

LAND NORTH OF HOOK LANE, PAGHAM

Transport Assessment

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1 INTRODUCTION

Report Brief

- 1.1 RPS Group has been commissioned by Hallam Land Management to provide transport planning advice in connection with the proposed development of 300 residential dwellings, an 80-bedroom Care Home and 4,000sqm of D1 Use (potential GP Surgery or Nursery) on land to the North of Hook Lane, Pagham, West Sussex.

Background

- 1.2 The adopted Arun District Council Local Plan 2011-2031 adopted in July 2018 identifies growth within Pagham totalling around 1,200 dwellings within the local plan period. The areas identified in the Local Plan include SD1 (Pagham South) and SD2 (Pagham North), this TA relates to Site Policy SD2 which includes the allocation of 800 dwellings including both the site at Hook Lane and Sefter Road, both of which are identified on the adopted Local Plan proposals map.
- 1.3 This Transport Assessment (TA) is based on the TA and the associated supplementary TA work submitted as part of application P/6/17/OUT, which was refused planning permission on highway grounds although no objection was raised by West Sussex County Council highways officers or Highways England, details of the WSCC and HE formal comments submitted as part of the committee report is included in **Appendix A**.
- 1.4 Applications for the other two development sites in Pagham, namely Land north of Sefter Road (App Ref: P/134/16/OUT) and Land West of Pagham Road (App Ref: P/140/16/OUT) have been granted planning consent/ resolved to grant planning.
- 1.5 As part of application P/6/17/OUT extensive cumulative impact assessment work was carried out in collaboration with the highway consultants associated with the two other development sites within Pagham and the assessment work was agreed with WSCC and HE. As part of this work a Common Statement of Cumulative Assessments (CSCA) was written identifying the agreed methodology used and the agreed off site works to be undertaken to mitigate the impact of the three sites. A copy of the CSCA is included in **Appendix A**.

Report Format

- 1.6 Section 2 of the report describes the transport characteristics of the existing site and its location. This section also reviews the incidents that have occurred on the local and strategic road network.
- 1.7 Section 3 of the report describes the existing site's accessibility by modes other than the private car. This includes a description of walking and cycling facilities and access to public transport;
- 1.8 Section 4 of the report provides a review of the central government and local government planning policy guidelines that are considered relevant in transportation terms to the site;

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- 1.9 Section 5 provides details of the development proposal including access arrangements for both vehicular and pedestrians and proposed parking provision. This section also identifies offsite improvements to improve accessibility;
 - 1.10 Section 6 details the likely vehicular traffic generation associated with the site and the distribution of traffic onto the local highway network;
 - 1.11 Section 7 provides details of the Cumulative impact assessment work undertaken.
 - 1.12 Section 8 considers the impact of the development traffic as part of the cumulative developments within Pagham and identifies the mitigation measures proposed; and
 - 1.13 Section 9 provides a summary of the report and conclusions.

2 EXISTING SITE AND SURROUNDING TRANSPORT INFRASTRUCTURE

Introduction

- 2.1 This section of the report considers the site's context, demographics of the area, existing level of car ownership within the local ward and within Arun District, the travel to work characteristics of residents in the Pagham / Rose Green Ward and a review of the local highway network and how well the site is connected.

Site Context

- 2.2 The site is located to the northern end of Pagham and to the north west of Bognor Regis, West Sussex and is currently agricultural land. The site location is provided in **Figure 1** below:

Figure 01 – Site Location



- 2.3 The site is bound to the north by Sefton Road, to the east and south by Hook Lane and to the west by Pagham Road. This site forms part of the Arun District Council's Local Plan allocations policy site ref. SD2 identified on the proposals map.

Car Ownership

- 2.4 The table below identifies the existing car ownership in the Pagham and Rose Green Ward. This information has been obtained from the 2011 census data and also provides details for Arun District as a whole.

Table 2.1: Car Ownership Levels in Pagham and Rose Green Ward and Arun District

Car Ownership	Pagham and Rose Green Ward	Arun District
None	15%	20%
One	49%	45%
Two	28%	27%

Source: Census Database

- 2.5 The above table shows that the level of car ownership within Pagham and Rose Green Ward is comparable to the car ownership level for the district of Arun.
- 2.6 From the 2011 Census data it is possible to ascertain the overall level of car ownership per household based on the population of the ward and the number of dwellings within the area. For the Pagham and Rose Green Ward the data is as follows:

Table 2.2: Car Ownership per Dwelling

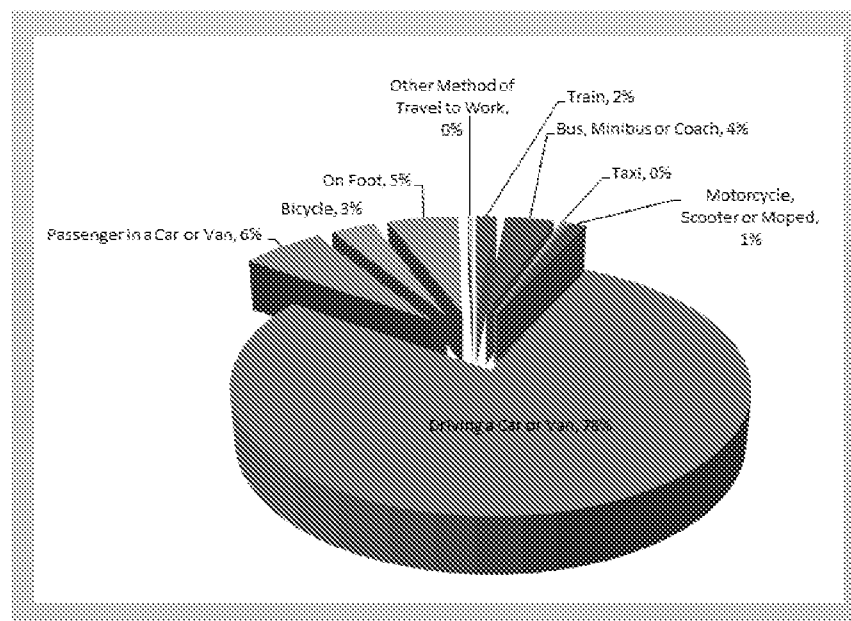
	2011 Census Data
Number of Households – Pagham and Rose Green Ward	3,558
Total number of cars owned	4,727
Car ownership per household	1.3

Source: Census Database

Travel to Work Characteristics

- 2.7 The Census data 'Travel to Work' for Pagham and Rose Green Ward identifies that 8% walk or cycle to work, 6% of residents use public transport as their main mode to work and 84% use the private car of which 6% car share. **Figure 2** below shows the modal splits for the Pagham and Rose Green Ward:

Figure 02 – Modal Split – Journey to Work – Pagham and Rose Green Ward



2.8 To assess why the modes of travel are used it is necessary to look at where people travel for their place of work. The table below identifies the key location of where people from Pagham and Rose Green Ward travel to work.

Table 2.3: Work Place Destinations of Residents within Pagham and Rose Green Ward

Destination	% Residents	Rail	Bus	Car	Walking / cycling/ Taxi/ Motorcycle
Portsmouth	2%	0%	7%	86%	7%
Havant	1%	0%	0%	100%	0%
Arun District	61%	0%	4%	76%	20%
Pagham and Rose Green Ward included in Arun District	21%	0%	0%	73%	27%
Chichester	31%	2%	6%	88%	4%
Worthing	2%	0%	13%	80%	7%

Source: Census Database

2.9 **Table 2.3** above shows that of the residents that live in Pagham and Rose Green Ward 61% work within the Arun District. The data also indicates that those that work in the Arun District are more likely to use alternative modes to the private car, with a larger proportion cycling or walking compared to destinations further away.

Existing Highway Network

Pagham Road

- 2.10 Pagham Road runs to the west of the proposed residential site on a broadly north / south alignment between the junction with Sea Lane to the south and the junction with the B2166 Lower Bognor Road to the north.
- 2.11 Pagham Road is subject to the national speed limit to the west of the site and is a predominately rural road with no footway or street lighting provision. Pagham Road reverts to a 30mph speed limit just to the north of the priority junction with Hook Lane at the south western corner of the site. The 30mph speed limit reflects the residential development on both sides of the carriageway to the south of the site. The section of Pagham Road to the south of the site is provided with footways on both sides of the carriageway and benefits from a system of street lighting. Bus stops are also provided on both sides of the carriageway in the vicinity of the junction with Hook Lane.
- 2.12 Pagham Road provides access to a parade of local shops and Pagham village to the south of the site. To the north Pagham Road connects to the B2166 that in turn leads to the B2145 and the A27 Chichester By-pass.

Hook Lane

- 2.13 Hook Lane runs on a south west to north east alignment to the east of the site, between the priority junction with Pagham Road to the south west and priority junction with Sefter Road to the north east.
- 2.14 Hook Lane is subject to a 30mph speed limit and benefits from the provision of a system of street lighting. Footways are provided on both sides of the carriageway to the south of the junction with Lodsworth Road. To the north of Lodsworth Road a footway is only provided on the eastern side of the carriageway which connects to Sefter Lane / Rose Green Road to the north.

Sefter Road

- 2.15 Sefter Road runs on an east - west alignment to the north of the site, between the priority junction with Pagham Road to the west and the priority junction with Hook Lane to the east.
- 2.16 Sefter Road is subject to the national speed limit to the north of the site and is a rural road with no footways or street light provision and is bound by trees and vegetation on both sides of the carriageway. Sefter Road reverts to changes to a 30mph speed limit just to the west of the junction with Hook Lane and reflects the change to the urban environment. A footway is provided on the northern side of the carriageway between the junction with Hook Lane and Rossalyn Close.
- 2.17 Sefter Road joins Rose Green Road, Grosvenor Gardens and Gossamer Lane to the east of Rossalyn Close. Footways are provided on both sides of the carriageway to the east of Hook Close and benefits from a system of street lighting.

Collision Analysis

- 2.18 A review has been undertaken of the personal injury collisions that have occurred on the local road network in the vicinity of the site and on the surrounding highway network over a five-year period. Collision data has been obtained from West Sussex County Council for the period 1 January 2014 to 31st December 2018. A copy of this data is provided at **Appendix B** of this report and is summarised below. Only details of serious and fatal accidents have been reviewed in this summary.
- 2.19 The area covered includes the following junctions:
- Sefter Road / Pagham Road – Priority Junction;
 - Hook Lane / Pagham Road – Priority Junction;
 - Hook Lane / Sefter Road – Priority Junction;
 - Grosvenor Gardens / Road Green Road / Carlton Avenue – Two Priority Junctions;
 - Nyetimber Lane / Grosvenor Road / Rose Green Road – Staggered Signalised Junction;
 - Hewarts Lane / B2166 – Roundabout Junction;
 - Gossamer Lane / Aldwick Street / Aldwick Road – Small Roundabout;
 - Aldwick Road / B2166 Roundabout; and
 - B2166 / West Meads Drive – Roundabout.

Pagham Road

- 2.20 A cluster of eight slight accidents occurred along Pagham Road at various locations.
- 2.21 Two serious accidents occurred along Pagham Road. One occurred at a field entrance, circa 650 metres south of the junction between Pagham Road and Lower Bognor Road involving a collision between two vehicles. It was put down to the car driver heading north on Pagham Road failing to look properly and being impaired by drugs. The weather condition was fine without high winds.
- 2.22 The other serious accident that occurred in the daylight at the junction between Pagham Road and Sefter Road involving a car turning left into Sefter Road and hitting a pedestrian. The resultant factor was put down to the car driver failing to look properly.

Grosvenor Gardens/Rose Green Road

- 2.23 There have been 19 recorded accidents along Grosvenor Gardens and Rose Green Road at various locations, 11 of which were recorded as slight in terms of severity and 8 as serious.
- 2.24 Four of the serious accidents occurred at the roundabout between Gossamer Lane/Barrack Lane/Aldwick Street. One of the serious accidents occurred during the hours of darkness and was a result of a collision between a car and a bicycle. This accident was put down to the car driver failing to give way to the cyclist on the roundabout and the weather conditions.
- 2.25 Another serious accident resulted from a collision between 2 vehicles. This accident was put down to a car driver failing to look properly while entering the roundabout and being careless/reckless/in a hurry. The weather was fine without high winds.

- 2.26 the third serious accident occurred in the daytime and involved a collision between a bicycle going north on Aldwick Street and a bus. The resultant factor of the accident was put down to the cyclist losing control and falling into rear of the bus while overtaking it. The weather was fine without high winds.
- 2.27 The fourth serious accident involved a collision between a car heading south and another car. The resultant factor was put down to a car driver's illness or disability, mental or physical condition.
- 2.28 Of the other four Serious accidents, one occurred 120 metres east of the roundabout between Gossamer Lane/Barrack Lane/Aldwick Street. This accident was a collision between a car and a pedestrian walking east along Aldwick Street. The resultant factor was put down to the car driver being impaired by alcohol and passing too close to the pedestrian.
- 2.29 The second serious accident occurred circa 10 metres north of the junction between Rose Green Road and Gossamer Lane, outside the post office. The accident resulted from a collision between a car and a pedestrian. The resultant factor was put down to the car driver failing to look properly while reversing.
- 2.30 The fourth serious accident occurred at the junction between Rose Green Road and Osborne Way. The accident resulted from a collision between a car and a cyclist. The resultant factor was put down to the car passing too close to cyclist and making a poor turn/manoeuvre. The weather was fine without high winds.

Aldwick Road

- 2.31 A total of five accidents have occurred along Aldwick Road, three of which were recorded as slight in terms of Severity and two as serious.
- 2.32 One of the serious accidents that occurred was during daylight hours at the roundabout between Aldwick Road and Lower Bognor Road, this was the result of a collision between a car heading south on Lower Bognor Road and a cyclist going east on Aldwick Road. The resultant factor was put down to the car driver failing to look properly.
- 2.33 The other serious accident occurred south west of the roundabout between Aldwick Road and Lower Bognor Road, this incident was as a result of a collision between a car entering carriageway from an access road and a cyclist travelling south. The resultant factor was put down to the car driver failing to look properly, failing to judge other persons path or speed and making a poor turn or manoeuvre. The weather was raining without high winds.

Nyetimber Lane

- 2.34 A total of ten accidents have occurred along Nyetimber Lane, eight of which were recorded as slight in terms of severity and two were recorded as serious.
- 2.35 One of the serious accidents occurred at the junction between Carlton Avenue and Nyetimber Lane which was as a result of a collision between two cars. The resultant factor was put down to firstly a car driver being inexperienced, failing to look properly and overshooting the junction and secondly due to another car driver failing to judge other persons path or speed.

- 2.36 The other serious accident occurred 21 metres north of Nyetimber Close and was as a result of a collision between a car heading north and a cyclist and was put down to the car driver failing to look properly and passing too close to cyclist. The weather was fine without high winds.

Rose Green Road

- 2.37 Five accidents have occurred along Rose Green Road and at the junction between Rose Green Road and Hewarts Lane, all of these incidents were recorded as being slight in severity.

Carlton Avenue

- 2.38 One accident occurred along Carlton Avenue which was recorded as being slight in severity.

Pryors Lane

- 2.39 Three accidents occurred along Pryors Lane and one accident occurred at the junction between Elbridge Cres and Pryors Lane, all of which were recorded as being slight in severity.

A27/ A259 Bognor Road Roundabout

- 2.40 A total of 27 accidents have occurred at the Bognor Road Roundabout of which 25 were recorded as slight in severity and 2 as serious. Another Serious accident occurred on the A27 prior to the A27/ A259 junction.
- 2.41 One of the serious accidents occurred during daylight hours and was as a result of collision between a bus coming from A259 Bognor Road heading into the A27 Chichester Bypass Road and a car looking to go straight ahead onto the A27 Chichester Bypass Road. The resultant factor was put down to the bus driver failing to look properly and having their vision affected by a stationary/parked vehicle. The weather was fine without high winds.
- 2.42 The other serious accident occurred during the hours of darkness and was as a result of a collision between 2 vehicles entering the roundabout. The resultant factor was put down to both car drivers being careless/reckless/in a hurry. The weather was fine without high winds.
- 2.43 One serious accident occurred during daylight hours on the A27 Chichester Bypass Road prior to the A27/A259 Bognor Road junction and was as a result of a collision between a car and a motorcycle. The resultant factor was put down to firstly the motorcyclist being inexperienced with type of vehicle and secondly the car driver failing to look properly and being careless/reckless/in a hurry. The weather was fine without high winds.

A259 Bognor Road

- 2.44 A Total of four accidents have occurred on Bognor Road within the area being assessed. Three occurred on the approach to the A27/A259 junction all of which were recorded as slight in terms of severity.
- 2.45 One accident recorded as serious in terms of severity occurred during the hours of darkness on Bognor Road, 185 metres east of A27 Chichester Bypass Road. This was as a result of a collision between a car travelling westbound on A259 and a pedestrian. The resultant factor was put down to firstly the pedestrian being impaired by alcohol/drugs and failing to look

properly and secondly the car driver failing to look properly. The weather was fine without high winds.

