

TRANSPORT ASSESSMENT

Proposed Care Home, Middleton-on-Sea

Prepared for: Frontier Estates Ltd

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SLR





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1.0 Introduction

SLR Consulting Limited (SLR) has been appointed to provide Highways and Transportation consultancy services to Frontier Estates Ltd, in support of a planning application to construct a new care home (use class C2) on land at the former poultry farm west of Yapton Road, Bognor Regis.

This document, a Transport Assessment (TA) considers the transport impacts and implications of the proposals on the local highway network.

1.1 Planning Proposal Summary

The proposal seeks to develop the site to accommodate a new 66 bed care home with 24-hour on-site care provision, landscaping and parking. A new site access will provide access from Silver Birch Drive for all vehicles, pedestrians and cyclists.

1.2 Pre-Application Discussions

Pre-application advice was sought from West Sussex County Highways (Development Management), Planning Services via email on June 14th 2019; the following text has been reproduced from the response, received via email on July 1st 2019:

"The scope appears acceptable.

In addition to the Manual Count WSCC has a perm traffic counter on Yapton Road, Access to the data is free at: <http://wstraffdata.cdmf.info/Account/login>

Given the development proposal I don't think any formal assessment at local junctions is required but from experience at recent planning committees it would be beneficial if the TS could state the number of vehicles that would travel through on Comet Corner (Yapton Road/A259 junction) in the peak periods".

1.3 Assessment Methodology

This report considers the implications of the proposal from a Highways and Transportation perspective, identifying the potential impacts associated with the proposal and any mitigation measures required to manage the impacts.

This Transport Assessment (TA) has been prepared in compliance with guidance as set out in the National Planning Practice Guidance 'Travel Plans, Transport Assessments and Statements'. The assessment also takes account of relevant local and national transport policy, included as Section 2.0.

This report contains a logical arrangement of the information and analysis required to thoroughly assess the potential impact of the proposed development. Hereafter this assessment has been produced to include the following Sections:

- ❖ **Section 2.0 Planning Policy Framework** – A review of relevant local and national policy framework and how the proposals accord with these in transport terms;
- ❖ **Section 3.0 Existing Conditions** – A description of the local highway network within the assessment study area with a quantified outlook of the existing traffic flows and a road safety review;
- ❖ **Section 4.0 Accessibility Appraisal** – A review of the Site accessibility to non-car modes of transport;

- » **Section 5.0 Proposals** – A description of the Site proposals in terms of trip generation, operations and the infrastructure;
- » **Section 6.0 Transport Impact Assessment** – An assessment of any impacts upon the local highway network which may arise from the proposed development; and
- » **Section 7.0 Summary and Conclusion** – A summary of the report and its findings.

2.0 Planning Policy Framework

Current national and local planning policy framework has been reviewed to ensure this Transport Assessment complies with the relevant policies. National policy provides for the wider strategic aims and objectives of the transport policy and gives general guiding principles for the implementation of developments. Local policy defines the detailed requirements for new developments in respect of transport and specific requirements for individual sites.

2.1 Considered Planning Guidance

Accordingly, the following national and local planning policy guidance on the transportation implications of the development will be considered:

- National Planning Policy Framework (February 2019);
- The Arun Local Plan 2011-2031 (July 2018); and
- WSCC Guidance on Parking at New Developments – August 2019.

2.2 National Policy

2.2.1 National Planning Policy Framework (Rev. February 2019)

The National Planning Policy Framework (NPPF) was published on 27th March 2012 as part of the Government's reforms to make the planning system less complex and more accessible. Since then, the NPPF has been revised with the most recent revision being during June 2019. The document provides a framework within which local people and their accountable local authorities can produce their own district and neighbourhood plans, which reflect the needs and priorities of their communities.

Paragraph 1 states that the NPPF

'...sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally-prepared plans for housing and other development can be produced'.

The primary intent of the NPPF is one of encouraging sustainable patterns of growth. Local planning authorities should positively seek opportunities to meet the development needs of their area and development proposals that accord with local development plans should be approved without delay.

The document is a material consideration in planning applications and in the development of Core Strategies.

Within Chapter 9 'Promoting sustainable transport' the document provides guidelines to local authorities for when considering development proposals.

Paragraph 108 states that:

'In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

b) safe and suitable access to the site can be achieved for all users; and

c) 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'.

Paragraph 109 advises 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'.

Paragraph 110 states that:

'Within this context, applications for development should:

a) 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;

b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and

e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations'.

Paragraph 111 then advises that:

'All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed'.

2.3 Local Policy

2.3.1 The Arun Local Plan 2011-2031 (July 2018)

The following excerpts have been reproduced from The Arun Local Plan 2011-2031 and are considered pertinent to the application to which this TA pertains.

"Arun's Local Plan strategic objectives for Transport is to:

'Reduce the need to travel and promote sustainable forms of transport...promot(ing) 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'."

Paragraph 15.1.1 references the West Sussex Transport Plan 2011-2026 which identifies several key transport issues within Arun District, including:

- ✧ *"Lack of safe crossing points along the main routes through the District causes community severance.*
- ✧ *Rail services between both Littlehampton, Bognor Regis and London are perceived as slow and upgrades to improve accessibility to rail stations are required.*
- ✧ *The current provision of pedestrian and cycling facilities is disjointed and suffers from inadequate signage, crossing points and poor surfacing.*
- ✧ *Due to low use of some services, there is uncertainty over the future viability of some bus services."*

In light of the above, Policy SP21 – Transport and Development states that the Council will support development which:

- “i. 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;***
- ii. Is incorporated into the District's green infrastructure network and gives priority to pedestrian and cycle movements;***
- iii. Protects the 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;*
- iv. Incorporates appropriate levels of parking in line with West Sussex County Council guidance on parking provision and takes into consideration the impact of development upon on-street parking and;***
- v. Where required by current guidance, 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 must explain how the development has been designed to:***
 - a. accommodate the efficient delivery of goods and supplies;*
 - b. gives priority to pedestrian and cycle movements and have access to high quality public transport facilities;***
 - c. creates safe and secure layouts for traffic, cyclists and pedestrians whilst avoiding street clutter;*
 - d. incorporates 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*
 - e. consider the needs of people with disabilities by all modes of transport.”***

2.4 Parking Standards

Parking guidance for the proposed scheme is provided within the 'West Sussex County Council Guidance on Parking at New Developments' dated August 2019.

The guidance advises that since the publication of the previous parking standards in 2003, there has been a shift in Government policy and more flexible working practices have been established. The move to a new planning system during 2006 further shifted the responsibility for determining parking standards to individual LPAs and indicates that local circumstances should be taken into account when setting such standards, including the accessibility of the site, the likely demand for parking, and the viability of the site.

It therefore states that although new guidance has been prepared, it should only be used as an initial guide for developers, who should undertake a site-specific assessment and seek to balance operational needs, space requirements, efficient use of land and cost attributed to providing parking and where relevant, attracting/retaining staff.

The guidance states at paragraph 1.2 that:

'The County Council's overall ambition for parking at new developments is to ensure that sufficient parking is provided to meet the needs of the development while maintaining highway network operations, protecting surrounding communities and pursuing opportunities to encourage use of sustainable modes of transport'.

There are no specific car parking standards for C2 Development. The requirements should therefore be determined on a development specific need basis.

The County Council's approach to parking at new developments is detailed in a set of guiding principles. The relevant points have been summarised below:

'Accommodating Parking Demand'

Parking provision should be sufficient to accommodate parking demand while exploiting the potential for sustainable travel, minimising adverse effects on road safety, and avoiding increased on-street parking demand.

Electric Vehicle Charging Infrastructure

'Active' charging points for electric vehicles should be provided at a minimum of 20% of all parking spaces with ducting provided at all remaining spaces where appropriate to provide 'passive' provision for these spaces to be upgraded in future.

Due to the unprecedented scale of change in vehicle manufacturing and sales, the guidance of electric vehicle car parking places should be reassessed when local plans and supplementary planning documents are reviewed to take account of any recent developments in this technology'.

(At Appendix B: Electric Vehicle Space Allocations, the guidance suggests that in 2019 there should be 24% of provision should be active).

'Sustainable Transport'

In some locations, limiting parking provision should form part of a strategy to exploit the potential for sustainable transport. In order to realistically promote lower levels of car ownership and use whilst avoiding unacceptable consequences, all of the following should be available or provided:

- *travel plan measures, targeted at reducing vehicle ownership levels such as car clubs; and*
- *high levels of accessibility to non-car modes of travel and to local amenities and facilities.*

Design Considerations

Good parking design is as important as providing the appropriate number of spaces. Therefore, developers will be expected to provide balanced, mixed, and flexible parking provision and ensure that all spaces are useable without creating highway safety issues

Disabled Persons Parking Overarching Guidance

Disabled persons parking spaces should be provided at a minimum of 5% of the total number of parking spaces being provided on the site.

2.5 Policy and Guidance Summary

This report has been compiled in accordance with national and local policies to assess the impacts which may arise from the increase in vehicular movements from the proposed development upon the local highway network.

Parking standards have been reviewed and the proposed development arrangements have been designed in accordance with these principles.

3.0 Existing Conditions

The local highway network has been set out and traffic flow patterns are determined with the analysis of traffic survey data collected at key locations across the local road network. Personal Injury Accident (PIA) collision data is reviewed in order to determine the presence of existing safety concerns.

3.1 Application Site

The subject site is 0.62 hectares in size and is positioned to the west of Yapton Road and immediately north of Silver Birch Drive.

The land was formerly used as a poultry farm, and also contains a two storey dwelling in the south-eastern corner of the site and various single storey outbuildings. The site was vacated in 2005 and has fallen into disrepair.

The site is predominantly flat and benefits from a potential vehicular access from Silver Birch Drive to the south.

3.1.1 Site Location

The site is located to the north-west of the roundabout junction between Silver Birch Drive and the B2132 Yapton Road, within the village of Middleton-on-Sea, Bognor Regis; in broader terms the Site lies 4.0km east-northeast of Bognor Regis and 17km west of Worthing.

A Site Location Plan is included at Drawing 01.

The boundaries of the application site are comprised as follows:

- ✦ arable farm land to the north;
- ✦ the B2132 Yapton Road to the east;
- ✦ properties fronting Silver Birch Drive to the south; and
- ✦ further arable farm land to the west.

3.1.2 Site Planning History

The site received planning permission in February 2017 for the development of the site to provide 13no. residential dwellings, access and car parking (ref M/45/16/PL). The access was to be formed via the existing cul-de-sac spur off Silver Birch Drive. A Transport Statement (TS), prepared by Inspire Transport Planning, was submitted to support the application.

Whilst not implemented, this permission remains extant until February 2020.

3.2 Local Highway Network

3.2.1 Silver Birch Drive Cul-de-Sac

The Site frontage and historical access are situated at the northern extremity of the Silver Birch Drive Cul-de-Sac which spurs off Silver Birch Drive bearing north at a location circa 75 metres west from its roundabout junction with the B2132 Yapton Road.

The cul-de-sac measures circa 25 meters in length from the edge of the Silver Birch Drive carriageway, at which point a line of granite sets defines the end of the carriageway surface and separates it from an unmade track/Public Right of Way which runs east to west between the Sites' southern boundary and the rear boundaries of properties fronting Silver Birch Drive; this is classified as PROW 160. Parallel to the footpath is an existing watercourse.

The cul-de-sac is flanked with footway on either side and lay-bays, one either side of the carriageway, which are currently used as parking provision by local residents; there are no parking restrictions within the cul-de-sac. Figure 3-1 looks south-east toward the cul-de-sac from the footpath at the Sites southern boundary.

Figure 3-1
View from Footpath at Southern Boundary



The cul-de-sac benefits from street lighting and the footways are wide, level and in a good state of repair, as determined during the course of the SLR Site Audit.

The existing Site access follows on directly from the cul-de-sac with the entrance to the site positioned centrally relative to the carriageway.

Figure 3-2 looks south from inside the Site boundary toward the cul-de-sac and its junction with Silver Birch Drive.

Figure 3-2
View from Existing Site Access



As visible in the above photograph the existing Site access is not currently in use; the gating is shut and locked and several concrete barriers have been placed within the boundary behind it. Also appreciable is the overgrown nature of the surrounding vegetation.

3.2.2 Silver Birch Drive

As described earlier in the report, the application site is situated to the north of Silver Birch Drive; a suburban, residential road running from its roundabout junction with the B2132 bearing west for approximately 425 meters before giving way to Mourant Drive. Typical of a suburban street Silver Birch Drive provides comprehensive pedestrian amenity, while speed is restricted to 30mph.

Figure 3-3 looks west on Silver Birch Drive from a location in the vicinity of its roundabout junction with the B2132 Yapton Road.

Figure 3-3
Silver Birch Drive – View West



The photograph provides a typical view along Silver Birch Drive. The carriageway is circa 6.5 metres in width and was observed to be free from any defects, serious or otherwise, during the course of the SLR Site Audit. Footway flanks either side of the carriageway and is of at least 2.2 metres in width, wide level and in a good state of repair, with some sections separated from the carriageway by grassed verge. Street lighting is installed at regular intervals along the length of Silver Birch Drive, and speed is restricted to 30mph.

3.2.3 B2132 Yapton Road

The B2132 Yapton Road comprises a single carriageway distributor road operating a single lane in either direction which links the Middleton-on-Sea/Ancton/Elmer areas with the A259 Worm Lane. Originating at a junction with the A259 Worm Lane at a location circa 500 metres north of the Site, the B2132 Yapton Road bears south for circa 800 metres before giving way to the B2132 Middleton Road, junctioning with Silver Birch Drive en route.

The B2132 Yapton Road measures circa 6.5 metres in width along its length and is subject to a 30mph speed restriction, which comes into force at its junction with the A259 Worm Lane. Owing to its semi-rural nature, the B2132 Yapton Road exhibits pedestrian footway only on one side of the carriageway for the vast majority of its length, and street lighting provision is limited to the vicinity of major junctions.

Figure 3-4 looks south on the B2132 Yapton Road from the vicinity of its roundabout junction with Silver Birch Drive.

Figure 3-4
B2132 Yapton Road – View South



The above photograph presents a typical view along the B2132 Yapton Road as it bears south from the roundabout junction.

The carriageway is circa 6.5 metres in width and was observed to be free from any defects, serious or otherwise, during the course of the SLR Site Audit. Footway flanks either side of the carriageway for the first 30 metres bearing south from the roundabout junction, thereafter, footway is present only on the western edge; said footways are of at least 2.2 metres in width, wide, level and in a good state of repair.

Figure 3-5 looks north on the B2132 Yapton Road from the vicinity of its roundabout junction with Silver Birch Drive.

Figure 3-5
B2132 Yapton Road – View North



The photograph above provides a typical view along the B2132 Yapton Road bearing north from the roundabout junction. The carriageway was observed to be free from any defects, serious or otherwise, during the course of the SLR Site Audit.

Footway provision is provided on both sides of the carriageway although only on one side at any given point measuring at least 1.2 metres in width, and was observed to be free from any significant defects.

3.2.4 B2132 Middleton Road

The B2132 Middleton Road bears west from a mini-roundabout junction with Elmer Road and Yapton Road at a point circa 290 metres south from the Silver Birch Drive roundabout junction.

The B2132 Middleton Road comprises a single carriageway distributor road operating a single lane in either direction bearing west through Middleton-on-Sea for approximately 1.9km before its terminus at a roundabout junction with the B2259 Flansham Lane/Felpham Way.

The B2132 Middleton Road measures circa 6.5 metres in width along its length and is subject to a 30mph speed restriction. The B2132 Middleton Road has pedestrian footway on both sides of the carriageway along its length, often separated from the carriageway by wide grassed verge, and street lighting provision is installed at regular intervals.

3.3 Wider Highway Network

Several major roads provide strategic connections from the vicinity of Bognor Regis along the south coast of mainland Britain and south-east & south-west of England including Southampton, Portsmouth, Greater London, Brighton, and Eastbourne.

- » **A259:** running between a junction with the A27 in the vicinity approximately 10km north-east of Portsmouth and a junction with the M20/A20 in the vicinity of the northern extents of Folkestone, the A259 comprises circa 190km of highway around the southern coast of mainland Britain, providing links to Worthing, Brighton, Eastbourne, and Hastings en route; and
- » **A27/M27:** bearing west from a junction with the A259 in the vicinity approximately 8.0km north-east of Eastbourne the A27 runs for circa 110km around the southern coast of mainland Britain before giving way to the M27 which runs between Portsmouth and Southampton.

3.4 Existing Traffic Conditions

3.4.1 Manual Turning Counts

Traffic survey specialists Nationwide Data Collection were commissioned to conduct a Manual Traffic Count (MTC), focussed on the roundabout junction between the B2132 Yapton Road and Silver Birch Drive, in order to determine existing traffic conditions in the vicinity. Surveys were undertaken Tuesday 30th July 2019. Traffic count data are attached at Appendix 01.

It is acknowledged that the surveys were undertaken outside of school term time, however the data will give an indication of the likely traffic levels. A review of local traffic data has indicated that the recorded data is approximately 20% lower than during school term time.

Analysis of the data confirms that there is not the traditional AM peak, as this occurs between 10:00 – 11:00hrs. The weekday PM peak was observed between 17:30 – 18:30hrs. A summary of the traffic flows during the AM peak, PM peak and 12 hour study period is provided within Figures 3-6, 3-7 and 3-8.

