

Highgate*Transportation*

Pagham South

**Proposed Residential Development and Community Hub
Pagham Road, Pagham**

**Cumulative Impact Arising from Possible Development at
Hook Lane and Sefter Road**

**Addendum Transport Assessment
(ATA/02)**

January 2017

www.highgatetransportation.co.uk

Copyright © Highgate Transportation Limited

The material presented in this report is the property of Highgate Transportation Limited and shall not be used by or distributed or made available to any other company or person without the knowledge and written consent of Highgate Transportation Limited.

Contents	Page
1.0 Introduction	1
2.0 Enlarged Study Area and Assessment Parameters	4
3.0 Trip Generation	6
4.0 Trip Distribution	9
5.0 Forecast Traffic Flows	11
6.0 Impact Appraisal – Local Highway Network for Pagham South	14
7.0 Impact Appraisal – Wider Highway Network	15
8.0 Arun District Council Approach to Mitigation	22
9.0 Summary and Conclusions	23

List of Addendum Figures

Figure 1.1	Pagham South, Hook Lane and Sefter Road Site Locations
Figure 2.1	The Enlarged Study Area

List of Addendum Appendices

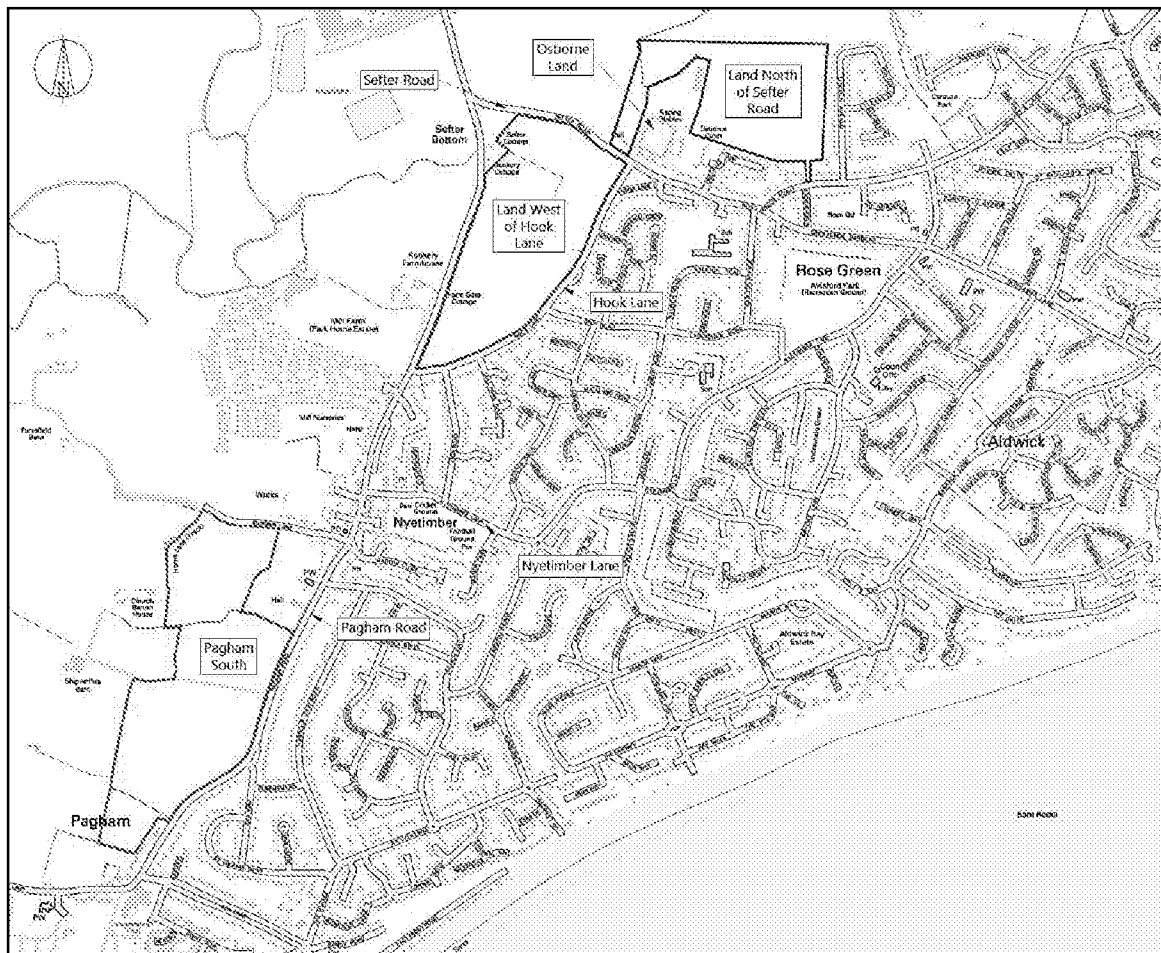
Appendix 1	Additional Traffic Flow Data
Appendix 2	Additional Turning Movement Diagrams
Appendix 3	Development Traffic Distribution Diagrams
Appendix 4	Supporting Distribution Diagrams
Appendix 5	Development Traffic Flow Diagrams
Appendix 6	TEMPO Data
Appendix 7	Future Year Traffic Flow Diagrams
Appendix 8	Modelling Outputs – Pagham South Site Access Junctions
Appendix 9	Modelling Outputs – 2017
Appendix 10	Modelling Outputs – 2022 and 2027

1.0 Introduction

- 1.1 Highgate Transportation Limited have been appointed by Hanbury PM Ltd to carry out the transport assessment work to support their planning application for residential development and creation of a community hub on land at Pagham South and which lies to west of Pagham Road. The planning application is submitted in outline with all matters reserved except for access.
- 1.2 The transport assessment work has been prepared as two freestanding reports. Report TA/01 should be read first as it considers the development impact arising from the proposals at Pagham South. TA/01 is referred to as the Transport Assessment and sets out all the technical detail such as trip rates, trip distribution and assignment, background traffic flows and committed development that will also be relied on in this addendum study. It should be noted that TA/01 concluded that:
 - i. The proposed site access junctions can be provided with sufficient junction visibility and capacity, and are suitable for all users.
 - ii. The masterplan demonstrates the new development is permeable for pedestrians and cyclists, and has good connectivity to the surrounding transport network.
 - iii. The impact of the Pagham South development on the local highway network is not severe, and is able to be accommodated.
 - iv. It is considered that the Travel Plan measures proposed to support the development are suitable, and will help to improve sustainability of the site by encouraging new and existing residents to walk, cycle and reduce car miles travelled.
 - v. This study confirms that no further mitigation measures are required.
 - vi. This Transport Assessment concludes that there are no transport related reasons why the development at Pagham South should be refused planning permission.
- 1.3 This report (ATA/02) supersedes the Addendum Transport Assessment report ATA/01, which was previously submitted with the planning application and accompanied the Transport Assessment. As such, it typically does not repeat the work of TA/01 but includes references (paragraph numbers, figures and appendices) from that report where appropriate. The first addendum report ATA/01 took account of the cumulative impact arising if the residential development proposed at the two other Pagham sites identified in the emerging Local Plan (Sefter Road and Hook Lane) come forward, as well as a smaller development on part of the Osborne land adjacent to the Sefter Road site.
- 1.4 This report (ATA/02) will mirror ATA/01, but include for an update to the modelling of the Lower Bognor Road junction with Pagham Road and also modelling for the following junction assessments:
 - i. Gossamer Lane junction with Aldwick Road.
 - ii. Lower Bognor Road junction with Chalcraft Lane and Hewarts Lane.
 - iii. Lower Bognor Road junction with Aldwick Road and Aldwick Fields.
 - iv. B2166 Aldwick Road junction with West Meads Drive and Hawthorne Road.

- v. Nyetimber Lane junction with Tabard Gate.
- 1.5 Arun District Council have requested this cumulative study approach from each developer team as a means of assessing impact, as they have no other way of quantifying this at present nor do they have a CIL in place as a mechanism to fund possible mitigation by means of a levy.
- 1.6 In summary, each development site proposes the following:
- i. Pagham South – up to 400 residential dwellings, a 2000sqm GFA local centre including a 500 sqm GFA convenience store, a 70 bed care home and a single form entry primary school. Vehicular access is via two new priority junctions onto Pagham Road.
 - ii. Hook Lane – up to 300 residential dwellings and an 80 bed care home. The proposal includes the option of accommodating a two form entry primary school instead of some of the housing. Vehicular access is from three new priority junctions – one onto Pagham Road and two onto Hook Lane.
 - iii. Sefter Road – up to 280 dwellings and a single form entry primary school. Vehicular access from a new priority junction onto Sefter Road.
 - iv. Sefter Road – additional 60 dwellings.
- 1.7 It should be noted that for the purposes of the traffic assessments, the land off Hook Lane has been assessed with 300 houses and an 80-bed care home as this scenario presents the highest trip generation and is therefore considered to be a robust approach. If the primary school was to be built this would replace a proportion of the proposed dwellings.
- 1.8 The locations of the Pagham South, Sefter Road and Hook Lane sites are shown in **Figure 1.1** from TA/01, which is reproduced below for ease of reference.

Figure 1.1 – Pagham South, Hook Lane and Sefter Road site locations



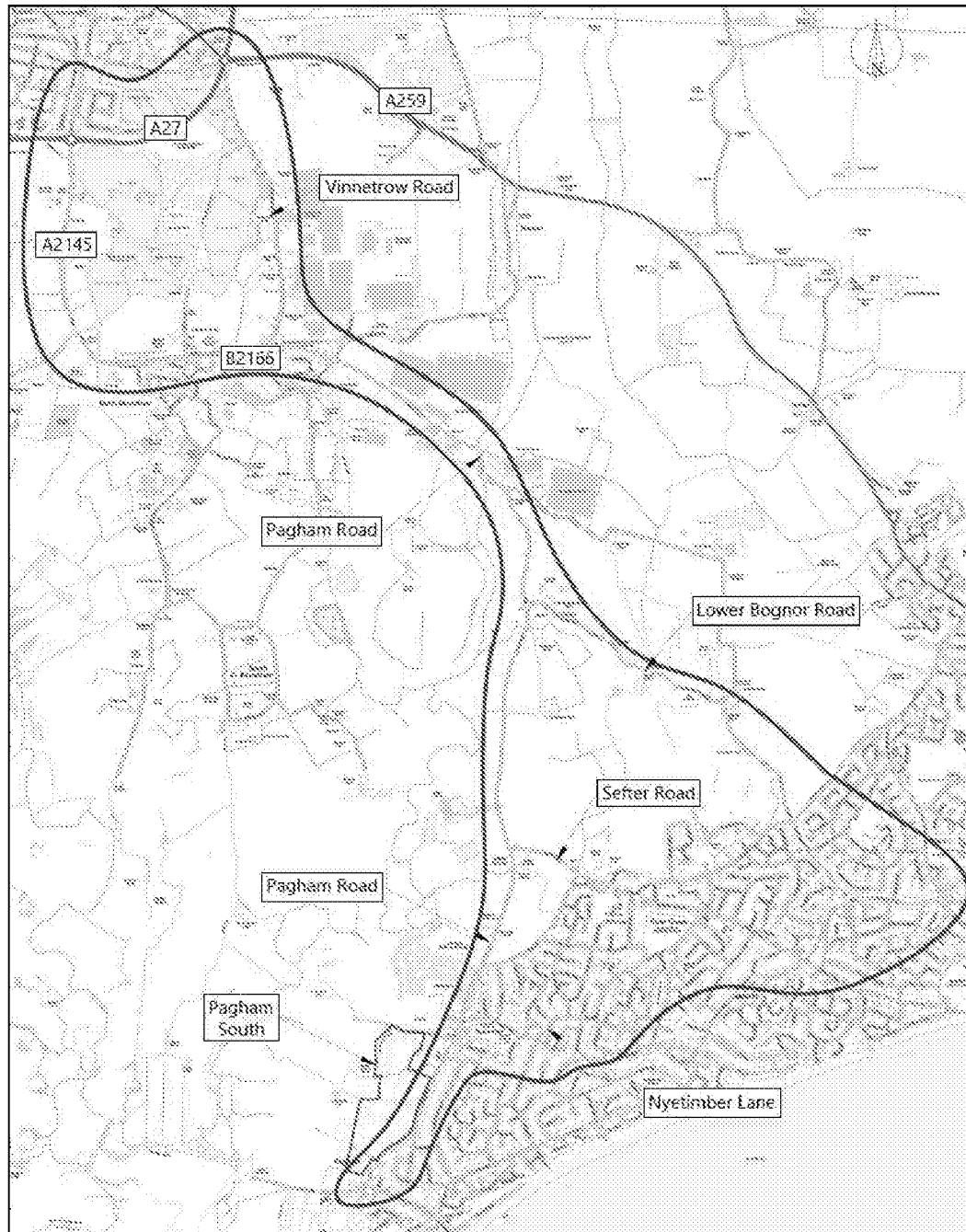
Reproduced by Stanfords by permission of Ordnance Survey© on behalf of the Controller of Her Majesty's Stationary Office.
All rights reserved. Ref. number O11055881. ©Crown copyright and database rights 2016 (OS Licence 100035409).

- 1.9 Pre-application discussions have taken place between the highway consultants of each of the three development teams to agree a joint approach to the parameters to be used. For the avoidance of doubt these are the parameters used in TA/01.
- 1.10 Pre-application discussions have subsequently taken place with highway officers at West Sussex County Council and at Highways England which has resulted in agreement to this joint approach and the parameters to be used. A further study, Addendum Transport Assessment 03, will consider the cumulative impact of the development sites listed in **paragraph 1.6** above on the strategic trunk road network of the A27 south of Chichester.

2.0 Enlarged Study Area and Assessment Parameters

2.1 The enlarged study area is shown in **Figure 2.1** below.

Figure 2.1 - The enlarged study area



Reproduced by Stanfords by permission of Ordnance Survey© on behalf of the Controller of Her Majesty's Stationery Office.
All rights reserved. Ref. number 01055831. ©Crown copyright and database rights 2016 (OS Licence 100035409).

2.2 Compared with TA/01 the study area now includes the following locations:

- i. Gossamer Lane junction with Aldwick Road.
- ii. Lower Bognor Road junction with Chalcraft Lane and Hewarts Lane.
- iii. Lower Bognor Road junction with Aldwick Road and Aldwick Fields.
- iv. B2166 Aldwick Road junction with West Meads Drive and Hawthorne Road.
- v. Nyetimber Lane junction with Tabard Gate.

2.3 Traffic flow data from these locations has also been agreed and is contained in **Appendix 1** and turning flow diagrams for each junction are contained in **Appendix 2**.

2.4 Other parameters agreed include:

- i. Committed developments – These are set out in **paragraph 7.4** of TA/01.
- ii. Assessment Years – 2022 and 2027.
- iii. Growth rates and where to be applied – These are set out in **Section 7.0** of TA/01 and **Section 5.0** of this report.
- iv. Trip rates for each use and the amount of development trips external to Pagham – These are set out in **Section 6.0** of TA/01 and considered in more detail in **Section 3.0** of this report.
- v. Trip distribution – This is set out in **Section 6.0** and **Section 9.0** of TA/01 and is considered in more detail in **Section 4.0** of this report.
- vi. Modelling parameters – This is discussed in **Section 7.0** of this report.

3.0 Trip Generation

- 3.1 The trip generation parameters for Pagham South are set out **Table 6.1** of TA/01. It has been agreed with WSCC and HE that they are suitable for use in the cumulative assessment. For ease of reference the trip rates for each land use are summarised in **Table 3.1** below.

Table 3.1 – Vehicular trip rates

Land Use	Units	Trip Rates (per unit)			
		AM Peak Hour		PM Peak Hour	
		Arrival	Departure	Arrival	Departure
Proposed Houses	/unit	0.144	0.359	0.299	0.179
Care Home	/bed	0.071	0.045	0.071	0.115
Primary School – (210 pupils)	/Pupil	0.267	0.195	0.071	0.076
Convenience Store	/100sqm GFA	8.382	7.666	11.415	10.826
Local Centre	/100sqm GFA	4.074	3.519	3.333	5.926

- 3.2 The above trip rates have been applied, where relevant, to all of the four development sites that form the cumulative impact assessment in order to identify the forecast vehicle trips arising from the proposed land uses, and this is summarised in **Table 3.2** below.

Table 3.2 – Vehicular trip assessment

Site	Units	Vehicular Trips Summary			
		AM Peak Hour		PM Peak Hour	
		Arrival	Departure	Arrival	Departure
Pagham South	400 dwellings	58	144	120	71
	70-bed care home	5	3	5	8
	1-form entry primary school	56	41	15	16
	Local Centre	103	91	107	143
<i>Total</i>		<i>245</i>	<i>302</i>	<i>289</i>	<i>256</i>
Land off Hook Lane	300 dwellings	43	108	90	54
	80-bed care home	6	4	6	9
<i>Total</i>		<i>49</i>	<i>112</i>	<i>96</i>	<i>63</i>
Land N of Sefter Road (TW)	280 dwellings	40	101*	84	50
	1-form entry primary school	56	41	15	16
Land N of Sefter Road (Osborne)	60 dwellings	9	22*	18	11
<i>Total</i>		<i>105</i>	<i>163*</i>	<i>117</i>	<i>77</i>

*Adjustment for rounding

- 3.3 TA/01 sets out the level of trip containment within the Pagham South site in terms of trips associated with the proposed primary school and the local centre (see **Table 6.2** and **Table 6.3** of TA/01).
- 3.4 The assessment of the traffic associated with the proposed primary school on land north of Sefter Road also accounts for an equivalent level of containment, which has also been agreed with highway officers. Therefore overall trip numbers to be added to the network for assessment are summarised in **Table 3.3** below.

Table 3.3 – Vehicular trip generation summary

Site	AM Peak Hour (0800-0900)		PM Peak Hour (1700-1800)	
	Arrival	Departure	Arrival	Departure
Pagham South	187	251	226	211
Hook Lane	49	112	96	63
Land North of Sefton Road	86	137	112	72
<i>Total</i>	<i>322</i>	<i>500</i>	<i>434</i>	<i>346</i>

- 3.5 From this it can be seen that the combined level of development traffic is expected to be in the order of around 800 vehicles in each peak hour.

4.0 Trip Distribution

- 4.1 The trip distribution for this Addendum TA is based on the parameters agreed and set out during the scoping and pre-application stages. The Pagham South development traffic has been distributed as per the methodology set out in **Section 6.0** of TA/01. The development distribution for the Hook Lane site has been provided by the transport consultant RPS, based on the agreed joint methodology and their site location.
- 4.2 Similarly the development distribution for the larger of the two sites on land north of Sefter Road has been provided by the transport consultant C&A, based on the agreed joint methodology and their site location. This report assumes that the trip distribution for the adjoining site of up to 60 dwellings should be based on the same parameters as the adjacent larger site.
- 4.3 The flow distribution diagrams for each individual site are contained in **Appendix 3** supported by percentage distribution flow diagrams that are contained in **Appendix 4** where these have been made available.
- 4.4 **Section 9.0** of TA/01 sets out the trip distribution of the wider area and is set out below for ease of reference.

Pagham South Distribution

- 4.5 The wider trip distribution for the Pagham South residential element can be summarised as follows:
- i. B2166 north to A27 Chichester 50%
 - ii. Nyetimber Lane 25%
 - iii. Hook Lane 25%
 - iv. Sefter Road East 20%
 - v. Gossamer Lane 20%
- 4.6 The wider trip distribution for the Pagham South retail element can be summarised as follows:
- i. Pagham Road south of Nyetimber Lane 21.5%
 - ii. Nyetimber Lane 40%
 - iii. Hook Lane 38.5%
 - iv. Sefter Road East 19%
 - v. Gossamer Lane 21%
- 4.7 The wider trip distribution for the Pagham South primary school element can be summarised is as follows:
- i. South on Pagham Road 12.4%
 - ii. Nyetimber Lane 56.4%
 - iii. Hook Lane 20.2%
 - iv. Sefter Road East 9.9%
 - v. Gossamer Lane 22.8%

- 4.8 Traffic flow diagrams for the combined development sites are contained in **Appendix 5** for reference.

5.0 Forecast Traffic Flows

- 5.1 A growth factor has been applied to the peak hour traffic flow survey information to forecast traffic in 2017, 2022 and 2027, using the industry standard TEMPRO program with NTEM adjustment factors.
- 5.2 The growth rates from the TEMPRO programme are set out below in **Table 5.1** and **Table 5.2** respectively for 2015 and 2016 survey data, the data is contained in **Appendix 6** for reference.

Table 5.1 – Growth rates (2015)

	Road Type	Growth Rate
2015-2017		
AM Peak	Principal Roads	1.0300
PM Peak	Principal Roads	1.0325
2015-2022		
AM Peak	Principal Roads	1.1123
PM Peak	Principal Roads	1.1155
2015-2027		
AM Peak	Principal Roads	1.1774
PM Peak	Principal Roads	1.1822

Table 5.2 – Growth rates (2016)

	Road Type	Growth Rate
2016-2017		
AM Peak	Principal Roads	1.0164
	Trunk Roads	1.0167
PM Peak	Principal Roads	1.0164
	Trunk Roads	1.0167
2016-2022		
AM Peak	Principal Roads	1.0976
	Trunk Roads	1.1022
PM Peak	Principal Roads	1.0981
	Trunk Roads	1.1027
2016-2027		
AM Peak	Principal Roads	1.1618
	Trunk Roads	1.1717
PM Peak	Principal Roads	1.1638
	Trunk Roads	1.1737

- 5.3 TEMPRO includes for additional households and jobs as part of the above growth. The housing proposed is likely to be in the region of 1,040 dwellings, plus employment, as such, in order to avoid overestimating the increase in the local area and double counting of trips, it is proposed that for this combined assessment only part of the growth is applied.

- 5.4 The growth therefore needs to include further adjustments to the assumptions used in TEMPRO to discount the level of housing proposed and the committed developments in Pagham Land at Summer Lane (90 dwellings, ref: P/58/15) and 251 Pagham Road (40 dwellings, ref: P/125/14), as set out in **Section 7.0** of TA/01 (a further 130 dwellings). For the purposes of this report the reduction in growth rates would apply to the local area but not the A27 trunk road, where the full growth will be applied.
- 5.5 Estimated build-out and occupation rates based on all committed and proposed development sites coming forward are set out in **Table 5.3** below. This assumes that the two committed schemes (detailed in **paragraph 5.4** above) will be occupied in 2018.

Table 5.3 – Estimated occupation rate

	Year									
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
Annual Build Rate	180	125	125	125	125	125	125	100	75	65
Cumulative Total	180	305	430	555	680	805	930	1,030	1,105	1,170

- 5.6 Therefore, in the assessment year of 2022, there could be up to around 680 new houses occupied in Pagham with all 1,170 houses occupied by 2027.
- 5.7 From an analysis of the TEMPRO programmes, it can be seen that 391 additional homes have been accounted for between 2015 and 2022, with 614 additional houses in total between 2015 and 2027; and that 337 additional homes have already been accounted for between 2016 and 2022, with 560 additional houses in total between 2016 and 2027. Therefore, in consideration of **Table 5.3** above, it is considered appropriate to strip out these housing assumptions from the growth adjustment figures.
- 5.8 By reducing the forecast housing supply already accounted for in TEMPRO provides the following adjusted growth rates for use on the road network within and surrounding Pagham (data also contained in **Appendix 6**) using Urban Principal roads (Arun 019):

i.	2015-2022 AM	1.0626
ii.	2015-2022 PM	1.0582
iii.	2015-2027 AM	1.0978
iv.	2015-2027 PM	1.0905
v.	2016-2022 AM	1.0553
vi.	2016-2022 PM	1.0495
vii.	2016-2027 AM	1.0902
viii.	2016-2027 PM	1.0814

- 5.9 The future year traffic flow diagrams are included in **Appendix 7**, which include the two committed sites within the base flows as per TA/01. The future year plus development flow diagrams are also contained in **Appendix 7** for reference.

6.0 Impact Appraisal – Local Highway Network To Pagham South

- 6.1 The highway capacity of the proposed site access junctions for Pagham South have been assessed using PICADY software and the results are contained in **Appendix 8** and summarised for each junction in **Tables 8.1** and **8.2** below for a future year of 2022, and **Tables 8.3** and **8.4** below for a future year of 2027. All scenarios take into account committed developments and the other promoted developments in Pagham as set out in **paragraph 1.3**.

Table 8.1 – Northern Site Access ‘With Development’ PICADY results 2022

Arm	AM Peak (0800-0900)			PM Peak (1700-1800)		
	RFC	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)
Site Access	0.31	1	9	0.34	1	10
Pagham Road	0.16	0	6	0.17	0	6

Table 8.2 – Southern Site Access ‘With Development’ PICADY results 2022

Arm	AM Peak (0800-0900)			PM Peak (1700-1800)		
	RFC	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)
Site Access	0.14	0	7	0.07	0	6
Pagham Road	0.06	0	6	0.11	0	6

Table 8.3 – Northern Site Access ‘With Development’ PICADY results 2027

Arm	AM Peak (0800-0900)			PM Peak (1700-1800)		
	RFC	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)
Site Access	0.32	1	9	0.34	1	10
Pagham Road	0.16	0	6	0.17	0	6

Table 8.4 – Southern Site Access ‘With Development’ PICADY results 2027

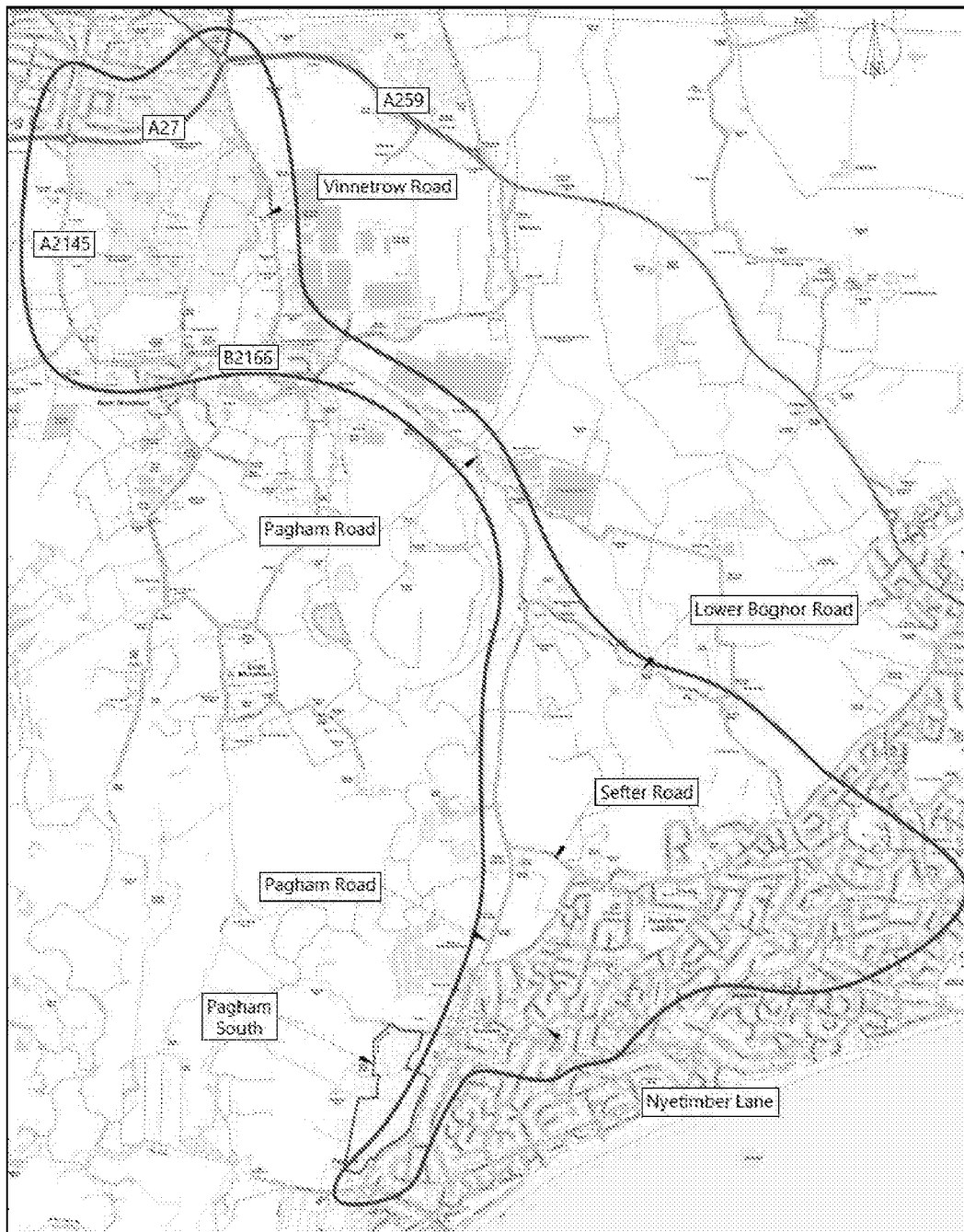
Arm	AM Peak (0800-0900)			PM Peak (1700-1800)		
	RFC	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)
Site Access	0.14	0	7	0.07	0	6
Pagham Road	0.06	0	6	0.11	0	6

- 6.2 These tables show that both of the proposed site access junctions work well within capacity in the future assessment years of 2022 and 2027.

7.0 Impact Appraisal – Wider Highway Network

- 7.1 This section of the study considers the impact arising on the wider highway network identified within the study area shown in **Figure 2.1** which is replicated below for ease of reference.

Figure 2.1 – The study area



Reproduced by Stanfords by permission of Ordnance Survey© on behalf of the Controller of Her Majesty's Stationery Office.
All rights reserved. Ref. number 01055681. ©Crown copyright and database rights 2016 (OS Licence 10005540/9).

- 7.2 The trip distribution and generation figures discussed in **Section 4.0** and **Section 5.0** are provided as flow diagrams for the wider area in **Appendix 6**. The two committed development schemes have been added onto the base traffic flows post application of growth rates.
- 7.3 The wider area modelling of existing junctions will include for the following scenarios for both the AM and PM peak periods:
- i. 2017 no development
 - ii. 2022 no development
 - iii. 2022 with all development
 - iv. 2027 no development
 - v. 2027 with all development
- 7.4 Further to **paragraph 7.2** above, the base traffic flows in 2017, 2022 and 2027 include for the two committed development sites.
- 7.5 Therefore junction modelling has been carried out in the respective modelling programmes, PICADY, ARCADY (both Junctions 9) and LINSIG (version 3), and the results are tabulated below in **Table 7.1** for a base year of 2017, and in **Table 7.2** and **Table 7.3** for the future years of 2022 and 2027 respectively. The modelling reports are contained in **Appendix 9** (2017) and **Appendix 10** (2022 and 2027) for reference.

Table 7.1 – Junction modelling results 2017

Junction	AM Peak (0800-0900)			PM Peak (1700-1800)		
	RFC (%)	Queue (Veh)	Delay (s)	RFC (%)	Queue (Veh)	Delay (s)
PICADY						
Pagham Road j/w Nyetimber Lane	0.19	0	9	0.31	0	12
Pagham Road j/w Hook Lane	0.38	1	11	0.40	1	10
Pagham Road j/w Sefter Road	0.60	1	20	0.35	1	14
Pagham Road j/w Lower Bognor Road	0.89	6	61	0.69	2	33
ARCADY						
B2166 j/w Vinnetrow Road	0.63	2	7	0.68	3	16
B2166 j/w B2145	0.70	2	9	0.73	3	10
Aldwick Road j/w Gossamer Lane	0.47	1	6	0.42	1	6
Lower Bognor Road j/w Aldwick Road	0.25	0	4	0.31	1	4
Nyetimber Lane j/w Tabard Gate	0.24	0	4	0.21	0	4
Aldwick Road j/w West Meads Drive	0.24	0	3	0.41	1	4
Lower Bognor Road j/w Chalcraft Lane	0.44	1	6	0.59	1	9
LINSIG						
Nyetimber Lane j/w Grosvenor Gds	0.89	11	51	0.82	10	43

7.6 It can be seen from the above that all the junctions generally operate well within capacity with 2017 traffic flow data, although the following notes are made:

- i. The Lower Bognor Road priority junction with the B2166 Pagham Road reaches an operational capacity of 89% in the AM peak hour.
- ii. The B2166 roundabout junction with the B2146 is at around 70% operation capacity during both peak hours.
- iii. The Nyetimber Lane signalised junction with Grosvenor Gardens reaches an operational capacity of 89% in the AM peak hour.

Table 7.2 – Junction modelling results 2022

Junction	Test Scenario	AM Peak (0800-0900)			PM Peak (1700-1800)		
		RFC (%)	Queue (Veh)	Delay (s)	RFC (%)	Queue (Veh)	Delay (s)
PICADY							
Pagham Road j/w Nyetimber Lane	2022	0.21	0	9	0.35	1	13
	2022 + Dev.	0.34	1	11	0.54	1	20
	Difference	+0.13	+1	+2	+0.19	0	+7
Pagham Road j/w Hook Lane	2022	0.41	1	12	0.44	1	11
	2022 + Dev.	0.53	1	15	0.58	1	15
	Difference	+0.12	0	+3	+0.14	0	+4
Pagham Road j/w Sefter Road	2022	0.63	2	23	0.38	1	15
	2022 + Dev.	0.93	8	88	0.53	1	23
	Difference	+0.30	+6	+65	+0.15	0	+8
Pagham Road j/w Lower Bognor Road	2022	0.95	10	91	0.75	3	42
	2022 + Dev.	1.13	28	234	0.94	8	117
	Difference	+0.18	+18	+143	+0.19	+5	+75
ARCADY							
B2166 j/w Vinnetrow Road	2022	0.68	2	4	0.77	3	20
	2022 + Dev.	0.81	4	13	0.89	7	40
	Difference	+0.13	+2	+9	+0.12	+4	+20
B2166 j/w B2145	2022	0.75	3	10	0.77	3	11
	2022 + Dev.	0.86	6	18	0.85	6	18
	Difference	+0.11	+3	+8	+0.08	+3	+7
Aldwick Road j/w Gossamer Lane	2022	0.49	1	6	0.43	1	6
	2022 + Dev.	0.58	1	8	0.51	1	7
	Difference	+0.09	0	+2	+0.08	0	+1
Lower Bognor Road j/w Aldwick Road	2022	0.26	0	4	0.32	1	4
	2022 + Dev.	0.28	0	4	0.33	1	4
	Difference	+0.02	0	0	0.01	0	0
Nyetimber Lane j/w Tabard Gate	2022	0.25	0	4	0.22	0	4
	2022 + Dev.	0.26	0	4	0.27	0	4
	Difference	+0.01	0	0	+0.05	0	0
Aldwick Road j/w West Meads Drive	2022	0.25	0	4	0.42	1	5
	2022 + Dev.	0.25	0	4	0.43	1	5
	Difference	0	0	0	+0.01	0	0
Lower Bognor Road j/w Chalcraft Lane	2022	0.46	1	6	0.63	2	10
	2022 + Dev.	0.53	1	7	0.64	2	10
	Difference	+0.07	0	+1	+0.1	0	0
LINSIG							
Nyetimber Lane j/w Grosvenor Gds	2022	0.89	11	60	0.77	10	43
	2022 + Dev.	1.03	24	144	1.13	51	283
	Difference	+0.14	+13	+84	+0.36	+41	+240

7.7 It can be seen from the above that:

- i. Nyetimber Lane junction with Pagham Road will continue to work well within capacity in the future year of 2022 with the addition of all the promoted sites.
- ii. The Hook Lane junction with Pagham Road will continue to work well within capacity in the future year of 2022 with the addition of all the promoted sites.
- iii. The Seftor Road junction with Pagham Lane will reach a capacity level of 93% in the AM peak hour in 2022 with the addition of all the promoted sites, but continue to work well within capacity in the PM peak hour.
- iv. The Lower Bognor Road junction with the B2166 Pagham Road will operate at capacity in the 2022 AM peak hour, even in a without-development scenario, and that with all the promoted development's traffic added on the junction may experience lengthy queues of around 28 vehicles in the AM peak hour.
- v. B2166 junction with Vinnetrov Road will operate within capacity in the 2022 AM peak hour with the addition of the promoted sites, and will reach 85% capacity level in the PM peak hour with all the promoted sites.
- vi. The B2166 junction with the B2145 will continue to operate within capacity during the AM and PM peak hours in 2022, with and without the promoted sites.
- vii. The Aldwick Road junction with Gossamer Lane works well within capacity with and without the addition of the cumulative development traffic.
- viii. The Aldwick Road junction with Lower Bognor Road works well within capacity with and without the addition of the cumulative development traffic.
- ix. The Nyetimber Lane junction with Tabard Gate works well within capacity with and without the addition of the cumulative development traffic.
- x. The Aldwick Road junction with West Meads Drive operates well within capacity with and without the addition of the cumulative development traffic.
- xi. The Lower Bognor Road junction with Chalcraft Lane will continue to operate within capacity during the AM and PM peak hours in 2022, with and without the promoted sites.
- xii. Nyetimber Lane junction with Grosvenor Gardens signalised junction will reach capacity in the future year of 2022. Furthermore, it can be seen that with the trips arising from all the promoted schemes this will push the operation of the junction over capacity at 103% and 113% in the AM and PM peak hours respectively.

Table 7.3 – Junction modelling results 2027

Junction	Test Scenario	AM Peak (0800-0900)			PM Peak (1700-1800)		
		RFC (%)	Queue (Veh)	Delay (s)	RFC (%)	Queue (Veh)	Delay (s)
PICADY							
Pagham Road j/w Nyetimber Lane	2027	0.21	0	9	0.37	1	14
	2027 + Dev.	0.35	1	11	0.57	1	22
	Difference	+0.14	+1	+2	+0.20	0	+8
Pagham Road j/w Hook Lane	2027	0.42	1	12	0.46	1	11
	2027 + Dev.	0.55	1	16	0.59	1	16
	Difference	+0.13	0	+4	+0.13	0	+5
Pagham Road j/w Sefter Road	2027	0.66	2	24	0.39	1	15
	2027 + Dev.	0.96	10	107	0.55	1	24
	Difference	+0.30	+8	+83	+0.16	0	+9
Pagham Road j/w Lower Bognor Road	2027	1.01	14	122	0.79	3	50
	2027 + Dev.	1.19	37	301	1.00	11	162
	Difference	+0.18	+23	+179	+0.21	+8	+112
ARCADY							
B2166 j/w Vinnetrow Road	2027	0.70	2	8	0.78	4	24
	2027 + Dev.	0.84	5	25	0.91	9	55
	Difference	+0.14	+3	+17	+0.13	+5	+31
B2166 j/w B2145	2027	0.78	4	12	0.80	4	13
	2027 + Dev.	0.89	8	23	0.88	7	21
	Difference	+11	+4	+11	+0.8	+3	+8
Aldwick Road j/w Gossamer Lane	2027	0.50	1	6	0.45	1	6
	2027 + Dev.	0.60	2	8	0.52	1	7
	Difference	+0.10	+1	+2	+0.07	0	+1
Lower Bognor Road j/w Aldwick Road	2027	0.27	0	4	0.33	1	4
	2027 + Dev.	0.29	0	4	0.34	1	4
	Difference	+0.02	0	0	0.01	0	0
Nyetimber Lane j/w Tabard Gate	2027	0.26	0	4	0.23	0	4
	2027 + Dev.	0.27	0	4	0.27	0	4
	Difference	+0.01	0	0	+0.04	0	0
Aldwick Road j/w West Meads Drive	2027	0.41	1	4	0.44	1	5
	2027 + Dev.	0.42	1	4	0.44	1	5
	Difference	+0.01	0	0	0	0	0
Lower Bognor Road j/w Chalcraft Lane	2027	0.48	1	6	0.65	2	10
	2027 + Dev.	0.55	1	7	0.67	2	11
	Difference	+0.07	0	+1	+0.02	0	+1
LINSIG							
Nyetimber Lane j/w Grosvenor Gds	2027	1.31	70	520	1.06	15	192
	2027 + Dev.	1.44	94	648	1.60	131	775
	Difference	+0.13	+24	+128	+0.54	+116	+583

7.8 It can be seen from the above that:

- i. Nyetimber Lane junction with Pagham Road will continue to work well within capacity in the future year of 2027 with the addition of all the promoted sites.
- ii. The Hook Lane junction with Pagham Road will continue to work well within capacity in the future year of 2027 with the addition of all the promoted sites.
- iii. The Sefter Road junction with Pagham Lane will reach a capacity level of 96% in the AM peak hour in 2027 with the addition of all the promoted sites, but continue to work well within capacity in the PM peak hour.
- iv. The Lower Bognor Road junction with the B2166 Pagham Road will operate over capacity in the 2027 AM peak hour with and without the traffic arising from the promoted sites, and approach capacity in the PM peak hour without development, rising to an RFC level of 1.00 with all the development traffic.
- v. B2166 junction with Vinnetrov Road will continue to operate within capacity during the AM peak hour in 2027, but will reach 91% capacity level in the PM peak hour with all the development traffic.
- vi. The B2166 junction with the B2145 will continue to operate within capacity during the AM and PM peak hours in 2027.
- xiii. The Aldwick Road junction with Gossamer Lane will continue to work well within capacity with and without the addition of the cumulative development traffic in 2027.
- xiv. The Aldwick Road junction with Lower Bognor Road will continue to work well within capacity with and without the addition of the cumulative development traffic in 2027.
- xv. The Nyetimber Lane junction with Tabard Gate will continue to operate well within capacity with and without the addition of the cumulative development traffic in 2027.
- xvi. The addition of the cumulative development traffic at the Aldwick Road junction with West Meads Drive will not makes any material difference to the operation of the junction, which operates well within capacity without development traffic in the future year of 2027 in any event.
- xvii. The Lower Bognor Road junction with Chalcraft Lane will continue to operate within capacity during the AM and PM peak hours in 2027, with and without the promoted sites.
- vii. The Nyetimber Lane signalised junction with Grosvenor Gardens is shown to be over capacity in the future year of 2027 with and without the addition of the promoted sites.

