

BOGNOR REGIS GOLF CLUB PROPOSED RESIDENTIAL DEVELOPMENT

Transport Assessment

J NY 10830-02b
Transport Assessment
Version 02b
15 December 2021

Document Status					
Version	Purpose of document	Authored by	Reviewed by	Approved by	Review date
DRAFT	Information	Melanie A Lee	Brian Plumb	Melanie A Lee	26 November 2021
02a	Information	Melanie A Lee	Brian Plumb	Melanie A Lee	06 December 2021
02b	Information	Melanie A Lee	Brian Plumb	Melanie A Lee	15 December 2021

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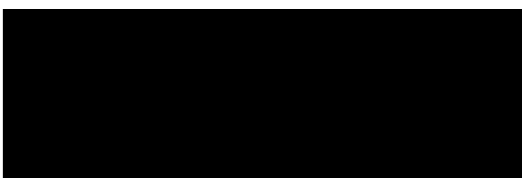
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Contents

1	INTRODUCTION.....	1
2	EXISTING TRANSPORT CHARACTERISTICS	2
3	ACCESSIBILITY	13
4	PLANNING POLICY	23
5	DEVELOPMENT PROPOSAL AND ACCESS.....	32
6	TRIP GENERATION AND DISTRIBUTION	40
7	TRAFFIC IMPACT	43
8	SUMMARY AND CONCLUSION	57

Appendices

APPENDIX 1 - SITE LOCATION PLAN
APPENDIX 2 - COLLISION DATA
APPENDIX 3 - TRAFFIC SURVEYS
APPENDIX 4 - WALKING & CYCLING ISOCHRONES
APPENDIX 5 - ILLUSTRATIVE MASTERPLAN
APPENDIX 6 - PROPOSED ACCESS ARRANGEMENT AND SWEEP PATH ANALYSIS
APPENDIX 7 - RESPONSE FROM WEST SUSSEX FIRE & RESCUE
APPENDIX 8 - STAGE 1 ROAD SAFETY AUDIT AND DESIGNER'S RESPONSE
APPENDIX 9 - TRICS DATA
APPENDIX 10 - PROPOSED DEVELOPMENT FLOWS
APPENDIX 11 - BASE TRAFFIC FLOWS
APPENDIX 12 - PROPOSED 2031 TRAFFIC FLOWS
APPENDIX 13 - EXISTING JUNCTION & PROPOSED SITE ACCESS ANALYSIS OUTPUT
APPENDIX 14 - PROPOSED JUNCTION IMPROVEMENT ANALYSIS OUTPUT

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

- z Section 2 of the report describes the existing transport characteristics of the site and its location;
- z 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;
- z Section 4 of the report provides a review of the relevant central government and local government land use and transport planning policies and guidelines;
- z Section 5 provides details of the residential development including, number of dwellings, access arrangements and parking;
- z Section 6 details the likely traffic generation associated with the proposed development and the distribution / assignment of that traffic onto the local highway network;
- z Section 7 considers the impact of the development traffic on the road network; and
- z Section 8 provides a summary of the transport assessment and the conclusions of this report.

2 EXISTING TRANSPORT CHARACTERISTICS

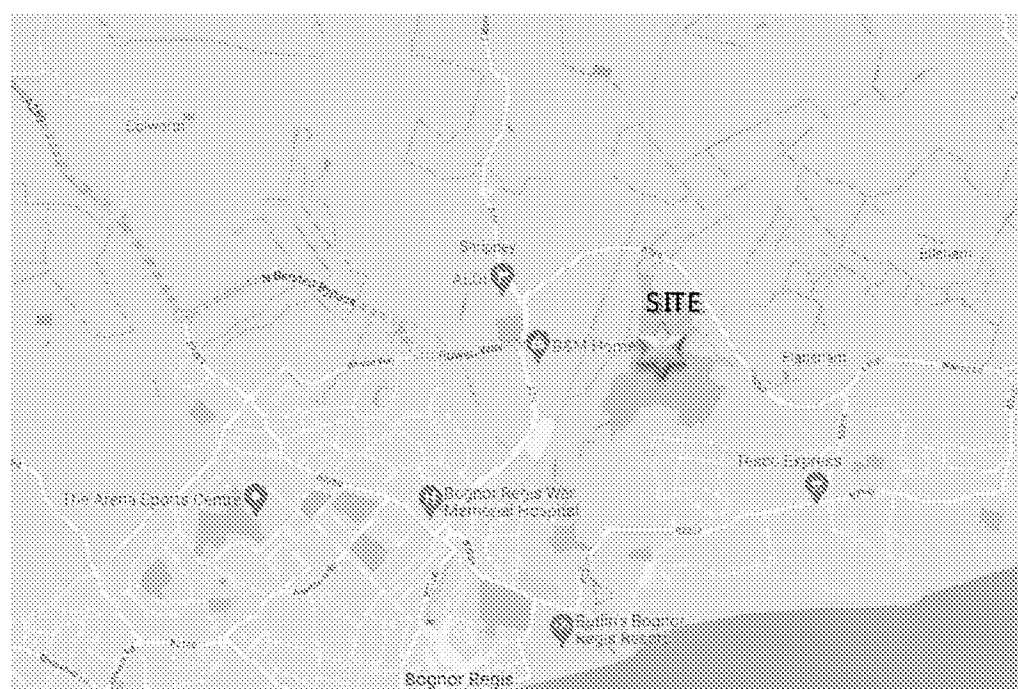
Introduction

- 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 ATCs 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 Felpham Way;
5. B2259 Felpham Way / Summerley Lane;
6. B2259 Felpham Way / Downview Road / Felpham Road;
7. B2259 Felpham Way / Drygrounds Close;
8. B2259 Felpham 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.

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

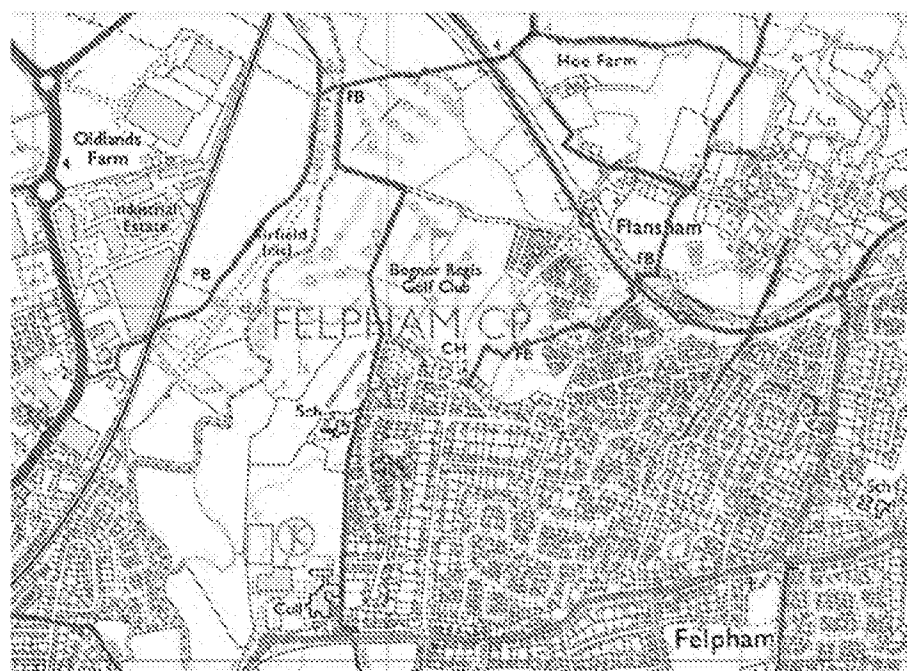


- 3.2 Footways are provided on both sides of the Felpham Way (B2259) towards east and provide access to a number of local facilities. To the west of the Downview Road junction a segregated footway / cycleway is provided on the southern side of the Felpham Way (B2259) which forms part of the South Coast 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

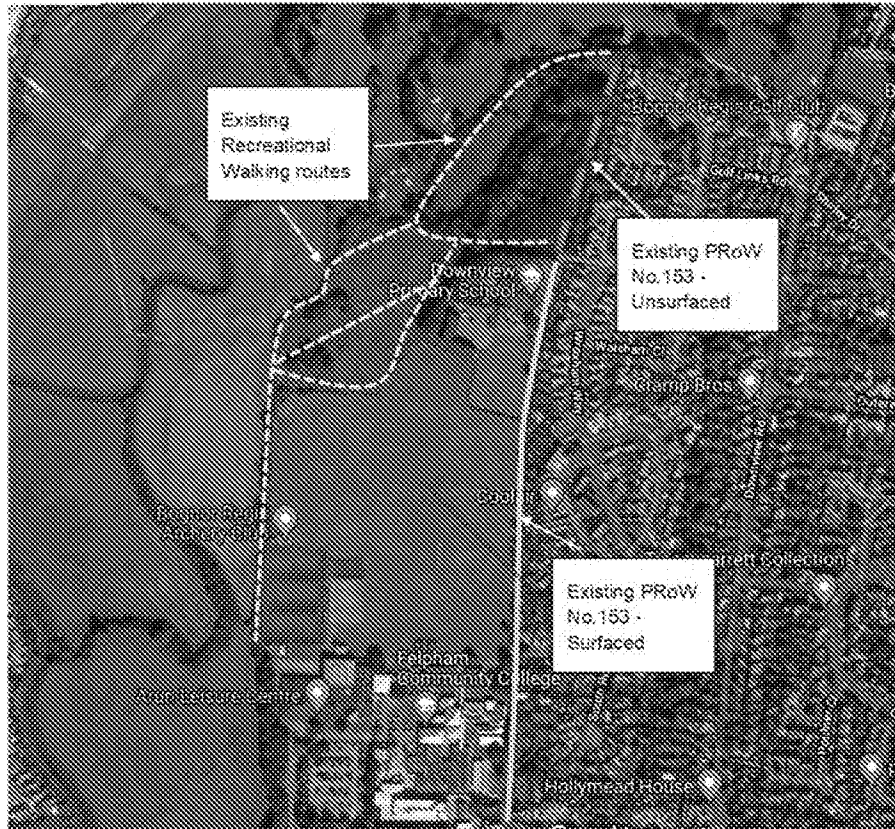


Photo 3: Existing Recreational Routes South West of the Site



- 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 site's 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) (J uly 2021);
 - ⌘ Planning Practice Guidance (NPPG) :Travel Plans, Transport Assessments and Statements in Decision-Taking~(March 2014);
 - ⌘ Arun District Council Local Plan 2011-2031 (J uly 2018);
 - ⌘ Arun District Design Guide Supplementary Planning Document (J anuary 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 (J uly 2021)

- 4.2 The current National Planning Policy Framework (NPPF), updated in J uly 2021, replaces the previous Framework published in March 2012 as revised in J uly 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:

- a. The accessibility of the development;
- b. The type, mix and use of development;
- c. The availability of and opportunities for Public Transport;
- d. Local car ownership levels; and
- e. The need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.

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;
 - 2 Zone 1 - Rural (Village locations e.g. Walberton)
 - 2 Zone 2 - Peri-rural (Large villages or small settlements close to towns e.g. Angmering, Barnham)
 - 2 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

- 2 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



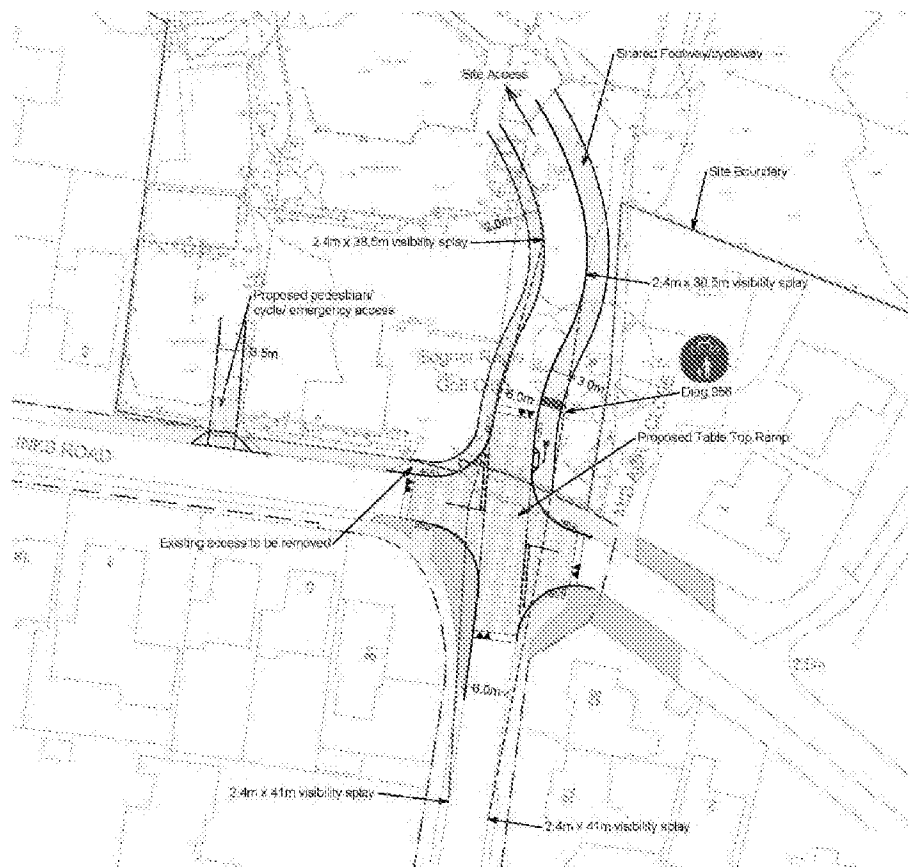
- 5.6 The access road will be 6m narrowing to 5.5m within the development area. The proposed road width of 6m is consistent with the existing width of Downview Road.
- 5.7 As part of the access arrangement, the proposal is to provide a raised tabletop junction arrangement with Golf Links Road and Shirley 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

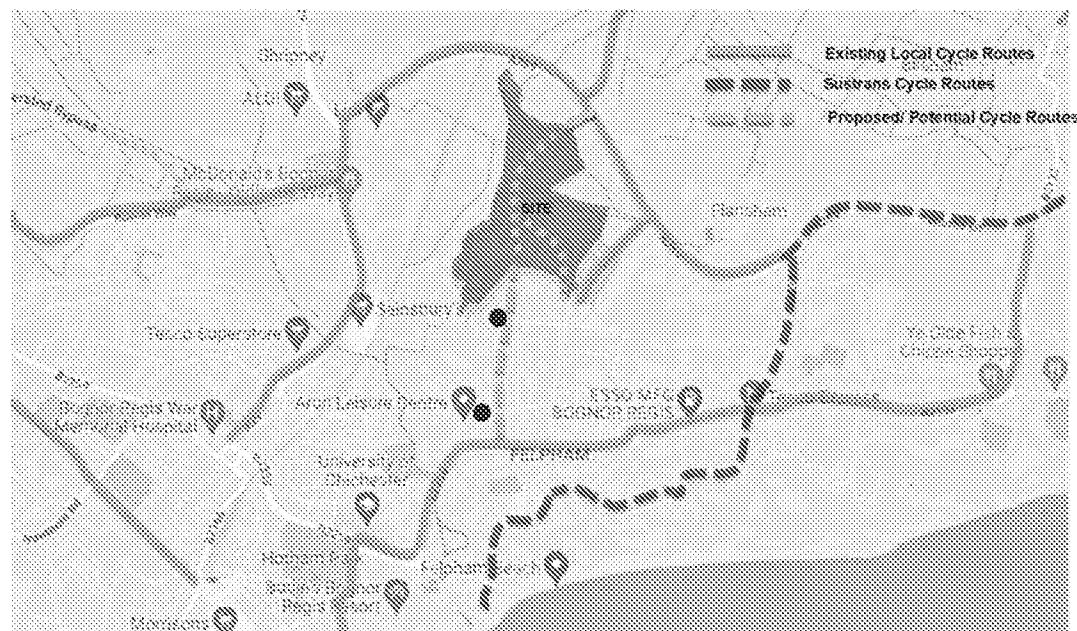
- 5.15 Within Section 3 of this report, it is demonstrated that the development's location is accessible to modes other than the private car and benefits from being adjacent to an existing built-up residential area that has a good network of footways which are street lit. The proposed access arrangement 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 S 106 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;

2 Region: South East;

- z Range: 350 ~ 850 Dwellings;
- z Location: Suburban Area, Edge of Town; and
- z 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 J 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.

Site plan of the proposed telecommunications mast at the intersection of Middleton Road and Flansham Lane. The plan shows the mast location, surrounding roads, and various dimensions. Key dimensions include 5.5m, 6.0m, 2.0m, 6.7m, 2.0m, 6.0m, and 5.0m. The mast is located near the intersection, with Middleton Road running horizontally and Flansham Lane running vertically. The plan also shows a 'Mast (Telecommunications)' and a 'Mast' label.