Figure 3-6
AM Traffic Flows

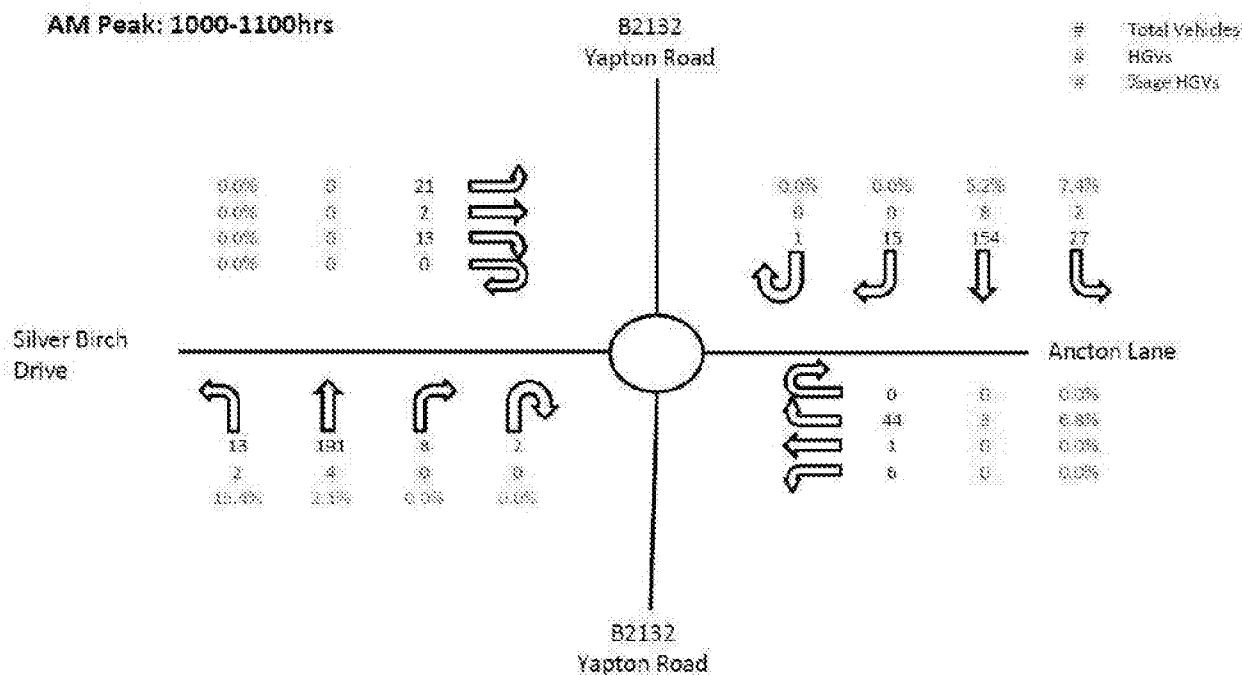


Figure 3-7
PM Peak Traffic Flows

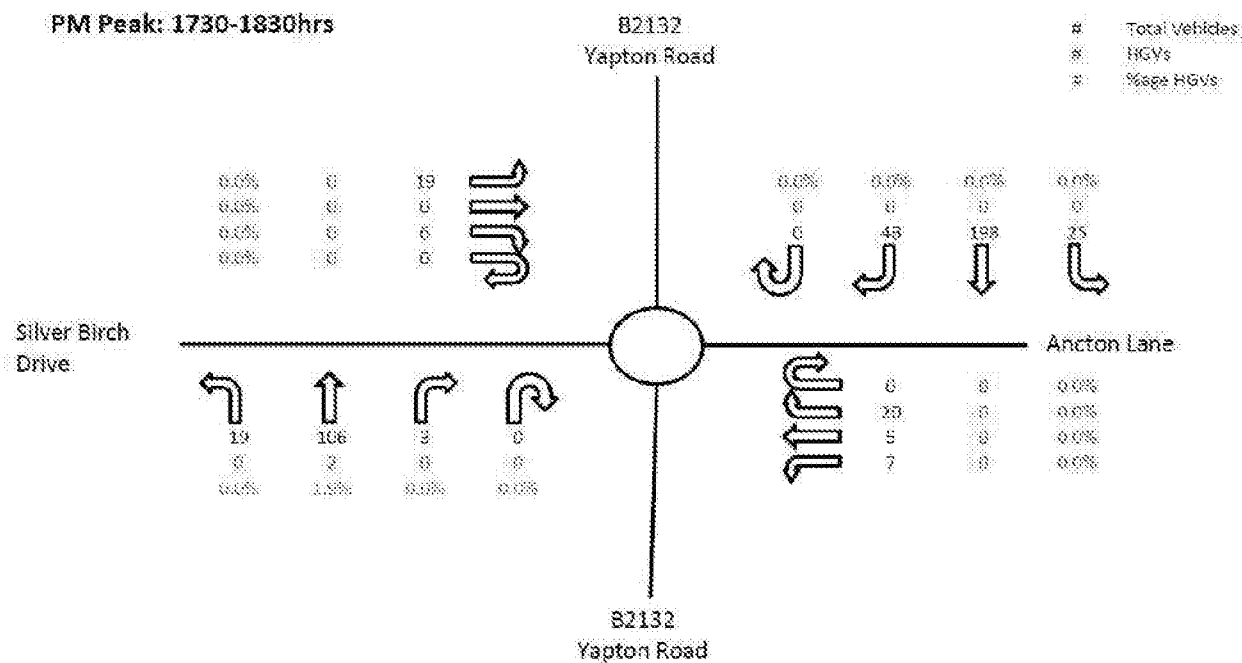
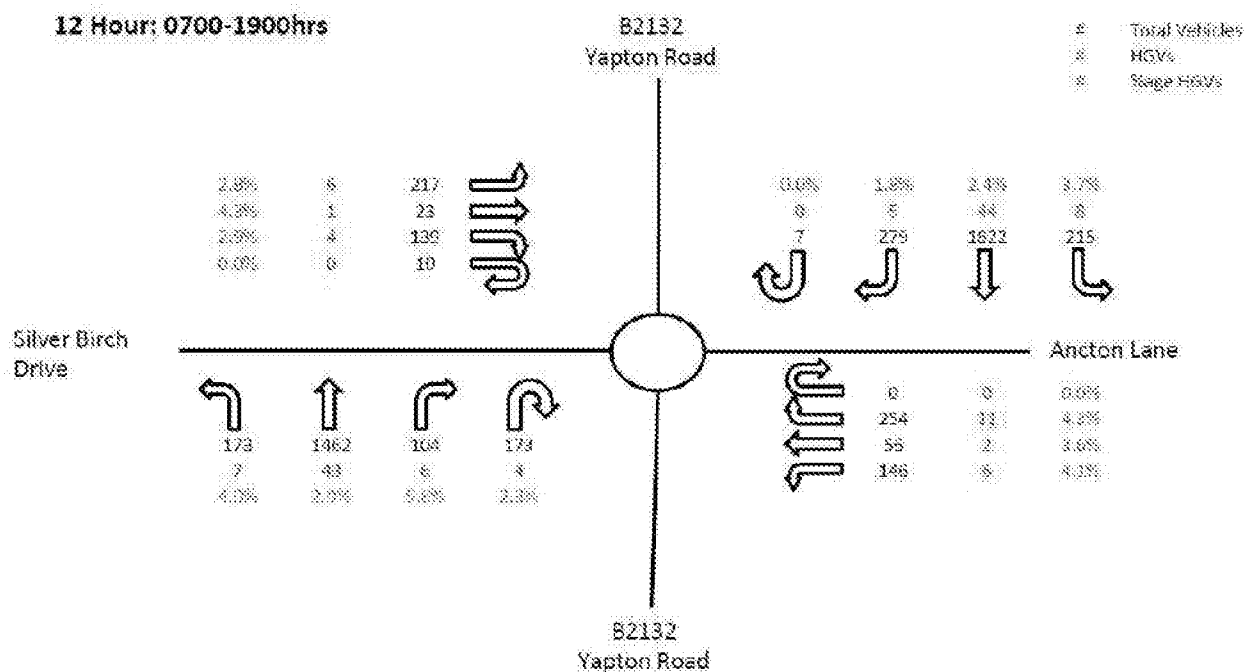


Figure 3-8
12 Hour Traffic Flows



There was a number of 'U' turners recorded at the B2132 Yapton Road South arm, this was due to emergency watermain works undertaken between 14:36 and 17:10hrs. This did not affect any of the peak periods and did not impact the traffic flows on Silver Birch Drive at all.

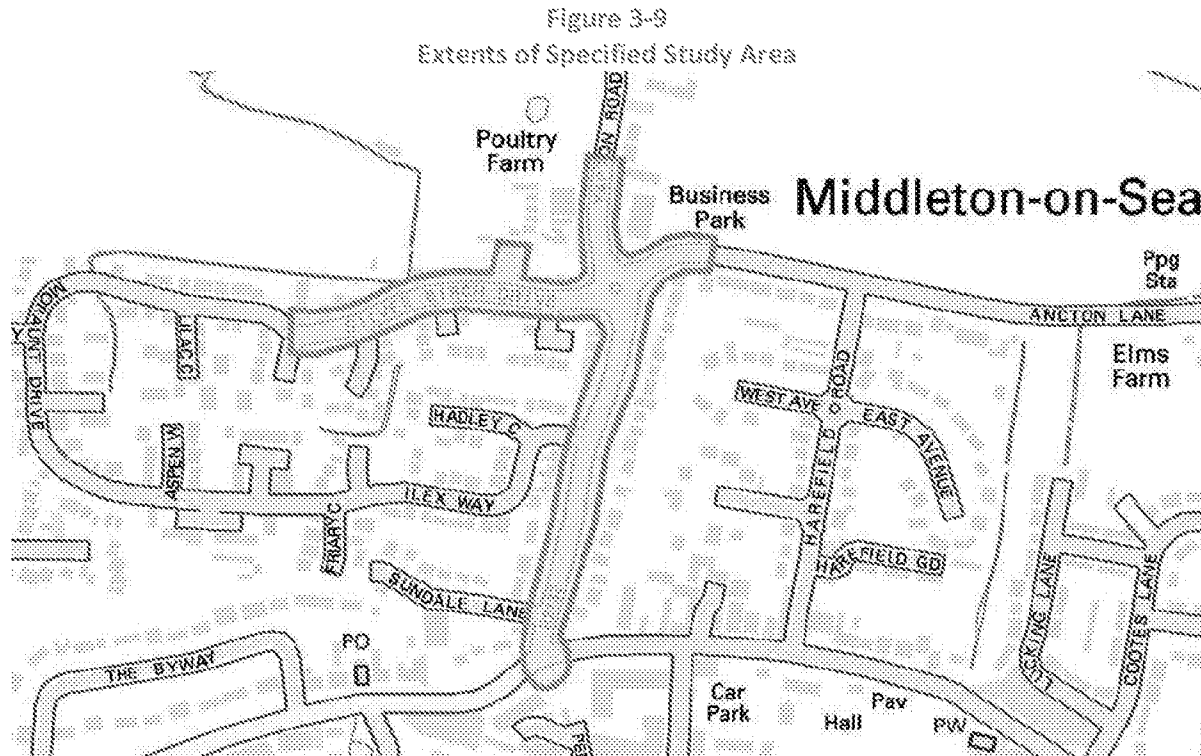
Further to the above, Table provides a summary of the traffic volumes on the Silver Birch Drive arm of the junction, in the proximity of the proposed site access. Traffic levels are expressed in PCUs (where a Car/LV = 1.0, OGV1 = 1.5, OGV2 = 2.3, Motorcycle is 0.4 and Pedal Cycle is 0.2).

Table 3-1
Traffic Flows on Silver Birch Drive (PCUs)

	Eastbound	Westbound	Two-Way
AM Peak 10:00-11:00hrs	36	30	66
PM Peak 17:30-18:30hrs	25	71	96
12 Hour 07:00-19:00hrs	385	507	892

3.5 Accident Safety Record

Details of recorded road traffic incidents within a specified study area were requested from the Sussex Safer Roads Partnership (SSRP) for the five year period ending 30th June 2019; the diagram presented below at Figure 3-9 clearly defines the extents of the surveyed area.



The data covering the 60 month period were received via email in a report format providing details of each recorded incident. Details include: the time, date, and location of the incident; general conditions at the time/location of the incident; a description of the vehicle movements involved; and categorisation of any resultant casualty by severity, as defined below:

Casualty Severity Definitions:

- ✦ **fatal** (an incident resulting in a death);
- ✦ **serious** (detention in hospital; includes paralysis, fractures and severe lacerations); and
- ✦ **slight** (includes whiplash, sprains and minor lacerations).

The data set provided by SSRP is attached at Appendix 02.

3.5.1 Incident Summary

A total of 2 road traffic incidents were recorded as occurring within the study area and specified time frame, both of which resulted in injuries categorised as 'Slight'; no incidents resulted in injuries categorised as 'Serious' or resulted in fatality.

2 'Slight' incidents with no 'Serious' or Fatal incidents represents a markedly low rate of occurrence in context of a 60 month period, and in itself does not suggest the presence of any significant highway deficiency within the area.

3.5.2 Incident Consideration - Slight Incidents

Incidents resulting in slight injury typically occur as a result of human error and tend to comprise minor contact between vehicles, or a single vehicle and a stationary object e.g. lamppost, tree, parked vehicle etc.

Such incidents typically occur as a result of one or more drivers failing to look properly or other such negligence with no indication of highways deficiency. Factors such as wet or icy road surfaces or poor lighting conditions are not considered to be deficiencies as it is the responsibility of the individual to take these factors into account when driving and adjust their speed, approach and general level of vigilance to compensate. Such factors as deposits (oil, fuel, other foreign detritus) on a carriageway surface - while not the responsibility of the driver - are equally not considered as highway deficiencies.

Both incidents have been individually assessed in order to identify the presence of any factors which may suggest something other than human error as a direct or contributory cause of the incident.

The incident descriptions have been reproduced with minor alterations where necessary, for example to expand contractions and/or shorthand notation in order that the descriptions read coherently; the raw data is included at Appendix 02. All other data has been reproduced verbatim.

Incident 1

Ref: 1704897, 30/08/18, 19:54hrs;
Location: Sundale Lane at junction of B2132 Yapton Road;
Conditions: Road Surface - Wet/Damp, Lighting - Daylight: street lights present, Weather - Raining without high winds;
Manoeuvre: Vehicle 1: Car, W to E, Going ahead;
Vehicle 2: Pedal cycle, S to W, Turning left.
Causation Factors: None recorded.
Course of Events: *"Vehicle 2 had been (travelling) north on the east pavement on Yapton Road about to turn left into Sundale Lane when they collided"*

Incident 2

Ref: 1800464, 26/01/18, 19:54hrs;
Location: B2132 Yapton Road 66m north of Ancton Lane;
Conditions: Road Surface - Dry, Lighting - Darkness: street lights present and lit, Weather - Fine without high winds;
Manoeuvre: Vehicle 1: Car, N to SW, Going ahead RH bend.
Causation Factors: Loss of control, Vehicle 1, Very likely.
Course of Events: *"Single vehicle travelling south along Yapton Road, negotiated a slight right hand bend and lost control"*

Incident 1, Ref 1704897 was not ascribed any Causation Factors.

Incident 2, Ref 1800464 was ascribed a single Causation Factor: 'Loss of Control', which was recorded with a confidence of 'Very Likely'.

No Secondary causation factors were cited within the reports of the incidents.

In each case the recording officers description of events and recorded causation factor have been considered against other factors identified within the incident record; nothing within either incident description is suggestive of a highways deficiency over human error as a cause.

3.5.3 Conclusions

Following a thorough review of the data provided by the Sussex Safer Roads Partnership including a detailed examination of each incident on an individual basis, it has been concluded that no incident occurring within the identified study area for the five year period ending 30th June 2019 may be attributed to a highway deficiency of any kind, and that all recorded incidents are attributable to driver error.

Two incidents over a duration of five years constitutes a markedly low incident rate; this in itself is not suggestive of the presence of a highways deficiency within the area.

As such, it is the conclusion of this report that no highway deficiency exists within relevant proximity of the application site entrance or surrounding highway infrastructure that may now or in the future pose a detrimental effect upon highway safety in the vicinity.

4.0 Accessibility Appraisal

The overall accessibility of the Site has been assessed with respect to pedestrian, cycle and public transport access. The purpose of the assessment is to demonstrate that the development Site is located in a suitable location for travel to be undertaken by modes other than the private car.

4.1 General

Due to the nature of the development, it is anticipated that all residents at the care home will be non-car owners. Any necessary journeys off site will under normal circumstances be conducted via pre-arranged transport, either with family members or as a specific care home group excursion. Residents of the care home are not expected to undertake independent trips off site either on foot or by mobility scooter.

Accessibility has therefore been considered from the perspective of staff and visitors. The following sections consider pedestrian, cycle and public transport access.

4.2 Pedestrian Access

4.2.1 Pedestrian Infrastructure Audit

The assessment has considered the accessibility of the Site to local amenities by foot and the quality of the surrounding pedestrian environment.

Pedestrian amenity is of a good standard in the immediate vicinity of the application site. Footways in the area are of a sufficient width, level and maintained in a good state of repair, and street lighting is provided at regular intervals in the surrounding areas.

In context of the location of the Site within the immediate vicinity, any pedestrian access both to and from the Site will be via either the Silver Birch Road cul-de-sac footways or the Public Right of Way (PROW 160) which runs along the southern boundary of the Site.

Figure 4-1 looks north toward Silver Birch Drive from within the cul-de-sac.

Figure 4-1
Silver Birch Drive cul-de-sac – View North



Visible in the above photograph, the footway leading onto Silver Birch Drive from the cul-de-sac is sufficiently wide to accommodate all pedestrian traffic from the care home onto the surrounding pedestrian infrastructure and was noted to be in a good state of repair during the course of the SLR Site Audit.

Figure 4-2 looks east along the Public Right of Way which runs along the southern boundary of the Site.

Figure 4-2
Public Right of Way



Visible in the above photograph, the Public Right of Way which runs between the southern boundary of the Site and the rear of properties fronting the northern edge of Silver Birch Drive at present comprises an unmade track. The width and condition of the track suggests that it has been historically used for vehicular access, however, the purpose of said access is not clear and it is not known whether this continues to occur.

Figure 4-3 looks west toward the Public Right of Way as it leads west from the B2312 Yapton Road.

Figure 4-3
Silver Birch Drive -- View South-West



Visible in the above photograph, the Public Right of Way emerges onto the B2132 Yapton Road at a location circa 15 metres north from its roundabout junction with Silver Birch Drive. As visible in the above photograph the Public Right of Way is partially controlled by secure gating which allows continuous pedestrian access while restricting vehicular access.

Figure 4-4 looks south-west into Silver Birch Drive from the vicinity of its roundabout junction with the B2132 Yapton Road.

Figure 4-4
Silver Birch Drive -- View South-West

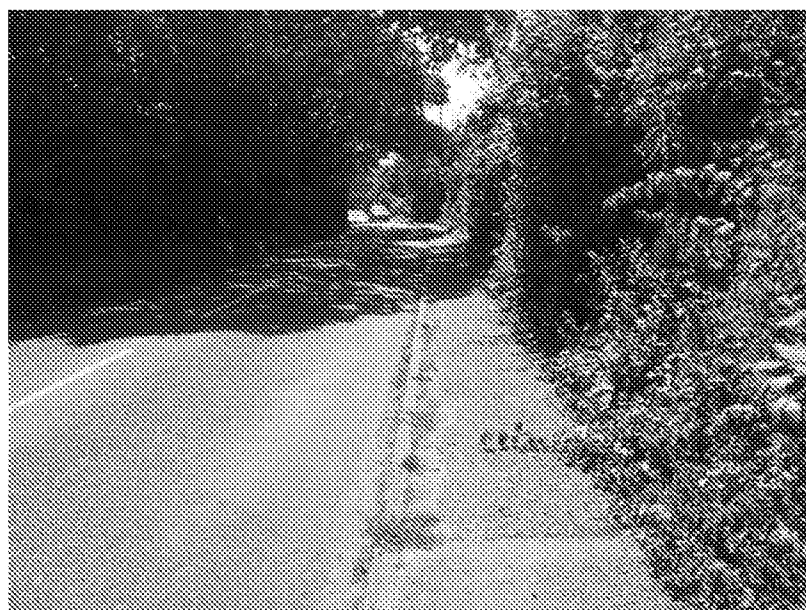


Visible in the above photograph, the footway leading into Silver Birch Drive from the 2132 Yapton Road is of a high standard; measuring circa 2.2 metres and free from any defects serious or otherwise. Also visible to the left background of the photograph is a pedestrian refuge island facilitating safer crossing of the Silver Birch Drive carriageway. The refuge comprises a kerbed island with dropped kerb on either side and an illuminated bollard at the western extremity.

A similar installation of pedestrian crossing infrastructure can be found on the B2132 Middleton Road located approximately 45 metres west of the Sea Lane bus stops.

Figure 4-5 looks south on the B2132 Yapton Road from a location circa 125 metres north from the roundabout junction with Silver Birch Drive.

Figure 4-5
B2132 Yapton Road – View South



The photograph above provides a typical example of pedestrian footway on the B2132 Yapton Road in the vicinity of the application site; while footway is often present only on one side of the carriageway it is at least 1.8 metres in width and free from any significant defects.

4.2.2 Pedestrian Accessibility

The Manual for Streets (DfT, 2007), notes at Section 4.4.1 that:

“walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes’ (up to 800m) walking distance of residential areas”.

However, it is also noted that this is not an upper limit and that:

“walking offers the greatest potential to replace short car trips, particularly those under 2km”.

A 2km radius from the application site covers a large area of residential catchment in the vicinity of Middleton-on-Sea and also stretches into neighbouring settlements/residential areas including Felpham, Flansham, Bilsham*, Ancton, and Elmer. It is considered that staff and visitors living within these areas would be able to walk to work using pedestrian provision which is generally lit and conforms to typical footway standards.