A27 Chichester Bypass Road

- 2.46 Within the area assessed, a total of twelve accidents have occurred on the A27 Chichester Bypass, three of which were recorded as slight in terms of severity and six as serious.
- 2.47 One of the serious accidents occurred during the hours of darkness, 100 metres west of A259 Bognor Road, was as a result of a collision between two vehicles. The resultant factor was put down to a car driver failing to judge other persons path or speed and being careless/reckless/in a hurry. The weather was raining without high winds.
- 2.48 Another serious accident occurred during daylight hours, 500 metres west of A259 Bognor Road and was as a result of a collision between a motorcycle heading east, a car and a goods vehicle. The resultant factor was put down to the motorcyclist failing to judge other persons path or speed and braking suddenly. The weather was fine without high winds.
- 2.49 The third serious accident occurred during daylight hours, 107 metres west of B2145 Whyke Road and was as a result of a collision between a car heading west and a motorcycle. The resultant factor was put down to the motorcyclist failing to look properly, failing to judge other persons path or speed and being careless/reckless/in a hurry. The weather was fine without high winds.
- 2.50 Between A27 Chichester Bypass Road and B2145 Whyke Road the following incidents occurred;
- 2.51 A serious accident occurred during the hours of daylight and was as a result of a collision between a car heading west and a motorcycle. The resultant factor was that the car driver failing to judge other persons path or speed. The weather was fine without high winds.
- 2.52 Another serious accident that occurred during the hours of daylight and was as a result of a collision between a car travelling southbound across Whyke Road Roundabout and a goods vehicle heading eastbound. The resultant factor was that the car driver failing to look properly. The weather was fine without high winds.
- 2.53 The third serious accident occurred during the hours of daylight and was as a result of a collision between a car entering Whyke Road Roundabout travelling westbound and a bicycle, no causation factor identified.
- 2.54 Improvements to the A259/A27 and A27/B2145 junctions are proposed by Highways England and are likely to address some of the incidents that occur at these junctions.

Vinnetrow Road

- 2.55 A total of six accidents have occurred on Vinnetrow Road of which three are recorded as being slight in severity and three as serious.
- 2.56 One of the serious accidents occurred during daylight hours at the junction between Lakeside Road and Vinnetrow Road and was as a result of a collision between a car and a motorcycle heading north. The resultant factor was that the car driver failed to judge other persons path or speed.

- 2.57 The second serious accident occurred during the hours of darkness, 800 metres south of A27 Chichester Road and as a result of a car heading south leaving road to nearside and rotating the front end. The resultant factor was put down to the driver losing control, making a poor turn/manoeuvre and being impaired by alcohol. The weather was fine without high winds.
- 2.58 The third serious accident occurred during the hours of darkness at the junction with A27 Chichester Bypass Road and was as a result of a collision between a goods vehicle exiting Vinnetrow Road onto Bognor Bridge Roundabout and a motorcycle travelling from A259 Bognor Road and onto Bognor Bridge Roundabout towards A27 Chichester Bypass Road westbound. The resultant factor was that the goods vehicle failed to look properly.

Whyke Road (B2145)

- 2.59 A cluster of seven slight accidents occurred along Whyke Road.
- 2.60 A cluster of 14 slight accidents occurred at the roundabout between Whyke Road and Chichester Bypass Road.
- 2.61 One serious accident that occurred in daylight on Whyke Road, 150 metres south of Chichester Bypass Road, resulted from a collision between a car travelling south on Whyke Road and a motorcycle. This was put down to the car driver failing to look properly, being careless/reckless/in a hurry and failing to look properly. The weather was fine without high winds.

B2166(Lagness Road/Pagham Road)

- 2.62 A total of 29 accidents have occurred along this route of which 21 were recorded as slight in terms of severity and 8 were identified as serious.
- 2.63 One serious accident occurred during the daylight hours, 70 metres north of Lower Bognor Road and was as a result of a collision between a car and a goods vehicle. The resultant factor was down to the car driver travelling with excessive speed and the road being slippery due to deposit on road such as mud or oil. The weather was fine without high winds.
- 2.64 The second serious accident occurred during the hours of darkness 500 metres west of the junction between B2166 and Lower Bognor Road and was as a result of a car travelling towards Chichester swerving to avoid hitting a fox and rolling over. The resultant factor was down to the car driver being nervous/uncertain/panic. The weather was fine without high winds.
- 2.65 The third serious accident that occurred during the hours of darkness 850 metres north of the junction between B2166 and Lower Bognor Road and was as a result of a collision between a minibus heading north and a car heading south. The resultant factor was down to the minibus making a poor turn or manoeuvre and illegal turn or direction of travel. The weather was fine without high winds.
- 2.66 The fourth serious accident occurred during daylight hours, 700 metres north of the junction between B2166 and Lower Bognor Road and was as a result of a collision between a car heading south and a tree. The resultant factor given was down to the car driver losing control.
- 2.67 The fifth serious accident occurred during the hours of daylight 1km north of the junction between B2166 and Lower Bognor Road and was as a result of a car travelling south east

- losing control and rolling over due to making a poor turn or manoeuvre. The weather was fine without high winds.
- 2.68 The sixth serious accident occurred during daylight hours 230 metres west of the junction between Lagness Road and Vinnetrow Road and was as a result of a collision between a police vehicle travelling in a western direction towards north Mundham and a car. The resultant factor was put down to firstly the car driver failing to look properly and failing to signal and secondly the police vehicle failing to judge other persons path or speed. The weather was fine without high winds.
- 2.69 The seventh serious accident that occurred during daylight hours 280 metres west of Pagham Road and was as a result of a collision between 2 cars and a bus heading north. The resultant factor was put down to a car driving aggressively and being careless/reckless/in a hurry. The weather was fine without high winds.
- 2.70 The eighth serious accident occurred during daylight 750 metres north of the junction between B2166 and Lower Bognor Road and was as a result of a collision between a goods vehicle heading east to west and a car travelling in opposite direction. The resultant factor was down to the goods vehicle driving with excessive speed. The weather was raining without high winds.
- 2.71 The PIA review has concluded that the accidents recorded on the local highway are attributable to factors unrelated to the design of the highway network. With regard to the A27, Highways England are proposing changes to the A27/B2145 & A27/A259 junctions which are likely to improve safety at these locations.

3 ACCESSIBILITY

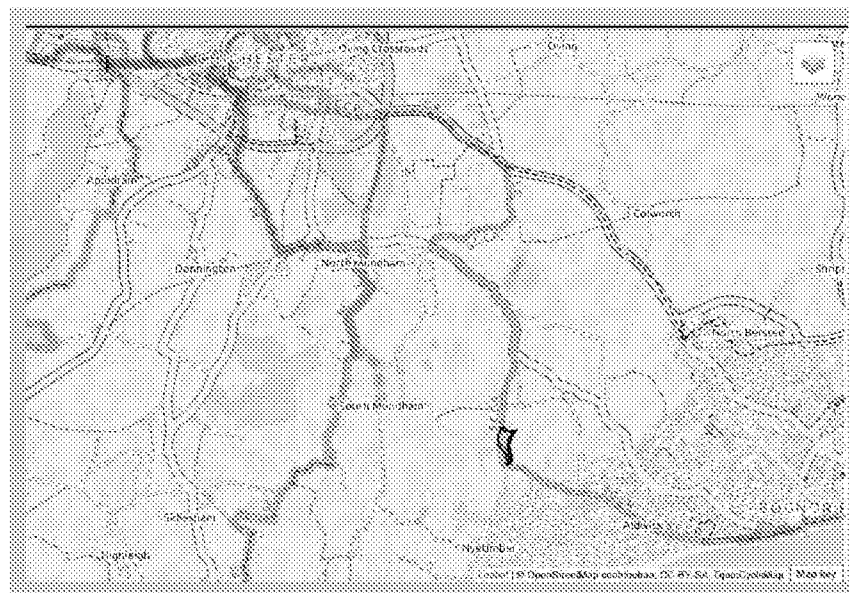
Introduction

- 3.1 The modal choice for a particular journey is dependent on a number of factors. These include the type of development, trip purpose and availability of public transport, car ownership and distance from the development. The mode of transport taken relates closely to the facilities available at both ends of the journey and to a lesser extent, choice of travel made by the individual. Where a choice of modes exists, the individual may prefer not to travel by private car, however, the overriding decision relates to the location and trip purposes.
- 3.2 This section of the report considers the sustainability of the site in terms of accessibility to public transport infrastructure as well as opportunities for cycling and walking.

Walking and Cycling

- 3.3 The development site benefits from a good level of accessibility for pedestrians. The existing road network to the northeast, east and south of the site has footways with street lighting and provide connections to local facilities surrounding the site.
- 3.4 A plan showing the walking isochrones from the site is provided in **Appendix C**, based on a walking speed of 80m per minute (circa 4.8Kph), up to a maximum walking distance of 2km from the edge of the site. The walking isochrones demonstrate that within a 5-minute walk of the site, individuals can reach bus stops on Pagham Road and Hook Lane.
- 3.5 There are no identified cycle paths or cycle facilities within the vicinity of the site although the local roads to the east and south of the site are relatively lightly trafficked and would be suitable to cycle on road enabling all local facilities to be within easy cycle distance of the proposed residential development.
- 3.6 The West Sussex County Council's web site does however identify a 'South Coast Cycle Route' which continues along Sefter Lane and then northwards onto Pagham Road towards Chichester as shown in **Figure 3** below:

Figure 03 – South Coast Cycle Route



- 3.7 The South Coast Cycle Route is a recreational route and is not identified as a commuter route. This route is also not signposted or identified along Sefton Lane.
- 3.8 A plan showing the cycle isochrones from the site is provided in **Appendix C**; this is based on a cycling speed of 200m per minute (circa 12kph). The cycle isochrones indicate that individuals can reach Bognor Regis town centre and railway station within approximately a 24-minute cycle ride.

Public Transport

Bus

- 3.9 The nearest bus stops to the site are located Pagham Road and Hook Lane to the west and east of the site and provide access to bus routes 600, 660 and 62.
- 3.10 The Pagham Road bus stops are located at the south west corner of the site in the vicinity of the priority junction with Hook Lane. The south bound bus stop is located immediately to the north of the junction with Hook Lane. The north bound bus stop and shelter is located opposite the junction with Hook Lane. The bus stops are within 400m walking distance from the centre of the site. The Pagham Road bus stops provided access to bus services 600 and 660.
- 3.11 A bus stop is also located on the eastern side of Hook Lane adjacent to Hook Close to the North West corner of the site and on Lodsworth Road close to its junction with Hook Lane. These bus stops are also within 400m walking distance from the centre of the site and provide access to bus service 62.
- 3.12 **Table 3.1** summarises the route and frequency of the bus services and a bus route plan is provided at **Appendix C** of this report.

Table 3.1 – Frequency of Local Bus Services

Service	Route	Average Frequency (per hour)				
		Mon - Fri			Sat	Sun
		AM Peak	Off Peak	PM Peak		
Hook Lane						
600	Elmer - Bognor Regis – Chichester	4	3	3	3	1
660	Chichester Schools - Bognor Regis	0	1	0	No service	No service
Hook Lane Close/ Lodsworth Road						
62	North Bersted - South Bersted - Bognor Regis - Aldwick - Nyetimber (Circular)	0	1	0	1	No service

- 3.13 Bus service 600 provides a high frequency service 7 days a week and connects to Bognor Regis and Chichester town centres and provides the potential for interchange to Bognor Regis railway station. The frequency of the bus service 600 would provide a reasonable alternative to the private car for future residents of the proposed development.

Rail

- 3.14 Bognor Regis rail station is located approximately 4.8km to the east of the site. The station is operated by Southern Railways and is a terminus at the end of a short branch of the West Coastway Line. The station has a ticket office, car park, 4 platforms, Express café bar and newspaper shop. In addition, 184 cycle parking spaces are provided next to the taxi rank and on the platform.
- 3.15 Monday to Saturday the direct trains from Bognor Regis are as follows:
- Two trains per hour to London Victoria;
 - Two trains per hour to Littlehampton; and
 - Two trains per hour to Barnham.
- 3.16 On Sundays, the direct trains from Bognor Regis are as follows:
- One train per hour to London Victoria;
 - One train per hour to Littlehampton; and
 - Two Trains per hour to Barnham.

Accessibility to Local Facilities

- 3.17 In line with planning policy, sites should be accessible by a variety of transport modes allowing a reduction in the reliance on the private car.
- 3.18 Within **Appendix C** a plan is provided that shows the location of day-to-day facilities and services in the vicinity of the site proposed development.

Policy Background

- 3.19 Manual for Streets (paragraph 4.4.1) states the following:

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

- 3.20 The Institution of Highways and Transportation (IHT) ‘Guidelines for Providing Journeys on Foot’ (2000) suggests acceptable, desirable and maximum walking distances. **Table 3.2** contains the suggested walking distances for pedestrians without mobility impairment for some common trip purposes.

Table 3.2: Acceptable, Desirable and Maximum Walking Distances

Definition	Walking Distances (m)		
	Town Centres	Commuting / Schools	Elsewhere
Desirable	200	500	400
Acceptable	400	1000	800
Preferred Maximum	800	2000	1200

Source: IHT ‘Guidelines for providing Journeys on Foot’

- 3.21 PPG13 (Planning Policy Guidance 13 Transport) has been superseded by NPPF (National Planning Policy Framework), however the fundamental information provided within PPG13 is still relevant and in Paragraph 74 it states in part:

“Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly those under two Kilometres.”

- 3.22 Paragraph 77 states in part:

“Cycling also has the potential to substitute for short car trips, particularly those under five kilometres, and to form part of a longer journey by public transport.”

- 3.23 The table below identifies the walking and cycle distance and time to the local facilities within 5km, measured from the centre of the proposed development.

Table 3.3: Accessibility to Local Facilities

Facility	Approx. distance (m)	Approx. Walking Time (Min)	Approx. Cycle Time (min)
Public Transport			
Pagham Road Bus Stops	400m	5 mins	N/A
Hook Lane Bus Stops	200-250m	3 mins	N/A
Bognor Regis Rail Station	4800m	N/A	24 mins
Local Shops and Schools			
Local parade of shops to the south of the site on Pagham Road including Tesco Express	700m	8 mins	4 mins
Co-op Convenience Store, The Southern Co-operative Rose Green Road	800m	10 mins	4 mins
Local parade of shops on Rose Green Road including Barclays Bank, Co-op, Post Office, restaurants and take-aways.	1200m	15 mins	6 mins
Bognor Regis Town Centre	4600m	N/A	23 mins
Rose Green Junior School	690m	8 mins	3 mins
Rose Green Infant School	600m	8 mins	3 mins
Healthcare Facilities			
Grove House Surgery, Pryor's Lane	1Km	13 mins	5 mins
Lloyds Pharmacy, Rose Green Road	1200m	15 mins	6 mins
Bognor Regis War Memorial Hospital	4900m	N/A	24 mins

* Based on a walking speed of 80m per minute (circa 4.8km/h).

* Based on a cycling speed of 200m per minute (circa 12km/h).

- 3.24 As can be seen local facilities including bus stops, schools, retail and health services are either within walking or easy cycle distance of the site.

Residential Travel Plan

- 3.25 As identified above the site is within a reasonable walking or cycle distance of local facilities and bus services. The location of the development will allow residents the opportunity to travel by alternative modes to the private car.
- 3.26 To further encourage the use of alternative modes of transport a Residential Travel Plan has been produced as a separate document.
- 3.27 The Travel Plan will aim to:
- Encourage the use of more sustainable modes of transport, such as walking, cycling and using public transport;
 - Reduce unnecessary travel; and
 - Encourage the use of sustainable travel by improving facilities and providing information.
- 3.28 The information within the Travel Plan will help introduce residents to alternative modes and enable them to consider the trips to be made and the mode by which they can use. It is intended that the Residential Travel Plan will encourage a change in perceptions and attitudes and therefore the desired change in travel behaviour.
- 3.29 From pre-application discussions with WSCC it was advised that the Travel Plan should base the targets on the predicted traffic generation to the site advised in this report and also include how this will be monitored and what measures will be put in place if the predicted traffic movements exceed the level predicted.

Summary

- 3.30 The site benefits from good accessibility to bus service 600 which operates 7 days a week at a high frequency and connects to Bognor Regis town centre, Bognor Regis rail station and Chichester. The frequency of the bus service 600 would provide a reasonable alternative to the private car for future residents of the proposed development.
- 3.31 The site is within a reasonable cycle distance of Bognor Regis rail station which provides access to London Victoria and Littlehampton. In addition, Bognor Regis station is also accessible via a short walk from bus service 600 that accesses the town centre bus stops.
- 3.32 The local parades of shops on Pagham and Rose Green Road and local schools are within a reasonable walking distance from the site. It is considered that future residents would be able to walk or cycle to access local facilities within Pagham.
- 3.33 In terms of sustainability, it is clear that the site benefits from reasonable accessibility to existing bus and rail services given its semi-rural location. Local facilities including shops, health services and education are accessible by walking and cycling modes. The site will therefore provide residents with a realistic alternative choice to the private car.