7.9 The cumulative impact is showing some of the junctions close to or above operating capacity. Usually it is the minor arm of the junction that is affected e.g. because Pagham Rd is carrying more development traffic, drivers on the side arm experience more delay and it is this arm that is now forecast to be running close to or above 100% capacity at certain times. In reality many of the existing drivers on the side roads will have a choice of routes to take and will no longer appear on a specific side arm if that arm is now more congested than an alternative route.

8.0 Arun District Council Approach to Mitigation

Trunk Road Network (A27 Chichester Bypass)

- 8.1 Officers at Arun District Council have indicated that they are considering seeking mitigation of transport and highway impact on the A27 Chichester Bypass based on charging a levy. They have suggested that this could be similar to what is set out in the SPD (Planning Obligations and Affordable Housing) published by Chichester District Council in July 2016. Therefore it is appropriate to note that the following AM peak hour vehicular trips are forecast to arrive and depart via the A27 junctions, as set out in **Table 8.1** below.

Table 8.1 – Cumulative impact on A27 – AM peak hour residential trips

Pagham South	Hook Lane	Land North of Sefter Road (including Osborne land)
103vph	83vph	87vph

County Highway Network

- 8.2 The Chichester SPD envisages mitigation for county highway network being achieved via Travel Plans and, where practical, via highway works rather than via a levy. Arun District Council officers have confirmed that they would wish to take a similar approach with county roads.

9.0 Summary and Conclusions

- 9.1 Highgate Transportation Limited have been appointed by Hanbury PM Ltd to carry out the transport assessment work to support their planning application for residential development and creation of a community hub on land at Pagham South and which lies to west of Pagham Road.
- 9.2 This Addendum Transport Assessment takes account of the cumulative impact arising if the residential development proposed at the two other Pagham sites identified in the emerging Local Plan (Sefter Road and Hook Lane) come forward, as well as a smaller development on part of the Osborne land adjacent to the Sefter Road site. For the purposes of this assessment each site proposes the following:
- i. Pagham South – up to 400 residential dwellings, a 2000sqm GFA local centre including a 500 sqm GFA convenience store, a 70 bed care home and a single form entry primary school. Vehicular access is via two new priority junctions onto Pagham Road.
 - ii. Hook Lane – up to 300 residential dwellings and an 80 bed care home. Vehicular access is from three new priority junctions – one onto Pagham Road and two onto Hook Lane.
 - iii. Sefter Road – up to 280 dwellings and a single form entry primary school. Vehicular access from a new priority junction onto Sefter Road.
 - iv. Sefter Road – additional 60 dwellings.
- 9.3 Pre-application discussions have taken place between the highway consultants of each of the three development teams to agree a joint approach to the parameters to be used in each assessment. Discussions have also taken place with highway officers at West Sussex County Council (in respect of local roads) and at Highways England (in respect of the Chichester Bypass) based on this joint approach to agree the scope of the cumulative assessment study that each developer has agreed to carry out.
- 9.4 Assessment years of 2022 and 2027 have been agreed with highway officers at WSCC and impact assessments carried out accordingly. Assessment years of 2022 and 2031 have been agreed with Highways England for capacity assessments on the A27, which will be covered in report ATA/03.
- 9.5 Officers at Arun District Council have indicated that they are considering seeking mitigation of transport and highway impact on the A27 Chichester Bypass based on charging a levy. For county roads they envisage mitigation being achieved via Travel Plans and, if practical, local works rather than via a levy.
- 9.6 This cumulative impact assessment study concludes that with all the promoted sites in place:
- i. Pagham South – Both proposed site access junctions are forecast to work well within capacity in 2027.
 - ii. Nyetimber Lane junction with Pagham Road will continue to work well within capacity in the future year of 2027 with the addition of all the promoted sites.

- iii. The Hook Lane junction with Pagham Road will continue to work well within capacity in the future year of 2027 with the addition of all the promoted sites.
 - iv. The Sefter Road junction with Pagham Lane will reach a capacity level of 96% in the AM peak hour in 2027 with the addition of all the promoted sites, but continue to work well within capacity in the PM peak hour.
 - v. The Lower Bognor Road junction with the B2166 Pagham Road will operate over capacity in the 2027 AM peak hour with and without the traffic arising from the promoted sites, and approach capacity in the PM peak hour without development, rising to an RFC level of 1.00 with all the development traffic.
 - vi. B2166 junction with Vinnetrow Road will continue to operate within capacity during the AM peak hour in 2027, but will reach 91% capacity level in the PM peak hour with all the development traffic.
 - vii. The B2166 junction with the B2145 will continue to operate within capacity during the AM and PM peak hours in 2027.
 - viii. The Aldwick Road junction with Gossamer Lane will continue to work well within capacity with and without the addition of the cumulative development traffic in 2027.
 - ix. The Aldwick Road junction with Lower Bognor Road will continue to work well within capacity with and without the addition of the cumulative development traffic in 2027.
 - x. The Nyetimber Lane junction with Tabard Gate will continue to operate well within capacity with and without the addition of the cumulative development traffic in 2027.
 - xi. The addition of the cumulative development traffic at the Aldwick Road junction with West Meads Drive will not makes any material difference to the operation of the junction, which operates well within capacity without development traffic in the future year of 2027 in any event.
 - xii. The Lower Bognor Road junction with Chalcraft Lane will continue to operate within capacity during the AM and PM peak hours in 2027, with and without the promoted sites.
 - xiii. The Nyetimber Lane signalised junction with Grosvenor Gardens is shown to be over capacity in the future year of 2027 with and without the addition of the promoted sites.
- 9.7 Whilst the cumulative impact is showing some of the junctions close to or above operating capacity, it is usually the minor arm of the junction that is affected e.g. because Pagham Rd is carrying more development traffic, drivers on the side arm experience more delay and it is this arm that is now forecast to be running close to or above 100% capacity at certain times.
- 9.8 It is concluded that many of the existing drivers on the side roads will have a choice of routes to take and will no longer appear on a specific side arm if that arm appears to be more congested than an alternative route.

Appendix 1

Additional Traffic Flow Data

Wagham - Manual Traffic Survey, Thursday 30th June 2016

Produced by Road Data Services Ltd

Junction: (6) Aldwick Road / Aldwick Street / Barrack Lane / Gossamer Lane

Approach: Aldwick Road

TIME	Left to Aldwick Street						S/B to Barrack Lane						Right to Gossamer Lane											
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	0	1	0	0	0	0	1	0	0	1	0	1	0	0	2	0	0	6	1	1	0	0	8
0715 - 0730	0	0	3	1	1	0	0	5	0	0	1	5	1	0	0	7	0	0	17	3	0	0	1	21
0730 - 0745	1	0	4	4	0	0	0	9	1	0	6	0	0	0	0	7	0	2	27	3	2	0	1	35
0745 - 0800	0	0	1	1	0	1	0	3	2	0	9	4	0	1	0	15	0	0	22	8	1	0	2	33
Hourly Total	1	0	9	6	1	1	0	18	3	0	17	9	2	1	0	32	0	2	72	15	4	0	4	97
0800 - 0815	0	0	3	0	0	0	0	3	0	0	13	2	4	0	0	19	1	0	29	6	0	0	0	36
0815 - 0830	0	0	7	0	0	0	0	7	0	0	7	1	0	0	0	8	0	0	40	5	2	0	1	48
0830 - 0845	1	0	8	3	1	0	0	13	0	0	12	3	2	0	0	17	0	0	40	3	3	0	0	46
0845 - 0900	0	0	8	1	0	0	0	9	0	0	13	2	1	0	0	16	0	0	39	3	0	0	1	43
Hourly Total	1	0	26	4	1	0	0	32	0	0	45	6	7	0	0	60	1	0	148	17	5	0	2	173
0900 - 0915	0	0	5	2	0	0	0	7	0	0	13	4	1	1	0	19	0	0	28	11	2	0	1	42
0915 - 0930	0	0	9	0	0	0	0	9	0	0	11	7	0	0	0	18	0	0	28	6	1	0	1	36
0930 - 0945	0	0	9	3	0	0	0	12	0	0	12	5	0	0	0	17	0	1	33	2	0	0	0	36
0945 - 1000	0	0	10	0	1	0	0	11	0	0	10	1	1	0	0	12	2	0	26	6	0	0	2	36
Hourly Total	0	0	33	5	1	0	0	39	0	0	46	17	2	1	0	66	2	1	115	25	3	0	4	150
Session Total	2	0	68	15	3	1	0	99	3	0	108	34	11	2	0	156	3	3	335	57	12	0	10	420
1600 - 1615	0	0	5	1	0	0	0	6	0	0	25	2	1	0	0	28	0	0	54	2	2	0	3	61
1615 - 1630	0	0	3	0	0	0	0	3	0	0	21	1	0	0	0	22	0	0	29	3	0	0	1	33
1630 - 1645	0	0	8	2	0	0	0	10	0	0	24	6	0	0	0	30	0	1	49	10	2	0	0	62
1645 - 1700	0	0	4	1	2	0	0	7	0	0	19	4	0	0	0	23	0	0	47	12	0	0	1	60
Hourly Total	0	0	20	4	2	0	0	26	0	0	69	13	1	0	0	103	0	1	179	27	4	0	5	216
1700 - 1715	0	0	11	2	0	0	0	13	0	0	24	1	1	0	0	26	1	1	39	6	1	0	1	49
1715 - 1730	0	0	9	1	0	0	0	10	1	0	19	2	0	0	0	22	0	0	45	5	2	0	1	53
1730 - 1745	0	0	4	1	0	0	0	5	0	0	15	6	0	0	0	21	2	1	58	9	2	0	0	72
1745 - 1800	0	0	5	1	0	0	0	6	0	0	21	3	0	0	0	24	0	0	44	5	0	0	1	50
Hourly Total	0	0	29	5	0	0	0	34	1	0	79	12	1	0	0	93	3	2	186	25	5	0	3	224
1800 - 1815	0	0	7	4	0	0	0	11	1	1	18	4	0	0	0	24	0	0	38	5	0	0	1	44
1815 - 1830	0	0	8	1	0	0	0	9	0	0	20	1	1	0	0	22	1	0	29	6	0	0	1	37
1830 - 1845	0	1	8	1	0	0	0	10	0	0	15	3	1	0	0	19	2	0	38	4	0	0	0	44
1845 - 1900	0	0	8	0	0	0	0	8	1	0	10	1	0	0	0	12	0	0	43	3	0	0	0	46
Hourly Total	0	1	31	6	0	0	0	38	2	1	63	9	2	0	0	77	3	0	148	18	0	0	2	171
Session Total	0	1	80	15	2	0	0	98	3	1	231	34	4	0	0	273	6	3	613	70	9	0	10	611

Wagham - Manual Traffic Survey, Thursday 30th June 2016

Produced by Road Data Services Ltd

Junction: (6) Aldwick Road / Aldwick Street / Barrack Lane / Gossamer Lane

Approach: Aldwick Street

TIME	Left to Barrack Lane						W/B to Gossamer Lane						Right to Aldwick Road											
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	0	2	1	1	0	0	4	1	0	18	6	0	0	0	25	0	0	4	3	0	0	0	7
0715 - 0730	0	0	4	0	0	0	0	4	2	0	33	7	0	0	0	42	0	0	4	1	0	0	0	5
0730 - 0745	0	0	2	2	0	0	0	4	2	1	33	6	0	0	0	42	0	0	4	0	0	0	0	4
0745 - 0800	0	0	10	2	0	0	0	12	1	0	29	11	0	1	0	42	0	0	5	1	0	0	0	6
Hourly Total	0	0	18	5	1	0	0	24	6	1	113	30	0	1	0	151	0	0	17	5	0	0	0	22
0800 - 0815	0	0	5	4	0	0	0	9	0	1	45	10	2	0	0	58	0	0	13	1	2	1	0	17
0815 - 0830	0	0	3	3	2	0	0	8	0	0	28	5	2	0	0	35	0	0	7	0	0	0	0	7
0830 - 0845	0	0	5	2	0	0	0	7	0	0	40	9	2	0	0	51	0	0	14	1	0	0	0	15
0845 - 0900	0	0	6	1	0	0	0	7	1	0	36	3	0	0	1	41	0	0	9	2	0	0	1	12
Hourly Total	0	0	19	10	2	0	0	31	1	1	149	27	6	0	1	185	0	0	43	4	2	1	1	51
0900 - 0915	2	0	9	1	0	0	0	12	0	0	37	6	0	0	0	43	0	0	2	0	0	0	0	2
0915 - 0930	0	0	6	1	0	0	0	7	0	0	39	4	0	0	0	43	1	0	8	1	0	0	0	10
0930 - 0945	0	0	8	3	0	0	0	11	0	0	34	2	0	0	0	36	0	0	17	1	1	0	0	19
0945 - 1000	1	0	15	3	0	0	0	19	0	0	37	5	0	0	0	42	0	0	7	1	0	0	0	8
Hourly Total	3	0	38	8	0	0	0	49	0	0	147	17	0	0	0	164	1	0	34	3	1	0	0	39
Session Total	3	0	75	23	3	0	0	104	7	2	409	74	6	1	1	500	1	0	94	12	3	1	1	112
1600 - 1615	1	0	6	2	0	0	0	9	3	1	52	7	2	0	0	63	0	0	11	1	0	0	0	12
1615 - 1630	0	0	9	1	0	0	0	10	0	1	50	9	1	0	0	61	0	0	10	2	0	0	0	12
1630 - 1645	0	0	13	0	0	0	1	14	1	0	59	7	0	0	0	67	1	0	3	2	0	0	0	6
1645 - 1700	0	0	11	0	0	0	0	11	0	0	52	8	0	0	0	60	0	2	9	2	0	0	0	13
Hourly Total	1	0	39	3	0	0	1	44	4	2	213	31	3	0	0	253	1	2	33	7	0	0	0	43
1700 - 1715	1	0	17	4	1	0	0	23	3	0	76	9	1	0	0	89	0	0	12	2	1	0	0	15
1715 - 1730	1	0	10	1	0	0	0	12	0	2	77	14	3	0	0	96	0	0	12	0	0	0	1	13
1730 - 1745	0	0	6	2	0	0	0	8	2	0	59	9	1	0	0	73	0	0	5	4	0	0	0	9
1745 - 1800	1	0	7	1	1	0	0	10	2	0	44	9	0	1	0	56	0	0	5	1	0	0	0	6
Hourly Total	3	0	40	8	2	0	0	53	7	4	256	41	5	1	0	314	0	0	34	7	1	0	1	43
1800 - 1815	0	0	9	2	1	0	0	12	1	0	39	5	0	0	0	45	0	0	4	0	1	0	0	5
1815 - 1830	0	0	7	3	0	0	0	10	5	1	45	8	1	0	0	59	0	0	3	2	0	0	0	5
1830 - 1845	0	0	7	1	0	0	0	8	0	0	33	4	0	0	0	37	0	0	4	0	0	0	0	4
1845 - 1900	1	0	12	0	0	0	0	13	5	0	52	2	2	0	0	61	0	0	4	0	0	0	0	4
Hourly Total	1	0	35	6	1	0	0	43	11	1	169	19	3	0	0	203	0	0	15	2	1	0	0	18
Session Total	5	0	114	17	3	0	1	140	22	7	638	91	11	1	0	770	1	2	82	16	2	0	1	104

Wagham - Manual Traffic Survey, Thursday 30th June 2016

Produced by Road Data Services Ltd

Junction: (6) Aldwick Road / Aldwick Street / Barrack Lane / Gossamer Lane

Approach: Barrack Lane

TIME	Left to Gossamer Lane						N/B to Aldwick Road						Right to Aldwick Street											
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	0	4	0	2	0	0	6	1	0	2	0	1	0	0	4	0	0	2	1	0	0	0	3
0715 - 0730	0	0	9	1	0	0	0	10	2	0	7	1	0	0	0	10	0	0	6	0	0	0	0	6
0730 - 0745	0	11	1	1	0	0	0	12	1	0	8	2	0	0	0	11	0	0	12	1	0	0	0	13
0745 - 0800	0	0	13	2	1	0	0	16	1	0	23	2	2	0	0	26	1	0	17	0	0	0	0	18
Hourly Total	0	0	37	4	3	0	0	44	5	0	40	5	3	0	0	53	1	0	37	2	0	0	0	40
0800 - 0815	0	0	5	0	0	0	0	5	1	0	30	4	1	0	0	36	0	0	8	1	0	0	0	9
0815 - 0830	1	0	12	0	1	0	0	14	0	0	13	2	1	1	0	17	0	0	14	1	0	0	0	15
0830 - 0845	0	0	7	1	1	0	0	9	0	0	13	1	0	0	0	14	0	0	11	1	0	0	0	12
0845 - 0900	0	0	10	1	0	0	0	11	0	0	35	2	0	0	0	37	0	0	8	0	0	0	0	8
Hourly Total	1	0	34	2	2	0	0	39	1	0	91	9	2	1	0	104	0	0	41	3	0	0	0	44
0900 - 0915	1	0	6	0	0	0	0	7	0	0	14	1	0	0	0	15	0	0	15	2	0	0	0	17
0915 - 0930	0	0	10	0	0	0	0	10	0	0	25	2	0	0	0	27	0	0	8	0	0	0	0	8
0930 - 0945	0	0	9	0	1	0	0	10	0	0	16	2	2	1	0	21	0	0	15	1	0	0	0	16
0945 - 1000	0	0	7	1	0	0	0	8	0	0	26	1	0	0	0	27	0	1	11	2	0	0	0	14
Hourly Total	1	0	32	1	1	0	0	35	0	0	91	6	2	1	0	90	0	1	49	5	0	0	0	55
Session Total	2	0	103	7	6	0	0	118	6	0	212	20	7	2	0	247	1	1	127	10	0	0	0	139
1600 - 1615	0	0	12	2	1	0	0	15	2	1	23	4	1	0	0	31	0	0	7	0	0	0	0	7
1615 - 1630	2	0	7	0	0	0	0	9	0	0	16	5	2	0	0	23	1	0	8	1	0	0	0	10
1630 - 1645	0	0	4	2	0	0	0	6	0	0	19	3	0	0	0	22	0	0	6	2	1	0	0	9
1645 - 1700	0	0	8	0	0	0	0	8	0	0	13	4	0	0	0	17	0	0	6	2	0	0	0	8
Hourly Total	2	0	31	4	1	0	0	38	2	1	71	16	3	0	0	93	1	0	27	5	1	0	0	34
1700 - 1715	0	0	8	1	0	0	0	9	0	0	21	6	1	0	0	28	0	0	11	1	0	0	0	12
1715 - 1730	0	0	4	2	0	0	0	6	0	0	8	2	2	0	0	12	0	0	5	1	0	0	0	6
1730 - 1745	0	0	3	1	0	0	0	4	2	1	8	2	1	0	0	14	0	0	2	1	0	0	0	3
1745 - 1800	0	0	5	0	0	0	0	5	1	0	13	0	0	0	0	14	0	0	4	1	0	0	0	5
Hourly Total	0	0	20	4	0	0	0	24	3	1	50	10	4	0	0	68	0	0	22	4	0	0	0	26
1800 - 1815	0	0	5	0	0	0	0	5	1	0	6	1	0	0	0	8	0	0	8	1	0	0	0	9
1815 - 1830	0	1	10	1	0	0	0	12	1	0	11	4	0	0	0	16	0	0	5	0	1	0	0	6
1830 - 1845	0	0	3	1	1	0	0	5	0	0	13	1	0	0	0	14	0	0	11	0	1	0	0	12
1845 - 1900	0	0	7	0	0	0	0	7	0	0	11	4	0	0	0	15	0	0	7	1	0	0	0	8
Hourly Total	0	1	25	2	1	0	0	29	2	0	41	10	0	0	0	53	0	0	31	2	2	0	0	35
Session Total	2	1	76	10	2	0	0	91	7	2	162	36	7	0	0	214	1	0	80	11	3	0	0	95

Wagham - Manual Traffic Survey, Thursday 30th June 2016

Produced by Road Data Services Ltd

Junction: (6) Aldwick Road / Aldwick Street / Barrack Lane / Gossamer Lane

Approach: Gossamer Lane

TIME	Left to Aldwick Road					E/B to Aldwick Street					Right to Barrack Lane				
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	TOTAL
0700 - 0715	0	0	8	2	0	0	1	11	2	1	18	3	0	0	24
0715 - 0730	0	0	12	1	1	0	1	15	0	0	19	9	1	0	29
0730 - 0745	2	1	21	2	1	0	1	28	1	0	27	8	0	0	37
0745 - 0800	1	0	26	5	0	0	0	32	0	1	48	11	3	0	63
Hourly Total	3	1	67	10	2	0	3	86	3	2	112	31	4	1	153
0800 - 0815	1	0	48	5	0	0	1	55	0	0	49	6	0	0	56
0815 - 0830	1	0	30	6	0	0	0	37	1	0	57	6	0	0	64
0830 - 0845	0	1	35	5	1	0	1	43	3	0	77	3	1	0	84
0845 - 0900	0	0	38	4	1	0	1	44	0	0	60	8	0	0	68
Hourly Total	2	1	151	20	2	0	3	179	4	0	243	23	1	0	272
0900 - 0915	0	0	38	8	2	0	1	49	0	1	68	7	0	0	77
0915 - 0930	0	0	22	4	1	0	0	27	2	0	43	2	0	0	47
0930 - 0945	0	0	31	4	4	0	1	40	0	0	48	3	0	0	51
0945 - 1000	0	0	40	4	0	0	1	45	1	2	38	7	0	0	46
Hourly Total	0	0	131	20	7	0	3	161	3	3	197	19	0	0	223
Session Total	5	2	349	50	11	0	9	426	10	5	552	73	5	0	648
1600 - 1615	0	0	26	3	2	0	1	32	1	0	58	3	0	0	63
1615 - 1630	0	0	22	1	1	0	0	24	2	0	43	7	0	0	52
1630 - 1645	0	0	23	5	1	0	1	30	0	1	48	9	0	0	58
1645 - 1700	0	1	20	2	0	0	1	24	2	0	47	5	1	0	56
Hourly Total	0	1	91	11	4	0	3	110	5	1	196	24	1	0	223
1700 - 1715	0	2	30	3	1	0	1	37	2	0	41	8	0	0	51
1715 - 1730	1	0	21	7	0	0	1	30	0	0	46	8	0	0	55
1730 - 1745	2	0	30	3	0	0	0	35	3	0	51	2	1	0	57
1745 - 1800	2	1	27	8	1	0	1	40	1	1	52	7	1	0	62
Hourly Total	5	3	108	21	2	0	3	142	6	1	190	25	2	0	225
1800 - 1815	2	1	32	3	1	0	1	40	2	2	48	4	0	0	56
1815 - 1830	2	0	26	1	0	0	0	29	2	0	46	3	0	0	51
1830 - 1845	0	0	22	2	0	0	1	25	8	1	42	5	1	0	57
1845 - 1900	1	0	31	0	0	0	1	33	6	0	37	2	1	0	46
Hourly Total	5	1	111	6	1	0	3	127	18	3	173	14	2	0	210
Session Total	10	5	310	36	7	0	9	379	29	5	559	63	5	0	663
Session Total	10	5	310	36	7	0	9	379	29	5	559	63	5	0	663

Wagham - Manual Traffic Survey, Thursday 20th June 2016

Produced by Road Data Services Ltd

Junction: (7) Lower Bognor Road / Aldwick Road / Aldwick Fields

Approach: Lower Bognor Road

Left to Aldwick Road (East)										S/B to Aldwick Fields						Right to Aldwick Road (West)								
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	0	6	2	1	0	0	9	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4
0715 - 0730	0	0	21	3	0	0	0	24	0	1	0	0	0	0	0	1	0	0	3	4	1	0	0	8
0730 - 0745	0	0	27	7	1	1	0	36	0	0	1	0	0	0	0	1	0	0	9	2	0	0	0	11
0745 - 0800	1	0	30	7	1	0	0	39	0	0	0	0	1	0	0	1	0	0	8	5	2	1	1	17
Hourly Total	1	0	84	19	3	1	0	108	0	0	2	0	1	0	0	3	0	0	24	11	3	1	1	40
0800 - 0815	0	0	18	3	0	0	0	21	0	0	1	1	0	0	0	2	0	0	9	1	0	0	0	10
0815 - 0830	1	0	36	8	3	0	0	48	0	0	0	0	0	0	0	0	0	0	10	5	2	0	0	17
0830 - 0845	0	0	34	4	0	0	0	38	0	0	0	0	0	0	0	0	0	0	21	2	1	0	0	24
0845 - 0900	0	0	24	2	2	0	0	28	0	0	1	0	0	0	0	1	0	0	20	5	0	0	0	25
Hourly Total	1	0	112	17	5	0	0	135	0	0	2	1	0	0	0	3	0	0	60	13	3	0	0	76
0900 - 0915	0	0	24	7	1	0	0	32	0	0	2	0	0	0	0	2	0	0	16	2	0	0	0	18
0915 - 0930	3	0	27	8	0	0	0	39	0	0	7	0	0	0	0	7	0	0	19	5	0	0	0	24
0930 - 0945	0	0	39	8	2	0	0	49	0	0	2	0	0	0	0	2	0	1	19	6	0	0	0	26
0945 - 1000	0	0	24	6	3	1	0	34	0	0	4	0	0	0	0	4	1	0	11	3	2	0	0	17
Hourly Total	3	0	114	29	6	1	0	153	0	0	15	0	0	0	0	15	1	1	65	16	2	0	0	85
Session Total	5	0	310	65	14	2	0	396	0	0	19	1	1	0	0	21	1	1	149	40	5	1	1	201
1600 - 1615	1	0	31	13	0	0	0	45	0	0	2	0	0	0	0	2	0	0	35	6	1	0	0	42
1615 - 1630	2	1	47	14	1	0	0	65	0	0	10	3	0	0	0	13	0	0	18	2	0	0	0	20
1630 - 1645	4	0	43	13	0	0	0	60	0	0	8	0	0	0	0	8	0	0	33	8	2	0	0	43
1645 - 1700	0	2	49	9	0	0	0	60	0	0	3	1	0	0	0	4	0	0	30	8	1	0	0	39
Hourly Total	7	3	170	49	1	0	0	230	0	0	23	4	0	0	0	27	0	0	116	24	4	0	0	144
1700 - 1715	1	2	45	13	0	0	0	61	0	0	9	0	0	0	0	9	1	0	32	5	1	0	0	39
1715 - 1730	0	0	66	11	1	1	0	79	0	0	7	2	0	0	0	9	0	0	30	4	0	0	0	34
1730 - 1745	0	0	51	6	2	0	0	59	0	0	5	3	0	0	0	8	0	1	31	4	0	0	0	36
1745 - 1800	1	0	45	6	0	0	0	52	0	0	4	0	0	0	0	4	0	0	30	2	0	0	0	32
Hourly Total	2	2	207	36	3	1	0	251	0	0	25	5	0	0	0	30	1	1	123	15	1	0	0	141
1800 - 1815	2	1	39	8	0	0	0	50	0	0	4	0	0	0	0	4	0	0	25	5	0	0	0	30
1815 - 1830	0	0	54	4	0	0	0	58	0	0	5	0	0	0	0	5	0	0	25	9	0	0	0	34
1830 - 1845	0	0	24	3	1	0	0	28	0	0	0	0	0	0	0	0	0	1	23	3	0	0	0	27
1845 - 1900	1	0	19	3	0	0	0	23	0	0	4	0	0	0	0	4	1	0	13	3	0	0	0	17
Hourly Total	3	1	136	18	1	0	0	159	0	0	13	0	0	0	0	13	1	1	66	20	0	0	0	108
Session Total	12	6	513	103	5	1	0	640	0	0	61	9	0	0	0	70	2	2	325	59	5	0	0	393

Wagham - Manual Traffic Survey, Thursday 30th June 2016

Produced by Road Data Services Ltd

Junction: (7) Lower Bognor Road / Aldwick Road / Aldwick Fields

Approach: Aldwick Road (East)

TIME	Left to Aldwick Fields						W/B to Aldwick Road (West)						Right to Lower Bognor Road											
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0	8	3	2	1	1	15	1	0	37	5	0	0	0	43
0715 - 0730	0	0	0	0	0	0	0	0	0	0	15	5	0	0	1	21	0	1	31	9	0	0	0	41
0730 - 0745	0	0	0	0	0	0	0	0	3	23	4	2	0	1	34	0	0	30	17	1	0	0	48	
0745 - 0800	0	0	1	0	0	0	0	1	1	0	30	8	1	2	2	44	1	0	31	5	2	0	0	39
Hourly Total	0	0	1	0	0	0	0	1	2	3	76	20	5	3	5	114	2	1	129	36	3	0	0	171
0800 - 0815	0	0	0	0	0	0	0	0	0	0	36	5	2	0	0	44	1	0	37	4	1	0	0	43
0815 - 0830	0	0	4	0	0	0	0	4	1	0	41	1	0	0	1	44	0	0	26	4	1	0	0	31
0830 - 0845	0	0	0	1	0	0	0	1	1	0	43	4	5	0	0	43	1	0	31	6	1	0	0	39
0845 - 0900	0	0	0	0	0	0	0	0	0	0	34	2	1	0	1	38	0	0	26	3	0	0	0	29
Hourly Total	0	0	4	1	0	0	0	5	3	0	144	12	8	0	2	169	2	0	120	17	3	0	0	142
0900 - 0915	0	0	3	0	0	0	0	3	0	0	29	12	3	1	1	46	2	0	23	6	0	0	0	31
0915 - 0930	0	0	3	0	0	0	0	3	0	0	26	8	1	0	1	36	0	0	26	4	1	0	0	31
0930 - 0945	0	0	2	0	0	0	0	2	0	0	31	5	0	0	0	36	0	0	17	3	0	0	0	20
0945 - 1000	0	0	3	1	0	0	0	4	1	0	31	4	0	0	1	37	0	0	19	2	1	0	0	22
Hourly Total	0	0	11	1	0	0	0	12	1	0	117	29	4	1	3	155	2	0	85	15	2	0	0	104
Session Total	0	0	16	2	0	0	0	18	6	3	337	61	17	4	10	438	6	1	334	58	6	0	0	417
1600 - 1615	1	0	1	1	0	0	0	3	0	0	48	2	2	0	2	54	1	0	25	7	0	0	0	33
1615 - 1630	0	0	3	0	0	0	0	3	0	0	45	3	0	0	1	49	0	0	30	0	2	0	0	32
1630 - 1645	0	0	0	0	0	0	0	0	0	1	51	12	0	0	0	64	0	0	39	7	0	0	0	46
1645 - 1700	0	0	1	1	0	0	0	2	1	0	40	14	0	0	1	56	0	0	28	0	0	0	0	28
Hourly Total	1	0	5	2	0	0	0	8	1	1	184	31	2	0	4	223	1	0	122	14	2	0	0	139
1700 - 1715	0	0	2	0	0	0	0	2	0	0	55	6	2	0	1	64	0	0	35	12	0	0	0	47
1715 - 1730	1	0	2	0	0	0	0	3	1	0	43	7	1	0	1	53	0	0	30	6	1	0	0	37
1730 - 1745	0	0	2	0	0	0	0	2	2	0	47	8	2	0	0	59	0	0	27	5	0	0	0	32
1745 - 1800	0	0	2	0	0	0	0	2	0	0	38	5	0	0	1	44	2	0	29	4	0	0	0	35
Hourly Total	1	0	8	0	0	0	0	9	3	0	183	26	5	0	3	220	2	0	121	27	1	0	0	151
1800 - 1815	0	0	2	0	0	0	0	2	0	0	37	6	0	0	1	45	0	0	24	7	0	0	0	31
1815 - 1830	0	0	3	0	0	0	0	3	2	0	31	3	0	0	1	37	7	0	22	0	0	0	0	29
1830 - 1845	0	0	0	0	0	0	0	0	1	0	36	6	1	0	0	44	1	0	16	4	1	0	0	22
1845 - 1900	0	0	0	0	0	0	0	0	0	0	45	2	0	0	0	47	1	0	16	1	0	0	0	18
Hourly Total	0	0	5	0	0	0	0	5	3	1	149	17	1	0	2	173	9	0	78	12	1	0	0	100
Session Total	2	0	18	2	0	0	0	22	7	2	516	74	8	0	9	616	12	0	321	53	4	0	0	390

Wagham - Manual Traffic Survey, Thursday 30th June 2016

Produced by Road Data Services Ltd

Junction: (7) Lower Bognor Road / Aldwick Road / Aldwick Fields

Approach: Aldwick Fields

TIME	Left to Aldwick Road (West)						N/B to Lower Bognor Road						Right to Aldwick Road (East)											
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	0	1	0	0	0	0	1	0	0	4	0	0	0	0	4	0	0	1	1	0	0	0	2
0715 - 0730	0	0	2	1	0	0	0	3	0	0	2	0	0	0	0	2	0	0	2	0	0	0	0	2
0730 - 0745	0	0	4	1	0	0	0	4	0	0	4	0	0	0	0	4	0	0	1	1	0	0	0	2
0745 - 0800	0	0	1	1	0	0	0	2	0	0	5	0	0	0	0	5	1	0	3	3	0	0	0	7
Hourly Total	0	0	8	2	0	0	0	10	0	0	15	0	0	0	0	15	1	0	7	5	0	0	0	13
0800 - 0815	1	0	0	1	0	0	0	2	0	0	5	0	0	0	0	5	0	0	4	0	0	0	0	4
0815 - 0830	0	0	2	0	0	0	0	2	0	0	4	1	0	0	0	5	0	0	0	0	0	0	0	0
0830 - 0845	0	0	7	0	0	0	0	7	0	0	4	0	0	0	0	4	0	0	2	1	0	0	0	3
0845 - 0900	0	0	1	0	0	0	0	1	0	0	6	0	0	0	0	6	0	0	2	0	0	0	0	2
Hourly Total	1	0	10	1	0	0	0	12	0	0	19	1	0	0	0	20	0	0	8	1	0	0	0	9
0900 - 0915	0	0	2	1	0	0	0	3	0	0	5	1	0	0	0	6	0	0	1	0	0	0	0	1
0915 - 0930	0	0	5	0	0	0	0	5	0	0	3	0	0	0	0	3	0	0	1	0	0	0	0	1
0930 - 0945	0	0	5	0	0	0	0	5	0	0	6	1	0	0	0	7	0	0	2	0	0	0	0	2
0945 - 1000	0	0	2	1	0	0	0	3	0	0	1	0	0	0	0	1	0	0	2	0	0	0	0	2
Hourly Total	0	0	14	2	0	0	0	16	0	0	15	2	0	0	0	17	0	0	6	0	0	0	0	6
Session Total	1	0	32	5	0	0	0	36	0	0	49	3	0	0	0	52	1	0	21	6	0	0	0	28
1600 - 1615	0	0	1	0	0	0	0	1	0	0	2	0	0	0	0	2	0	0	2	0	0	0	0	2
1615 - 1630	0	0	2	0	0	0	0	2	0	0	2	0	1	0	0	3	0	0	1	1	0	0	0	2
1630 - 1645	0	0	1	2	0	0	0	3	0	0	1	0	0	0	0	1	1	0	1	0	0	0	0	2
1645 - 1700	1	0	7	1	0	0	0	9	0	0	3	1	0	0	0	4	0	0	0	1	0	0	0	1
Hourly Total	1	0	11	3	0	0	0	15	0	0	8	1	1	0	0	10	1	0	4	2	0	0	0	7
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2	0	0	0	0	2
1715 - 1730	0	0	3	0	0	0	0	3	0	0	4	0	0	0	0	4	0	0	5	0	0	0	0	5
1730 - 1745	0	0	5	0	0	0	0	5	0	0	4	0	0	0	0	4	0	0	1	0	0	0	0	1
1745 - 1800	0	0	5	0	0	0	0	5	0	0	4	0	0	0	0	4	0	0	1	1	0	0	0	2
Hourly Total	0	0	13	0	0	0	0	13	0	0	12	1	0	0	0	13	0	0	9	1	0	0	0	10
1800 - 1815	1	0	2	1	0	0	0	4	0	0	3	0	0	0	0	3	0	0	1	0	0	0	0	1
1815 - 1830	0	0	3	0	0	0	0	3	0	0	4	0	0	0	0	4	1	0	0	0	0	0	0	1
1830 - 1845	0	0	2	1	0	0	0	3	1	0	6	0	0	0	0	7	0	0	0	0	0	0	0	0
1845 - 1900	0	0	5	0	0	0	0	5	0	0	2	0	0	0	0	2	0	0	1	0	0	0	0	1
Hourly Total	1	0	12	2	0	0	0	15	1	0	15	0	0	0	0	16	1	0	2	0	0	0	0	3
Session Total	2	0	36	5	0	0	0	43	1	0	35	2	1	0	0	39	2	0	15	3	0	0	0	20

Wagham - Manual Traffic Survey, Thursday 30th June 2016

Produced by Road Data Services Ltd

Junction: (7) Lower Bognor Road / Aldwick Road / Aldwick Fields

Approach: Aldwick Road (West)

Left to Lower Bognor Road										E/B to Aldwick Road (East)							Right to Aldwick Fields							
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	1	0	12	2	1	0	0	16	0	0	12	5	0	0	1	18	0	0	1	0	0	0	0	1
0715 - 0730	0	0	9	1	0	0	0	10	2	1	8	1	0	1	1	14	0	0	1	1	0	0	0	1
0730 - 0745	0	0	9	1	0	0	0	10	3	1	30	3	0	0	1	38	0	0	2	0	0	0	0	2
0745 - 0800	0	0	15	2	1	0	0	18	2	0	36	6	0	0	0	44	0	0	1	0	0	0	0	1
Hourly Total	1	0	45	6	2	0	0	54	7	2	86	15	0	1	3	114	0	0	5	0	0	0	0	5
0800 - 0815	0	0	23	2	2	1	0	28	2	0	72	8	0	0	1	83	0	0	0	0	0	1	0	1
0815 - 0830	0	0	19	3	0	0	0	22	1	0	40	6	1	0	0	48	0	0	3	0	0	0	0	3
0830 - 0845	0	0	21	1	0	0	0	22	0	1	43	6	0	1	1	52	0	0	3	0	1	0	0	4
0845 - 0900	0	0	30	2	0	0	0	32	1	0	55	5	1	0	1	63	0	0	3	0	0	0	0	3
Hourly Total	0	0	93	8	2	1	0	104	4	1	210	25	2	1	3	246	0	0	9	0	1	1	0	11
0900 - 0915	0	0	16	3	1	0	0	20	0	0	42	7	1	0	0	51	0	0	1	0	0	0	0	1
0915 - 0930	0	0	23	4	0	0	0	27	0	0	33	2	0	0	0	35	0	0	3	1	1	0	0	5
0930 - 0945	0	0	18	2	4	0	0	24	0	0	44	5	1	1	1	52	0	0	4	0	0	1	0	5
0945 - 1000	0	0	21	0	1	0	0	22	0	0	50	5	0	0	1	56	0	0	3	0	0	0	0	3
Hourly Total	0	0	78	9	6	0	0	93	0	0	169	19	2	1	3	194	0	0	11	1	1	1	0	14
Session Total	1	0	216	23	10	1	0	251	11	3	465	59	4	3	9	554	0	0	25	1	2	2	0	30
1600 - 1615	0	1	17	5	1	0	0	24	0	0	39	3	2	0	1	45	0	0	4	0	0	0	0	4
1615 - 1630	0	0	20	5	0	0	0	25	0	0	31	2	2	0	0	35	0	0	2	0	0	0	0	2
1630 - 1645	0	0	12	2	1	0	0	15	0	0	35	5	1	0	1	42	0	0	5	0	0	0	0	5
1645 - 1700	0	0	14	3	0	0	0	17	1	1	27	7	0	0	1	37	0	0	0	0	1	0	0	1
Hourly Total	0	1	63	15	2	0	0	81	1	1	132	17	5	0	3	159	0	0	11	1	0	0	0	12
1700 - 1715	0	1	22	3	1	0	0	27	0	0	36	6	2	0	1	45	0	0	4	1	0	0	0	5
1715 - 1730	0	0	16	0	0	0	0	16	1	0	27	7	2	0	0	37	0	0	3	2	0	0	0	5
1730 - 1745	0	0	14	5	0	0	0	19	3	1	27	5	1	0	1	38	0	0	4	0	0	0	0	4
1745 - 1800	0	1	8	1	0	0	0	10	3	0	36	10	1	0	1	51	0	0	2	0	0	0	0	2
Hourly Total	0	2	60	9	1	0	0	72	7	1	126	29	6	0	3	171	0	0	13	3	0	0	0	16
1800 - 1815	0	0	6	1	1	0	0	8	3	1	30	2	1	0	1	36	0	0	6	0	0	0	0	6
1815 - 1830	0	0	10	3	0	0	0	13	1	0	35	3	0	0	0	39	0	0	0	0	0	0	0	0
1830 - 1845	0	0	10	0	0	0	0	10	2	0	31	2	0	0	1	36	0	0	0	0	0	0	0	0
1845 - 1900	0	0	8	2	0	0	0	10	1	0	40	2	0	0	1	44	0	0	2	0	0	0	0	2
Hourly Total	0	0	34	6	1	0	0	41	7	1	136	9	1	0	3	157	0	0	8	0	0	0	0	8
Session Total	0	3	157	30	4	0	0	194	15	3	394	54	12	0	9	467	0	0	32	4	0	0	0	36

Paigam - Manual Traffic Survey, Thursday 30th June 2016

Produced by Road Data Services Ltd

Junction: (13) Nyetimber Lane / Tabard Gate / Cardinals Drive

Approach: Nyetimber Lane (North)