*While Bilsham lies within the 2.0km catchment, and pedestrian infrastructure does exist, it is considered unlikely that an individual would elect to walk from this settlement given the nature of the route and the presence of bus services which could facilitate the same journey.

The area also includes several facilities and amenities which would be of benefit to staff, residents and visitors including: supermarkets, newsagents, Medical Centre, pharmacy, post office, ATM's, public houses, leisure facilities, child care services, hairdressers, hotels, public parkland/playing fields, motor repair service, places of worship and several food outlets of varying nature.

A Pedestrian Access Plan has been produced and is included at Drawing 03. The plan shows 5, 10 and 15-minute walk time isochrones, annotated with public transport stops, areas of interest and the main local commercial/retail areas.

The plan indicates that the Site is accessible on foot by a large residential catchment and the village centre. It also shows that there are bus stops comfortably within a 5-10 minute walk of the Site.

4.3 Cycle Access

4.3.1 Cycle Infrastructure Audit

In terms of specific cycle infrastructure there is none in the vicinity of the application site, however, it is considered that the highways infrastructure throughout the surrounding area has adequate road width and forward visibility and as such is safe for use by cyclists utilising the proper practices and equipment and wearing suitable attire.

4.3.2 Cycle Accessibility

Staff and visitors will have the opportunity to cycle to and from the site with a good standard of cycle infrastructure in the local area.

A Cycle Access Plan is included at Drawing 04. For the purposes of cycle accessibility, a cycle time of 10 minutes which equates to 2.5 km at an average speed of 15 km/h can be assumed. A cycle distance of 2.5 km covers a large area of residential catchment in the vicinity of Middleton-on-Sea, an area in which staff and visitors living within the area would be able to realistically travel by cycle.

It is considered that the application site is well placed to offer good accessibility by cycle and offers many opportunities to combine this mode with public transport services.

To further encourage cycling, the proposed development would seek to promote cycle use by providing adequate cycle parking facilities.

To make cycling more attractive to staff, shower and changing facilities for cyclists will be incorporated within the development.

4.4 Public Transport Audit

As highlighted above, the Pedestrian Access Plan included at Drawing 03 is annotated to reflect the locations of local bus stops in the vicinity of the Site.

4.4.1 Bus Provision

Bus travel will form a key mode of transport for visitors and staff. Bus based public transport accessibility is measured by reference to the number and frequency of bus services available within easy walking distance of the development.

Reasonable walking distance is considered to be up to 400 metres in the case of accessing bus based public transport. This distance equates to a 5-minute walk time assuming a walk speed of 80 meters per minute.

The nearest bus stops to the application site are located on the B2132 Middleton Road, reachable within a walk time of circa 6 minutes; while this is slightly beyond the recommended walk time of 5 minutes, as discussed above, it is not considered to be either excessive or likely to dissuade individuals from using the bus as a regular mode of transport.

The abovementioned stops are both designated as 'Sea Lane' differentiated by the Stop ID's 'wsxdgdgp' (eastbound) and 'wsxdgdgm' (westbound). Both stops are served by routes 69, 141, and 600 provided by Compass Travel and Stagecoach Bus, discussed further below.

The above mentioned bus services are summarised as follows:

- ✦ **141** (Compass Travel): school service - school services invariably comprise limited schedules, the 141 has not been considered further within this audit;
- ✦ **69** (Stagecoach): runs between Pagham, Seftor Farm and Littlehampton & Wick, seven days per week, offering two westbound services in the morning at 05:17 & 06:17hrs and two eastbound services in the evening at 18:35 & 19:35hrs; and
- ✦ **600** (Stagecoach): runs between Elmer and Chichester offering a comprehensive service which is expanded upon below within Table 4-1.

The eastbound stop, located approximately 100 metres west of the Middleton Road roundabout junction with Elmer Road, is represented by a flag-post marker with encased timetable. The eastbound stop is designated Sea Lane, further identified by the Stop ID 'wsxdgdgp'; it is located on the northern footway of the B2132 Middleton Road approximately 6 minutes walk from the Silver Birch Drive cul-de-sac.

The westbound stop, located approximately 130 metres west of the Middleton Road roundabout junction with Elmer Road, is represented by a flag-post marker with encased timetable and benefits from a large brick-built shelter with seating. The westbound stop is also designated Sea Lane, distinguished from its counterpart by the Stop ID 'wsxdgdgm'; located on the southern footway of the B2132 Middleton Road, Sea Lane (WB) lies approximately 6 minutes' walk from the Silver Birch Drive cul-de-sac.

Below at Table 4-1 is a summary of the 600 service provided by Stagecoach, available from the Sea Lane stops.

Table 4-1
Summary 600 Service Bus Departures from Sea Lane Stops

Route	Days of Operation	First and Last Departure	Average service frequency (mins)
Elmer – Middleton-on-Sea – Felpham – Bognor Regis – Chichester	Mondays to Fridays	06:57 & 21:10	30
	Saturdays	07:16 & 21:10	
	Sundays	No service	-
Chichester – Bognor Regis – Felpham – Middleton-on-Sea – Elmer	Mondays to Fridays	07:04 & 21:02	30
	Saturdays	07:29 & 21:02	
	Sundays	No service	-

As is evident from the table above there is a higher frequency of buses to and from the West Parley Crossroads stops in comparison with the Church Lane stops. The 737 bus service stops at both the assessed locations; therefore, it would be considered more beneficial for users to utilise the West Parley Crossroads stops.

4.4.2 Rail Provision

Bognor Regis Rail Station is located approximately 5.0km by foot from the site access, which is beyond the maximum distance considered as reasonable walking distance (2 km).

Notwithstanding the above, rail becomes a viable option when used as part of a multi-modal commute in conjunction with cycling or bus travel.

As such a summary of services available from the station has been included below at Table 4-2.

Bognor Regis Rail Station offers services provided by Southern Railway operating seven days per week to destinations including: London, Gatwick Airport, Brighton, Chichester, Portsmouth and Southampton.

In order to provide a summary which benefits commuters/visitors to the care home, both arrivals and departures have been considered.

All times reproduced below represent departures from Bognor Regis Rail Station. This should be taken into consideration when determining the time of an arrival, i.e. the arrival should be expected to occur marginally in advance of the stated time.

The following table 4-2 summarises departure times distilled from the National Rail timetables Table T186-F, available via the National Rail Enquiries website.

Table 4-2
Summary of Departures from Bognor Regis Rail Station

Service	National Rail Timetable	Routes	Days of Operation	First & Last Departures	Average Service Frequency (mins)
London to Portsmouth and Southampton	Table T186-F	London, Gatwick Airport, Arun Valley and Brighton - Bognor Regis, Chichester, Portsmouth and Southampton	Mondays to Fridays	05:35 & 00:19	10-20
			Saturdays	06:29 & 00:19	
			Sundays	06:51 & 00:17	30
		Bognor Regis, Chichester, Portsmouth and Southampton - London, Gatwick Airport, Arun Valley and Brighton	Mondays to Fridays	04:55 & 23:20	10-20
			Saturdays	05:05 & 23:15	
			Sundays	07:00 & 22:28	30

4.5 Summary

This Section has assessed the accessibility of the proposed development by modes other than the private car.

It is considered that the pedestrian infrastructure linking the application Site to local amenities and residential areas is of a good standard. On-road cycling is considered a viable option as the roads are of a respectable width and in a good condition.

There are bus stops located in close proximity to the Site with frequent bus services and the rail services available from Bognor Regis Rail Station may become viable if used in conjunction with bus services as part of a multi-modal journey.

The sustainable transport options and non-car modes accessibility have been examined in greater detail within the Travel Plan which forms a part of the planning application for the proposal. The Travel Plan also discusses methods of encouraging more sustainable travel behaviours.

5.0 Proposals

This following Section provides details of the proposals, describing the site access, internal layout and parking arrangements. This section also provides a forecast of the likely trip generation patterns.

5.1 Proposed Development

Frontier Estates propose to redevelop the site to provide a new 66-bedroom care home (Use Class C2).

A proposed site layout plan is included at Drawing 02.

The new care home will be registered with the Care Quality Commission (CQC) and will provide 24-hour support and care for the frail elderly, meeting a full range of residential, nursing and dementia care needs, including end of life and palliative services.

The average age of residents will be approximately 85 to 90 years. Residents will move into the care home at the point at which their care needs have escalated and when they or their family/carers are unable to address these needs within their own home.

The scheme has been drawn up to meet the specifications and requirements of a leading, national care home operator and will be an exemplar in terms of the standard of facilities and the provision of support and care. The care home will exceed the space standards set by the CQC and will incorporate the following facilities and features:

- ✦ All bedrooms to be equipped with en-suite bathrooms designed for safety and accessibility;
- ✦ 24-hour on site care provision;
- ✦ Spacious communal and amenity spaces incorporating café/bar/lounge, hairdressers, cinema room, activity rooms, lounges, dining spaces and quiet rooms. Many of these facilities are to be opened up for use by community groups to integrate the home with the local area and to provide a busy and vibrant atmosphere within the care home;
- ✦ On-site kitchen and laundry;
- ✦ Staff facilities including lounge, training area and changing rooms;
- ✦ Landscaped amenity areas and sensory gardens; and
- ✦ Car and cycle parking as well as dedicated spaces for deliveries and ambulance.

The design of the new care home building draws upon many of the principles established in determining the earlier residential proposal in terms of access, layout, scale and massing; the key aspects of this being to position the built form parallel to the north and east sides of the site and to retain the majority of trees. The proposed care home has an L-shaped plan which allows for a central courtyard and landscaped space to provide a sense of arrival and to accommodate parking and garden uses.

5.2 Proposed Site Access Arrangements

All access into the site will be from Silver Birch Drive, utilising the existing cul-de-sac between nos. 12 and 14 Silver Birch Drive. Pedestrian access will also be possible via the footpath from the B2132 Yapton Road.

5.2.1 Vehicular

The proposed access will comprise a continuation of the existing cul-de-sac which routes north into the proposed scheme car park. A Proposed Site Access Plan is included at Drawing 05.

The access and arboricultural arrangements are based on the same principles of the site's approved scheme. The proposed access road is aligned to minimise any impact on the trees in the area. The road construction will be by means of a cellular tree root protection system capable of serving vehicles of a gross weight of up to 30t.

The proposed 5.5 metre access will tie into the existing surrounding levels and taper into the 4.8 metre wide shared surface internal access road and car park.

The existing culvert will be extended under the new road construction.

The existing lay-bys on the access approach will be retained.

5.2.2 Pedestrian and Cycle Access

The footway on the eastern edge of the cul-de-sac will be extended northbound and then feed into the shared surface area of the site. Pedestrian access will also be possible via the footpath which is accessed via the B2132 Yapton Road.

Cyclists will access the site using the main vehicular route.

5.3 Internal Site Layout

5.3.1 Parking

Parking Standards

Parking guidance for the proposed scheme is provided within the 'West Sussex County Council Guidance on Parking at New Developments' dated August 2019.

There are no specific car parking standards for C2 development within the document. The requirements should therefore be determined on a development specific need basis based on the principles of the parking guidance, which is summarised at Section 2.4 of this report.

Further to the above, the previous parking standards has been reviewed. These were the "Revised County Parking Standards and Transport Contributions Methodology – Supplementary Planning Guidance adopted by West Sussex County Council November 2003" available through the West Sussex County Council website.

The previous standards required:

- ✦ 1no. car space for every 20 residents or increment of up to 20 residents;
- ✦ 1no. car space for visitors at the ratio of 1 space for 8 residents or increments of up to 8 residents;
- ✦ additional car space for staff based on a rate of 1 space per 5 residents; and
- ✦ space for service vehicles as required.

Development Parking Requirement Characteristics

The proposed care home is likely to employ around 50 staff (FTE, comprising circa 65 individual jobs); with shift changes at 08:00 and 14:00 and it is likely that there would be no more than 20 to 25 staff on site at any one time.

Visitors will be infrequent and unlikely to occur at staff shift changeover periods when staff parking demand would be at its peak.

Care home residents will be elderly/infirm and not require car parking spaces.

Consideration of Requirements

Based on the previous parking standards it would have been recommended that 23 car parking spaces would be required, with disabled parking provision and provision for service vehicles.

On the basis of the site's reasonable level of public transport accessibility and that car parking overspill onto the highway should be avoided, **the proposals seek to provide 29 car parking spaces of which 2 would be designed and allocated for disabled users.**

All of the car parking spaces will be fitted with the potential to upgrade to electric vehicle charging, termed as 'Passive' electric vehicle bays. There will be 6 bays equipped with electric charging capability, termed as 'Active' electric vehicle bays.

In addition, three spaces will be provided for powered two wheeled vehicles. Covered cycle parking will be located close to the main building entrance providing space for 6 cycles.

5.3.2 Layout

The site access will lead into two car parking areas (beyond the retained trees), one to the west and one to the east adjacent to the building. The access road and car park areas will be designed as shared surface for use by pedestrians, cyclists and vehicles at a low speed.

A turning head will be located straight ahead of the site access road. This will operate as a drop-off, servicing and delivery bay, and it will be marked and signed to prevent car parking within it. This location will allow a Refuse Collection Vehicle (RCV) to reverse directly adjacent to the waste collection store.

The parking spaces designed for disabled person use are located near to the main building entrance. Cycle parking will also be located directly adjacent to the main building entrance.

5.3.3 Swept Path Analysis

The car park layout has been designed to ensure that the necessary vehicle swept-paths are achievable without any concerns.

A drawing showing the vehicle swept-paths of a large RCV is provided at Drawing 06. The drawing demonstrates that a RCV can access, turn and egress in a forward gear.

5.4 Development Trip Generation

The TRICS database has been used to forecast the likely number of trips that could be generated by the proposed care home. TRICS is the standard industry software for trip generation forecasting, comprising a database of transport surveys for a wide variety of developments in the UK and Ireland and bespoke software to process the data. The software generates an average trip rate using data from comparable developments selected by the user, which is then used to assist the trip generation forecast for the proposals.

The data selection process was based upon 'Main Land Use' 05 – Health, and 'Sub Land Use' F – Care Home; the following flow diagram in Figure 5-1 reflects the process in calculating the trip rate via the TRICS platform:

Figure 5-1
TRICS Trip Generation Process

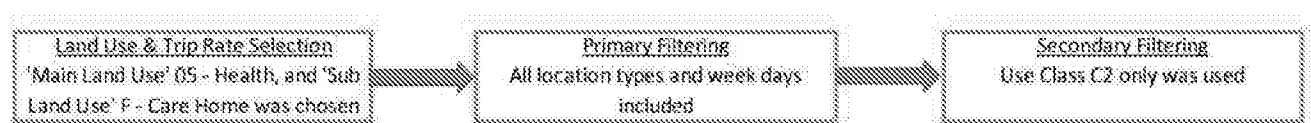


Table 5-1 below presents the results of the TRICS forecast forecasting expected traffic volumes for the total daily and site operation peak periods. The output data is included at Appendix 03.

Table 5-1
Proposed Development Forecast Trip Rates

	Arrivals		Departures		Two-Way	
	Trip Rate	Trips	Trip Rate	Trips	Trip Rate	Trips
Morning Peak (07:00-08:00)	0.151	10	0.056	4	0.207	14
Afternoon Peak (14:00-15:00)	0.127	8	0.127	8	0.254	16
Evening Peak (16:00-17:00)	0.058	4	0.134	9	0.192	13
Daily (00:00-24:00)	1.091	72	1.107	73	2.198	145

The summary within Table 5-1 shows that, with the applied TRICS trip rates, the proposed development is likely to generate approximately 72 vehicular arrivals and 73 vehicular departures per day which equates to 145 vehicular movements daily.

During the sites morning peak period it has been forecasted that 10 arrivals and 4 departures may occur. During the evening peak period it has been forecasted that 4 arrivals and 9 departures will occur. During the Sites afternoon peak, the sites busiest period which would relate to staff shift change over times, it has been forecasted that the site could generate in the region of 8 arrivals and 8 departures.

The level of peak hour traffic is comparable to that of the previously consented residential scheme, as reviewed within Section 6.1.2.

5.5 Vehicular Trip Distribution

In terms of trip distribution, whilst there is a route through to the west on Silver Birch Drive, it is convoluted, and the more likely option would be via the B2132.

It is therefore considered likely that the vast majority of vehicular trips would route to from the east via the roundabout junction.

6.0 Transport Impact Assessment

The following Section combines the development trip generation and existing highway conditions determined above to assess the likely level of impact that the proposed development would bear on the local highway network.

6.1 Net Traffic Impact

6.1.1 Permitted Traffic Levels

As previously established, the Site has an extant permission for a residential development of 13no. dwellings. The application for the development was supported by a TS produced by Inspire Transport Planning dated October 2015 which included a trip generation forecast.

The following Table 6-1 reproduces the results of the Inspire Transport Planning TS forecast:

Table 6-1
Inspire Transport Planning TS Trip Generation Forecast – Weekday Peak Periods

	Arrivals	Departures	Total
AM Peak (08:00 – 09:00hrs)	3	9	12
PM Peak (17:00 – 18:00hrs)	6	3	9

The TS did not include a forecast of daily traffic movements.

6.1.2 Net Traffic Change

The following Table 6-2 compares the trip generation forecast weekday for the consented residential development against that forecast for the proposed 66 bed care home during the network peak periods.

Table 6-2
Trip Generation Forecast Comparison

Period	Residential Site	Proposed Care Home	Net Increase
AM Peak (08:00 – 09:00hrs)	12	14	+2
PM Peak (17:00 – 18:00hrs)	9	13	+4

The above indicates that during the network peak periods the proposals would generate a broadly similar level of vehicular traffic, with only an additional 2-4 vehicle trips during each peak period.

6.2 Impact on Highway Capacity

6.2.1 Silver Birch Drive

When considered against the site's extant permission for residential development, there would be a very minimal change in traffic generation potential on Silver Birch Drive.

If treated as all new vehicular traffic, it has been forecast that the proposals could generate in the region of 14 movements during the morning peak and 13 movements during the PM peak period. This equates to an average of 1 vehicle movement every 3-4 minutes during these periods.

For context, the baseline traffic levels of Silver Birch Drive have been determined as 66 movements during the AM peak hour and 96 movements during the PM peak hour.

This proposed level of vehicular traffic could comfortably be accommodated within the existing operational capacity of traffic on the local road network. The impact of the proposed traffic on the local road network is likely to be imperceptible and well within existing daily fluctuations.

6.3 Impact on Highway Safety

Following a thorough review of the data provided by the Sussex Safer Roads Partnership (SSRP) including a detailed examination of each incident on an individual basis, it has been concluded that no incident occurring within the identified study area within the five year period ending 30th June 2019 may be attributed to a highway deficiency of any kind, and that all recorded incidents are likely to be attributable to human error.

As such, it is the conclusion of this report that no highway deficiency exists within relevant proximity of the application Site boundary or surrounding highway infrastructure that may now or in the future pose a detrimental effect upon highway safety in the vicinity.

The minimal increase in vehicular traffic generated by the Site is unlikely to result in any increased likelihood of incident or highway safety issue.

6.4 Impacts Conclusion

The impact of the proposals on the local highway in terms of safety and operation has been considered.

Accident records indicate that there are no existing highway safety concerns in the local area. The increase in vehicular traffic would be minimal and would not affect the operation of the local junctions.

In view of the above it is deemed that the proposed development will not result in any perceptible detrimental impacts on the local highway network, both in terms of highway operation and highway safety.

Paragraph 109 of the NPPF advises 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'.

It is concluded that the residual impacts on highway safety and the operational capacity of the road network would not be severe, the proposals are therefore considered acceptable in highways and transportation terms.

