	0	1	30	90	7	0	0	0	0	0	0	0
5 Day Ave	139	19.5	16.3	3.0	0	3	37	89	10	0	0	0	0	0	0	0
7 Day Ave	144	19.4	16.4	2.9	0	3	37	95	9	0	0	0	0	0	0	0

360 TSL Ltd

Direction: Southbound

Date/Time	Total Volume	95th Percentile	Mean Average	Standard Deviation	Bin Counts											
					Bin 1 0-10	Bin 2 10-15	Bin 3 15-20	Bin 4 20-25	Bin 5 25-30	Bin 6 30-35	Bin 7 35-40	Bin 8 40-45	Bin 9 45-50	Bin 10 50-55	Bin 11 55-60	Bin 12 60-65
Tue 14 Sep	119	18.2	15.4	2.7	0	2	48	68	1	0	0	0	0	0	0	0
Wed 15 Sep	124	19.2	16.0	3.1	0	4	37	76	7	0	0	0	0	0	0	0
Thu 16 Sep	135	18.8	15.5	3.2	0	4	54	70	7	0	0	0	0	0	0	0
Fri 17 Sep	129	18.1	14.9	3.1	0	4	63	58	4	0	0	0	0	0	0	0
Sat 18 Sep	183	18.2	15.0	3.1	0	10	75	95	3	0	0	0	0	0	0	0
Sun 19 Sep	145	18.8	15.9	2.8	0	2	47	91	5	0	0	0	0	0	0	0
Mon 20 Sep	134	18.9	15.3	3.6	0	8	53	64	9	0	0	0	0	0	0	0
5 Day Ave	128	18.6	15.1	3.1	0	4	51	67	6	0	0	0	0	0	0	0
7 Day Ave	138	18.6	15.1	3.1	0	5	54	75	5	0	0	0	0	0	0	0

360 TSL Ltd

Direction: Total Flow

Date/Time	Total Volume	95th Percentile	Mean Average	Standard Deviation	Bin Counts											
					Bin 1 0-10	Bin 2 10-15	Bin 3 15-20	Bin 4 20-25	Bin 5 25-30	Bin 6 30-35	Bin 7 35-40	Bin 8 40-45	Bin 9 45-50	Bin 10 50-55	Bin 11 55-60	Bin 12 60-65
Tue 14 Sep	254	19.0	16.0	2.9	0	3	80	159	12	0	0	0	0	0	0	0
Wed 15 Sep	265	19.2	16.2	2.9	0	4	77	168	16	0	0	0	0	0	0	0
Thu 16 Sep	280	19.2	15.7	3.4	0	14	93	156	16	1	0	0	0	0	0	0
Fri 17 Sep	274	19.0	15.7	3.3	0	6	108	142	17	1	0	0	0	0	0	0
Sat 18 Sep	367	18.7	15.6	3.0	0	14	120	225	7	1	0	0	0	0	0	0
Sun 19 Sep	277	19.1	16.3	2.7	0	3	75	186	13	0	0	0	0	0	0	0
Mon 20 Sep	262	19.2	15.9	3.2	0	9	83	154	16	0	0	0	0	0	0	0
5 Day Ave	267	19.1	15.9	3.1	0	7	88	156	15	0	0	0	0	0	0	0
7 Day Ave	283	19.1	15.9	3.1	0	8	91	170	14	0	0	0	0	0	0	0

360 TSL Ltd

	Total Values	50th Percentile	Mean Average	Standard Deviation	Sum -Sum	Sum 5-10	Sum 10-15	Sum 15-20	Sum 20-25	Sum 25-30	Sum 30-35	Sum 35-40	Sum 40-45	Sum 45-50	Sum 50-55
Dec 14 Sep	259	19.5	16.9	2.6	0	3	43	156	17	0	0	0	0	0	0
Mar 13 Sep	257	20.3	16.6	3.5	0	11	56	158	31	1	0	0	0	0	0
Jun 10 Sep	238	19.4	16.1	3.2	0	8	69	144	17	0	0	0	0	0	0
Feb 16 Sep	269	19.8	16.5	3.2	0	8	62	177	21	1	0	0	0	0	0
Sat 18 Sep	163	19.8	16.7	3.0	0	4	31	114	14	0	0	0	0	0	0
Sun 19 Sep	158	19.9	16.8	3.0	0	2	34	106	16	0	0	0	0	0	0
Mon 20 Sep	273	19.4	15.4	3.9	0	27	82	143	21	0	0	0	0	0	0
3 Day Avg	259	19.7	16.3	3.3	0	11	61	164	21	0	0	0	0	0	0
7 Day Avg	231	19.7	16.4	3.2	0	9	54	148	20	0	0	0	0	0	0