TIME	Left to Tabard Gate						S/B to Cardinals Drive						Right to Nyetimber Lane (West)											
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0	2	1	2	0	1	6	0	0	10	2	0	0	0	12
0715 - 0730	0	0	0	0	0	0	0	0	0	0	8	2	0	0	0	10	0	0	20	1	1	0	0	22
0730 - 0745	0	0	0	0	0	0	0	0	0	0	3	2	0	0	2	7	0	0	18	5	0	0	0	23
0745 - 0800	0	0	0	0	1	0	0	1	1	1	9	4	1	0	1	16	0	0	17	1	1	1	0	20
Hourly Total	0	0	0	0	1	0	0	1	1	1	22	9	3	0	4	39	0	0	65	9	2	1	0	77
0800 - 0815	0	0	1	0	0	0	0	1	0	0	13	4	0	0	1	18	0	0	30	5	1	0	0	36
0815 - 0830	0	0	2	0	0	0	0	2	0	0	15	2	2	0	1	20	0	0	17	0	1	0	0	18
0830 - 0845	0	0	2	0	0	0	0	2	1	0	18	3	1	0	0	23	0	0	5	1	1	0	0	7
0845 - 0900	0	0	1	0	0	0	0	1	0	0	38	5	1	0	1	46	0	0	32	1	1	0	0	34
Hourly Total	0	0	6	0	0	0	0	6	1	0	84	14	4	0	3	106	0	0	84	7	4	0	0	95
0900 - 0915	0	0	1	0	0	0	0	1	0	0	26	2	1	0	1	30	0	0	34	4	0	0	0	38
0915 - 0930	0	0	0	0	0	0	0	0	0	0	24	4	0	0	0	28	0	0	13	0	1	0	0	14
0930 - 0945	0	0	1	1	0	0	0	2	0	0	17	1	0	0	1	19	0	0	12	1	0	0	0	13
0945 - 1000	0	0	1	1	0	0	0	2	0	0	27	3	0	0	2	32	0	0	11	2	0	0	0	13
Hourly Total	0	0	3	2	0	0	0	5	0	0	94	10	1	0	4	109	0	0	70	7	1	0	0	78
Session Total	0	0	9	2	1	0	0	12	2	0	200	33	6	0	11	254	0	0	219	23	7	1	0	250
1600 - 1615	0	0	0	0	0	0	0	0	0	0	27	5	1	0	1	34	2	0	18	2	0	0	0	22
1615 - 1630	0	0	2	0	0	0	0	2	0	0	36	3	1	0	1	41	0	0	15	2	0	0	0	17
1630 - 1645	0	0	7	0	0	0	0	7	1	0	30	4	0	0	1	36	0	0	17	4	0	0	0	21
1645 - 1700	0	0	3	0	0	0	0	3	0	0	34	5	2	0	1	42	0	0	19	3	0	0	0	22
Hourly Total	0	0	12	0	0	0	0	12	1	0	127	17	4	0	4	153	2	0	69	11	0	0	0	82
1700 - 1715	0	0	2	0	0	0	0	2	1	0	39	6	0	0	0	46	0	0	17	5	0	0	0	22
1715 - 1730	0	0	4	0	0	0	0	4	0	0	37	15	0	0	1	53	0	0	16	3	1	0	0	20
1730 - 1745	0	0	2	1	0	0	0	3	1	0	30	7	1	0	1	40	0	0	26	3	0	0	0	29
1745 - 1800	0	0	4	0	0	0	0	4	0	0	21	2	1	0	1	25	2	0	12	2	0	0	0	16
Hourly Total	0	0	12	1	0	0	0	13	2	0	127	30	2	0	3	164	2	0	71	13	1	0	0	87
1800 - 1815	0	0	1	1	0	0	0	2	1	0	21	1	0	0	1	24	0	0	20	2	0	0	0	22
1815 - 1830	0	0	1	0	0	0	0	1	1	0	20	2	0	0	0	23	0	0	13	2	0	0	0	15
1830 - 1845	0	0	4	0	0	0	0	4	2	0	25	3	1	0	1	32	3	0	29	5	0	0	0	37
1845 - 1900	1	0	1	0	0	0	0	2	0	0	20	1	0	0	0	21	0	0	24	1	0	0	0	25
Hourly Total	1	0	7	1	0	0	0	9	4	0	86	7	1	0	2	100	3	0	86	10	0	0	0	99
Session Total	1	0	31	2	0	0	0	34	7	0	340	54	7	0	9	417	7	0	226	34	1	0	0	263

Paigam - Manual Traffic Survey, Thursday 30th June 2016

Produced by Road Data Services Ltd

Junction: (13) Nyetimber Lane / Tabard Gate / Cardinals Drive

Approach: Tabard Gate

Left to Cardinals Drive													W/B to Nyetimber Lane (West)						Right to Nyetimber Lane (North)					
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	1	0	0	0	0	0	0	1	0	0	2	0	1	0	0	3	0	0	2	0	0	0	0	2
0715 - 0730	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	3	0	0	1	0	0	0	0	1
0730 - 0745	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	2	0	0	0	0	2
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2	0	0	0	0	2
Hourly Total	1	0	0	0	0	0	0	1	0	1	6	1	1	0	0	9	0	0	7	0	0	0	0	7
0800 - 0815	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	8	0	0	0	0	8
0815 - 0830	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	3	0	0	3	0	0	0	0	3
0830 - 0845	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	7	0	0	0	0	7
0845 - 0900	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	4	1	0	0	0	5
Hourly Total	0	0	0	0	0	0	0	0	1	0	10	0	0	0	0	11	0	0	22	1	0	0	0	23
0900 - 0915	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	2	0	0	0	0	2
0915 - 0930	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
0930 - 0945	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	0	0	3	0	0	0	0	3
0945 - 1000	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Hourly Total	1	0	1	0	0	0	0	2	0	0	2	1	0	0	0	3	0	0	7	0	0	0	0	7
Session Total	2	0	1	0	0	0	0	3	1	1	18	2	1	0	0	23	0	0	36	1	0	0	0	37
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2
1615 - 1630	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
1630 - 1645	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	1	1	0	0	0	2
1645 - 1700	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	2	0	1	0	0	3
Hourly Total	0	0	1	0	0	0	0	1	0	0	2	0	0	0	0	2	0	0	5	2	1	0	0	8
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2	1	0	0	0	3
1715 - 1730	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	3	0	0	0	0	3
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	4
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	0	0	7	3	0	0	0	10
1800 - 1815	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2
1815 - 1830	0	0	1	0	0	0	0	1	0	0	3	0	0	0	0	3	0	0	2	0	0	0	0	2
1830 - 1845	0	0	1	0	0	0	0	1	0	0	1	1	0	0	0	2	0	0	2	0	0	0	0	2
1845 - 1900	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
Hourly Total	0	0	4	0	0	0	0	4	0	0	4	1	0	0	0	5	0	0	7	1	0	0	0	8
Session Total	0	0	5	0	0	0	0	5	0	0	8	2	0	0	0	10	0	0	19	6	1	0	0	26

Paigam - Manual Traffic Survey, Thursday 30th June 2016

Produced by Road Data Services Ltd

Junction: (13) Nyetimber Lane / Tabard Gate / Cardinals Drive

Approach: Cardinals Drive

TIME	Left to Nyetimber Lane (West)						NB to Nyetimber Lane (North)						Right to Tabard Gate											
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	0	2	0	0	0	0	2	1	0	8	2	0	0	0	11	0	0	0	0	0	0	0	0
0715 - 0730	1	0	3	2	0	0	0	6	0	0	19	6	1	0	1	27	0	0	0	0	0	0	0	0
0730 - 0745	0	0	7	1	0	0	0	8	1	0	23	3	0	0	1	28	0	0	0	0	0	0	0	0
0745 - 0800	0	0	5	0	0	0	0	5	1	0	28	8	0	0	1	38	0	0	0	0	0	0	0	0
Hourly Total	1	0	17	3	0	0	0	21	3	0	78	19	1	0	3	104	0	0	0	0	0	0	0	0
0800 - 0815	1	0	6	1	0	0	0	8	4	0	41	5	1	0	0	51	0	0	0	0	0	0	0	0
0815 - 0830	0	0	10	0	0	0	0	10	6	0	57	6	1	0	1	71	0	0	0	0	0	0	0	0
0830 - 0845	0	0	3	1	0	0	0	4	0	0	60	7	2	0	1	70	0	0	0	0	0	0	0	0
0845 - 0900	0	0	6	0	0	0	0	6	0	0	40	5	1	0	0	46	0	0	0	0	0	0	0	0
Hourly Total	1	0	25	2	0	0	0	28	10	0	198	23	5	0	2	238	0	0	0	0	0	0	0	0
0900 - 0915	0	0	12	0	0	0	0	12	2	0	41	3	0	0	1	47	0	0	0	0	0	0	0	0
0915 - 0930	0	0	2	1	0	0	0	3	0	0	23	3	2	0	1	29	0	0	0	0	0	0	0	0
0930 - 0945	0	0	5	0	0	0	0	5	0	0	35	3	0	0	0	38	0	0	0	1	0	0	0	1
0945 - 1000	0	0	6	1	0	0	0	7	0	0	38	3	1	0	1	43	0	0	0	0	0	0	0	0
Hourly Total	0	0	25	2	0	0	0	27	2	0	137	12	3	0	3	157	0	0	0	1	0	0	0	1
Session Total	2	0	67	7	0	0	0	76	15	0	413	54	9	0	8	499	0	0	0	1	0	0	0	1
1600 - 1615	0	0	3	0	0	0	0	3	0	0	27	4	1	0	1	33	0	0	0	0	0	0	0	0
1615 - 1630	0	0	3	2	0	0	0	5	0	1	27	8	1	0	1	38	0	0	0	0	0	0	0	0
1630 - 1645	0	0	1	1	0	0	0	2	0	0	24	10	1	0	0	35	0	0	1	0	0	0	0	1
1645 - 1700	0	0	2	0	0	0	0	2	0	0	23	2	2	0	1	29	0	0	0	0	0	0	0	0
Hourly Total	0	0	9	3	0	0	0	12	0	2	101	24	5	0	3	135	0	0	1	0	0	0	0	1
1700 - 1715	0	0	3	0	0	0	0	3	0	0	27	7	1	0	1	36	0	0	1	3	0	0	0	4
1715 - 1730	0	0	6	0	0	0	0	6	1	0	17	1	0	0	1	20	0	0	0	0	0	0	0	0
1730 - 1745	1	0	1	0	0	0	0	2	0	0	32	4	2	0	1	39	0	0	0	0	0	0	0	0
1745 - 1800	0	0	2	0	0	0	0	2	0	0	27	6	1	0	0	36	0	0	0	0	0	0	0	0
Hourly Total	1	0	12	0	0	0	0	13	1	2	103	18	4	0	3	131	0	0	1	3	0	0	0	4
1800 - 1815	0	0	1	1	0	0	0	2	1	1	20	3	0	0	1	26	0	0	0	0	0	0	0	0
1815 - 1830	0	0	10	0	0	0	0	10	1	0	26	1	0	0	1	29	0	0	1	0	0	0	0	1
1830 - 1845	0	0	3	0	0	0	0	3	0	0	17	2	0	0	1	20	0	0	2	0	0	0	0	2
1845 - 1900	0	0	1	0	0	0	0	1	1	1	19	3	0	0	0	23	0	0	0	0	0	0	0	0
Hourly Total	0	0	15	1	0	0	0	16	3	1	82	9	0	0	3	98	0	0	3	0	0	0	0	3
Session Total	1	0	36	4	0	0	0	41	4	5	286	51	9	0	9	364	0	0	5	3	0	0	0	6

Paigham - Manual Traffic Survey, Thursday 20th June 2016

Produced by Road Data Services Ltd

Junction: (13) Nyetimber Lane / Tabard Gate / Cardinals Drive

Approach: Nyetimber Lane (West)

TIME	Left to Nyetimber Lane (North)						E/B to Tabard Gate						Right to Cardinals Drive											
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	0	5	2	0	0	0	7	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	1
0715 - 0730	0	0	6	2	0	0	0	8	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1
0730 - 0745	0	0	8	3	0	0	0	11	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2
0745 - 0800	0	0	14	4	2	0	0	20	0	0	1	0	0	0	0	1	0	0	3	0	0	0	0	3
Hourly Total	0	0	33	11	2	0	0	46	0	0	3	0	0	0	0	3	0	0	4	2	0	0	0	6
0800 - 0815	0	0	15	2	0	0	0	17	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
0815 - 0830	3	0	14	3	0	0	0	20	1	0	0	0	0	0	0	1	0	0	3	2	0	0	0	5
0830 - 0845	1	0	15	3	2	0	0	21	0	0	1	0	0	0	0	1	0	0	2	0	0	0	0	2
0845 - 0900	0	0	17	0	0	0	0	17	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Hourly Total	4	0	61	8	2	0	0	75	1	0	1	0	0	0	0	2	0	0	7	2	0	0	0	9
0900 - 0915	1	0	27	4	2	0	0	34	0	0	0	0	0	0	0	0	0	0	5	0	1	0	0	6
0915 - 0930	1	0	24	3	0	0	0	28	0	0	1	0	0	0	0	1	0	0	3	0	0	0	0	3
0930 - 0945	3	0	18	1	1	0	0	23	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1
0945 - 1000	0	0	17	3	1	0	0	21	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
Hourly Total	5	0	86	11	4	0	0	106	0	0	1	1	0	0	0	2	0	0	10	0	1	0	0	11
Session Total	9	0	180	30	6	0	0	227	1	0	5	1	0	0	0	7	0	0	21	4	1	0	0	26
1600 - 1615	0	0	27	2	0	0	0	29	0	0	4	0	0	0	0	0	0	0	5	0	0	0	0	5
1615 - 1630	0	0	17	3	0	0	0	20	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6
1630 - 1645	0	1	21	5	0	0	0	27	0	0	0	1	0	0	0	1	0	0	3	0	0	0	0	3
1645 - 1700	0	0	19	2	1	0	0	22	0	0	4	0	1	0	0	5	0	0	8	1	0	0	0	9
Hourly Total	0	1	64	12	1	0	0	76	0	0	8	1	1	0	0	10	0	0	22	1	0	0	0	23
1700 - 1715	0	0	19	3	0	0	0	22	0	0	2	0	0	0	0	2	0	0	4	0	0	0	0	4
1715 - 1730	0	0	29	4	0	0	0	33	0	0	4	0	0	0	0	4	0	0	4	0	0	0	0	4
1730 - 1745	1	0	28	4	0	0	0	33	0	0	5	0	0	0	0	5	0	0	8	1	0	0	0	9
1745 - 1800	0	0	18	4	0	0	0	22	0	0	1	0	0	0	0	1	0	0	3	0	1	0	0	4
Hourly Total	1	0	94	15	0	0	0	110	0	0	12	0	0	0	0	12	0	0	19	1	1	0	0	21
1800 - 1815	0	0	26	3	0	0	0	29	0	0	1	0	0	0	0	1	0	0	7	3	0	0	0	10
1815 - 1830	0	0	22	6	0	0	0	28	0	0	2	0	0	0	0	2	0	0	4	0	0	0	0	5
1830 - 1845	0	0	25	1	0	0	0	26	0	0	1	1	0	0	0	3	0	0	7	1	0	0	0	8
1845 - 1900	0	0	24	2	0	0	0	26	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
Hourly Total	0	0	97	12	0	0	0	109	0	0	1	4	1	0	0	6	0	0	20	4	0	0	0	25
Session Total	1	1	275	39	1	0	0	317	0	0	1	24	2	1	0	23	0	0	61	6	1	0	0	69

Pagham - Manual Traffic Survey, Tuesday 15th September 2015

Junction: (9) West Meads Drive / Hawthorn Road / B2166 / Aldwick Fields

Approach: West Meads Drive

TIME	First Left to Hawthorn Road			Second Left to B2166 (East)			Ahead to Aldwick Fields			Right to B2166 (West)					
	P/CYCLE	LIGHT	HEAVY	BUS	TOTAL	P/CYCLE	LIGHT	HEAVY	BUS	TOTAL	P/CYCLE	LIGHT	HEAVY	BUS	TOTAL
0700 - 0715	0	2	0	0	2	0	18	0	0	18	0	0	2	0	2
0715 - 0730	0	3	0	0	3	0	15	0	0	15	0	1	0	0	1
0730 - 0745	0	8	0	1	9	0	20	0	0	20	0	2	0	0	2
0745 - 0800	0	5	0	0	5	0	22	0	0	22	0	6	0	0	6
Hourly Total	0	18	0	1	19	0	75	0	0	75	0	11	0	0	11
0800 - 0815	0	3	0	0	3	0	50	0	0	50	0	6	0	0	6
0815 - 0830	0	7	0	0	7	0	47	0	0	47	0	6	0	0	6
0830 - 0845	0	16	0	0	16	0	33	0	0	33	0	11	0	0	11
0845 - 0900	0	9	0	0	9	0	38	0	0	38	0	12	0	0	12
Hourly Total	0	35	0	0	35	0	168	0	0	168	0	35	0	0	35
0900 - 0915	0	3	0	0	3	0	21	0	0	21	0	7	0	0	7
0915 - 0930	0	5	0	0	5	0	26	0	0	26	0	7	0	0	7
0930 - 0945	0	8	0	0	8	0	27	0	0	27	0	2	0	0	2
0945 - 1000	0	3	0	0	3	0	21	0	0	21	0	5	0	0	5
Hourly Total	0	19	0	0	19	0	95	0	0	95	0	3	0	0	21
Session Total	0	72	0	1	73	0	338	0	0	338	0	9	0	0	67
1600 - 1615	0	4	0	0	4	2	28	0	0	30	0	8	0	0	8
1615 - 1630	0	1	0	1	2	0	32	0	0	32	0	11	0	0	11
1630 - 1645	0	4	0	0	4	1	37	0	0	38	0	6	0	0	6
1645 - 1700	1	2	0	0	3	0	51	0	0	51	0	10	0	0	10
Hourly Total	1	11	0	1	13	3	148	0	0	151	0	35	0	0	35
1700 - 1715	0	5	0	0	5	0	59	0	0	59	0	9	0	0	9
1715 - 1730	0	5	0	0	5	0	49	0	0	49	0	5	0	0	5
1730 - 1745	0	3	0	0	3	0	40	0	0	40	0	8	0	0	8
1745 - 1800	0	7	0	0	7	1	51	0	0	52	0	4	0	0	4
Hourly Total	0	20	0	0	20	1	199	0	0	200	0	26	0	0	26
1800 - 1815	0	8	0	0	8	0	37	0	0	37	0	6	0	0	6
1815 - 1830	0	9	0	0	9	0	33	0	0	33	0	2	0	0	2
1830 - 1845	0	2	0	0	2	0	38	0	0	38	0	4	0	0	4
1845 - 1900	0	1	0	0	1	0	26	0	0	26	0	2	0	0	2
Hourly Total	0	20	0	0	20	0	134	0	0	134	0	14	0	0	14

Pagham - Manual Traffic Survey, Tuesday 15th September 2015

Junction: (9) West Meads Drive / Hawthorn Road / B2166 / Aldwick Fields

Approach: Hawthorn Road

TIME	First Left to B2166 (East)			Second Left to Aldwick Fields			Right to B2166 (West)			Last Right to West Meads Drive					
	P/CYCLE	LIGHT	HEAVY	BUS	TOTAL	P/CYCLE	LIGHT	HEAVY	BUS	TOTAL	P/CYCLE	LIGHT	HEAVY	BUS	TOTAL
0700 - 0715	0	8	0	0	8	0	0	0	0	0	0	18	0	0	0
0715 - 0730	0	7	0	0	7	0	1	0	0	1	0	19	0	0	0
0730 - 0745	0	10	0	0	10	0	2	0	0	2	0	23	0	0	1
0745 - 0800	0	9	0	0	9	0	0	0	0	0	0	17	0	0	1
Hourly Total	0	34	0	0	34	0	3	0	0	3	0	76	0	0	2
0800 - 0815	0	2	0	0	2	0	1	0	0	1	0	16	0	0	2
0815 - 0830	0	12	0	0	12	0	0	0	0	0	0	18	0	0	1
0830 - 0845	0	7	0	0	7	0	2	0	0	2	0	21	1	0	2
0845 - 0900	0	11	0	0	11	0	1	0	0	1	0	21	0	0	0
Hourly Total	0	32	0	0	32	0	4	0	0	4	0	76	1	0	5
0900 - 0915	0	6	0	0	6	0	0	0	0	0	0	19	0	0	2
0915 - 0930	0	6	0	0	6	0	0	0	0	0	0	21	0	0	0
0930 - 0945	0	9	0	0	9	0	1	0	0	1	0	15	0	0	1
0945 - 1000	0	5	0	0	5	0	1	0	0	1	0	18	1	0	3
Hourly Total	0	26	0	0	26	0	2	0	0	2	0	73	1	0	6
Session Total	0	92	0	0	92	0	9	0	0	9	0	225	3	0	13
1600 - 1615	0	4	0	0	4	0	2	0	0	2	0	27	0	0	1
1615 - 1630	0	8	0	0	8	0	5	0	0	5	0	24	0	0	2
1630 - 1645	0	11	0	0	11	0	0	0	0	0	0	25	0	0	4
1645 - 1700	0	9	0	0	9	0	2	0	0	2	0	37	0	0	10
Hourly Total	0	32	0	0	32	0	9	0	0	9	0	113	0	0	17
1700 - 1715	0	12	0	0	12	0	3	0	0	3	0	41	0	0	2
1715 - 1730	0	10	0	0	10	0	7	0	0	7	0	50	0	0	4
1730 - 1745	0	16	0	0	16	0	1	0	0	1	0	56	0	0	2
1745 - 1800	0	15	0	0	15	0	1	0	0	1	0	47	0	0	1
Hourly Total	0	53	0	0	53	0	12	0	0	12	0	194	0	0	9
1800 - 1815	0	14	0	0	14	0	0	0	0	0	0	40	0	0	1
1815 - 1830	0	7	0	0	7	0	1	0	0	1	0	36	0	0	4
1830 - 1845	0	10	0	0	10	0	2	0	0	2	0	31	0	0	1
1845 - 1900	0	6	0	0	6	0	1	0	0	1	0	32	0	0	1
Hourly Total	0	37	0	0	37	0	4	0	0	4	0	139	0	0	7

Pagham - Manual Traffic Survey, Tuesday 15th September 2015

Junction: (9) West Meads Drive / Hawthorn Road / B2166 / Aldwick Fields

Approach: Aldwick Fields

TIME	Left to B2166 (West)				Ahead to West Meads Drive				Right to Hawthorn Road				Last Right to B2166 (East)			
	P/CYCLE	LIGHT	HEAVY	BUS	TOTAL	P/CYCLE	LIGHT	HEAVY	BUS	TOTAL	P/CYCLE	LIGHT	HEAVY	BUS	TOTAL	
0700 - 0715	0	0	0 - 0	0	0	0	0	0	0	0	0	0	0	0	0	
0715 - 0730	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	
0730 - 0745	0	0	0 - 0	0	0	0	3	0	0	3	0	3	0	0	2	
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	
Hourly Total	0	1	0	0	1	0	4	0	0	4	0	5	0	0	3	
0800 - 0815	0	1	0	0	1	0	0	0	0	0	0	9	0	0	2	
0815 - 0830	0	1	0	0	1	0	1	0	0	1	0	5	0	0	2	
0830 - 0845	0	1	0	0	1	0	1	0	0	1	0	6	0	0	8	
0845 - 0900	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	
Hourly Total	0	3	0	0	3	0	2	0	0	2	0	21	0	0	13	
0900 - 0915	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	
0915 - 0930	0	1	0	0	1	0	2	0	0	2	0	3	0	0	1	
0930 - 0945	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	
0945 - 1000	0	1	0	0	1	0	1	0	0	1	0	1	0	0	2	
Hourly Total	0	2	0	0	2	0	4	0	0	4	0	5	0	0	9	
Session Total	0	6	0	0	6	0	10	0	0	10	1	31	0	0	25	
1600 - 1615	0	0	0 - 0	0	0	0	1	0	0	1	0	0	0	0	0	
1615 - 1630	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	
1630 - 1645	0	1	0	0	1	0	4	0	0	4	0	2	0	0	0	
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	3	0	0	3	0	5	0	0	5	0	3	0	0	1	
1700 - 1715	0	0	0	0	0	0	1	0	0	1	0	1	0	0	0	
1715 - 1730	0	1	0	0	1	0	0	0	0	0	0	1	0	0	2	
1730 - 1745	0	2	0	0	2	0	0	0	0	0	0	0	0	0	1	
1745 - 1800	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1	
Hourly Total	0	3	0	0	3	0	2	0	0	2	0	4	0	0	4	
1800 - 1815	0	1	0	0	1	0	2	0	0	1	0	1	0	0	1	
1815 - 1830	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	
1830 - 1845	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	
1845 - 1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	2	0	0	2	0	3	0	0	3	0	2	0	0	1	
Session Total	0	8	0	0	8	0	10	0	0	10	0	7	0	0	6	

Pagham - Manual Traffic Survey, Tuesday 15th September 2015

Junction: (9) West Meads Drive / Hawthorn Road / B2166 / Aldwick Fields

Approach: B2166 (East)

TIME	Left to Aldwick Fields				Ahead to B2166 (West)				Right to West Meads Drive				Last Right to Hawthorn Road			
	P/CYCLE	LIGHT	HEAVY	BUS	TOTAL	P/CYCLE	LIGHT	HEAVY	BUS	TOTAL	P/CYCLE	LIGHT	HEAVY	BUS	TOTAL	
0700 - 0715	0	0	0	0	0	0	26	0	0	26	0	10	0	0	10	
0715 - 0730	0	0	0	0	0	0	41	0	0	41	0	15	0	0	15	
0730 - 0745	0	0	0	0	0	0	61	0	1	62	0	20	0	0	20	
0745 - 0800	0	0	0	0	0	0	58	0	0	58	0	21	0	7	21	
Hourly Total	0	0	0	0	0	0	186	0	1	187	0	66	0	0	66	
0800 - 0815	0	0	0	0	0	1	71	0	2	74	0	36	0	0	36	
0815 - 0830	0	0	0	0	0	1	50	0	1	52	0	27	0	0	27	
0830 - 0845	0	0	0	0	0	0	53	0	0	53	0	32	0	11	32	
0845 - 0900	0	1	0	0	1	0	62	0	0	62	0	21	0	0	21	
Hourly Total	0	1	0	0	1	2	236	0	3	241	0	116	0	0	116	
0900 - 0915	0	0	0	0	0	0	58	0	1	59	0	28	0	0	28	
0915 - 0930	0	1	0	0	1	2	40	1	0	43	0	22	0	7	22	
0930 - 0945	0	0	0	0	0	0	49	0	0	49	1	29	0	0	30	
0945 - 1000	0	0	0	0	0	0	35	0	1	36	0	21	0	0	21	
Hourly Total	0	1	0	0	1	2	182	1	2	187	1	100	0	0	101	
Session Total	0	2	0	0	2	4	604	1	6	615	1	282	0	0	283	
1600 - 1615	0	0	0	0	0	0	31	0	0	31	0	27	0	0	27	
1615 - 1630	0	1	0	0	1	0	49	0	0	49	0	26	0	0	26	
1630 - 1645	0	8	0	0	8	0	52	0	0	52	0	30	0	0	30	
1645 - 1700	0	2	0	0	2	0	51	1	0	52	0	37	0	0	37	
Hourly Total	0	11	0	0	11	0	183	1	0	184	0	120	0	0	120	
1700 - 1715	0	5	0	0	5	0	64	0	0	64	0	50	0	4	50	
1715 - 1730	0	0	0	0	0	0	57	0	0	57	0	48	0	0	48	
1730 - 1745	0	1	0	0	1	0	52	0	0	52	0	38	0	0	38	
1745 - 1800	0	2	0	0	2	0	48	0	0	48	0	41	0	0	41	
Hourly Total	0	8	0	0	8	0	221	0	0	221	0	177	0	0	177	
1800 - 1815	0	1	0	0	1	0	51	0	0	51	0	38	0	0	38	
1815 - 1830	0	1	0	0	1	0	44	0	0	44	0	40	0	0	40	
1830 - 1845	0	0	0	0	0	0	38	0	1	39	0	27	0	0	27	
1845 - 1900	0	0	0	0	0	0	33	0	0	33	0	15	0	0	15	
Hourly Total	0	2	0	0	2	0	166	0	1	167	0	120	0	0	120	
Session Total	0	21	0	0	21	0	570	1	1	572	0	417	0	0	417	

Pagham - Manual Traffic Survey, Tuesday 15th September 2015

Junction: (9) West Meads Drive / Hawthorn Road / B2166 / Aldwick Fields

Approach: B2166 (West)

TIME	First Left to West Meads Drive			Second Left to Hawthorn Road			Ahead to B2166 (East)			Right to Aldwick Fields					
	P/CYCLE	LIGHT	HEAVY	BUS	TOTAL	P/CYCLE	LIGHT	HEAVY	BUS	TOTAL	P/CYCLE	LIGHT	HEAVY	BUS	TOTAL
0700 - 0715	0	2	0	0	2	0	17	0	0	17	0	0	0	0	0
0715 - 0730	0	5	0	0	5	0	12	2	0	14	0	24	1	1	26
0730 - 0745	0	2	0	0	2	0	19	0	0	19	0	21	0	0	21
0745 - 0800	0	7	0	0	7	1	31	0	0	32	0	17	0	1	18
Hourly Total	0	16	0	0	16	1	79	2	0	82	0	83	1	2	86
0800 - 0815	0	11	0	0	11	0	33	0	0	33	0	30	0	0	30
0815 - 0830	0	8	0	0	8	0	24	1	0	25	0	31	2	1	34
0830 - 0845	0	5	0	0	5	0	31	1	0	32	0	21	1	0	22
0845 - 0900	0	6	0	0	6	0	36	0	0	36	2	33	0	2	37
Hourly Total	0	30	0	0	30	0	124	2	0	126	2	115	3	3	123
0900 - 0915	0	5	0	0	5	0	27	0	0	27	0	52	0	1	53
0915 - 0930	0	7	0	0	7	0	21	1	0	22	1	45	0	1	47
0930 - 0945	0	3	0	0	3	0	16	0	0	16	0	37	0	0	37
0945 - 1000	0	3	0	0	3	0	17	0	0	17	0	31	0	2	33
Hourly Total	0	18	0	0	18	0	81	1	0	82	1	165	0	4	170
Session Total	0	64	0	0	64	1	284	5	0	290	3	363	4	9	379
1600 - 1615	0	2	0	0	2	0	27	0	0	27	0	75	0	1	76
1615 - 1630	0	9	0	0	9	0	34	0	0	34	1	70	1	1	73
1630 - 1645	0	7	0	0	7	0	31	0	0	31	0	74	0	2	76
1645 - 1700	0	6	0	0	6	0	56	1	0	57	0	81	2	0	83
Hourly Total	0	24	0	0	24	0	148	1	0	149	1	300	3	4	308
1700 - 1715	0	10	0	0	10	0	47	0	0	47	0	84	3	1	84
1715 - 1730	0	5	0	0	5	0	28	0	0	28	0	83	1	1	85
1730 - 1745	0	11	0	0	11	0	30	0	0	30	0	77	0	0	77
1745 - 1800	0	7	0	0	7	0	37	1	0	38	0	87	0	1	88
Hourly Total	0	33	0	0	33	0	142	1	0	143	0	327	4	3	334
1800 - 1815	0	8	0	0	8	0	27	0	0	27	0	78	0	1	79
1815 - 1830	0	7	0	0	7	0	29	0	0	29	0	67	0	0	67
1830 - 1845	0	4	0	0	4	0	31	0	0	31	0	61	0	0	61
1845 - 1900	0	2	0	0	2	0	33	0	0	33	0	48	0	0	48
Hourly Total	0	21	0	0	21	0	120	0	0	120	0	254	0	1	255
Session Total	0	78	0	0	78	0	410	2	0	412	1	881	7	8	897
Session Total	0	78	0	0	78	0	410	2	0	412	1	881	7	8	897

Client: C & A Consulting Engineers LTD
Job No: 3293-LON / Bognor Regis
Survey Date: 30/06/2016
Survey Method: Turning Point Count
Weather AM: Unknown
Weather PM: Unknown
Site No: Site 7
Road: Lower Bognor Rd / Chalcraft Ln / Hewarts Ln

Entry:

Arm A - Lower Bognor Rd (N)											
Destination: Arm A - Lower Bognor Rd (N)											
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	Total				
07:00	0	0	0	0	0	0	0				
07:15	0	0	0	0	0	0	0				
07:30	0	0	0	0	0	0	0				
07:45	0	0	0	0	0	0	0				
1 Hr	0	0	0	0	0	0	0				
08:00	0	0	0	0	0	0	0				
08:15	0	0	0	0	0	0	0				
08:30	0	0	0	0	0	0	0				
08:45	0	0	0	0	0	0	0				
1 Hr	0	0	0	0	0	0	0				
09:00	0	0	0	0	0	0	0				
09:15	1	0	0	0	0	0	1				
09:30	0	0	0	0	0	0	0				
09:45	0	0	0	0	0	0	0				
1 Hr	1	0	0	0	0	0	1				

Destination: Arm B - Chalcraft Ln											
Destination: Arm C - Lower Bognor Rd (S)											
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	Total				
15	4	0	0	0	0	0	19				
8	4	0	0	0	0	0	12				
22	6	1	0	0	0	0	29				
25	0	1	0	0	0	0	26				
70	14	2	0	0	0	0	86				
17	6	2	0	0	0	0	25				
25	1	1	0	0	0	0	27				
25	5	0	1	0	0	0	31				
13	2	0	1	0	0	0	16				
80	14	3	2	0	0	0	99				
20	5	1	0	0	1	0	27				
15	2	0	0	0	0	0	17				
22	10	0	0	0	0	0	32				
13	6	0	0	0	0	0	19				
70	23	1	0	0	1	0	95				

Destination: Arm C - Lower Bognor Rd (S)											
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	Total				
6	1	0	0	0	0	0	7				
14	4	0	0	0	0	0	18				
23	4	2	0	0	0	0	29				
26	5	0	0	0	0	0	31				
69	14	2	0	0	0	0	85				
16	2	0	0	0	0	1	19				
28	7	1	0	0	0	0	36				
25	2	0	0	0	0	0	27				
16	4	1	0	0	0	0	21				
85	15	2	0	0	0	1	103				
24	2	1	0	0	0	0	27				
20	3	0	0	0	0	1	24				
45	10	1	0	0	0	0	56				
15	9	0	0	0	0	0	24				
104	24	2	0	0	0	1	131				

Destination: Arm D - Hewarts Ln											
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	Total				
0	0	0	0	0	0	0	0				
1	0	0	0	0	0	0	1				
1	0	0	0	0	0	0	1				
2	0	0	0	0	0	0	2				
4	0	0	0	0	0	0	4				
1	0	0	0	0	0	0	1				
3	0	0	0	0	0	0	3				
3	0	0	0	0	0	0	3				
7	1	0	0	0	0	0	8				
1	1	0	0	0	0	0	2				
0	0	0	0	0	1	0	1				
0	1	0	0	0	0	0	1				
1	1	0	0	0	0	0	2				
2	3	0	0	0	1	0	6				

3 Hrs

258	53	6	0	0	0	2	319				
-----	----	---	---	---	---	---	-----	--	--	--	--

618	13	4	0	0	0	1	0	18
-----	----	---	---	---	---	---	---	----

Entry:

Arm A - Lower Bognor Rd (N)											
Destination: Arm A - Lower Bognor Rd (N)											
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	Total				
0	0	0	0	0	0	0	0				
0	0	0	0	0	0	0	0				
0	0	0	0	0	0	0	0				
0	0	0	0	0	0	0	0				
1 Hr	0	0	0	0	0	0	0				
17:00	1	0	0	0	0	0	1				
17:15	0	0	0	0	0	0	0				
17:30	0	0	0	0	0	0	0				
17:45	1	0	0	0	0	0	1				
1 Hr	2	0	0	0	0	0	2				
18:00	0	0	0	0	0	0	0				
18:15	0	0	0	0	0	0	0				
18:30	0	0	0	0	0	0	0				
18:45	0	0	0	0	0	0	0				
1 Hr	0	0	0	0	0	0	0				

Destination: Arm B - Chalcraft Ln											
Destination: Arm C - Lower Bognor Rd (S)											
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	Total				
25	13	1	0	0	0	0	39				
40	8	0	0	0	1	0	49				
51	14	0	0	0	1	1	67				
50	16	2	0	0	0	0	68				
166	51	3	0	0	2	1	223				
64	6	0	0	0	0	0	70				
59	6	0	0	0	1	0	66				
45	7	0	0	0	0	1	53				
47	3	0	0	1	0	0	51				
215	22	0	0	1	1	1	240				
34	8	0	0	0	0	0	42				
25	3	0	0	0	0	1	29				
18	2	0	0	0	0	0	20				
9	3	0	1	0	0	0	13				
86	16	0	1	0	0	1	104				

Destination: Arm C - Lower Bognor Rd (S)											
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	Total				
38	13	0	0	0	0	0	51				
58	12	0	0	0	1	2	73				
56	11	0	0	0	0	4	71				
50	10	0	0	0	2	0	62				
202	46	0	0	0	3	6	257				
58	7	0	0	0	2	0	67				
77	7	0	0	0	0	0	84				
57	7	0	0	0	0	0	64				
52	9	0	0	0	0	1	62				
244	30	0	0	0	2	1	277				
40	6	0	0	0	0	2	48				
61	2	1	0	0	0	0	64				
26	1	0	0	0	0	0	27				
19	1	0	0	0	0	2	22				
146	10	1	0	0	0	4	161				

Arm B - Chalcraft Ln

Destination: Arm A - Lower Bognor Rd (N)											Total
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL					
16:00	25	8	0	0	0	0	33				
16:15	34	6	0	0	0	1	41				
16:30	43	10	0	0	0	0	53				
16:45	29	12	0	1	0	0	42				
1 Hr	131	36	0	1	0	1	169				
08:00	35	5	1	0	0	0	41				
08:15	29	2	0	0	0	0	32				
08:30	22	2	0	0	0	0	25				
08:45	13	4	1	0	0	0	18				
1 Hr	99	13	2	0	0	2	116				
09:00	16	5	0	0	0	0	21				
09:15	16	9	0	0	0	1	26				
09:30	16	4	0	1	0	0	21				
09:45	15	2	2	0	0	0	20				
1 Hr	63	20	2	1	0	1	88				
3 Hrs	293	69	4	2	0	2	373				

Entry:

Arm B - Chalcraft Ln

Destination: Arm A - Lower Bognor Rd (N)										
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL				
16:00	12	3	1	0	0	0	1	17		
16:15	20	6	0	0	0	0	0	26		
16:30	11	1	1	0	0	0	0	13		
16:45	28	1	0	0	0	0	0	29		
1 Hr	71	11	2	0	0	0	1	85		
17:00	29	2	0	0	0	0	0	31		
17:15	22	6	0	0	0	0	0	28		
17:30	21	3	0	0	0	0	0	24		
17:45	13	0	0	0	0	0	0	13		
1 Hr	85	11	0	0	0	0	0	96		
18:00	17	1	0	0	0	0	0	18		
18:15	16	1	0	0	0	0	0	17		
18:30	14	2	0	0	0	0	0	16		
18:45	8	0	0	0	0	0	0	8		
1 Hr	55	4	0	0	0	0	0	59		
3 Hrs	211	26	2	0	0	0	1	240		
Total	504	95	6	2	0	2	4	613		

Destination: Arm B - Chalcraft Ln

Destination: Arm B - Chalcraft Ln											Total
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL					
0	2	0	0	0	0	0	2	0	0	0	
0	0	0	0	0	0	0	0	0	0	0	
0	0	0	0	0	0	0	0	0	0	0	
0	0	0	0	0	0	0	0	0	0	0	
0	2	0	0	0	0	0	2	0	0	0	
0	0	0	0	0	0	0	0	0	0	0	
0	1	0	0	0	0	0	1	0	0	1	
0	0	0	0	0	0	0	0	0	0	0	
0	0	0	0	0	0	0	0	0	0	0	
0	1	0	0	0	0	0	1	0	0	1	
0	0	0	0	0	0	0	0	0	0	0	
0	0	0	0	0	0	0	0	0	0	0	
0	0	0	0	0	0	0	0	0	0	0	
0	0	0	0	0	0	0	0	0	0	0	
0	3	0	0	0	0	0	3	0	0	3	

Destination: Arm C - Lower Bognor Rd (S)

Destination: Arm C - Lower Bognor Rd (S)											Total
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL					
6	0	0	0	0	0	0	6				
3	3	0	0	0	0	0	6				
7	3	0	0	0	0	0	10				
8	5	0	1	1	0	0	15				
24	11	0	1	1	0	0	37				
6	1	0	0	0	0	0	7				
10	4	1	0	0	0	0	15				
13	1	0	0	0	0	0	14				
15	3	0	0	0	0	0	18				
44	9	1	0	0	0	0	54				
10	2	0	0	0	0	0	12				
6	4	0	0	0	0	0	10				
9	3	0	0	0	1	0	13				
11	4	0	0	0	0	1	16				
36	13	0	0	0	1	1	51				
104	33	1	1	1	1	1	142				

Destination: Arm C - Lower Bognor Rd (S)