7.0 Summary & Conclusions

This Transport Assessment has been prepared to assess the traffic and transport impacts from the development of a new care home on land at the former poultry farm west of Yapton Road, within the village of Middleton-on-Sea, Bognor Regis. The report provides a detailed assessment regarding the proposed development which is summarised and concluded within this Section.

The principal purpose of this report was to provide a detailed consideration of the proposed development in terms of its implications for highway and transportation matters. This included a forecast of the potential traffic generated by the proposed development and a consideration of the potential impact on the local highway infrastructure as a result.

The proposal seeks to develop the site to accommodate a new 66 bed care home with 24-hour on-site care provision, landscaping and parking. A new site access will provide access from Silver Birch Drive for all vehicles, pedestrians and cyclists.

An audit of the local highway layout has been undertaken in order to understand the existing road conditions. Personal Injury Accident Data was also obtained for the local highway in proximity of the Site. The data showed that there are no highway safety issues in the local proximity which could potentially be exacerbated by the proposals.

The overall accessibility of the Site was assessed in detail with respect to pedestrian, cycle and public transport access. The assessment demonstrated that the development Site is located in a suitable location for travel to be undertaken by modes other than the private car.

Vehicular, cycle, and pedestrian access to the proposed will be via continuation of the Silver Birch Drive cul-de-sac.

The internal access arrangements have been designed to enable service vehicles to manoeuvre adequately and to allow arrival and departure in forward gear.

A review of parking standards has been undertaken in consideration of the scale of the proposals. The proposals seek to provide 29 car parking spaces, 2 of which are designed as disabled bays. The Site will also provide an area for turning/servicing/drop offs, secure parking for 6no. cycles and 3no. bays for powered two wheeled vehicles. Parking will also be provided in line with Electric Vehicle requirements.

A traffic generation forecast has been that the proposed 66 bed care home could generate approximately 72 arrivals and 73 departures daily. Care home peak traffic generally does not align with network peak periods, this is reflected by the traffic forecast which demonstrates that the proposed site is likely to generate approximately 10 arrivals and 4 departures during the morning peak; during the evening peak the Site is likely to generate 4 arrivals and 9 departures. The busiest period will be during the staff afternoon shift changeover around 14:00hrs where it has been forecast that approximately 8 arrival and 8 departures would occur.

When considered against the site's extant permission for residential development, it is likely that there would be a very minimal change in traffic generation potential on Silver Birch Drive during the network peak periods.

This proposed level of vehicular traffic could comfortably be accommodated within the existing operational capacity of traffic on the local road network. The impact of the proposed traffic on the local road network is likely to be imperceptible and well within existing daily fluctuations on the wider network.

In view of the above it is concluded that the proposed development will not result in any perceptible detrimental impacts on the local highway network, both in terms of highway operation and highway safety.

Paragraph 109 of the NPPF advises that:

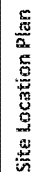
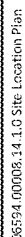
'Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe'.

It is concluded that the residual impacts on highway safety and the operational capacity of the road network would not be severe, the proposals are therefore considered acceptable in highways and transportation terms.

For the above reasons, the proposed development of the Site accords with the national and local planning policies and is considered to be acceptable in traffic and transport terms.

DRAWING 01

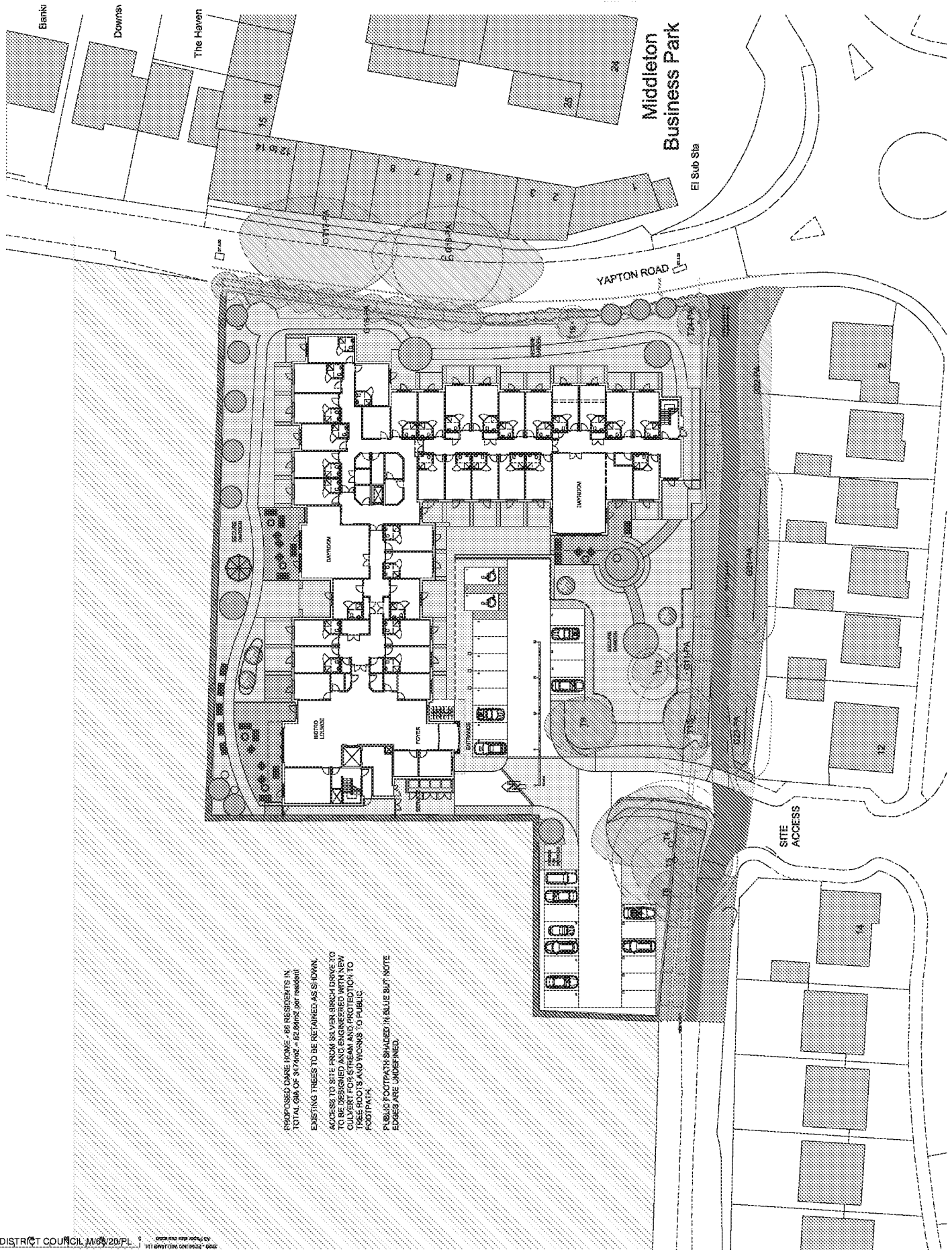
Site Location Plan



DRAWING 02

Proposed Site Layout Plan

PROPOSED DUNE HOME - 88 RESIDENTS IN
TOTAL G.A. OF 34.96 ac = 82.69 ac per resident
EXISTING TREES TO BE RETAINED AS SHOWN
ACCESS TO SITE FROM SILVER BIRCH DRIVE TO
TO BE DESIGNED AND ENGINEERED WITH NEW
CULVERT FOR STREAM AND PROTECTION TO
TREES ROOTS AND WORKS TO PUBLIC
FOOTPATH
PUBLIC FOOTPATH SHADED IN BLUE BUT NOTE
EDGES ARE UNDEFINED



FRONTIER

DRAWING STATUS	PLANNING APPLICATION

DATE:	10/26/2016
DOC:	

Stromberg Wilk
Architects
1000 North 1st Street
2nd Floor
St. Paul, MN 55401
Tel: 612.222.1100
www.stromberg-wilk.com

PROJECT
YAPTON RD, MIDDLETON-on-SEA
PROPOSED 66 BED CARE HOME

TITLE
SITE PLAN AS PROPOSED

REV 

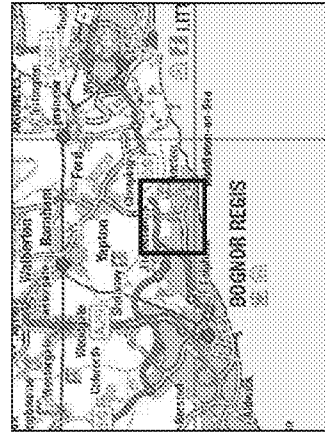
SCALE: 2000A3
DATE: MAY 20
AUTHOR: -
FILE: 2017PA1004

DRAWING 03

Pedestrian Access Plan

LEGEND

- Site Access Location
- Site Boundary
- Bus Stop
- Public Right of Way
- Network
- Hospital
- Pharmacy
- Post Office
- School
- Place of Worship
- Post Office
- Land Use
- Residential

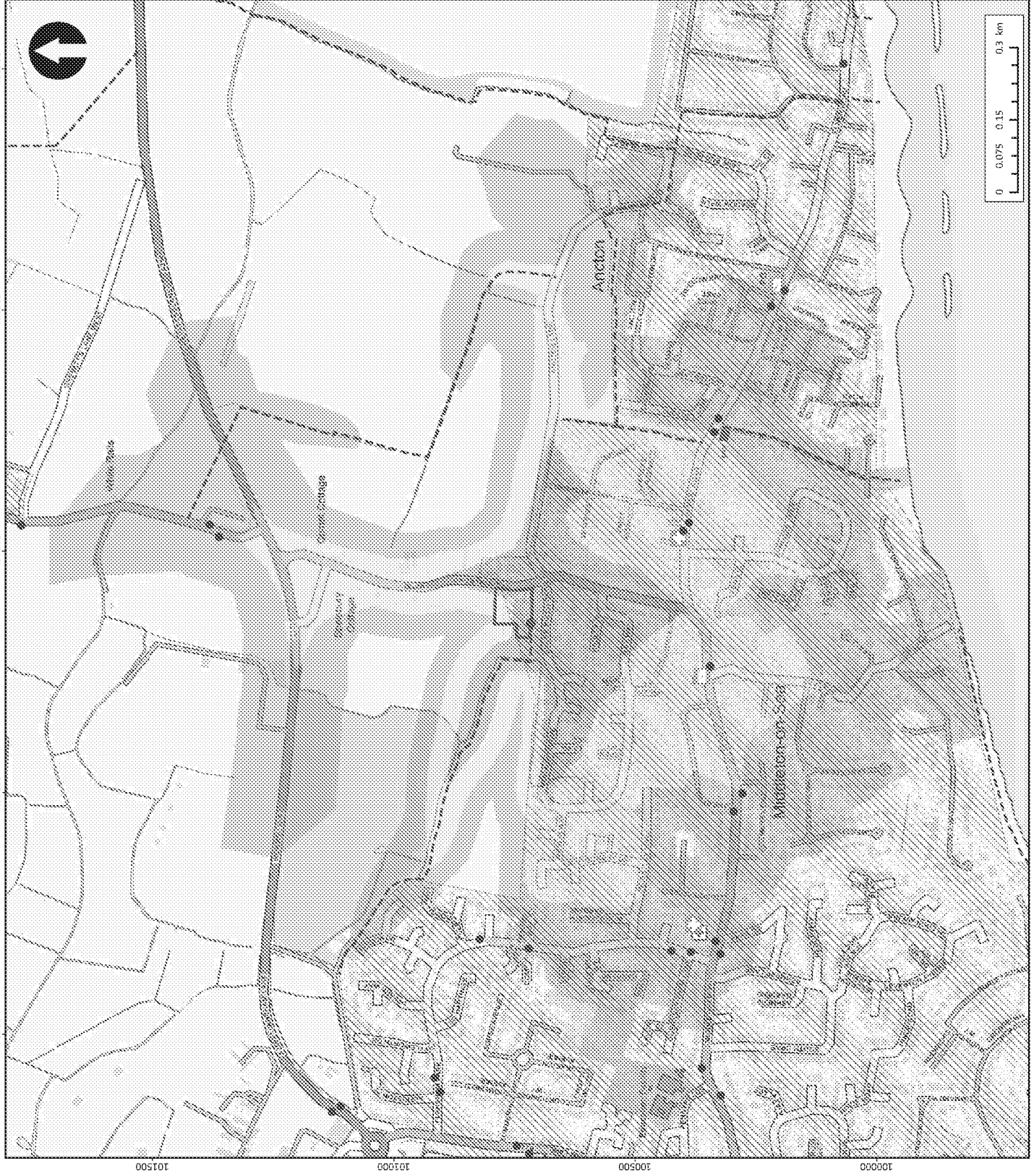


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ODN3031071 OS OpenData

Scale 1:10,000 @ A3 Date 12/03/2019 Drawn by JRS Checked by JVV

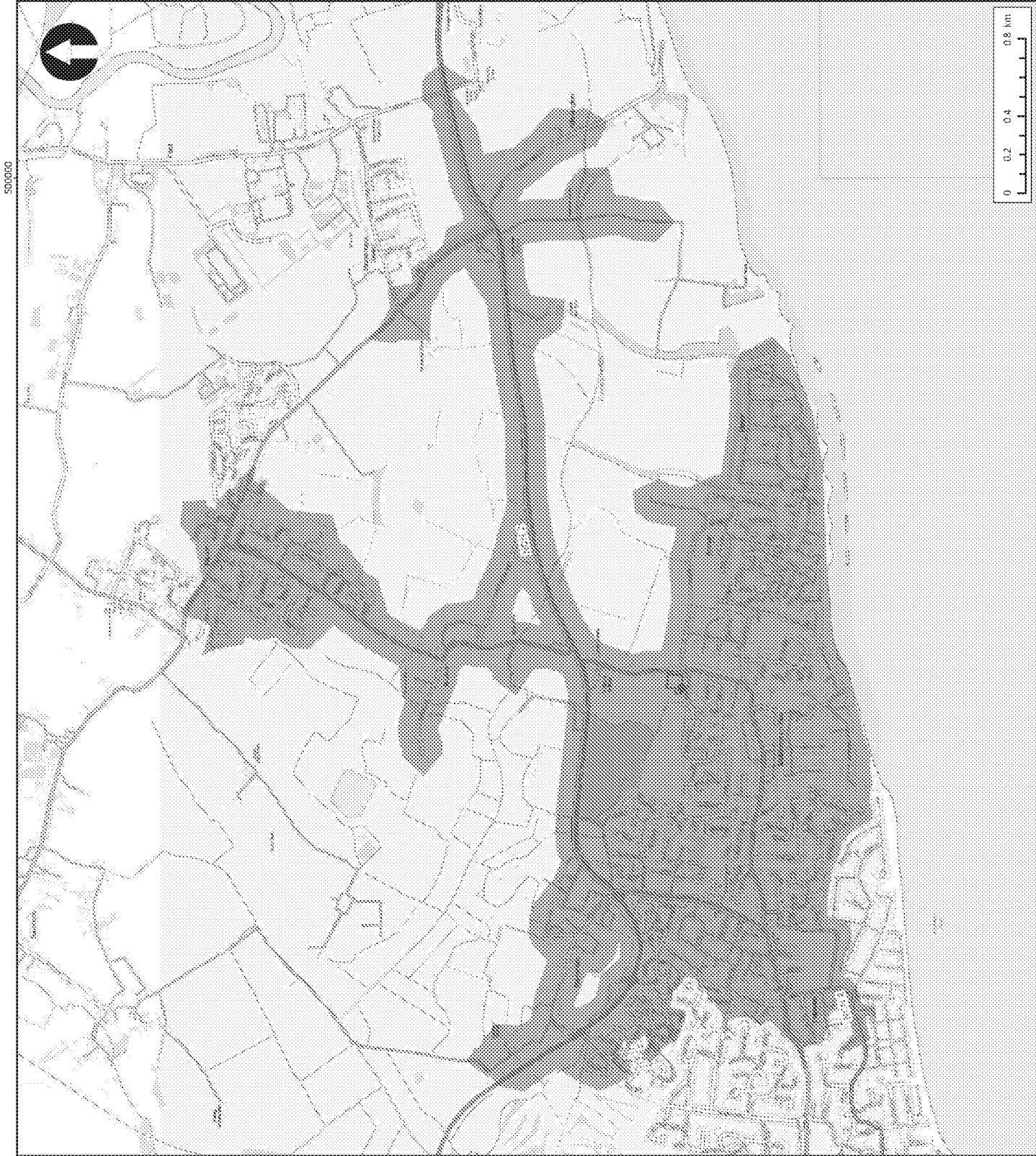
Pedestrian Access Plan

DRAWING 02



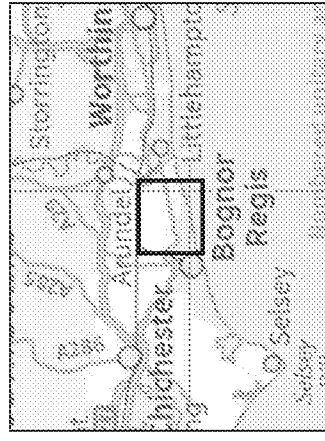
DRAWING 04

Cycle Access Plan



LEGEND

- Site Access Location
- Site Boundary
- National Cycle Route
- 10min / 2.5km Cycling from Site Entrance Location



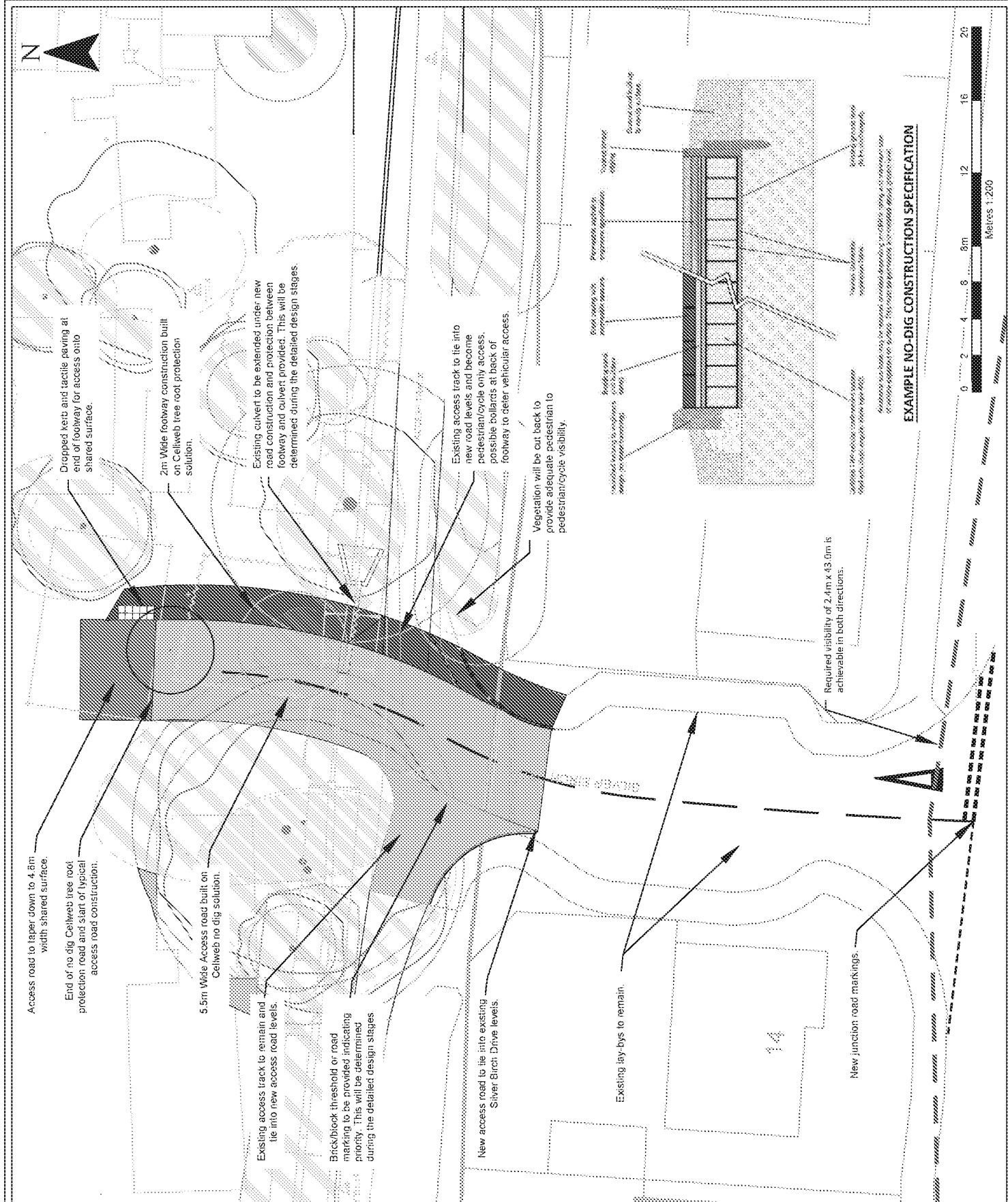
Contains Ordnance Survey data © Crown copyright and database rights (2019)
DTM031071 OS OpenData

Scale 1:20,000 @A3 Date 12/03/2019 Drawn by JRS Checked by JVV

Cycle Access Plan

DRAWING 05

Access Design



Access road to taper down to 4.8m width shared surface.