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 J unctons 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

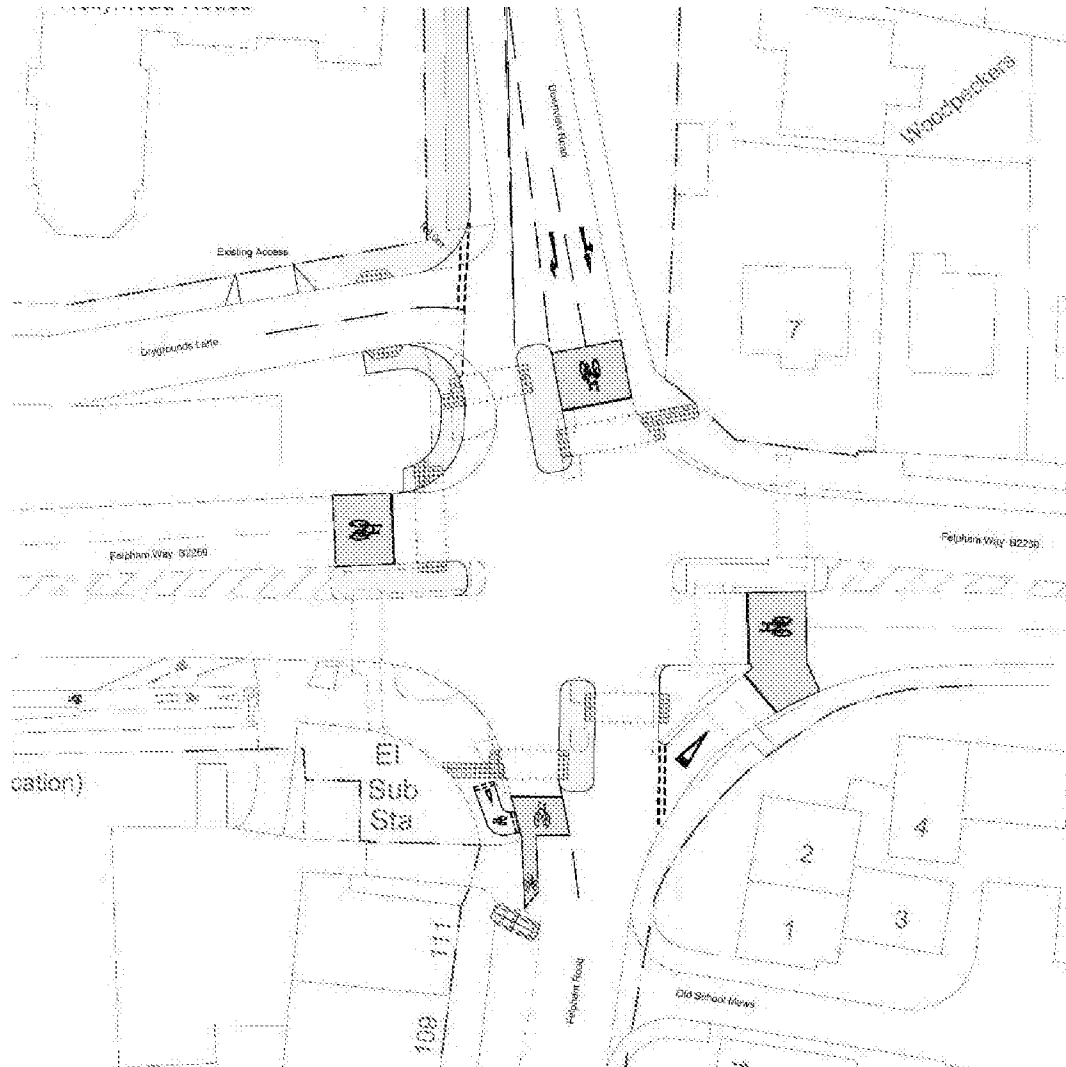
Scenario	Downview Road (1)		B2259 (East) (2)		Felpham Road (3)		B2259 (West) (4)		PRC
	Deg of Sat (%)	Q	Deg of Sat (%)	Q	Deg of Sat (%)	Q	Deg of Sat (%)	Q	
Observed Max Q		13		18		4		12	
2021 Base (120 Sec cycle time)	88.4%	9	95.3%	34	89.0%	7	76.5%	20	-5.9
2031 Base + Committed (120 sec cycle time)	61.6%	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 J 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 J 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	0.28	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 J 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 site's 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.

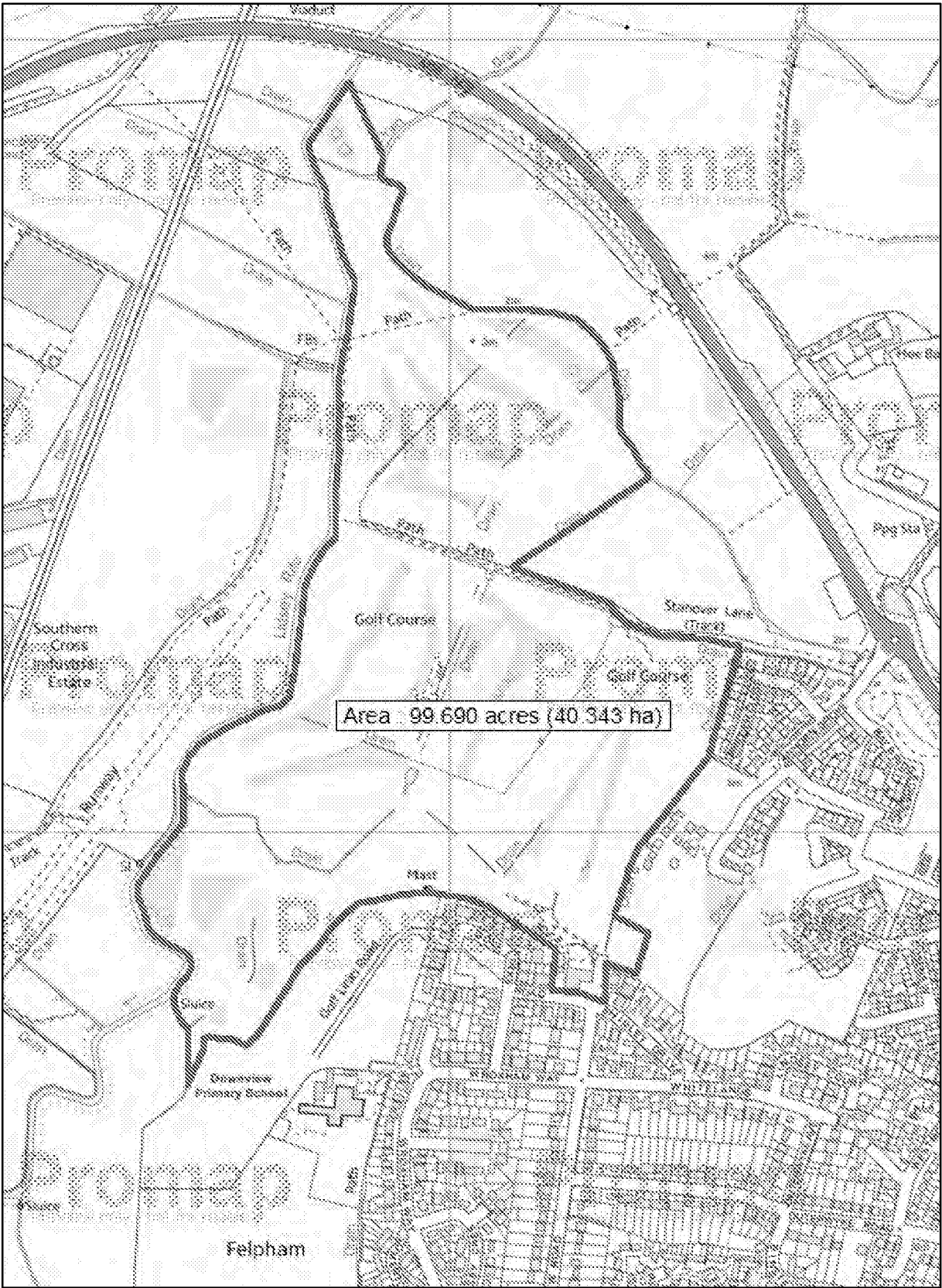
-
- 8.10 The site is also within easy walking distance of a number of bus routes that provide access to the key workplace destinations Chichester, Bognor Regis, Littlehampton etc., providing residents with the opportunity to use non-car modes.
 - 8.11 In addition, Bognor Regis Railway Station is only 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

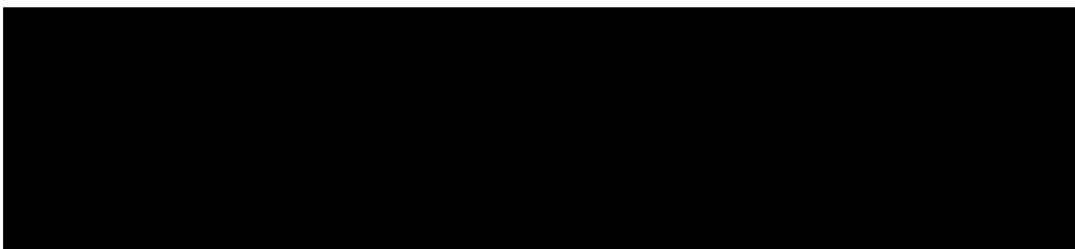
Produced by Sussex Safer Roads Partnership on behalf of Sussex Police

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.

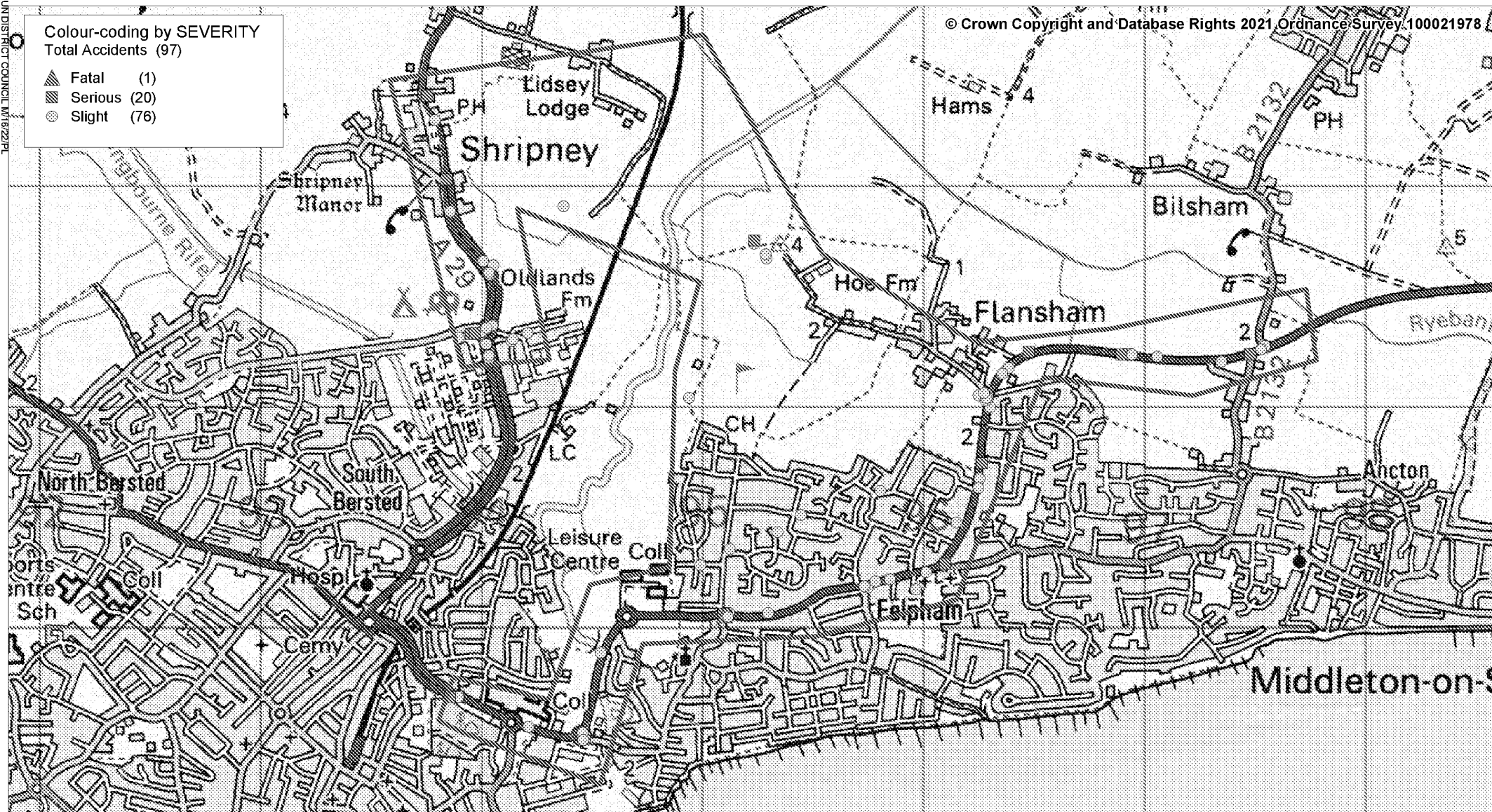
For further information:



Colour-coding by SEVERITY
Total Accidents (97)

- ▲ Fatal (1)
- Serious (20)
- Slight (76)

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Sussex Safer Roads
PARTNERSHIP

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

SCALE	1 : 24000
DATE	24/08/2021
DRAWING No.	
DRAWN BY	

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

Selection:

Selected using Manual Selection

Notes:

Police Ref.	Day	Location Description	Vehicles				Casualties			
	Date		Veh No	Type	Manv	Dir	Class	Sex	Age	Sev
Road No.	Time									
2nd Road No.	D/L									
Grid Ref.	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 VEHICL E 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

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:										

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

		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:									

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

V1 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			
	Date		Veh No	Type	Manv	Dir	Class	Sex	Age	Sex
Road No.	Time									
2nd Road No.	D/L									
Grid Ref.	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	Sex
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. WHILS T 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			
	Date		Veh No	Type	Manv	Dir	Class	Sex	Age	Sex
Road No.	Time									
2nd Road No.	D/L									
Grid Ref.	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

1800777 Friday A259 MIDDLETON-ON-SEA 500M West of U Worms Lane
09/02/2018
R1: A 259 1215hrs
Daylight:street lights present
E 497,060 Dry
N 101,227 Fine without high winds
60 mph

Veh 1 Car Going ahead E to W
Veh 2 Car Stopping E to W Dri F 29 Slight
Veh 2 Car Stopping E to W RSP F 5 Slight

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 REGIS AT JUNCTION OF U
15/07/2017
R1: A 259 1303hrs
R2: U Daylight:street lights present
E 495,124 Dry
N 100,067 Fine without high winds
30 mph

Veh 1 Goods < 3.5t O/take m/veh o/side W to E
Veh 2 Car Going ahead W to E Dri F 65 Slight

FTS SLIGHT INJURY RTC. V2 EASTBOUND IN NEAR SIDE 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 OF A29 ROWAN WAY
02/02/2018
R1: A 29 1330hrs
R2: A 29 Daylight:street lights present
E 494,023 Dry
N 101,289 Fine without high winds
40 mph

Veh 1 Goods < 3.5t Stopping S to N
Veh 2 Car Wait go ahead held S to N FSP F 77 Slight

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:

Selected using Manual Selection

Notes:

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:										

1707307 Saturday A29 SHRIPNEY 65M NORTH OF U Veh 1 Goods < 3.5t Going ahead RH bend S to NE Dri M 42 Serious
23/12/2017 SHRIPNEY ROAD OUTSIDE ROBIN Veh 1 Goods < 3.5t Going ahead RH bend S to NE M 30 Slight
R1: A 29 2336hrs HOOD PUB
Darkness: street lights present a
E 493,757 Wet/Damp
N 102,407 Raining without high winds
40 mph

Causation Factor:

1st: Impaired by alcohol
2nd: Impaired by drugs (illicit or medicinal)
3rd: Careless/Reckless/In a hurry
4th: Loss of control
5th: Travelling too fast for conditions

Participant:

Vehicle 1 Very Likely
Vehicle 1 Possible
Vehicle 1 Very Likely
Vehicle 1 Very Likely
Vehicle 1 Very Likely

Confidence:

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 Veh 1 Car Going ahead S to N
20/04/2018 REGIS 254M NORTH OF U SHRIPNEY Veh 2 Car Going ahead N to S Dri F 39 Slight
R1: A 29 1800hrs LANE
Daylight:street lights present
E 493,792 Dry
N 102,298 Fine without high winds
40 mph

Causation Factor:

1st: Impaired by alcohol
2nd: Careless/Reckless/In a hurry

Participant:

Vehicle 1 Very Likely
Vehicle 1 Very Likely

Confidence:

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 Veh 1 Car Reversing SW to NE Ped M 48 Slight
26/11/2017 NORTH OF U MORNINGTON Veh 2 Car Parked 0 to 0
R1: U 1235hrs CRESCENT OUTSIDE 7 LEOPOLD
Daylight:street lights present
E 495,342 Dry
N 100,432 Fine without high winds
30 mph

Causation Factor:

1st: Inexperienced or learner driver/rider

Participant:

Vehicle 1 Very Likely

Confidence:

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			
	Date		Veh No	Type	Manv	Dir	Class	Sex	Age	Sex
Road No.	Time									
2nd Road No.	D/L									
Grid Ref.	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 SUMMERHILL DRIVE
 R1: A 259 0722hrs
 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:

Selected using Manual Selection

Notes:

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

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:										

1803429 Friday U FELPHAM ROAD FELPHAM AT 22/06/2018 JUNCTION OF A259 FELPHAM WAY OUTSIDE AT JUNCTION
R1: U 0924hrs
R2: A 259 Daylight:street lights present
E 495,110 Dry
N 100,059 Fine without high winds 30 mph

Veh 1 Goods > 7.5t Turning left S to W
Veh 2 Pedal cycle Going ahead S to N Dri F 75 **Serious**

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 NEAR SIDE OF V1, COLLIDED FRONT NEAR SIDE OF V1

1804930 Saturday A259 WORMS LANE YAPTON AT 25/08/2018 JUNCTION OF B2132 YAPTON ROAD
R1: A 259 1301hrs
R2: B 2132 Daylight:street lights present
E 497,545 Dry
N 101,277 Fine without high winds 50 mph

Veh 1 Car Turning right N to SW
Veh 2 Car Turning right N to SW
Veh 3 Car Going ahead NE to SW FSP M 27 Slight

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 30/09/2018 JUNCTION OF U FELPHAM ROAD
R1: A 259 1008hrs
R2: U Daylight:street lights present
E 495,098 Dry
N 100,064 Fine without high winds 30 mph

Veh 1 M/C > 500 cc Going ahead E to W Dri M 54 **Serious**
Veh 2 Car Change lane to right E to W

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 IN FRONT 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:

Selected using Manual Selection

Notes:

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:

Selected using Manual Selection

Notes:

Police Ref.	Day	Location Description	Vehicles				Casualties		
	Date		Veh No	Type	Manv	Dir	Class	Sex	Age / Sex
Road No.	Time								
2nd Road No.	D/L								
Grid Ref.	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 ENI 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			
	Date		Veh No	Type	Manv	Dir	Class	Sex	Age	Sex
Road No.	Time									
2nd Road No.	D/L									
Grid Ref.	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
R2: U
E 494,992 Dry
N 100,283 Fine without high winds
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
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
R2: A 29
E 493,992 Dry
N 101,325 Fine without high winds
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 TESCOS
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
2nd: Failed to judge other persons path or speed
3rd: Poor turn or manoeuvre

Vehicle 1 Very Likely
Vehicle 1 Very Likely
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	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:										

1900945 Sunday A29 SHRIPNEY ROAD BERSTED AT JUNCTION OF A29 SHRPMY ROAD OUTSIDE SHRIPNEY ROAD
R1: A 29 17/02/2019 2000hrs
R2: A 29 Darkness: street lights present a
E 494,054 Wet/Damp
N 101,370 Raining without high winds 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
R1: A 259 12/04/2019 1126hrs
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
R1: A 259 23/02/2019 1510hrs
R2: B 2132 Daylight: street lights present
E 497,544 Dry
N 101,281 Unknown 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			
	Date		Veh No	Type	Manv	Dir	Class	Sex	Age	Sex
Road No.	Time									
2nd Road No.	D/L									
Grid Ref.	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:

Selected using Manual Selection

Notes:

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:										

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:

1st: Impaired by alcohol

2nd: Careless/Reckless/In a hurry

Participant:

Vehicle 1

Vehicle 1

Confidence:

Very Likely

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:

1st: Careless/Reckless/In a hurry

2nd: Exceeding speed limit

3rd: Impaired by drugs (illicit or medicinal)

Participant:

Vehicle 1

Vehicle 1

Vehicle 1

Confidence:

Very Likely

Very Likely

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			
	Date		Veh No	Type	Manv	Dir	Class	Sex	Age	Sex
Road No.	Time									
2nd Road No.	D/L									
Grid Ref.	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
 R2: A 29
 E 494,003
 N 101,338
 Daylight: street lights present
 Dry
 Fine without high winds
 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 Yaptan Road (B2132)
 29/08/2019 0650hrs
 R1: A 259
 R2: B 2132
 E 497,547
 N 101,272
 Daylight: street lights present
 Dry
 Fine without high winds
 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
 E 493,993
 N 101,335
 Daylight: street lights present
 Dry
 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:

Selected using Manual Selection

Notes:

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:										

0885640 Friday UPPER BOGNOR ROAD (B2259) AT JUNCTION WITH UPPER BOGNOR ROAD
R1: B 2259 27/09/2019 1305hrs
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 JUNCTION WITH YAPTON ROAD (B2132)
R1: A 259 25/10/2019 1708hrs
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 WITH FELPHAM WAY (B2259)
R1: U 14/09/2019 1715hrs
R2: B 2259 Daylight: street lights present
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	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:										

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 ROUNDE 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:

Selected using Manual Selection

Notes:

Police Ref.	Day	Location Description	Vehicles				Casualties			
	Date		Veh No	Type	Manv	Dir	Class	Sex	Age	Sex
Road No.	Time									
2nd Road No.	D/L									
Grid Ref.	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 1500hrs
 R2: U Daylight:street lights present
 E 494,144 Dry
 N 101,306 Unknown
 30 mph

Causation Factor:

1st: Failed to look properly

Participant:

Vehicle 1

Confidence:

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 1915hrs
 R2: B 2132 Darkness: street lights present a
 E 497,547 Wet/Damp
 N 101,276 Raining with high winds
 40 mph

Causation Factor:

1st: Failed to look properly

2nd: Failed to judge other persons path or speed

3rd: Junction overshoot

Participant:

Vehicle 1

Vehicle 1

Vehicle 1

Confidence:

Very Likely

Very Likely

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 1215hrs
 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:

Selected using Manual Selection

Notes:

Police Ref.	Day	Location Description	Vehicles				Casualties			
	Date		Veh No	Type	Manv	Dir	Class	Sex	Age	Sev
Road No.	Time									
2nd Road No.	D/L									
Grid Ref.	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
09/01/2020 Veh 2 M/C > 500 cc Going ahead E to W Dri M 40 Slight
R1: A 259 0846hrs
R2: U Daylight:street lights present
E 497,351 Wet/Damp
N 101,204 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
14/01/2020 Veh 2 Car Wait to turn right N to NW FSP F 54 Slight
R1: B 2259 1115hrs
R2: U Daylight:street lights present
E 496,251 Wet/Damp
N 100,634 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
23/12/2019 Veh 2 M/C < 125 cc O/take m/veh o/side W to E Dri M 61 Serious
R1: A 259 1230hrs Veh 3 Car Parked 0 to 0
Daylight:street lights present
E 496,928 Dry
N 101,237 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:

Selected using Manual Selection

Notes:

Police Ref.	Day	Location Description	Vehicles				Casualties			
	Date		Veh No	Type	Manv	Dir	Class	Sex	Age	Sex
Road No.	Time									
2nd Road No.	D/L									
Grid Ref.	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:

1st: Failed to judge other persons path or speed

2nd: Failed to look properly

V1 PULLED INTO PATH OF V2 CYCLIST

Participant:

Vehicle 1

Vehicle 1

Confidence:

Possible

Possible

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:

1st: Failed to look properly

2nd: Failed to judge other persons path or speed

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 NEAR SIDE 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.

Participant:

Vehicle 1

Vehicle 2

Confidence:

Possible

Possible

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
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:

1st: Failed to judge other persons path or speed

2nd: Failed to judge other persons path or speed

3rd: Poor turn or manoeuvre

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

Participant:

Vehicle 1

Vehicle 2

Vehicle 3

Confidence:

Very Likely

Very Likely

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:										

20934894 Friday YAPTON ROAD (B2132) NEAR Junction with Worms Lane (A259) Veh 1 Car Turning right S to NE
28/02/2020 0825hrs (A259) Veh 2 Car Going ahead SW to NE Dri F 24 Slight
R1: B 2132
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 (COMMETS CORNER) WHEN SHE COLLIDED WITH VEHICLE 2

1806844 Sunday A259 WORMS LANE YAPTON AT Junction of B2132 YAPTON ROAD Veh 1 Car Turning right W to S Dri F 23 Slight
09/12/2018 1445hrs (A259) Veh 2 Car Going ahead E to W Dri M 78 Slight
R1: A 259
R2: B 2132 Daylight:street lights present Veh 2 Car Going ahead E to W FSP F 83 Serious
E 497,478 Wet/Damp Veh 3 Car Going ahead W to E FSP F 63 Slight
N 101,238 Fine without high winds Veh 3 Car Going ahead W to E Dri F 35 Slight
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 INFRONT 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 FROM JUNCTION WITH FELPHAM GARDENS Veh 1 Car Going ahead W to E Ped M 24 Slight
23/05/2020 1545hrs (A259) Veh 2 Car Going ahead E to W Dri M 78 Slight
R1: B 2259
R2: A 259 Daylight:street lights present Veh 2 Car Going ahead E to W FSP F 83 Serious
E 495,851 Dry Veh 3 Car Going ahead W to E FSP F 63 Slight
N 100,219 Fine without high winds Veh 3 Car Going ahead W to E Dri F 35 Slight
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

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:										

20953034 Sunday ROWAN WAY (A259) NEAR JUNCTION WITH OLDLANDS WAY ROUNDABOUT (A29) 24/05/2020 1217hrs
 R1: A 259 1217hrs
 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
 REAR END COLLISION AT JUNCTION.

Vehicle 2

Possible

20958086 Thursday A259 18/06/2020 0001hrs
 R1: A 259 0001hrs
 E 495,237 Dry
 N 101,751 Fine without high winds 50 mph

Causation Factor:

Participant:

Confidence:

1st: Impaired by alcohol
 2nd: Impaired by drugs (illicit or medicinal)
 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

Vehicle 1

Very Likely

Vehicle 1

Possible

20959519 Sunday WORMS LANE (A259) - 74 METRES FROM JUNCTION WITH UNCLASSIFIED ROAD 31/05/2020 1612hrs
 R1: A 259 1612hrs
 E 496,387 Dry
 N 101,176 Fine without high winds 60 mph

Causation Factor:

Participant:

Confidence:

1st: Sudden braking
 2nd: Following too close
 3rd: Emergency vehicle on call
 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 TO A STOP.

Vehicle 2

Possible

Vehicle 1

Possible

Vehicle 3

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			
	Date		Veh No	Type	Manv	Dir	Class	Sex	Age	Sex
Road No.	Time									
2nd Road No.										
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 ROUNDABOUT (A29) Veh 1 Car Going ahead NE to SW
31/07/2020 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 ROAD (B2259) Veh 1 Car Going ahead NE to SW
26/09/2020 Veh 2 Car Going ahead NE to SW Dri M 52 Slight
1115hrs Veh 2 Car Going ahead NE to SW FSP F 41 Slight
R1: B 2259 Daylight:street lights present
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:

Selected using Manual Selection

Notes:

Police Ref.	Day	Location Description	Vehicles				Casualties	
	Date		Veh No	Type	Manv	Dir	Class	Sex / Age / Sex
Road No.	Time							
2nd Road No.	D/L							
Grid Ref.	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:

Selected using Manual Selection

Notes:

Police Ref.	Day	Location Description	Vehicles				Casualties		
	Date		Veh No	Type	Manv	Dir	Class	Sex	Age / Sex
Road No.	Time								
2nd Road No.	D/L								
Grid Ref.	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 AN 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 C
AUSING 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 RAVELLING 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 V
1 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 EXCHAN
GED 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		
	Date		Veh No	Type	Manv	Dir	Class	Sex	Age / Sex
Road No.	Time								
2nd Road No.	D/L								
Grid Ref.	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 NEAR SIDE OF THE ROAD INDICATING. V1 PULLS OUT OF THE LAY BY AND INTO THE PATH OF V2 RESULTING IN A COLLISION. DRIVERS OF BOTH VEHICLES SUSTAIN MINOR INJURIES.

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

Selection:

Selected using Manual Selection

Notes:

Police Ref.	Day	Location Description	Vehicles				Casualties			
	Date		Veh No	Type	Manv	Dir	Class	Sex	Age	Sex
Road No.	Time									
2nd Road No.	D/L									
Grid Ref.	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

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:										

201004801 Monday GREVATTS LANE (A259) NEAR Veh 1 Car U turn NE to NE Dri M 66 Slight
07/12/2020 JUNCTION WITH YAPTON ROAD Veh 2 Car Going ahead NE to SW Dri F 36 Slight
R1: A 259 1345hrs (B2132)
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 BOGNOR REGIS. D1 STATES THAT HE NEED ED 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 SUFF 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 T AT D1 WILL NOT BE REPORTED FOR DRIVING WITHOUT DUE CARE AND ATTENTION.

20963120 Wednesday CLOVELLY AVENUE - 77 METRES Veh 1 Goods < 3.5t Going ahead N to S
08/07/2020 FROM JUNCTION WITH FELPHAM Veh 2 Car Going ahead S to N FSP M 19 Slight
R1: U 2040hrs WAY (B2259)
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 Veh 1 Car Going ahead SW to NE
15/11/2020 JUNCTION WITH OLDFLANDS WAY Veh 2 Car Going ahead SW to NE Dri M 54 Slight
R1: A 29 1715hrs ROUNDABOUT (A259)
R2: A 259 Darkness: street lighting unkno
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:

Selected using Manual Selection

Notes:

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:										

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:

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

Participant:

Vehicle 1
Vehicle 1
Vehicle 1
Vehicle 1
Vehicle 1

Confidence:

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 ENTER
ING 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 TH
E 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 GOTT
EN 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

Police Ref.	Day	Location Description	Vehicles				Casualties			
	Date		Veh No	Type	Manv	Dir	Class	Sex	Age	Sex
Road No.	Time									
2nd Road No.	D/L									
Grid Ref.	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 EASBOUND 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:

Selected using Manual Selection

Notes:

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:										

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 ROUNDAABOUT AND HIT VEHICLE 2 ON N/S FRONT DOOR AND WHEEL ARCH SPINNING VEHICLE 2 IN THE OPPOSITE DIRECTION AN 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 DAMAGE 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:

Selected using Manual Selection

Notes:

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

211059247 Wednesday FELPHAM ROAD NEAR JUNCTION WITH FELPHAM ROAD
 23/06/2021
R1: U 0835hrs
R2: U Daylight:street lights present
E 495,117 Dry
N 100,049 Fine without high winds
 30 mph

Causation Factor:

1st: Careless/Reckless/In a hurry
2nd: Failed to look properly

Participant:

Vehicle 1
 Vehicle 1

Confidence:

Very Likely
 Possible

V1 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. V1 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)
 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:

1st: Inexperienced or learner driver/rider
2nd: Loss of control

Participant:

Vehicle 1
 Vehicle 1

Confidence:

Possible
 Very Likely

SINGLE RTC V1 HAS ENTERED THE ROUNDABOUT WHERE HE HAS LOST CONTROL AND HIT A LAMPPOST.