Destination: Arm C - Lower Bognor Rd (S)											Total
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	Destination: Arm C - Lower Bognor Rd (S)				
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	CAR	LGV	OGV1	OGV2	Total
28	4	1	0	0	0	0	28	4	1	0	33
23	1	0	0	0	0	0	23	1	0	0	24
27	4	0	0	0	0	0	27	4	0	0	31
36	6	0	0	0	0	0	36	6	0	0	42
114	15	1	0	0	0	0	114	15	1	0	130
29	3	0	0	0	0	0	29	3	0	0	32
25	5	0	0	0	0	0	25	5	0	0	30
24	3	0	0	0	0	1	24	3	0	0	28
26	0	0	0	0	0	1	26	0	0	0	27
104	11	0	0	0	0	1	104	11	0	0	117
23	5	0	0	0	0	0	23	5	0	0	29
23	3	0	0	0	0	0	23	3	0	0	26
25	1	0	0	0	0	1	25	1	0	0	27
13	1	0	0	0	0	0	13	1	0	0	14
84	10	0	0	0	0	1	84	10	0	0	96
302	36	1	0	0	2	2	302	36	1	0	343
406	69	2	1	1	3	3	406	69	2	1	485

Destination: Arm D - Hewarts Ln

Destination: Arm D - Hewarts Ln										
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	Total			
12	4	2	0	0	0	0	18			
15	5	0	0	0	0	0	20			
31	8	1	0	0	1	0	41			
54	8	1	0	0	1	1	65			
112	25	4	0	0	2	1	144			
49	8	0	0	0	0	0	57			
64	9	1	1	0	0	1	76			
42	3	0	0	0	0	0	45			
46	6	1	0	0	0	0	53			
201	26	2	1	0	0	1	231			
21	4	0	0	0	1	0	26			
24	4	2	0	0	0	0	30			
31	3	0	0	0	0	0	34			
28	2	0	0	0	3	0	33			
104	13	2	0	0	4	0	123			
417	64	8	1	0	6	2	498			

Destination: Arm D - Hewarts Ln

Destination: Arm D - Hewarts Ln											Total
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	Destination: Arm D - Hewarts Ln				
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	CAR	LGV	OGV1	OGV2	Total
60	11	0	0	0	0	0	72				
61	11	1	0	0	1	1	75				
53	5	0	1	0	0	1	60				
74	11	0	0	0	1	2	88				
248	38	1	1	0	3	4	295				
75	13	0	0	0	1	1	90				
79	11	0	0	0	1	2	93				
72	8	2	0	0	2	0	84				
69	7	0	0	0	2	0	78				
295	39	2	0	0	6	3	345				
66	6	0	0	0	0	2	74				
60	5	0	0	0	0	0	65				
47	12	0	0	0	0	0	59				
45	2	0	0	0	0	0	47				
218	25	0	0	0	0	2	245				
761	102	3	1	0	9	9	885				
1178	166	11	2	0	15	11	1383				

Entry:

Arm B - Chalcraft Ln

Arm Totals
59
67
104
122
352
105
124
84
89
402
59
66
68
69
262

Entry:

Arm B - Chalcraft Ln

Arm Totals
122
125
104
159
510
153
151
137

Arm C - Lower Bognor Rd (S)

	Destination: Arm A - Lower Bognor Rd (N)								Total
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
16:00	44	5	0	0	0	0	0	50	
16:15	35	9	0	0	0	1	0	45	
16:30	32	11	0	0	0	0	0	43	
16:45	27	8	0	0	0	0	0	35	
1 Hr	138	33	0	0	0	1	1	173	
08:00	33	2	1	0	0	0	1	37	
08:15	27	3	0	0	0	0	0	30	
08:30	28	6	0	0	0	0	1	35	
08:45	29	7	0	0	0	0	0	36	
1 Hr	117	18	1	0	0	0	2	138	
09:00	23	0	0	0	0	0	2	25	
09:15	29	2	1	0	0	0	0	32	
09:30	25	5	0	0	1	0	0	31	
09:45	18	4	0	0	0	0	0	22	
1 Hr	95	11	1	0	1	0	2	110	
3 Hrs	350	62	2	0	1	1	5	421	

Arm C - Lower Bognor Rd (S)

	Destination: Arm A - Lower Bognor Rd (N)								Total	
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			
16:00	20	4	0	0	0	0	0	1		25
16:15	28	3	0	0	0	0	0	0		31
16:30	32	8	0	0	0	0	0	0		40
16:45	24	3	0	0	0	0	0	0		27
1 Hr	104	18	0	0	0	0	0	1		123
17:00	27	6	0	0	0	0	0	0		33
17:15	19	5	1	0	0	0	0	0		25
17:30	20	3	0	0	0	0	0	0		23
17:45	20	3	0	0	0	0	0	1		24
1 Hr	86	17	1	0	0	0	0	1		105
18:00	22	3	1	0	0	0	0	1		27
18:15	16	0	0	0	0	0	7	23		7
18:30	18	1	0	0	0	0	0	0		19
18:45	12	2	0	0	0	0	0	0		14
1 Hr	68	6	1	0	0	0	0	8		83
3 Hrs	258	41	2	0	0	0	0	10		311
Total	608	103	4	0	1	1	1	15		732

Arm C - Lower Bognor Rd (S)

Destination: Arm B - Chalcraft Ln									
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	Total		
11	3	0	0	0	0	0	1	15	
14	1	0	0	0	0	0	0	15	
10	0	0	0	0	0	0	0	10	
14	1	2	0	0	0	0	1	18	
49	5	2	0	0	0	0	2	58	
21	3	1	0	0	0	0	0	25	
18	1	0	1	0	0	0	0	20	
19	1	0	0	0	0	0	0	20	
27	2	0	0	0	0	0	0	29	
85	7	1	1	0	0	0	0	94	
10	2	1	0	0	0	0	0	13	
23	1	0	0	0	0	0	0	24	
11	3	0	0	0	0	0	0	14	
18	0	0	0	0	0	0	0	18	
62	6	1	0	0	0	0	0	69	
196	18	4	1	0	0	2	2	221	

Arm C - Lower Bognor Rd (S)

Destination: Arm B - Chalcraft Ln									
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	Total		
13	4	1	0	0	1	0	19		
13	7	0	0	0	0	0	20		
10	0	0	0	0	0	0	10		
10	4	0	0	0	2	0	16		
46	15	1	0	0	3	0	65		
16	2	0	0	0	1	0	19		
14	0	0	0	0	0	0	14		
12	4	0	0	0	0	0	16		
7	2	0	0	0	1	0	10		
49	8	0	0	0	2	0	59		
8	0	0	0	0	0	0	8		
7	1	0	0	0	0	0	8		
12	0	0	0	0	0	1	13		
8	0	0	0	0	0	0	8		
35	1	0	0	0	0	1	37		
130	24	1	0	0	5	1	161		
326	42	5	1	0	5	3	382		

Arm C - Lower Bognor Rd (S)

Destination: Arm C - Lower Bognor Rd (S)									Total
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			
0	0	0	0	0	0	0	0		
0	0	0	0	0	0	0	0		
0	0	0	0	0	0	0	0		
0	1	0	0	0	0	0	1		
0	1	0	0	0	0	0	1		
0	1	0	0	0	0	0	1		
0	0	1	0	0	0	0	1		
0	0	0	0	0	0	0	0		
0	1	1	0	0	0	0	2		
0	0	0	0	0	0	0	0		
0	0	0	0	0	0	0	0		
1	0	0	0	0	0	0	1		
0	0	0	0	0	0	0	0		
1	0	0	0	0	0	0	1		
1	2	1	0	0	0	0	4		

Arm C - Lower Bognor Rd (S)

Destination: Arm C - Lower Bognor Rd (S)									
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	Total		
0	0	0	0	0	0	0	0		
0	0	0	0	0	0	0	0		
1	0	0	0	0	0	0	1		
0	0	0	0	0	0	0	0		
1	0	0	0	0	0	0	1		
0	0	0	0	0	0	0	0		
0	0	0	0	0	0	0	0		
1	0	0	0	0	0	0	1		
2	0	0	0	0	0	0	2		
1	0	0	0	0	0	0	1		
1	0	0	0	0	0	0	1		
0	0	0	0	0	0	0	0		
0	0	0	0	0	0	0	0		
2	0	0	0	0	0	0	2		
5	0	0	0	0	0	0	5		
6	2	1	0	0	0	0	9		

Arm D - Hewarts Ln

Destination: Arm D - Hewarts Ln								
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	Total	
7	0	0	0	0	0	0	7	
9	2	0	0	0	0	0	11	
7	2	0	0	0	0	0	9	
10	0	1	0	0	0	0	11	
33	4	1	0	0	0	0	38	
16	0	0	0	0	0	0	16	
12	1	0	0	0	0	0	13	
11	3	0	0	0	1	0	15	
14	0	0	0	0	0	0	14	
53	4	0	0	0	1	0	58	
8	4	0	0	0	0	0	12	
13	1	0	0	0	0	0	14	
6	0	0	0	0	0	0	6	
10	0	0	0	0	0	0	10	
37	5	0	0	0	0	0	42	
123	13	1	0	0	1	0	138	

Arm D - Hewarts Ln

37	5
----	---

69 5

0	1	0
---	---	---

3	141	25
---	-----	----

ORIGIN SUMMARY

	Origin: Arm A - Lower Bognor Rd (N)										Origin: Arm B - Chalcraft Ln										Origin: Arm C - Lower Bognor Rd (S)										Origin: Arm D - Hewarts Ln										Origin Totals	
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	Total			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	Total			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	Total			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	Total				
16:00	21	5	0	0	0	0	0	26			43	14	2	0	0	0	0	59			62	8	0	0	0	0	0	0	2	72			41	14	0	0	0	0	1	56	213	
16:15	23	8	0	0	0	0	0	31			52	14	0	0	0	0	1	67			58	12	0	0	0	0	0	0	1	71			62	9	0	0	0	0	3	86	255	
16:30	46	10	3	0	0	0	0	59			81	21	1	0	0	1	0	104			49	13	0	0	0	0	0	0	1	72			62	9	0	0	0	0	1	72	297	
16:45	53	5	1	0	0	0	0	59			91	25	1	2	1	1	1	122			51	10	3	0	0	0	0	0	1	65			59	21	0	0	0	0	2	6	88	334
1 Hr	143	28	4	0	0	0	0	175			267	74	4	2	1	3	1	352			220	43	3	0	0	0	0	0	1	270			229	59	1	0	0	2	11	302	1099	
08:00	34	8	2	0	0	0	0	45			90	14	1	0	0	0	0	105			70	6	2	0	0	0	0	0	1	79			113	10	0	0	0	0	1	124	353	
08:15	56	8	2	0	0	0	0	66			103	16	2	1	0	0	2	124			57	5	0	1	0	0	0	0	0	63			100	17	0	0	0	0	1	119	372	
08:30	50	8	0	1	0	0	0	59			77	6	0	0	0	0	1	84			58	10	1	0	0	0	1	1	71			90	8	1	1	0	0	0	100	314		
08:45	32	6	1	1	0	0	0	40			74	13	2	0	0	0	0	89			70	9	0	0	0	0	0	0	0	79			100	8	1	0	0	0	0	109	317	
1 Hr	172	30	5	2	0	0	1	210			344	49	5	1	0	0	3	402			255	30	3	1	0	1	0	1	292			403	43	2	1	1	1	2	452	1356		
09:00	45	8	2	0	0	0	1	56			47	11	0	0	0	1	0	59			41	6	1	0	0	0	0	0	2	50			90	9	0	0	0	0	1	100	265	
09:15	36	5	0	0	0	0	1	43			46	17	2	0	0	0	0	66			65	4	1	0	0	0	0	0	0	70			86	11	0	0	0	0	1	98	277	
09:30	67	21	1	0	0	0	0	89			56	10	0	1	0	1	0	68			43	8	0	0	1	0	0	0	0	52			72	6	1	0	0	0	1	80	289	
09:45	29	16	0	0	0	0	0	45			54	8	2	0	0	3	2	69			46	4	0	0	0	1	0	0	0	50			75	12	1	1	1	0	0	90	254	
1 Hr	177	50	3	0	0	0	2	233			203	46	4	1	0	6	2	262			195	22	2	0	0	1	0	2	222			323	38	2	1	1	1	2	368	1085		
3 Hrs	492	108	12	2	0	2	2	618			814	169	13	4	1	9	6	1016			670	95	8	1	1	1	2	7	784			955	140	5	2	1	4	15	1122	3540		

ORIGIN SUMMARY

Origin: Arm A - Lower Bognor Rd (N)									
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	Total		
16:00	67	27	1	0	0	0	95		
16:15	105	21	0	0	0	2	130		
16:30	111	25	0	0	0	1	142		
16:45	109	29	2	0	0	2	143		
1 Hr	392	102	3	0	0	5	510		
17:00	130	14	0	0	0	2	146		
17:15	144	15	0	0	0	1	161		
17:30	105	15	0	0	0	1	121		
17:45	107	15	0	0	1	0	124		
1 Hr	486	59	0	0	1	3	552		
18:00	85	16	0	0	0	0	104		
18:15	88	5	1	0	0	0	95		
18:30	46	4	0	0	0	0	50		
18:45	31	4	0	1	0	0	38		
1 Hr	250	29	1	1	0	0	287		
3 Hrs	1128	190	4	1	1	8	17	1349	
Total	1620	298	16	3	1	10	19	1967	

DESTINATION SUMMARY

Destination: Arm A - Lower Bognor Rd (N)											
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	Total				
74	13	0	0	0	0	0	89				
75	16	0	0	0	2	0	93				
78	21	0	0	0	0	1	100				
59	22	0	1	0	0	0	82				
286	72	0	1	0	2	3	364				
71	8	2	0	0	0	1	82				
60	5	0	0	0	1	1	67				
56	8	0	0	0	0	2	66				
46	12	1	0	0	0	0	59				
233	33	3	0	0	1	4	274				
41	5	0	0	0	0	2	48				
47	11	1	0	0	1	0	60				
43	9	0	1	1	0	0	54				
36	7	2	0	0	0	1	46				
167	32	3	1	1	1	3	208				
3 Hrs	686	137	6	2	1	4	10	846			

Check

846

DESTINATION SUMMARY

Destination: Arm A - Lower Bognor Rd (N)											
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	Total				
38	7	1	0	0	0	2	48				
50	9	0	0	0	0	0	59				
47	9	1	0	0	0	0	57				
55	4	0	0	0	0	0	59				
190	29	2	0	0	0	2	223				
61	9	0	0	0	0	0	70				
41	12	1	0	0	0	1	55				
44	8	0	0	0	0	1	53				
37	3	0	0	0	0	1	41				
183	32	1	0	0	0	3	219				
43	4	1	0	0	0	1	49				
35	2	0	0	0	0	7	44				
34	3	0	0	0	0	0	37				
23	2	0	0	0	0	0	25				
135	11	1	0	0	0	8	155				
3 Hrs	508	72	4	0	0	0	13	597			

Check

597

1443

557

1443

1443

Destination: Arm B - Chalcraft Ln											
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	Total				
59	20	0	0	0	0	0	80				
74	17	1	0	0	0	3	95				
80	14	1	0	0	0	0	95				
87	19	3	0	0	2	5	116				
300	70	5	0	0	2	9	386				
140	16	3	0	0	0	1	160				
124	18	1	1	0	0	1	145				
113	12	0	2	0	0	0	127				
121	10	1	1	0	0	0	133				
498	56	5	4	0	0	2	565				
106	13	2	0	0	1	1	123				
110	9	0	0	0	1	0	120				
88	19	0	0	0	0	1	108				
91	16	1	0	1	0	0	109				
395	57	3	0	1	2	2	460				
1193	183	13	4	1	4	13	1411				

Check

1411

Destination: Arm B - Chalcraft Ln											
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	Total				
78	23	5	0	0	0	1	107				
93	22	0	0	0	2	0	117				
112	21	0	0	0	1	1	135				
112	23	2	1	0	2	0	140				
395	89	7	1	0	6	1	499				
123	13	1	0	0	3	0	140				
128	13	0	0	0	2	0	143				
110	20	1	0	0	0	1	132				
129	13	0	0	1	5	2	150				
490	59	2	0	1	10	3	565				
97	14	0	0	0	0	4	115				
76	7	0	0	0	0	1	84				
66	7	0	0	0	0	4	77				
53	7	0	1	0	0	1	62				
292	35	0	1	0	0	10	338				
1177	183	9	2	1	16	14	1402				

Check

1402

2813

1402

2813

2813

Destination: Arm C - Lower Bognor Rd (S)											
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	Total				
15	4	0	0	0	0	0	19				
26	9	0	0	0	0	0	35				
41	8	2	0	0	0	0	51				
42	12	0	1	1	0	2	58				
124	33	2	1	1	0	2	163				
30	6	0	0	0	0	1	37				
53	13	2	0	0	0	0	68				
53	5	2	0	0	0	0	60				
46	8	1	0	0	0	0	55				
182	32	5	0	0	0	1	220				
46	7	1	0	0	0	0	54				
39	12	0	0	0	0	1	52				
70	13	2	0	0	1	0	86				
38	14	0	1	0	0	1	54				
193	46	3	1	0	1	2	246				
499	111	10	2	1	1	5	629				

Check

629

Destination: Arm C - Lower Bognor Rd (S)											
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	Total				
80	19	1	0	0	0	1	101				
86	20	0	0	0	1	2	109				
93	18	0	0	0	0	4	115				
100	19	0	0	0	2	0	121				
359	76	1	0	0	4	6	446				
101	14	0	1	0	2	0	118				
115	15	0	0	0	0	0	130				
95	12	0	0	0	1	0	108				
92	10	0	0	0	0	2	104				
403	51	0	1	0	3	2	460				
78	11	0	0	0	1	3	93				
101	5	1	0	0	0	0	107				
60	4	0	0	0	1	0	65				
39	2	0	0	0	0	2	43				
278	22	1	0	0	2	5	308				
1040	149	2	1	0	9	13	1214				

Check

1214

1843

1214

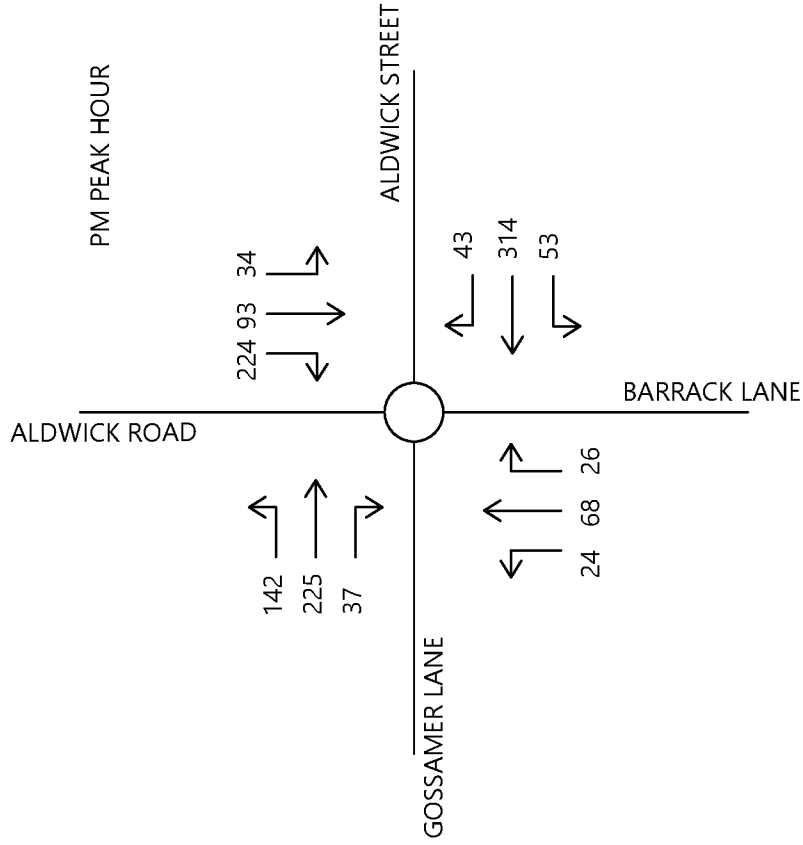
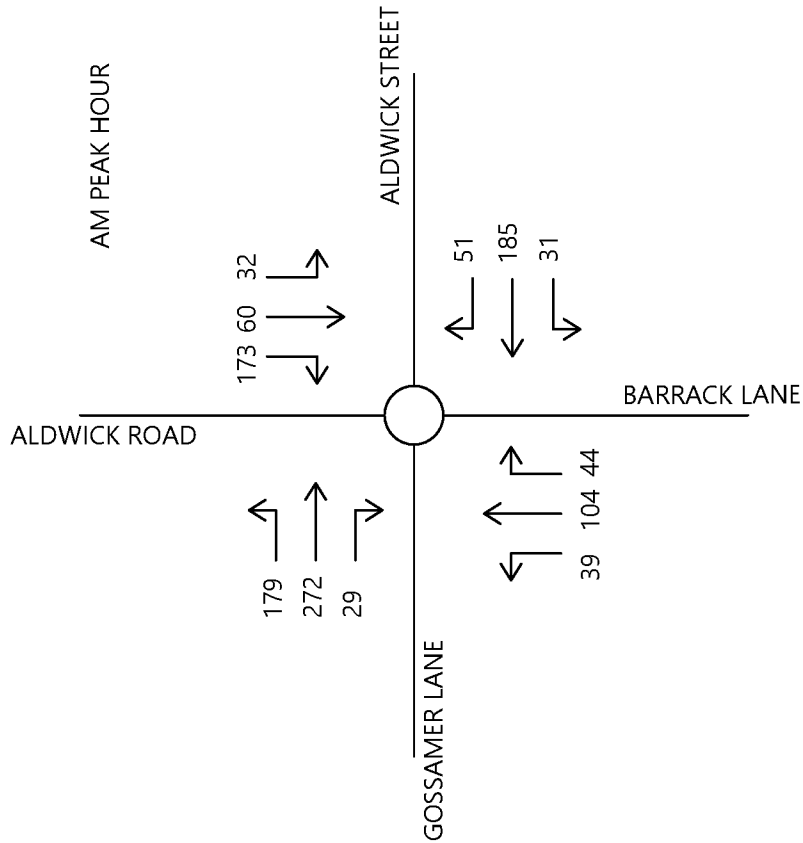
1843

1843

Destination: Arm D - Hewarts Ln							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	Total
19	4	2	0	0	0	0	25
25	7	0	0	0	0	0	32
39	10	1	0	0	1	0	51
66	8	2	0	0	1	1	78
149	29	5	0	0	2	1	186
66	8	0	0	0	0	0	74
79	10	1	1	0	0	1	92
53	7	0	0	0	1	0	61
63	6	1	0	0	0	0	70
261	31	2	1	0	1	1	297
30	9	0	0	0	1	0	40
37	5	2	0	0	1	0	45
37	4	0	0	0	0	0	41
39	3	0	0	0	3	0	45
143	21	2	0	0	5	0	171

Appendix 2

Additional Turning Movement Diagrams



Notes: points indicative only



CLIENT

HANBURY PM LIMITED

PROJECT NUMBER

1616

PROJECT NAME

JUNCTION 6

PROJECT TYPE

FB

PROJECT DATE

05/01/17

PROJECT

PAGHAM SOUTH

GOSSAMER LANE/ALDWICK ROAD

- 2016 EXISTING PEAK HOUR TURNING

MOVEMENT DIAGRAMS

HighgateTransportation

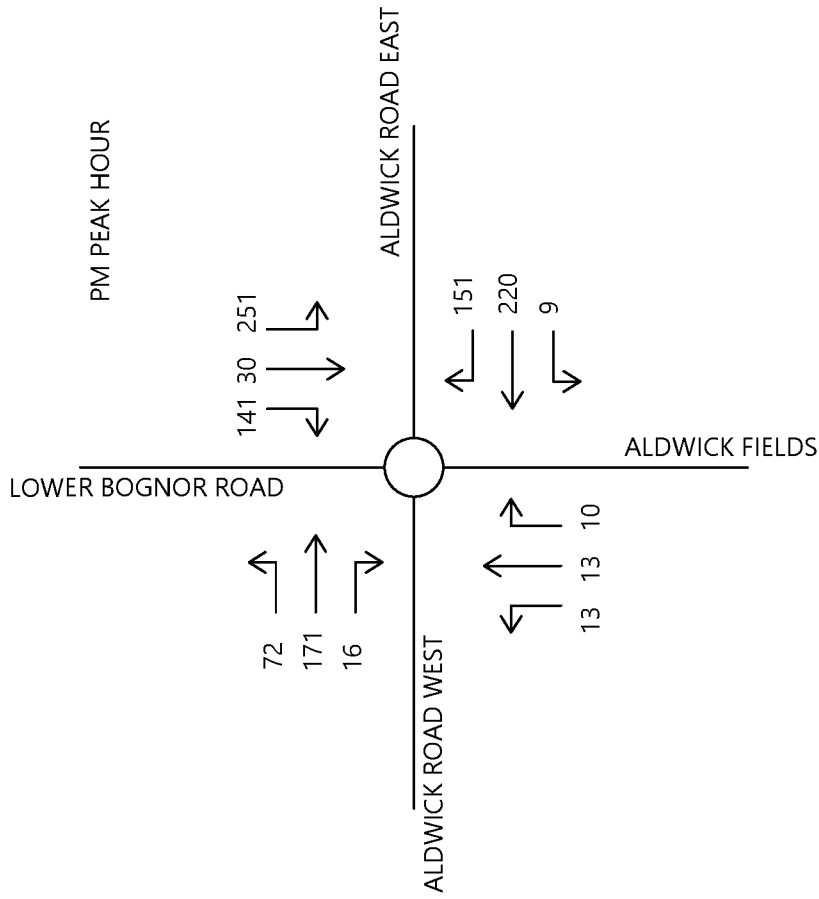
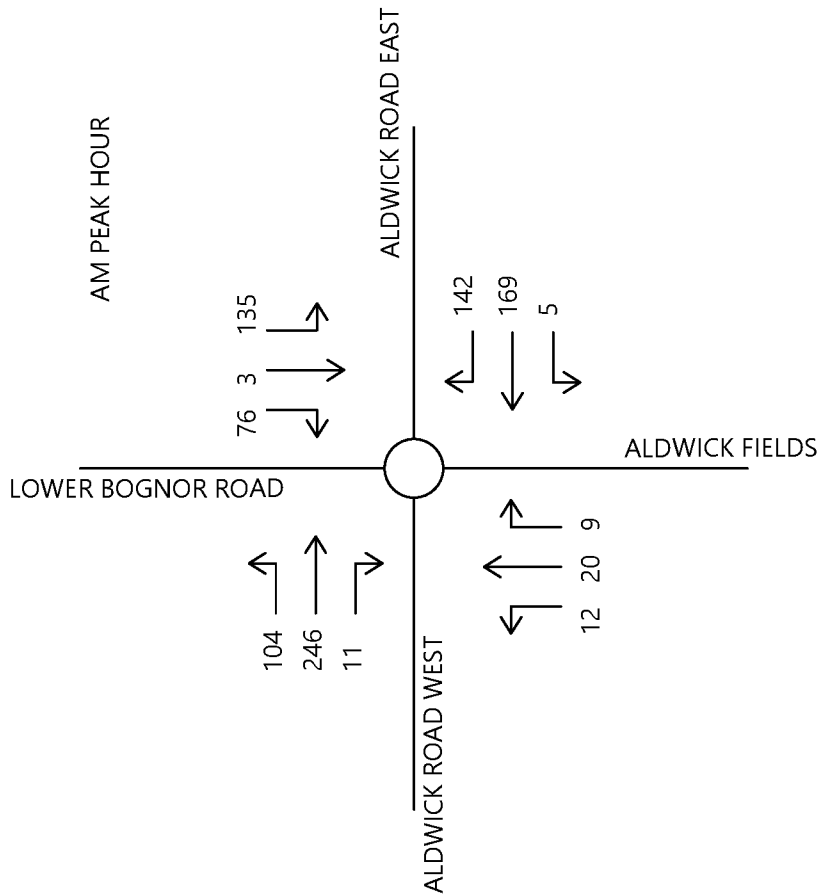
www.highgatetransportation.co.uk

Box 13, 42 Triangle West

Park Street, Bristol BS8 1ES

07973 375 937 / 07595 892 117

© Highgate Transportation Limited

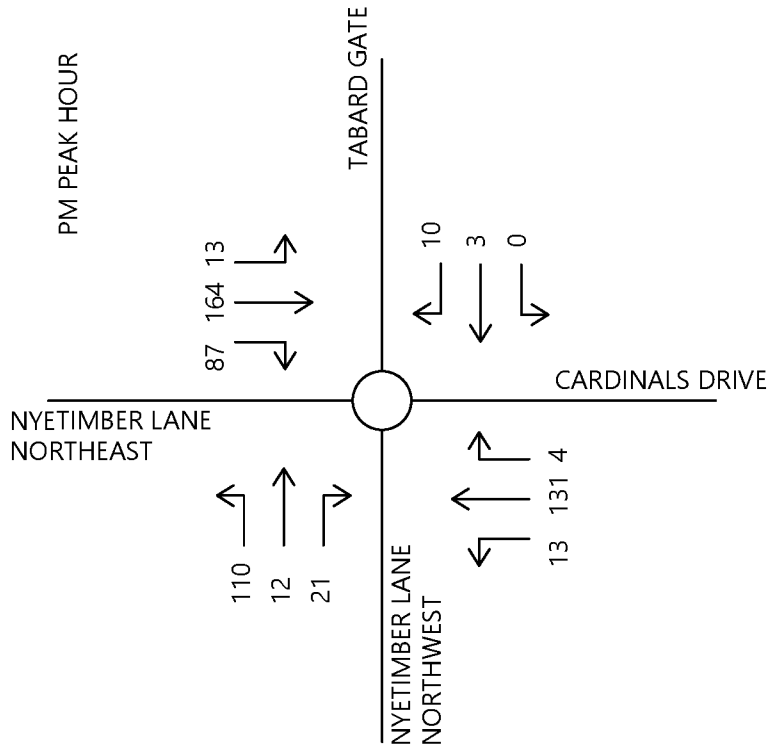
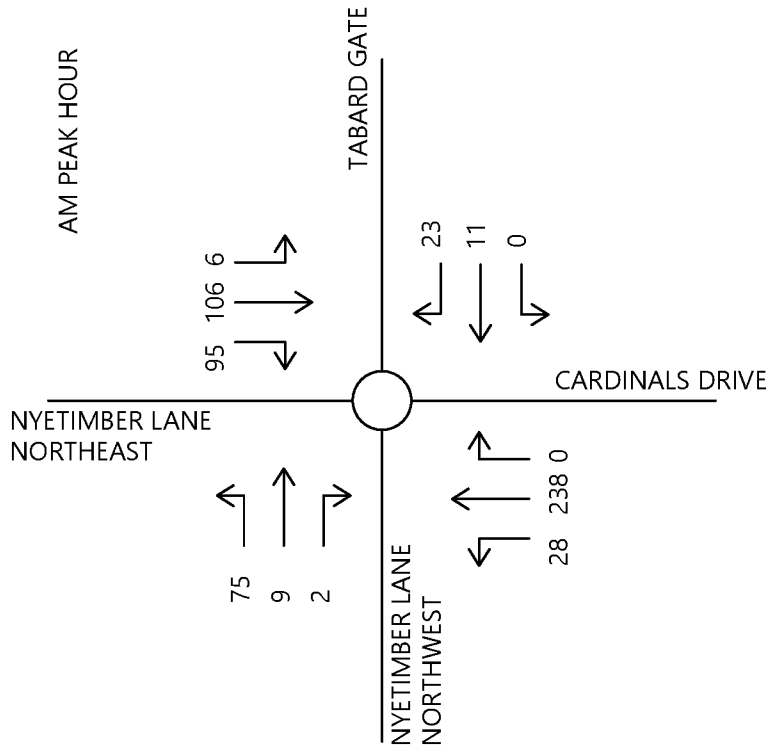


HighgateTransportation
 www.highgatetransportation.co.uk
 Box 13, 42 Triangle West
 Park Street, Bristol BS8 1ES
 07973 375 937 / 07595 892 117
 © Highgate Transportation Limited

PROJECT: PAGHAM SOUTH
 THE LOWER BOGNOR ROAD/ALDWICK ROAD
 - 2016 EXISTING PEAK HOUR TURNING
 MOVEMENT DIAGRAMS

CLIENT: HANBURY PM LIMITED
 PROJECT NUMBER: 1616
 JUNCTION 7
 NOT TO SCALE
 DATE: 05/01/17

NOTES:
 None; point is indicative only



Notes: points indicative only



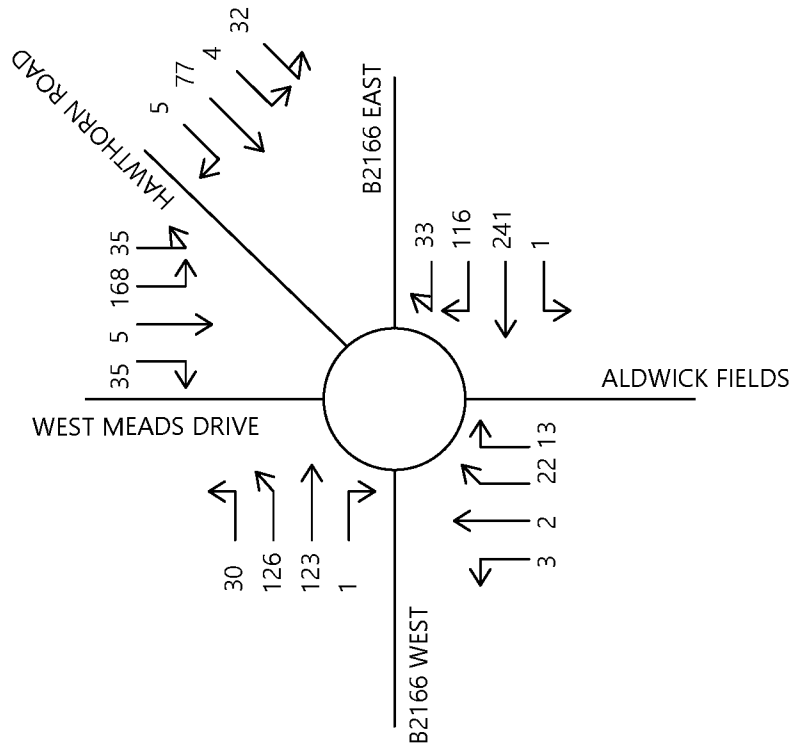
HANBURY PM LIMITED			
1616	JUNCTION 13	FB	DT
NOT TO SCALE		05/01/17	

PAGHAM SOUTH	
NYETIMBER LANE/TABARD GATE	
- 2016 EXISTING PEAK HOUR TURNING	
MOVEMENT DIAGRAMS	

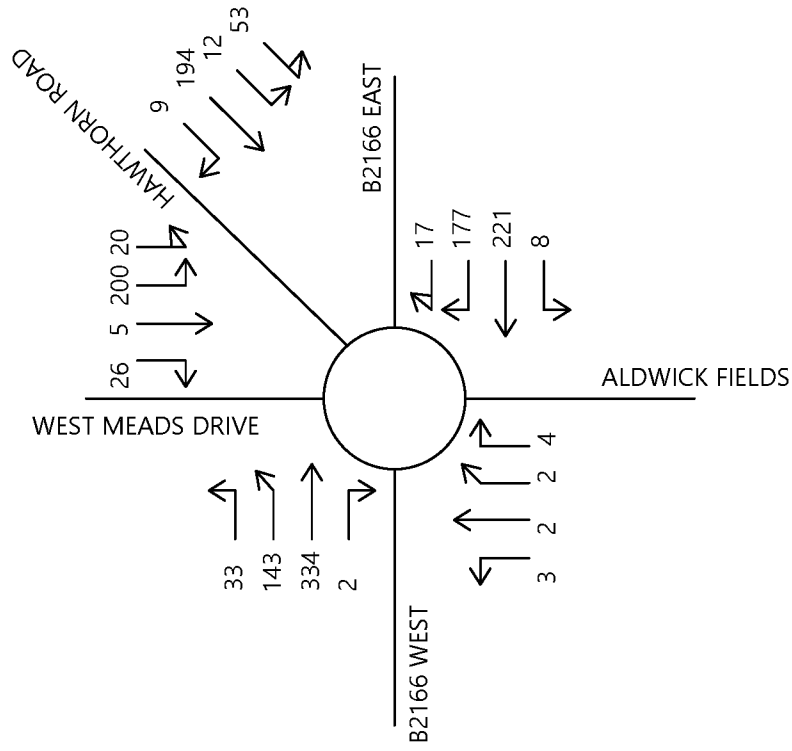
HighgateTransportation

www.highgatetransportation.co.uk
Box 13, 42 Triangle West
Park Street, Bristol BS8 1ES
07973 375 937 / 07595 892 117
© Highgate Transportation Limited

AM PEAK HOUR



PM PEAK HOUR



Notes:

Notes: points indicative only



CLIENT:

HANBURY PM LIMITED

PROJECT NO:

1616

PROJECT NAME:

JUNCTION 14

DATE:

FB

PROJECT:

B2166/ALDWICK FIELDS/WEST MEADS DR

- 2015 EXISTING PEAK HOUR TURNING

MOVEMENT DIAGRAMS

PAGHAM SOUTH

HighgateTransportation

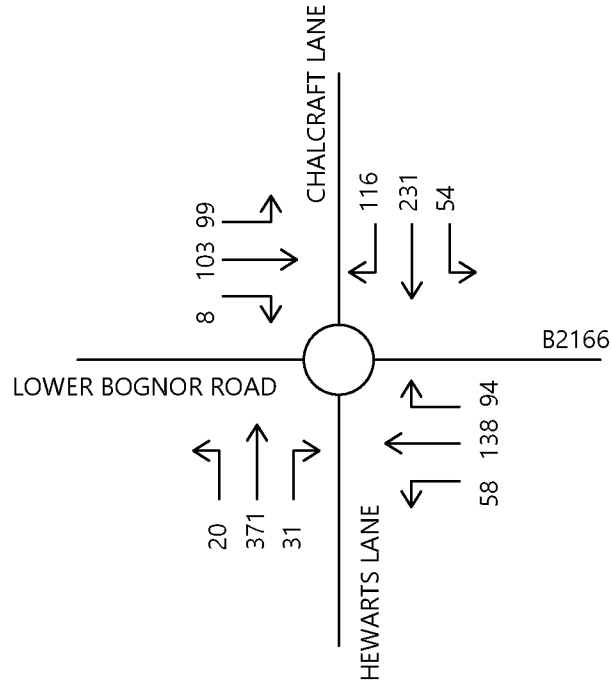
www.highgatetransportation.co.uk

Box 13, 42 Triangle West
Park Street, Bristol BS8 1ES

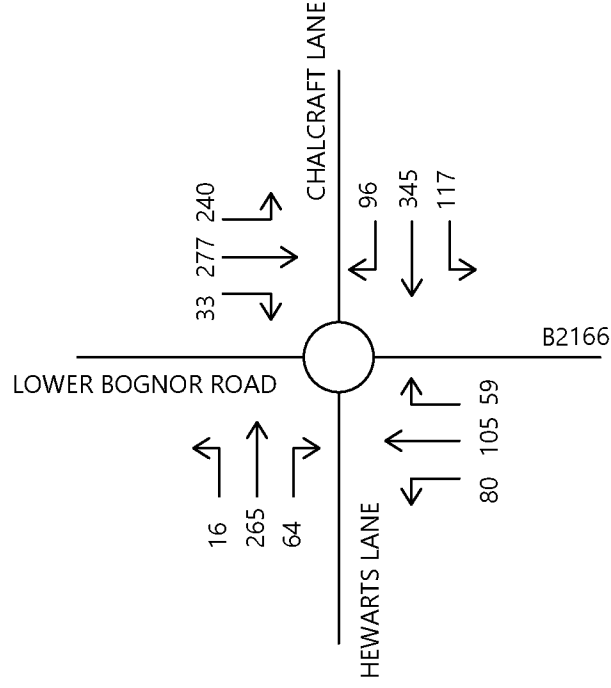
07973 375 937 / 07595 892 217

© Highgate Transportation Limited

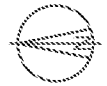
AM PEAK HOUR



PM PEAK HOUR



Notes: points indicative only



HighgateTransportation
www.highgatetransportation.co.uk
 Box 13, 42 Triangle West
 Park Street, Bristol BS8 1ES
 07973 375 937 / 07595 892 117
 © Highgate Transportation Limited