End of no dig Cellweb tree root protection road and start of typical access road construction.

5.5m Wide Access road built on Cellweb no dig solution.

Existing access track to remain and tie into new access road levels.

Brick/block threshold or road marking to be provided indicating priority. This will be determined during the detailed design stages.

New access road to tie into existing Silver Birch Drive levels.

Existing lay-bys to remain.

New junction road markings.

Required visibility of 2.4m x 43.0m is achievable in both directions.

EXAMPLE NO-DIG CONSTRUCTION SPECIFICATION

Scale 1:200 @ A3

Metres 1:200

NOTES

Alignment of road has been determined on basis of tree survey produced by PJC Consultancy

Cellwebb construction to be confirmed by an engineer at detailed design stage.

Minimum construction specification for 30t gross weight vehicle load is as follows:

- Treelex geotextile lining
- 150mm Cellwebb filled with 420mm clau angular stone
- 25mm overfill 4/20 clean angular stone
- Porous tarmac surface (thickness and specification to be determined at detailed design).

Adequate surface water drainage will be provided, gullies/service covers will be kept clear of pedestrian/cycle desire lines. This will be considered during the detailed design stages

LEGEND

	Access road to be constructed Cellweb tree root protection construction with tarmac surface or similar approved
	Footway laid on No dig Cellweb Construction with tarmac surface
	Standard approved access road construction
	2.4m x 43.0m Visibility Splay

SLR

GREENWOOD HOUSE
100 MILL LANE
BRADFORD ON AVON
WILTS. BA15 2AU
T: 01225 308400
F: 01225 308401
www.slraurum.com
p.j.c@slraurum.co.uk

MIDDLETON-ON-SEA, WEST SUSSEX

TRANSPORT

PROPOSED ACCESS ARRANGEMENTS

402.06594.00008.RC.TR04.0

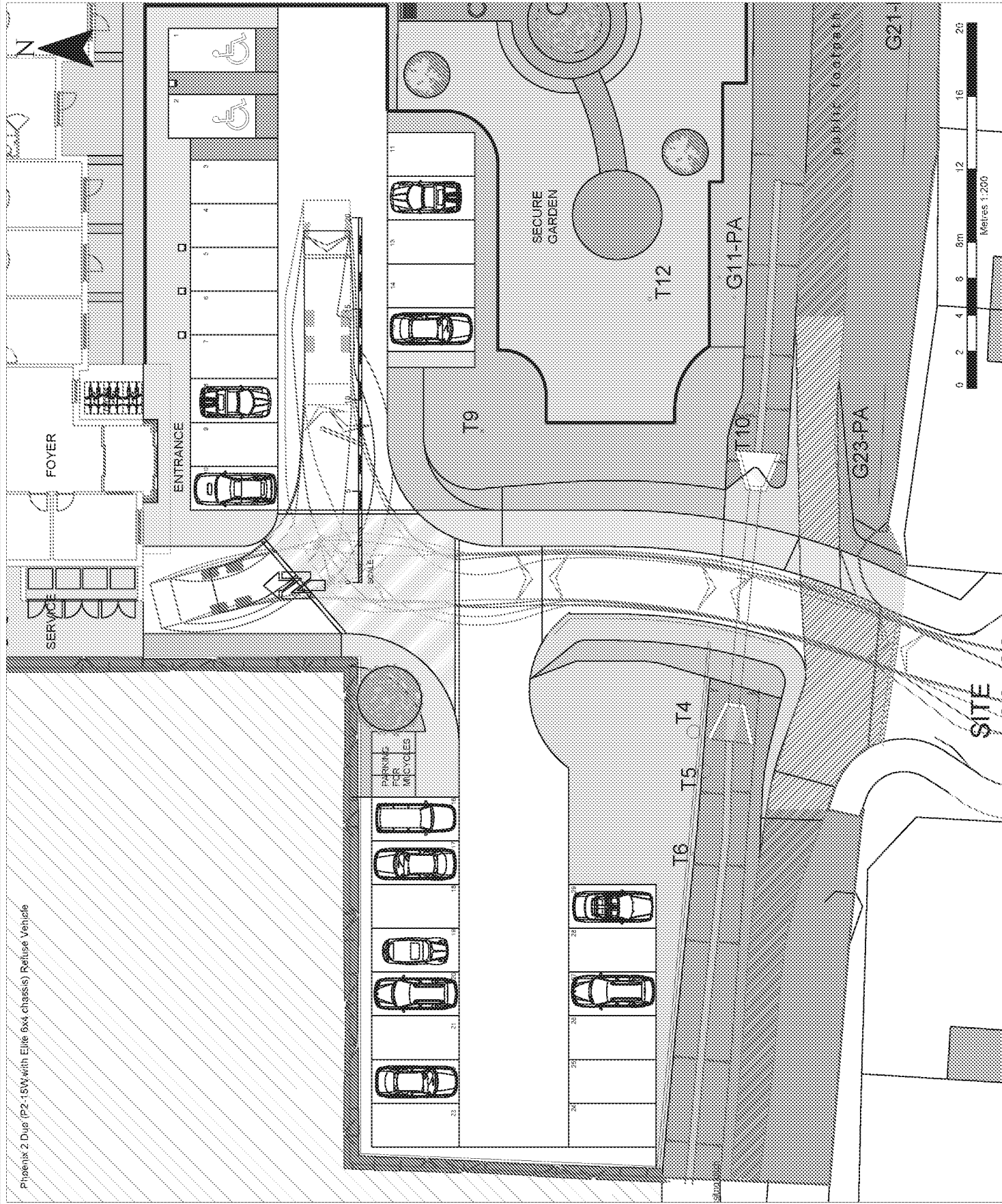
Scale 1:200 @ A3

Date AUGUST 2020

DRAWING 06

Swept-Path Analysis

Phoenix 2 Duo (P2-15W with Elite 6x4 chassis) Refuse Vehicle



NOTES

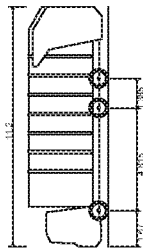
Drawing based on proposed site plan supplied by Edmund Williams Architects. Drawing no. 2017/PA/004, Dated May 2020

LEGEND

Extent of Vehicle Body

Extent of Vehicle Chassis

Vehicle Details



Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)
Overall Length 11.200m
Wheelbase 3.750m
Overall Body Height 2.751m
Min Body Ground Clearance 0.304m
Track Width 1.700m
Lock to lock time 2.500m
Kerb to Kerb Turning Radius 9.500m

SLR

TREEMOOD HOUSE
ROADEN LANE
BRADFORD-ON-AVON
WILTS BA15 2AU
T: 01223 309100
www.shornallslr.com

MIDDLETON-ON-SEA, WEST SUSSEX

TRANSPORT

SWEPT PATH ANALYSIS
REFUSE VEHICLE

402.06594.00008.RC.TR01.2

Scale 1:200 @ A3

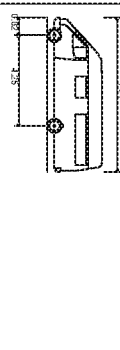
Date AUGUST 2020

LEGEND

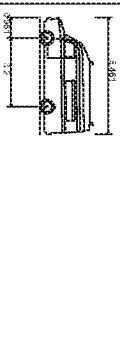
Extent of Vehicle Body

Extent of Vehicle Chassis

Vehicle Details



7.5t Panel Van
Overall Length 7.21m
Overall Width 2.19m
Overall Body Height 2.544m
Min Body Ground Clearance 0.316m
Track Width 1.865m
Lock to lock time 4.00s
Keel to Keel Turning Radius 7.400m



Ambulance
Overall Length 5.491m
Overall Width 2.020m
Overall Body Height 2.498m
Min Body Ground Clearance 0.316m
Track Width 1.865m
Lock to lock time 4.00s
Keel to Keel Turning Radius 6.500m

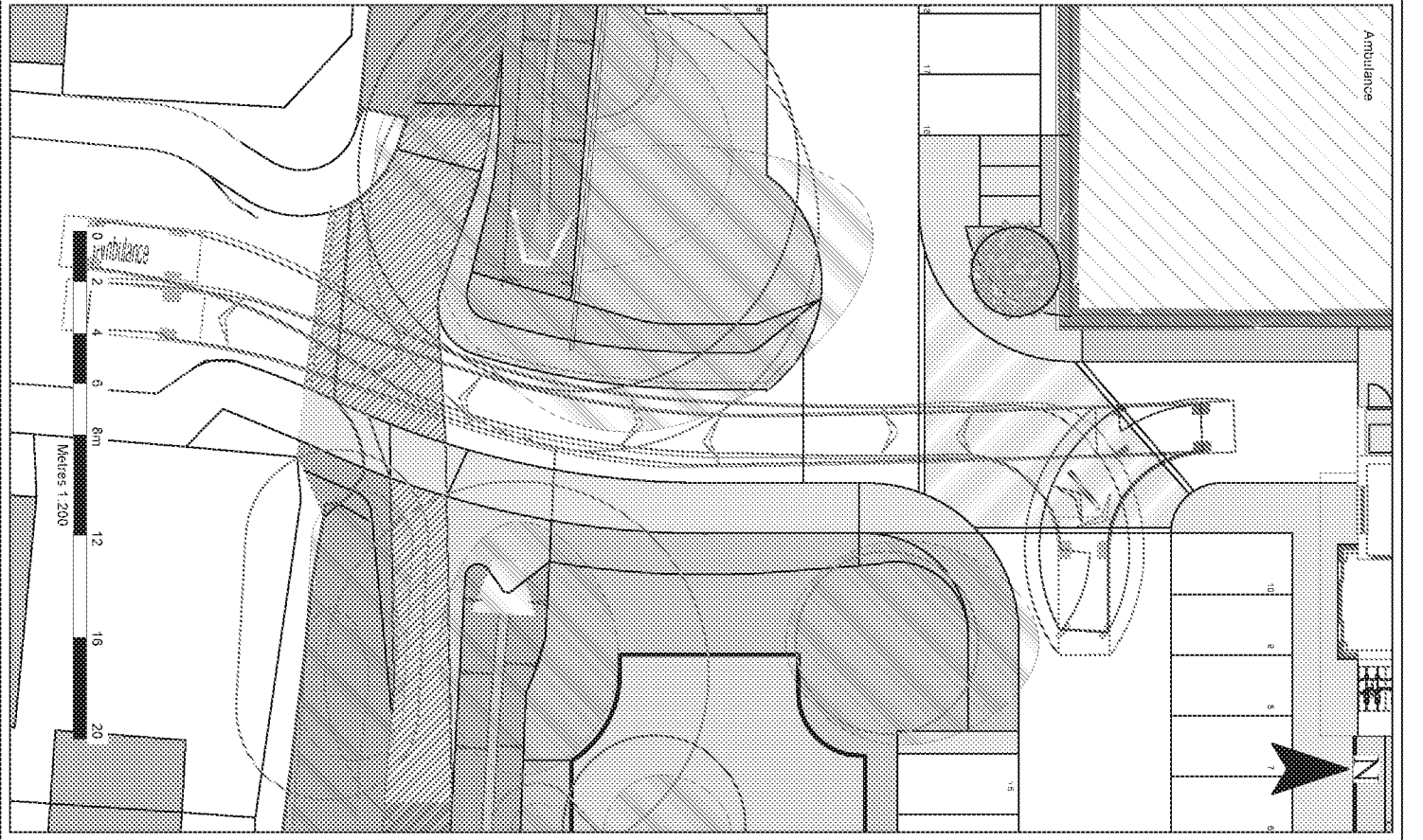
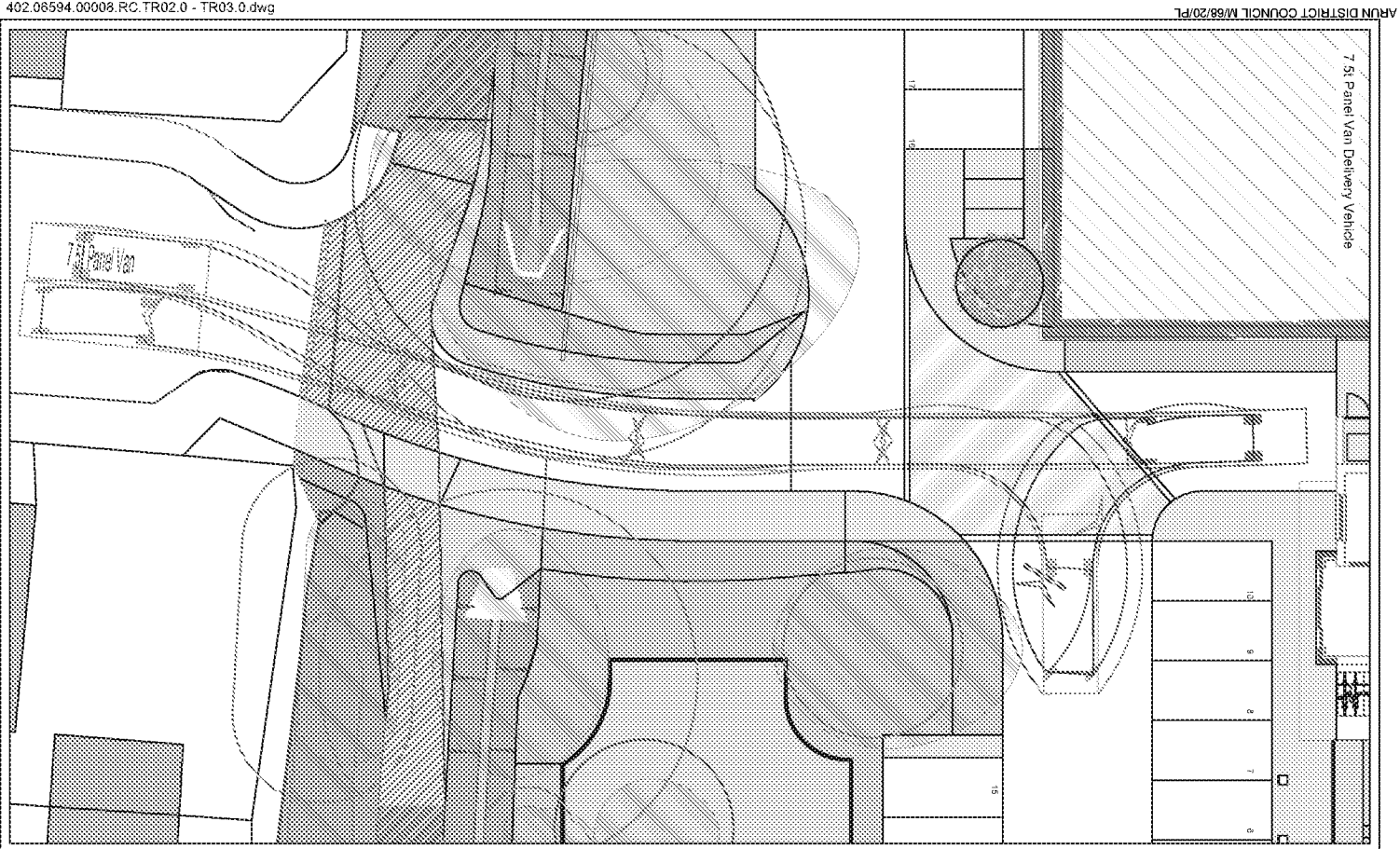
SLR
TRENWOOD HOUSE
POWDER LANE
BRIDFORD ON AVON
GL12 8JN
TEL 01225 353200
F 01225 359401
www.slrconsulting.com

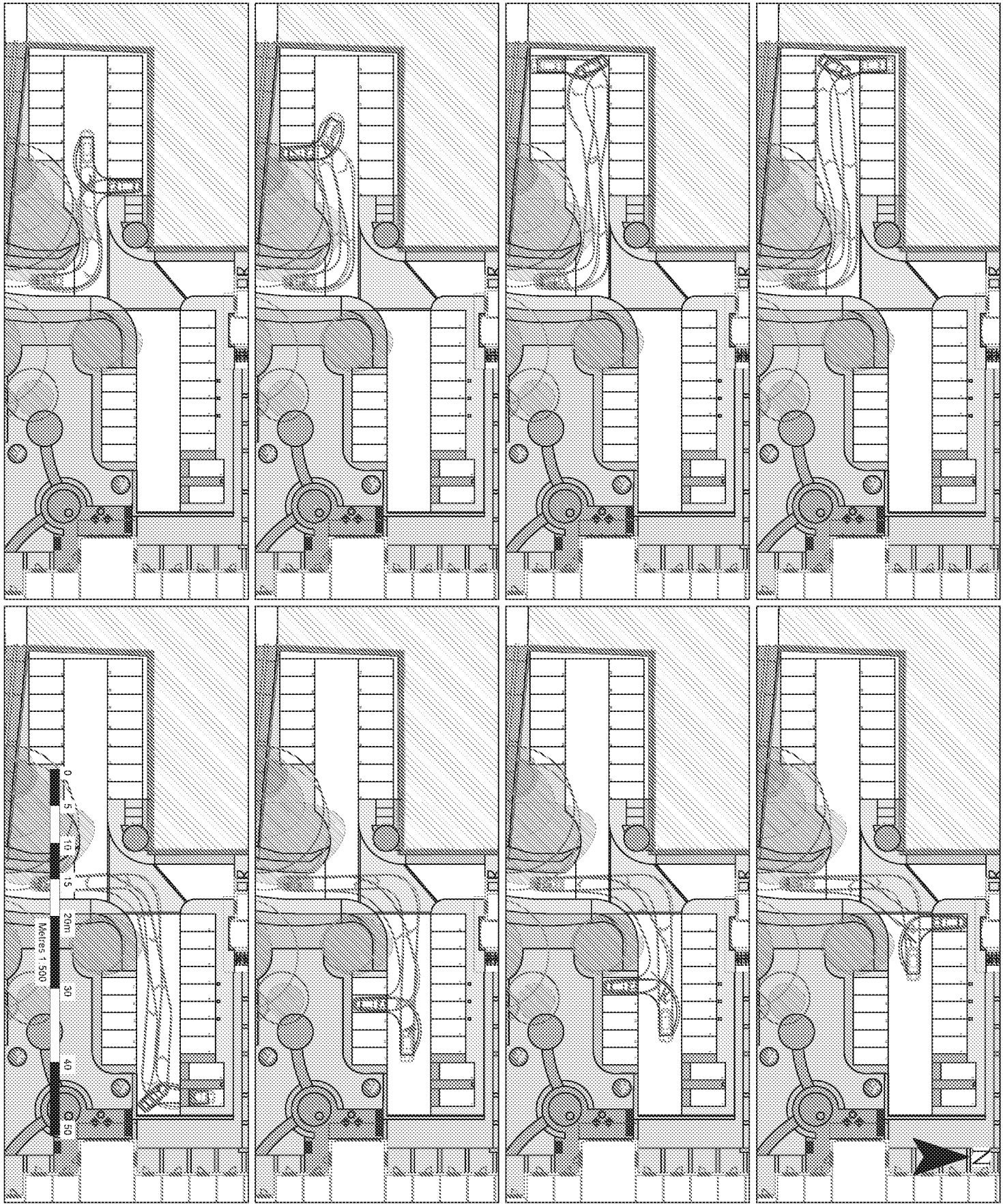
MIDDLETON-ON-SEA, WEST SUSSEX
TRANSPORT

SWEPT PATH ANALYSIS
DELIVERY VEHICLE AND
AMBULANCE

402.06594.00008.RC.TR02.0

Scale 1:200 @ A3 Date JUNE 2019





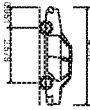
NOTES
Drawing based on proposed site plan supplied by
Edmund Williams Architects, Drawing no :
2017/PA/004, Dated May 2020