4 PLANNING POLICY

Introduction

4.1 This section of the report evaluates the development proposal against the appropriate national regional and local transport policies:

- National Planning Policy Framework (NPPF), March 2012;
- West Sussex Local Transport Plans 2011 to 2026;
- Arun Local Plan; and
- Pagham Neighbourhood Plan.

National Policy

National Planning Policy Framework (NPPF)

4.2 National policy in relation to the transport planning of developments is set out in the National Planning Policy Framework (NPPF) (July 2018). Section 9 'Providing Sustainable Transport – considering development proposals' states the following:

4.3 Paragraph 108 states that:

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

- a) Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
- b) Safe and suitable access to the site can be achieved for all users; and
- c) Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.'

4.4 Paragraph 109 states that:

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

4.5 Paragraph 111states that:

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

4.6 With regard to parking, Paragraph 105 of the NPPF states that:

'If setting local parking standards for residential and non-residential development, policies should take into account:

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

4.7 Paragraph 106 states that:

‘Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with Chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists.’

Local Planning Policy

West Sussex Local Transport Plan 2011 to 2026

4.8 The West Sussex Local Transport Plan provides a strategic direction for transport within West Sussex, but aligns itself with other major strategies, such as the County Strategy and Local Communities Strategies. The key objectives of the plan are:

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

4.9 In addition the key measures that are identified that are applicable to residential developments include:

- Ensure an appropriate amount of parking is provided at new residential development and that parking space is provided at non-residential development in line with our agreed parking standards;
- Ensuring that new employment and residential developments are accessible by sustainable modes of transport;
- Continuing to secure travel plans for new residential and employment developments; and
- Encouraging home working and the promotion of home delivery services through SIDD, to design new facilities and services which meet customer needs.

Arun Local Plan

4.10 The Arun Local Plan 2011 – 2031 adopted July 2018 sets out the vision for the future of Arun and guides development up to 2031. Arun Local Plan contains strategic and development

management planning policies which will shape the future of the area and will be used in the consideration of planning policies.

- 4.11 The Local Plan identifies future growth within the Bognor Regis Urban Area at the following locations:

- Pagham South;
- Pagham North; and
- West of Bersted

- 4.12 The Pagham North site relates to the development site North of Hook Lane and the site North of Sefter Road. Within the Local Plan Policy H SP2a states in part;

Pagham (SD1 Pagham South and SD2 Pagham North)

- 4.13 Located to the west of the urban area of Bognor Regis, the Pagham South and Pagham North Strategic Allocations will collectively provide at least 1,200 dwellings over the plan period. Both sites consist of a number of parcels of land, it is imperative that individual area are aligned with neighbouring parcels of land. The sites lie in close proximity and are within the drainage catchment of the internationally designated Pagham Harbour site which has drainage and waste water implications. Development proposals will need to meet the following key design and infrastructure requirements:

- a) Ensure no detrimental impact to Pagham Harbour SPA, through compliance with ENV DM2 (Pagham Harbour) and its supporting text,
- b) Be designed to take into account nearby heritage assets;
- c) Provide a new one-form (expandable to two-form) entry primary school and nursery places;
- d) Provide a care home facility;
- e) Provide a Community Hub which includes;
 - i. shops and complementary uses
 - ii. a community building (Tier 7 library, D1 / sui generis floorspace),
 - iii. Provision of land for a scout hut, and
 - iv. Land for an Ambulance Community Response Post facility and contributions towards new healthcare facilities at West Bersted (SD3). Alternatively, where appropriate proposals may make a contribution towards new facilities or the improvement or expansion of the relevant existing facilities, subject to agreement with the Council.
- f) Provision of public open space including children's play areas, landscaping, drainage and earthworks,
- g) Contribute to the provision of an enhanced local cycle network by making on site provision and appropriate off-site financial contribution; and
- h) Where possible, provide linkages and accessible pedestrian and cycle routes to Bognor Regis town centre.

- 4.14 The vision for the District is that by 2031, the Arun will be:

"A safer, more inclusive, vibrant and attractive place to live, work and visit. Arun's residents will be healthier and better educated, with reduced inequalities between the most and least affluent."

4.15 The Local Plan has seven key strategic objectives. The strategic objective relating specifically to transport is:

"To reduce the need to travel and promote sustainable forms of transport."

4.16 Section 15 of the Local Plan focuses on Transport. The strategic objectives for Transport are to:

- "Reduce the need to travel and promote sustainable forms of transport;
- Plan for climate change and work in harmony with the environment to conserve natural resources and increase biodiversity;
- Create vibrant, attractive, safe and accessible towns and villages that build upon their unique characters to provide a wide range of uses and which are a focus for quality shopping, entertainment, leisure, tourism and cultural activities;
- Promote strong, well-integrated and cohesive communities, through the promotion of healthy lifestyles, provision of good quality accessible community facilities and a safe environment, which delivers an enhanced quality of life to all. This includes meeting the needs of a growing elderly population; and
- Strengthen Arun's economic base and provide local job opportunities by increasing, diversifying and improving the quality of employment within the District through the provision of appropriate employment sites, better infrastructure, including road and rail access, quality affordable accommodation and the development of business support and partnerships."

4.17 The Coast to Capital Local Enterprise Partnership has signed a Growth Deal with central Government that will see the start of a six-year investment programme in jobs, infrastructure and transport from 2015. The programme of specific benefit to the development site is:

- Sustainable Transport Packages: A range of projects will tackle congestion and improve sustainable transport in local areas across the Coast to Capital region. This will enable improvements to be walking and cycling links; improvements to junctions and traffic management systems to ease traffic flow and reduce congestion and improvements to public transport, such as bus and taxi priority measures and better interchanges.

4.18 Policy TSP1: Transport and Development states that the Council will support development which:

- Is designed to reduce the need to travel by car by identifying opportunities to improve access to public transport services and passenger transport services whilst making provision for safe access to the highway network through improvements to the existing road network and the promotion of vehicles which use low-carbon energy;

- Is incorporated into the District's green infrastructure network and gives priority to pedestrian and cycle movements;
- Protects committed and indicative lines of major road schemes from development and, where applicable, contributes towards new road schemes which improve north-south links between Bognor Regis and Littlehampton to the A27, to ensure that they are delivered in line with strategic growth in the district;
- Incorporates appropriate levels of parking in line with West Sussex County Council guidance on parking provision and the forthcoming Arun Design Guide taking into consideration the impact of the development upon on-street parking;
- Is supported by an effective and deliverable Transport Assessment which demonstrates that the transport effects of development on the local and strategic road network can be satisfactorily mitigated and a Travel Plan, which is effective and deliverable; and
- Explains how the development has been designed to:
 - Accommodate the efficient delivery of goods and supplies;
 - Give priority to pedestrian and cycle movements and have access to high quality public transport facilities;
 - Create safe and secure layouts for traffic, cyclists and pedestrians whilst avoiding street clutter;
 - Incorporate facilities for charging electric and plug-in hybrid vehicles (where charging facilities are to be omitted from the development, evidence of market demand and viability must be provided); and
 - Consider the needs of people with disabilities by all modes of transport.

4.19 Policy TDM1: Sustainable Travel and Public Rights of Way states that proposals for all new development must:

- Be located within easy access of established public transport service(s), existing pedestrian and cycle networks, the committed and aspirational cycle networks and the green infrastructure network which links the development with key destinations including places of work, education, leisure and town centres;
- Where applicable, contribute to the extension of public transport services to serve the development and community transport services to ensure that a wide range of transport services are available to all residents;
- Make provision for cycling and pedestrian facilities to meet the County Council Parking Standards, including cycle storage, convenient and secure cycle parking in association with retail and educational uses and sufficient secure parking and changing/showering facilities at places of work;

- Contribute towards the provision of a joined up cycle network and Public Rights of Way network, taking into account the aspirational cycle network, which provides convenient, accessible, safe, comfortable and attractive routes for pedestrians and cyclists and where appropriate, horse riders, both within the development and in the form of links between the development and;
 - Places of work, education, leisure and food retail;
 - The South Downs National Park;
 - Along the coast particularly between Bognor Regis and Littlehampton;
 - Along the coast to Chichester;
 - Bognor Regis to Arundel; and
 - Littlehampton to Goring.

Guidance for Parking in New Residential Developments

- 4.20 West Sussex County Council has taken a strongly evidence-led approach to residential parking in new developments, to ensure that the number of parking spaces provided is appropriate to the location and the characteristics of the development.
- 4.21 This Transport Assessment will use the West Sussex Residential Parking Demand Calculator to calculate the number of parking spaces required at the proposed development. The calculator predicts levels of car ownership using information about the location (ward), unit type, unit tenure, unit size and the number of allocated spaces.
- 4.22 If garages are provided, they should be at least 6m x 3m internally. If garages meet this requirement, they should be regarded as an allocated parking space and calculations of parking demand should take account of this.
- 4.23 Car parking provision for disabled people should be consistent with the standards set out in Manual for Streets, which state that 5% of residential car parking spaces are designated for use by disabled people. Local authorities should provide spaces on the basis of demand.
- 4.24 The recommended levels of cycle provision are set out in **Table 4.1** below:

Table 4.1: Recommended Levels of Cycle Provision		
Type	Size	Cycle Provision (per Unit)
Houses	Up to four rooms (one / two bed)	One space
	Five + rooms (three + bed)	Two spaces
Flats	Up to three rooms (one / two bed)	0.5 Spaces (If communal storage, otherwise the same as a one / two bed house)
	Four + rooms (three + bed)	One space

Source: IHT 'Guidelines for providing Journeys on Foot'

Summary

- 4.25 Taken together, national and local transport planning policy requires new residential development to be located where a range of facilities and services can be accessed by a number of modes of transport including walking, cycling and public transport, so as to minimise the number and length of car journeys. Safe and suitable access to site should be achieved for all people.
- 4.26 The proposed residential development is well located in an existing residential area. In terms of sustainability, it is clear that the site benefits from reasonable accessibility to existing bus and rail services. Local facilities including shops, services and education are accessible by walking and cycling modes. The site will therefore provide residents with a realistic alternative choice to the private car.
- 4.27 This Transport Assessment also demonstrates that the impact of the development proposal together with the other site allocations with Pagham can be accommodated on the local highway network with appropriate mitigation measures identified, demonstrating that the developments will not have a severe impact on the local road network in accordance with Planning Policy TSP1 of the Arun Local Plan and NPPF.
- 4.28 The proposal at Land North of Hook Lane is considered to accord to the relevant Local and Central Government Policy Guidelines in terms of access, accessibility and impact.

5 DEVELOPMENT PROPOSAL AND ACCESS

Development Proposal

- 5.1 A full description of the proposed residential development is contained in the supporting documents accompanying the planning application. The following description is pertinent in transport terms.
- 5.2 The planning application proposes a development of circa 300 residential dwellings and an 80 bed Care Home. The proposed residential development will be a mix of 2, 3, 4 and 5 bedroom dwellings of which 30% will be affordable. In addition to the above 4,000sqm of D1 Use (potential GP Surgery or Nursery) is also proposed on the site.
- 5.3 This site forms part of the site allocations identified by Arun District Council for Pagham which includes 1,200 dwellings, care home facilities and a one-form entry primary school (with scope to expand to a 2FE). A new primary school will be located with the development proposal on land to the north of Sefter Road.
- 5.4 Details of the Masterplan layouts are provided in the Design & Access Statement and a copy is included in **Appendix D**.
- 5.5 The vehicle access arrangements, pedestrian and cycle linkage and parking provision are considered in greater detail below.

Proposed Vehicular Access Arrangement

- 5.6 Vehicular access to the site will be via three locations. Two priority junctions will be formed off Hook Lane and one will be provided off Pagham Road. Plans showing the proposed access arrangements are included in **Appendix E**.
- 5.7 All of the vehicular accesses will be provided with a 6m wide access reducing to 5.5m as it enters the site. The 6m width of access is sufficient to allow two large vehicles to pass and re-pass and consistent with the advice contained within Manual for Streets (MfS). It is proposed that the junction radii are provided at 6m to accommodate the swept path of the largest design vehicle that accesses the site on a regular basis which will be a large refuse vehicle. Details of the swept path analysis are provided in **Appendix E**.
- 5.8 The access proposed off Pagham Road will be in the form of a simple priority junction arrangement. The proposal also includes for the existing 30mph zone to be moved further northward, although the level of visibility has been designed to reflect existing 85th percentile speeds taken from a point further north on Pagham Road, within the 60mph speed limit.
- 5.9 The proposed access arrangement on Pagham Road will be just within the national speed limit, however it is very close to the existing 30mph zone as such vehicle speeds will be significantly lower than the signed speed limit. The access has been designed to meet DMRB standards based on the existing vehicular approach speeds. The deceleration lane has been designed to accord to DMRB standards for a 30mph speed limit as it is only just outside the 30mph speed limit and as such vehicle speeds will be much lower.
- 5.10 Therefore, if for any reason the 30mph speed limit was not repositioned, the proposed access arrangement accords to the relevant design standards based on the existing vehicular speeds.

- 5.11 The access roads will include 2m wide footways on both sides the access allowing easy access for pedestrians joining the local footway network. Dropped kerbs with tactile paving will also be provided at the junctions to accommodate north / south pedestrian movements. Further details regarding pedestrian access to the site is provided later in this section.
- 5.12 As part of the proposed access to the northern end of Hook Lane, the existing bus stop will be needed to be repositioned approximately 28m northwards of its current location. This will ensure that a bus stopping at this stop does not affect the movements into and out of the proposed access. This arrangement is shown in **Appendix E**.

Visibility at the Proposed Junctions

- 5.13 The visibility at the proposed junction ensures there is adequate inter-visibility between vehicles on the major and minor arms.
- 5.14 MfS states the following regarding the application of visibility standards:
- “MfS focuses on lightly trafficked residential streets, but many of its key principles may be applied to other types of street, for example high streets and lightly trafficked rural areas.”
- 5.15 Paragraph 1.4.4 of MfS expands on the above and states:
- “The Design Manual for Roads and Bridges is not an appropriate design standard for most streets, particularly those in lightly trafficked residential and mixed-use areas.”
- 5.16 As part of pre-scoping discussions with WSCC, it was agreed that the accesses off Hook Lane could adopt Manual for Streets visibility standards, however for the access off Pagham Road; DMRB (Design Manual for roads and bridges) has been applied.

Speed Survey

- 5.17 In order to ensure that the proposed priority junction access arrangements accord to the relevant design standards ATC surveys have been carried out on Hook Lane in the vicinity of the proposed accesses and also on Pagham Road north of the proposed access. These surveys assist in determining the 85th percentile speeds of vehicles approaching the proposed accesses. The results of the 7-day speed surveys undertaken are as follows:
- 5.18 Hook Lane (Speed Limit 30mph):
- Northbound – 41.4 mph; and
 - Southbound – 38.5 mph.
- 5.19 Pagham Road (Speed Limit 60mph):
- Northbound – 50.5 mph; and
 - Southbound – 50 mph.
- 5.20 Using the MfS visibility splay calculation for Hook Lane based on the above 85th Percentile speed measurements, the level of visibility required is 2.4 x 77m to the south and 2.4m x 69m to the north. An x-distance of 2.4 metres should normally be used in most built-up situations as this represents a reasonable maximum distance between the front of the car and driver's eye.

- 5.21 The 'y-distance' represents the distance that a driver who is about to egress from the minor arm can see to the left and right along the main alignment. For simplicity, it is measured along the nearside kerb line of the main arm, although vehicles will normally be travelling a distance away from the edge of carriageway. The measurement is taken from the point where this intersects the centre line of the minor arm.
- 5.22 For Pagham Road, the visibility requirements based on DMRB Desirable Minimum calculations and the 85th percentile speed measurement is 152m to the south and 149m to the north. The 'x-distance' for this junction is 4.5m to accord with DMRB.
- 5.23 The visibility splays at the proposed access arrangements are illustrated on plans provided at **Appendix E** of this report.

Stage 1 Road Safety Audit

- 5.24 As part of this application a Stage 1 Road Safety Audit has been undertaken of the proposed access arrangements. The Stage 1 Road Safety Audit has been carried out by Taylor Bowie Ltd an independent Road Safety Audit Company.
- 5.25 Details of the Audit and Designers' Response are included in **Appendix F** of this report.
- 5.26 It should be noted that the original Safety Audit included a review of a right turn lane on Pagham Road, however following discussions with WSCC as part of application ref: P/6/17/OUT, the ghost island right turn lane has been removed and as such the Safety Auditor provided an updated note to address this change, this note is also included in **Appendix F**.

Pedestrian / Cycle Access

- 5.27 In terms of pedestrian access the scheme design seeks a permeable development. The development proposal will include a number of points for pedestrians to access the site in addition to the proposed vehicular accesses. The pedestrian routes that are not linked with the vehicular access will be a minimum of 3m wide and will link with the existing footway network. The locations of the proposed pedestrian accesses are identified on the plans included in **Appendix E** and on the Development Framework layout included in **Appendix D**.
- 5.28 The internal road layout will include routes that pedestrians can safely walk along and also provide a link between Hook Lane and Pagham Road. the internal roads would also be suitable for on-road cycling.
- 5.29 The footway from the northern access point on Hook Lane will also continue northwards towards Sefter Road to join with the footway provision and crossing point proposed as part of the development proposal on land north of Sefter Road (App Ref: P/134/16/OUT).