PROJECT
 PAGHAM SOUTH

TITLE
 LOWER BOGNOR RD/CHALCRAFT LN
 - 2016 EXISTING PEAK HOUR TURNING
 MOVEMENT DIAGRAMS

CLIENT
 HANBURY PM LIMITED

PROJECT NUMBER	DATE	BY	CHKD
1616	JUNCTION 15	FB	DT
NOT TO SCALE	05/01/17		

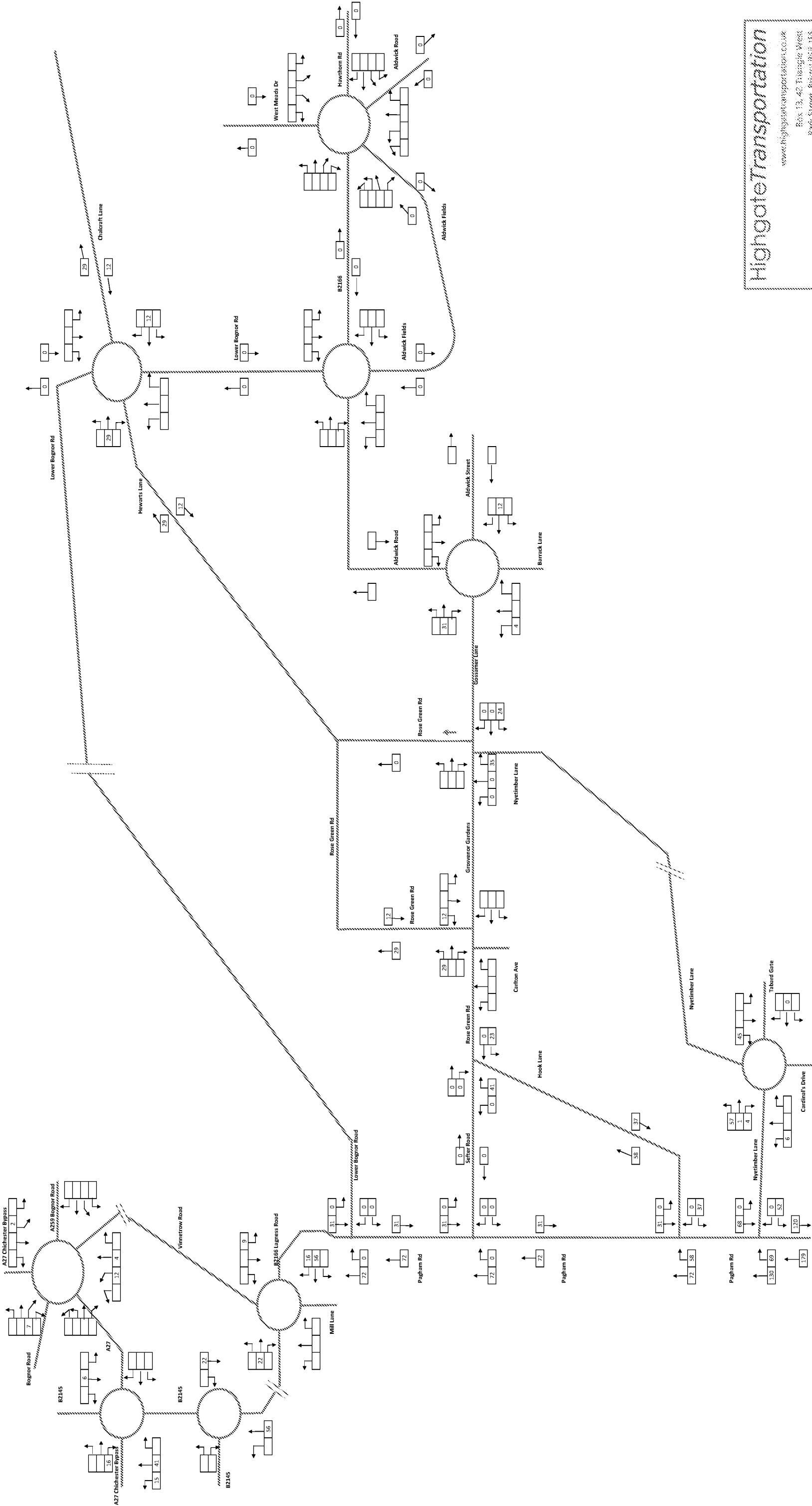
Appendix 3

Development Traffic Distribution Diagrams

Pagham South

Pagham South - All Development Traffic

AM Peak Hour 0800-0900



HighgateTransportation
www.highgatetransportation.co.uk
Box 13, 42 Fringle West
Park Street, Bishop's Cleeve
07973 575 931 / 07595 882 217
© Highgate Transportation Limited
© Crown Copyright and Database Right 2015 OS Licence 10006424

2004 Redwood Dr - 4005 Weymouth

2002 Redwood II - 1905 Waukegan

HighgateTransportation
www.highgatetransportation.co.uk
Box 13, 42, Triangle West,
Park Street, Bognor, BN8 1PG

www.hydroinformatics.org.uk

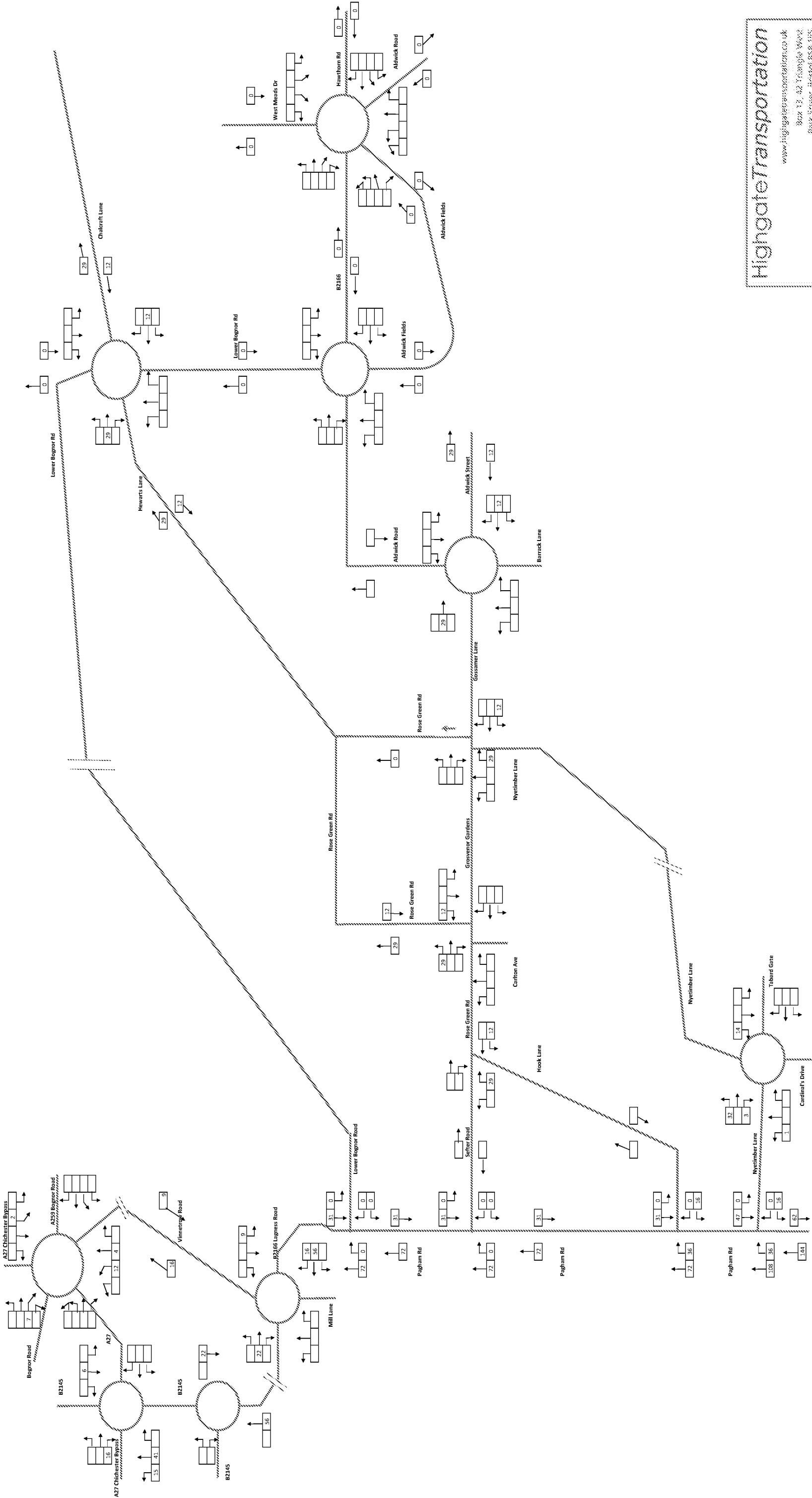
Park Street, Boston 023 116

4338 56510 1 285 833 16610

© Richard Thompson Limited

© Crown copyright and database right, 2016. OS Licence: 1000193443

Pagham South
Residential & Core Home Traffic
AM Peak Hour

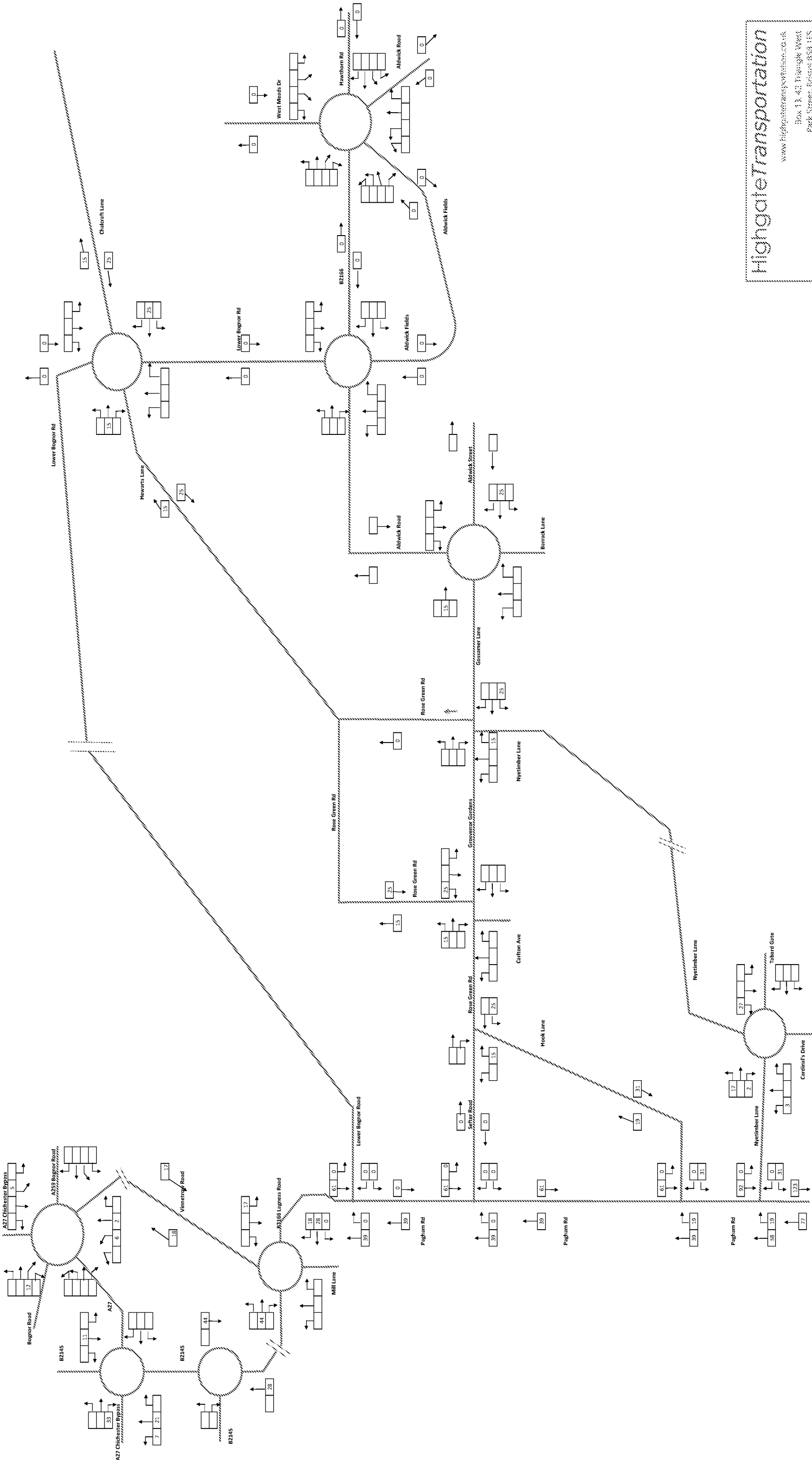


HighgateTransportation
www.highgatetransportation.co.uk
Box 12, 42 Triangle Way
Park Street, Bristol BS8 1BS
01992 375 937 / 07585 056 217
© Highgate Transportation Limited
© Crown Copyright and database right 2016 OS Licence 100056584

Pagham South

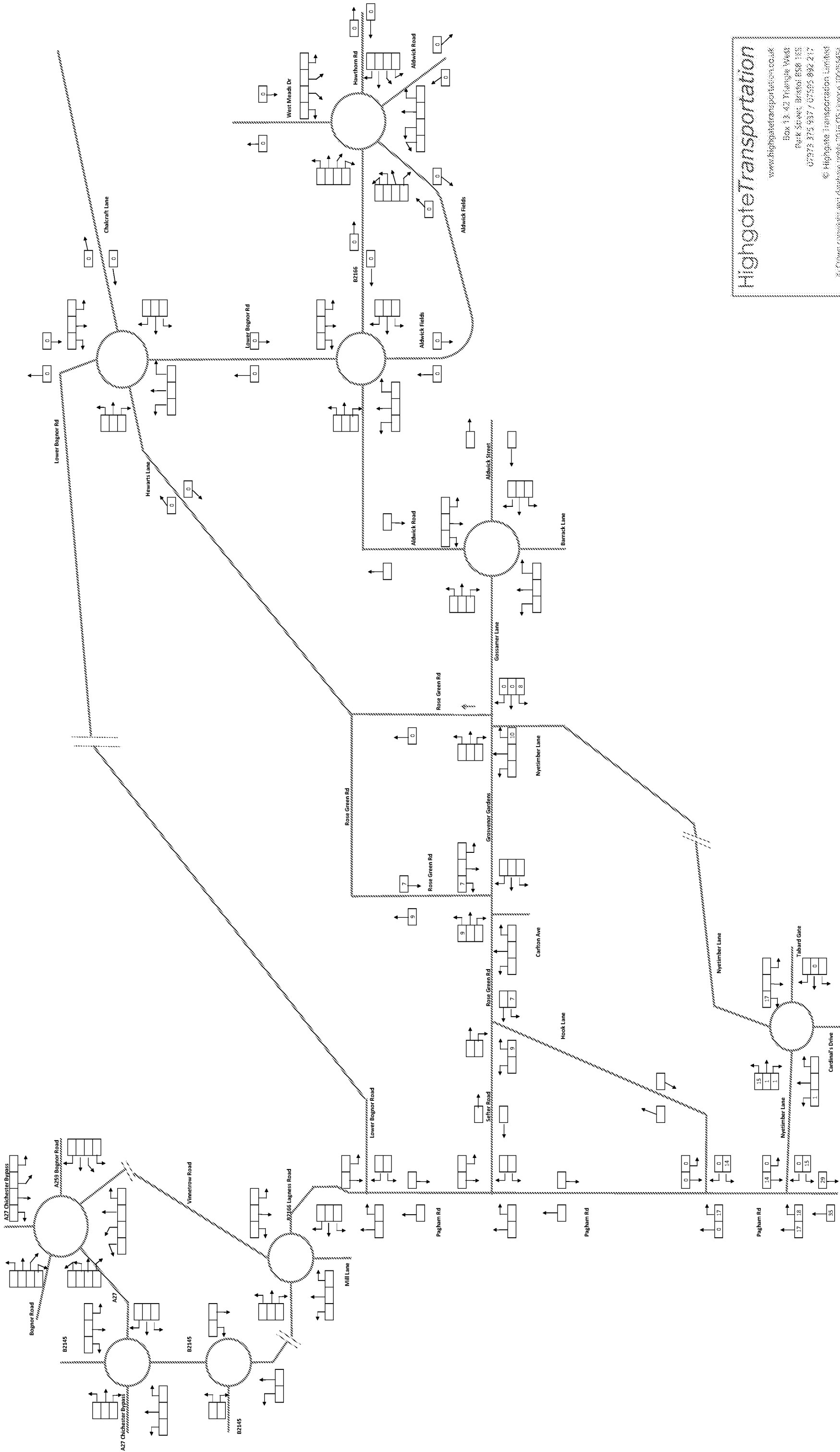
Residential & Care Home Traffic

PM Peak Hour

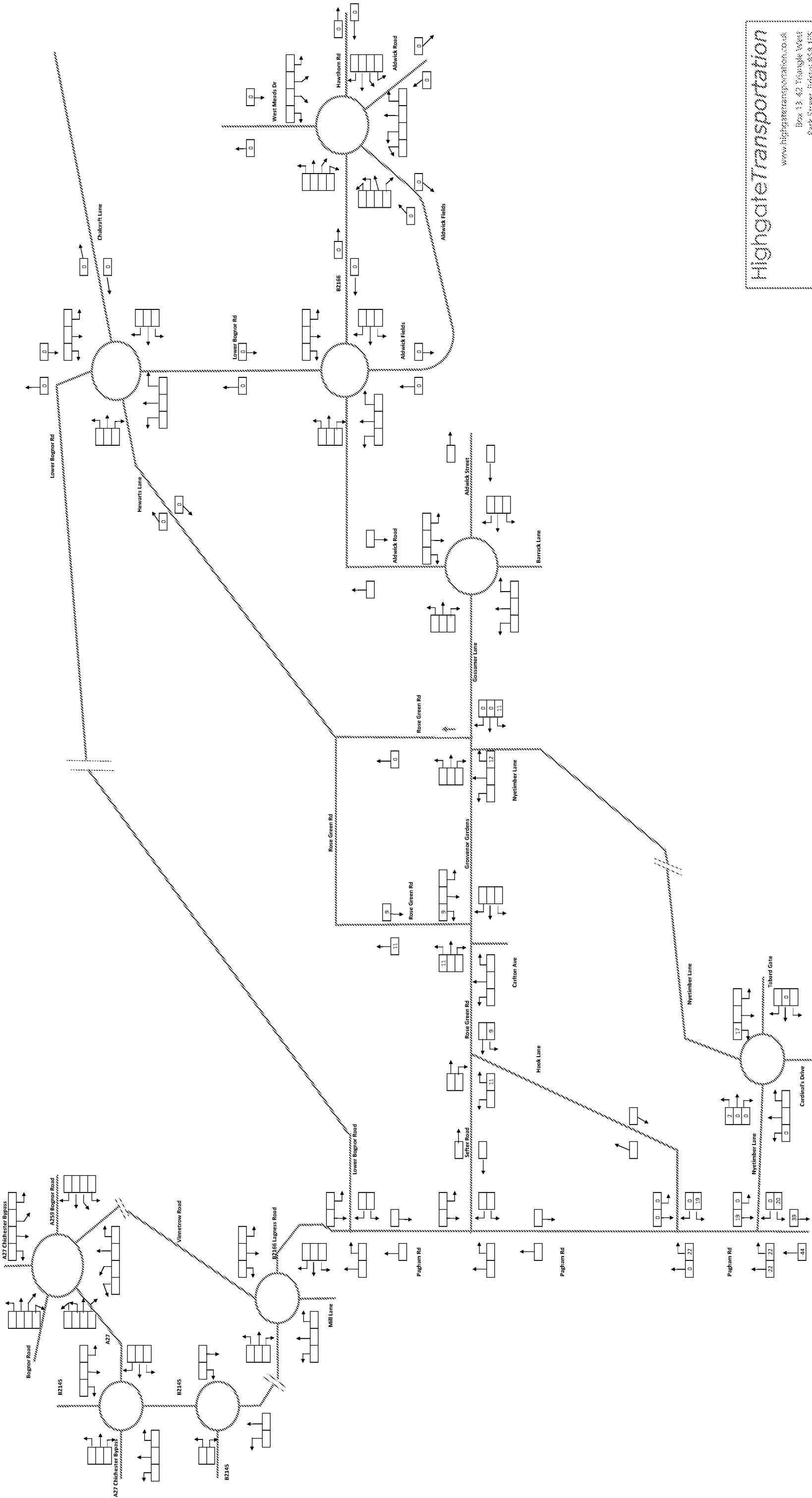


HighgateTransportation

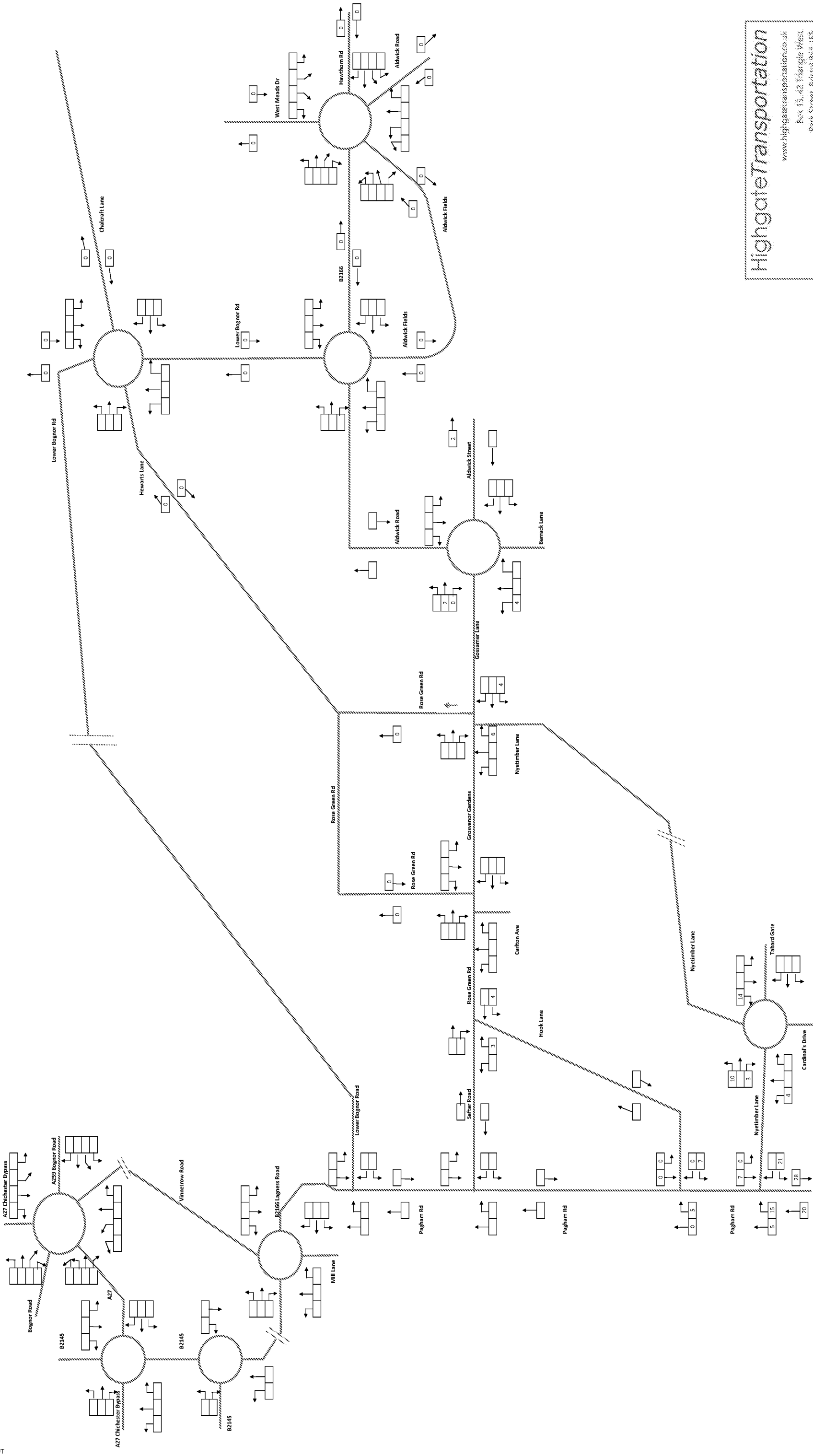
www.highgatetransportation.co.uk
Box 13, 421 Highgate West
Park Street, Bristol BS9 1LS
07973 375 937 / 07585 852 217
© Highgate Transportation Limited
© Crown Copyright and database rights 2015 OS Licence 100085450

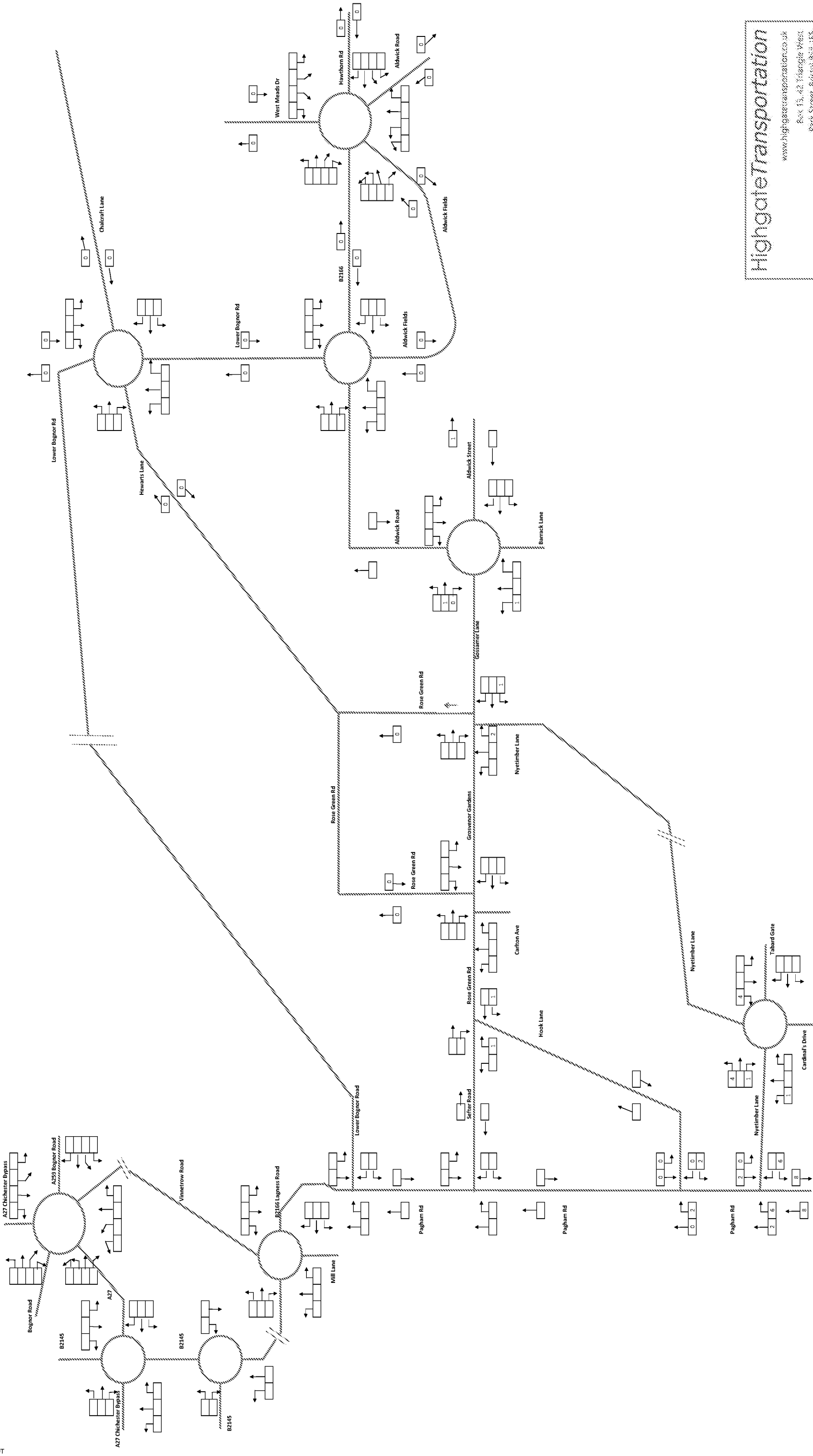


Pagham South
Local Centre Traffic
PM Peak Hour



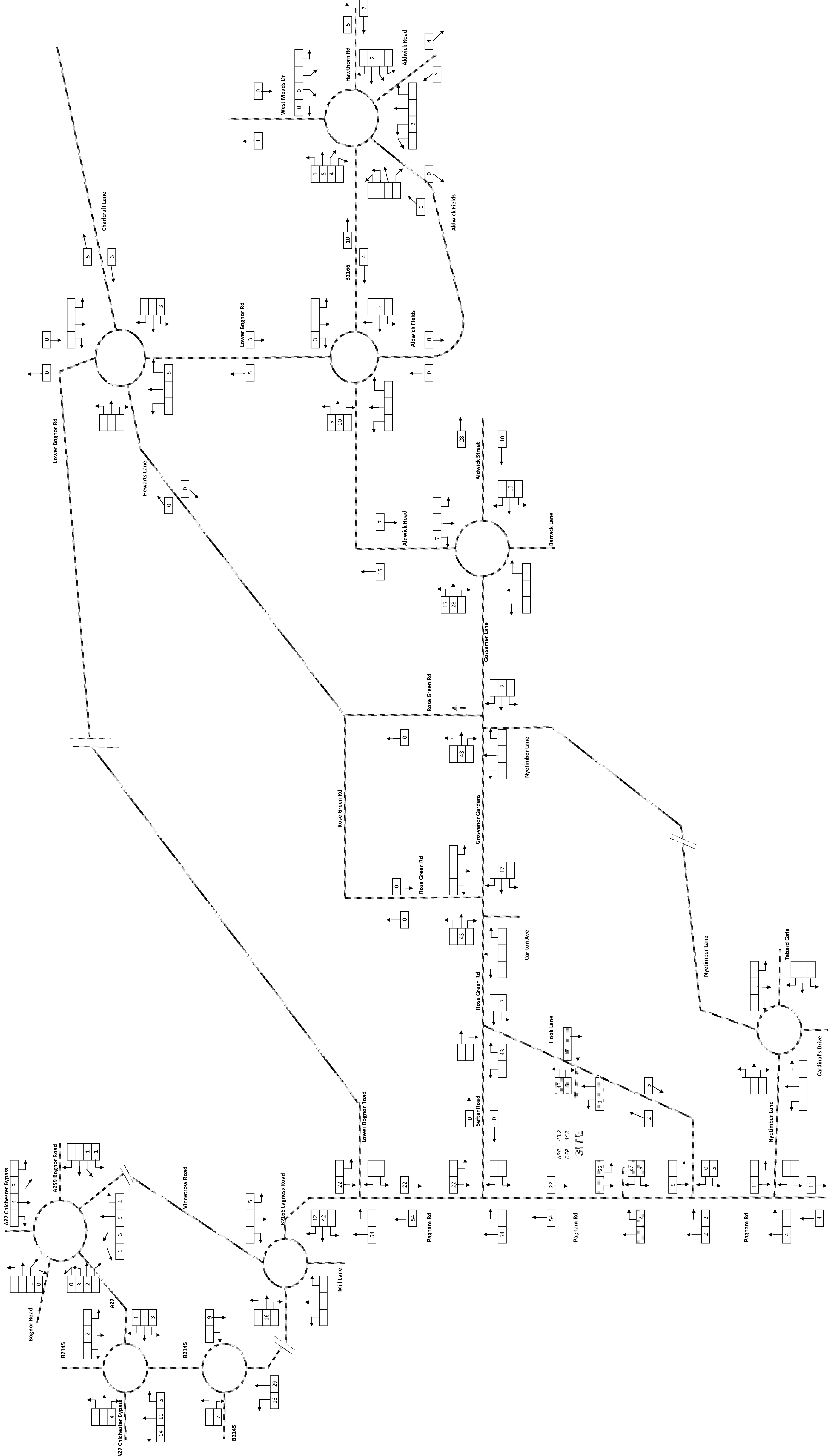
HighgateTransportation
www.highgatetransportation.co.uk
Box 13, 42 Triangle West
Park Street, Bristol BS8 1ES
07972 375 997 / 07596 852 217
© Highgate Transportation Limited
© Crown Copyright and database rights 2016 OS Licence 100026466

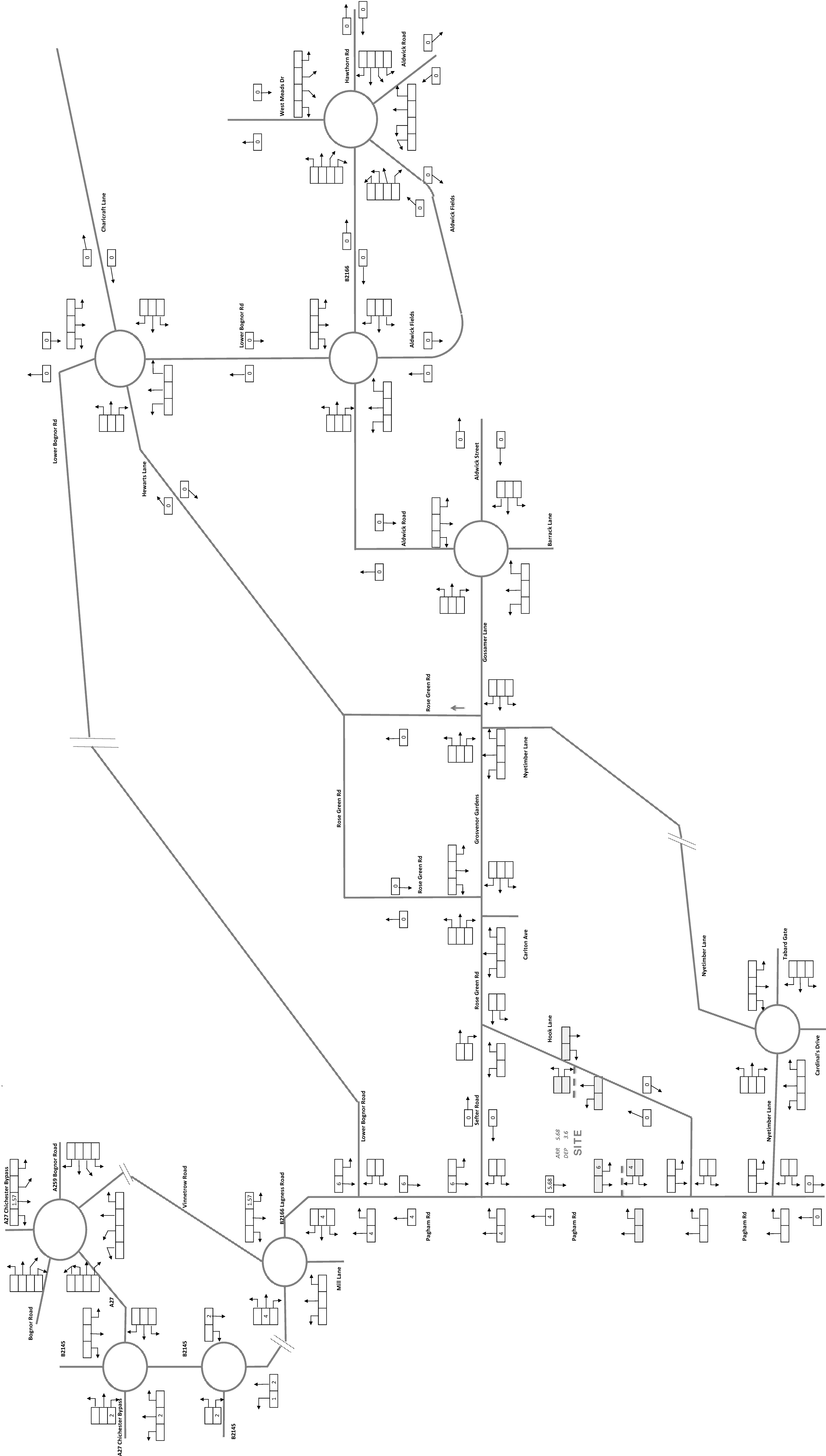




HighgateTransportation

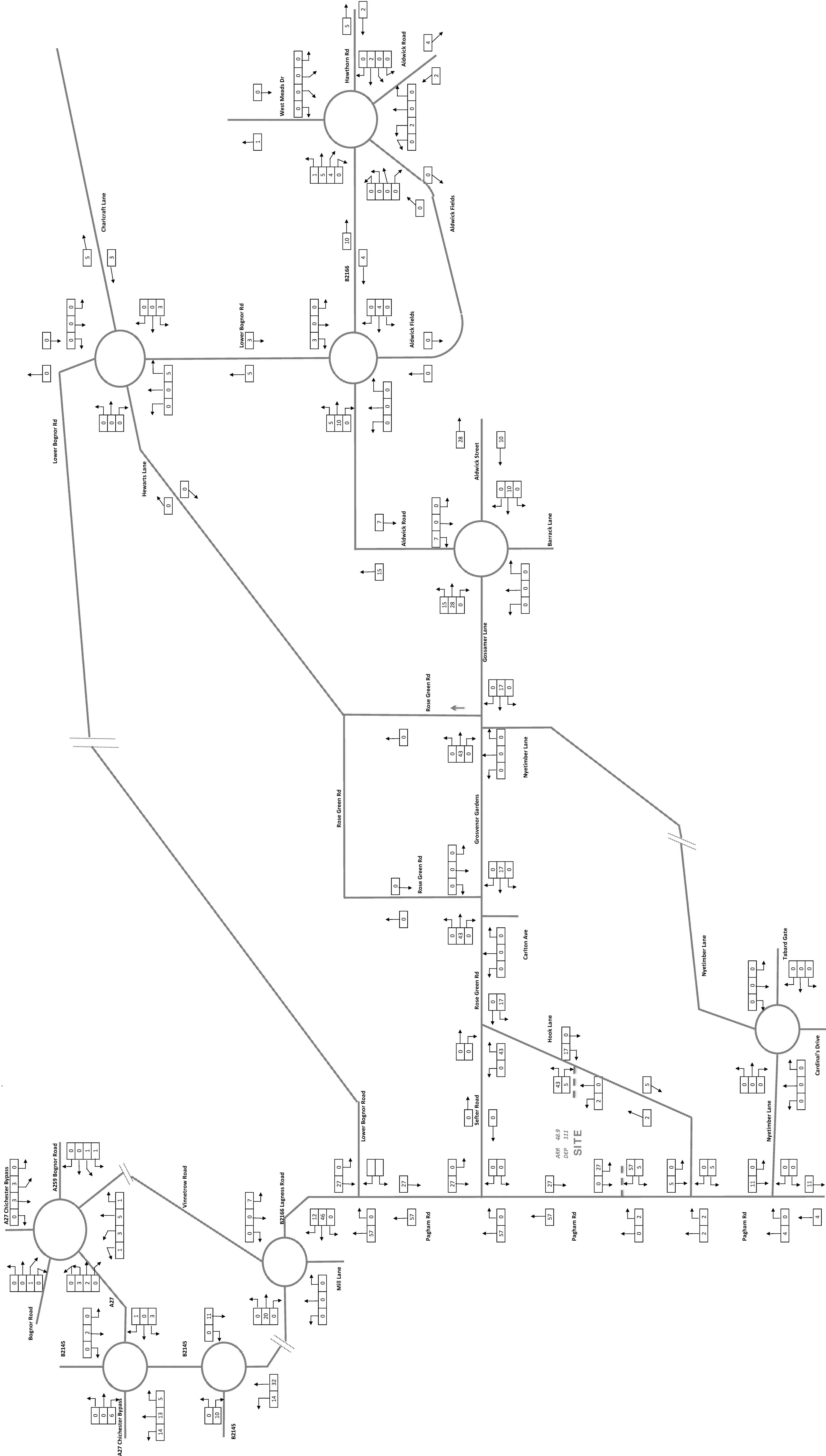
www.highgatetransportation.co.uk
Box 15, 42 Triangle West
Park Street, Bristol BS2 1ES
01753 375 537 / 01753 382 017
© Highgate Transportation Limited
% Crown copyright and database rights 2014 OS Licence 100064791