LEGEND

Extent of Vehicle Body

Extent of Vehicle Chassis

Vehicle Details



Shoda Octavia
Overall Length 4.572m
Overall Width 1.769m
Min Body Ground Clearance 0.240m
Max Track Width 1.713m
Load to back time 4.05s
Kerb to kerb turning Radius 5.109m



01223 353800

MIDDLETON-ON-SEA, WEST SUSSEX

TRANSPORT

SWEPT PATH ANALYSIS
CAR PARKING

402.06594.00008.RC.TR03.0

Scale 1:500 @ A3

Date AUGUST 2020

APPENDIX 01

Traffic Data



10297 / MIDDLETON-ON-SEA
July 2019
Classified Turning Count

SITE 1									
LOCATION: Yagdon Way / Silver Birch Street / Andon Lane									
TOTAL ARMS: A B C D									
from to per quarter of an hour									
from	to	07:15	07:30	07:45	08:00	08:15	08:30	08:45	09:00
PCU Factor	Interval	07:15	07:30	07:45	08:00	08:15	08:30	08:45	09:00
0.700	07:15	0	0	0	0	0	0	0	0
0.715	07:30	0	0	0	0	0	0	0	0
0.730	07:45	0	0	0	0	0	0	0	0
0.745	08:00	0	0	0	0	0	0	0	0
0.760	08:15	0	0	0	0	0	0	0	0
0.775	08:30	0	0	0	0	0	0	0	0
0.790	08:45	0	0	0	0	0	0	0	0
0.805	09:00	0	0	0	0	0	0	0	0
0.820	09:15	0	0	0	0	0	0	0	0
0.835	09:30	0	0	0	0	0	0	0	0
0.850	09:45	0	0	0	0	0	0	0	0
0.865	10:00	0	0	0	0	0	0	0	0
0.880	10:15	0	0	0	0	0	0	0	0
0.895	10:30	0	0	0	0	0	0	0	0
0.910	10:45	0	0	0	0	0	0	0	0
0.925	11:00	0	0	0	0	0	0	0	0
0.940	11:15	0	0	0	0	0	0	0	0
0.955	11:30	0	0	0	0	0	0	0	0
0.970	11:45	0	0	0	0	0	0	0	0
0.985	12:00	0	0	0	0	0	0	0	0
1.000	12:15	0	0	0	0	0	0	0	0
1.015	12:30	0	0	0	0	0	0	0	0
1.030	12:45	0	0	0	0	0	0	0	0
1.045	13:00	0	0	0	0	0	0	0	0
1.060	13:15	0	0	0	0	0	0	0	0
1.075	13:30	0	0	0	0	0	0	0	0
1.090	13:45	0	0	0	0	0	0	0	0
1.105	14:00	0	0	0	0	0	0	0	0
1.120	14:15	0	0	0	0	0	0	0	0
1.135	14:30	0	0	0	0	0	0	0	0
1.150	14:45	0	0	0	0	0	0	0	0
1.165	15:00	0	0	0	0	0	0	0	0
1.180	15:15	0	0	0	0	0	0	0	0
1.195	15:30	0	0	0	0	0	0	0	0
1.210	15:45	0	0	0	0	0	0	0	0
1.225	16:00	0	0	0	0	0	0	0	0
1.240	16:15	0	0	0	0	0	0	0	0
1.255	16:30	0	0	0	0	0	0	0	0
1.270	16:45	0	0	0	0	0	0	0	0
1.285	17:00	0	0	0	0	0	0	0	0
1.300	17:15	0	0	0	0	0	0	0	0
1.315	17:30	0	0	0	0	0	0	0	0
1.330	17:45	0	0	0	0	0	0	0	0
1.345	18:00	0	0	0	0	0	0	0	0
1.360	18:15	0	0	0	0	0	0	0	0
1.375	18:30	0	0	0	0	0	0	0	0
1.390	18:45	0	0	0	0	0	0	0	0
1.405	19:00	0	0	0	0	0	0	0	0
P/TOI		4	3	0	0	0	0	0	0
Period Total:		4	3	0	0	0	0	0	0
from am:	to am:	07:15	07:30	07:45	08:00	08:15	08:30	08:45	09:00
PCU Factor	Interval	07:15	07:30	07:45	08:00	08:15	08:30	08:45	09:00
0.700	07:15	0	0	0	0	0	0	0	0
0.715	07:30	0	0	0	0	0	0	0	0
0.730	07:45	0	0	0	0	0	0	0	0
0.745	08:00	0	0	0	0	0	0	0	0
0.760	08:15	0	0	0	0	0	0	0	0
0.775	08:30	0	0	0	0	0	0	0	0
0.790	08:45	0	0	0	0	0	0	0	0
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0.820	09:15	0	0	0	0	0	0	0	0
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1.015	12:30	0	0	0	0	0	0	0	0
1.030	12:45	0	0	0	0	0	0	0	0
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1.060	13:15	0	0	0	0	0	0	0	0
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1.135	14:30	0	0	0	0	0	0	0	0
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1.360	18:15	0	0	0	0	0	0	0	0
1.375	18:30	0	0	0	0	0	0	0	0
1.390	18:45	0	0	0	0	0	0	0	0
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P/TOI		4	3	0	0	0	0	0	0
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1.375	18:30	0	0	0	0	0	0	0	0
1.390	18:45	0	0	0	0	0	0	0	0
1.405	19:								

10297 Middleton-on-Sea CTC AT Site 1

DATE: 33/07/2019
DAY: Tuesday

from: 07:00
to: 19:00

from am: 07:00
to am: 19:00

SITE: 1
LOCATION: Ypsilon Way / Silver Birch Street / Anclon Lane
TOTAL ARMS: A B C D

get quarter of an hour									
from	to	PCU factor	07:00	07:15	07:30	07:45	08:00	08:15	TOI
07:00	07:15	0.70	8	3	1	0	0	0	11
07:15	07:30	0.70	6	3	1	0	0	0	16
07:30	07:45	0.70	7	5	1	0	0	0	13
07:45	08:00	0.70	8	12	2	0	0	0	22
08:00	08:15	0.70	19	2	2	0	0	0	23
08:15	08:30	0.70	23	5	1	0	0	0	29
08:30	08:45	0.70	19	5	1	0	0	0	25
08:45	09:00	0.70	15	2	2	0	0	0	26
09:00	09:15	0.70	25	7	0	1	0	0	33
09:15	09:30	0.70	32	7	0	0	0	0	39
09:30	09:45	0.70	19	8	0	0	0	0	27
09:45	10:00	0.70	29	5	0	0	0	0	34
10:00	10:15	0.70	30	10	3	0	1	0	44
10:15	10:30	0.70	23	6	2	0	0	0	31
10:30	10:45	0.70	32	5	2	0	1	0	39
10:45	11:00	0.70	33	5	2	0	1	0	40
11:00	11:15	0.70	36	5	0	0	0	0	41
11:15	11:30	0.70	30	5	2	0	0	0	37
11:30	11:45	0.70	29	4	0	0	0	0	33
11:45	12:00	0.70	39	4	2	0	0	0	45
12:00	12:15	0.70	42	10	2	0	0	0	54
12:15	12:30	0.70	43	5	12	15	12	0	48
12:30	12:45	0.70	44	6	0	0	0	0	50
12:45	13:00	0.70	45	2	1	0	0	1	49
13:00	13:15	0.70	34	6	1	0	0	0	43
13:15	13:30	0.70	27	9	3	0	0	0	40
13:30	13:45	0.70	31	6	2	0	0	0	37
13:45	14:00	0.70	24	5	0	0	0	0	29
14:00	14:15	0.70	28	3	1	0	0	0	32
14:15	14:30	0.70	28	6	0	0	0	0	34
14:30	14:45	0.70	12	1	0	0	0	3	16
14:45	15:00	0.70	29	1	1	0	0	1	33
15:00	15:15	0.70	40	5	1	0	0	0	46
15:15	15:30	0.70	37	5	0	0	0	1	43
15:30	15:45	0.70	35	7	1	0	0	0	43
15:45	16:00	0.70	30	5	2	0	0	0	37
16:00	16:15	0.70	41	6	0	0	0	1	48
16:15	16:30	0.70	36	5	0	0	0	2	46
16:30	16:45	0.70	40	13	1	0	0	0	54
16:45	17:00	0.70	47	3	0	0	0	0	50
17:00	17:15	0.70	44	5	0	0	0	1	51
17:15	17:30	0.70	47	8	0	0	0	1	55
17:30	17:45	0.70	49	6	0	0	0	1	56
17:45	18:00	0.70	39	2	0	0	0	0	42
18:00	18:15	0.70	41	7	0	0	0	1	49
18:15	18:30	0.70	40	10	0	0	0	1	51
18:30	18:45	0.70	37	1	0	0	0	0	38
18:45	19:00	0.70	37	0	1	0	0	0	38
P/TOT			493	235	35	2	4	7	1822

Period 1 Total: 1493 268 38 2 4 7 10 0 0 1822 1835
HGV 44



10297 / MIDDLETON-ON-SEA
July 2019
Classified Turning Count

10297 / MIDDLETON-ON-SEA									
July 2019									
Classified Turning Count									
DATE: 30/07/2019									
DAY: Tuesday									
Page: 1									
from: 07:00 to: 19:00									
PCU Factor									
from	to	Interval	07:00	07:15	07:30	07:45	08:00	08:15	08:30
07:00	07:15	07:00	5	1	0	0	0	0	2
07:15	07:30	07:15	5	2	0	0	0	0	1
07:30	07:45	07:30	7	3	0	0	0	0	1
07:45	08:00	07:45	11	5	0	0	0	0	1
08:00	08:15	08:00	16	5	0	0	0	0	0
08:15	08:30	08:15	14	5	0	0	0	0	0
08:30	08:45	08:30	13	4	1	0	0	0	0
08:45	09:00	08:45	13	2	1	0	0	0	0
09:00	09:15	09:00	16	2	2	0	0	0	0
09:15	09:30	09:15	16	2	3	0	0	0	0
09:30	09:45	09:30	20	2	3	0	0	0	0
09:45	10:00	09:45	20	3	3	0	0	0	0
10:00	10:15	10:00	22	3	2	0	0	0	0
10:15	10:30	10:15	17	3	1	0	0	0	0
10:30	10:45	10:30	16	2	0	0	0	0	0
10:45	11:00	10:45	16	2	0	0	0	0	0
11:00	11:15	11:00	17	3	1	0	0	0	0
11:15	11:30	11:15	16	3	1	0	0	0	0
11:30	11:45	11:30	13	2	1	0	0	0	0
11:45	12:00	11:45	14	2	0	0	0	0	0
12:00	12:15	12:00	14	2	0	0	0	0	0
12:15	12:30	12:15	16	3	1	0	0	0	0
12:30	12:45	12:30	20	5	0	0	0	0	0
12:45	13:00	12:45	20	3	0	0	0	0	0
13:00	13:15	13:00	12	3	1	0	0	0	0
13:15	13:30	13:15	9	2	1	0	0	0	0
13:30	13:45	13:30	3	1	1	0	0	0	0
13:45	14:00	13:45	1	1	1	0	0	0	0
14:00	14:15	14:00	4	2	0	0	0	0	0
14:15	14:30	14:15	8	1	0	0	0	0	0
14:30	14:45	14:30	11	1	0	0	0	0	0
14:45	15:00	14:45	12	2	0	0	0	0	0
15:00	15:15	15:00	11	1	0	0	0	0	0
15:15	15:30	15:15	12	1	0	0	0	0	0
15:30	15:45	15:30	14	2	0	0	0	0	0
15:45	16:00	15:45	14	2	1	0	0	0	0
16:00	16:15	16:00	23	2	1	0	0	0	0
16:15	16:30	16:15	18	4	1	0	0	0	0
16:30	16:45	16:30	17	5	1	0	0	0	0
16:45	17:00	16:45	21	4	1	0	0	0	0
17:00	17:15	17:00	18	4	0	0	0	0	0
17:15	17:30	17:15	20	3	0	0	0	0	0
17:30	17:45	17:30	24	1	0	0	0	0	0
17:45	18:00	17:45	23	1	1	0	0	0	0
18:00	18:15	18:00	22	2	1	0	0	0	0
18:15	18:30	18:15	19	1	1	0	0	0	0
18:30	18:45	18:30	17	1	1	0	0	0	0
18:45	19:00	18:45	7	1	0	0	0	0	0
P/TOT			27	5	3	1	0	0	1
			215						
			8						

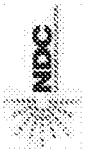


10297 / MIDDLETON-ON-SEA
July 2019
Classified Turning Count

SITE: 1		LOCATION: Taddon Way / Silver Birch Street / Ancion Lane		DATE: 30/07/2019	
TOTAL ARMS:		from arm: A		DAY: Tuesday	
		to arm: all			
from to		from to		from to	
PCU Factor		PCU Factor		PCU Factor	
Interval		Interval		Interval	
07:00 07:15		08:00 08:15		09:00 09:15	
12	5	12	5	41	35
17	6	17	6	47	36
18	6	18	6	47	36
19	6	19	6	47	36
20	6	20	6	47	36
21	6	21	6	47	36
22	6	22	6	47	36
23	6	23	6	47	36
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260	6	260	6	47	36

Period	1597	248	53	1	6	7	28	0	0	1940	1947
Total:	1597	248	53	1	6	7	28	0	0	1940	1947

09 60
A534
1940



10297 / MIDDLETON-ON-SEA
July 2019
Classified Turning Count

SITE 1		LOCATION: Tynon Way / Silver Birch Street / Ancion Lane												DATE: 30/07/2019		DAY: Tuesday	
TOTAL ARMS:		from: 07:00 to: 19:00															
TOTAL ARMS:		from: 07:00 to: 19:00															
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TOTAL ARMS:		from: 07:00 to: 19:00															
TOTAL ARMS:		from: 07:00 to: 19:00															
TOTAL																	

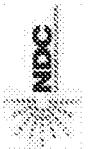
TOTAL ARMS:

Appendix

8.3.12

ANDERSON, J. L.

Period i Total:HGV



10297 / MIDDLETON-ON-SEA
July 2019
Classified Turning Count

SITE 1									
LOCATION: Tiplon Way / Silver Birch Street / Ancion Lane									
TOTAL ARMS: A B C D									
from to per quarter of an hour									
from	to	07:15	07:30	07:45	08:00	08:15	08:30	08:45	09:00
PCU Factor	Interval	0.0015	0.0015	0.0015	0.0015	0.0015	0.0015	0.0015	0.0015
07:00	07:15	0	0	0	0	0	0	0	0
07:15	07:30	0	0	0	0	0	0	0	0
07:30	07:45	0	0	0	0	0	0	0	0
07:45	08:00	0	0	0	0	0	0	0	0
08:00	08:15	0	0	0	0	0	0	0	0
08:15	08:30	0	0	0	0	0	0	0	0
08:30	08:45	0	0	0	0	0	0	0	0
08:45	09:00	0	0	0	0	0	0	0	0
09:00	09:15	0	0	0	0	0	0	0	0
09:15	09:30	0	0	0	0	0	0	0	0
09:30	09:45	0	0	0	0	0	0	0	0
09:45	10:00	0	0	0	0	0	0	0	0
10:00	10:15	0	0	0	0	0	0	0	0
10:15	10:30	0	0	0	0	0	0	0	0
10:30	10:45	2	0	0	0	0	0	0	0
10:45	11:00	0	0	0	0	0	0	0	0
11:00	11:15	1	1	0	0	0	0	0	0
11:15	11:30	1	1	0	0	0	0	0	0
11:30	11:45	0	0	0	0	0	0	0	0
11:45	12:00	0	0	0	0	0	0	0	0
12:00	12:15	0	0	0	0	0	0	0	0
12:15	12:30	0	0	0	0	0	0	0	0
12:30	12:45	0	0	0	0	0	0	0	0
12:45	13:00	0	0	0	0	0	0	0	0
13:00	13:15	1	0	0	0	0	0	0	0
13:15	13:30	0	0	0	0	0	0	0	0
13:30	13:45	0	0	0	0	0	0	0	0
13:45	14:00	2	1	1	0	0	0	0	0
14:00	14:15	0	1	0	0	0	0	0	0
14:15	14:30	0	1	0	0	0	0	0	0
14:30	14:45	0	0	0	0	0	0	0	0
14:45	15:00	1	0	0	0	0	0	0	0
15:00	15:15	1	0	0	0	0	0	0	0
15:15	15:30	0	0	0	0	0	0	0	0
15:30	15:45	0	0	0	0	0	0	0	0
15:45	16:00	1	0	0	0	0	0	0	0
16:00	16:15	0	0	0	0	0	0	0	0
16:15	16:30	1	0	0	0	0	0	0	0
16:30	16:45	1	0	0	0	0	0	0	0
16:45	17:00	1	0	0	0	0	0	0	0
17:00	17:15	0	0	0	0	0	0	0	0
17:15	17:30	0	0	0	0	0	0	0	0
17:30	17:45	0	0	0	0	0	0	0	0
17:45	18:00	0	0	0	0	0	0	0	0
18:00	18:15	0	0	0	0	0	0	0	0
18:15	18:30	0	0	0	0	0	0	0	0
18:30	18:45	0	0	0	0	0	0	0	0
18:45	19:00	0	0	0	0	0	0	0	0
P/TOT		13	4	1	0	0	1	2	0
Period Total:		13	4	1	0	0	1	2	0
									23

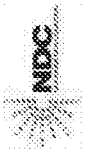
from: 07:00
to: 19:00

DATE: 30/07/2019
DAY: Tuesday

[illegible]

Periodi Totali:

Get quarter of an hour												TOI	HGV
from		to		P/OT		TOI		HGV		P/OT		TOI	HGV
00:15	01:15	02:15	03:15	04:15	05:15	06:15	07:15	08:15	09:15	10:15	11:15	12:15	13:15
07:00	07:15	07:30	07:45	08:00	08:15	08:30	08:45	09:00	09:15	09:30	09:45	10:00	10:15
07:15	07:30	07:45	08:00	08:15	08:30	08:45	09:00	09:15	09:30	09:45	10:00	10:15	10:30
07:30	07:45	08:00	08:15	08:30	08:45	09:00	09:15	09:30	09:45	10:00	10:15	10:30	10:45
07:45	08:00	08:15	08:30	08:45	09:00	09:15	09:30	09:45	10:00	10:15	10:30	10:45	11:00
08:00	08:15	08:30	08:45	09:00	09:15	09:30	09:45	10:00	10:15	10:30	10:45	11:00	11:15
08:15	08:30	08:45	09:00	09:15	09:30	09:45	10:00	10:15	10:30	10:45	11:00	11:15	11:30
08:30	08:45	09:00	09:15	09:30	09:45	10:00	10:15	10:30	10:45	11:00	11:15	11:30	11:45
08:45	09:00	09:15	09:30	09:45	10:00	10:15	10:30	10:45	11:00	11:15	11:30	11:45	12:00
09:00	09:15	09:30	09:45	10:00	10:15	10:30	10:45	11:00	11:15	11:30	11:45	12:00	12:15
09:15	09:30	09:45	10:00	10:15	10:30	10:45	11:00	11:15	11:30	11:45	12:00	12:15	12:30
09:30	09:45	10:00	10:15	10:30	10:45	11:00	11:15	11:30	11:45	12:00	12:15	12:30	12:45
09:45	10:00	10:15	10:30	10:45	11:00	11:15	11:30	11:45	12:00	12:15	12:30	12:45	13:00
10:00	10:15	10:30	10:45	11:00	11:15	11:30	11:45	12:00	12:15	12:30	12:45	13:00	13:15
10:15	10:30	10:45	11:00	11:15	11:30	11:45	12:00	12:15	12:30	12:45	13:00	13:15	13:30
10:30	10:45	11:00	11:15	11:30	11:45	12:00	12:15	12:30	12:45	13:00	13:15	13:30	13:45
10:45	11:00	11:15	11:30	11:45	12:00	12:15	12:30	12:45	13:00	13:15	13:30	13:45	14:00
11:00	11:15	11:30	11:45	12:00	12:15	12:30	12:45	13:00	13:15	13:30	13:45	14:00	14:15
11:15	11:30	11:45	12:00	12:15	12:30	12:45	13:00	13:15	13:30	13:45	14:00	14:15	14:30
11:30	11:45	12:00	12:15	12:30	12:45	13:00	13:15	13:30	13:45	14:00	14:15	14:30	14:45
11:45	12:00	12:15	12:30	12:45	13:00	13:15	13:30	13:45	14:00	14:15	14:30	14:45	15:00
12:00	12:15	12:30	12:45	13:00	13:15	13:30	13:45	14:00	14:15	14:30	14:45	15:00	15:15
12:15	12:30	12:45	13:00	13:15	13:30	13:45	14:00	14:15	14:30	14:45	15:00	15:15	15:30
12:30	12:45	13:00	13:15	13:30	13:45	14:00	14:15	14:30	14:45	15:00	15:15	15:30	15:45
12:45	13:00	13:15	13:30	13:45	14:00	14:15	14:30	14:45	15:00	15:15	15:30	15:45	16:00
13:00	13:15	13:30	13:45	14:00	14:15	14:30	14:45	15:00	15:15	15:30	15:45	16:00	16:15
13:15	13:30	13:45	14:00	14:15	14:30	14:45	15:00	15:15	15:30	15:45	16:00	16:15	16:30
13:30	13:45	14:00	14:15	14:30	14:45	15:00	15:15	15:30	15:45	16:00	16:15	16:30	16:45
13:45	14:00	14:15	14:30	14:45	15:00	15:15	15:30	15:45	16:00	16:15	16:30	16:45	17:00
14:00	14:15	14:30	14:45	15:00	15:15	15:30	15:45	16:00	16:15	16:30	16:45	17:00	17:15
14:15	14:30	14:45	15:00	15:15	15:30	15:45	16:00	16:15	16:30	16:45	17:00	17:15	17:30
14:30	14:45	15:00	15:15	15:30	15:45	16:00	16:15	16:30	16:45	17:00	17:15	17:30	17:45
14:45	15:00	15:15	15:30	15:45	16:00	16:15	16:30	16:45	17:00	17:15	17:30	17:45	18:00
15:00	15:15	15:30	15:45	16:00	16:15	16:30	16:45	17:00	17:15	17:30	17:45	18:00	18:15
15:15	15:30	15:45	16:00	16:15	16:30	16:45	17:00	17:15	17:30	17:45	18:00	18:15	18:30
15:30	15:45	16:00	16:15	16:30	16:45	17:00	17:15	17:30	17:45	18:00	18:15	18:30	18:45
15:45	16:00	16:15	16:30	16:45	17:00	17:15	17:30	17:45	18:00	18:15	18:30	18:45	19:00
16:00	16:15	16:30	16:45	17:00	17:15	17:30	17:45	18:00	18:15	18:30	18:45	19:00	19:15
16:15	16:30	16:45	17:00	17:15	17:30	17:45	18:00	18:15	18:30	18:45	19:00	19:15	19:30
16:30	16:45	17:00	17:15	17:30	17:45	18:00	18:15	18:30	18:45	19:00	19:15	19:30	19:45
16:45	17:00	17:15	17:30	17:45	18:00	18:15	18:30	18:45	19:00	19:15	19:30	19:45	20:00
17:00	17:15	17:30	17:45	18:00	18:15	18:30	18:45	19:00	19:15	19:30	19:45	20:00	20:15
17:15	17:30	17:45	18:00	18:15	18:30	18:45	19:00	19:15	19:30	19:45	20:00	20:15	20:30
17:30	17:45	18:00	18:15	18:30	18:45	19:00	19:15	19:30	19:45	20:00	20:15	20:30	20:45
17:45	18:00	18:15	18:30	18:45	19:00	19:15	19:30	19:45	20:00	20:15	20:30	20:45	21:00
18:00	18:15	18:30	18:45	19:00	19:15	19:30	19:45	20:00	20:15	20:30	20:45	21:00	21:15
18:15	18:30	18:45	19:00	19:15	19:30	19:45	20:00	20:15	20:30	20:45	21:00	21:15	21:30
18:30	18:45	19:00	19:15	19:30	19:45	20:00	20:15	20:30	20:45	21:00	21:15	21:30	21:45
18:45	19:00	19:15	19:30	19:45	20:00	20:15	20:30	20:45	21:00	21:15	21:30	21:45	22:00
19:00	19:15	19:30	19:45	20:00	20:15	20:30	20:45	21:00	21:15	21:30	21:45	22:00	22:15
19:15	19:30	19:45	20:00	20:15	20:30	20:45	21:00	21:15	21:30	21:45	22:00	22:15	22:30
19:30	19:45	20:00	20:15	20:30	20:45	21:00	21:15	21:30	21:45	22:00	22:15	22:30	22:45
19:45	20:00	20:15	20:30	20:45	21:00	21:15	21:30	21:45	22:00	22:15	22:30	22:45	23:00
20:00	20:15	20:30	20:45	21:00	21:15	21:30	21:45	22:00	22:15	22:30	22:45	23:00	23:15
20:15	20:30	20:45	21:00	21:15	21:30	21:45	22:00	22:15	22:30	22:45	23:00	23:15	23:30
20:30	20:45	21:00	21:15	21:30	21:45	22:00	22:15	22:30	22:45	23:00	23:15	23:30	23:45
20:45	21:00	21:15	21:30	21:45	22:00	22:15	22:30	22:45	23:00	23:15	23:30	23:45	24:00
21:00	21:15	21:30	21:45	22:00	22:15	22:30	22:45	23:00	23:15	23:30	23:45	24:00	24:15
21:15	21:30	21:45	22:00	22:15	22:30	22:45	23:00	23:15	23:30	23:45	24:00	24:15	24:30
21:30	21:45	22:00	22:15	22:30	22:45	23:00	23:15	23:30	23:45	24:00	24:15	24:30	24:45
21:45	22:00	22:15	22:30	22:45	23:00	23:15	23:30	23:45	24:00	24:15	24:30	24:45	25:00
22:00	22:15	22:30	22:45	23:00	23:15	23:30	23:45	24:00	24:15	24:30	24:45	25:00	25:15
22:15	22:30	22:45	23:00	23:15	23:30	23:45	24:00	24:15	24:30	24:45	25:00	25:15	25:30
22:30	22:45	23:00	23:15	23:30	23:45	24:00	24:15	24:30	24:45	25:00	25:15	25:30	25:45
22:45	23:00	23:15	23:30	23:45	24:00	24:15	24:30	24:45	25:00	25:15	25:30	25:45	26:00
23:00	23:15	23:30	23:45	24:00	24:15	24:30	24:45	25:00	25:15	25:30	25:45	26:00	26:15
23:15	23:30	23:45	24:00	24:15	24:30	24:45	25:00	25:15	25:30	25:45	26:00	26:15	26:30
23:30	23:45	24:00	24:15	24:30	24:45	25:00	25:15	25:30	25:45	26:00	26:15	26:30	26:45
23:45	24:00	24:15	24:30	24:45	25:00	25:15	25:30	25:45	26:00	26:15	26:30	26:45	27:00
24:00	24:15	24:30	24:45	25:00	25:15	25:30	25:45	26:00	26:15	26:30	26:45	27:00	27:15
24:15	24:30	24:45	25:00	25:15	25:30	25:45	26:00	26:15	26:30	26:45	27:00	27:15	27:30
24:30	24:45	25:00	25:15	25:30	25:45	26:00	26:15	26:30	26:45	27:00	27:15	27:30	27:45
24:45	25:00	25:15	25:30	25:45	26:00	26:15	26:30	26:45	27:00	27:15	27:30	27:45	28:00
25:00	25:15	25:30	25:45	26:00	26:15	26:30	26:45	27:00	27:15	27:30	27:45	28:00	28:15
25:15	25:30	25:45	26:00	26:15	26:30	26:45	27:00	27:15	27:30	27:45	28:00	28:15	28:30
25:30	25:45	26:00	26:15	26:30	26:45	27:00	27:15	27:30	27:45	28:00	28:15	28:30	28:45
25:45	26:00	26:15	26:30	26:45	27:00	27:15	27:30	27:45	28:00	28:15	28:30	28:45	29:00
26:00	26:15	26:30	26:45	27:00	27:15	27:30	27:45	28:00	28:15	28:30	28:45	29:00	29:15
26:15	26:30	26:45	27:00	27:15	27:30	27:45	28:00	28:15	28:30	28:45	29:00	29:15	29:30
26:30	26:45	27:00	27:15	27:30	27:45	28:00	28:15	28:30	28:45	29:00	29:15	29:30	29:45
26:45	27:00	27:15	27:30	27:45	28:00	28:15	28:30	28:45	29:00	29:15	29:30	29:45	30:00
27:00	27:15	27:30	27:45	28:00	28:15	28:30	28:45	29:00	29:15	29:30	29:45	30:00	30:15
27:15	27:30	27:45	28:00	28:15	28:30	28:45	29:00	29:15	29:30	29:45	30:00	30:15	30:30
27:30	27:45	28:00	28:15	28:30	28:45	29:00	29:15	29:30	29:45	30:00	30:15	30:30	30:45
27:45	28:00	28:15	28:30	28:45	29:00	29:15	29:30	29:45	30:00	30:15	30:30	30:45	31:00
28:00	28:15	28:30											



SITE 1									
LOCATION: Tiplon Way / Silver Birch Street / Ancion Lane									
TOTAL ARMS: A B C D									
from to per quarter of an hour									
from	to	07:00	07:15	07:30	07:45	08:00	08:15	08:30	08:45
PCU Factor	Interval	0.00	0.15	0.30	0.45	0.60	0.75	0.90	1.05
07:00	07:15	2	0	0	0	0	0	0	0
07:15	07:30	0	0	1	0	0	0	0	0
07:30	07:45	1	0	0	0	0	0	0	0
07:45	08:00	1	2	0	0	0	0	0	0
08:00	08:15	1	0	0	0	0	0	0	0
08:15	08:30	0	1	0	0	0	0	0	0
08:30	08:45	2	1	0	0	0	0	0	0
08:45	09:00	1	0	0	0	0	0	0	0
09:00	09:15	2	0	0	0	0	0	0	0
09:15	09:30	1	0	0	0	0	0	0	0
09:30	09:45	0	1	0	0	0	0	0	0
09:45	10:00	1	0	0	0	0	0	0	0
10:00	10:15	0	0	0	0	0	0	0	0
10:15	10:30	3	0	0	0	0	0	0	0
10:30	10:45	4	0	0	0	0	0	0	0
10:45	11:00	0	0	0	0	0	0	0	0
11:00	11:15	1	0	0	0	0	0	0	0
11:15	11:30	0	2	0	0	0	0	0	0
11:30	11:45	3	0	0	0	0	0	0	0
11:45	12:00	1	0	0	0	0	0	0	0
12:00	12:15	1	1	0	0	0	0	0	0
12:15	12:30	2	0	0	0	0	0	0	0
12:30	12:45	1	0	0	0	0	0	0	0
12:45	13:00	1	2	0	0	0	0	0	0
13:00	13:15	1	1	0	0	0	0	0	0
13:15	13:30	0	0	0	0	0	0	0	0
13:30	13:45	1	0	0	0	0	0	0	0
13:45	14:00	1	0	0	0	0	0	0	0
14:00	14:15	5	1	0	0	0	0	0	0
14:15	14:30	3	0	0	0	0	0	0	0
14:30	14:45	2	2	1	0	0	0	0	0
14:45	15:00	6	1	1	0	0	0	0	0
15:00	15:15	2	1	0	0	0	0	0	0
15:15	15:30	3	1	0	0	0	0	0	0
15:30	15:45	3	0	1	0	0	0	0	0
15:45	16:00	2	0	0	0	0	0	0	0
16:00	16:15	3	0	1	0	0	0	0	0
16:15	16:30	1	1	0	0	0	0	0	0
16:30	16:45	4	1	1	0	0	0	0	0
16:45	17:00	1	1	0	0	0	0	0	0
17:00	17:15	1	1	0	0	0	0	0	0
17:15	17:30	1	0	0	0	0	0	0	0
17:30	17:45	2	0	0	0	0	0	0	0
17:45	18:00	1	0	0	0	0	0	0	0
18:00	18:15	0	0	0	0	0	0	0	0
18:15	18:30	0	0	0	0	0	0	0	0
18:30	18:45	2	1	0	0	0	0	0	0
18:45	19:00	0	1	0	0	0	0	0	0
P/TOT		75	22	6	0	0	0	1	0
Period Total:		75	22	6	0	0	0	1	0
		104	106.2						

from to per quarter of an hour									
from	to	07:00	07:15	07:30	07:45	08:00	08:15	08:30	08:45
PCU Factor	Interval	0.00	0.15	0.30	0.45	0.60	0.75	0.90	1.05
07:00	07:15	4	2	1	0	0	0	0	0
07:15	07:30	3	3	0	0	0	0	0	0
07:30	07:45	4	4	0	0	0	0	0	0
07:45	08:00	4	2	0	0	0	0	0	0
08:00	08:15	5	2	0	0	0	0	0	0
08:15	08:30	4	1	0	0	0	0	0	0
08:30	08:45	4	1	0	0	0	0	0	0
08:45	09:00	4	1	0	0	0	0	0	0
09:00	09:15	4	1	0	0	0	0	0	0
09:15	09:30	2	1	0	0	0	0	0	0
09:30	09:45	4	1	0	0	0	0	0	0
09:45	10:00	8	0	0	0	0	0	0	0
10:00	10:15	7	0	0	0	0	0	0	0
10:15	10:30	8	0	0	0	0	0	0	0
10:30	10:45	5	2	0	0	0	0	0	0
10:45	11:00	4	2	0	0	0	0	0	0
11:00	11:15	5	2	0	0	0	0	0	0
11:15	11:30	5	3	0	0	0	0	0	0
11:30	11:45	5	3	0	0	0	0	0	0
11:45	12:00	5	3	0	0	0	0	0	0
12:00	12:15	5	3	0	0	0	0	0	0
12:15	12:30	3	3	0	0	0	0	0	0
12:30	12:45	3	3	0	0	0	0	0	0
12:45	13:00	3	3	0	0	0	0	0	0
13:00	13:15	3	1	0	0	0	0	0	0
13:15	13:30	10	1	0	0	0	0	0	0
13:30	13:45	11	3	1	0	0	0	0	0
13:45	14:00	16	4	2	0	0	0	0	0
14:00	14:15	14	4	2	0	0	0	0	0
14:15	14:30	14	5	2	0	0	0	0	0
14:30	14:45	15	3	2	0	0	0	0	0
14:45	15:00	11	2	1	0	0	0	0	0
15:00	15:15	11	1	2	0	0	0	0	0
15:15	15:30	9	1	2	0	0	0	0	0
15:30	15:45	10	2	2	0	0	0	0	0
15:45	16:00	9	3	2	0	0	0	0	0
16:00	16:15	7	4	1	0	0	0	0	0
16:15	16:30	7	3	1	0	0	0	0	0
16:30	16:45	4	2	0	0	0	0	0	0
16:45	17:00	5	1	0	0	0	0	0	0
17:00	17:15	4	0	0	0	0	0	0	0
17:15	17:30	2	0	0	0	0	0	0	0
17:30	17:45	4	1	0	0	0	0	0	0
17:45	18:00	2	1	0	0	0	0	0	0
18:00	18:15	2	1	0	0	0	0	0	0
18:15	18:30	2	1	0	0	0	0	0	0
18:30	18:45	0	0	0	0	0	0	0	0
18:45	19:00	0	0	0	0	0	0	0	0
P/TOT		104	106.2						
Period Total:		104	106.2						



10297 / MIDDLETON-ON-SEA
July 2019
Classified Turning Count

SITE: 1

LOCATION: Taddon Way / Silver Birch Street / Ancion Lane

TOTAL ARMS: A B C D

from arm: C

to arm: all

DATE: 30/07/2019

DAY: Tuesday

per quarter of an hour										P/TOT																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																		
from		to		PCU factor		Interval		07:00 07:15		07:15 07:30		07:30 07:45		07:45 08:00		08:00 08:15		08:15 08:30		08:30 08:45		08:45 09:00		09:00 09:15		09:15 09:30		09:30 09:45		09:45 10:00		10:00 10:15		10:15 10:30		10:30 10:45		10:45 11:00		11:00 11:15		11:15 11:30		11:30 11:45		11:45 12:00		12:00 12:15		12:15 12:30		12:30 12:45		12:45 13:00		13:00 13:15		13:15 13:30		13:30 13:45		13:45 14:00		14:00 14:15		14:15 14:30		14:30 14:45		14:45 15:00		15:00 15:15		15:15 15:30		15:30 15:45		15:45 16:00		16:00 16:15		16:15 16:30		16:30 16:45		16:45 17:00		17:00 17:15		17:15 17:30		17:30 17:45		17:45 18:00		18:00 18:15		18:15 18:30		18:30 18:45		18:45 19:00		P/TOT		Period Total																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																		
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10297 / MIDDLETON-ON-SEA
July 2019
Classified Turning Count

SITE: 1										LOCATION: Yapton Way / Silver Birch Street / Ancton Lane										DATE: 30/07/2019																																																																																																			
TOTAL ARMS: A B C D																				DAY: Tuesday																																																																																																			
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DATE: 30/07/2019
DAY: Tuesday