360 TSL Ltd

Direction: Southbound

[illegible]

360 TSI Ltd

Direction: Total Flow

Time	Total Values	Total Percent	Mean Average	Standard Deviation	Bin 1 +5 mph	Bin 2 5-10	Bin 3 10-15	Bin 4 15-20	Bin 5 20-25	Bin 6 25-30	Bin 7 30-35	Bin 8 35-40	Bin 9 40-45	Bin 10 45-50	Bin 11 50-55	Bin 12 55-60
Time 12 Sep	446	19.5	15.8	3.6	0	39	101	281	25	0	0	0	0	0	0	0
Time 13 Sep	457	19.7	16.0	3.6	0	26	134	253	43	1	0	0	0	0	0	0
Time 14 Sep	441	18.8	14.8	3.8	0	53	152	214	22	0	0	0	0	0	0	0
Time 15 Sep	461	19.4	15.7	3.6	0	34	131	265	30	1	0	0	0	0	0	0
Time 16 Sep	280	20.0	16.9	3.0	0	5	55	190	30	0	0	0	0	0	0	0
Time 17 Sep	267	19.6	16.5	3.0	0	4	64	173	21	0	0	0	0	0	0	0
Time 18 Sep	485	18.7	14.5	4.0	0	72	172	215	26	0	0	0	0	0	0	0
Time 19 Sep	458	19.2	15.4	3.7	0	45	138	246	29	0	0	0	0	0	0	0
Time 20 Sep	402	19.4	15.7	3.5	0	33	116	227	28	0	0	0	0	0	0	0

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Bognor Regis ATC6, Firs Avenue
CLASS SUMMARY

Direction: Northbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 5 Oct	1260	1144	115	0	1
Wed 6 Oct	1359	1229	127	1	2
Thu 7 Oct	1355	1230	124	0	1
Fri 8 Oct	1420	1296	124	0	0
Sat 9 Oct	1054	991	63	0	0
Sun 10 Oct	841	781	57	1	2
Mon 11 Oct	1257	1143	110	1	3
5 Day Ave.	1330	1208	120	0	1
7 Day Ave.	1221	1116	103	0	1

Direction: Southbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 5 Oct	1111	979	127	0	5
Wed 6 Oct	1232	1076	152	0	4
Thu 7 Oct	1229	1073	155	0	1
Fri 8 Oct	1339	1153	181	0	5
Sat 9 Oct	963	863	97	2	1
Sun 10 Oct	768	691	76	1	0
Mon 11 Oct	1083	958	122	0	3
5 Day Ave.	1199	1048	147	0	4
7 Day Ave.	1104	970	130	0	3

Direction: Total Flow

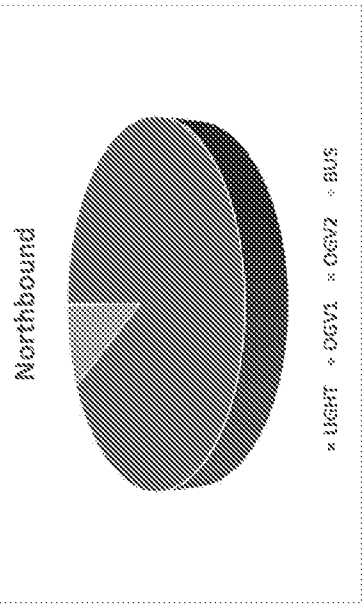
	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 5 Oct	2371	2123	242	0	6
Wed 6 Oct	2591	2305	279	1	6
Thu 7 Oct	2584	2303	279	0	2
Fri 8 Oct	2759	2449	305	0	5
Sat 9 Oct	2017	1854	160	2	1
Sun 10 Oct	1609	1472	133	2	2
Mon 11 Oct	2340	2101	232	1	6
5 Day Ave.	2529	2256	267	0	5
7 Day Ave.	2324	2087	233	1	4

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 5 Oct	100.0%	90.8%	9.1%	0.0%	0.1%
Wed 6 Oct	100.0%	90.4%	9.3%	0.1%	0.1%
Thu 7 Oct	100.0%	90.8%	9.2%	0.0%	0.1%
Fri 8 Oct	100.0%	91.3%	8.7%	0.0%	0.0%
Sat 9 Oct	100.0%	94.0%	6.0%	0.0%	0.0%
Sun 10 Oct	100.0%	92.9%	6.8%	0.1%	0.2%
Mon 11 Oct	100.0%	90.9%	8.8%	0.1%	0.2%
5 Day Ave.	100.0%	90.8%	9.0%	0.0%	0.1%
7 Day Ave.	100.0%	91.4%	8.4%	0.0%	0.1%