Appendix 3 - Traffic Surveys

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数字	漢字	片假名	平假名	ラ行	ロ行	ハ行	ヘ行	ホ行	数字	記号
一	一	イチ	いち	ラ	ロ	ハ	ヘ	ホ	1	①
二	二	ニ	に	リ	リ	ヒ	ヘ	フ	2	②
三	三	サン	さん	リ	リ	ヒ	ヘ	フ	3	③
四	四	シ	し	シ	シ	フ	フ	フ	4	④
五	五	イチゴ	いちご	シ	シ	フ	フ	フ	5	⑤
六	六	ロク	ろく	シ	シ	フ	フ	フ	6	⑥
七	七	シチ	しち	シ	シ	フ	フ	フ	7	⑦
八	八	ハチ	はち	シ	シ	フ	フ	フ	8	⑧
九	九	ク	く	ク	ク	フ	フ	フ	9	⑨
十	十	ジュウ	じゅう	ク	ク	フ	フ	フ	10	⑩
十一	十一	ジュウイチ	じゅういち	ク	ク	フ	フ	フ	11	⑪
十二	十二	ジュウニ	じゅうに	ク	ク	フ	フ	フ	12	⑫
十三	十三	ジュウサン	じゅうさん	ク	ク	フ	フ	フ	13	⑬
十四	十四	ジュウシ	じゅうし	ク	ク	フ	フ	フ	14	⑭
十五	十五	ジュウゴ	じゅうご	ク	ク	フ	フ	フ	15	⑮
十六	十六	ジュウロク	じゅうろく	ク	ク	フ	フ	フ	16	⑯
十七	十七	ジュウシチ	じゅうしち	ク	ク	フ	フ	フ	17	⑰
十八	十八	ジュウハチ	じゅうはち	ク	ク	フ	フ	フ	18	⑱
十九	十九	ジュウク	じゅうく	ク	ク	フ	フ	フ	19	⑲
二十	二十	ジュウジュウ	じゅうじゅう	ク	ク	フ	フ	フ	20	⑳
二十一	二十一	ジュウイチ	じゅういち	ク	ク	フ	フ	フ	21	㉑
二十二	二十二	ジュウニ	じゅうに	ク	ク	フ	フ	フ	22	㉒
二十三	二十三	ジュウサン	じゅうさん	ク	ク	フ	フ	フ	23	㉓
二十四	二十四	ジュウシ	じゅうし	ク	ク	フ	フ	フ	24	㉔
二十五	二十五	ジュウゴ	じゅうご	ク	ク	フ	フ	フ	25	㉕
二十六	二十六	ジュウロク	じゅうろく	ク	ク	フ	フ	フ	26	㉖
二十七	二十七	ジュウシチ	じゅうしち	ク	ク	フ	フ	フ	27	㉗
二十八	二十八	ジュウハチ	じゅうはち	ク	ク	フ	フ	フ	28	㉘
二十九	二十九	ジュウク	じゅうく	ク	ク	フ	フ	フ	29	㉙
三十	三十	ジュウジュウ	じゅうじゅう	ク	ク	フ	フ	フ	30	㉚
三十一	三十一	ジュウイチ	じゅういち	ク	ク	フ	フ	フ	31	㉛
三十二	三十二	ジュウニ	じゅうに	ク	ク	フ	フ	フ	32	㉜
三十三	三十三	ジュウサン	じゅうさん	ク	ク	フ	フ	フ	33	㉝
三十四	三十四	ジュウシ	じゅうし	ク	ク	フ	フ	フ	34	㉞
三十五	三十五	ジュウゴ	じゅうご	ク	ク	フ	フ	フ	35	㉟
三十六	三十六	ジュウロク	じゅうろく	ク	ク	フ	フ	フ	36	㊱
三十七	三十七	ジュウシチ	じゅうしち	ク	ク	フ	フ	フ	37	㊲
三十八	三十八	ジュウハチ	じゅうはち	ク	ク	フ	フ	フ	38	㊳
三十九	三十九	ジュウク	じゅうく	ク	ク	フ	フ	フ	39	㊴
四十	四十	ジュウジュウ	じゅうじゅう	ク	ク	フ	フ	フ	40	㊵
四十一	四十一	ジュウイチ	じゅういち	ク	ク	フ	フ	フ	41	㊶
四十二	四十二	ジュウニ	じゅうに	ク	ク	フ	フ	フ	42	㊷
四十三	四十三	ジュウサン	じゅうさん	ク	ク	フ	フ	フ	43	㊸
四十四	四十四	ジュウシ	じゅうし	ク	ク	フ	フ	フ	44	㊹
四十五	四十五	ジュウゴ	じゅうご	ク	ク	フ	フ	フ	45	㊺
四十六	四十六	ジュウロク	じゅうろく	ク	ク	フ	フ	フ	46	㊻
四十七	四十七	ジュウシチ	じゅうしち	ク	ク	フ	フ	フ	47	㊼
四十八	四十八	ジュウハチ	じゅうはち	ク	ク	フ	フ	フ	48	㊽
四十九	四十九	ジュウク	じゅうく	ク	ク	フ	フ	フ	49	㊾
五十	五十	ジュウジュウ	じゅうじゅう	ク	ク	フ	フ	フ	50	㊿
五十一	五十一	ジュウイチ	じゅういち	ク	ク	フ	フ	フ	51	一
五十二	五十二	ジュウニ	じゅうに	ク	ク	フ	フ	フ	52	二
五十三	五十三	ジュウサン	じゅうさん	ク	ク	フ	フ	フ	53	三
五十四	五十四	ジュウシ	じゅうし	ク	ク	フ	フ	フ	54	四
五十五	五十五	ジュウゴ	じゅうご	ク	ク	フ	フ	フ	55	五
五十六	五十六	ジュウロク	じゅうろく	ク	ク	フ	フ	フ	56	六
五十七	五十七	ジュウシチ	じゅうしち	ク	ク	フ	フ	フ	57	七
五十八	五十八	ジュウハチ	じゅうはち	ク	ク	フ	フ	フ	58	八
五十九	五十九	ジュウク	じゅうく	ク	ク	フ	フ	フ	59	九
六十	六十	ジュウジュウ	じゅうじゅう	ク	ク	フ	フ	フ	60	十
六十一	六十一	ジュウイチ	じゅういち	ク	ク	フ	フ	フ	61	十一
六十二	六十二	ジュウニ	じゅうに	ク	ク	フ	フ	フ	62	十二
六十三	六十三	ジュウサン	じゅうさん	ク	ク	フ	フ	フ	63	十三
六十四	六十四	ジュウシ	じゅうし	ク	ク	フ	フ	フ	64	十四
六十五	六十五	ジュウゴ	じゅうご	ク	ク	フ	フ	フ	65	十五
六十六	六十六	ジュウロク	じゅうろく	ク	ク	フ	フ	フ	66	十六
六十七	六十七	ジュウシチ	じゅうしち	ク	ク	フ	フ	フ	67	十七
六十八	六十八	ジュウハチ	じゅうはち	ク	ク	フ	フ	フ	68	十八
六十九	六十九	ジュウク	じゅうく	ク	ク	フ	フ	フ	69	十九
七十	七十	ジュウジュウ	じゅうじゅう	ク	ク	フ	フ	フ	70	二十
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七十三	七十三	ジュウサン	じゅうさん	ク	ク	フ	フ	フ	73	二十三
七十四	七十四	ジュウシ	じゅうし	ク	ク	フ	フ	フ	74	二十四
七十五	七十五	ジュウゴ	じゅうご	ク	ク	フ	フ	フ	75	二十五
七十六	七十六	ジュウロク	じゅうろく	ク	ク	フ	フ	フ	76	二十六
七十七	七十七	ジュウシチ	じゅうしち	ク	ク	フ	フ	フ	77	二十七
七十八	七十八	ジュウハチ	じゅうはち	ク	ク	フ	フ	フ	78	二十八
七十九	七十九	ジュウク	じゅうく	ク	ク	フ	フ	フ	79	二十九
八十	八十	ジュウジュウ	じゅうじゅう	ク	ク	フ	フ	フ	80	三十
八十一	八十一	ジュウイチ	じゅういち	ク	ク	フ	フ	フ	81	三十一
八十二	八十二	ジュウニ	じゅうに	ク	ク	フ	フ	フ	82	三十二
八十三	八十三	ジュウサン	じゅうさん	ク	ク	フ	フ	フ	83	三十三
八十四	八十四	ジュウシ	じゅうし	ク	ク	フ	フ	フ	84	三十四
八十五	八十五	ジュウゴ	じゅうご	ク	ク	フ	フ	フ	85	三十五
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八十七	八十七	ジュウシチ	じゅうしち	ク	ク	フ	フ	フ	87	三十七
八十八	八十八	ジュウハチ	じゅうはち	ク	ク	フ	フ	フ	88	三十八
八十九	八十九	ジュウク	じゅうく	ク	ク	フ	フ	フ	89	三十九
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九十二	九十二	ジュウニ	じゅうに	ク	ク	フ	フ	フ	92	四十二
九十三	九十三	ジュウサン	じゅうさん	ク	ク	フ	フ	フ	93	四十三
九十四	九十四	ジュウシ	じゅうし	ク	ク	フ	フ	フ	94	四十四
九十五	九十五	ジュウゴ	じゅうご	ク	ク	フ	フ	フ	95	四十五
九十六	九十六	ジュウロク	じゅうろく	ク	ク	フ	フ	フ	96	四十六
九十七	九十七	ジュウシチ	じゅうしち	ク	ク	フ	フ	フ	97	四十七
九十八	九十八	ジュウハチ	じゅうはち	ク	ク	フ	フ	フ	98	四十八
九十九	九十九	ジュウク	じゅうく	ク	ク	フ	フ	フ	99	四十九
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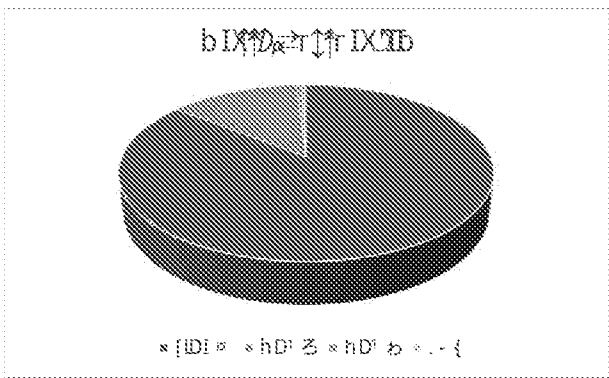
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ナ行	ナ	ニ	ネ	ノ	ヌ
ハ行	ハ	ヒ	ヘ	ホ	フ
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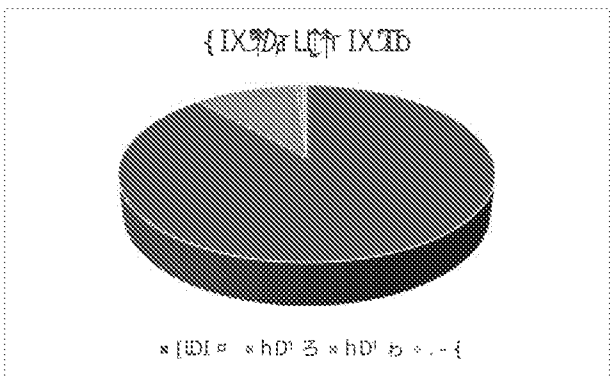
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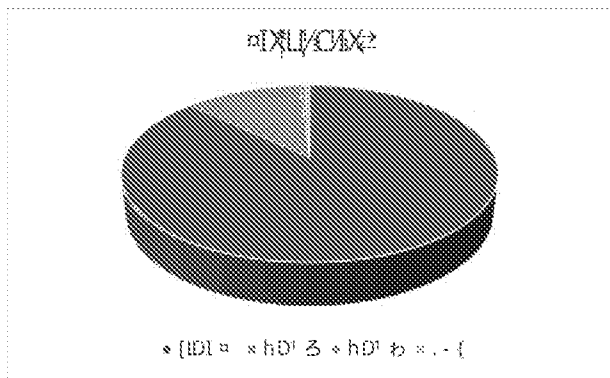
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ウ行 I-u	ア行	イ行	エ行	ウ行	オ行
オ行 I-o	ア行	イ行	エ行	ウ行	オ行
カ行 I-ka	ア行	イ行	エ行	ウ行	オ行
キ行 I-ki	ア行	イ行	エ行	ウ行	オ行
ク行 I-ku	ア行	イ行	エ行	ウ行	オ行
ケ行 I-ke	ア行	イ行	エ行	ウ行	オ行
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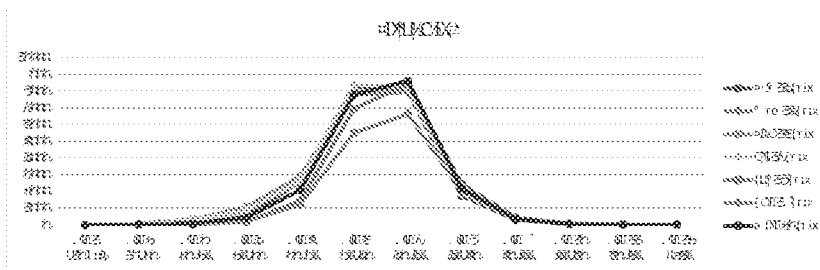
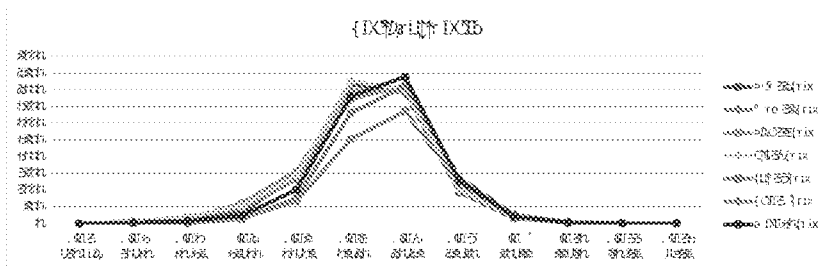
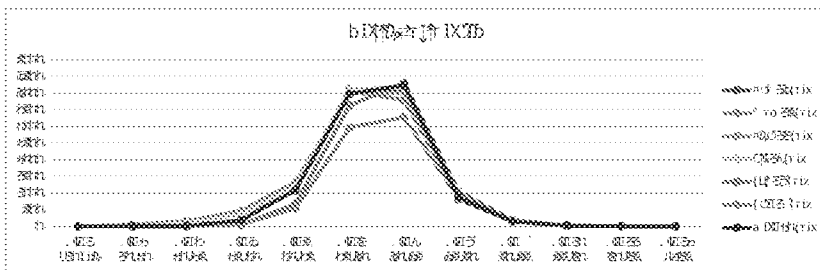
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2017年11月10日

507 d'OXE 11X4/CB2

漢字	片假名	カタカナ	平仮名	ローマ字	英語	カタカナ	片假名	カタカナ	片假名	片假名	片假名
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エ	エ	エ	エ	e	エ	エ	エ	エ	エ	エ	エ
オ	オ	オ	オ	o	オ	オ	オ	オ	オ	オ	オ
カ	カ	カ	カ	ka	カ	カ	カ	カ	カ	カ	カ
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サ	サ	サ	サ	sa	サ	サ	サ	サ	サ	サ	サ
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ス	ス	ス	ス	su	ス	ス	ス	ス	ス	ス	ス
セ	セ	セ	セ	se	セ	セ	セ	セ	セ	セ	セ
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チ	チ	チ	チ	chi	チ	チ	チ	チ	チ	チ	チ
ツ	ツ	ツ	ツ	tsu	ツ	ツ	ツ	ツ	ツ	ツ	ツ
テ	テ	テ	テ	te	テ	テ	テ	テ	テ	テ	テ
ト	ト	ト	ト	to	ト	ト	ト	ト	ト	ト	ト
ナ	ナ	ナ	ナ	na	ナ	ナ	ナ	ナ	ナ	ナ	ナ
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磁石(和)



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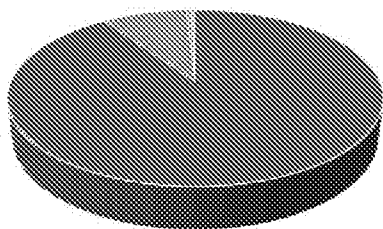
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[illegible]

	母音	「E」	「I」	「O」	「U」	「A」
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「I」	「E」	「E」	「I」	「O」	「U」	「A」
「O」	「E」	「E」	「I」	「O」	「U」	「A」
「U」	「E」	「E」	「I」	「O」	「U」	「A」
「A」	「E」	「E」	「I」	「O」	「U」	「A」
「E」	「E」	「E」	「I」	「O」	「U」	「A」
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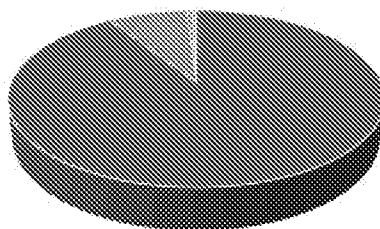
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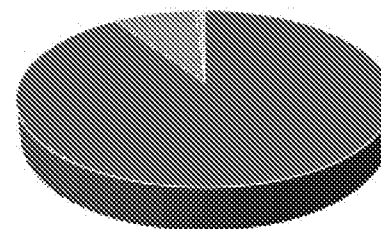
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$$s \in \text{ID} \Leftrightarrow s \in \text{hd}^1 \mathcal{S} \wedge s \in \text{hd}^1 \mathcal{P} \wedge s \in \cdot - \{$$

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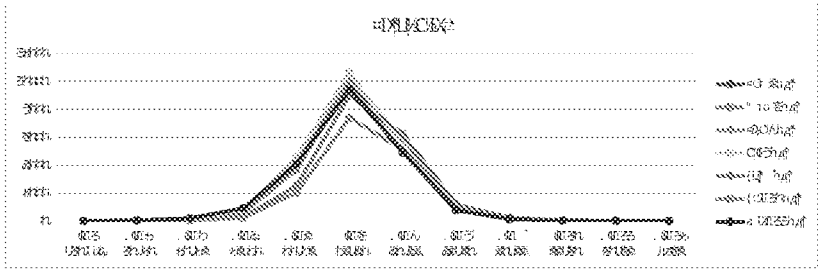
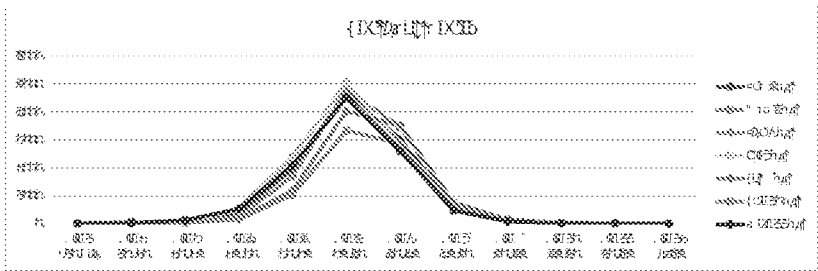
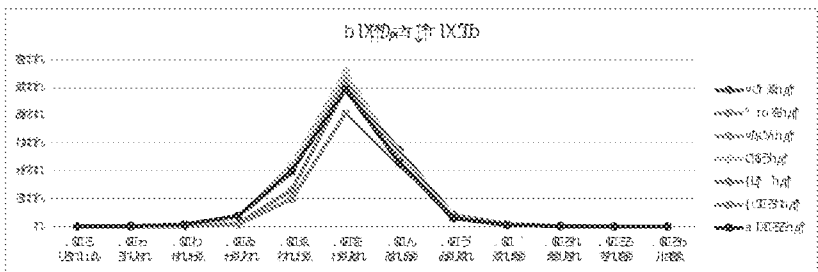
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樹形図



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5. $\nabla \cdot \mathbf{u} = 0$ in Ω .

	姓名	性别	年龄	身高	体重	血型	血型	血型	血型	血型	血型	血型	血型	血型	血型	血型	血型	血型
	姓名	性别	年龄	身高	体重	血型	血型	血型	血型	血型	血型	血型	血型	血型	血型	血型	血型	血型
1	张三	男	25	175	70	A	B	O	AB	A	B	O	AB	A	B	O	AB	A
2	李四	女	22	160	55	B	A	O	AB	B	A	O	AB	B	A	O	AB	B
3	王五	男	28	180	80	O	O	A	B	O	O	A	B	O	O	A	B	O
4	赵六	女	20	155	50	A	A	B	B	A	A	B	B	A	A	B	B	A
5	孙七	男	23	170	65	B	B	A	A	B	B	A	A	B	B	A	A	B
6	周八	女	26	165	60	O	A	B	O	O	A	B	O	O	A	B	O	O
7	吴九	男	21	168	62	A	B	O	AB	A	B	O	AB	A	B	O	AB	A
8	郑十	女	24	162	58	B	O	A	B	B	O	A	B	B	O	A	B	B
9	冯十一	男	27	178	75	O	O	B	A	O	O	B	A	O	O	B	A	O
10	陈十二	女	29	185	85	A	A	O	O	A	A	O	O	A	A	O	O	A

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[illegible]5. $\text{C}_7\text{H}_{12}\text{O}_2 \rightarrow \text{C}_7\text{H}_{14}\text{O}_2$ [illegible]

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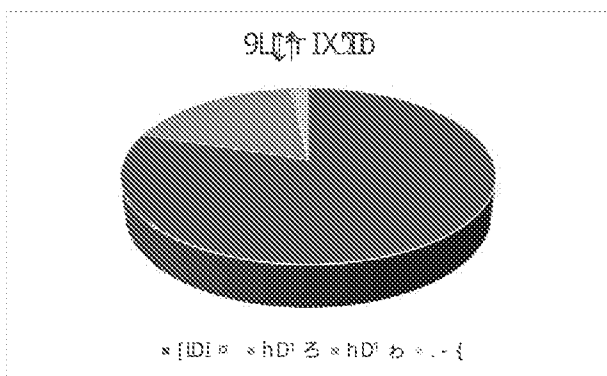
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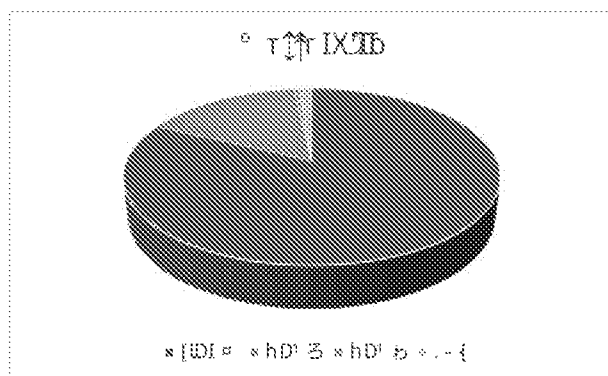
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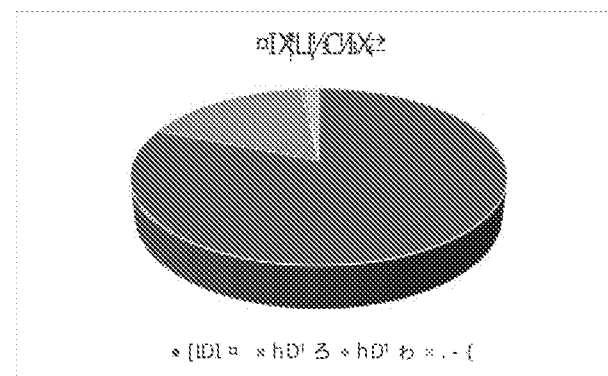


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507401X 9401 IX26

[illegible]

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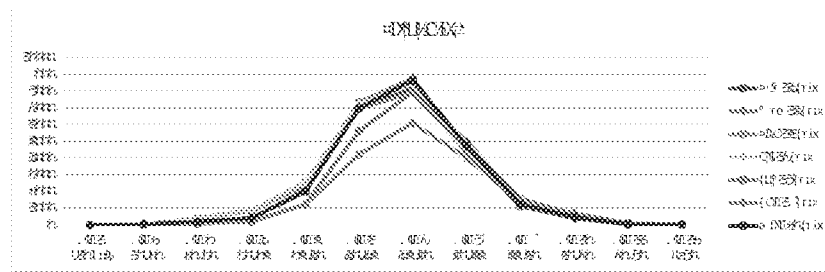
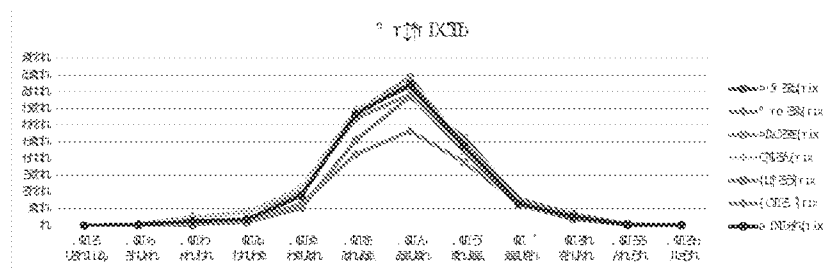
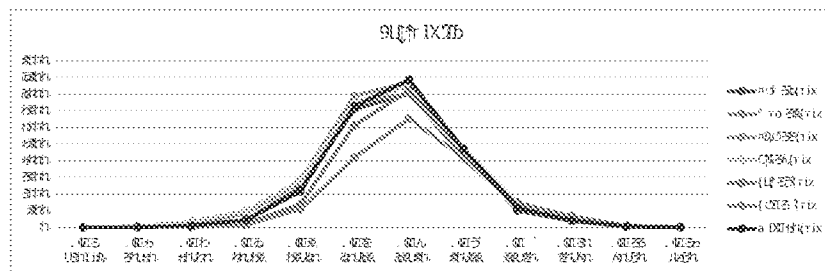
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{t 995 {- a a ! wD 31304,

[illegible]