PT Enhancements

- 5.30 The proposal also includes for the existing bus stop on Pagham Road (north of its junction with Hook Lane) to have a formal bus lay-by designed to accord with DMRB standards. This bus stop will include raised kerbs, bus timetable information and if room is available a bus shelter and or seating.
- 5.31 The bus stops on the western side of Pagham Road, Hook Lane and Lodsworth Road close to Hook Lane will also be provided with raised kerbs and new bus flags.

Accessibility Contributions

5.32 In addition to the measures identified above, contributions will also be provided towards;

- Sustainable transport measures on the wider highway network;
- Upgrading of footpaths 100,106 and 104 to bridleways permitting use by horses and cycles.

5.33 The above measures form part of the CSCA which is included in **Appendix A** to this report.

6 TRIP GENERATION AND DISTRIBUTION

Introduction

- 6.1 This section of the report considers the likely traffic generation of the development which was agreed with West Sussex County Council and Highways England as part of application ref P/6/17/OUT including trip rates, distribution, scope of assessment area and assessment years.
- 6.2 In determining the predicted trip generation for the site, the TRICS database has been used and to ascertain the trip distribution for the residential development, travel to work related trips from the Census has been used.

Residential Trip Generation

- 6.3 The trip generation for the proposed residential dwellings is identified in the table below. A copy of the TRICS output is provided at **Appendix G** of this report.

Table 6.1: TRICS Residential Trip Rates and Predicted Trip Generation for 300 Residential Dwellings

	AM Peak 08:00 – 09:00			PM Peak 17:00 – 18:00		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
Trip Rate	0.144	0.359	0.503	0.299	0.179	0.478
No. Vehicle Movements	40	101	141	84	50	134

- 6.4 The proposed residential development of 300 residential dwellings has the potential to result in 141 two-way vehicular trips in the AM peak and 134 two-way vehicular trips during the PM peak.
- 6.5 It should be noted that the development proposal will include 35% affordable units, which have a lower trip rate than Private units, however to provide a robust assessment it is assumed that 100% of the development is privately owned.

Care Home Trip Generation

- 6.6 The trip generation for the 80-bedroom care home has also been derived from the TRICS database. The number of surveys for care homes is relatively limited, however the following selection parameters have been applied:
- 6.7 Land Use: Health;
- Category: Care Home (Elderly Residential);
 - Number of Rooms: Range 40 to 90 selected;
 - Location: Edge of town/ centre and suburban;
 - Car Ownership: 0.6-1.5; and
 - Average trip rates selected.

- 6.8 Table 6.3 below summarises the peak trip rates obtained from the TRICS database. A copy of the TRICS output is provided at **Appendix G** of this report.

Table 6.2: TRICS Care Home Trip Rates and Predicted Trip Generation for 80 Bedroom Care Home

	AM Peak 08:00 – 09:00			PM Peak 17:00 – 18:00		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
Trip Rate	0.071	0.045	0.116	0.071	0.115	0.186
No. Vehicle Movements	6	4	9	6	9	15

- 6.9 The proposed 80-bedroom care home development has the potential to result in 9 two-way vehicular trips in the AM peak and 15 two-way vehicular trips during the PM peak. The above trip rates are based on number of residents, it has been assumed that 98% of rooms have single occupancy and 2% have 2 occupants.
- 6.10 The application also includes for D1 use which could be a day nursery or GP surgery / dentist. The trips associated with this use have not been included as it is considered that any trips generated will be either within the development or already on the local road network from properties within close proximity to the site.
- 6.11 **Tables 6.3** below identifies the total number of movements associated with the proposed development.

Table 6.3: 300 Dwellings & 80 Bed Care Home Proposal

	AM Peak 08:00 – 09:00			PM Peak 17:00 – 18:00		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
300 Dwellings	40	101	141	84	50	134
80 Bed Care Home	6	4	9	6	9	15
Total	46	105	150	90	59	149

- 6.12 The table above identifies that the total development will generate 150 two-way trips in the AM Peak and 149 two-way trips in the PM Peak.

Residential Trip Distribution and Assignment

- 6.13 The distribution / assignment of the residential trips has been based upon the Census database which provides details of where residents within Pagham and Rose Green Ward currently work. Whilst it is accepted that other trips will be made during the peak periods the primary trip purpose will be work place trips, as such it is proposed that this trip distribution is used for all purposes.
- 6.14 Trips from the development and the likely route choice to the above destinations have been established using google maps. The trip assignment is shown in **Table 6.4** below:

Table 6.4: Residential Trip Assignment

Route	%
Pagham Road North	50%
Pagham Road South	10%
Rose Green Road East	40%

- 6.15 The above traffic assignment has been agreed with WSCC as part of pre-application scoping discussions. However, it should be noted that the transport consultants working for the site on land north of Sefter Road submitted a slightly different distribution in their Transport Assessment, the differences are identified in the CSCA included in **Appendix A**.
- 6.16 The distribution for the Care Home has been based on existing traffic movement splits. The base and proposed traffic flow diagrams are provided at **Appendix H** of this report.

Assessment Area

- 6.17 The study area has been agreed with West Sussex County Council and Highways England as part of the pre-application scoping discussions, and the junctions to be assessed are as follows:
- Sefter Road / Pagham Road - Priority junction;
 - Hook Lane / Pagham Road - Priority junction;
 - Hook Lane / Sefter Road - Priority junction;
 - Grosvenor Gardens / Rose Green Road / Carlton Avenue – Two priority junctions;
 - Nyetimber Lane / Grosvenor Road / Rose Green Road – Staggered signalised junction;
 - Gossamer Lane / Aldwick Street / Aldwick Road – Roundabout;
 - Pagham Road / Nyetimber Lane;
 - Pagham Road / Lower Bognor Road;
 - B2166 Lagness Road / Mill Lane / Vinnetrow Road;
 - B2145 / B2166;
 - Whyke Roundabout - B2145 / A27 Chichester Bypass;
 - Bognor Rd Roundabout – A27 / A259 / Bognor Road;
 - Site Access / Hook Lane; and
 - Site Access / Pagham Road.

Assessment Years

- 6.18 In accordance with pre-application discussions with WSCC and HE 'with' and 'without' development assessments have been carried out for the future year of 2031.

- 6.19 Arun District Council has provided SATURN data for the area being assessed. The SATURN model has been produced as part of the Arun Transport Study 2016 and includes the site allocations identified in the latest Arun Local Plan up to 2031. The model also includes scenarios based on 'With' and 'Without Mitigation'. The Mitigation identified in the Transport Study includes improvement measures at the following junctions:
- A27 / B2145 (Whyke Roundabout);
 - A27 / A259 (Bognor Road Roundabout);
 - A27 / B2233 Nyton Road;
 - A27 / A29 (Fontwell Western Roundabout);
 - A27 / A29 (Fontwell Eastern Roundabout);
 - A27 / A284 Ford Road, Arundel;
 - A27 / A280 Patching Northern Roundabout;
 - A29 / A259 Rowan Way;
 - A29 / A259 Felpham Relief Road;
 - A259 / B2132 (Comet Corner) (Safety Imp);
 - A259 / B2233 (Oystercatcher) (Safety Imp);
 - A259 / Church Lane;
 - A259 / B2187 (Littlehampton West – Tesco); and
 - A29 Lisey (Safety Imp).
- 6.20 The junctions within the Study Area included as part of this assessment include the A27/ B2145 (Whyke Roundabout) and the A27 / A259 (Bognor Road Roundabout). The measures proposed for these junctions have been provided by HE together with the associated models. Further details on these proposals are covered in Section 8.
- 6.21 The SATURN model includes for 1,200 dwellings within Pagham and as such the site allocations identified as part of this report have been included in the SATURN flows provided. To provide a base 2031 assessment without the developments within Pagham it has been agreed with WSCC and HE that the development flows identified as part of this TA for the three sites allocated in Pagham, can be removed from the SATURN flows provided.
- 6.22 The SATURN model is a tool used to assess the impact of traffic at key junctions and covers a wide area, as such it does not provide an accurate tool for determining impact at a more local level i.e. roads within Pagham. As such the TEMPRO V7.2 Growth has been applied to the junctions assessed locally which includes the following:
- Sefter Road / Pagham Road - Priority junction;
 - Hook Lane / Pagham Road - Priority junction;
 - Hook Lane / Sefter Road - Priority junction;
 - Grosvenor Gardens / Rose Green Road / Carlton Avenue – Two priority junctions;

- Nyetimber Lane / Grosvenor Road / Rose Green Road – Staggered signalised junction;
 - Gossamer Lane / Aldwick Street / Aldwick Road – Roundabout; and
 - Pagham Road / Nyetimber Lane.
- 6.23 The SATURN flows have therefore been used for the following junction assessments:
- Pagham Road / Lower Bognor Road;
 - B2166 Lagness Road / Mill Lane / Vinnetrow Road;
 - B2145/ B2166; and
 - Bognor Rd Roundabout – A27 / A259 / Bognor Road.
- 6.24 The assessment of the A27 / Whyke Hill junction has been based on the flows and LINSIG model provided by HE.
- 6.25 The standard TEMPRO V7.2 growth includes for an allocation of new houses and new jobs to calculate the forecasting growth period. For this cumulative impact assessment, the housing growth for the 'with development' scenario has been reduced to 150 dwellings but still includes the 'new jobs' growth. The provision of the 150 dwellings as part of the proposed scenario allows for the potential further local growth in this area including development off Sefter Road North and also Pagham Road south.
- 6.26 TEMPRO includes the following assumptions in terms of housing growth between 2016 and 2031

Table 6.5 - Housing Projections TEMPRO v Arun Local Plan

	TEMPRO Growth - Housing	Predicted Pagham Allocated Sites and Committed Dev
2016 – 2031	+708	+1,082 *

(*) Includes 250 Dwellings Sefter Rd North, 300 dwellings Hook Lane, 400 dwellings Pagham South and committed developments 90 Dwellings Summer Lane and 42 Dwellings off Pagham Road).

- 6.27 For the baseline 'No Development' Scenario, the full TEMPRO growth is applied together with the committed developments. For the 'With Development' Scenarios, partial growth is applied (as explained above) plus the site allocations and committed developments.
- 6.28 On the basis of the above, the growth factors applied to the local roads are identified in **Table 6.6** below.

Table 6.6 - TEMPRO Growth Rates

Urban Area – Principal Roads	
Without Development (Base Scenarios)	
AM Peak 2016 – 2031	1.179377
PM Peak 2016 – 2031	1.181325
AM Peak 2016 – 2031	1.108889

PM Peak 2016 – 2031

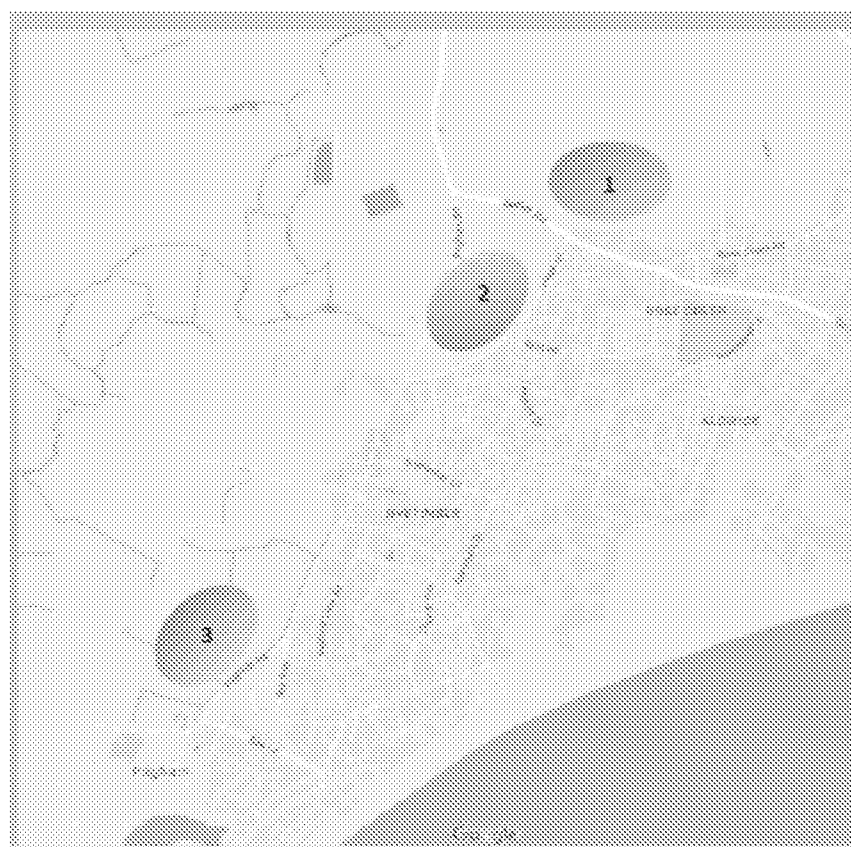
1.100123

-
- 6.29 A copy of the TEMPRO output is included at **Appendix I** of this report.
- 6.30 The committed developments included as part of this assessment work within Pagham are as follows:
- Land at summer Lane (90 Dwellings, P/58/15); and
 - 251 Pagham Road (42 dwellings, P/125/14).
- 6.31 The 2031 Traffic flows with and without development traffic are included in **Appendix H**.

7 CUMULATIVE ASSESSMENT

- 7.1 To ensure that a robust assessment of the impact the sites allocated within Pagham has been conducted, the highway consultants working on the three sites within Pagham have worked together with West Sussex County Council to carry out impact assessments on the local junctions within Pagham and the wider highway network.
- 7.2 The sites included in this cumulative impact assessment include;
- Development on Land North of Sefter Road - 250 dwellings (App Ref: P/134/16/OUT)
 - Development on Land West of Hook Lane - 300 dwellings, 80-bedroom Care Home and 1,600sqm of D1 Use (this application); and
 - Development on Land West of Pagham Road – 400 dwellings, Single Form Entry, 70-bedroom Care Home and Local Facilities (App Ref: P/140/16/OUT).
- 7.3 These sites are shown indicatively in **Figure 3** below

Figure 03 – Local Plan Sites



- 7.4 The above sites have all been reviewed in isolation and Transport Assessments have been submitted with the relevant planning applications. For the Hook Lane site, the analysis provided in the TA submitted as part of app ref: P/6/17/OUT has been included in Chapter 8.

-
- 7.5 The detailed impact analysis covers a wider area than assessed in the original TA and the results are included in Section 8 of this TA.
- 7.6 The resultant impact and mitigation measures is concluded in the Common Statement of Cumulative Assessment included in **Appendix A**.

8 HIGHWAY IMPACT ASSESSMENT

Introduction

- 8.1 This section of the report considers the transport impact of the sites allocated within the local plan on the surrounding highway network. For the cumulative assessment work the 'with development' scenario includes:
- Development on Land North of Sefter Road - 250 dwellings (App ref: P/134/16/OUT);
 - Development on Land North of Hook Lane - 300 dwellings, 80-bedroom Care Home and 4,000sqm of D1 Use; and
 - Development on Land at Pagham South – 400 dwellings, Single Form Entry Primary School, 70-bedroom Care Home and Local Facilities (App ref: P/140/16/OUT).
- 8.2 The 'With Development' Scenario also includes for the committed developments within Pagham (132 Dwellings, app ref: P/5815 and P/125/14) and also potential growth of a further 150 dwellings totalling 1,232 dwellings within Pagham.
- 8.3 Some of the junctions also include the results of the impact of the Hook Lane development in isolation without the two other sites in Pagham, these results have been extracted from the TA submitted as part of application ref P/6/17/OUT and identified as 'Hook Lane Only'.
- 8.4 The Base 2031 scenario includes for committed developments included in the Local Plan excluding the three site allocations within Pagham so that a 'with' and 'without' assessment can be provided.