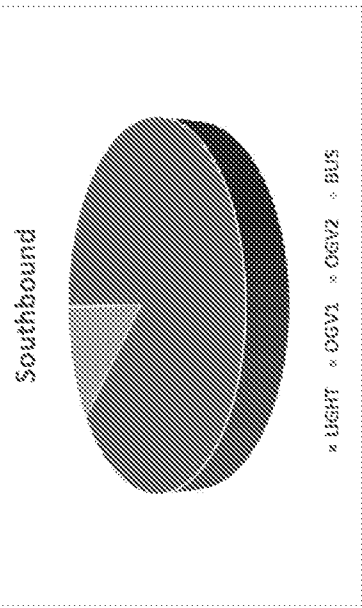
	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 5 Oct	100.0%	88.1%	11.4%	0.0%	0.5%
Wed 6 Oct	100.0%	87.3%	12.3%	0.0%	0.3%
Thu 7 Oct	100.0%	87.3%	12.6%	0.0%	0.1%
Fri 8 Oct	100.0%	86.1%	13.5%	0.0%	0.4%
Sat 9 Oct	100.0%	89.6%	10.1%	0.2%	0.1%
Sun 10 Oct	100.0%	90.0%	9.9%	0.1%	0.0%
Mon 11 Oct	100.0%	88.5%	11.3%	0.0%	0.3%
5 Day Ave.	100.0%	87.4%	12.3%	0.0%	0.3%
7 Day Ave.	100.0%	87.9%	11.8%	0.0%	0.2%

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 5 Oct	100.0%	89.5%	10.2%	0.0%	0.3%
Wed 6 Oct	100.0%	89.0%	10.8%	0.0%	0.2%
Thu 7 Oct	100.0%	89.1%	10.8%	0.0%	0.1%
Fri 8 Oct	100.0%	88.8%	11.1%	0.0%	0.2%
Sat 9 Oct	100.0%	91.9%	7.9%	0.1%	0.0%
Sun 10 Oct	100.0%	91.5%	8.3%	0.1%	0.1%
Mon 11 Oct	100.0%	89.8%	9.9%	0.0%	0.3%
5 Day Ave.	100.0%	89.2%	10.6%	0.0%	0.2%
7 Day Ave.	100.0%	89.8%	10.0%	0.0%	0.2%

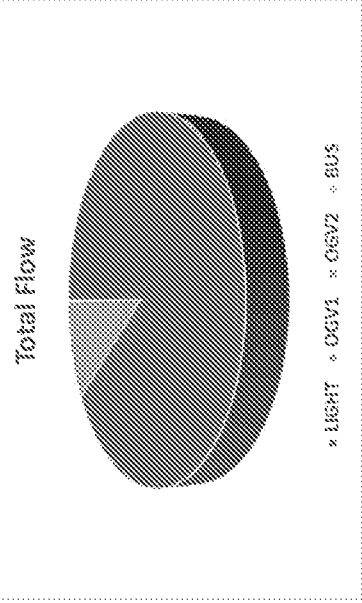
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Rognor Regis ATC 6, Firs Avenue

TRAFFIC SPEED SUMMARY (9-24HR)

Direction: Northbound

	Total Volume	5th Percentile	Mean Average	Standard Deviation	1st	5th	15th	30th	45th	60th	75th	85th	95th	98th	99th
Regis ATC	1260	22.8	19.2	3.6	0	14	97	645	469	34	0	1	0	0	0
Regis Ave	1359	22.5	19.0	3.4	0	14	92	739	491	21	2	0	0	0	0
Regis Dr	1355	22.4	18.7	3.6	0	21	126	751	429	25	2	1	0	0	0
Regis St	1420	22.7	19.1	3.5	0	13	109	735	529	32	2	0	0	0	0
Regis Way	1054	23.0	19.0	3.8	0	24	79	532	393	25	0	0	0	1	0
Regis Rd	841	23.0	19.1	3.8	0	10	75	423	302	27	3	1	0	0	0
Regis Ln	1257	22.3	18.8	3.4	0	12	104	695	426	19	1	0	0	0	0
Regis Ave	1330	22.6	19.0	3.5	0	15	106	713	469	26	1	0	0	0	0
Regis Ave	1221	22.7	19.0	3.6	0	15	97	646	434	26	1	0	0	0	0