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5. $\nabla_{\Gamma} \Delta \Gamma \in \Delta \Gamma / \Delta \Gamma$

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ARUN DISTRICT COUNCIL M/16/22/PL

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[illegible]

50740100 7111 IX 2b

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ARUN DISTRICT COUNCIL M/16/22/PL

$$Qh^0 = \{a \mid a \in W\}$$

501 40X1E 9411 IX2B

[illegible]

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50740XLE 0 T11R IX2B

[illegible]

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507 DIXIE PIKE/CBZ

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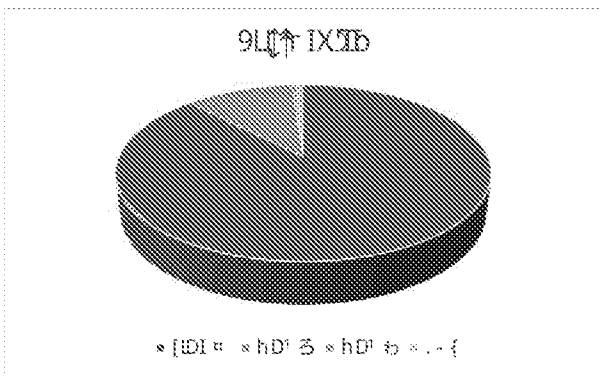
控制(110



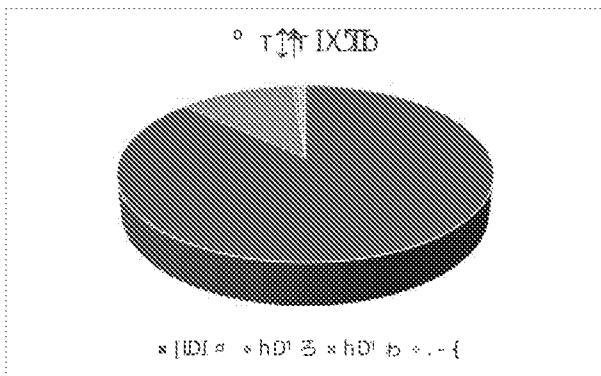
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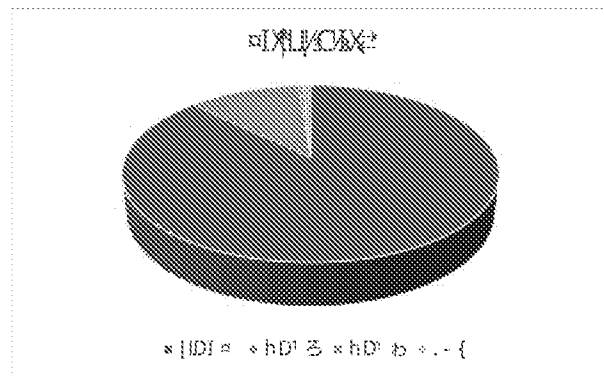
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507401X 9401 IX26

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50740XII ° TIT IX2B

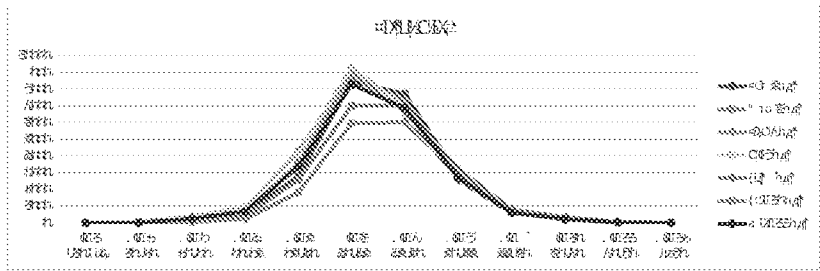
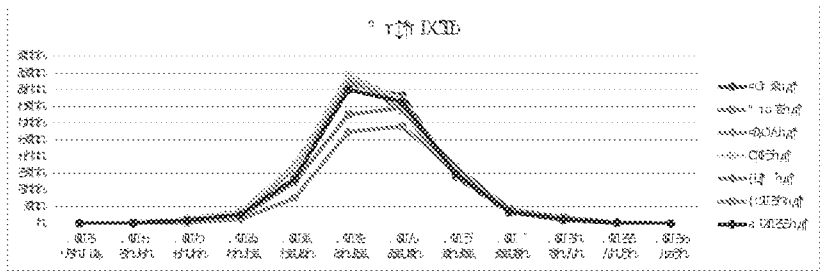
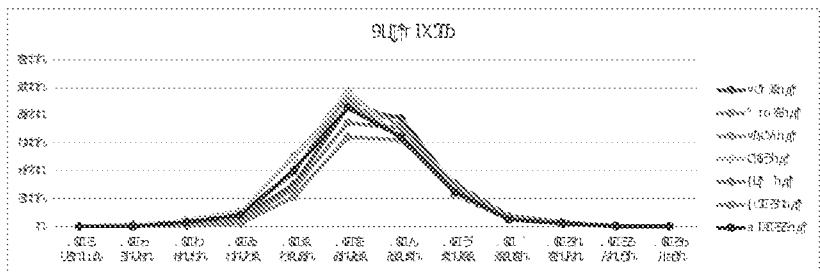
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ニホヘト	イ	エ	オ	カ	キ	ク	ケ	コ	サ	シ	ス	セ	ソ	タ	チ	ツ	テ	ト
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ヘト	イ	エ	オ	カ	キ	ク	ケ	コ	サ	シ	ス	セ	ソ	タ	チ	ツ	テ	ト
ト	イ	エ	オ	カ	キ	ク	ケ	コ	サ	シ	ス	セ	ソ	タ	チ	ツ	テ	ト
イロハニホヘト	イ	エ	オ	カ	キ	ク	ケ	コ	サ	シ	ス	セ	ソ	タ	チ	ツ	テ	ト
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. IXE II X WT E C ! α / 樹 換 D T ↑ L ↑ ↑ [U F

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50741XIX 941 IX516

[illegible]

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507401X 0 111 IX 2b

[illegible]

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5. $\nabla_{\Gamma} \Delta \Gamma \equiv \Delta \Gamma / \Delta \Gamma$

[illegible]

按語{[[[↑

. IXE II X WT E C ! α / 樹 換 D T ↑ U ↑ ↑ [U F

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5 07 Д 01 XII 94 07 IX 95

[illegible]

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50740120 1979 IX 26

[illegible]

推知{[[↑

5. $\nabla_{\mathbf{D}}^{\mathbf{A}} \mathbf{X} = \mathbf{X} \mathbf{A} / \mathbf{C} \mathbf{X}$

[illegible]

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$$Qh^0 \quad \{-a \mid a \in W\}$$

507 d 001E b 1X7d 1X7B

[illegible]

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50T 40XIE {IX3D, IXTB

[illegible]

控制(控制)

507 DIXIE PARKWAY

[illegible]

控制(110



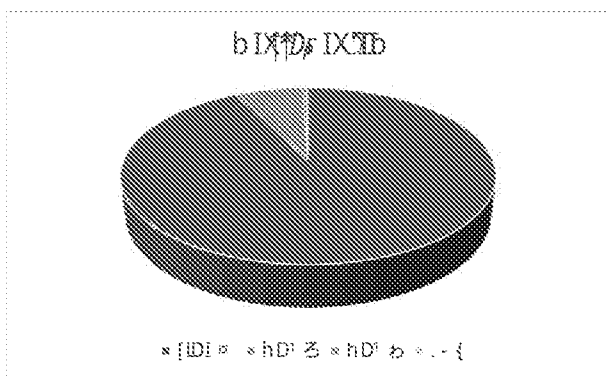
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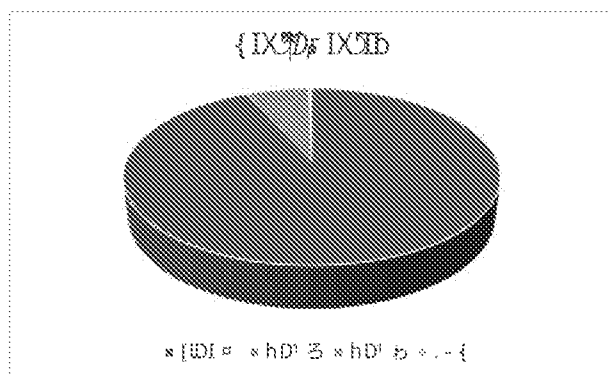
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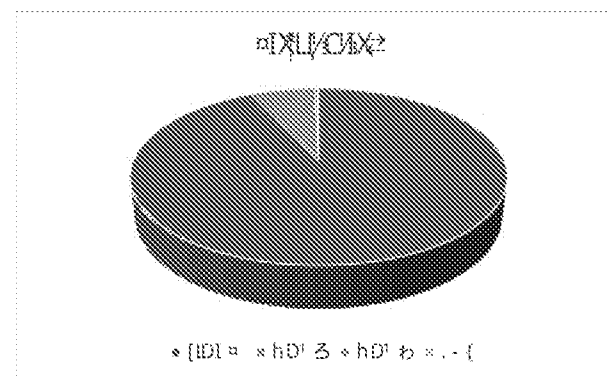
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推知{[[↑0



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507DQX bIXDf IX2b

	前位	第2	第3	第4	第5	第6	第7	第8	第9	第10	第11	第12	第13	第14	第15	第16	第17	第18
	(馬番)	(7-9)	(10-12)	(13-15)	(16-18)	(19-21)	(22-24)	(25-27)	(28-30)	(31-33)	(34-36)	(37-39)	(40-42)	(43-45)	(46-48)	(49-51)	(52-54)	(55-57)
● 1着 20.5秒	335	わ	材	材	競	+	ニ	競	走	競	材	マ	マ	マ	マ	マ	マ	マ
● 2着 21.0秒	335	わ	材	材	競	+	材	走	競	競	材	材	材	マ	マ	マ	マ	マ
● 3着 21.5秒	338	材	材	材	競	+	マ	材	競	競	材	材	マ	マ	マ	マ	マ	マ
● 4着 22.0秒	334	わ	材	材	競	+	マ	マ	競	競	わ	マ	マ	マ	マ	マ	マ	マ
● 5着 22.5秒	42	わ	材	材	競	+	マ	あ	材	わ	マ	材	マ	マ	マ	マ	マ	マ
● 6着 23.0秒	34	わ	材	材	競	+	マ	材	+	材	競	競	マ	マ	マ	マ	マ	マ
● 7着 23.5秒	334	材	材	材	競	+	材	材	競	競	材	材	マ	マ	マ	マ	マ	マ
● 8着 24.0秒	337	わ	材	材	競	+	マ	材	競	競	材	マ	マ	マ	マ	マ	マ	マ
● 9着 24.5秒	344	わ	材	材	競	+	マ	材	競	競	材	材	マ	マ	マ	マ	マ	マ

樹形{[[[和

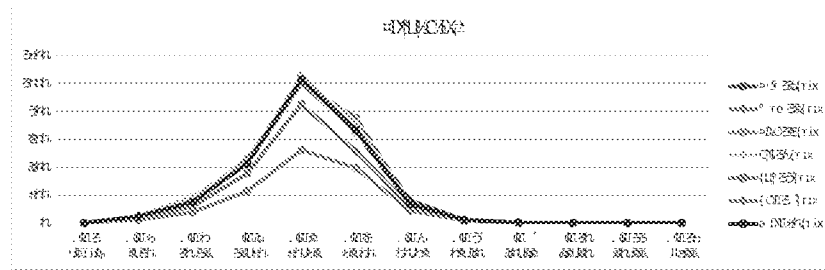
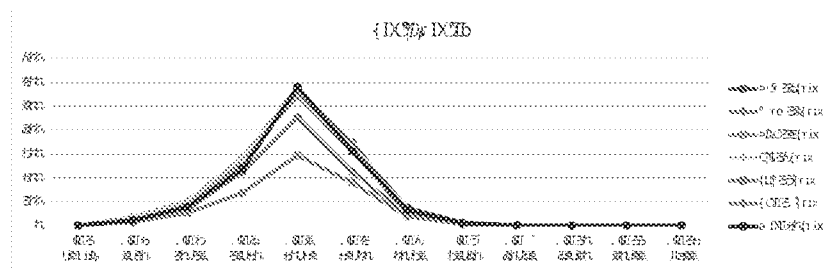
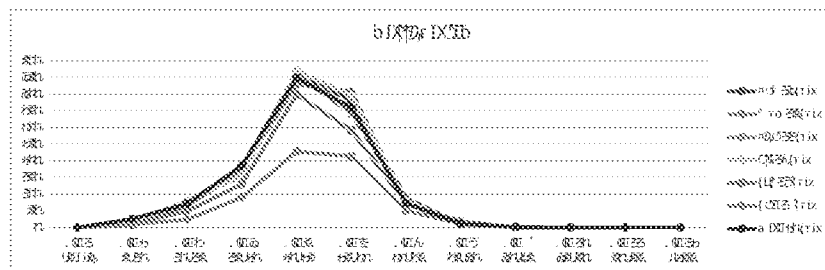
$$S_{\text{CPT}} \cap S_{\text{IX}} = \{IX^{(0)}, IX^{(1)}\}$$
[illegible]

按此{[[10

50TDXI 2IXCIX2

[illegible]

樹形{[[[和



{t 995 {- a a ! wD 31304,

5074101X bIX70f IX7b

[illegible]

控制{[[↑

5074416 {IX30f IX7b

[illegible]

推し[[↑

5074701XIX 01XII/CEX

	母音	子音	母音	子音	母音	子音	母音	子音	母音	子音	母音	子音	母音	子音	母音	子音	母音	子音
	ア	イ	ウ	エ	オ	カ	キ	ク	ケ	コ	サ	シ	ス	セ	ソ	タ	チ	ツ
ア	ア	イ	ウ	エ	オ	カ	キ	ク	ケ	コ	サ	シ	ス	セ	ソ	タ	チ	ツ
イ	ア	イ	ウ	エ	オ	カ	キ	ク	ケ	コ	サ	シ	ス	セ	ソ	タ	チ	ツ
ウ	ア	イ	ウ	エ	オ	カ	キ	ク	ケ	コ	サ	シ	ス	セ	ソ	タ	チ	ツ
エ	ア	イ	ウ	エ	オ	カ	キ	ク	ケ	コ	サ	シ	ス	セ	ソ	タ	チ	ツ
オ	ア	イ	ウ	エ	オ	カ	キ	ク	ケ	コ	サ	シ	ス	セ	ソ	タ	チ	ツ
カ	ア	イ	ウ	エ	オ	カ	キ	ク	ケ	コ	サ	シ	ス	セ	ソ	タ	チ	ツ
キ	ア	イ	ウ	エ	オ	カ	キ	ク	ケ	コ	サ	シ	ス	セ	ソ	タ	チ	ツ
ク	ア	イ	ウ	エ	オ	カ	キ	ク	ケ	コ	サ	シ	ス	セ	ソ	タ	チ	ツ
ケ	ア	イ	ウ	エ	オ	カ	キ	ク	ケ	コ	サ	シ	ス	セ	ソ	タ	チ	ツ
コ	ア	イ	ウ	エ	オ	カ	キ	ク	ケ	コ	サ	シ	ス	セ	ソ	タ	チ	ツ
サ	ア	イ	ウ	エ	オ	カ	キ	ク	ケ	コ	サ	シ	ス	セ	ソ	タ	チ	ツ
シ	ア	イ	ウ	エ	オ	カ	キ	ク	ケ	コ	サ	シ	ス	セ	ソ	タ	チ	ツ
ス	ア	イ	ウ	エ	オ	カ	キ	ク	ケ	コ	サ	シ	ス	セ	ソ	タ	チ	ツ
セ	ア	イ	ウ	エ	オ	カ	キ	ク	ケ	コ	サ	シ	ス	セ	ソ	タ	チ	ツ
ソ	ア	イ	ウ	エ	オ	カ	キ	ク	ケ	コ	サ	シ	ス	セ	ソ	タ	チ	ツ
タ	ア	イ	ウ	エ	オ	カ	キ	ク	ケ	コ	サ	シ	ス	セ	ソ	タ	チ	ツ
チ	ア	イ	ウ	エ	オ	カ	キ	ク	ケ	コ	サ	シ	ス	セ	ソ	タ	チ	ツ
ツ	ア	イ	ウ	エ	オ	カ	キ	ク	ケ	コ	サ	シ	ス	セ	ソ	タ	チ	ツ

控制{[[↑0

{t 995 {- a a ! wD ~~3030~~↑

50741X bIX² IX²b

[illegible]

控制{[[↑

50741414 {IX30f IX7b

[illegible]

推し[[↑

[illegible][illegible]

控制{[[↑0

$$Qh^0 \quad \{-a \mid a \in W\}$$

50T 40XIE {IX3D, IXTB

磁吸[[和

控制(控制)

控制(控制)

. IXE II X w r E Q ! □ / 195 IXE II Q z w IX b

/! {{{ - a a ! w E

5 Q r d r d X I b I X r d X I X b

	母音 [I%QI r	[IDI #	hD' る	hD' ち	..- {
母音 50音	ア	イ	ウ	エ	オ
母音 10音	カ	キ	ク	ケ	コ
母音 50音	サ	シ	ス	セ	ソ
母音 50音	タ	チ	ツ	テ	ト
母音 50音	ナ	ニ	ヌ	ネ	ノ
母音 50音	ハ	ヒ	フ	ヘ	ホ
母音 50音	マ	ミ	ム	メ	モ
母音 50音	ヤ	ユ	ヨ		
母音 50音	ラ	リ	ル		
母音 50音	ワ	ヰ	ヱ	ヰ	ヱ

5 Q r d r d X I { I X r d X I X b

	母音 [I%QI r	[IDI #	hD' る	hD' ち	..- {
母音 50音	ア	イ	ウ	エ	オ
母音 10音	カ	キ	ク	ケ	コ
母音 50音	サ	シ	ス	セ	ソ
母音 50音	タ	チ	ツ	テ	ト
母音 50音	ナ	ニ	ヌ	ネ	ノ
母音 50音	ハ	ヒ	フ	ヘ	ホ
母音 50音	マ	ミ	ム	メ	モ
母音 50音	ヤ	ユ	ヨ		
母音 50音	ラ	リ	ル		
母音 50音	ワ	ヰ	ヱ	ヰ	ヱ