Assessment Parameters

- 8.5 The study area has been agreed with West Sussex County Council and Highways England as part of the pre-application scoping discussions, and the junctions to be assessed based on the above are as follows:
- Sefter Road / Pagham Road - Priority junction;
 - Hook Lane / Pagham Road - Priority junction;
 - Hook Lane / Sefter Road - Priority junction;
 - Grosvenor Gardens / Rose Green Road / Carlton Avenue – Two priority junctions;
 - Nyetimber Lane / Grosvenor Road / Rose Green Road – Staggered signalised junction;
 - Gossamer Lane / Aldwick Street / Aldwick Road – Roundabout;
 - Pagham Road / Nyetimber Lane;
 - Pagham Road / Lower Bognor Road;
 - B2166 Lagness Road / Mill Lane / Vinnetrow Road;
 - B2145/ B2166;
 - A27 Chichester Bypass / B2145 (Whyke Hill);
 - A27 Chichester Bypass / Bognor Road A259;

- Site Access off Pagham Road; and
 - Site Access off Hook Lane.
- 8.6 The site accesses to the development sites at Sefter Road and Pagham Road have been assessed as part of the relevant independent Transport Assessments which demonstrate that there is sufficient spare capacity to accommodate additional traffic movements associated with the allocated sites, as such only the existing junctions and the accesses associated with the Hook Lane site have been modelled.
- 8.7 The site accesses have been modelled based on a Sensitivity test which re-directs 50% of traffic travelling westbound along Sefter Road onto Hook Lane and via the site accesses and also 100% of traffic turning from Hook Lane onto Sefter Road uses the proposed site accesses. In addition, the Hook Lane/ Sefter Road and Sefter Road/ Pagham Road junction have also been included as part of this sensitivity testing. The results of the 'Sensitivity Test' are identified as such in the analysis tables included in this section.
- 8.8 The above junctions have been tested for the following scenarios during the AM and PM peak periods:

Junctions North of Sefter Lane

SATURN Flows

- 2031 'Without Mitigation' – No Development within Pagham;
- 2031 'Without Mitigation' – With Development within Pagham;
- 2031 'With Mitigation' – No Development within Pagham; and
- 2031 'With Mitigation' – With Development within Pagham.

Local Junctions within Pagham

Base Traffic Flows + Growth

- 2031 + Committed Development – Without Development within Pagham; and
 - 2031 + Committed Development – With Development within Pagham.
- 8.9 The base 2017 analysis results are also provided in the tables below which have been extracted from the TA submitted as part of application P/6/17/OUT.
- 8.10 The junction analysis has been undertaken using industry standard 'Junctions 9' for roundabout and priority junctions and LINSIG for the signalised junction. Copies of the analysis output are provided in **Appendix J**.

Sefter Road / Pagham Road – Priority Junction

- 8.11 This priority junction has been tested using the Junctions 9 computer programme and the results are summarised in the tables below for the morning and evening peaks respectively.

Table 8.1: Sefter Road / Pagham Road

	B-AC Sefter Road to Pagham Road North and South		C-AB Pagham Road South Right Turn and Ahead	
	RFC	Q	RFC	Q
AM Peak				
2017 Base	0.93	0	0.01	0
2031 Base + Committed	1.14	34	0.01	0
2031 Base + Committed + All Sites	1.31	66	0.01	0
2031 Base + Committed + All Site – <i>Sensitivity Test</i>	0.95	9	0.01	0
PM Peak				
2017 Base	0.35	1	0.00	0
2031 Base + Committed	0.44	1	0.00	0
2031 Base + Committed + All Sites	0.54	1	0.01	0
2031 Base + Committed + All Site – <i>Sensitivity Test</i>	0.34	1	0.01	0

- 8.12 The model shows that this junction will exceed its design capacity without the development traffic with long queues on Sefter Road which will increase with the development traffic. The actual queue length should be read with caution when the RFC exceeds 1.0.
- 8.13 Queues currently occur at this junction and vehicles tend to divert along Hook Lane and turn right at the Hook Lane / Pagham Road junction. With the proposed development off Hook Lane, there will be another alternative route that may be used by vehicles accessing onto Pagham Road, the sensitivity test that assumes a higher volume of traffic using the development site route shows a reduction in delays at the Sefter Road/ Pagham Road junction.

Hook Lane / Pagham Road – Priority Junction

- 8.14 The above priority junction has been tested using the Junctions 9 computer programme and the results are summarised in the tables below for the morning and evening peaks respectively.

Table 8.2: Hook Lane / Pagham Road

	B -C Hook Lane to Packham Road South		B-A Hook Lane to Pagham Road North		C-AB Pagham Road South to Hook Lane and Pagham Road North	
	RFC	Q	RFC	Q	RFC	Q
AM Peak						
2017 Base	0.15	0	0.42	1	0.20	0
2031 Base + Committed	0.16	0	0.48	1	0.23	1

2031 Base + Committed + All Sites	0.20	0	0.50	1	0.33	1
PM Peak						
2017 Base	0.37	1	0.06	0	0.20	0
2031 Base + Committed	0.43	1	0.06	0	0.24	0
2031 Base + Committed + All Sites	0.47	1	0.06	0	0.29	1

- 8.15 The above results show that the junction will operate within its design capacity with minimal delays experienced. It is clear the additional traffic associated with the site allocations will not materially affect the operation of this priority junction and will be imperceptible to other road users.

Hook Lane / Sefter Road – Priority Junction

- 8.16 This junction has been tested using the Junctions 9 computer programme and the results are summarised in the tables below for the morning and evening peaks respectively.

Table 8.3: Hook Lane / Sefter Road

	B-C Hook Lane to Packham Road South		B-A Hook Lane to Pagham Road North		C-AB Pagham Road South to Hook Lane and Pagham Road North	
	RFC	Q	RFC	Q	RFC	Q
AM Peak						
2017 Base	0.02	0	0.35	1	0.02	0
2031 Base + Committed	0.02	0	0.42	1	0.02	0
2031 Base + Committed + All Sites	0.02	0	0.58	1	0.02	0
2031 Base + Committed + All Sites (<i>Sensitivity Test</i>)	0.00	0	0.55	1	0.03	0
PM Peak						
2017 Base	0.01	0	0.32	1	0.08	0
2031 Base + Committed	0.01	0	0.38	1	0.10	0
2031 Base + Committed + All Sites	0.02	0	0.46	1	0.10	0
2031 Base + Committed + All Sites (<i>Sensitivity Test</i>)	0.00	0	0.45	1	0.10	0

- 8.17 The above results show that this junction will operate within its design capacity with minimal delays experienced. It is clear the additional traffic associated with the site allocations will not materially affect the operation of the priority junction and will be imperceptible to other road users.

Grosvenor Gardens / Rose Green Road / Carlton Avenue – Staggered Priority Junctions

- 8.18 This staggered priority junction has been tested using the Junctions 9 computer programme and the results are summarised in the tables below for the morning and evening peaks respectively.

Table 8.4: Grosvenor Gardens / Road Green Road / Carlton Avenue

	B-ACD Carlton Avenue		A -BCD Grosvenor Gardens		D-ABC Rose Green Road North		C-ABD Road Green Road West	
	RFC	Q	RFC	Q	RFC	Q	RFC	Q
AM Peak								
2017 Base	0.53	1	0.01	0	0.84	5	0.09	0
2031 Base + Committed	0.68	2	0.01	0	0.99	12	0.11	0
2031 Base + Committed + All Sites	0.67	2	0.01	0	1.02	15	0.12	0
PM Peak								
2017 Base	0.39	1	0.01	0	0.94	10	0.10	0
2031 Base + Committed	0.50	1	0.02	0	1.02	16	0.13	0
2031 Base + Committed + All Sites	0.50	1	0.02	0	1.09	24	0.13	0

- 8.19 The above results show that the junction will operate within its design capacity with the exception of Rose Green Arm which is likely to exceed its design capacity without the site allocations. The capacity output is provided in **Appendix J**.
- 8.20 The impact of the development traffic is not likely to have a material impact; however, measures are proposed to improve the operation of this junction which includes providing an additional lane on Rose Green Lane as shown on C&A's drawing No. 12-018-036/A (Associated with application ref: P/134/16/OUT). This layout and capacity output is included in **Appendix K** and the results are summarised in **Table 8.5** below.

Table 8.5: Grosvenor Gardens / Road Green Road / Carlton Avenue – Proposed Improvements

	B-ACD Carlton Avenue		A -BCD Grosvenor Gardens		D-ABC Rose Green Road North		C-ABD Road Green Road West	
	RFC	Q	RFC	Q	RFC	Q	RFC	Q
AM Peak								
2031 Base + Committed + All Sites	0.66	2	0.01	0	0.89	6	0.12	0
PM Peak								
2031 Base + Committed + All Sites	0.48	1	0.02	0	0.96	9	0.12	0

- 8.21 The above results show that the proposed improvements will improve the operation of this junction. This proposed mitigation has been agreed with WSCC as being acceptable.

Nyetimber Lane / Grosvenor Road / Rose Green Road – Signalised Junction

- 8.22 This signalised junction has been tested using the LINSIG computer programme and the results are summarised in the tables below for the morning and evening peaks respectively

Table 8.6: Nyetimber Lane / Grosvenor Road / Rose Green Road							
	Grosvenor Gardens		Gossamer Lane		Nyetimber Lane		PRC (%)
	Deg of Sat	Q	Deg of Sat	Q	Deg of Sat	Q	
AM Peak							
2017 Base	63.0%	4	88.3%	10	88.4%	10	1.9
2031 Base + Committed	96.4%	11	103.7%	26	104.4%	31	-16.0
2031 Base + Committed + All Sites	85.6%	8	116.6%	49	115.6%	52	-29.6
PM Peak							
2017 Base	75.5%	6	77.7%	9	79.8%	7	12.8
2031 Base + Committed	94.5%	12	95.8%	17	92.1%	12	-6.4
2031 Base + Committed + All Sites	92.2%	10	111.2%	48	109.7%	28	-23.5

- 8.23 The above assessment has been carried out using the signal timing data provided by WSCC. The model includes for an 'all red' pedestrian phase to allow pedestrians to cross every cycle of lights, this in reality is unlikely to happen given the location of the crossing. When comparing the output results with the queue survey undertaken as part of the 2015 survey, the results showed greater queues than those actually observed on site. As such the above results assume the 'all red' pedestrian phase is called every other cycle of the lights.
- 8.24 The results with the 2031 assessment scenarios show that the junction will operate above its design capacity with and without the proposed developments with the degree of Saturation exceeding 100%. The capacity Analysis is included in **Appendix J**.
- 8.25 A review of this junction has been undertaken by C&A Consulting Engineers (Associated with application ref: P/134/16/OUT) which involves changing the phasing and staging of this junction. The results with these changes are provided in **Table 8.7** below, the results below also include for the Hook Lane site in isolation with committed developments.

Table 8.7: Nyetimber Lane / Grosvenor Road / Rose Green Road – Amended Signal Timings / Phasing

	Grosvenor Gardens		Gossamer Lane		Nyetimber Lane		PRC (%)
	Deg of Sat	Q	Deg of Sat	Q	Deg of Sat	Q	
AM Peak							
2022 Base + Committed + Hook Lane 300 Dwellings	82.4%	9	84.8%	13	84.1%	14	6.1
2031 Base + Committed + All Sites	87.5%	11	90.2%	15	91.1%	17	-1.2
PM Peak							
2022 Base + Committed + Hook Lane 300 Dwellings	83.7%	10	83.3%	14	84.5%	10	6.5
2031 Base + Committed + All Sites	85.7%	11	89.7%	17	89.7%	12	0.3

8.27 The above results show that by amending the signal phasing and timings this junction will operate more efficiently. The output is provided in **Appendix K**.

Gossamer Lane / Aldwick Street / Aldwick Road – Roundabout Junction

8.28 This roundabout junction has been tested using the Junctions 9 computer programme and the results are summarised in the tables below for the morning and evening peaks respectively.

Table 8.8: Gossamer Lane / Aldwick Street / Aldwick Road

	Aldwick Road		Aldwick Street		Barrack Lane		Gossamer Lane	
	RFC	Q	RFC	Q	RFC	Q	RFC	Q
AM Peak								
2017 Base	0.15	0	0.17	0	0.15	0	0.22	0
2031 Base + Committed	0.19	0	0.21	0	0.19	0	0.28	0
2031 Base + Committed + All Sites	0.19	0	0.22	0	0.18	0	0.34	1
PM Peak								
2017 Base	0.50	1	0.43	1	0.20	0	0.34	1
2031 Base + Committed	0.63	2	0.57	1	0.28	0	0.42	1
2031 Base + Committed + All Sites	0.60	2	0.57	1	0.25	0	0.43	1

8.29 The above results show that the junction will operate within its design capacity with minimal delays experienced. It is clear the additional traffic associated with the site allocations will not

materially affect the operation of this roundabout junction and will be imperceptible to other road users.

Pagham Road / Nyetimber Lane

- 8.30 The above priority junction has been tested using the Junctions 9 computer programme. The results are summarised in the tables below for the morning and evening peaks respectively.

Table 8.9: Pagham Road / Nyetimber Lane				
	Nyetimber Lane		Pagham Road (S) Right into Nyetimber Lane	
	RFC	Q	RFC	Q
AM Peak				
2017 Base	0.25	0	0.04	0
2031 Base + Committed	0.34	1	0.10	0
2031 Base + Committed + All Sites	0.41	1	0.22	1
PM Peak				
2017 Base	0.24	0	0.15	1
2031 Base + Committed	0.37	1	0.24	1
2031 Base + Committed + All Sites	0.47	1	0.33	1

- 8.31 The above results show that this junction operates well within its design capacity and that the site allocations traffic will not have a material impact on the operation of this junction.

- 8.32 The following junctions have been assessed using the SATURN flows.

Pagham Road / Lower Bognor Road

- 8.33 This priority junction has been tested using the Junctions 9 computer programme and the results are summarised in the tables below for the morning and evening peaks respectively.

Table 8.10: Pagham Road / Lower Bognor Road				
	Lower Bognor Road – B-AC		Pagham Road (S) Right into Lower Bognor Road	
	RFC	Q	RFC	Q
AM Peak				
2017 Base	1.11	26	0.00	0
2031 – No Mitigation – No Development	0.94	9	0.00	0
2031 – No Mitigation – With Development	1.10	29	0.00	0
2031 – With Mitigation – No Development	0.93	9	0.00	0

Table 8.10: Pagham Road / Lower Bognor Road

	Lower Bognor Road – B-AC		Pagham Road (S) Right into Lower Bognor Road	
	RFC	Q	RFC	Q
2031 – With Mitigation – With Development	1.09	27	0.00	0
PM Peak				
2017 Base	0.79	3	0.02	0
2031 – No Mitigation – No Development	1.12	35	0.09	0
2031 – No Mitigation – With Development	1.34	71	0.11	0
2031 – With Mitigation – No Development	0.79	3	0.09	0
2031 – With Mitigation – With Development	0.95	8	0.11	0

- 8.34 The above results show that the existing junction operates at or above its design capacity in the peak periods, the impact of the development traffic is shown to increase the delay for vehicles turning right out of Lower Bognor Road especially with the 'no mitigation' scenario. The queue length however, needs to be treated with caution when the RFC exceeds 1.0.
- 8.35 In the 'with mitigation' scenario the impact is significantly less. This is likely to be as a result of traffic that uses the Bognor Road as a 'rat run' transfers back onto the main 'A' roads as traffic delays reduce with the mitigation measures implemented.
- 8.36 Whilst it is identified that there will be some additional delay to this junction, it is not considered that the impact is severe. Notwithstanding this, the junction is currently restrained in its location in a rural location and the amount of land available to provide any improvements that would improve the flow of traffic from Lower Bognor Road. It has therefore been agreed with WSCC that a contribution will be provided towards sustainable transport measures on the wider highway network.

B2166 Lagness Road / Mill Lane / Vinnetrow Road

- 8.37 The operation of this junction will be affected by the proposed measures to the A27 Chichester Bypass/ Bognor Road junction which seeks to change Vinnetrow Road to an exit only arm southbound. This junction has been modelled using Junctions 9 computer programme.
- 8.38 This junction has been assessed using the SATURN Traffic Flows originally provided by HE and reviewed against the recently issued CATM traffic flows issued by WSCC. It was agreed with WSCC that there was a slight difference in flows and as such a review using the CATM flows have been used for this junction. The results are summarised in **Table 8.11** below.