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Direction: Southbound

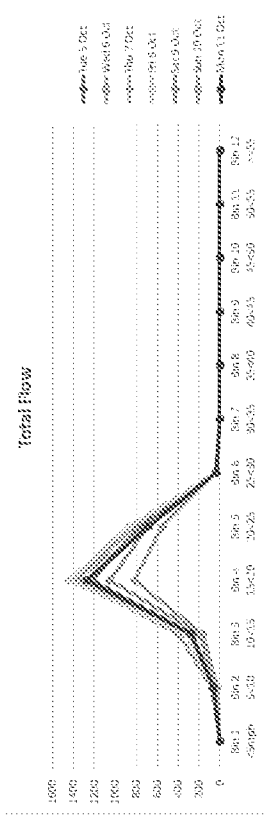
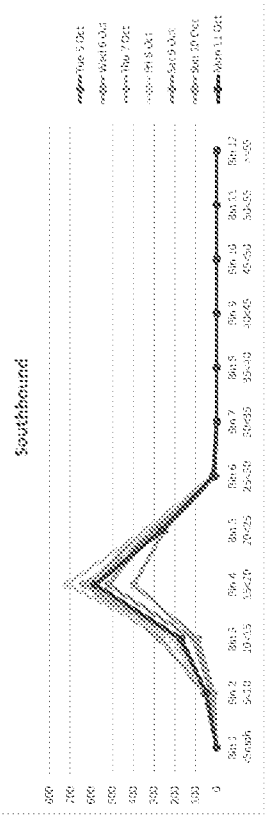
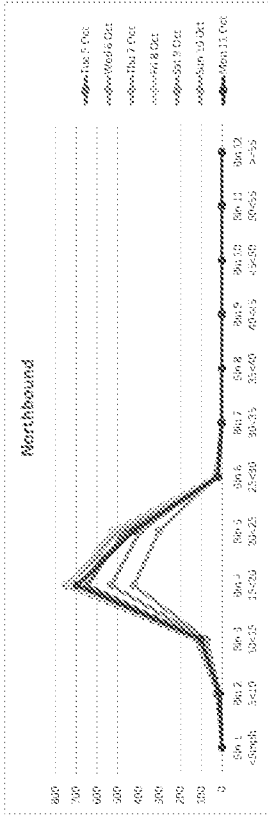
	Total Volume	5th Percentile	Mean Average	Standard Deviation	1st	5th	15th	30th	45th	60th	75th	85th	95th	98th	99th
Regis ATC	1111	21.8	17.7	4.0	0	49	169	583	302	8	0	0	0	0	0
Regis Ave	1232	22.0	17.8	4.0	0	49	202	624	339	18	0	0	0	0	0
Regis Dr	1229	21.2	17.0	4.0	0	69	271	638	249	11	0	0	0	0	0
Regis St	1339	21.7	17.6	3.9	0	54	214	719	343	9	0	0	0	0	0
Regis Way	963	22.1	18.3	3.7	0	26	113	520	297	7	0	0	0	0	0
Regis Rd	768	22.4	18.6	3.7	0	14	90	398	251	15	0	0	0	0	0
Regis Ln	1083	21.8	17.6	4.0	0	51	173	581	263	15	0	0	0	0	0
Regis Ave	1199	21.7	17.6	4.0	0	53	206	629	299	12	0	0	0	0	0
Regis Ave	1104	21.8	17.8	3.9	0	43	176	580	292	12	0	0	0	0	0

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Direction: Total Flow

	Total Volume	5th Percentile	Mean Average	Standard Deviation	1st	5th	15th	30th	45th	60th	75th	85th	95th	98th	99th
Regis ATC	2371	22.4	18.5	3.8	0	63	266	1228	771	42	0	1	0	0	0
Regis Ave	2591	22.3	18.5	3.7	0	63	294	1363	830	39	2	0	0	0	0
Regis Dr	2584	21.9	17.9	3.9	0	81	397	1389	678	36	2	1	0	0	0
Regis St	2759	22.3	18.4	3.8	0	67	323	1454	872	41	2	0	0	0	0
Regis Way	2017	22.6	18.7	3.8	0	90	192	1052	690	32	0	0	0	1	0
Regis Rd	1609	22.7	18.9	3.8	0	24	165	821	553	42	3	1	0	0	0
Regis Ln	2340	22.1	18.3	3.7	0	63	277	1276	689	34	1	0	0	0	0
Regis Ave	2529	22.2	18.3	3.8	0	67	311	1342	768	38	1	0	0	0	0
Regis Ave	2324	22.4	18.4	3.8	0	59	273	1226	726	38	1	0	0	0	0