SITE: 1
LOCATION: Yapton Way / Silver Birch Street / Ancion Lane

TOTAL ARMS:

from am:

from: 07:00
to: 19:00

DATE: 30/07/2019
DAY: Tuesday

per quarter of an hour										per quarter of an hour									
from	to	07:15	07:30	07:45	08:00	08:15	08:30	08:45	09:00	from	to	17:15	17:30	17:45	18:00	18:15	18:30	18:45	19:00
PCU Factor										PCU Factor									
07:00	07:15	07:30	07:45	08:00	08:15	08:30	08:45	09:00	09:15	10:00	10:15	10:30	10:45	11:00	11:15	11:30	11:45	12:00	12:15
6	1	1	1	1	1	1	1	1	1	6	1	1	1	1	1	1	1	1	1
4	1	1	1	1	1	1	1	1	1	8	2	0	0	0	0	0	0	0	0
11	0	1	1	1	1	1	1	1	1	13	2	1	0	0	0	0	0	0	0
4	2	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0
4	1	1	1	1	1	1	1	1	1	6	1	1	1	1	1	1	1	1	1
5	1	0	0	0	0	0	0	0	0	10	10	10	10	10	10	10	10	10	10
5	1	0	0	0	0	0	0	0	0	13	2	1	0	0	0	0	0	0	0
6	1	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0
6	1	0	0	0	0	0	0	0	0	10	10	10	10	10	10	10	10	10	10
6	1	0	0	0	0	0	0	0	0	13	2	1	0	0	0	0	0	0	0
6	1	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0
6	1	0	0	0	0	0	0	0	0	10	10	10	10	10	10	10	10	10	10
6	1	0	0	0	0	0	0	0	0	13	2	1	0	0	0	0	0	0	0
6	1	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0
6	1	0	0	0	0	0	0	0	0	10	10	10	10	10	10	10	10	10	10
6	1	0	0	0	0	0	0	0	0	13	2	1	0	0	0	0	0	0	0
6	1	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0
6	1	0	0	0	0	0	0	0	0	10	10	10	10	10	10	10	10	10	10
6	1	0	0	0	0	0	0	0	0	13	2	1	0	0	0	0	0	0	0
6	1	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0
6	1	0	0	0	0	0	0	0	0	10	10	10	10	10	10	10	10	10	10
6	1	0	0	0	0	0	0	0	0	13	2	1	0	0	0	0	0	0	0
6	1	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0
6	1	0	0	0	0	0	0	0	0	10	10	10	10	10	10	10	10	10	10
6	1	0	0	0	0	0	0	0	0	13	2	1	0	0	0	0	0	0	0
6	1	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0
6	1	0	0	0	0	0	0	0	0	10	10	10	10	10	10	10	10	10	10
6	1	0	0	0	0	0	0	0	0	13	2	1	0	0	0	0	0	0	0
6	1	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0
6	1	0	0	0	0	0	0	0	0	10	10	10	10	10	10	10	10	10	10
6	1	0	0	0	0	0	0	0	0	13	2	1	0	0	0	0	0	0	0
6	1	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0
6	1	0	0	0	0	0	0	0	0	10	10	10	10	10	10	10	10	10	10
6	1	0	0	0	0	0	0	0	0	13	2	1	0	0	0	0	0	0	0
6	1	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0
6	1	0	0	0	0	0	0	0	0	10	10	10	10	10	10	10	10	10	10
6	1	0	0	0	0	0	0	0	0	13	2	1	0	0	0	0	0	0	0
6	1	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0
6	1	0	0	0	0	0	0	0	0	10	10	10	10	10	10	10	10	10	10
6	1	0	0	0	0	0	0	0	0	13	2	1	0	0	0	0	0	0	0
6	1	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0
6	1	0	0	0	0	0	0	0	0	10	10	10	10	10	10	10	10	10	10
6	1	0	0	0	0	0	0	0	0	13	2	1	0	0	0	0	0	0	0
6	1	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0
6	1	0	0	0	0	0	0	0	0	10	10	10	10	10	10	10	10	10	10
6	1	0	0	0	0	0	0	0	0	13	2	1	0	0	0	0	0	0	0
6	1	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0
6	1	0	0	0	0	0	0	0	0	10	10	10	10	10	10	10	10	10	10
6	1	0	0	0	0	0	0	0	0	13	2	1	0	0	0	0	0	0	0
6	1	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0
6	1	0	0	0	0	0	0	0	0	10	10	10	10	10	10	10	10	10	10
6	1	0	0	0	0	0	0	0	0	13	2	1	0	0	0	0	0	0	0
6	1	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0
6	1	0	0	0	0	0	0	0	0	10	10	10	10	10	10	10	10	10	10
6	1	0	0	0	0	0	0	0	0	13	2	1	0	0	0	0	0	0	0
6	1	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0
6	1	0	0	0	0	0	0	0	0	10	10	10	10	10	10	10	10	10	10
6	1	0	0	0	0	0	0	0	0	13	2	1	0	0	0	0	0	0	0
6	1	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0
6	1	0	0	0	0	0	0	0	0	10	10	10	10	10	10	10	10	10	10
6	1	0	0	0	0	0	0	0	0	13	2	1	0	0	0	0	0	0	0
6	1	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0
6	1	0	0	0	0	0	0	0	0	10	10	10	10	10	10	10	10	10	10
6	1	0	0	0	0	0	0	0	0	13	2	1	0	0	0	0	0	0	0
6	1	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0
6	1	0	0	0	0	0	0	0	0	10	10	10	10	10	10	10	10	10	10
6	1	0	0	0	0	0	0	0	0	13	2	1	0	0	0	0	0	0	0
6	1	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0
6	1	0	0	0	0	0	0	0	0	10	10	10	10	10	10	10	10	10	10
6	1	0	0	0	0	0	0	0	0	13	2	1	0	0	0	0	0	0	0
6	1	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0
6	1	0	0	0	0	0	0	0	0	10	10	10	10	10	10	10	10	10	10
6	1	0	0	0	0	0	0	0	0	13	2	1	0	0	0	0	0	0	0
6	1	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0
6	1	0	0	0	0	0	0	0	0	10	10	10	10	10	10	10	10	10	10
6	1	0	0	0	0	0	0	0	0	13	2	1	0	0	0	0	0	0	0
6	1	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0
6	1	0	0	0	0	0	0	0	0	10	10	10	10	10	10	10	10	10	10
6	1	0	0	0	0	0	0	0	0	13	2	1	0	0	0	0	0	0	0
6	1	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0
6	1	0	0	0	0	0	0	0	0	10	10	10	10	10	10	10	10	10	10
6	1	0	0	0	0	0	0	0	0	13	2	1	0	0	0	0	0	0	0
6	1	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0
6	1	0	0	0	0	0	0	0	0	10	10	10	10	10	10	10	10	10	10
6	1	0	0	0	0	0	0	0	0	13	2	1	0	0	0	0	0	0	0
6	1	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0
6	1	0	0	0	0	0	0	0	0	10	10	10	10	10	10	10	10	10	10
6	1	0	0	0	0	0													

TOTAL ARMS:

1

Appendix

Appendix

0001-91

0001-91

2024

2024

Period	113	27	6	0	0	0	0	0	0	146	149
Total	113	27	6	0	0	0	0	0	0	146	149

HGV 6



10297 / MIDDLETON-ON-SEA
July 2019
Classified Turning Count

SITE 1									
LOCATION: Taddon Way / Silver Birch Street / Ancdon Lane									
TOTAL ARMS: A B C D									
from to per quarter of an hour									
from	to	07:15	07:30	07:45	08:00	08:15	08:30	08:45	09:00
PCU Factor	Interval	07:15	07:30	07:45	08:00	08:15	08:30	08:45	09:00
0.700	07:15	0	0	0	0	0	0	0	0
0.715	07:30	0	0	0	0	0	0	0	0
0.730	07:45	0	0	0	0	0	0	0	0
0.745	08:00	0	0	0	0	0	0	0	0
0.800	08:15	0	0	0	0	0	0	0	0
0.815	08:30	0	0	0	0	0	0	0	0
0.830	08:45	0	0	0	0	0	0	0	0
0.845	09:00	0	0	0	0	0	0	0	0
0.900	09:15	0	0	0	0	0	0	0	0
0.915	09:30	0	0	0	0	0	0	0	0
0.930	09:45	0	0	0	0	0	0	0	0
0.945	10:00	0	0	0	0	0	0	0	0
10:00	10:15	0	0	0	0	0	0	0	0
10:15	10:30	0	0	0	0	0	0	0	0
10:30	10:45	0	0	0	0	0	0	0	0
10:45	11:00	0	0	0	0	0	0	0	0
11:00	11:15	0	0	0	0	0	0	0	0
11:15	11:30	0	0	0	0	0	0	0	0
11:30	11:45	0	0	0	0	0	0	0	0
11:45	12:00	0	0	0	0	0	0	0	0
12:00	12:15	0	0	0	0	0	0	0	0
12:15	12:30	0	0	0	0	0	0	0	0
12:30	12:45	0	0	0	0	0	0	0	0
12:45	13:00	0	0	0	0	0	0	0	0
13:00	13:15	0	0	0	0	0	0	0	0
13:15	13:30	0	0	0	0	0	0	0	0
13:30	13:45	0	0	0	0	0	0	0	0
13:45	14:00	0	0	0	0	0	0	0	0
14:00	14:15	0	0	0	0	0	0	0	0
14:15	14:30	0	0	0	0	0	0	0	0
14:30	14:45	0	0	0	0	0	0	0	0
14:45	15:00	0	0	0	0	0	0	0	0
15:00	15:15	0	0	0	0	0	0	0	0
15:15	15:30	0	0	0	0	0	0	0	0
15:30	15:45	0	0	0	0	0	0	0	0
15:45	16:00	0	0	0	0	0	0	0	0
16:00	16:15	0	0	0	0	0	0	0	0
16:15	16:30	0	0	0	0	0	0	0	0
16:30	16:45	0	0	0	0	0	0	0	0
16:45	17:00	0	0	0	0	0	0	0	0
17:00	17:15	0	0	0	0	0	0	0	0
17:15	17:30	0	0	0	0	0	0	0	0
17:30	17:45	0	0	0	0	0	0	0	0
17:45	18:00	0	0	0	0	0	0	0	0
18:00	18:15	0	0	0	0	0	0	0	0
18:15	18:30	0	0	0	0	0	0	0	0
18:30	18:45	0	0	0	0	0	0	0	0
18:45	19:00	0	0	0	0	0	0	0	0
P/TOI		0	0	0	0	0	0	0	0
Period Total:		0	0	0	0	0	0	0	0

Period Total:



10297 / MIDDLETON-ON-SEA
July 2019
Classified Turning Count

SITE: 1									
LOCATION: Yapton Way / Silver Birch Street / Ancion Lane									
TOTAL ARMS: A B C D									
from to									
PCU Factor									
Interval									
from to									
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APPENDIX 02

Accident Data

Middleton on Sea – SLR Consulting Ltd –

Collision report 01/07/2014 – 30/06/2019

Date produced
29 July 2019

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

Sussex Safer Roads
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 (2)

- ▲ Fatal (0)
- Serious (0)
- Slight (2)

26/01/2018
1800464

30/08/2017
1704897

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Sussex Safer Roads
PARTNERSHIP

Silver Birch Drive, Middleton on Sea
Collision Dates 01/07/2014 - 30/06/2019
SLR Consulting Ltd

SCALE	1 : 2000
DATE	29/07/2019
DRAWING No.	
DRAWN BY	

Details of Personal Injury Accidents for Period - 01/07/2014 to 30/06/2019 (60) months

Selection: Notes:

Selected using Manual Selection

			Vehicles				Casualties		
Police Ref.	Day	Location Description	Veh No / Type / Mark / 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:									

1704897 Wednesday U SUNDALE LANE BOGNOR REGIS Veh 1 Car Going ahead W to E
 30/08/2017 AT JUNCTION OF B2132 YAPTON Veh 2 Pedal cycle Turning left S to W Dri M 14 Slight
 R1: U 1330hrs ROAD OUTSIDE AT JUNC
 R2: B 2132 Daylight: street lights present
 E 497,372 Wet/Damp
 N 100,423 Raining without high winds
 30 mph

V2 HAD BEEN NORTH ON THE EAST PAVEMENT ON YAPTON ROAD ABOUT TO TURN LEFT INTO SUNDALE LANE WHEN THEY COLLIDED

1800464 Friday B2132 YAPTON ROAD MIDDLETON Veh 1 Car Going ahead RH bend N to SW Dri M 23 Slight
 26/01/2018 66M NORTH OF U ANCTON LANE
 R1: B 2132 1954hrs
 Darkness: street lights present a
 E 497,431 Dry
 N 100,785 Fine without high winds
 30 mph

Causation Factor: Participant: Confidence:
 1st: Loss of control Vehicle 1 Very Likely
 SINGLE VEHICLE TRAVELLING SOUTH ALONG YAPTON ROAD, NEGOTIATED A SLIGHT RIGHT HAND BEND AND LOST CONTROL.

APPENDIX 03

TRICS Output Data

Calculation Reference: AUDIT-529501-190906-0911

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH
 Category : F - CARE HOME (ELDERLY RESIDENTIAL)

VEHICLESSelected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	WG WOKINGHAM	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
10	WALES	
	SW SWANSEA	1 days
11	SCOTLAND	
	AG ANGUS	1 days
	SR STIRLING	1 days
12	CONNAUGHT	
	CS SLIGO	1 days

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

Secondary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Number of residents
 Actual Range: 48 to 99 (units:)
 Range Selected by User: 40 to 150 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/11 to 02/05/19

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

Selected survey days:

Monday	1 days
Tuesday	1 days
Wednesday	3 days
Sunday	3 days

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

Selected survey types:

Manual count	8 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Edge of Town Centre	2
Suburban Area (PPS6 Out of Centre)	4
Edge of Town	2

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	7
No Sub Category	1

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

Secondary Filtering selection:Use Class:

C2

8 days

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

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	2 days
10,001 to 15,000	1 days
15,001 to 20,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	2 days

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

Population within 5 miles:

5,001 to 25,000	2 days
25,001 to 50,000	2 days
50,001 to 75,000	1 days
125,001 to 250,000	3 days

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

Car ownership within 5 miles:

1.1 to 1.5	7 days
1.6 to 2.0	1 days

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

Travel Plan:

No

8 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present

8 days

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

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

VEHICLES**Calculation factor: 1 RESIDE****Estimated TRIP rate value per 66 RESIDE shown in shaded columns****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	8	67	0.151	9.974	8	67	0.056	3.694	8	67	0.207	13.668
08:00 - 09:00	8	67	0.073	4.802	8	67	0.039	2.586	8	67	0.112	7.388
09:00 - 10:00	8	67	0.088	5.787	8	67	0.045	2.955	8	67	0.133	8.742
10:00 - 11:00	8	67	0.080	5.295	8	67	0.050	3.325	8	67	0.130	8.620
11:00 - 12:00	8	67	0.097	6.403	8	67	0.073	4.802	8	67	0.170	11.205
12:00 - 13:00	8	67	0.063	4.187	8	67	0.075	4.925	8	67	0.138	9.112
13:00 - 14:00	8	67	0.108	7.142	8	67	0.114	7.511	8	67	0.222	14.653
14:00 - 15:00	8	67	0.127	8.373	8	67	0.127	8.373	8	67	0.254	16.746
15:00 - 16:00	8	67	0.086	5.664	8	67	0.101	6.649	8	67	0.187	12.313
16:00 - 17:00	8	67	0.056	3.694	8	67	0.123	8.127	8	67	0.179	11.821
17:00 - 18:00	8	67	0.058	3.817	8	67	0.134	8.866	8	67	0.192	12.683
18:00 - 19:00	8	67	0.043	2.832	8	67	0.071	4.679	8	67	0.114	7.511
19:00 - 20:00	7	62	0.043	2.870	7	62	0.062	4.078	7	62	0.105	6.948
20:00 - 21:00	7	62	0.018	1.208	7	62	0.037	2.416	7	62	0.055	3.624
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			1.091	72.048			1.107	72.986			2.198	145.034

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

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

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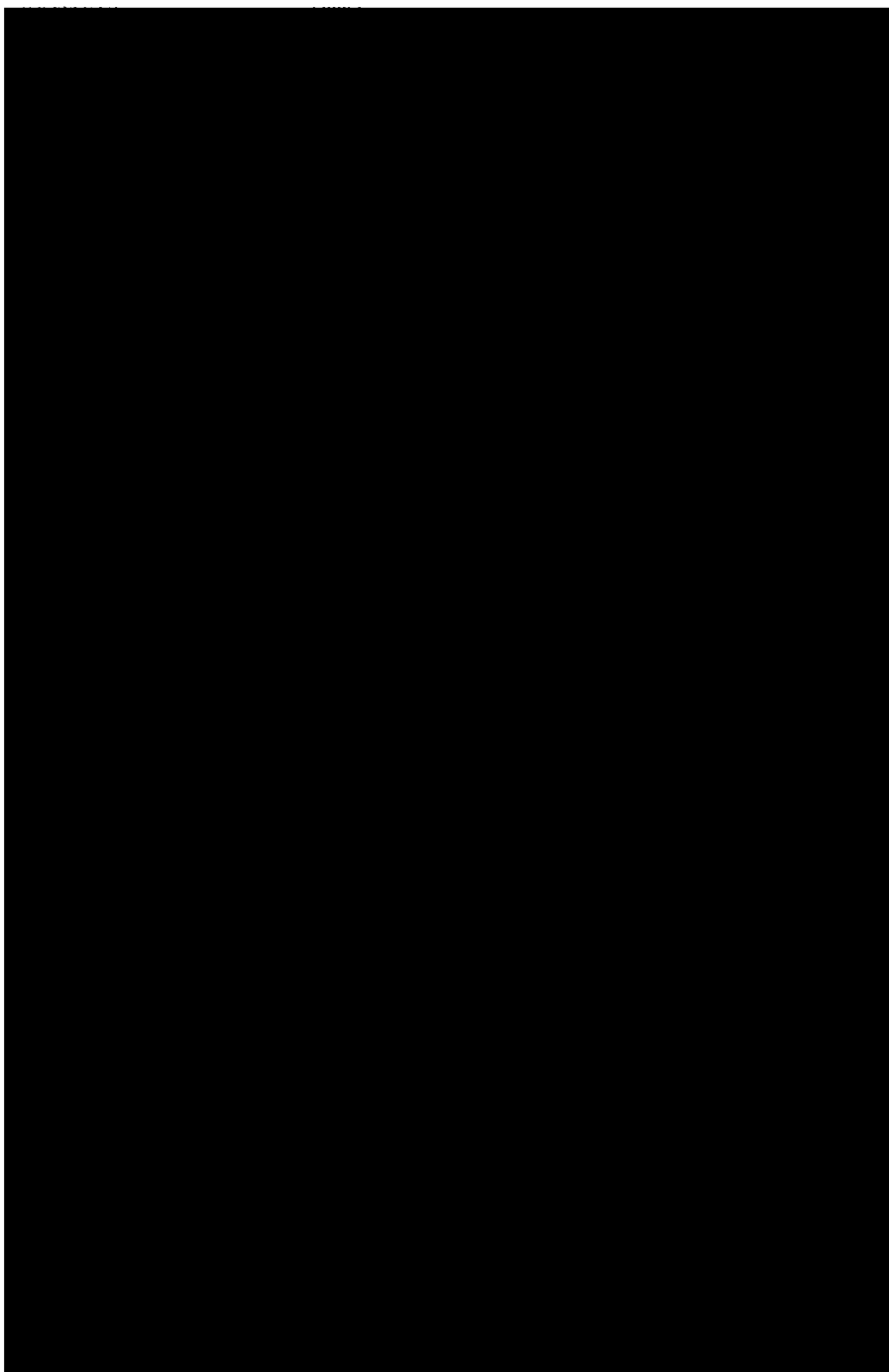
Parameter summary

Trip rate parameter range selected:	48 - 99 (units:)
Survey date date range:	01/01/11 - 02/05/19
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	3
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

EUROPEAN OFFICES

United Kingdom



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