Table 8.11: B2166 Lagness Road / Mill Lane / Vinnetrow Road

	Vinnetrow Road		B2166 Lagness Road (E)		Mill Lane		B2166 (W)	
	RFC	Q	RFC	Q	RFC	Q	RFC	Q
AM Peak								
2017 Base	0.33	1	0.80	4	0.11	0	0.40	1
2031 – No Mitigation – No Development	0.31	0	0.62	2	0.11	0	0.48	1
2031 – No Mitigation – With Development	0.35	1	0.79	4	0.14	0	0.54	1
2031 – With Mitigation – No Development	0.20	0	0.74	3	0.10	0	0.54	1
2031 – With Mitigation – With Development	0.23	0	0.75	3	0.13	0	0.59	2
2031 CATM Chichester Max SE No Mitigation – No Development	0.09	0	0.83	5	0.14	0	0.32	1
2031 CATM Chichester Max SE with Mitigation – No Development	0.09	0	1.04	41	0.13	0	0.32	1
2031 CATM Chichester Max SE with Mitigation – With Dev	0.12	0	0.95	15	0.17	0	0.37	1
PM Peak								
2017 Base	0.65	2	0.44	1	0.05	0	0.74	3
2031 – No Mitigation – No Development	0.47	1	0.36	1	0.06	0	0.87	6
2031 – No Mitigation – With Development	0.61	2	0.45	1	0.06	0	0.98	19
2031 – With Mitigation – No Development	0.24	0	0.32	1	0.05	0	0.86	6
2031 – With Mitigation – With Development	0.33	1	0.34	1	0.05	0	0.96	16
2031 CATM Chichester Max SE No Mitigation – No Development	0.68	2	0.54	1	0.06	0	0.27	0
2031 CATM Chichester Max SE with Mitigation – No Development	0.68	2	0.67	2	0.06	0	0.27	0
2031 CATM Chichester Max SE with Mitigation – With Dev	0.75	3	0.61	2	0.07	0	0.37	1

8.40 The above results show that this junction operates within its design capacity although B2166 Western arm is shown to operate close to its design capacity in the PM peak. Measures proposed to improve the operation of this junction include some localised widening on the

B2166 Western arm as proposed as part of the Transport Assessment prepared by Highgate Transportation on Drawing No.1616/14 (Associated with Application Ref: P/140/16/OUT). A copy of this layout is included in **Appendix K**. Applying these measures the results are identified as follows:

Table 8.12: B2166 Lagness Road / Mill Lane / Vinnetrow Road - Proposed Improvements

	Vinnetrow Road		B2166 Lagness Road		Mill Lane		B2166	
	RFC	Q	RFC	Q	RFC	Q	RFC	Q
AM Peak								
2031 – With Mitigation – With Development	0.24	0	0.75	3	0.13	0	0.47	1
2031 CATM Chichester Max SE with Mitigation – With Dev	0.12	0	0.95	15	0.17	0	0.30	0
PM Peak								
2031 – With Mitigation – With Development	0.35	1	0.34	1	0.05	0	0.77	3
2031 CATM Chichester Max SE with Mitigation – With Dev	0.77	3	0.61	2	0.07	0	0.30	0

- 8.41 As can be seen, the improvements proposed will mitigate the cumulative developments impact and improve the operation of this junction, although during the AM Peak B2166 Lagness Road arm will be see a slight increase in delay although this is not considered to be significant. The output data is included in **Appendix K**. These measures have been agreed with WSCC.

B2145/ B2166

- 8.42 This junction has been assessed using the SATURN Traffic Flows originally provided by HE and reviewed against the recently issued CATM traffic flows issued by WSCC. It was agreed with WSCC that the difference in flows at this junction is not significantly different as such the flows used for this junction are the original SATURN flows.
- 8.43 This roundabout junction has been tested using the Junctions 9 computer programme and the results are summarised in the tables below for the morning and evening peaks respectively.

Table 8.13: B2145 / B2166

	B2145 (N)		B2166		B2145 (S)	
	RFC	Q	RFC	Q	RFC	Q
AM Peak						
2017 Base	0.39	1	0.74	3	0.62	2
2031 – No Mitigation – No Development	0.51	1	0.87	6	0.94	11
2031 – No Mitigation – With Development	0.55	1	1.03	43	1.07	42

Table 8.13: B2145 / B2166

	B2145 (N)		B2166		B2145 (S)	
	RFC	Q	RFC	Q	RFC	Q
2031 – With Mitigation – No Development	0.64	2	0.76	3	0.90	8
2031 – With Mitigation – With Development	0.68	2	0.93	11	1.03	33
PM Peak						
2017 Base	0.76	3	0.53	1	0.44	1
2031 – No Mitigation – No Development	0.91	9	0.66	2	0.69	2
2031 – No Mitigation – With Development	1.01	28	0.75	3	0.74	3
2031 – With Mitigation – No Development	1.04	40	0.52	1	0.64	2
2031 – With Mitigation – With Development	1.14	94	0.61	2	0.69	2

8.44 The above results show, that this junction operates close to its design capacity and slightly exceeding capacity on all arms at some point. Details of the capacity analysis are provided in **Appendix J**.

8.45 The impact of the development traffic is not considered to be severe, however to improve the operation of this junction, it has been considered appropriate to provide mitigation measures on all arms of the junction, these measures are shown on C&A's Drawing No. 12-018-045 Rev B (Associated with App Ref: P/134/16/OUT) included in **Appendix K**.

The results with this improvement are identified in **Table 8.14** below.

Table 8.14: B2145 / B2166 - Improvements

	B2145 (N)		B2166		B2145 (S)	
	RFC	Q	RFC	Q	RFC	Q
AM Peak						
2031 – No Mitigation – with Development	0.50	1	0.84	5	1.00	21
2031 – With Mitigation – With Development	0.62	2	0.75	3	0.95	12
PM Peak						
2031 – No Mitigation – with Development	0.91	9	0.61	2	0.68	2
2031 – With Mitigation – With Development	1.03	37	0.50	1	0.64	2

8.46 The above results show that the proposed measures will improve the operation of this junction and mitigate the cumulative developments impact. The output results of these improvements are provided in **Appendix K** and have been agreed with WSCC.

Hook Lane/ Site Access

- 8.47 Vehicular access to the site from Hook Lane will be provided in the form of two priority junction arrangements, although to provide a robust assessment the following capacity assessment have been calculated based on one access, assuming all traffic entering and exiting the site from Hook Lane uses just one access as opposed to two. The analysis below is based on a sensitivity test as explained in Paragraph 8.7 above.

Table 8.15 - Hook Lane/ Site Access				
	B-AC Site Access to Hook Lane		C-AB Hook Lane	
	RFC	Q	RFC	Q
AM Peak				
2031 – With Development – <i>Sensitivity Test</i>	0.09	0	0.32	1
PM Peak				
2031 – With Development – <i>Sensitivity Test</i>	0.05	0	0.22	0

Pagham Road / Site Access

- 8.48 The access onto Pagham Road has been assessed based on the sensitivity assessment and the results are provided in the table below.

Table 8.16 - Pagham Road/ Site Access				
	Site Access		Pagham Road (S) Right into Site	
	RFC	Q	RFC	Q
AM Peak				
2031 – With Development – <i>Sensitivity Test</i>	0.51	1	0.00	0
PM Peak				
2031 - With Development – <i>Sensitivity Test</i>	0.27	0	0.01	0

- 8.49 The above results in **Tables 8.15** and **8.16** show that the proposed site accesses will operate well within their design capacity even assuming a higher volume of traffic travels through the site to avoid delays at the Seftor Road/ Pagham Road junction. Details of the capacity analysis are provided in **Appendix J**.

A27 Chichester Bypass / B2145 – Signalised Junction

- 8.50 As mentioned earlier in this report, discussions have been undertaken with HE to improve the operation of this junction. HE provided RPS, C&A and Highgate Transportation with a plan showing measures proposed to this junction as part of the Chichester Free School application to change it from a roundabout junction to a signalised junction. The original layout did not include for the provision of a footbridge which has since been constructed across the A27 Western Arm.

- 8.51 The revised layout has been agreed with HE and includes retaining the footbridge together with the following measures to mitigate the impact of the allocated sites within Pagham.
- 8.52 The measures proposed are shown on drawing No. JNY8840/19B and include the following:
- A27 Eastbound:
 - Increased length of left turn lane;
 - Added additional third lane for ahead movement; and
 - Removed 1 No. right turn lane.
 - Whyke Hill:
 - Increased length of southbound lanes; and
 - Slight increased length of left turn lane.
 - A27 Westbound:
 - Added additional lane for Westbound ahead movement;
 - Removed 1 No. right turn lane; and
 - Reduction in Left Turn slip lane to allow for Footbridge structure.
 - B2145
 - Left turn lanes adjusted so that works are within the extent of highway, increases left turn lane capacity as original layout was not feasible within the existing highway constraints (note base model includes for additional capacity on this arm although outside of highway land); and
 - Alignment of B2145 and Whyke Hill adjusted so that they are more in line and also the merge lanes have been removed.
- 8.53 The junction analysis is included in the table below. The traffic flows used as part of this assessment are based on those provided by HE which were included in the model again issued by HE but amended by RPS to reflect the proposed changes identified above. The tables below also show the results based on the original layout previously agreed by HE associated with the Chichester Free School application.

Table 8.17: A27 Chichester Bypass / B2145 Whyke Hill								
	A27 EB		Whyke Hill SB		A27 WB		B2145 NB	
	Deg of Sat (%)	Q	Deg of Sat (%)	Q	Deg of Sat (%)	Q	Deg of Sat (%)	Q
AM Peak								
2031 SE – No Pagham Dev sites (Original Layout)	419.3%	670	106.3%	17	428.5%	550	100.7%	30
2031 SE Max – No Pagham Dev sites (Original Layout)	419.3%	671	107.0%	17	430.0%	555	100.4%	29
2031 SE – With Development (Proposed Layout)	96.7%	32	96.4%	11	82.3%	19	96.2%	26

Table 8.17: A27 Chichester Bypass / B2145 Whyke Hill

	A27 EB		Whyke Hill SB		A27 WB		B2145 NB	
	Deg of Sat (%)	Q	Deg of Sat (%)	Q	Deg of Sat (%)	Q	Deg of Sat (%)	Q
2031 SE Max – With Development (Proposed Layout)	96.7%	32	96.5%	11	82.8%	19	95.9%	26
PM Peak								
2031 SE – No Pagham Dev sites (Original Layout)	402.8%	624	200.3%	130	464.1%	581	61.7%	8
2031 SE Max – No Pagham Dev sites (Original Layout)	404.0%	624	199.6%	130	464.6%	585	61.7%	8
2031 SE – With Development (Proposed Layout)	132.5%	248	132.6%	86	84.7%	21	134%	90
2031SE Max – With Development (Proposed Layout)	133.3%	248	139.1%	94	80.6%	18	134%	90

- 8.54 As can be seen the proposed measures put forward as part of the development sites within Pagham will significantly improve the operation of this junction and suitably mitigate the impact of the allocated sites at Pagham. The capacity output and highway layout are included in **Appendix K**.
- 8.55 Confirmation from HE regarding the measures proposed is included in **Appendix A**.

A27 Chichester Bypass / Bognor Road A259 Roundabout

- 8.56 Highways England have provided RPS with plans and their Junctions 9 model of the proposed measures to improve the operation of this junction which includes changing Vinnetrow Road to an exit only arm. This roundabout junction has been tested using the Junctions 9 model provided by Highways England and the results are summarised in the tables below for the morning and evening peaks respectively.

Table 8.18: A27 Chichester Bypass / Bognor Road A259

	Chichester Bypass (North)		Bognor Road A259 (East)		A27 Chichester Bypass (South)		Bognor Road A259 (West)	
	RFC	Q	RFC	Q	RFC	Q	RFC	Q
AM Peak								
2031 – No Mitigation – No Development	0.56	1	0.46	1	0.52	1	0.40	1
2031 – No Mitigation – With Development	0.56	1	0.47	1	0.52	1	0.41	1
2031 – With Mitigation – No Development	0.58	2	0.77	4	0.56	1	0.49	1
2031 – With Mitigation – With Development	0.59	2	0.78	4	0.56	1	0.50	1

Table 8.18: A27 Chichester Bypass / Bognor Road A259

	Chichester Bypass (North)		Bognor Road A259 (East)		A27 Chichester Bypass (South)		Bognor Road A259 (West)	
	RFC	Q	RFC	Q	RFC	Q	RFC	Q
PM Peak								
2031 – No Mitigation – No Development	0.36	1	0.36	1	0.58	2	0.48	1
2031 – No Mitigation – With Development	0.37	1	0.37	1	0.58	2	0.50	1
2031 – With Mitigation – No Development	0.43	1	0.50	1	0.53	1	0.58	2
2031 – With Mitigation – With Development	0.44	1	0.50	1	0.53	1	0.61	2

8.57 The Model used assumes no traffic accessing onto the roundabout from Vinnetrow Road, as such the SATURN flows for the 'No Mitigation' scenario have been re-distributed onto the A27 Western arm.

8.58 As can be seen the proposed measures at this junction will ensure that the junction operates well within capacity. The results also show that the cumulative developments will not have any material impact on the operation of this junction. The Capacity output is provided in **Appendix J**.

Summary

8.59 The impact assessment undertaken as part of this Transport Assessment considers the impact of the three sites identified in the Arun Local Plan for Pagham. The period assessed is 2031 and the junctions north of Seftor Road have been modelled using the SATURN data provided by Arun District Council and the CATM Traffic flows provided by WSCC. The local junctions within Pagham have been modelled using base traffic flows growthed to 2031 using TEMPRO V7.2.

8.60 The results of the analysis show that with off-site highway improvement measures the impact of the cumulative development sites can be mitigated.

8.61 The off-site highway improvements include:

- Nyetimber Lane / Grosvenor Gardens / Rose Green Road – signalised junction:
 - Proposed Mitigation: Alterations to existing signal phasing / timings;
- Rose Green Road / Grosvenor Gardens Priority Junction:
 - Proposed Mitigation: Widening on Rose Green Road;
- Vinnetrow Road / B2166 / Mill Lane roundabout junction:
 - Proposed Mitigation: B2166 West approach road widening;
- B2145/B2166 roundabout junction:
 - Proposed Mitigation: approach road widening on all arms; and

- A27 Chichester Bypass / B2145 – Whyke Hill Proposed Signalised junction:
 - Proposed Mitigation: Additional Lane Capacity.
- 8.62 In addition to the above, a contribution is to be made towards sustainable transport measures on the wider highway network to mitigate the impact on the Lower Bognor Road / Pagham Road junction.
- 8.63 All of the above works have been agreed as being acceptable with WSCC and HE as highway authorities. The mitigation measures have been assigned to each development as set out in the CSCA included in **Appendix A** and summarised below;
- Pagham South (App Ref: P/140/16/OUT) – B2166 Junction with B2145 improvements
 - Land North of Hook Lane - B2166 Junction with Vinnetrow Road junction improvements
 - Land North of Sefter Road (App Ref P/134/16/OUT) – Rose Green Road junction improvements
- 8.64 The works at the A27 Whyke Hill junction will be a contribution from all three developers which has been proportioned in relation to the level of housing being proposed.
- 8.65 In addition to the above, a contribution towards sustainable transport measures will be provided and a contribution towards off-site measures to upgrade footpaths 100,106 and 104 to bridleways to permit cycling and equestrian use. These contributions are also based on the level of housing being proposed for each site.
- 8.66 The NPPF states the following in paragraph 109:
- ‘Development should only be prevented or refuse on highway grounds if there would be an unacceptable impact on highway safety or residual cumulative impacts on the road network would be severe.’
- 8.67 The analysis undertaken has demonstrated that the cumulative impact of the developments within Pagham, with mitigation provided, will not have a severe impact on the local or strategic road network.

9 SUMMARY & CONCLUSION

- 9.1 This report has been prepared by RPS on behalf of Hallam Land Management to provide the Local Highway Authority with details of the proposed residential development on land to the North of Hook Lane, Pagham, West Sussex.
- 9.2 The site is located to the north of Pagham and north-west of Bognor Regis within the county of West Sussex and is currently agricultural land. The site is bound to the north by Sefter Road, to the east and south by Hook Lane and to the west by Pagham Road.
- 9.3 This assessment has been prepared based on the TA and Supplementary TA associated with application ref P/6/17/OUT which was refused planning approval but received no highway objections.
- 9.4 The planning application proposes a development of circa 300 residential dwellings and an 80 bed Care Home. The proposed residential development will be a mix of 2, 3, 4 and 5 bedroom dwellings of which 30% will be affordable dwellings. In addition, 4,000sqm of D1 Use (potential GP Surgery or Nursery) is also proposed on the site.
- 9.5 This site forms part of the site allocations identified by Arun District Council for Pagham which totals an allocation of 1,200 dwellings within Pagham. This Transport Assessment includes a detailed assessment of impact of the total site allocations with Pagham as part of collaborative working with the highway consultants working on the sites to the north of Sefter Road and west of Pagham Road.
- 9.6 The access points to the site will be in two locations off Hook Lane, and one access off Pagham Road. All accesses will be in the form of priority junction arrangements with 2m wide footways either side of the access road linking with the existing footway network. The proposed site access arrangement has been subject to an independent Stage 1 Road Safety Audit concluding that the proposed access arrangements are suitable for the proposed development and are safe in terms of design.
- 9.7 In terms of pedestrian and cycle access, the scheme design seeks a permeable development to make it easy for residents to walk or cycle to local facilities. As well as the footways provided as part of the access arrangements, the development proposal also includes for three pedestrian accesses onto Hook Lane which will be a minimum width of 3m.
- 9.8 In terms of accessibility, this report demonstrates that the site is easily accessible to local facilities by foot and by cycle and is within easy walking distance of the local bus stops.
- 9.9 The main bus service within Pagham is route 600 which is within easy walking distance of the site and operates 7 days a week with a frequent service connecting with Bognor Regis town centre, Bognor Regis rail station and Chichester. The frequency of the bus service 600 would provide a reasonable alternative to the private car for future residents of the proposed development for local trips in Bognor Regis and Chichester.
- 9.10 The site is within a reasonable cycle distance of Bognor Regis rail station which provides access to London Victoria and Littlehampton. In addition, Bognor Regis rail station is also accessible via a short walk from bus service 600 that accesses the town centre bus stops.