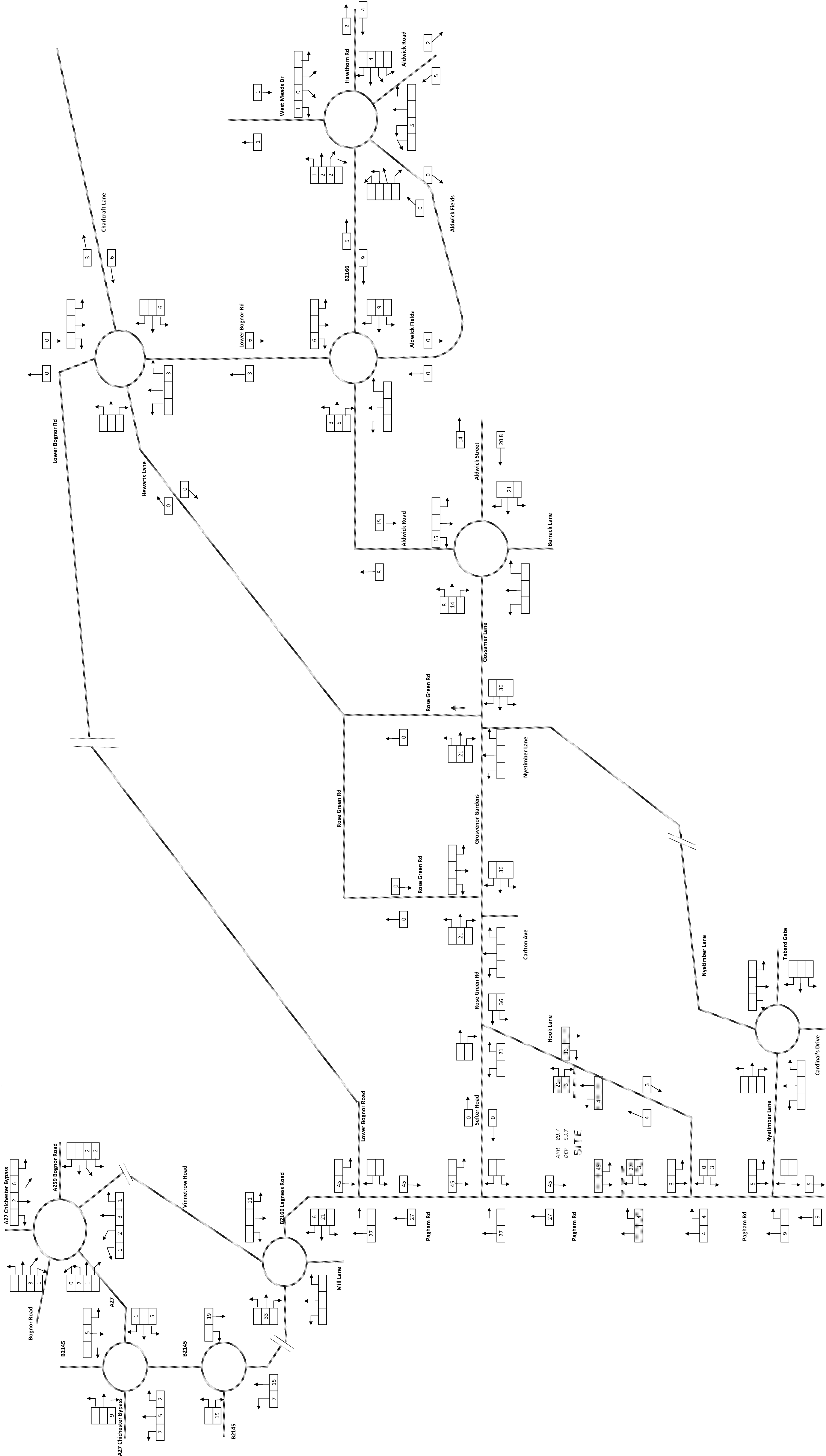


Hook Lane, Pagham
JNY 8840
80 Bed Care Home
AM Peak
All Vehicles

RPS

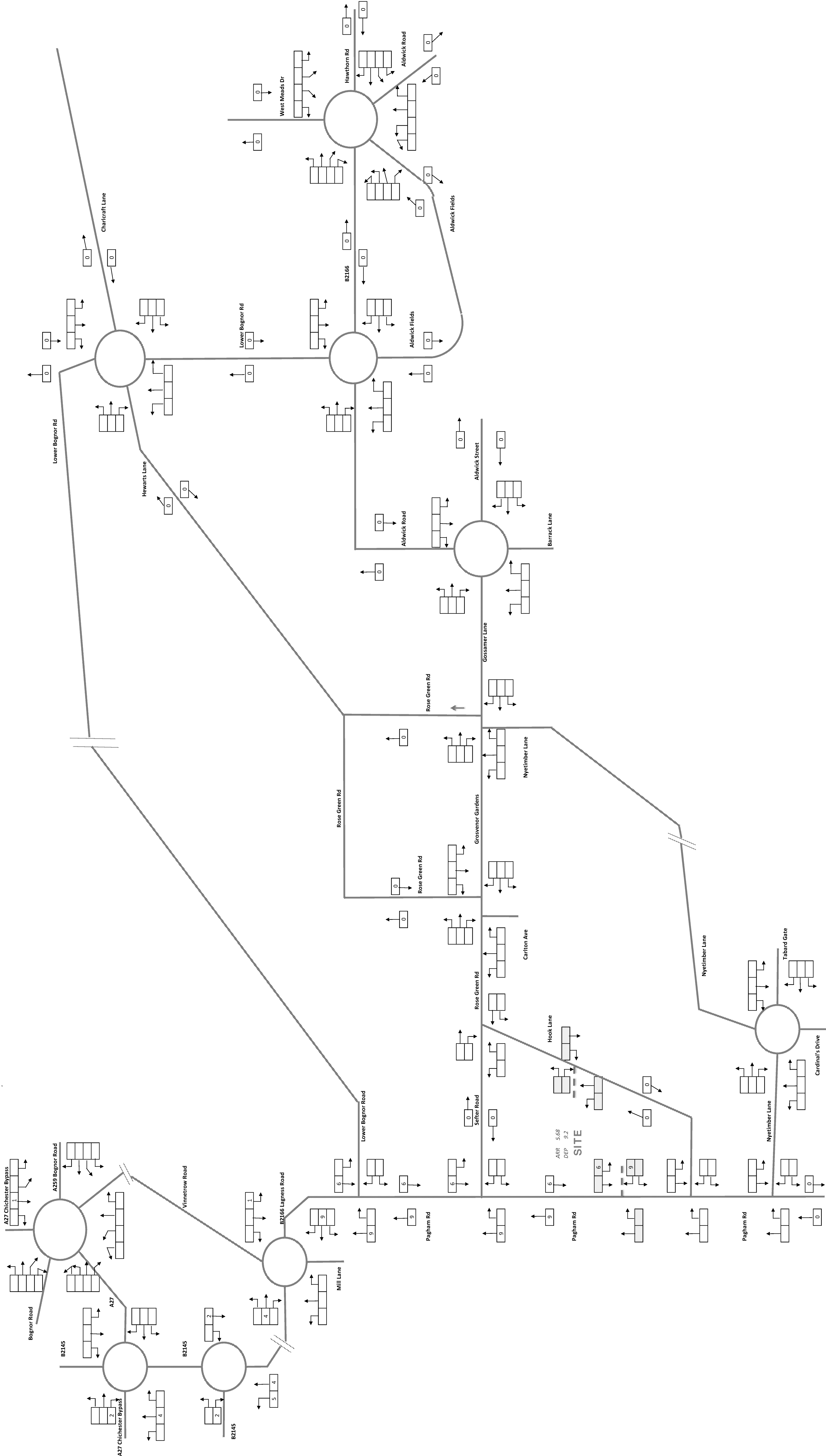


Hook Lane, Pagham
JNY 8840
Total Development Flows
AM Peak
All Vehicles



Hook Lane, Pagham
JUN 8840
Residential Trips - 300 dwellings
PM Peak
All Vehicles

RPS



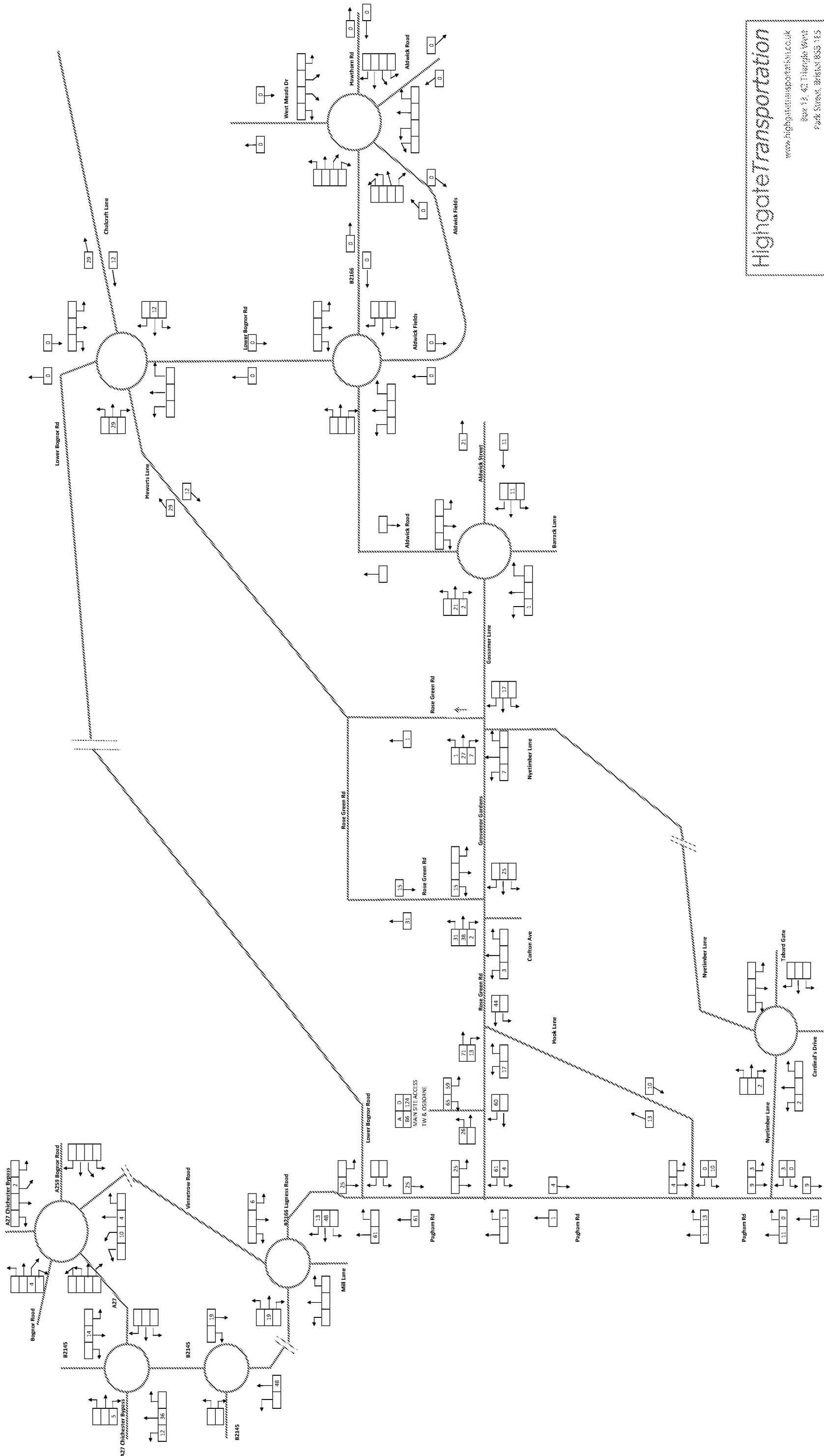
Hook Lane, Pagham
JNY 8940
80 Bed Care Home
PM Peak
All Vehicles

RPS

Pagham South

Land North of Satter Road (TW & Osborne)

AM Peak Hour 0800-0900, All Traffic Flows
(33% reduction of school traffic)



HighgateTransportation

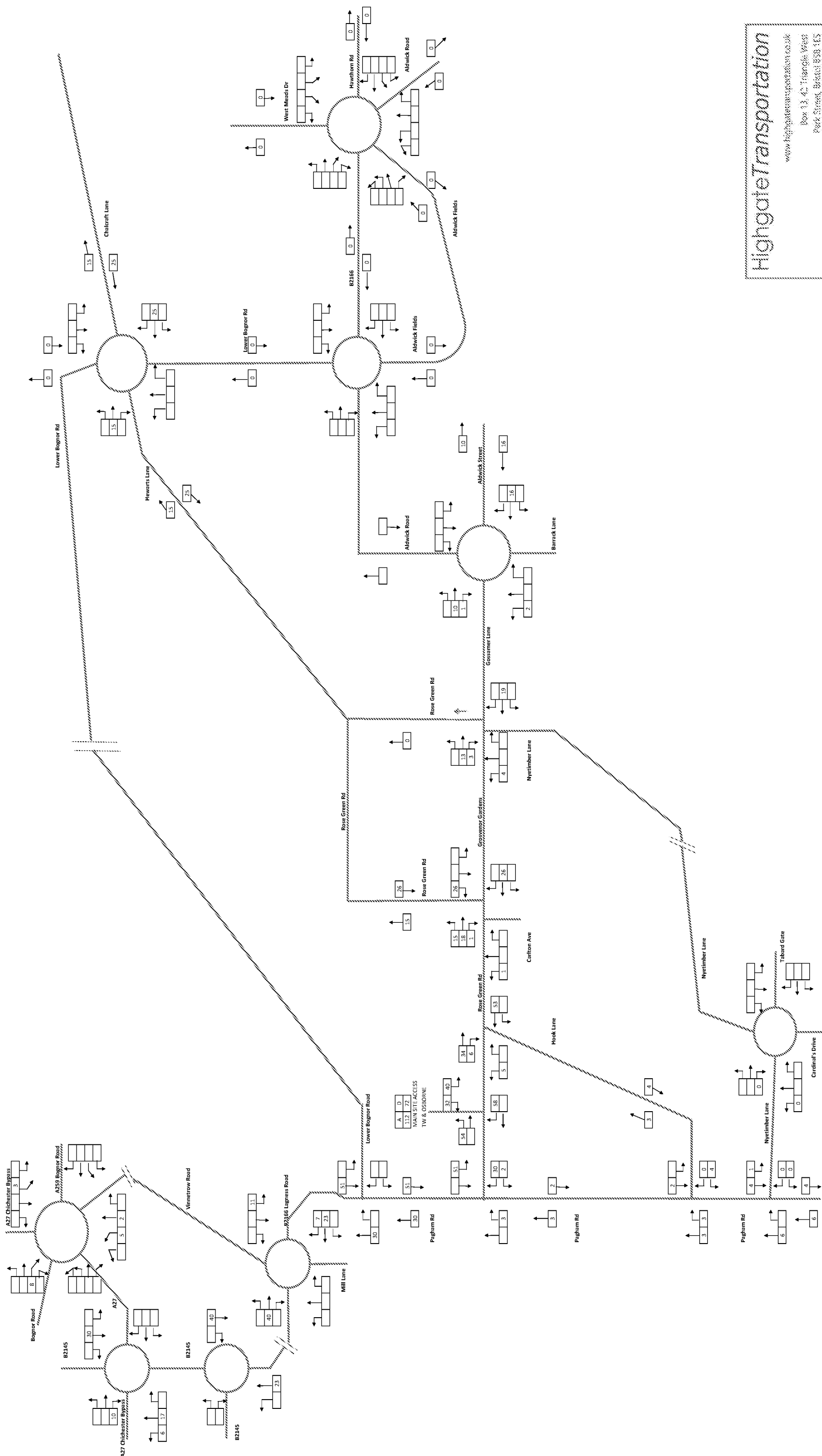
www.highgatetransportation.co.uk
Box 13, 42 Thiergle West
Park Street, Bristol BS3 1ES
01973 375 937 / 01955 882 217
© Highgate Transportation Limited
© Crown Copyright and database rights 2016 OS Licence 100025639

Pagham South

(a) $\log 2$ (b) $\log 3$ (c) $\log 4$ (d) $\log 5$ (e) $\log 6$ (f) $\log 7$ (g) $\log 8$ (h) $\log 9$ (i) $\log 10$ (j) $\log 11$ (k) $\log 12$ (l) $\log 13$ (m) $\log 14$ (n) $\log 15$ (o) $\log 16$ (p) $\log 17$ (q) $\log 18$ (r) $\log 19$ (s) $\log 20$ (t) $\log 21$ (u) $\log 22$ (v) $\log 23$ (w) $\log 24$ (x) $\log 25$ (y) $\log 26$ (z) $\log 27$ (aa) $\log 28$ (ab) $\log 29$ (ac) $\log 30$ (ad) $\log 31$ (ae) $\log 32$ (af) $\log 33$ (ag) $\log 34$ (ah) $\log 35$ (ai) $\log 36$ (aj) $\log 37$ (ak) $\log 38$ (al) $\log 39$ (am) $\log 40$ (an) $\log 41$ (ao) $\log 42$ (ap) $\log 43$ (aq) $\log 44$ (ar) $\log 45$ (as) $\log 46$ (at) $\log 47$ (au) $\log 48$ (av) $\log 49$ (aw) $\log 50$ (ax) $\log 51$ (ay) $\log 52$ (az) $\log 53$ (ba) $\log 54$ (bb) $\log 55$ (bc) $\log 56$ (bd) $\log 57$ (be) $\log 58$ (bf) $\log 59$ (bg) $\log 60$ (bh) $\log 61$ (bi) $\log 62$ (bj) $\log 63$ (bk) $\log 64$ (bl) $\log 65$ (bm) $\log 66$ (bn) $\log 67$ (bo) $\log 68$ (bp) $\log 69$ (bq) $\log 70$ (br) $\log 71$ (bs) $\log 72$ (bt) $\log 73$ (bu) $\log 74$ (bv) $\log 75$ (bw) $\log 76$ (bx) $\log 77$ (by) $\log 78$ (bz) $\log 79$ (ca) $\log 80$ (cb) $\log 81$ (cc) $\log 82$ (cd) $\log 83$ (ce) $\log 84$ (cf) $\log 85$ (cg) $\log 86$ (ch) $\log 87$ (ci) $\log 88$ (cj) $\log 89$ (ck) $\log 90$ (cl) $\log 91$ (cm) $\log 92$ (cn) $\log 93$ (co) $\log 94$ (cp) $\log 95$ (cq) $\log 96$ (cr) $\log 97$ (cs) $\log 98$ (ct) $\log 99$ (cu) $\log 100$ (cv) $\log 101$ (cw) $\log 102$ (cx) $\log 103$ (cy) $\log 104$ (cz) $\log 105$ (da) $\log 106$ (db) $\log 107$ (dc) $\log 108$ (dd) $\log 109$ (de) $\log 110$ (df) $\log 111$ (dg) $\log 112$ (dh) $\log 113$ (di) $\log 114$ (dj) $\log 115$ (dk) $\log 116$ (dl) $\log 117$ (dm) $\log 118$ (dn) $\log 119$ (do) $\log 120$ (dp) $\log 121$ (dq) $\log 122$ (dr) $\log 123$ (ds) $\log 124$ (dt) $\log 125$ (du) $\log 126$ (dv) $\log 127$ (dw) $\log 128$ (dx) $\log 129$ (dy) $\log 130$ (dz) $\log 131$ (ea) $\log 132$ (eb) $\log 133$ (ec) $\log 134$ (ed) $\log 135$ (ee) $\log 136$ (ef) $\log 137$ (eg) $\log 138$ (eh) $\log 139$ (ei) $\log 140$ (ej) $\log 141$ (ek) $\log 142$ (el) $\log 143$ (em) $\log 144$ (en) $\log 145$ (eo) $\log 146$ (ep) $\log 147$ (eq) $\log 148$ (er) $\log 149$ (es) $\log 150$ (et) $\log 151$ (eu) $\log 152$ (ev) $\log 153$ (ew) $\log 154$ (ex) $\log 155$ (ey) $\log 156$ (ez) $\log 157$ (fa) $\log 158$ (fb) $\log 159$ (fc) $\log 160$ (fd) $\log 161$ (fe) $\log 162$ (ff) $\log 163$ (fg) $\log 164$ (fh) $\log 165$ (fi) $\log 166$ (fj) $\log 167$ (fk) $\log 168$ (fl) $\log 169$ (fm) $\log 170$ (fn) $\log 171$ (fo) $\log 172$ (fp) $\log 173$ (fq) $\log 174$ (fr) $\log 175$ (fs) $\log 176$ (ft) $\log 177$ (fu) $\log 178$ (fv) $\log 179$ (fw) $\log 180$ (fx) $\log 181$ (fy) $\log 182$ (fz) $\log 183$ (ga) $\log 184$ (gb) $\log 185$ (gc) $\log 186$ (gd) $\log 187$ (ge) $\log 188$ (gf) $\log 189$ (gg) $\log 190$ (gh) $\log 191$ (gi) $\log 192$ (gj) $\log 193$ (gk) $\log 194$ (gl) $\log 195$ (gm) $\log 196$ (gn) $\log 197$ (go) $\log 198$ (gp) $\log 199$ (gq) $\log 200$ (gr) $\log 201$ (gs) $\log 202$ (gt) $\log 203$ (gu) $\log 204$ (gv) $\log 205$ (gw) $\log 206$ (gx) $\log 207$ (gy) $\log 208$ (gz) $\log 209$ (ha) $\log 210$ (hb) $\log 211$ (hc) $\log 212$ (hd) $\log 213$ (he) $\log 214$ (hf) $\log 215$ (hg) $\log 216$ (hh) $\log 217$ (hi) $\log 218$ (hj) $\log 219$ (hk) $\log 220$ (hl) $\log 221$ (hm) $\log 222$ (hn) $\log 223$ (ho) $\log 224$ (hp) $\log 225$ (hq) $\log 226$ (hr) $\log 227$ (hs) $\log 228$ (ht) $\log 229$ (hu) $\log 230$ (hv) $\log 231$ (hw) $\log 232$ (hx) $\log 233$ (hy) $\log 234$ (hz) $\log 235$ (ia) $\log 236$ (ib) $\log 237$ (ic) $\log 238$ (id) $\log 239$ (ie) $\log 240$ (if) $\log 241$ (ig) $\log 242$ (ih) $\log 243$ (ii) $\log 244$ (ij) $\log 245$ (ik) $\log 246$ (il) $\log 247$ (im) $\log 248$ (in) $\log 249$ (io) $\log 250$ (ip) $\log 251$ (iq) $\log 252$ (ir) $\log 253$ (is) $\log 254$ (it) $\log 255$ (iu) $\log 256$ (iv) $\log 257$ (iw) $\log 258$ (ix) $\log 259$ (iy) $\log 260$ (iz) $\log 261$ (ja) $\log 262$ (jb) $\log 263$ (jc) $\log 264$ (jd) $\log 265$ (je) $\log 266$ (jf) $\log 267$ (jg) $\log 268$ (jh) $\log 269$ (ji) $\log 270$ (jj) $\log 271$ (jk) $\log 272$ (jl) $\log 273$ (jm) $\log 274$ (jn) $\log 275$ (jo) $\log 276$ (jp) $\log 277$ (jq) $\log 278$ (jr) $\log 279$ (js) $\log 280$ (jt) $\log 281$ (ju) $\log 282$ (jv) $\log 283$ (jw) $\log 284$ (jx) $\log 285$ (jy) $\log 286$ (jz) $\log 287$ (ka) $\log 288$ (kb) $\log 289$ (kc) $\log 290$ (kd) $\log 291$ (ke) $\log 292$ (kf) $\log 293$ (kg) $\log 294$ (kh) $\log 295$ (ki) $\log 296$ (kj) $\log 297$ (kk) $\log 298$ (kl) $\log 299$ (km) $\log 300$ (kn) <

PM Peak Hour 1700-1800, All Traffic Flows

33% reduction of school traffic)



Highgate Transportation

www.fishbase.org/SpeciesCatalogue.asp

Box 13, 427 North 9th St.

53: 852 10000 10000 2000

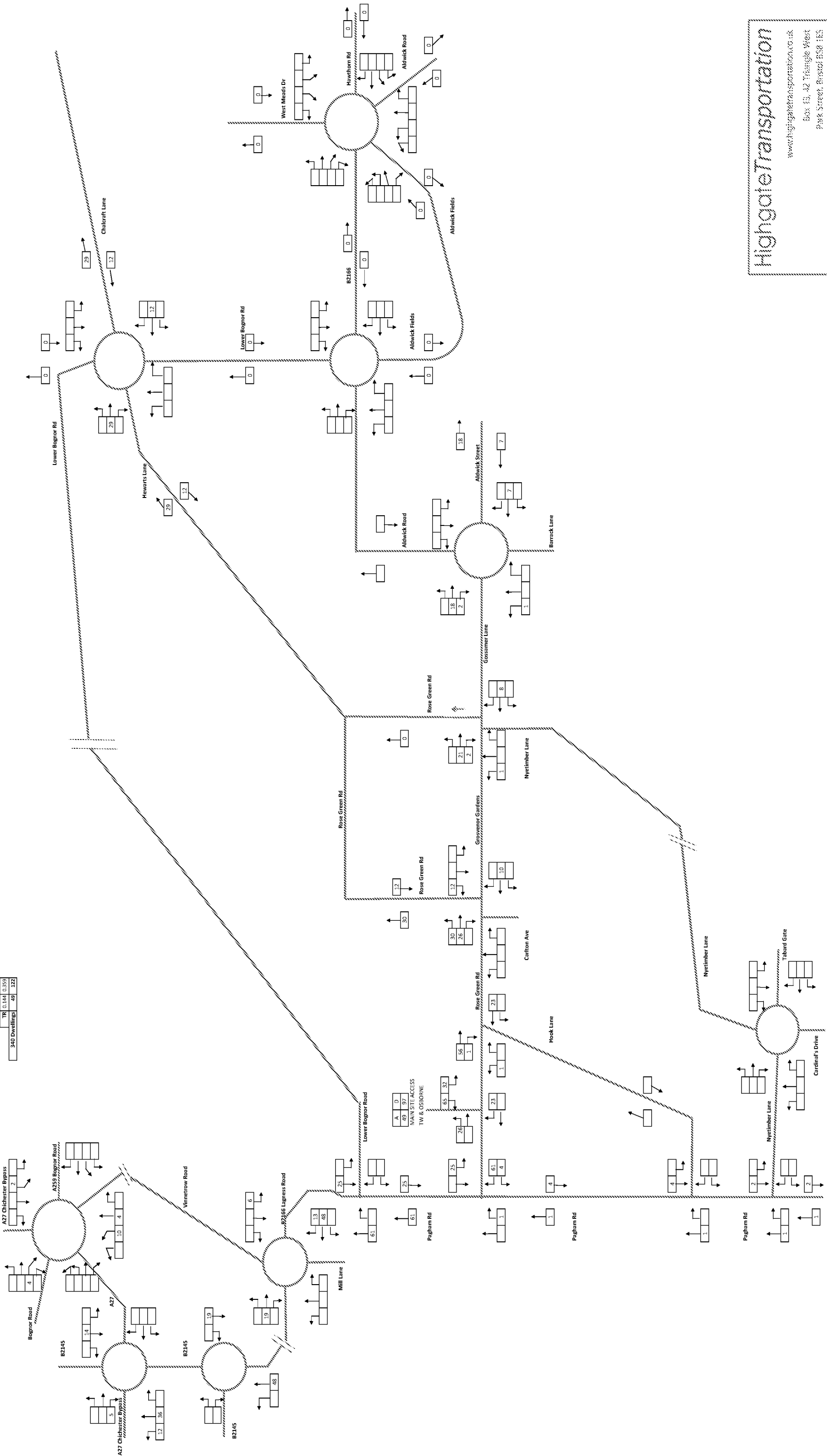
44-38860-100-518-618-0

© Highgate Technologies Limited

Pagham South

Land North of Satter Road (TW & Osborne)
AM Peak Hour 0800-0900, Residential Traffic

Residential	ANY	
	A	D
	TR	0.144 (0.359)
340 Dwellings		49 222



HighgateTransportation

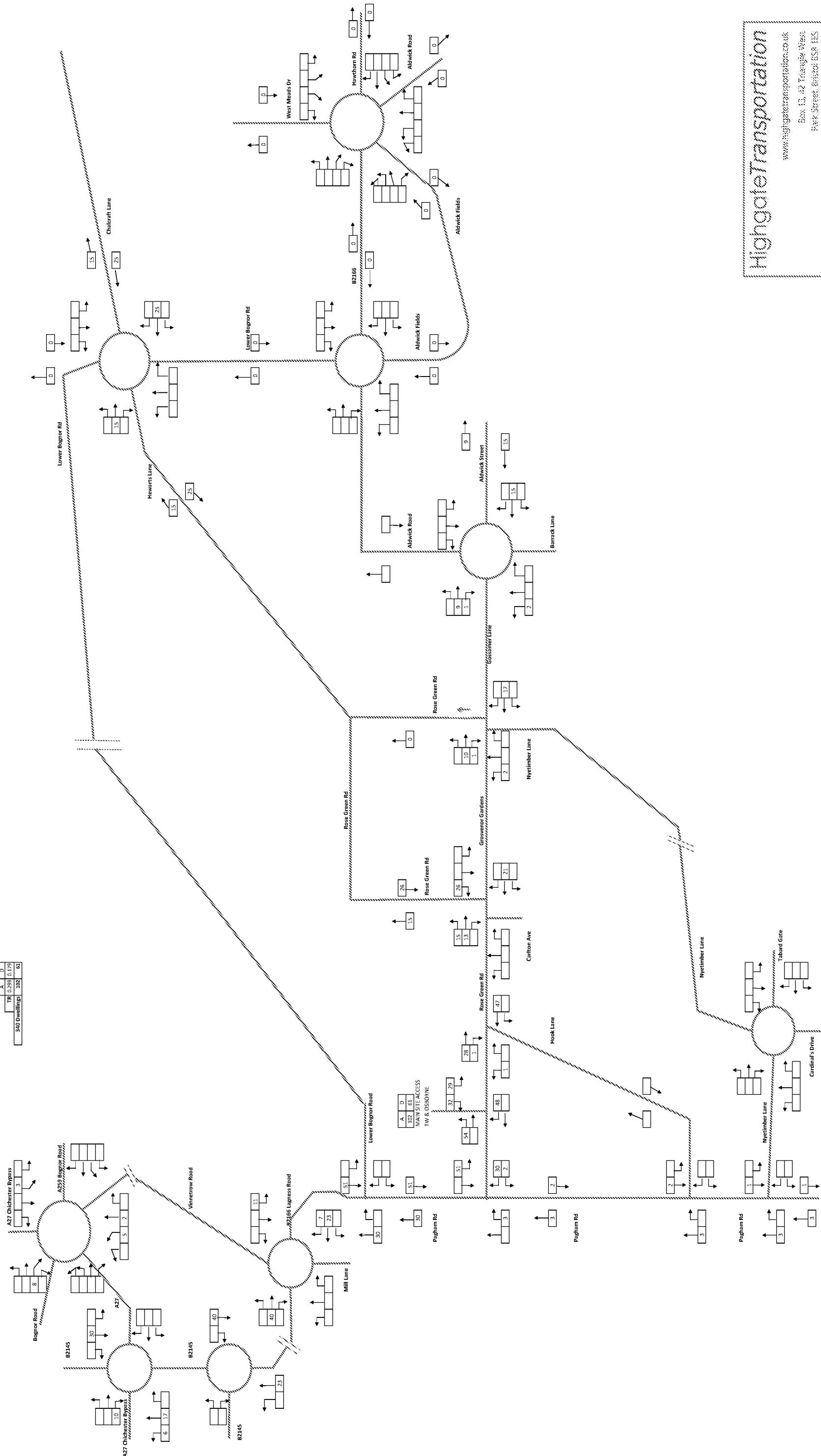
www.highgatetransportation.co.uk
Box 13, 42 Triangle West
Park Street, Bristol BS2 1ES
07973 375 837 / 07595 892 217
© Highgate Transportation Limited
© Crown copyright and database right 2016 OS license 100050454

Pagham South

Land North of Saffers Road (TW & Osborne)

PM Peak Hour 1700-1800, Residential Traffic

Residential	PM	
	A	D
TR (2,299) (0,179)		
340 Dwellings 102 61		



HighgateTransportation

www.highgatetransportation.co.uk
Box 13, 42 Triangle West
Park Street, Bristol BS8 1ES
01973 375 937 / 01996 802 217
© Highgate Transportation Limited
© Crown copyright and database rights 2016 OS Licence 100056454

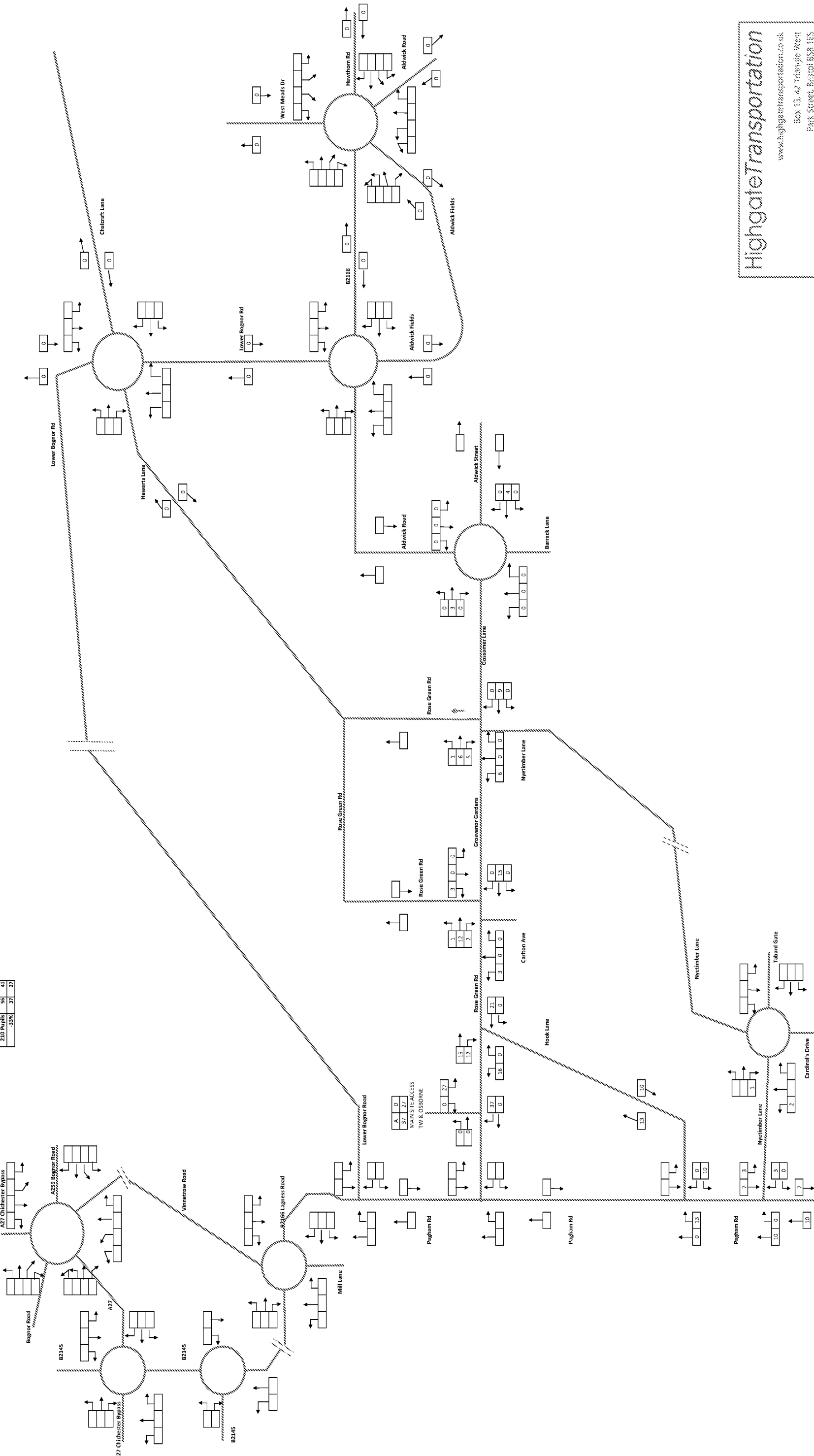
Pagham South

and North Carolina, 1990-1999

AM Peak Hour 0800-0900, Primary School Traffic

{33% reduction of school traffic}

Primary School		AM	
		A	D
	TR	0.267	0.195
	210 Pupils	56	41
	-33%	37	27



Highgate Transportation

www.hightechnation.co.uk

Box 13, 42 Triangle West

531 858 10548 73235 892 217
2008 50000 80000 858 105

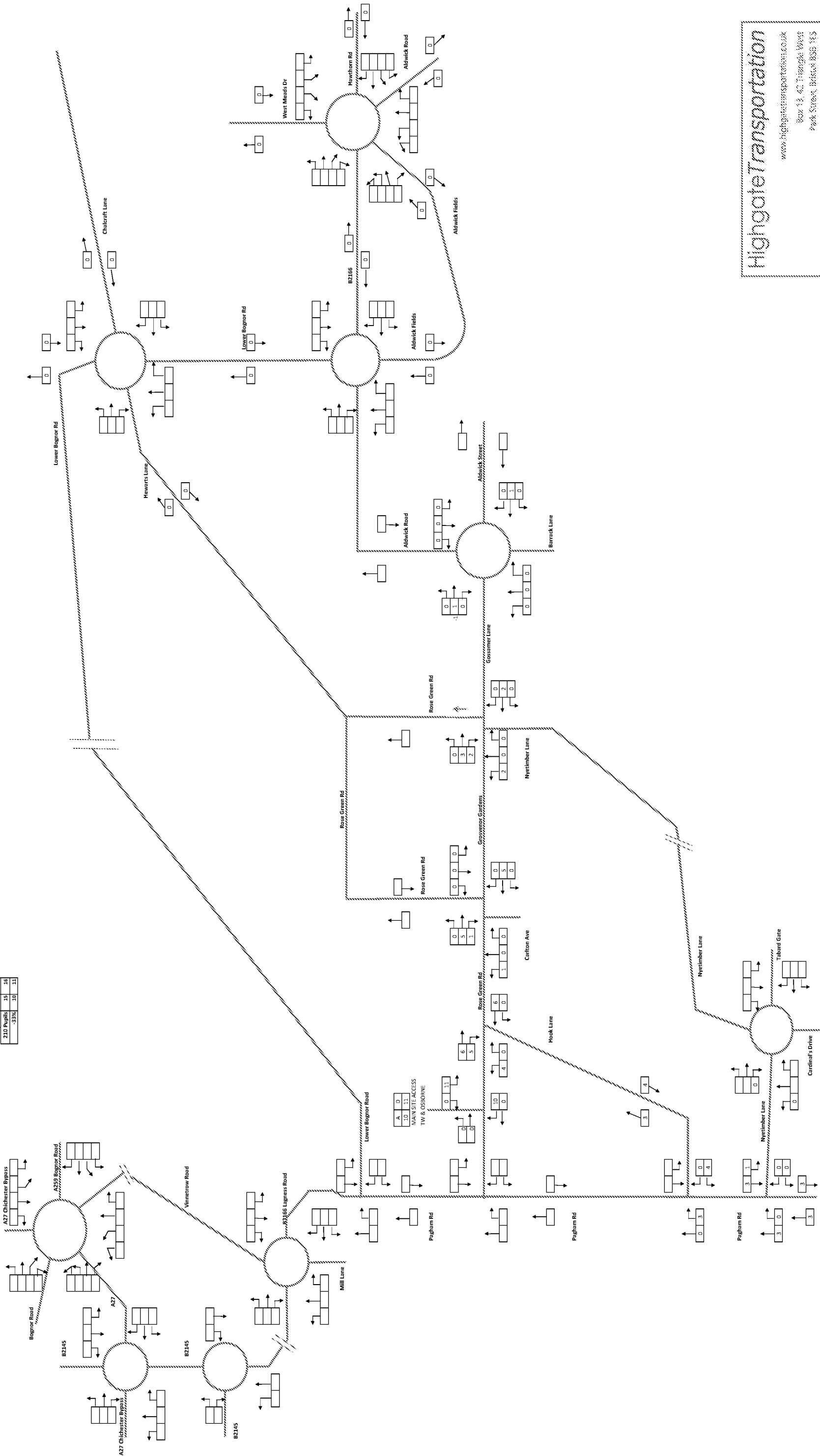
Abstract

© Crown copyright and database right 2016. OS Licence 1000256454

Pagham South

Land North of Baffer Road (TW & Osborne)
PM Peak Hour 1700-1800, Primary School Traffic
(33% reduction of school traffic)

Primary School	PM	
	A	D
TR	0.071	0.076
210 Pupils	15	16
	-33%	10
		11



HighgateTransportation

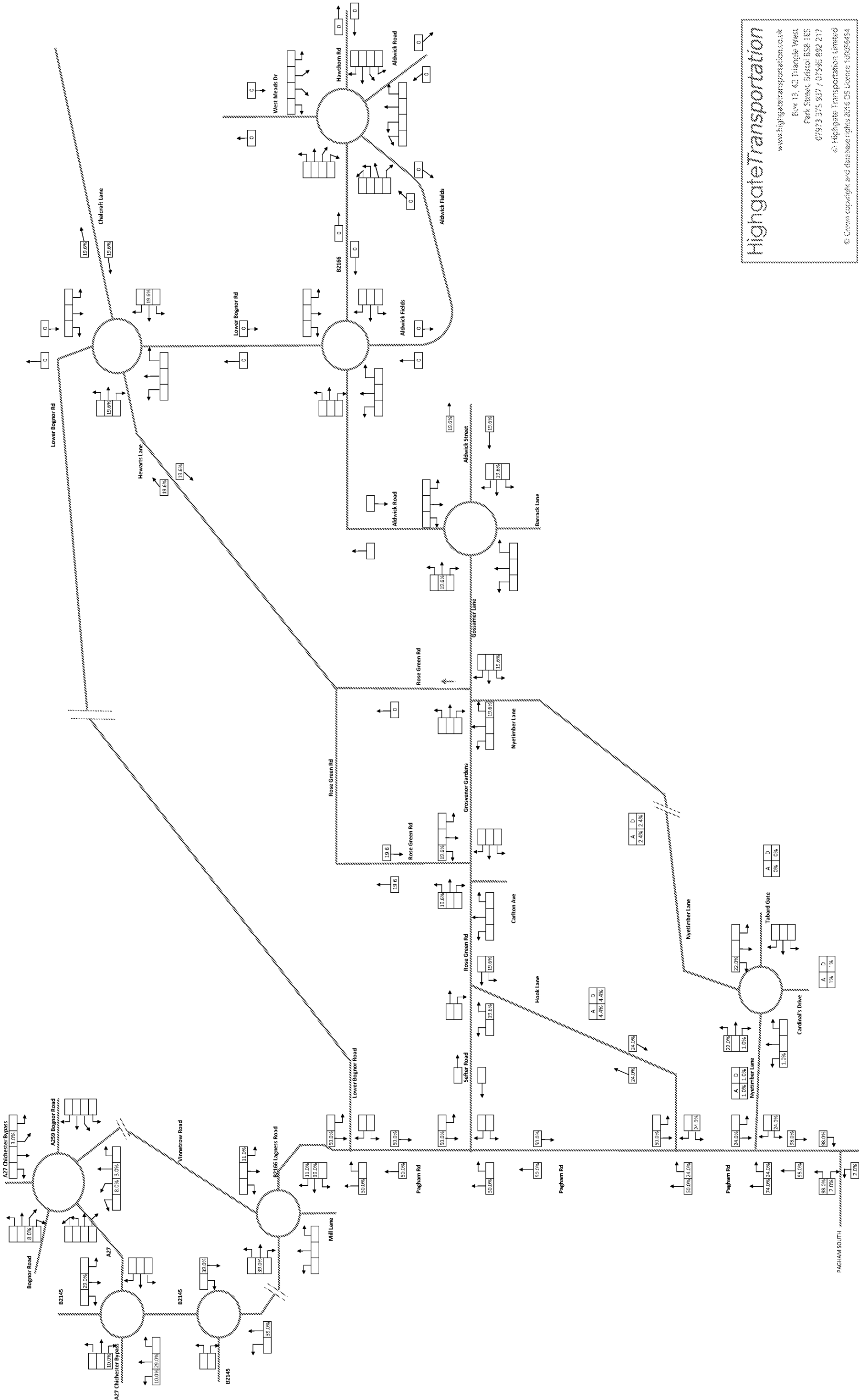
www.highgatetransportation.co.uk
Box 13, 42, Triangles West
Park Street, Bristol BS5 1ES
07973 375 937 / 07395 932 217
© Highgate Transportation Limited
© Crown Copyright and database rights 2015 OS Licence 100056454