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Bognor Regis ATC 6, Firs Avenue

SPEED SUMMARY (10-12HR)

Direction: Northbound

	Total Volume	85th Percentile	Mean Speed	Standard Deviation	Bin 1 8-10	Bin 2 10-15	Bin 3 15-20	Bin 4 20-25	Bin 5 25-30	Bin 6 30-35	Bin 7 35-40	Bin 8 40-45	Bin 9 45-50	Bin 10 50-55	Bin 11 55-60	Bin 12 60-65
Tue 5 Oct	132	22.6	19.1	3.4	0	1	9	73	45	4	0	0	0	0	0	0
Wed 6 Oct	141	21.7	18.2	3.3	0	2	15	85	38	1	0	0	0	0	0	0
Thu 7 Oct	139	22.2	18.5	3.6	0	3	12	82	39	3	0	0	0	0	0	0
Fri 8 Oct	139	21.0	17.4	3.6	0	5	21	87	25	1	0	0	0	0	0	0
Sat 9 Oct	181	22.8	19.3	3.4	0	2	13	88	75	3	0	0	0	0	0	0
Sun 10 Oct	148	22.6	19.0	3.4	0	1	12	80	51	4	0	0	0	0	0	0
Mon 11 Oct	118	22.1	18.6	3.3	0	1	11	67	38	1	0	0	0	0	0	0
Tue 12 Oct	134	21.9	18.4	3.4	0	2	14	79	37	2	0	0	0	0	0	0
Wed 13 Oct	143	22.1	18.6	3.4	0	2	13	80	44	2	0	0	0	0	0	0

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Direction: Southbound

	Total Volume	85th Percentile	Mean Speed	Standard Deviation	Bin 1 8-10	Bin 2 10-15	Bin 3 15-20	Bin 4 20-25	Bin 5 25-30	Bin 6 30-35	Bin 7 35-40	Bin 8 40-45	Bin 9 45-50	Bin 10 50-55	Bin 11 55-60	Bin 12 60-65
Tue 5 Oct	97	21.4	17.5	3.8	0	4	15	55	23	0	0	0	0	0	0	0
Wed 6 Oct	132	21.2	16.9	4.2	0	9	29	64	30	0	0	0	0	0	0	0
Thu 7 Oct	119	22.1	18.3	3.6	0	2	16	63	37	1	0	0	0	0	0	0
Fri 8 Oct	155	20.8	17.1	3.6	0	4	33	88	30	0	0	0	0	0	0	0
Sat 9 Oct	169	21.7	18.1	3.5	0	3	23	96	46	1	0	0	0	0	0	0
Sun 10 Oct	148	22.0	18.4	3.5	0	3	15	84	45	1	0	0	0	0	0	0
Mon 11 Oct	124	21.2	17.7	3.4	0	2	20	74	28	0	0	0	0	0	0	0
Tue 12 Oct	125	21.3	17.5	3.7	0	4	23	63	30	0	0	0	0	0	0	0
Wed 13 Oct	135	21.5	17.7	3.6	0	4	22	75	34	0	0	0	0	0	0	0

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Direction: Total Flow

	Total Volume	85th Percentile	Mean Speed	Standard Deviation	Bin 1 8-10	Bin 2 10-15	Bin 3 15-20	Bin 4 20-25	Bin 5 25-30	Bin 6 30-35	Bin 7 35-40	Bin 8 40-45	Bin 9 45-50	Bin 10 50-55	Bin 11 55-60	Bin 12 60-65
Tue 5 Oct	229	22.2	18.4	3.6	0	5	24	128	68	4	0	0	0	0	0	0
Wed 6 Oct	273	21.5	17.6	3.8	0	11	44	149	68	1	0	0	0	0	0	0
Thu 7 Oct	258	22.1	18.4	3.6	0	5	28	145	76	4	0	0	0	0	0	0
Fri 8 Oct	294	20.9	17.2	3.6	0	9	54	175	55	1	0	0	0	0	0	0
Sat 9 Oct	350	22.3	18.7	3.5	0	5	36	184	121	4	0	0	0	0	0	0
Sun 10 Oct	296	22.3	18.7	3.5	0	4	27	164	96	5	0	0	0	0	0	0
Mon 11 Oct	242	21.6	18.1	3.4	0	3	31	141	66	1	0	0	0	0	0	0
Tue 12 Oct	259	21.7	18.0	3.6	0	7	36	148	67	2	0	0	0	0	0	0
Wed 13 Oct	277	21.9	18.2	3.6	0	6	35	155	79	3	0	0	0	0	0	0

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