- 9.11 The proposal also includes for the provision of a formal bus layby on Pagham Road near to the Hook Lane junction and a contribution will be provided towards upgrading the existing local bus stops to provide raised kerbs and new bus flags/ information secured as part of a S106 agreement.
- 9.12 The parking provision at the proposed residential development will accord to the residential parking standards based on WSCC's parking calculator.
- 9.13 In determining the predicted trip generation for the site, the TRICS database has been used and to ascertain the trip distribution, travel to work related trips from the Census database has been used. The proposed trips associated with the residential development and proposed traffic assignment has been agreed with WSCC.
- 9.14 The proposed residential development of circa 300 dwellings and an 80 bed Care home has the potential to result in 150 two-way vehicular trips in the AM peak and 149 two-way vehicular trips during the PM peak.
- 9.15 The impact assessment undertaken as part of this Transport Assessment considers the cumulative impact of the site allocations within Pagham covering the local plan period to 2031. The impact has been reviewed using the Arun District Council Local Plan SATURN Model.
- 9.16 A Common Statement of Cumulative Assessments (CSCA) has been agreed with all the Highway Consultants involved with the three site allocations within Pagham which provides details of the methodology used and where there are slight discrepancies between the individual assessment work. The CSCA also identifies the agreed off-site measures proposed to mitigate the cumulative impacts and contributions required. This CSCA has been agreed with WSCC as Highway Authority and is the basis of the planning approval granted for applications P/134/16/OUT and P/140/16/OUT and will be secured as part of a S106 agreement for this site.
- 9.17 The CSCA identifies the following mitigation measures as a result of the cumulative developments:
- Nyetimber Lane / Grosvenor Gardens / Rose Green Road – signalised junction:
Proposed Mitigation: Alterations to existing signal phasing / timings;
 - Rose Green Road / Grosvenor Gardens Priority Junction:
Proposed Mitigation: Widening on Rose Green Road;
 - Vinnetrow Road / B2166 / Mill Lane roundabout junction:
Proposed Mitigation: B2166 West approach road widening;
 - B2145 / B2166 roundabout junction:
Proposed Mitigation: approach road widening on all arms; and
 - A27 Chichester Bypass / B2145 – Whyke Hill Proposed Signalised junction:

Proposed Mitigation: Additional Lane Capacity.

- 9.18 In addition to the above, a contribution is to be made towards sustainable transport measures on the wider highway network.
- 9.19 All of the above works have been agreed as being acceptable with WSCC. Additional measures are also proposed to improve the Whyke Hill /A27 Junction which have been agreed with Highways England, a contribution towards these works has been calculated for each applicant based on the level of development being provided. This will also be secured as part of a S106 agreement.
- 9.20 A review of the incidents that have occurred on the local and strategic road network over a 5-year period has been included in this TA, and it is concluded that there are no common patterns of collisions occurring that may be due to the characteristics of the local highway network, it is also concluded that the impact associated with this site will not have a material impact on the level of incidents that occur on this road network.
- 9.21 The results of the analysis demonstrate that the proposed development as part of the cumulative impact of all allocated sites within Pagham will not have a severe impact on the local highway network and with mitigation will not materially affect the operation of the existing junctions. This assessment work and associated Mitigation has been agreed with West Sussex County Council and Highways England.
- 9.22 In conclusion, it is clear that the site benefits being in a sustainable location with good accessibility to existing public transport services, Local facilities including shops, health services and education, all of which are within easy walking and cycling distance of the site, providing residents with a realistic alternative choice to the private car.
- 9.23 The site's location is allocated within the adopted Local Plan and accords to the relevant Local and Central Government transport planning guidance in terms of being in a sustainable location and is clearly accessible by alternative modes of transport other than the private car.
- 9.24 The site can achieve a safe and suitable means of access for all modes. Offsite improvements are proposed that will benefit both existing and future residents and the development proposal with mitigation, will not materially impact on the operation of the local highway network and as such will not have a 'severe' impact conforming to NPPF and local planning policies.

Appendices

Appendix A – WSCC & HE Committee statements (P/6/17/OUT) and Common Statement of Cumulative Assessments

Common Statement of Cumulative Assessments

Pagham Residential Developments

1.0 Introduction

- 1.1 This Common Statement of Cumulative Assessments (CSCA) sets out the parameters used for the cumulative transport assessment work carried out on behalf of three of the sites in Pagham that are currently the subject of planning applications submitted to Arun District Council. These are:

Hallam Land – Land North of Hook Lane (P/6/17/OUT) - consultants RPS

Hanbury Properties – Pagham South (P/140/16/OUT) - consultants HTp

Taylor Wimpey – Land North of Seftor Road (P/134/16/OUT) - consultants C&A

- 1.2 Each consultant has carried out a cumulative study of the traffic impact of the three sites on the local and strategic highway network for an agreed future year of 2031. Whilst the reports are standalone documents submitted in support of their respective planning applications, each consultant has shared information and the parameters used and therefore the overall conclusions of each report reflect this joint approach. Inevitably, given the different site locations there are some minor differences in the modelling results and as agreed with highway officers at West Sussex County Council (WSCC) this CSCA has been provided to identify why these differences have occurred, and to summarise the obligations arising from the cumulative assessment work.
- 1.3 The studies confirmed that the following mitigation based on cumulative impact is required on the WSCC highway network:

- i. Nyetimber Lane signalised junction with Grosvenor Gardens and Gossamer Lane – Proposed alterations to signal timings.
- ii. Rose Green Road priority junction with Grosvenor Gardens – An additional exit lane from Rose Green Road.
- iii. Lower Bognor Road junction – A contribution will be made to sustainable transport measures on the wider highway network as development traffic from the Pagham sites will displace existing traffic from this junction to the wider highway network.
- iv. B2166 roundabout junction with Vinnetrow Road – Proposed widening of the entry onto the roundabout from the western B2166 arm.
- v. B2166 roundabout junction with B2145 – Proposed widening of the three approaches to this junction.
- vi. In order to create a cycle link from Pagham to the Pagham Harbour to Chichester cycle route a contribution will be provided to upgrade the surfaces of Footpaths 100, 106 and 104 and convert to bridleways to permit cycling.

Common Statement of Cumulative Assessments

- 1.4 Discussions have also been held with Highways England regarding proposed improvement works at the A27 Whyke Hill junction for the provision of an additional lane for both eastbound and westbound A27 traffic based on the Highways England proposals for signalling this junction. The costs associated with these works for Highways England are set out in a separate document.
- 1.5 The contributions to WSCC are to be based on 980 dwellings, split between the three developers.
- 1.6 WSCC have requested that the three junction mitigation schemes proposed on their highway network are to be provided by the developers. Therefore, the developers have agreed to take a junction each as part of their individual Section 106 contributions package. However, as each junction has a different cost, in order to ensure that no developer is unfairly treated contributions towards the sustainable travel measures would be adjusted as appropriate.
- 1.7 The agreed cumulative contributions to WSCC are set out in **Table 1.1** below and the obligations arising for the three sites are summarised in **Table 1.2**.

Table 1.1 – Cumulative Obligations - Contributions

Contribution Requirement	Value
West Sussex County Council - Contribution to sustainable transport measures on the wider highway network.	£390,000
West Sussex County Council - Additional contribution to off-site sustainable travel for upgrading the surfaces of Footpaths 100, 106 and 104 to bridleways to permit cycling.	£100,000
Total	£490,000

Common Statement of Cumulative Assessments

Table 1.2 – Individual Development Site Obligations

S106 Highway Mitigation	Works or Contribution
Pagham South	
B2166 junction with B2145 proposed widening works to all arms.	Works
Upgrading surface of Footpath 101 (contribution to WSCC).	£65,000
The provision of two site access junctions with Pagham Road, associated pedestrian refuge facilities either side of each access and associated dropped kerbs, 2m wide footways and a new pedestrian crossing over Pagham Road to the immediate north of the Village Hall access.	Works
Provision of a replacement bus stop with layby, shelter, raised kerbs and timetable information.	Works
Land North of Hook Lane	
B2166 junction with Vinnetrow Road widening of western entry arm.	Works
Upgrade of local bus stops on Pagham Road at Hook Lane junction to provide northbound bus stop with raised kerbs and bus timetable information and southbound bus stop with new layby, raised kerbs and timetable information. Upgrade of local bus stops on Hook Lane near Hook Lane Close and on Lodsworth Road to include raised kerbs.	Works
Provision of two new site accesses, one on Hook Lane and one on Pagham Road. Both accesses will include 2m wide footways and associated dropped kerbs. The footway from the northern access on Hook Lane will link to the footway proposed as part of the Land North of Sefter Road site to provide a continued footway link between the two sites.	Works
Land North of Sefter Road	
Rose Green Road priority junction improvement scheme.	Works
Provision of a single all-purpose access to Sefter Road incorporating 2m footways.	Works
Provision of a pedestrian, cycle and emergency access to Rose Green Road.	Works

- 1.8 The breakdown of the contributions and cost of the junction mitigation works for the individual developments is set out in **Tables 7.1, 7.2 and 7.3** at the end of this statement.

Common Statement of Cumulative Assessments

2.0 Description of Submitted Applications

2.1 Each application is described as follows:

P/6/17/OUT – Outline application with some matters reserved for construction of up to 300No. new homes, Care home of up to 80No. beds, D1uses of up to 4000sqm including a 2 form entry Primary School, formation of new means of access onto Hook Lane & Pagham Road, new pedestrian & cycle links, the laying out of open space, new strategic landscaping, habitat creation, drainage features & associated ground works & infrastructure.

P/140/16/OUT – Outline application for access only - mixed use development comprising of up to 400 dwellings, a care home with up to 70 beds, a Local Centre comprising up to 2000sqm of A1/A2/A3/D1/sui generis floor space, provision of land for a 1FE primary school (with sufficient space to ensure that it is expandable to 2FE), provision of land for a scout hut, safeguarding of land to help link the site to the Pagham Harbour Cycle Route & other community uses including public open space & allotments with some matters reserved.

P/134/16/OUT – Outline application for the development of up to 280 dwellings (including affordable homes), land for a replacement scout hut, land for an Ambulance Community Response Post Facility and land for either a 1FE primary school or care home. Provision of a primary vehicular access from Sefter Road and demolition of No. 80 Rose Green Road and creation of a pedestrian and emergency only access. Provision of Public Open Spaces including associated children's play areas, landscaping, drainage and earthworks.

During the application process, Taylor Wimpey modified their application and their consultants C&A have modelled for 280 dwellings in place of the one form entry Primary School.

3.0 Methodology

3.1 This CSCA confirms that whilst there are minor differences in the flows and model parameters used, these do not materially affect any of the consultant's overall conclusions or the mitigation measures proposed. All consultants have worked constructively and collaboratively and this report presents our joint conclusions.

3.2 This statement provides clarification as follows:

- i. Common parameters.
- ii. Why slight differences have arisen within the cumulative assessments.
- iii. Proposed mitigation.
- iv. Conclusions.

Common Statement of Cumulative Assessments

4.0 Common Parameters

- 4.1 At an early stage the three consultants agreed the general approach in conjunction with highway officers.
- 4.2 The cumulative assessments have been based on the standalone transport assessments submitted by each consultant to support the respective planning application. Common parameters are:
- i. Trip Rates – Residential, care home and primary school trip rates were agreed with WSCC and shared.
 - ii. 2016 Base Flows – Generally the same, minor differences based on individual survey results.
 - iii. Future Year Flows – The use of the Arun Saturn Data (as agreed with HE and WSCC) for the junctions north of Lower Bognor Road (inclusive) and the use of surveyed flows with local growth factors for junctions within Pagham.
 - iv. Traffic Models – The models used have been based on each consultant's review of the junctions, any differences are negligible and do not impact on conclusions or need for mitigation arising.
 - v. Committed Development – All three assessments include for the two agreed committed developments (Land at Summer Lane 90 dwellings, ref: P/58/15 and 251 Pagham Road 40 dwellings, ref: P/125/14) and also the background growth used includes an allowance for an additional circa 150 dwellings (90 for Church Barton on land west of Pagham South plus 60 on the Osborne Refrigeration site at Land North of Sefter Road respectively), taking the total number of dwellings proposed in Pagham to circa 1,200 in line with Local Plan Proposed Main Modifications April 2016.
 - vi. A27 Traffic Models – These were provided by the HE and used as instructed.
 - vii. Development Content – The school has been modelled on the Pagham South site with 400 dwellings, 70-bed care home and a local centre; 300 dwellings plus an 80-bed care home on Land North of Hook Road.

Common Statement of Cumulative Assessments

5.0 Why Slight Differences Have Arisen within the Cumulative Assessments

5.1 There are some slight differences between the figures used and these are:

- i. Development Content – HTP and RPS have modelled for 250 dwellings on the Land North of Sefter Road site as per the original description of the Taylor Wimpey planning application (NB development content updated 23rd June 2017). C&A have modelled for 280 dwellings on their site on the local highway network in order to provide a sensitivity test in the event that the other potential on site land uses are not taken forward for development. HTP have also tested the mitigation works for 280 dwellings on Land North of Sefter Road as a sensitivity test.
- ii. Local Traffic Distribution – The distribution of traffic within Pagham itself from each site is determined by each site location for all land uses. This cannot be a 'one-distribution-fits-all' approach.
- iii. Traffic Distribution over the Wider Area – The general distribution of traffic across the wider area i.e. 50% of traffic travelling north to A27 based on journey to work census data (an agreed 10% remaining within Pagham and 40% travelling east to Bognor) has been distributed as per the census destinations as agreed with highway officers. Minor differences arose with C&A distributing 55% travelling north and RPS distributing residential traffic on a pro-rata basis for each junction north of Lower Bognor Road.
- iv. Growth Rates – The Temprow database was updated during the production of the cumulative reports from version 7.1 to version 7.2. Version 7.2 provides lower growth figures for this area of Arun. By the time the new version came out HTP had generally completed their cumulative impact work i.e. based on the slightly higher growth figure. Whereas RPS and C&A allowed for version 7.2 within their assessments. Therefore, it was agreed with WSCC that the use of version 7.1 would be used as a sensitivity test.
- v. Junction Models – All of the capacity assessments undertaken have been carried out using Junctions 9 software or LINSIGv3.

5.2 Some of the flow diagrams refer to PCUs and some refer to vehicles. However, this has no material impact on the result arising from the modelling.

Common Statement of Cumulative Assessments

6.0 Proposed Mitigation

6.1 Based on their assessments, the consultants have identified the following junctions at which there will be an impact and proposed mitigation measures to manage this, and highlighted additional cumulative contributions:

- i. Nyetimber Lane signalised junction with Grosvenor Gardens and Gossamer Lane – Proposed alterations to signal timings.
- ii. Rose Green Road priority junction with Grosvenor Gardens – As part of their standalone site transport assessment C&A have proposed an improvement scheme for this junction to include for an additional exit lane from Rose Green Road. This has been subject to a Road Safety Audit and supplied with vehicle tracking for a bus, and has been demonstrated to operate within capacity with all three Pagham developments (with traffic growth) for a future year of 2031. This scheme is acceptable to officers at WSCC. These works are estimated to cost £81,000. *See attached plan ref: 12-018-036/A.*
- iii. Sefter Road junction with Pagham Road – C&A proposed minor kerb realignment works at this junction as part of their standalone site transport assessment and demonstrated that this would increase capacity through the junction.

RPS provided a sensitivity test that demonstrated with their site open, any approaching traffic on Sefter Road would divert through Hook Lane and the Hallam Land site; there being plenty of capacity at both the site access and at the Hook Lane junction with Pagham Road, thereby reducing any queues and delay at the Sefter Road site.

It has been agreed with WSCC that there is a limit to whether any meaningful works can be carried out at this junction that will improve conditions. Furthermore, the review of highway safety at this junction demonstrates that there are no safety issues occurring as a result of the junction layout that could be exacerbated as a consequence of the addition of the development traffic flows. As such, the delays forecast in the future year of 2031 will be more as a matter of inconvenience and amenity than safety. It was concluded in HTp/1616/TN/03 (dated October 2017) and agreed that the Pagham Road/Sefter Road priority junction is suitable to accommodate the three proposed developments in its existing arrangement.

Therefore, no works at this junction are proposed as part of the cumulative assessments.

- iv. Lower Bognor Road priority junction with Pagham Road – It is not practical to carry out works at this junction due to the existing constraints of the highway network. Therefore, it has been agreed with WSCC that a contribution will be made to sustainable transport measures/works on the wider highway network as development traffic from the Pagham sites will displace existing traffic from

Common Statement of Cumulative Assessments

this junction to the wider highway network. A total contribution of £390,000 is proposed.