Appendix 4

Supporting Distribution Diagrams

Pagham South

Residential & Care Home Traffic Distribution



HighgateTransportation

www.highgatetransportation.co.uk

Box 13, 43, Highgate West
Park Street, Bristol BS2 1ES
01973 375 937 / 07565 892 217

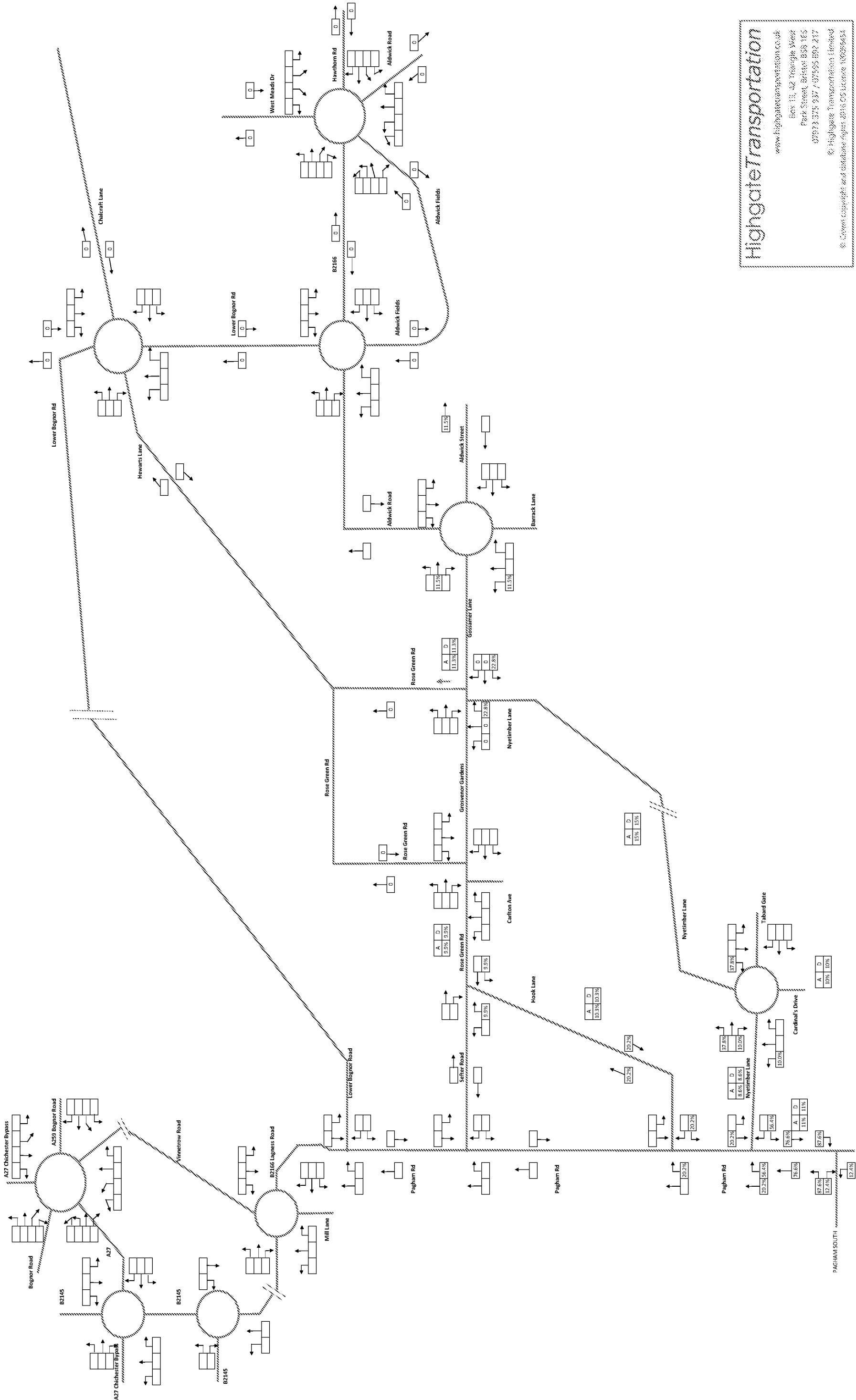
© Highgate Transportation Limited
© Crown copyright and database rights 2015 OS Licence 100056454

Local Curve Fitting Detection



Pagham South

School Traffic Distribution



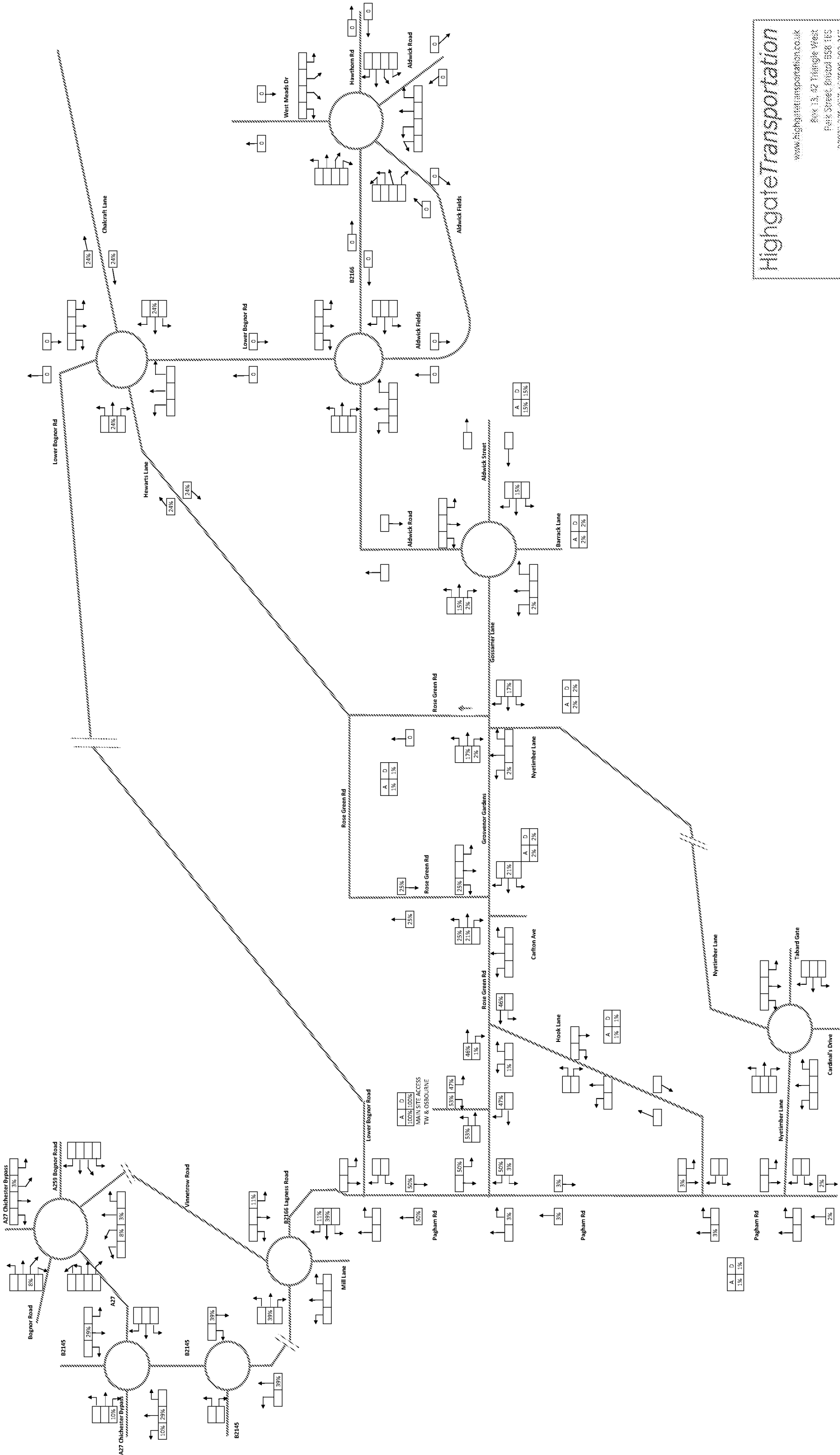
HighgateTransportation

www.highgatetransportation.co.uk
Box 13, A2 Triangle West
Park Street, Bristol BS2 1ES
07573 375 937 / 07595 892 217
© Highgate Transportation Limited
© Crown copyright and database right 2018 OS Licence 100056654

Pagham South

Land North of Station Road (TW & Osbourne)

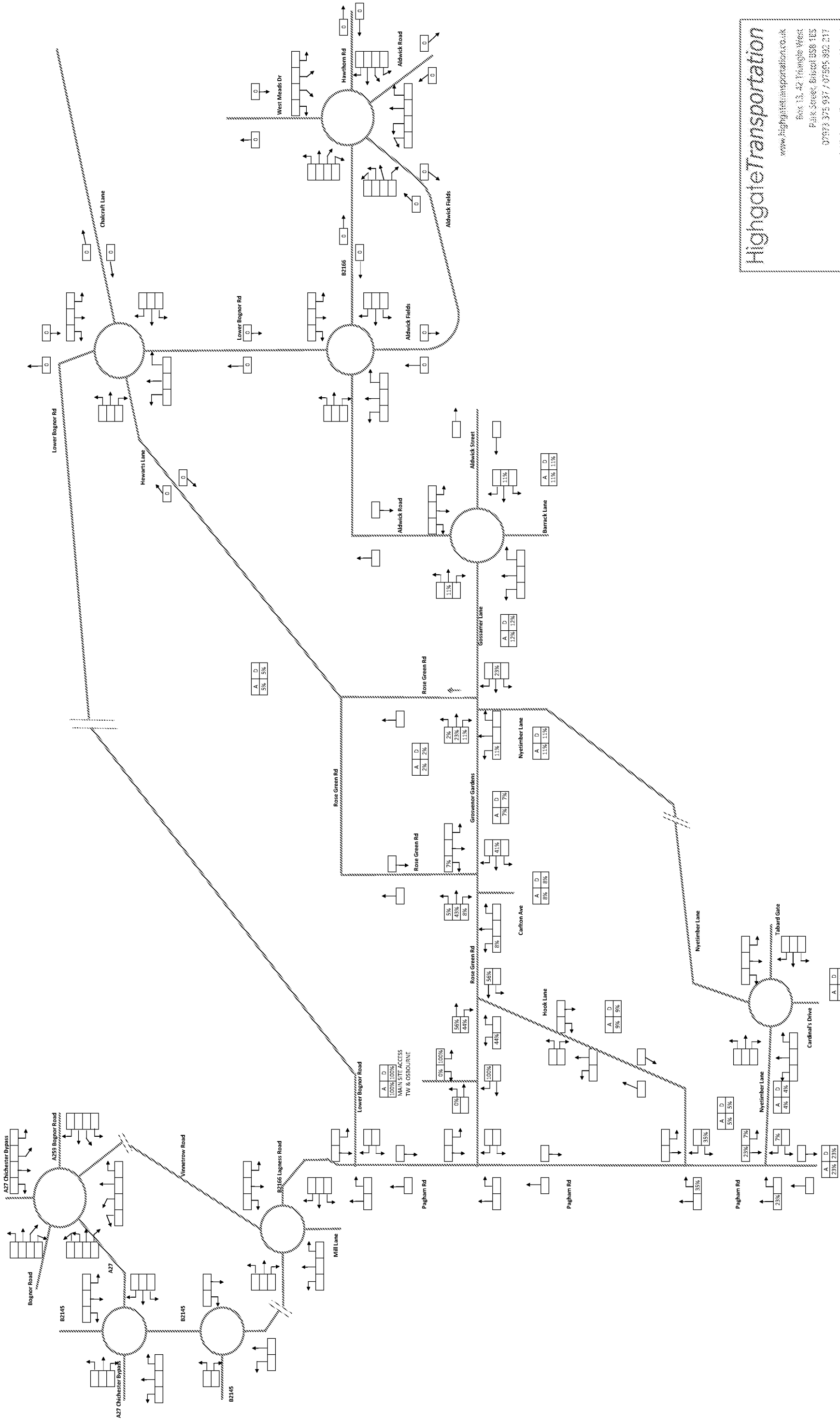
Residential Traffic Distribution



HighgateTransportation

www.highgatetransportation.co.uk
Box 13, 42 Thingle West
Park Street, Bristol BS8 1ES
01273 375 937 / 07855 822 217
© Highgate Transportation Limited
All rights reserved and all other rights reserved

Pagham South
Land North of Selzer Road (W & Oxbow)



Highgate Transportation

www.hightechincorporation.co.uk

Box 13, 42 Hange Way
2004 Sydney 20 31 NSW

417 268 56560 / 165 576 66660
231 850 10449 38835 3864
231 850 10449 38835 3864

© 1999 The Transportation Committee

© Crown Copyright and Database Rights 2015. D3 Access: 00015954

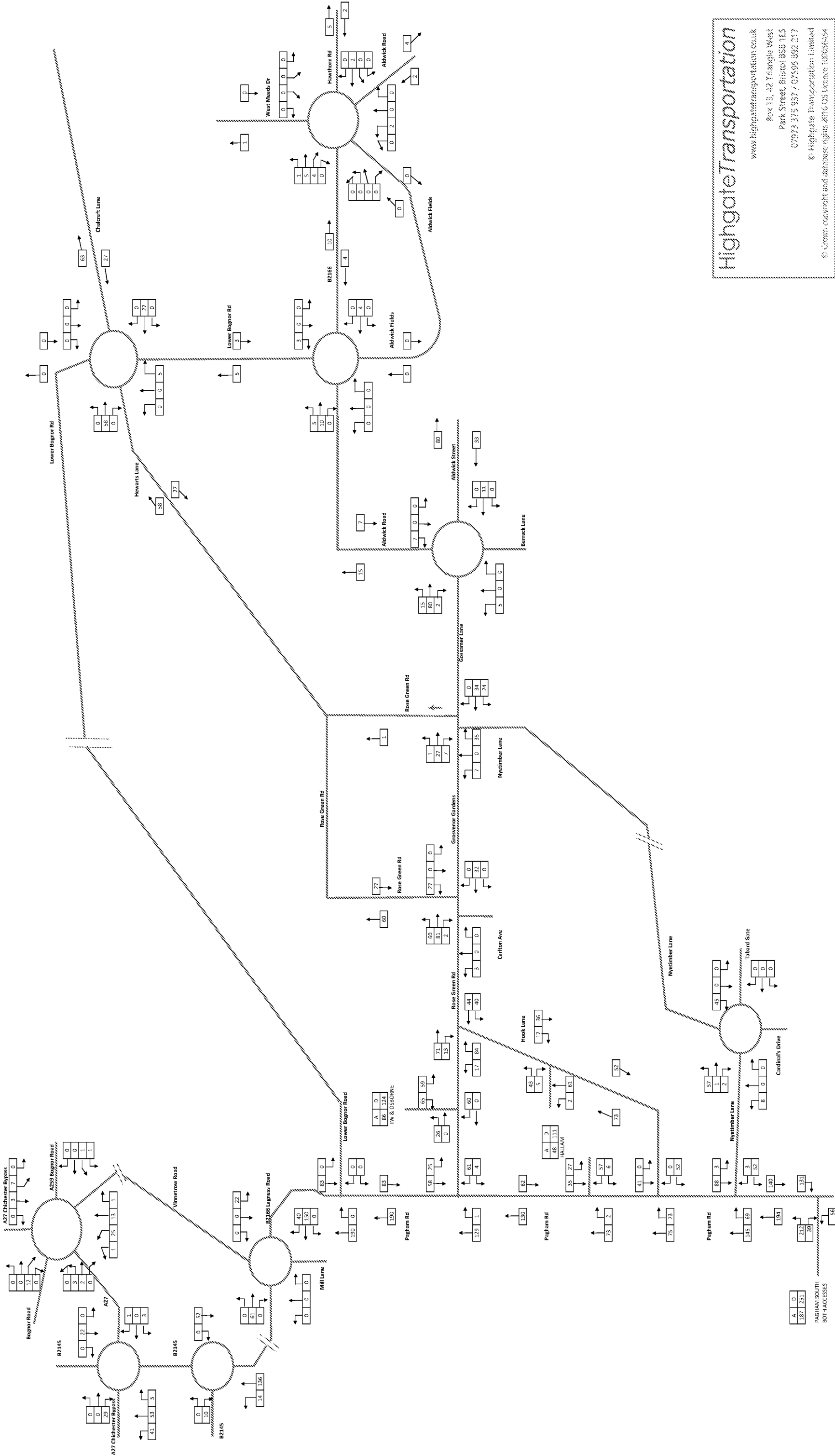
Appendix 5

Development Traffic Flow Diagrams

Pagham South

All Development Traffic Flows (4 Stages)

AM Peak Hour



HighgateTransportation

www.highgatetransportation.co.uk

Box 11, 42 Triangle West

Park Street, Bristol BS5 1LS

07523 375 937 / 07505 892 247

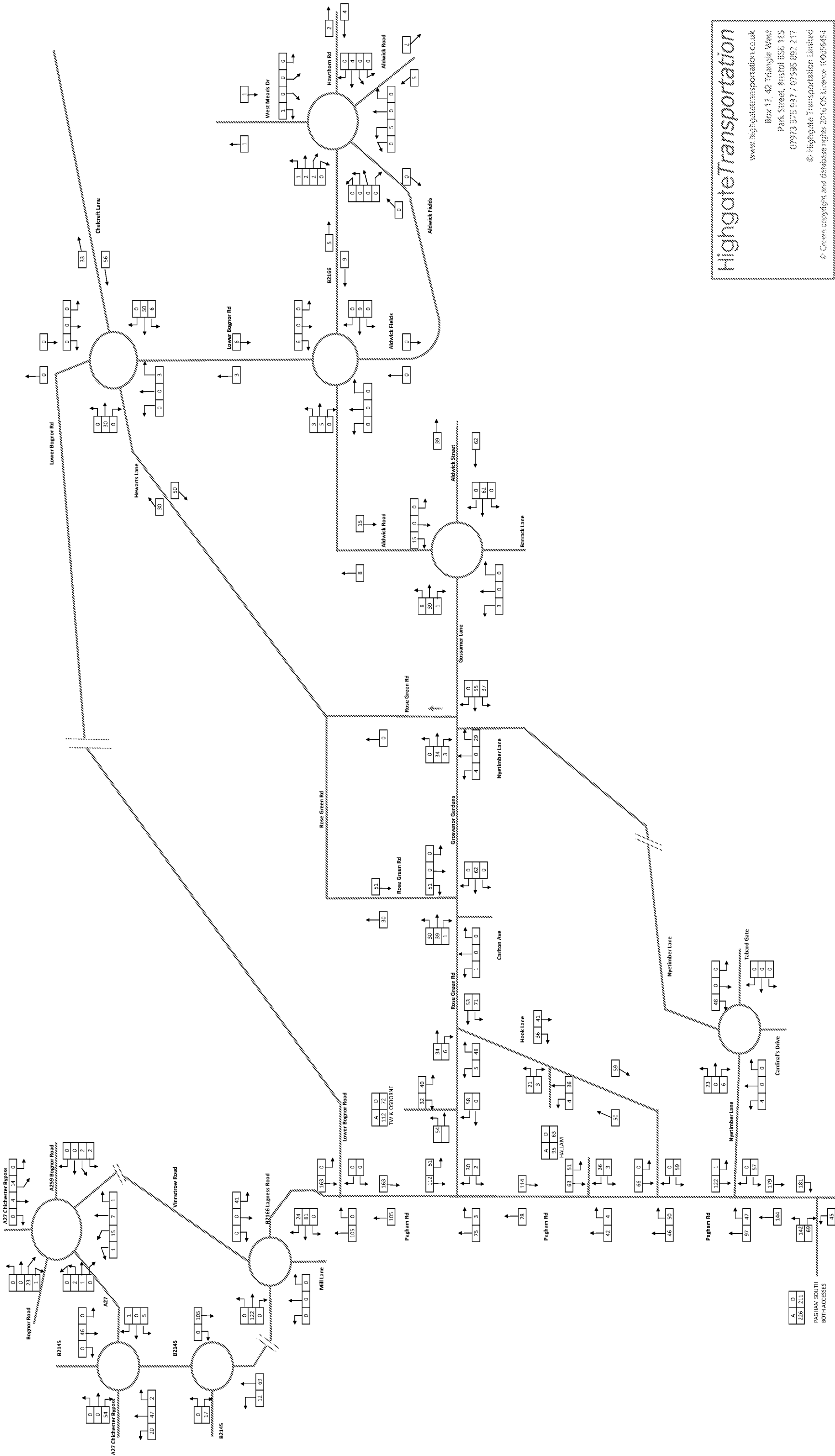
© Highgate Transportation Limited

© Crown Copyright and database right 2016 OS Licence 100056554

Pagham South

All Development Traffic Flows (4 Stages)

PM Peak Hour



HighgateTransportation

www.highgatetransportation.co.uk

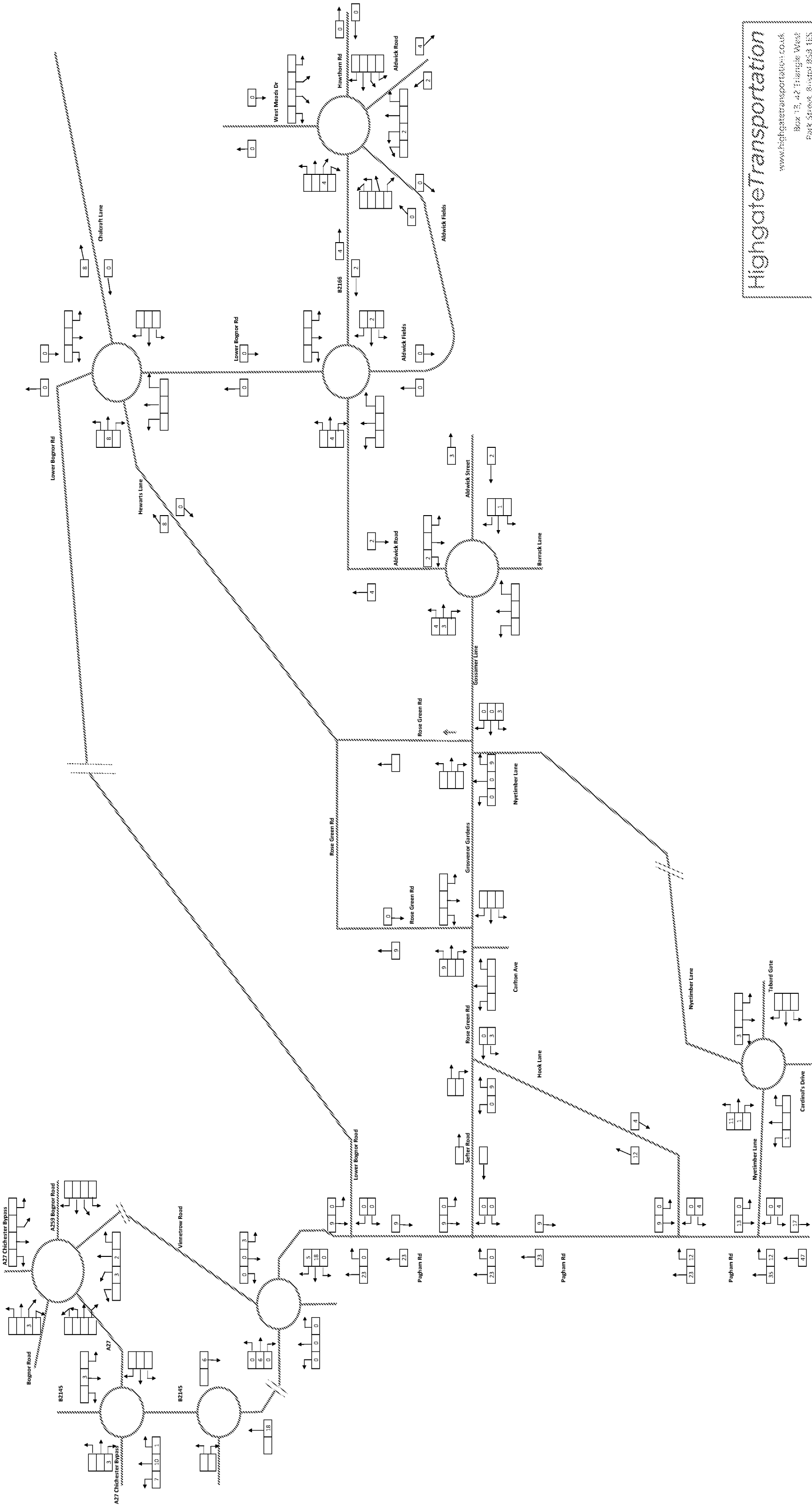
Box 13, 42 Triangle West

Park Street, Bristol BS2 1LS

07573 375 937 / 07595 882 217

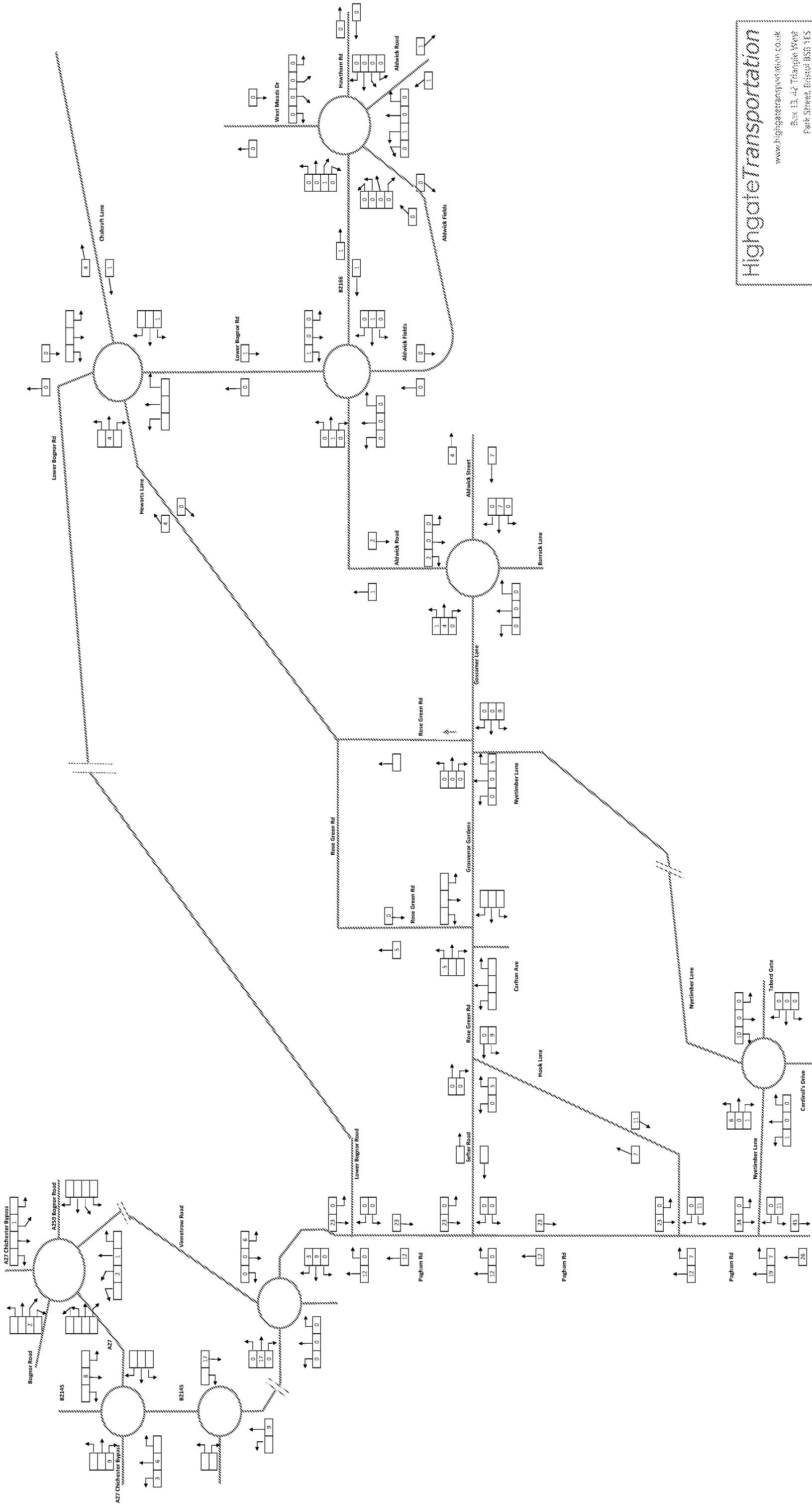
© Highgate Transportation Limited

© Crown copyright and database right 2016 OS Licence 100056461



HighgateTransportation

www.highgate-transportation.co.uk
Box 13, 42 Triangle West
Park Street, Bristol BS2 1ES
01973 375 837 / 01973 887 217
© Highgate Transportation Limited
© Crown copyright and database rights 2015 OS Licence 100056464



HighgateTransportation

www.highgatertransportation.co.uk

Box 15, 42 Triangle West
Park Street, Bissau BS6 1ES
07373 375 937 / 07595 937 217

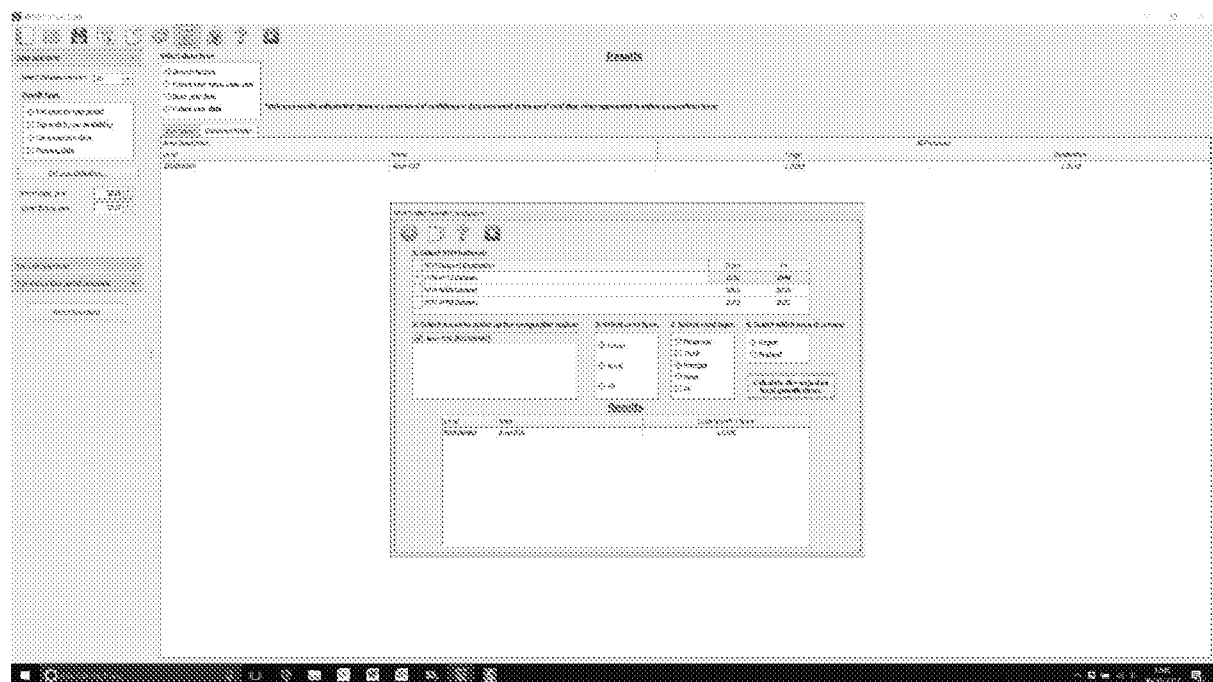
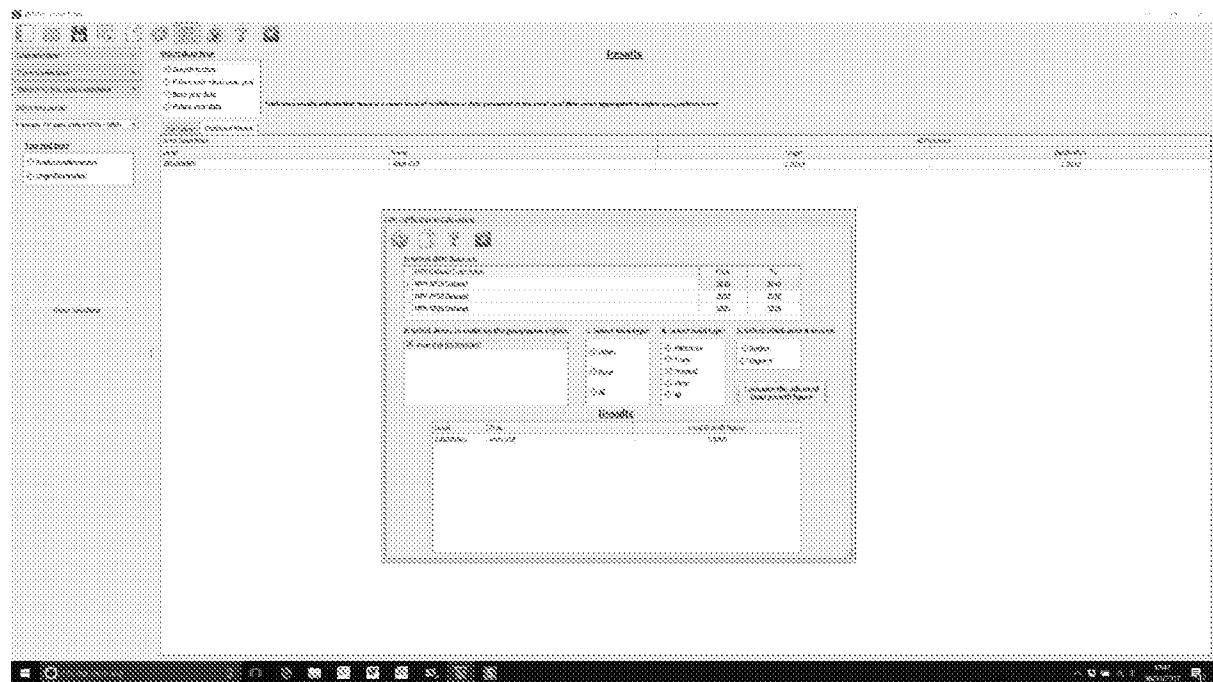
© Highgate Transportation Limited

© Crown copyright and database rights 2016 OS Licence 100026414

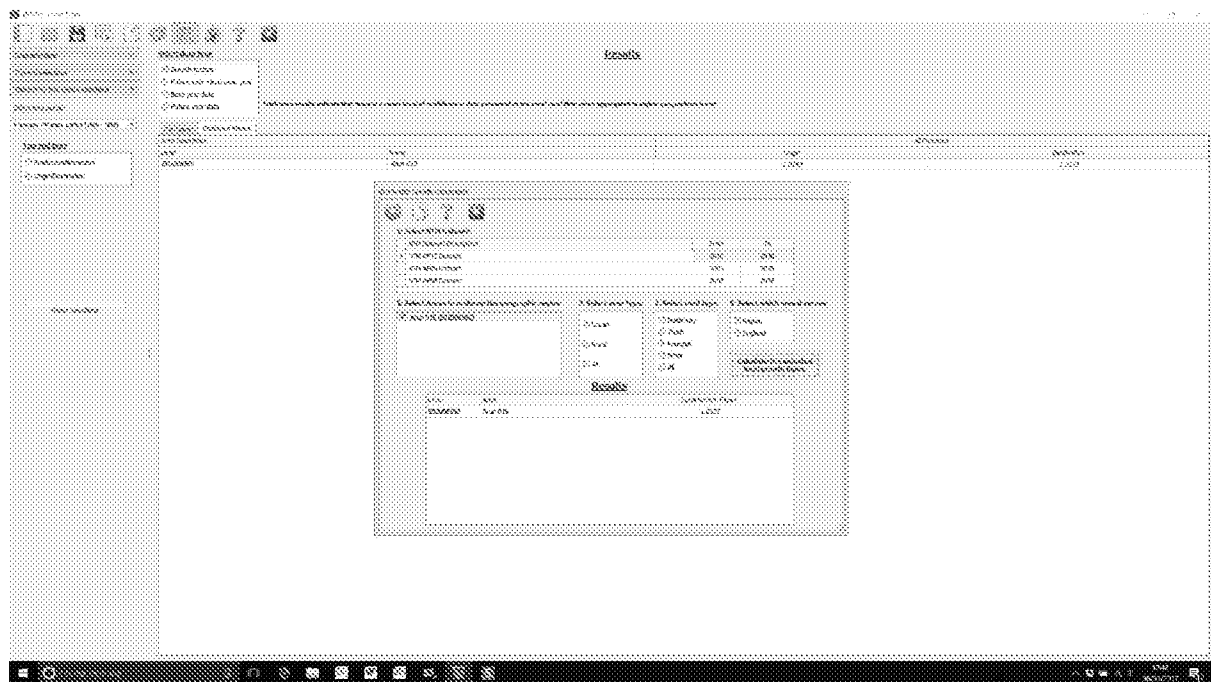
Appendix 6

TEMPro Data

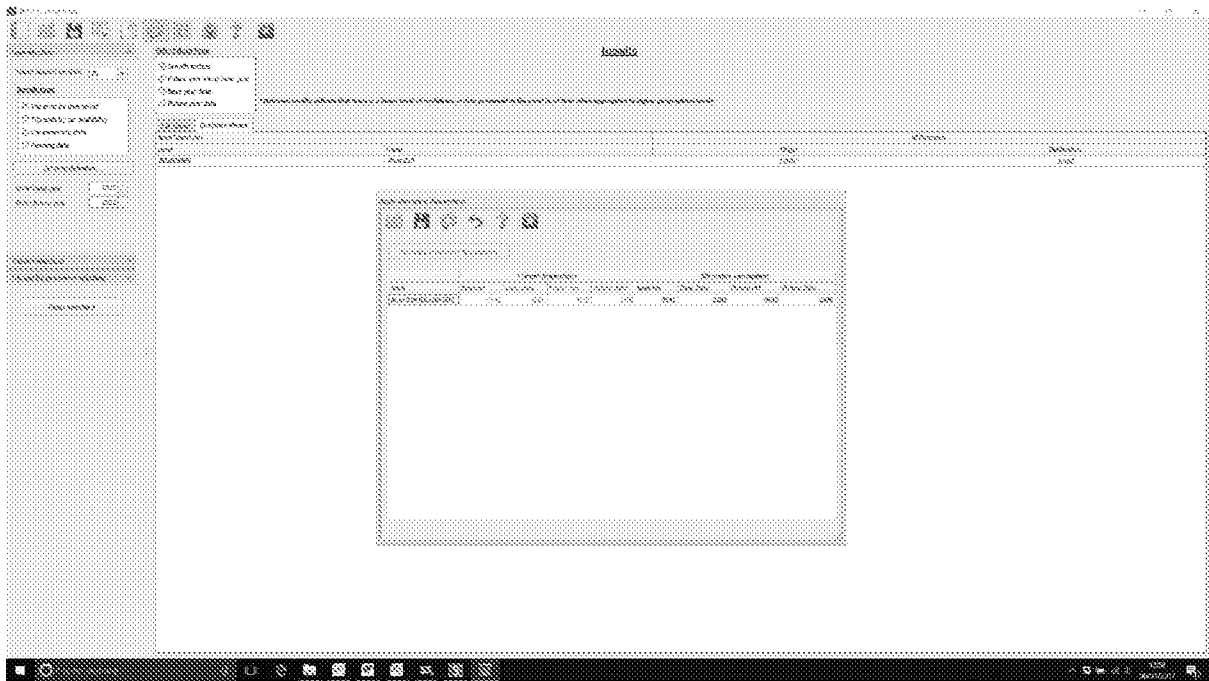
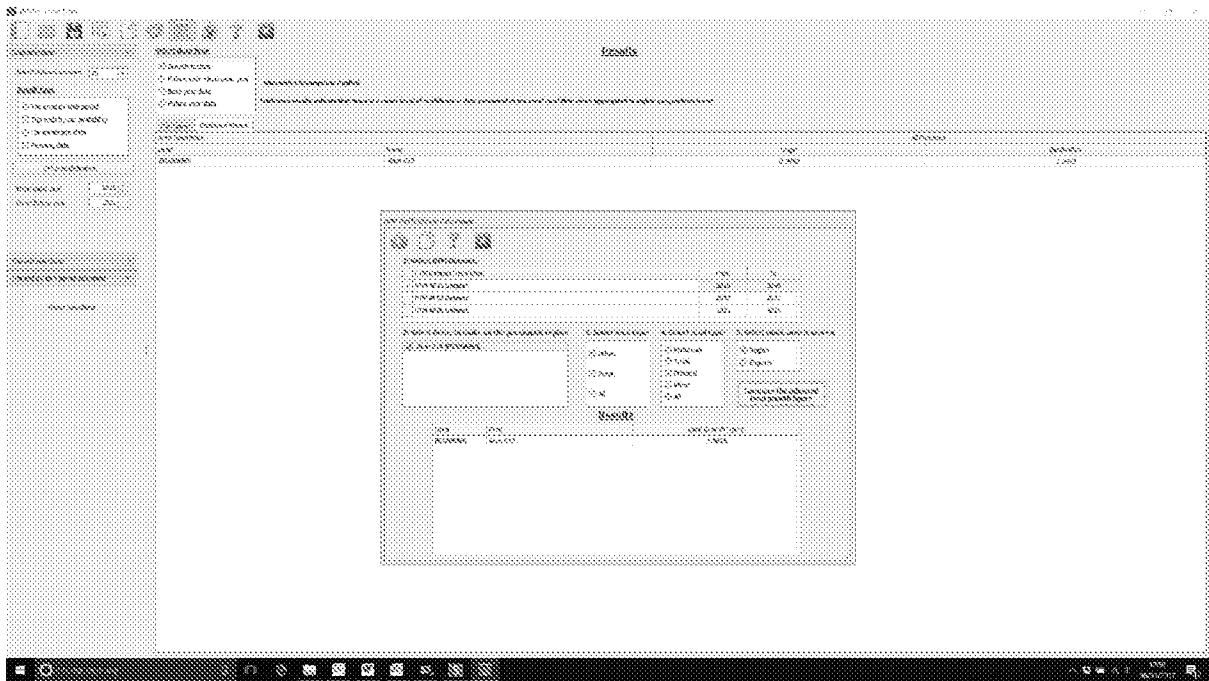
1616 Pagham South
TEMPro 2015-2017 (not adjusted)
AM 2015-2017 Urban Principal