5 Q r d r d X I □ I X r d X I X b

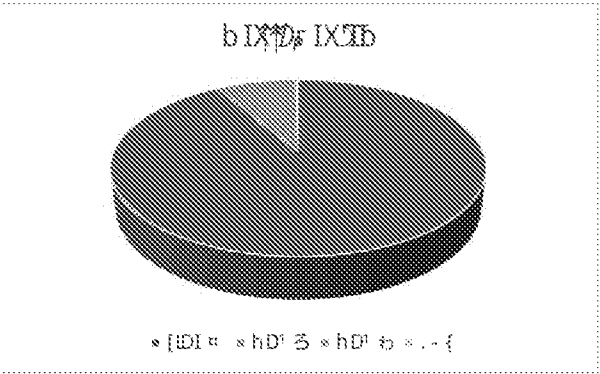
	母音 [I%QI r	[IDI #	hD' る	hD' ち	..- {
母音 50音	ア	イ	ウ	エ	オ
母音 10音	カ	キ	ク	ケ	コ
母音 50音	サ	シ	ス	セ	ソ
母音 50音	タ	チ	ツ	テ	ト
母音 50音	ナ	ニ	ヌ	ネ	ノ
母音 50音	ハ	ヒ	フ	ヘ	ホ
母音 50音	マ	ミ	ム	メ	モ
母音 50音	ヤ	ユ	ヨ		
母音 50音	ラ	リ	ル		
母音 50音	ワ	ヰ	ヱ	ヰ	ヱ

	母音 [I%QI r	[IDI #	hD' る	hD' ち	..- {
母音 50音	ア	イ	ウ	エ	オ
母音 10音	カ	キ	ク	ケ	コ
母音 50音	サ	シ	ス	セ	ソ
母音 50音	タ	チ	ツ	テ	ト
母音 50音	ナ	ニ	ヌ	ネ	ノ
母音 50音	ハ	ヒ	フ	ヘ	ホ
母音 50音	マ	ミ	ム	メ	モ
母音 50音	ヤ	ユ	ヨ		
母音 50音	ラ	リ	ル		
母音 50音	ワ	ヰ	ヱ	ヰ	ヱ

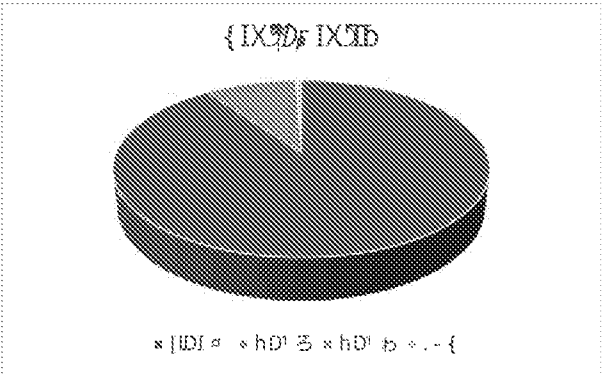
	母音 [I%QI r	[IDI #	hD' る	hD' ち	..- {
母音 50音	ア	イ	ウ	エ	オ
母音 10音	カ	キ	ク	ケ	コ
母音 50音	サ	シ	ス	セ	ソ
母音 50音	タ	チ	ツ	テ	ト
母音 50音	ナ	ニ	ヌ	ネ	ノ
母音 50音	ハ	ヒ	フ	ヘ	ホ
母音 50音	マ	ミ	ム	メ	モ
母音 50音	ヤ	ユ	ヨ		
母音 50音	ラ	リ	ル		
母音 50音	ワ	ヰ	ヱ	ヰ	ヱ

	母音 [I%QI r	[IDI #	hD' る	hD' ち	..- {
母音 50音	ア	イ	ウ	エ	オ
母音 10音	カ	キ	ク	ケ	コ
母音 50音	サ	シ	ス	セ	ソ
母音 50音	タ	チ	ツ	テ	ト
母音 50音	ナ	ニ	ヌ	ネ	ノ
母音 50音	ハ	ヒ	フ	ヘ	ホ
母音 50音	マ	ミ	ム	メ	モ
母音 50音	ヤ	ユ	ヨ		
母音 50音	ラ	リ	ル		
母音 50音	ワ	ヰ	ヱ	ヰ	ヱ

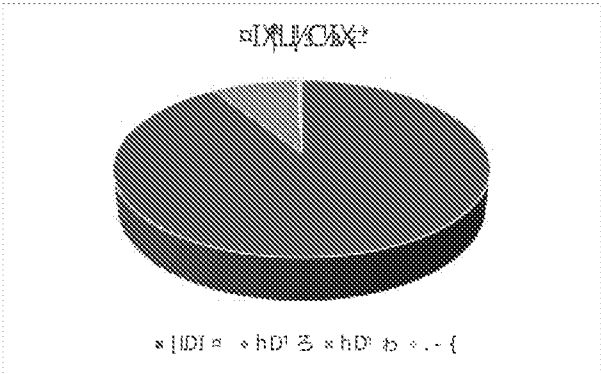
母音 [I%QI r



母音 [I%QI r



母音 [I%QI r



{t 995 {- a a ! wD 和和 w

50TDX bIXIX

	音価	音	音価	音	音価	音	音価	音	音価	音	音価	音	音価	音	音価	音	音価	音	音価	
	カタカナ	ローマ字	カタカナ	ローマ字	カタカナ	ローマ字	カタカナ	ローマ字	カタカナ	ローマ字	カタカナ	ローマ字	カタカナ	ローマ字	カタカナ	ローマ字	カタカナ	ローマ字	カタカナ	
ア行	ア	a	カ	ka	キ	ki	ク	ku	ケ	ke	コ	ko	サ	sa	シ	shi	ス	su	セ	se
イ行	イ	i	キ	ki	ク	ku	ケ	ke	コ	ko	サ	sa	シ	shi	ス	su	セ	se	ソ	so
エ行	エ	e	カ	ka	キ	ki	ク	ku	ケ	ke	コ	ko	サ	sa	シ	shi	ス	su	セ	se
オ行	オ	o	カ	ka	キ	ki	ク	ku	ケ	ke	コ	ko	サ	sa	シ	shi	ス	su	セ	se
ウ行	ウ	u	カ	ka	キ	ki	ク	ku	ケ	ke	コ	ko	サ	sa	シ	shi	ス	su	セ	se
エ行	エ	e	カ	ka	キ	ki	ク	ku	ケ	ke	コ	ko	サ	sa	シ	shi	ス	su	セ	se
オ行	オ	o	カ	ka	キ	ki	ク	ku	ケ	ke	コ	ko	サ	sa	シ	shi	ス	su	セ	se
ア行	ア	a	カ	ka	キ	ki	ク	ku	ケ	ke	コ	ko	サ	sa	シ	shi	ス	su	セ	se
イ行	イ	i	カ	ka	キ	ki	ク	ku	ケ	ke	コ	ko	サ	sa	シ	shi	ス	su	セ	se
エ行	エ	e	カ	ka	キ	ki	ク	ku	ケ	ke	コ	ko	サ	sa	シ	shi	ス	su	セ	se
オ行	オ	o	カ	ka	キ	ki	ク	ku	ケ	ke	コ	ko	サ	sa	シ	shi	ス	su	セ	se

格納{[[[和

507D0X1 {IX507 IX516

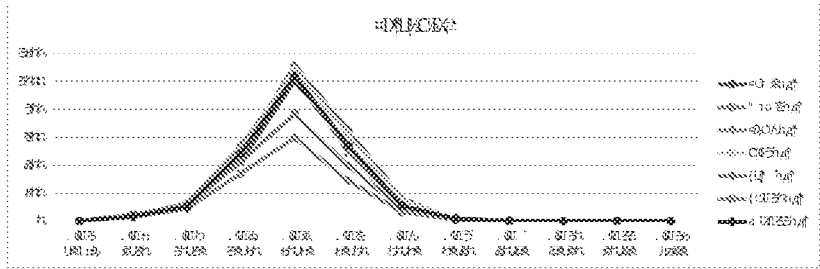
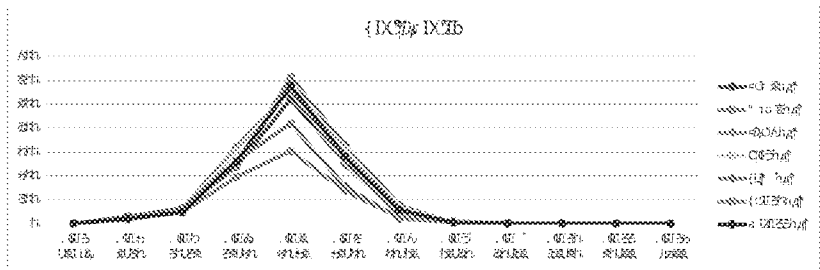
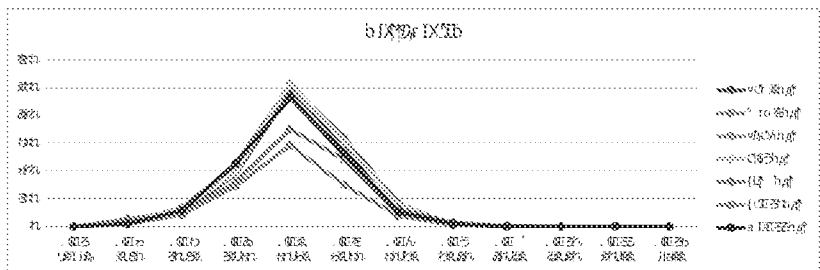
[illegible]

按此{[[10

50TDXI 2IXLCH2

[illegible]

按此{[[和



{t 995 {- a a ! wD 3131 w

5074101X bIX70f IX7b

[illegible]

控制{[[↑

5074416 {IX30f IX7b

[illegible]

推し[[↑

5074101XIX 01XIX/CIX

[illegible]

控制{[[↑0

{t 995 {- a a ! wD ~~303a~~ w,

50741XIX bIX70f IX2b

[illegible]

控制{[[↑

5. $\{IX^{20}, IX^{25}\}$

[illegible]

樹形[[[↑

5. $\nabla \cdot \mathbf{u} = 0$ in Ω .

[illegible]

控訴[[[和

$$Qh^0 \{-aa!w\}$$

507 40X1E 9441 IX2B

[illegible]

控制(控制)

50740XLE 0 T111 IX2B

[illegible]

控制(控制)

50T DIXE PIX/CBZ

[illegible]

控制((和



. IXE II X wE Q! □/ 2h 0 ↑ 2= A wIXp

/! {{{- a a! wE

5 0T 00 IX 9L 0 IX 5B

	0000	IXE II X	IXE II X	IXE II X	IXE II X
0000	0000	0000	0000	0000	0000
0000	0000	0000	0000	0000	0000
0000	0000	0000	0000	0000	0000
0000	0000	0000	0000	0000	0000
0000	0000	0000	0000	0000	0000
0000	0000	0000	0000	0000	0000
0000	0000	0000	0000	0000	0000
0000	0000	0000	0000	0000	0000
0000	0000	0000	0000	0000	0000

5 0T 00 IX 0 T 0 IX 5B

	0000	IXE II X	IXE II X	IXE II X	IXE II X
0000	0000	0000	0000	0000	0000
0000	0000	0000	0000	0000	0000
0000	0000	0000	0000	0000	0000
0000	0000	0000	0000	0000	0000
0000	0000	0000	0000	0000	0000
0000	0000	0000	0000	0000	0000
0000	0000	0000	0000	0000	0000
0000	0000	0000	0000	0000	0000
0000	0000	0000	0000	0000	0000

5 0T 00 IX 0 IX 0 IX 5B

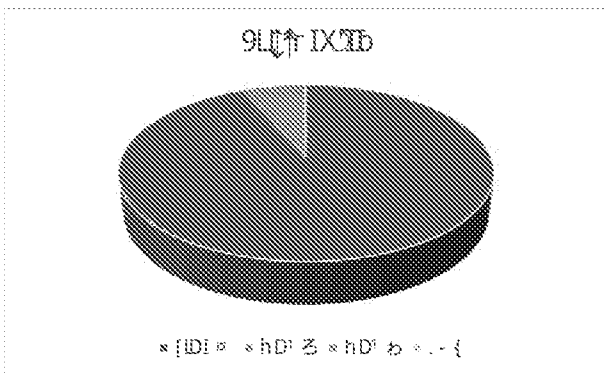
	0000	IXE II X	IXE II X	IXE II X	IXE II X
0000	0000	0000	0000	0000	0000
0000	0000	0000	0000	0000	0000
0000	0000	0000	0000	0000	0000
0000	0000	0000	0000	0000	0000
0000	0000	0000	0000	0000	0000
0000	0000	0000	0000	0000	0000
0000	0000	0000	0000	0000	0000
0000	0000	0000	0000	0000	0000
0000	0000	0000	0000	0000	0000

	0000	IXE II X	IXE II X	IXE II X	IXE II X
0000	0000	0000	0000	0000	0000
0000	0000	0000	0000	0000	0000
0000	0000	0000	0000	0000	0000
0000	0000	0000	0000	0000	0000
0000	0000	0000	0000	0000	0000
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0000	0000	0000	0000	0000	0000
0000	0000	0000	0000	0000	0000

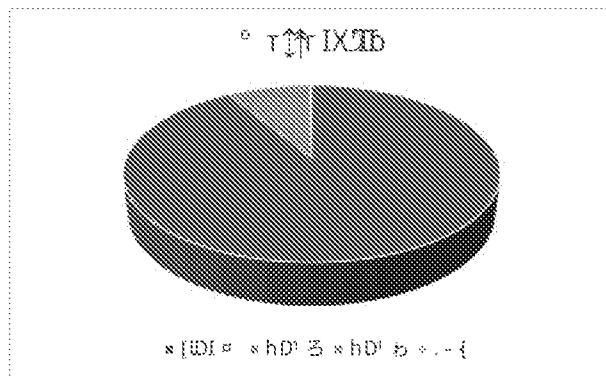
	0000	IXE II X	IXE II X	IXE II X	IXE II X
0000	0000	0000	0000	0000	0000
0000	0000	0000	0000	0000	0000
0000	0000	0000	0000	0000	0000
0000	0000	0000	0000	0000	0000
0000	0000	0000	0000	0000	0000
0000	0000	0000	0000	0000	0000
0000	0000	0000	0000	0000	0000
0000	0000	0000	0000	0000	0000
0000	0000	0000	0000	0000	0000

	0000	IXE II X	IXE II X	IXE II X	IXE II X
0000	0000	0000	0000	0000	0000
0000	0000	0000	0000	0000	0000
0000	0000	0000	0000	0000	0000
0000	0000	0000	0000	0000	0000
0000	0000	0000	0000	0000	0000
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0000	0000	0000	0000	0000	0000

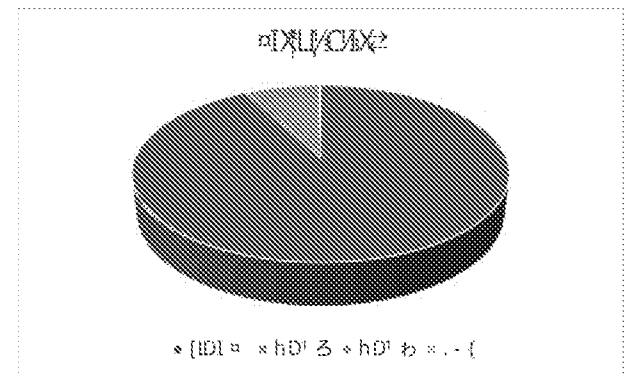
0000



0000



0000



{t 995 {- a a ! wD 九九五 w

507D01X1 9L01 IX26

[illegible]

樹形[[[和

50740XIX ° TIXIXIX

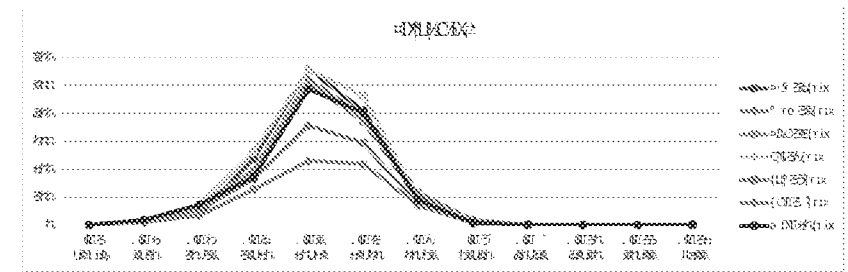
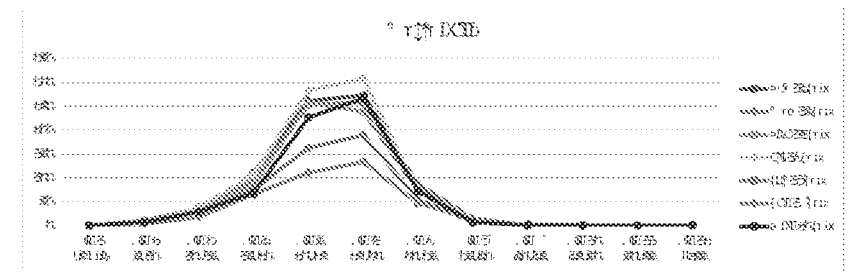
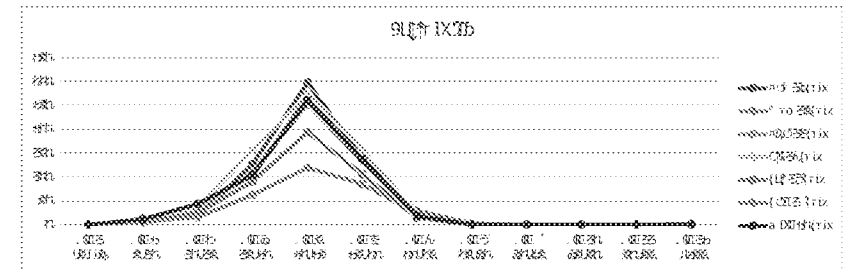
[illegible]

按此[[[和

507D01X1 21X14C142

	漢字	カタカナ	ローマ字	カタカナ	ローマ字	漢字	カタカナ	ローマ字	カタカナ	ローマ字	漢字	カタカナ	ローマ字	漢字	カタカナ	ローマ字	漢字	カタカナ	ローマ字
あ	ア	ア	A	ア	A	イ	イ	I	イ	I	ウ	ウ	U	エ	エ	E	オ	オ	O
か	カ	カ	K	カ	K	キ	キ	KI	カ	KA	ク	ク	KU	ケ	ケ	KE	コ	コ	KO
さ	サ	サ	S	サ	S	シ	シ	SI	サ	SA	ス	ス	SU	セ	セ	SE	ソ	ソ	SO
た	タ	タ	T	タ	T	チ	チ	CHI	タ	TA	ツ	ツ	TSU	テ	テ	TE	ト	ト	TO
な	ナ	ナ	N	ナ	N	ニ	ニ	NI	ナ	NA	ヌ	ヌ	NU	ネ	ネ	NE	ノ	ノ	NO
は	ハ	ハ	H	ハ	H	ヒ	ヒ	HI	ハ	HA	フ	フ	FU	ヘ	ヘ	HE	ホ	ホ	HO
ま	マ	マ	M	マ	M	ミ	ミ	MI	マ	MA	ム	ム	MU	メ	メ	ME	モ	モ	MO
や	ヤ	ヤ	Y	ヤ	YA	ユ	ユ	YU	ヤ	YA	ユ	ユ	YU	ヨ	ヨ	YO			
ら	ラ	ラ	R	ラ	RA	リ	リ	RI	ラ	RA	ル	ル	RU	レ	レ	RE			
わ	ワ	ワ	W	ワ	WA	ヰ	ヰ	WI	ワ	WA	ヱ	ヱ	WE	ヰ	ヰ	WI			
を	ヲ	ヲ	O	ヲ	WA	ヱ	ヱ	WE	ヲ	WA	ヰ	ヰ	WI	ヱ	ヱ	WE			
ん	ン	ン	N	ン	NA	ニ	ニ	NI	ン	NA	ヌ	ヌ	NU	ネ	ネ	NE			

樹形[[[↑



{t 995 {- a a ! wD 3130 w,

[illegible]

5074101XIX 0 1111 IX2b

[illegible]

5. $\nabla_{\mathbf{D}} \nabla_{\mathbf{D}} \mathbf{X} = \nabla_{\mathbf{X}} \nabla_{\mathbf{D}} \mathbf{X}$

[illegible]

ARUN DISTRICT COUNCIL M/16/22/PL

{t 995 {- a a ! wD ~~3535~~ w,

507DIX 9LJ IXTB

[illegible]

按此[[↑

50741010 10101010

[illegible]

控部{[[↑

5. $\nabla \cdot \mathbf{u} = 0$ in Ω

[illegible]

控制[[[和

$$Qh^0 = \{a \mid a \in W\}$$

50740XZ 0 T11 IX2b

[illegible]

磁石(石)

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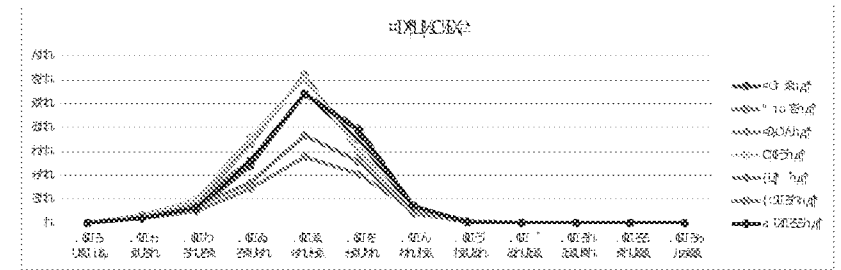
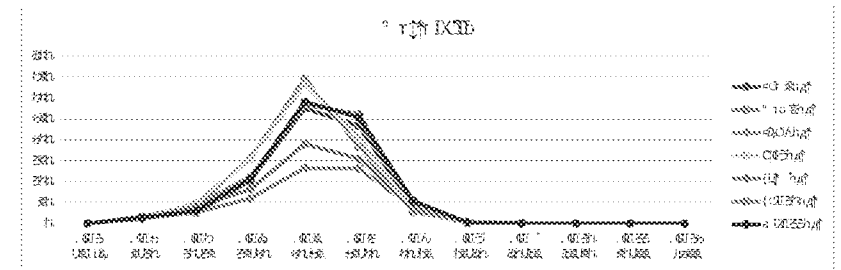
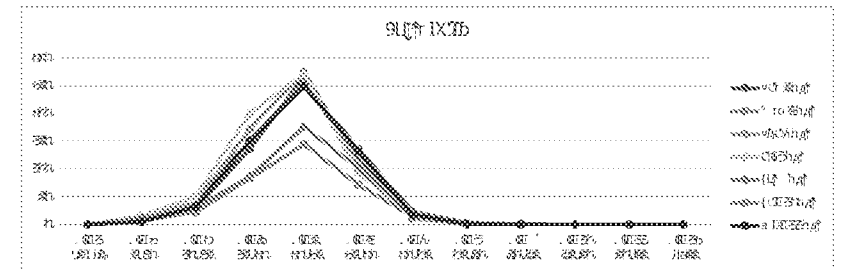
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	第1期	第2期	第3期	第4期	第5期	第6期	第7期	第8期	第9期	第10期	第11期	第12期	第13期	第14期	第15期	第16期	第17期
	1月	2月	3月	4月	5月	6月	7月	8月	9月	10月	11月	12月	1月	2月	3月	4月	5月
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2月	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5
3月	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5
4月	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5
5月	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5
6月	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5
7月	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5
8月	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5
9月	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5
10月	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5
11月	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5
12月	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5

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5. $\nabla_{\Gamma} \Delta^{\alpha} X = \Delta^{\alpha} \nabla_{\Gamma} X$

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$$Qh^0 = \{a \mid a \in W\}$$

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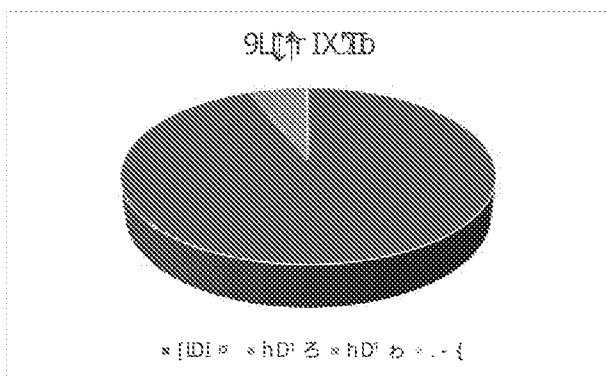
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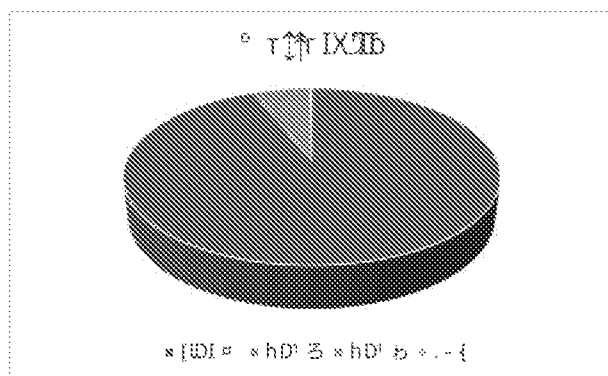
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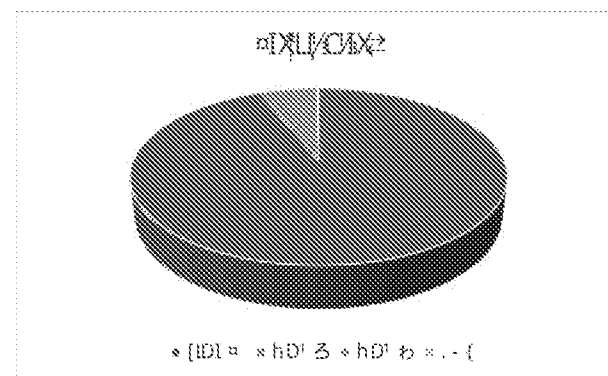


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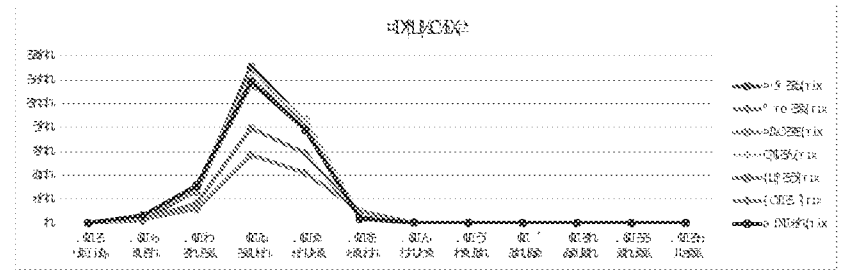
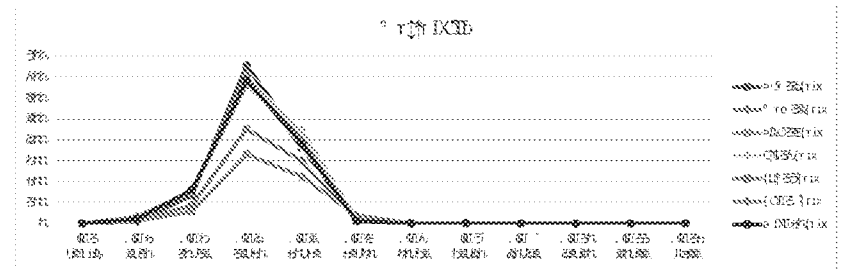
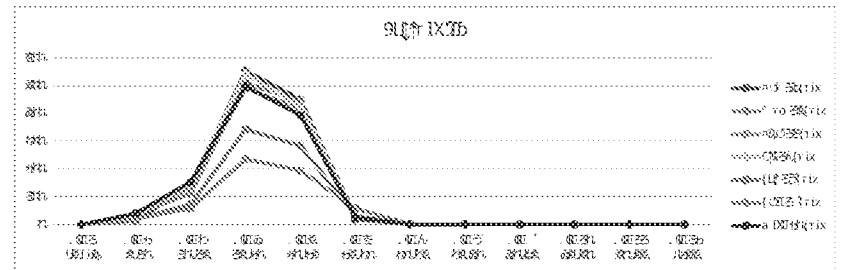
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2017年11月10日



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	ハ行	ヘ行	ホ行	ヒ行	フ行
ハ行	ハ	ヘ	ホ	ヒ	フ
ヘ行	ヘ	ヘ	ヘ	ヘ	ヘ
ホ行	ホ	ホ	ホ	ホ	ホ
ヒ行	ヒ	ヒ	ヒ	ヒ	ヒ
フ行	フ	フ	フ	フ	フ
カ行	カ	カ	カ	カ	カ
キ行	キ	キ	キ	キ	キ
ク行	ク	ク	ク	ク	ク
ケ行	ケ	ケ	ケ	ケ	ケ
コ行	コ	コ	コ	コ	コ

[illegible]

	ハ行 [ha] ~ [hi]	ヘ行 [he] ~ [hi]	ホ行 [ho]	フ行 [fu]	ブ行 [bu]
ハ ha	は	へ	ほ	ふ	ぶ
ヘ he	へ	え	へ	ふ	ぶ
ホ ho	ほ	へ	お	ふ	ぶ
フ fu	ふ	ふ	ふ	う	ぶ
ブ bu	ぶ	ぶ	ぶ	ぶ	う

[illegible][illegible]

	母音	母音	母音	母音	-1
	[E]Ei	[I]Ii	hD 3	hD 4	
母音 E	Ei	Ii	hD 3	hD 4	
母音 I	Ii	Ii	hD 3	hD 4	
母音 hD 3	Ei	Ii	hD 3	hD 4	
母音 hD 4	Ei	Ii	hD 3	hD 4	
母音 -1	Ei	Ii	hD 3	hD 4	
母音 E	Ei	Ii	hD 3	hD 4	
母音 I	Ii	Ii	hD 3	hD 4	
母音 hD 3	Ei	Ii	hD 3	hD 4	
母音 hD 4	Ei	Ii	hD 3	hD 4	
母音 -1	Ei	Ii	hD 3	hD 4	

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* [DI] = *hD¹ と *hD² の.-

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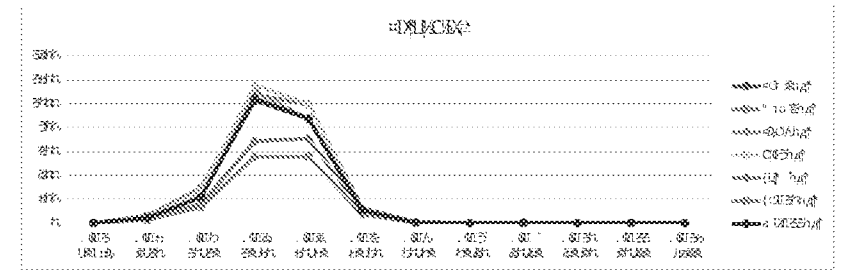
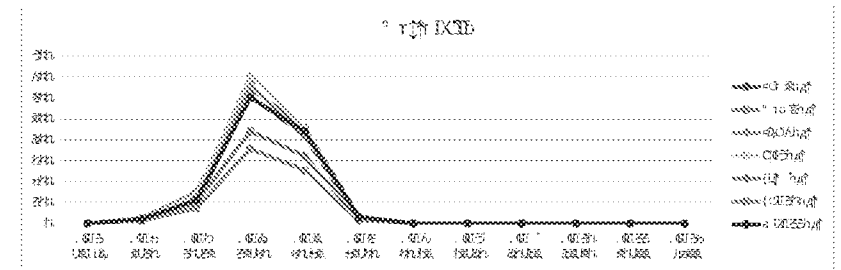
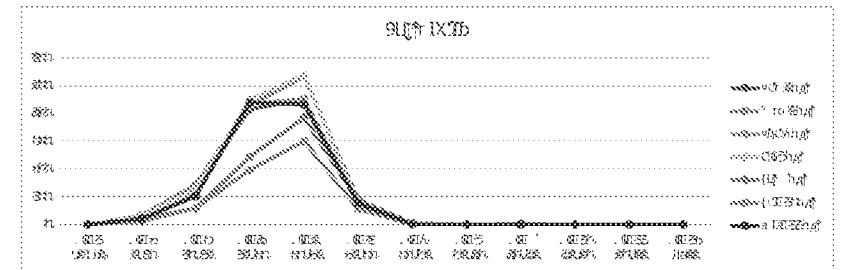
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あ	ア	あ	ア	ア	A	A	A	A	A	A	A	A	A	A	A	A	A
い	イ	い	イ	イ	I	I	I	I	I	I	I	I	I	I	I	I	I
う	ウ	う	ウ	ウ	U	U	U	U	U	U	U	U	U	U	U	U	U
え	エ	え	エ	エ	E	E	E	E	E	E	E	E	E	E	E	E	E
お	オ	お	オ	オ	O	O	O	O	O	O	O	O	O	O	O	O	O
か	カ	か	カ	カ	K	K	K	K	K	K	K	K	K	K	K	K	K
き	キ	き	キ	キ	KI	KI	KI	KI	KI	KI	KI	KI	KI	KI	KI	KI	KI
く	ク	く	ク	ク	KU	KU	KU	KU	KU	KU	KU	KU	KU	KU	KU	KU	KU
け	ケ	け	ケ	ケ	KE	KE	KE	KE	KE	KE	KE	KE	KE	KE	KE	KE	KE
こ	コ	こ	コ	コ	KO	KO	KO	KO	KO	KO	KO	KO	KO	KO	KO	KO	KO
さ	サ	さ	サ	サ	S	S	S	S	S	S	S	S	S	S	S	S	S
し	シ	し	シ	シ	SI	SI	SI	SI	SI	SI	SI	SI	SI	SI	SI	SI	SI
す	ス	す	ス	ス	SU	SU	SU	SU	SU	SU	SU	SU	SU	SU	SU	SU	SU
せ	セ	せ	セ	セ	SE	SE	SE	SE	SE	SE	SE	SE	SE	SE	SE	SE	SE
そ	ソ	そ	ソ	ソ	SO	SO	SO	SO	SO	SO	SO	SO	SO	SO	SO	SO	SO
た	タ	た	タ	タ	T	T	T	T	T	T	T	T	T	T	T	T	T
ち	チ	ち	チ	チ	CHI	CHI	CHI	CHI	CHI	CHI	CHI	CHI	CHI	CHI	CHI	CHI	CHI
つ	ツ	つ	ツ	ツ	TU	TU	TU	TU	TU	TU	TU	TU	TU	TU	TU	TU	TU
て	テ	て	テ	テ	TE	TE	TE	TE	TE	TE	TE	TE	TE	TE	TE	TE	TE
と	ト	と	ト	ト	TO	TO	TO	TO	TO	TO	TO	TO	TO	TO	TO	TO	TO
な	ナ	な	ナ	ナ	N	N	N	N	N	N	N	N	N	N	N	N	N
に	ニ	に	ニ	ニ	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
ぬ	ヌ	ぬ	ヌ	ヌ	NU	NU	NU	NU	NU	NU	NU	NU	NU	NU	NU	NU	NU
ね	ネ	ね	ネ	ネ	NE	NE	NE	NE	NE	NE	NE	NE	NE	NE	NE	NE	NE
の	ノ	の	ノ	ノ	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
は	ハ	は	ハ	ハ	H	H	H	H	H	H	H	H	H	H	H	H	H
ひ	ヒ	ひ	ヒ	ヒ	HI	HI	HI	HI	HI	HI	HI	HI	HI	HI	HI	HI	HI
ふ	フ	ふ	フ	フ	FU	FU	FU	FU	FU	FU	FU	FU	FU	FU	FU	FU	FU
へ	ヘ	へ	ヘ	ヘ	HE	HE	HE	HE	HE	HE	HE	HE	HE	HE	HE	HE	HE
ほ	ホ	ほ	ホ	ホ	HO	HO	HO	HO	HO	HO	HO	HO	HO	HO	HO	HO	HO
ま	マ	ま	マ	マ	M	M	M	M	M	M	M	M	M	M	M	M	M
み	ミ	み	ミ	ミ	MI	MI	MI	MI	MI	MI	MI	MI	MI	MI	MI	MI	MI
む	ム	む	ム	ム	MU	MU	MU	MU	MU	MU	MU	MU	MU	MU	MU	MU	MU
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	姓名	性别	年龄	出生日期	身份证号	学历	学位	职称	职业资格	专业领域	研究方向	主要成果	主要项目	主要论文	主要专利	主要著作	主要奖项	主要荣誉
王小明	王某某	男	35	1988-01-01	110101198801010001	本科	硕士	教授	高级工程师	计算机科学	人工智能	发表SCI论文10篇	主持国家自然科学基金项目2项	发表EI论文5篇	申请发明专利3项	出版专著1本	获得省部级科技进步奖2项	获得教育部优秀青年教师称号
李小红	李某某	女	32	1991-03-05	110101199103050002	本科	硕士	副教授	高级工程师	计算机科学	大数据分析	发表SCI论文8篇	主持国家自然科学基金项目1项	发表EI论文3篇	申请发明专利2项	出版专著1本	获得省部级科技进步奖1项	获得教育部优秀青年教师称号
张华	张某某	男	38	1985-05-10	110101198505100003	本科	硕士	教授	高级工程师	计算机科学	网络安全	发表SCI论文12篇	主持国家自然科学基金项目3项	发表EI论文7篇	申请发明专利4项	出版专著2本	获得省部级科技进步奖3项	获得教育部优秀青年教师称号
刘伟	刘某某	男	30	1993-07-20	110101199307200004	本科	硕士	副教授	高级工程师	计算机科学	云计算	发表SCI论文6篇	主持国家自然科学基金项目1项	发表EI论文2篇	申请发明专利1项	出版专著1本	获得省部级科技进步奖1项	获得教育部优秀青年教师称号
陈丽	陈某某	女	33	1990-09-15	110101199009150005	本科	硕士	教授	高级工程师	计算机科学	物联网	发表SCI论文9篇	主持国家自然科学基金项目2项	发表EI论文4篇	申请发明专利3项	出版专著1本	获得省部级科技进步奖2项	获得教育部优秀青年教师称号
周强	周某某	男	36	1987-11-08	110101198711080006	本科	硕士	副教授	高级工程师	计算机科学	区块链	发表SCI论文7篇	主持国家自然科学基金项目1项	发表EI论文3篇	申请发明专利2项	出版专著1本	获得省部级科技进步奖1项	获得教育部优秀青年教师称号
赵敏	赵某某	女	31	1992-12-03	110101199212030007	本科	硕士	教授	高级工程师	计算机科学	虚拟现实	发表SCI论文11篇	主持国家自然科学基金项目3项	发表EI论文6篇	申请发明专利4项	出版专著2本	获得省部级科技进步奖3项	获得教育部优秀青年教师称号
孙伟	孙某某	男	34	1989-02-18	110101198902180008	本科	硕士	副教授	高级工程师	计算机科学	边缘计算	发表SCI论文5篇	主持国家自然科学基金项目1项	发表EI论文2篇	申请发明专利1项	出版专著1本	获得省部级科技进步奖1项	获得教育部优秀青年教师称号
吴娟	吴某某	女	37	1986-04-22	110101198604220009	本科	硕士	教授	高级工程师	计算机科学	量子计算	发表SCI论文13篇	主持国家自然科学基金项目4项	发表EI论文8篇	申请发明专利5项	出版专著3本	获得省部级科技进步奖4项	获得教育部优秀青年教师称号
郑刚	郑某某	男	39	1984-06-25	110101198406250010	本科	硕士	副教授	高级工程师	计算机科学	智能机器人	发表SCI论文10篇	主持国家自然科学基金项目2项	发表EI论文5篇	申请发明专利3项	出版专著2本	获得省部级科技进步奖2项	获得教育部优秀青年教师称号