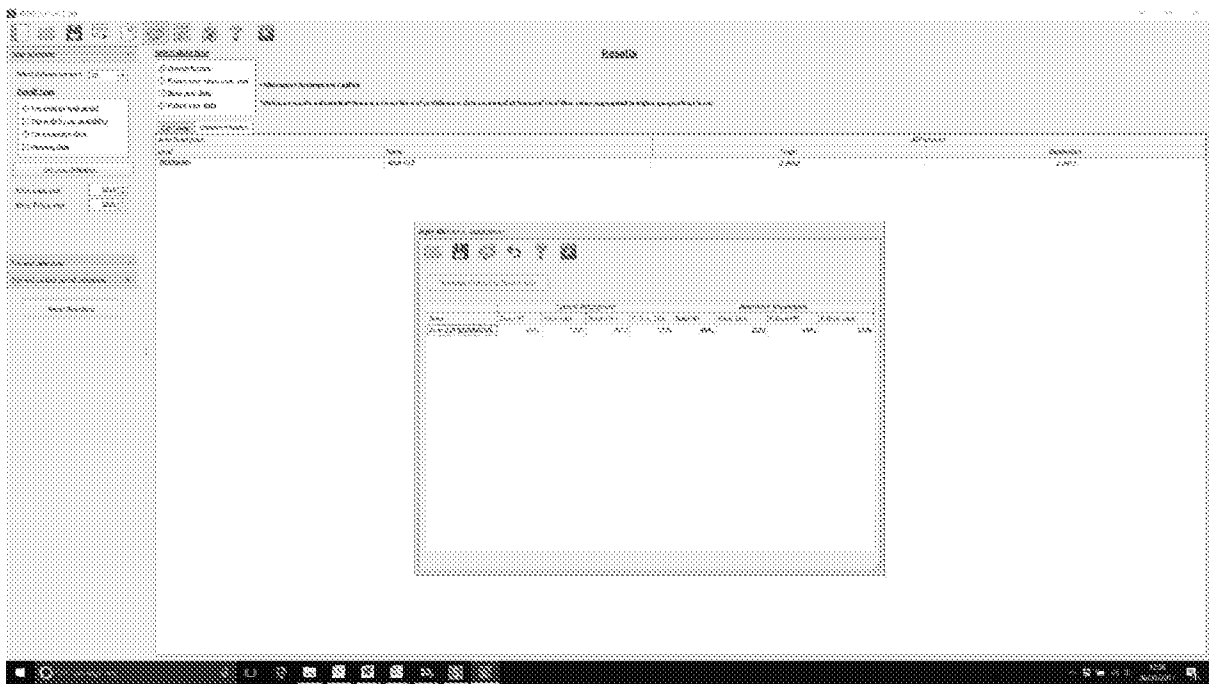
PM 2015-2017 Urban Principal



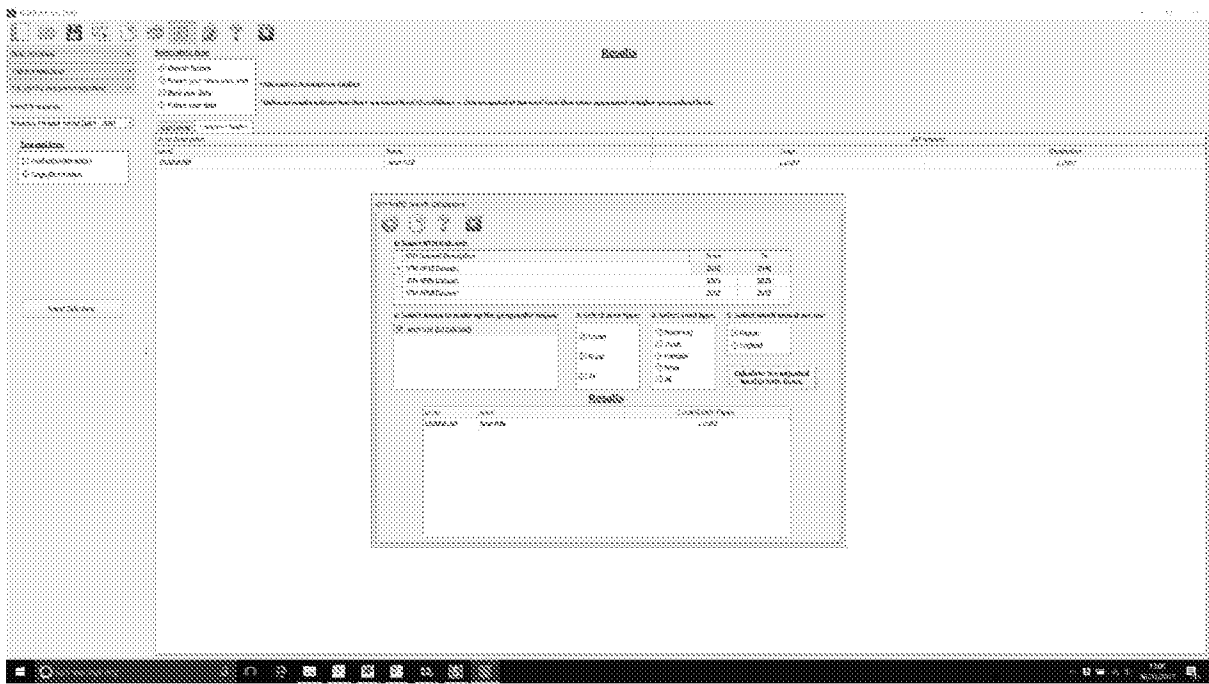
1616 Pagham South
TEMPro 2015 Growth Factors (Adjusted)
AM 2015-2022 Urban Principal



1616 Pagham South
TEMPro 2015 Growth Factors (Adjusted)



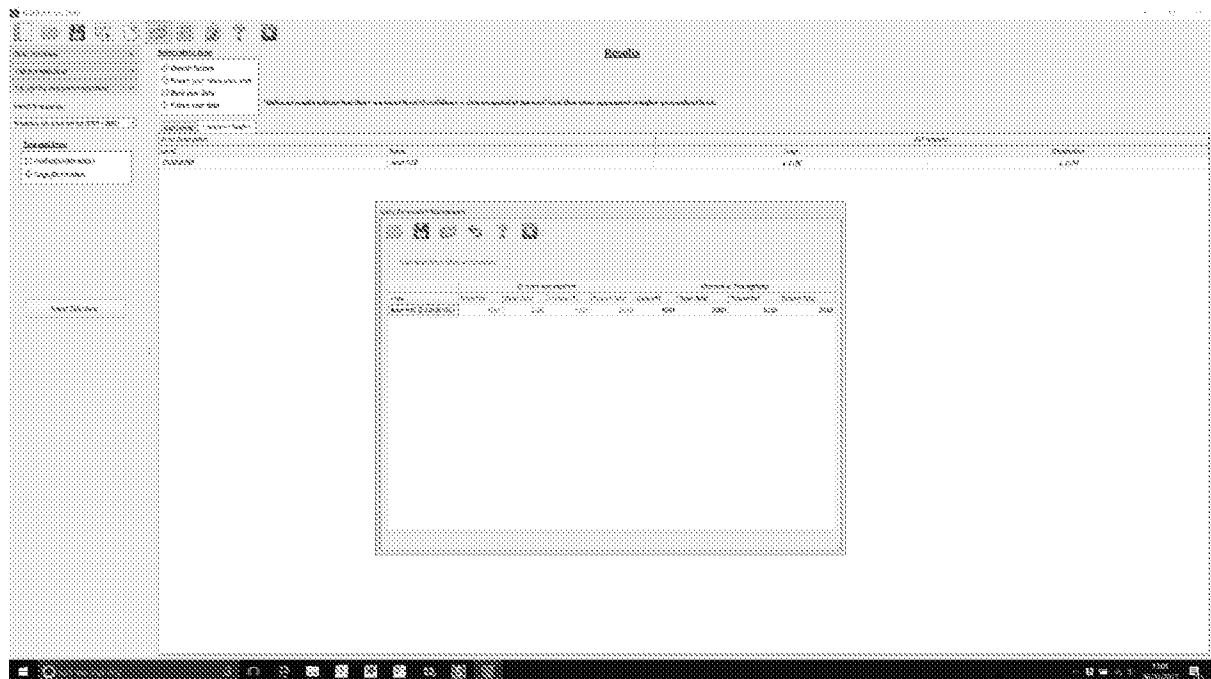
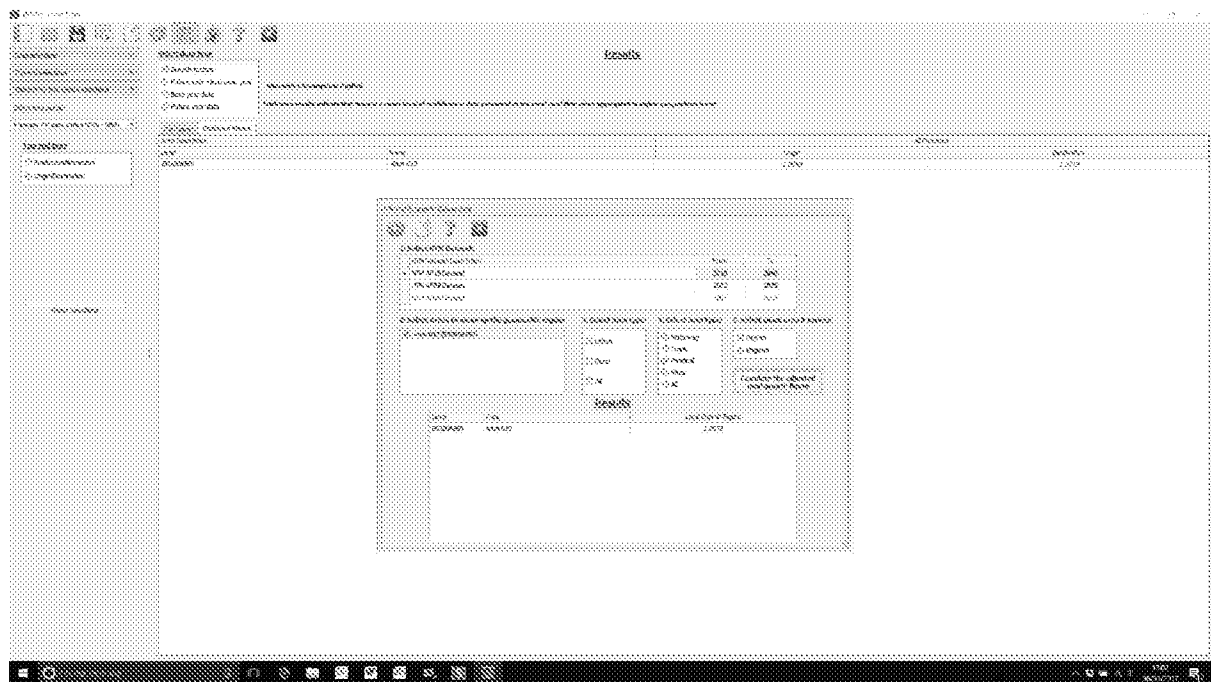
PM 2015-2022 Urban Principal



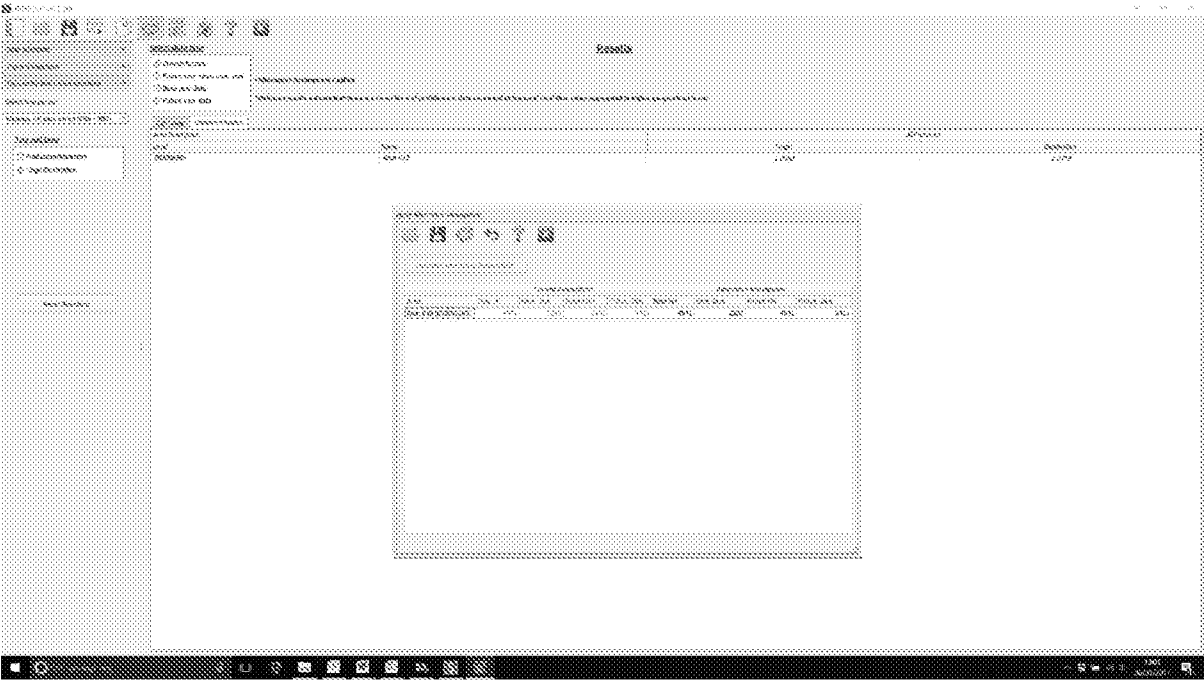
1616 Pagham South

TEMPro 2015 Growth Factors (Adjusted)

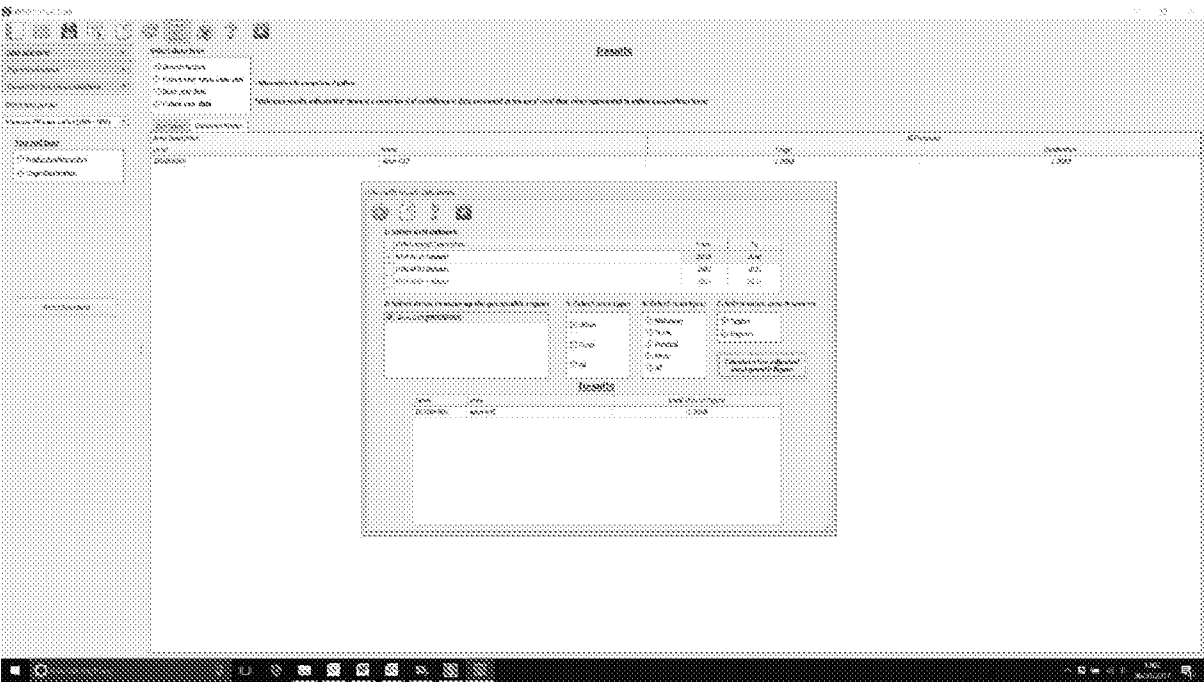
AM 2015-2027 Urban Principal



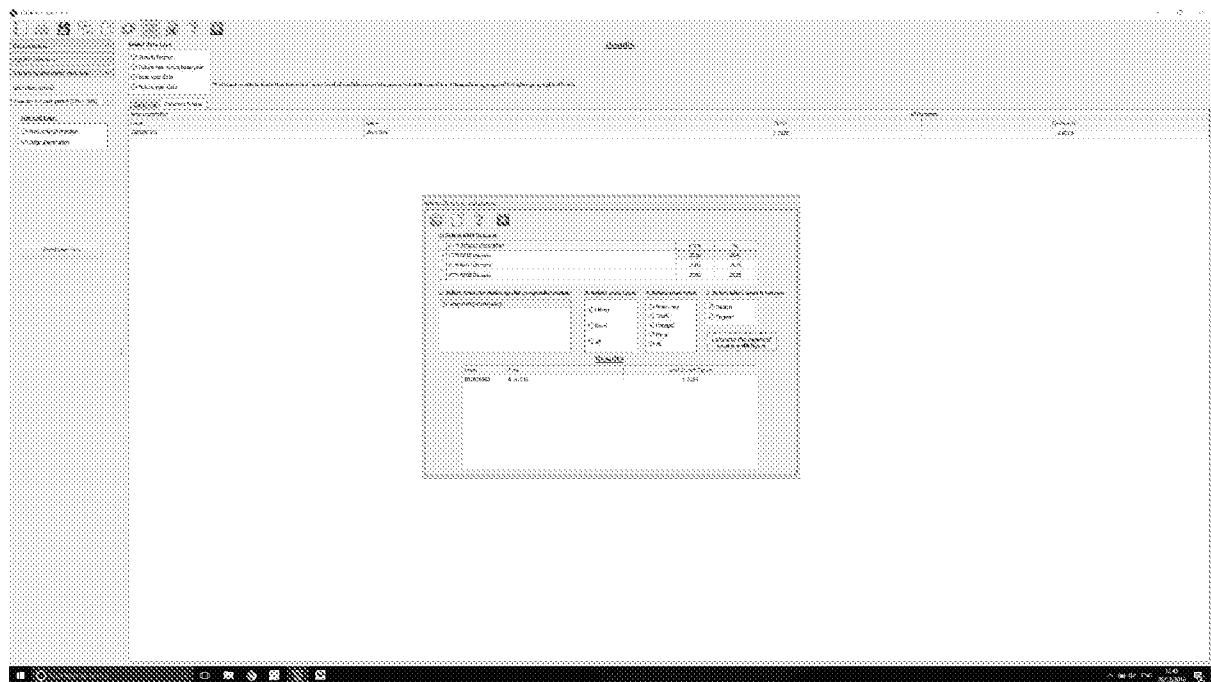
1616 Pagham South
TEMPro 2015 Growth Factors (Adjusted)



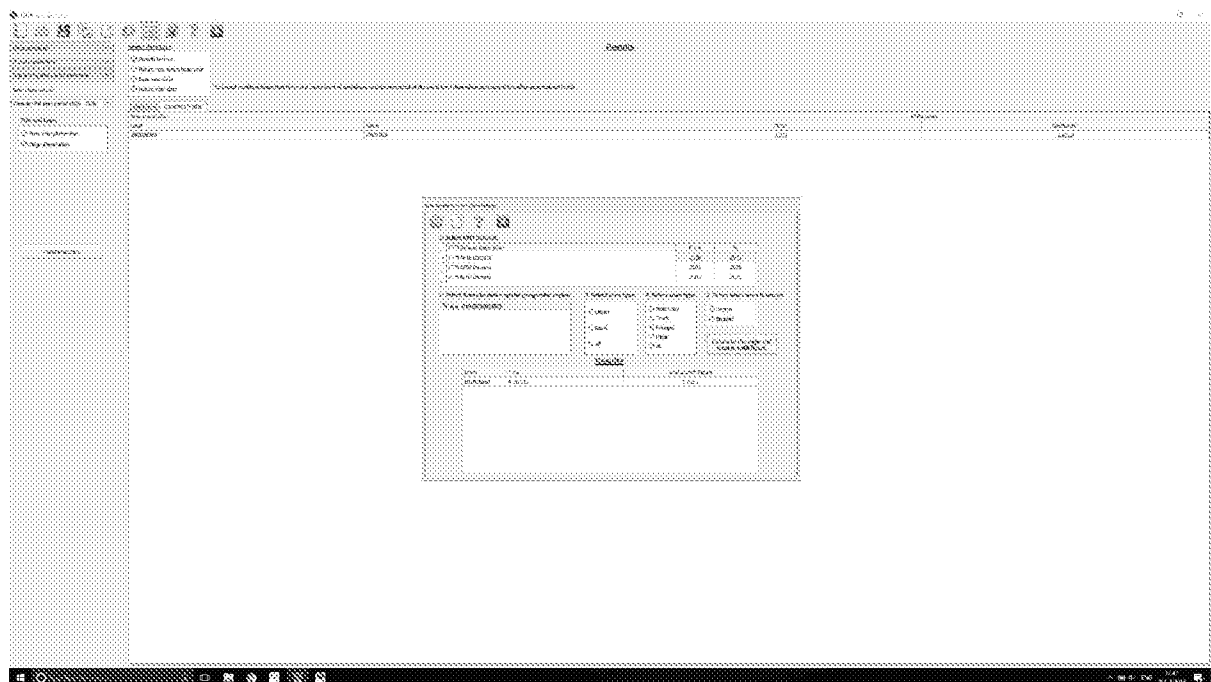
PM 2015-2027 Urban Principal



1616 Pagham South
TEMPro 2016-2017 (not adjusted)
AM 2016-2017 Urban Principal

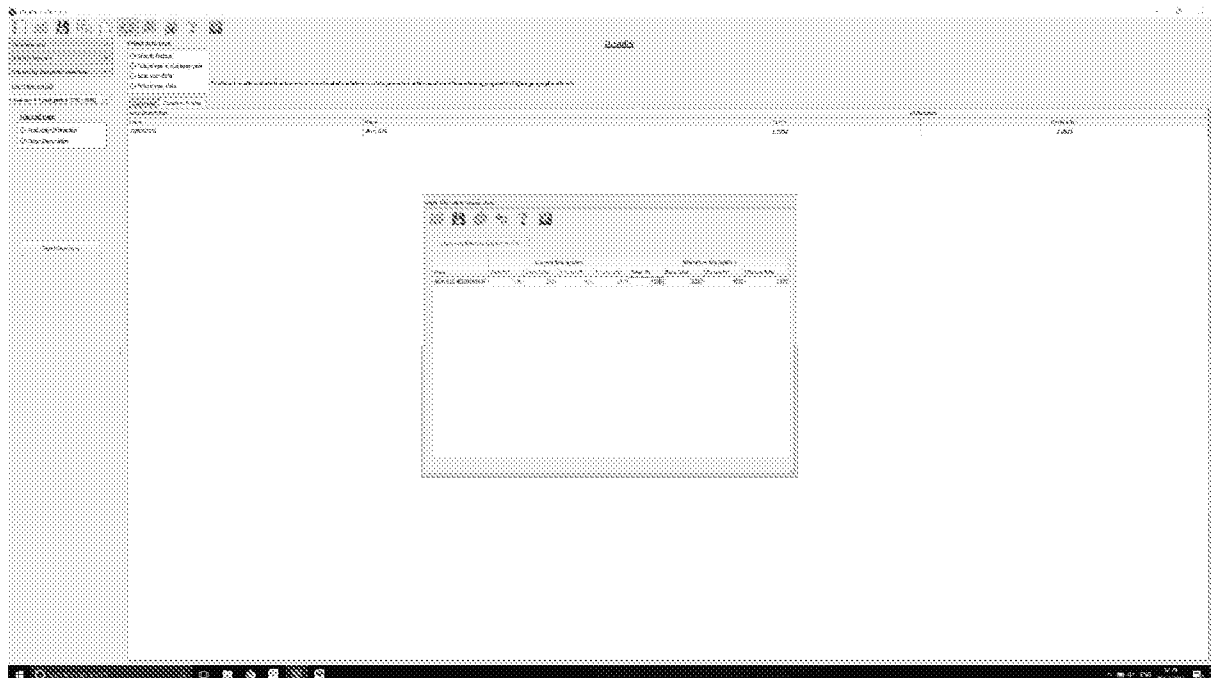
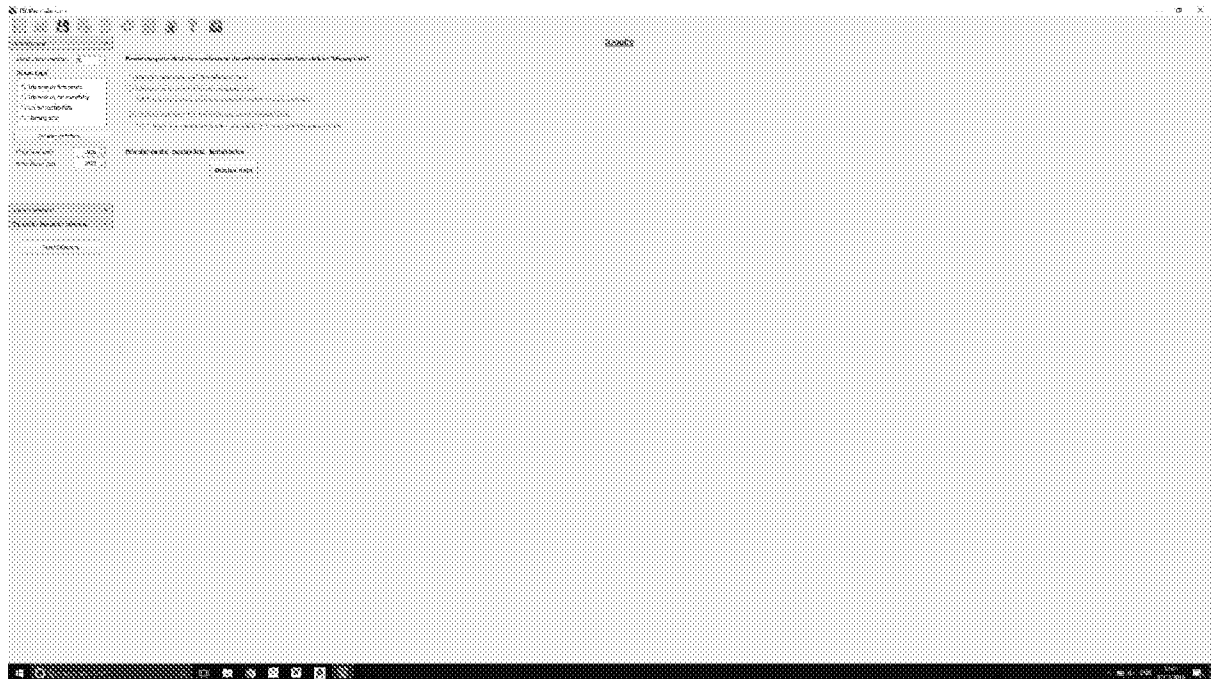


PM 2016-2017 Urban Principal

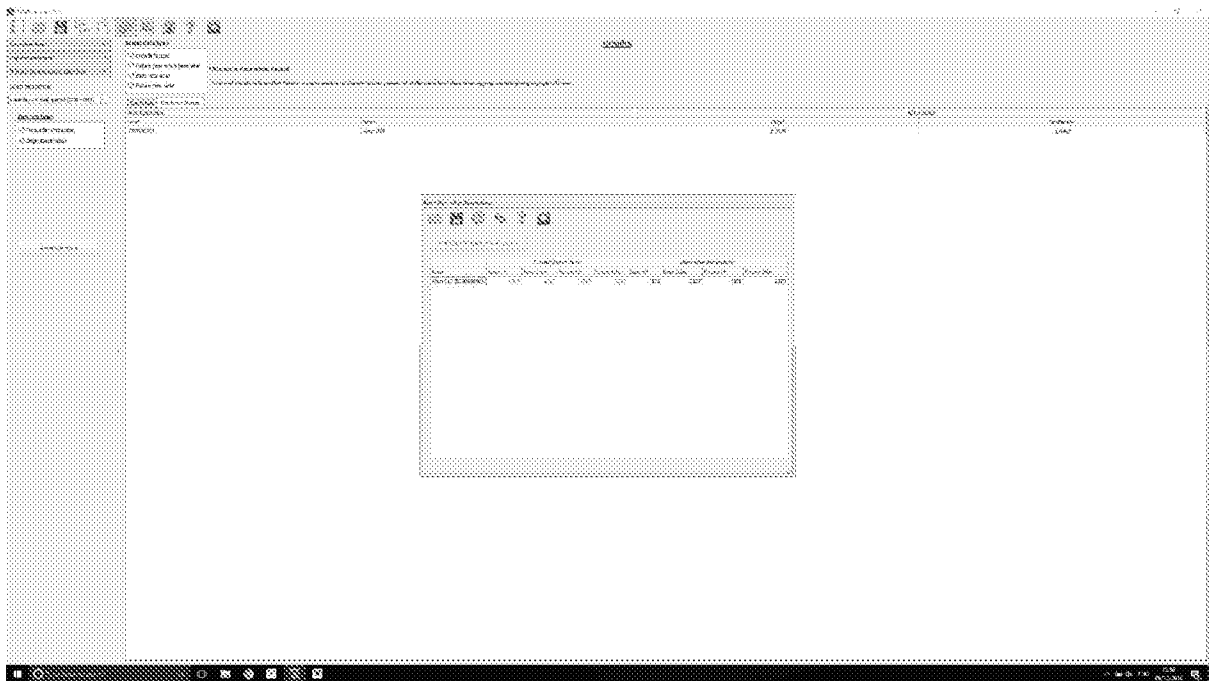
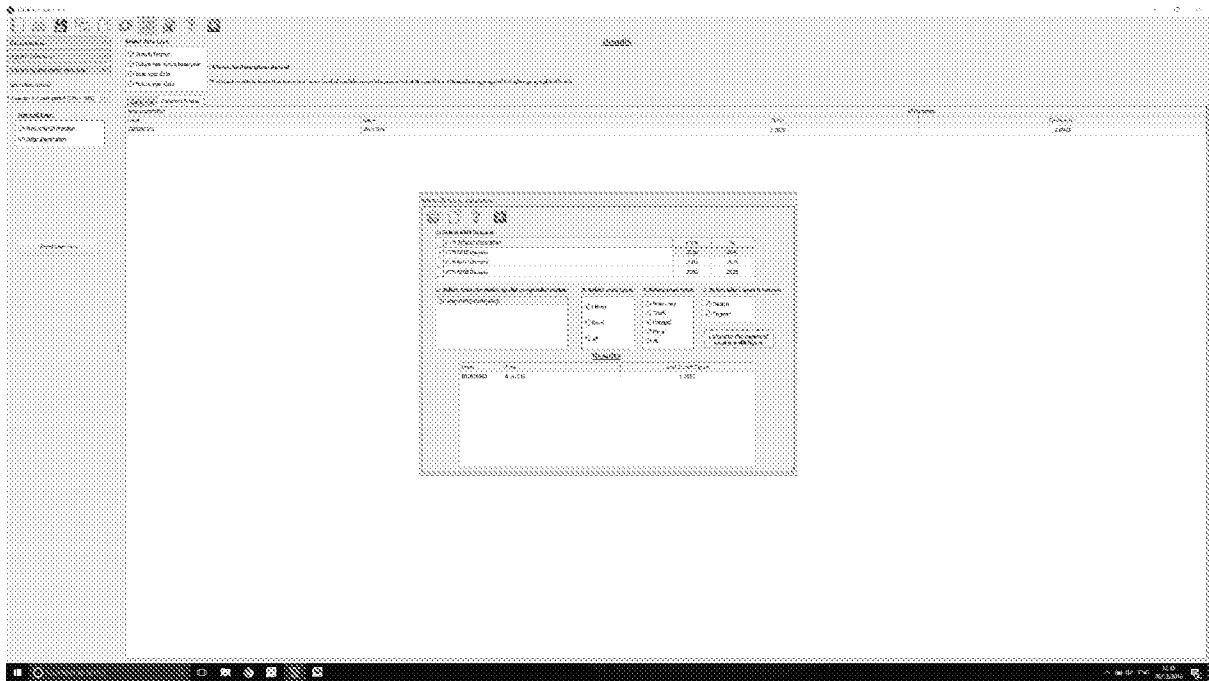


1616 Pagham South TEMPro 2016-2022 Adjusted

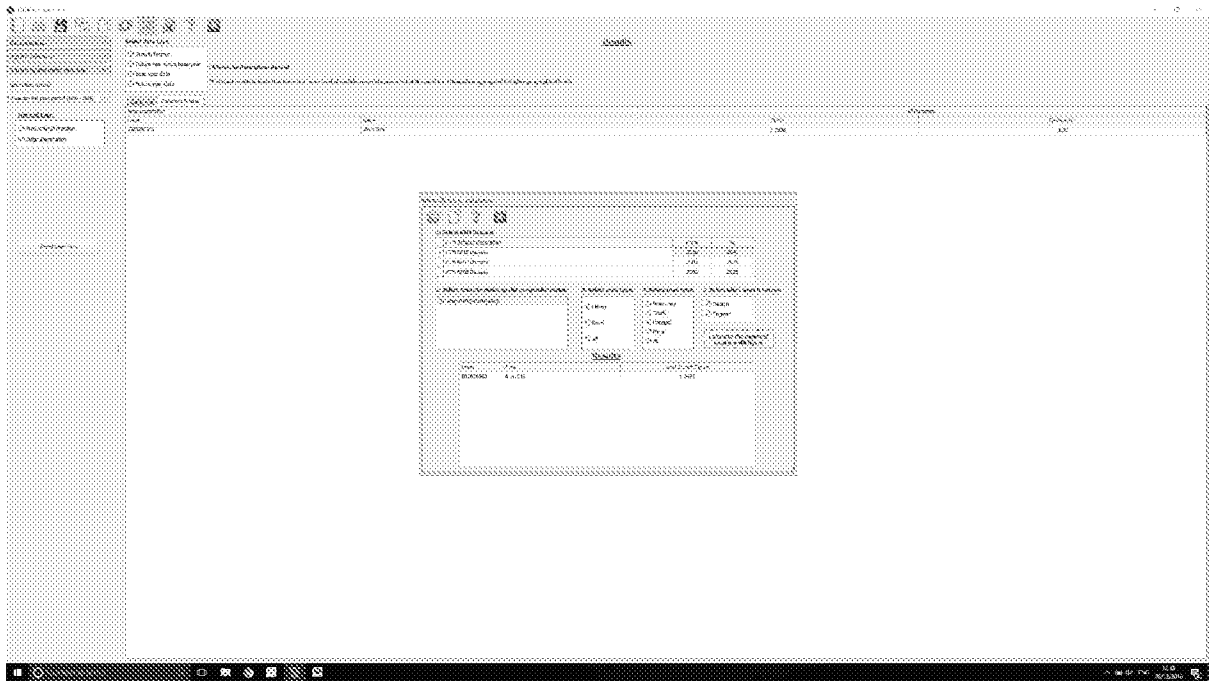
AM



1616 Pagham South
TEMPro 2016-2022 Adjusted

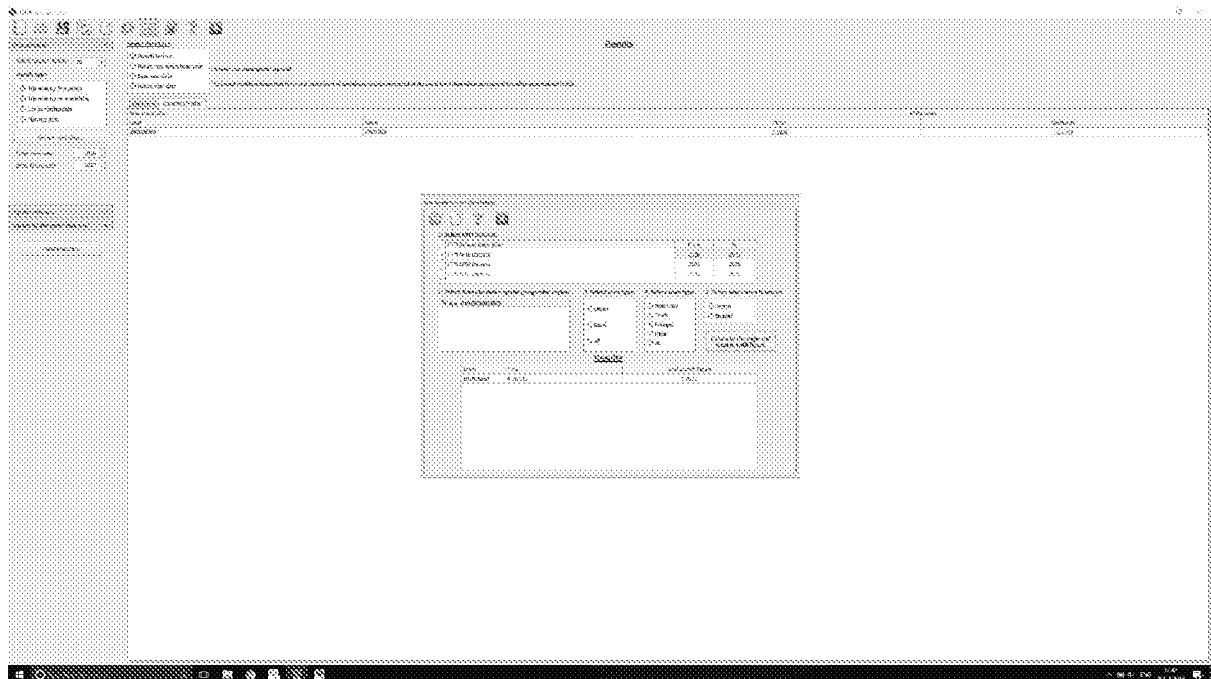
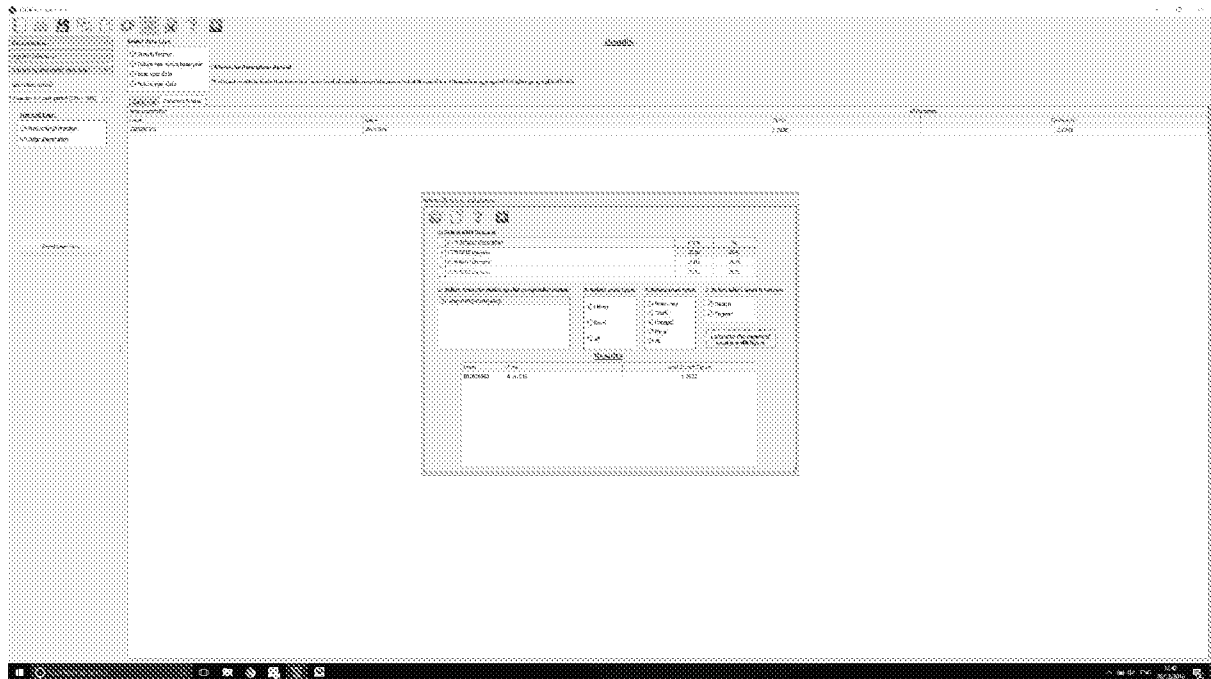


1616 Pagham South
TEMPro 2016-2022 Adjusted
PM



1616 Pagham South TEMPro 2016-2027 Adjusted

AM



1616 Pagham South
TEMPro 2016-2027 Adjusted

PM