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{t 995 {- a a ! wD ~~3038~~ w,

5074191 IX 2b

[illegible]

按[[↑

50741XIX 0 111 IX2b

[illegible]

樹形{[[↑

5. $\nabla_{\Gamma} \Delta \Gamma = \Delta \Gamma / \Delta \Gamma$

[illegible]

控制{[[↑0

$$Qh^0 \quad \{-a \mid a \in W\}$$

50T JOURNAL {IX:20, IX:21}

[illegible]

項目	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
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[illegible]

控制(和

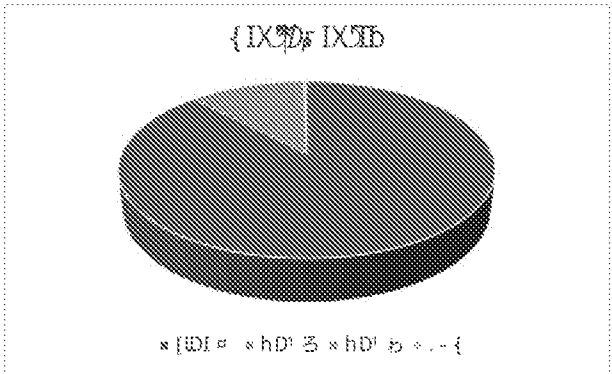
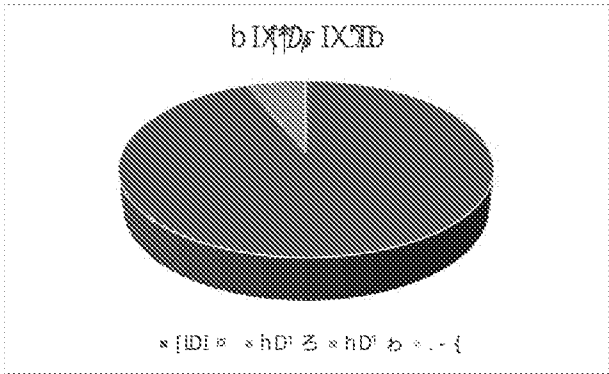
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ヘイヘイ	イイヘ	イイロ	イイハ	イイヘ	ヘイ

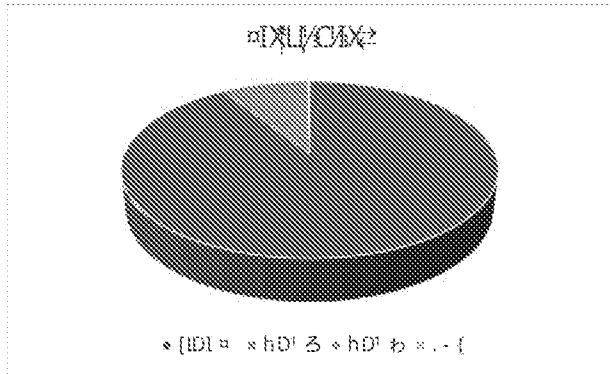
[illegible]

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エ エ行	エ	エ	エ	エ	エ
オ オ行	オ	オ	オ	オ	オ
カ カ行	カ	カ	カ	カ	カ
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[illegible][illegible]

$\frac{IDL}{CIX} = \frac{hD^1}{hD^1 + \dots}$



{t 995 {- a a ! wD 九九五 w

5074016 bIX75 IX2b

[illegible]

樹形{[[[和

507401X {IX50, IX56

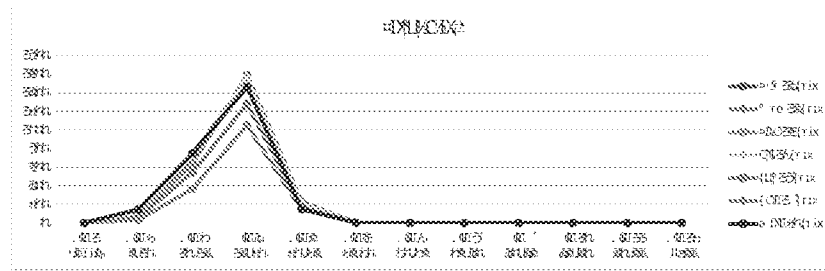
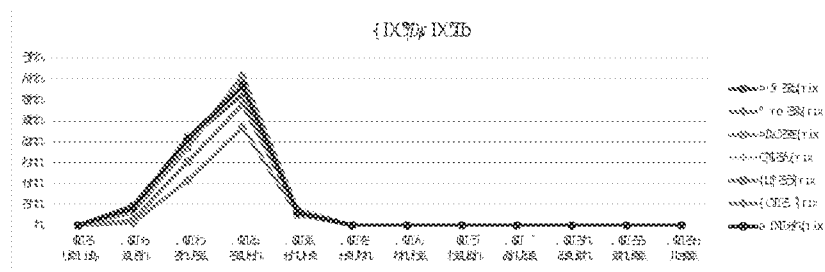
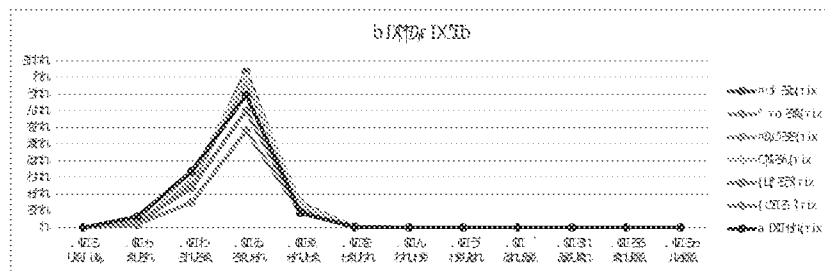
[illegible]

樹形{[[[和

507D101E 2184C1E2

[illegible]

樹形{[[[和



{t 995 {- a a ! wD 3131 w,

50741XIX bIX7Df IXTb

[illegible]

控制{[[↑

5. $\{IX^{20}, IX^{25}\}$

	第一 阶段	第二 阶段	第三 阶段	第四 阶段	第五 阶段	第六 阶段	第七 阶段	第八 阶段	第九 阶段	第十 阶段	第十一 阶段	第十二 阶段	第十三 阶段	第十四 阶段	第十五 阶段	第十六 阶段	第十七 阶段	第十八 阶段	第十九 阶段	第二十 阶段
第一 阶段	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
第二 阶段	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
第三 阶段	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
第四 阶段	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
第五 阶段	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
第六 阶段	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
第七 阶段	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26
第八 阶段	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27
第九 阶段	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28
第十 阶段	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
第十一 阶段	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
第十二 阶段	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
第十三 阶段	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
第十四 阶段	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33
第十五 阶段	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34
第十六 阶段	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35
第十七 阶段	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36
第十八 阶段	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37
第十九 阶段	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38
第二十 阶段	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39

樹形[[[↑

5. $\nabla \cdot \mathbf{u} = 0$ in Ω .

[illegible]

控訴[[[和

{t 995 {- a a ! wD ~~3535~~ w,

50741X bIX² IX²b

[illegible]

控制{[[↑

5074141X {IX30f IX7b

[illegible]

推し[[↑

[illegible][illegible]

控制{[[↑0

$$Qh^0 \quad \{-a \mid a \in W\}$$

50T 40XIE {IX3D, IX2B

磁気[[和

控制(控制)

磁引[[和

. IXE IIx wT eQ! □/ ㄅㄆㄇ! ㄒㄒ

/! {{{ - a a! wE

5ㄱㄲㄴㄷㄹ bIXㄲ IXㄴb

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5ㄱㄲㄴㄷㄹ {IXㄲ} IXㄴb

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5ㄱㄲㄴㄷㄹ □IXㄲ/ㄴb

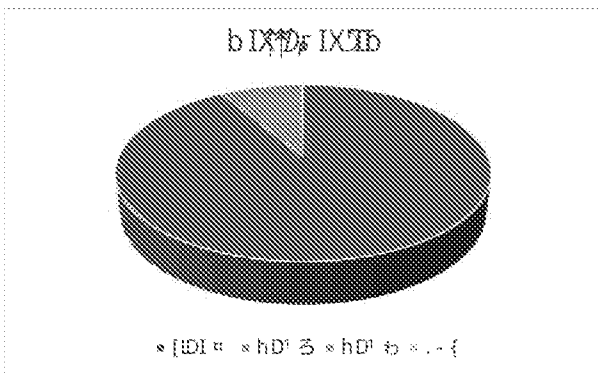
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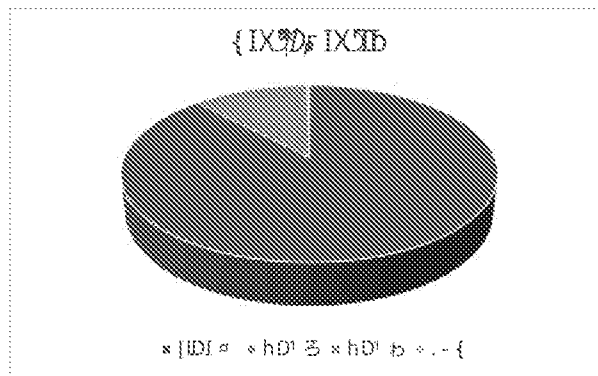
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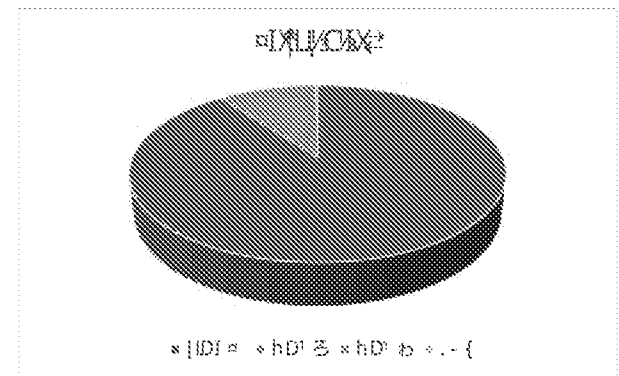
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{t 995 {- a a ! wD 和 w

507DQX bIXDf IX2b

[illegible]

樹形{[[[和

$$S_{\text{CUT}} \cap S_{\text{CUT}} = \{IX^{(0)}, IX^{(1)}\}$$

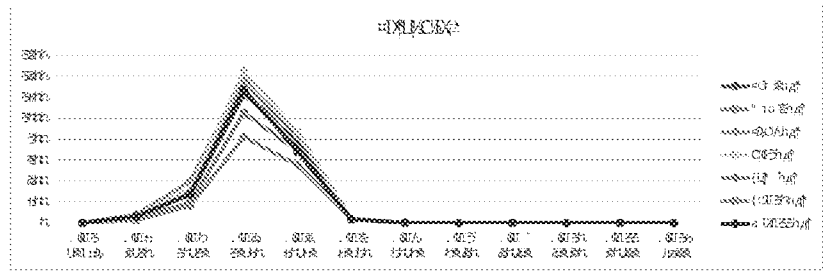
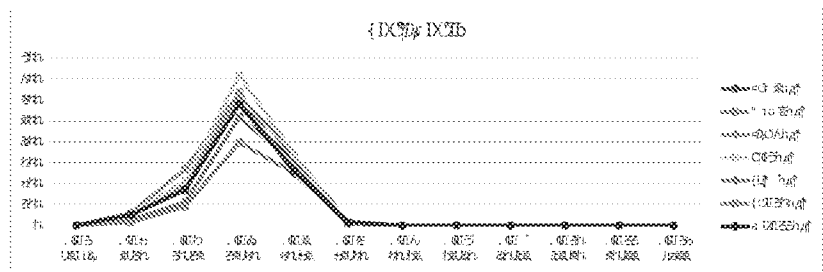
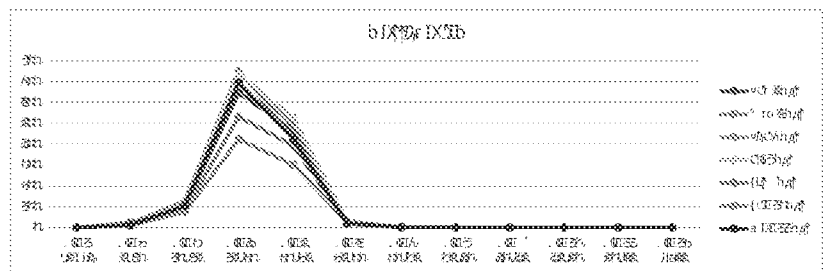
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	ア	イ	ウ	エ	オ	カ	キ	ク	ケ	コ	サ	シ	ス	セ	ソ	タ	チ
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カ	ア	イ	ウ	エ	オ	カ	キ	ク	ケ	コ	サ	シ	ス	セ	ソ	タ	チ
キ	ア	イ	ウ	エ	オ	カ	キ	ク	ケ	コ	サ	シ	ス	セ	ソ	タ	チ
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ケ	ア	イ	ウ	エ	オ	カ	キ	ク	ケ	コ	サ	シ	ス	セ	ソ	タ	チ
コ	ア	イ	ウ	エ	オ	カ	キ	ク	ケ	コ	サ	シ	ス	セ	ソ	タ	チ
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樹形{[[[和

50TDXE 2IXC1X2

[illegible]

樹形{[[[和



{t 995 {- a a ! wD 3131 w

[illegible]

5074101X {IX30f IX7b

	音名	唱名	唱名	唱名	唱名	唱名	唱名	唱名	唱名	唱名	唱名	唱名	唱名	唱名	唱名	唱名	唱名
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1. 唱名	Do	Re	Mi	Fa	So	La	Ti	Do	Re	Mi	Fa	So	La	Ti	Do	Re	Mi
2. 唱名	Do	Re	Mi	Fa	So	La	Ti	Do	Re	Mi	Fa	So	La	Ti	Do	Re	Mi
3. 唱名	Do	Re	Mi	Fa	So	La	Ti	Do	Re	Mi	Fa	So	La	Ti	Do	Re	Mi
4. 唱名	Do	Re	Mi	Fa	So	La	Ti	Do	Re	Mi	Fa	So	La	Ti	Do	Re	Mi
5. 唱名	Do	Re	Mi	Fa	So	La	Ti	Do	Re	Mi	Fa	So	La	Ti	Do	Re	Mi
6. 唱名	Do	Re	Mi	Fa	So	La	Ti	Do	Re	Mi	Fa	So	La	Ti	Do	Re	Mi
7. 唱名	Do	Re	Mi	Fa	So	La	Ti	Do	Re	Mi	Fa	So	La	Ti	Do	Re	Mi
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9. 唱名	Do	Re	Mi	Fa	So	La	Ti	Do	Re	Mi	Fa	So	La	Ti	Do	Re	Mi
10. 唱名	Do	Re	Mi	Fa	So	La	Ti	Do	Re	Mi	Fa	So	La	Ti	Do	Re	Mi
11. 唱名	Do	Re	Mi	Fa	So	La	Ti	Do	Re	Mi	Fa	So	La	Ti	Do	Re	Mi
12. 唱名	Do	Re	Mi	Fa	So	La	Ti	Do	Re	Mi	Fa	So	La	Ti	Do	Re	Mi

控制{[[↑

5. $\nabla \cdot \mathbf{u} = 0$ in Ω .

[illegible]

控制{[[↑

{t 995 {- a a ! wD ~~3535~~ w,

50741XIX b IX 26 IX 26

[illegible]

控制{[[↑

5. $\{IX\} \subseteq IX$

[illegible]

樹形[[[↑

50741012 01234567

	姓名	性别	年龄	身高	体重	血型	血型	血型	血型	血型	血型	血型	血型	血型	血型	血型	血型	血型
	姓名	性别	年龄	身高	体重	血型	血型	血型	血型	血型	血型	血型	血型	血型	血型	血型	血型	血型
1	张三	男	25	175	70	A	B	O	AB	A	B	O	AB	A	B	O	AB	A
2	李四	女	22	160	55	B	A	AB	O	B	A	AB	O	B	A	AB	O	B
3	王五	男	28	180	80	O	O	A	B	O	O	A	B	O	O	A	B	O
4	赵六	女	20	155	50	A	A	B	B	A	A	B	B	A	A	B	B	A
5	孙七	男	23	170	65	B	B	A	A	B	B	A	A	B	B	A	A	B
6	周八	女	26	165	60	O	A	B	AB	O	A	B	AB	O	A	B	AB	O
7	吴九	男	21	168	62	A	B	O	AB	A	B	O	AB	A	B	O	AB	A
8	郑十	女	24	162	58	B	O	A	B	B	O	A	B	B	O	A	B	B
9	冯十一	男	27	178	75	O	O	B	A	O	O	B	A	O	O	B	A	O
10	陈十二	女	29	185	85	A	A	B	B	A	A	B	B	A	A	B	B	A

控訴[[[和