- v. B2166 roundabout junction with Vinnetrow Road – Proposed widening of the entry onto the roundabout from the western B2166 arm. This has been subject to a Road Safety Audit and has been demonstrated to operate within capacity with all three Pagham developments (with traffic growth) for a future year of 2031. This scheme is acceptable to officers at WSCC. These works are estimated to cost £23,000. *See attached plan ref: 1616/14/A.*
- vi. B2166 roundabout junction with B2145 – Proposed widening of the three approaches to this junction. This has been subject to a Road Safety Audit and supplied with tracking for a max legal length articulated vehicle, and has been demonstrated to operate satisfactorily with all three Pagham developments (with traffic growth) for a future year of 2031. This scheme is acceptable to officers at WSCC. These works are estimated to cost £98,000. *See attached plan ref: 1616/13/E.*
- vii. WSCC have requested that the three developments also contribute to the provision of a link to the Pagham Harbour to Chichester cycle route from Pagham, to upgrade the surfaces of Footpaths 100, 106 and 104 and convert to bridleways to permit cycling.

6.2 The total costs of the proposed contributions and mitigation measures can therefore be summarised as set out in **Table 6.1** and **Table 6.2** below (values from **Tables 1.1** and **1.2**).

Table 6.1 – Cumulative Obligations - Contributions

Contribution Requirement	Value
West Sussex County Council - Contribution to sustainable transport measures on the wider highway network.	£390,000
West Sussex County Council - Additional contribution to off-site sustainable travel for upgrading the surfaces of Footpaths 100, 106 and 104 to bridleways to permit cycling.	£100,000
Total	£490,000

Common Statement of Cumulative Assessments

Table 6.2 – Individual Development Site Obligations

S106 Highway Mitigation	Works or Contribution
Pagham South	
B2166 junction with B2145 proposed widening works to all arms.	Works
Upgrading surface of Footpath 101 (contribution to WSCC).	£65,000
The provision of two site access junctions with Pagham Road, associated pedestrian refuge facilities either side of each access and associated dropped kerbs, 2m wide footways and a new pedestrian crossing over Pagham Road to the immediate north of the Village Hall access.	Works
Provision of a replacement bus stop with layby, shelter, raised kerbs and timetable information.	Works
Land North of Hook Lane	
B2166 junction with Vinnetrow Road widening of western entry arm.	Works
Upgrade of local bus stops on Pagham Road at Hook Lane junction to provide northbound bus stop with raised kerbs and bus timetable information and southbound bus stop with new layby, raised kerbs and timetable information. Upgrade of local bus stops on Hook Lane near Hook Lane Close and on Lodsworth Road to include raised kerbs.	Works
Provision of two new site accesses, one on Hook Lane and one on Pagham Road. Both accesses will include 2m wide footways and associated dropped kerbs. The footway from the northern access on Hook Lane will link to the footway proposed as part of the Land North of Sefter Road site to provide a continued footway link between the two sites.	Works
Land North of Sefter Road	
Rose Green Road priority junction improvement scheme.	Works
Provision of a single all-purpose access to Sefter Road incorporating 2m footways.	Works
Provision of a pedestrian, cycle and emergency access to Rose Green Road.	Works

Common Statement of Cumulative Assessments

7.0 Contribution Basis

- 7.1 The contributions are based on 980 dwellings, split between the three developers.
- 7.2 WSCC have requested that the three junction mitigation schemes proposed on their highway network are to be provided by the developers. Therefore, the developers have agreed to take a junction each as part of their individual Section 106 contributions package. However, as each junction has a different cost, in order to ensure that no developer is unfairly treated contributions towards the sustainable travel measures would be adjusted as appropriate.
- 7.3 It is proposed that the triggers for the off-site highway works and cumulative contributions will be on the competition of the 200th dwelling for that respective development.
- 7.4 Based on **Table 6.1** the contribution values are to be split between the developers as set out in **Table 7.1** below based on 980 dwellings coming forward from the three sites.

**Table 7.1 – Cumulative Contributions per Development
(Prior to mitigation works adjustment)**

Contribution Requirement	Value	Land North of Sefter Road	Land North of Hook Lane	Pagham South
Contribution to WSCC for sustainable transport measures on the wider highway network.	£390,000	£111,428	£119,388	£159,184
Additional contribution to WSCC for off-site sustainable transport measures - Upgrading surface of Footpaths 100, 106 and 104 to bridleways to permit cycling.	£100,000	£28,572	£30,612	£40,816
Contribution to WSCC	£490,000	£140,000	£150,000	£200,00

- 7.5 The estimated civil engineering cost of the mitigation works also proposed on the local highway network (see **Table 6.2**) are set out in **Table 7.2** below.

Common Statement of Cumulative Assessments

Table 7.2 – Junction Mitigation Works

Development Site	Junction & Proposed Mitigation Works	Estimated Junction Mitigation Costs
Land North of Sefter Road (280 dwellings)	Rose Green Road priority junction – Widening of minor arm entry to form two lanes.	£81,000.00
Land North of Hook Lane (300 dwellings)	B2166 junction with Vinnetrow Road - Widening of western entry arm.	£23,000.00
Pagham South (400 dwellings)	B2166 junction with B2145 - Widening works to all arms.	£98,000.00
Total		£202,000

- 7.6 However, based on the costs of the respective junction works set out in **Table 7.2**, the contribution values to WSCC (of £500 per dwelling based on a total requested contribution of £490,000 as set out in **Table 7.1**) are to be adjusted to reflect the cost borne by each Developer in respect of the mitigation engineering works, as set out in **Table 7.3** below.
- 7.7 It should be noted that the figures set out in this statement are part of a wider Section 106 package for each development site and as such could be subject to a future viability assessment.

Common Statement of Cumulative Assessments

Table 7.3 – Cumulative Contributions Readjustments

Development Site	Footpath Contribution (£100,000) (a)	Unadjusted Contribution Value (Sustainable Measures) (b)	Estimated Junction Mitigation Works Costs (c)	Junction Costs Apportioned Value (d) (£202,000/total no. dwellings*)	Adjustment to be made to Contribution Value (e) (d-c)	Adjusted Contribution to WSCC per Development (Sustainable measures) (b+e)
Land North of Sefter Road (280 dwellings)	£28,572.00	£111,428.00	£81,000.00	£57,714.29	-£23,285.71	£88,142.29
Land North of Hook Lane (300 dwellings)	£30,612.00	£119,388.00	£23,000.00	£61,836.73	+£38,836.73	£158,224.73
Pagham South (400 dwellings)	£40,816.00	£159,184.00	£98,000.00	£82,448.98	-£15,551.02	£143,632.98
Totals	£100,000.00	£390,000	£202,000	£202,000		£390,000

*980 dwellings

Notes:

The total contribution required to be made to WSCC is £490,000 (inclusive of the £100,000 for footpath contributions) plus the delivery of three junction mitigation schemes.

The junction costs result in a cumulative contribution value of £206.12 per dwelling, based on a total of 980 dwellings.

Common Statement of Cumulative Assessments

8.0 Conclusions

8.1 The following is concluded:

- i. Where differences exist within the three cumulative reports they are too insignificant to affect the mitigation measures required.
- ii. The Pagham developments sites can cumulatively be accommodated on the highway network with the implementation of the proposed mitigation schemes.

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(and Management)

.....

(nbury Properties)

.....

(lf of Taylor Wimpey)

Dated 3rd April 2018

Extracts From Officers Report for Application P/6/17/OUT

Consultation responses received from Highways England:

HIGHWAYS ENGLAND

Comments received 27th January 2017:

The cumulative traffic impacts of these sites (P/134/16/OUT, P/140/16/OUT & P/6/17/OUT) on the A27 junction of Whyke and Bognor Regis have not yet been determined. We are now working closely with all three applicants consultants but have some way to go before we understand the implications and hence required mitigations at both junctions. Accordingly, we would respectfully request that your Council refrains from determining these applications until such time as we can agree with the applicants the impacts and mitigations required and thereby the required contributions for each towards delivering those mitigations.

Comments received 21st February 2018:

- The improvements at the A27 Whyke junction will be funded by a contribution to Highways England.
- We are requesting a contribution aligned with the most likely cost divided by the number of proposed dwellings equating to £850 per dwelling, which totals £883,150.
- In terms of individual sites Highways England is looking to secure the following amounts:
P/6/17/OUT - £255,000

Comments received 18th April 2018:

- Following our liaison with the applicant, we have now received confirmation that the applicant has agreed to contribute £255,000 towards the proposed mitigation improvements at the A27 Whyke Hill junction. As such, Highways England is now satisfied that the development proposals can be achieved, subject to certain necessary s106 conditions.
- On the basis that it has been agreed that Arun District Council will enter into a Section 106 Agreement with the applicant to the effect that 'prior to the commencement of the development hereby permitted the applicant will enter into a s278 Highways Agreement with Highways England for a contribution of £255,000 towards the improvement of the A27 Whyke Hill junction as shown on RPS drawing JNY8840-19 Revision B (or such other scheme of works substantially to the same effect, as may be approved in writing by the local planning authority in consultation with Highways England).
- Provided that it will be a term of the Highways Agreement that not more than 10 dwelling units will be occupied until the Highways England Contribution has been paid to Highways England.

Consultation responses received from WSCC Strategic Planning

Comments received 27th September 2017:

- The local highway authority (LHA) has reviewed the three cumulative transport assessments submitted in support of the current planning applications in Pagham. The cumulative transport assessments (CTA's) have been prepared in accordance with current best practice and the scope has been agreed with the LHA. Whilst, the majority of the conclusions within the CTA's are broadly comparable, there are still in certain places quite notable differences as to the anticipated future operation of the junctions. The most notable of these is the Pagham Road/Sefter Road. A further review of the operation of this junction by the developers is necessary.
- For those junctions where mitigation is required, the proposed works or contributions are considered acceptable in mitigating the severe residual cumulative impacts of the development.

Comments received 14th February 2018:

There are a number of additional matters that require further information:

- Investigate the form of vehicular access onto Pagham Road, and determine if a priority junction could be implemented. This should be supported with a Priority Intersection Capacity and Delay (PICADY) assessment and Stage One Road Safety Audit.
- Undertake a design audit for the Pagham Road junction, and identify and apply for Departures from Standard.
- Confirm the number of vehicular accesses proposed onto Hook Lane.
- Revise the location of pedestrian access points onto Hook Lane, if these are to be approved as part of the current outline permission.
- Investigate the future year growth rate to ensure that this accounts of traffic growth as part of the adopted Chichester Local Plan and that proposed as part of the draft Arun DC Local Plan.
- Undertake sensitivity tests upon local junctions given the possible traffic routing resulting from the provision of a through road within the site.
- Provide details of the geometry used for the modelling of the Pagham Road/Lower Bognor Road junction, and revise the modelling accordingly if the geometry is incorrect.
- Provide copies of the modelling outputs directly to the LHA.

Comments received 27th March 2018:

The submitted cumulative assessments have tested the capacity impacts of a development of up to 980 dwellings as jointly proposed at applications at Sefter Road, Hook Lane, and Summer Lane. The

assessments also incorporate additional background traffic from permitted developments in the local area along with that from other potential developments including that at Church Barton Farm and West of Bersted. Viewed against the information presented and the National Planning Policy Framework, the LHA are satisfied that the combined impacts of the development would not give rise to residual severe highway impact. There are certain matters that will need to be concluded as part of the individual planning applications and associated s106 agreements.

Comments received 12th April 2018:

- The revised vehicular access arrangements are considered acceptable. There are outstanding matters relating to accesses for non-motorised road users. These should be secured via condition. These details should also specifically account for the potential access across to the proposed development on the north side of Sefter Road if this is also permitted. It would be expected for details of these arrangements to be included as part of any reserved matters submissions.
- It is apparent that both site accesses are forecast to operate well within theoretical capacity. Even if some development traffic re-routes, the overall impact will be very low. In conclusion the LHA are satisfied that this development viewed alone would not result in any severe capacity impacts.
- If the LPA are minded to approve this application, conditions, informatives and s106 obligations are recommended.

Appendix B – Collision Data

Pagham – RPSGroup –

Collision report 01/01/2014 – 31/12/2018

Date produced
05 February 2019

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

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

Safer Roads
Safer Communities
Sharing the Responsibility

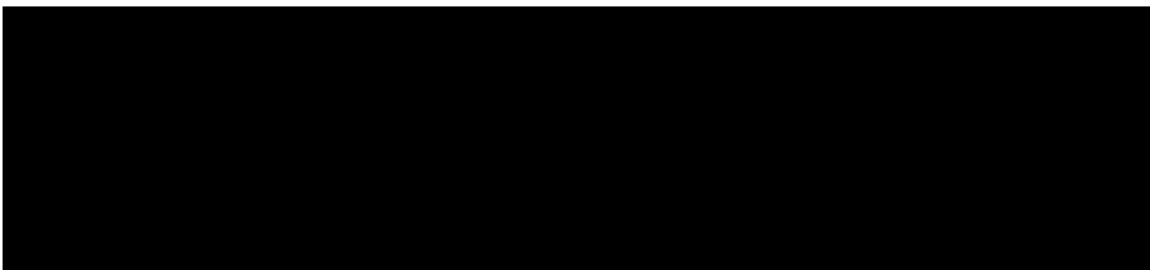
Produced by Sussex Safer Roads Partnership on behalf of Sussex Police

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

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

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

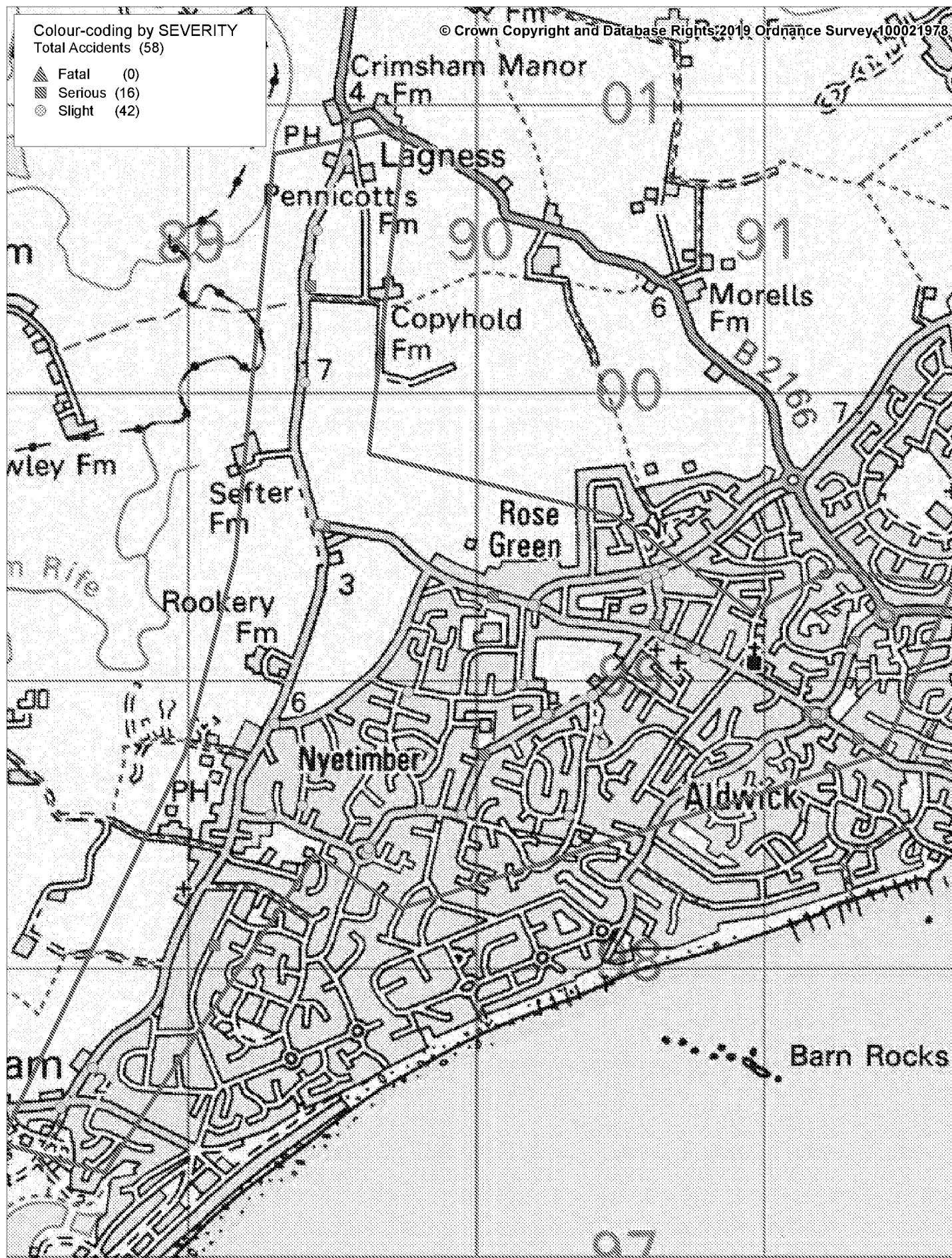
For further information:



Colour-coding by SEVERITY
Total Accidents (58)

- ▲ Fatal (0)
- Serious (16)
- Slight (42)

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Sussex Safer Roads
PARTNERSHIP

Pagham
Collision Dates 01/01/2014 - 31/12/2018
RPSGroup

SCALE	1 : 17500
DATE	05/02/2019
DRAWING No.	
DRAWN BY	

Details of Personal Injury Accidents for Period - 01/01/2014 to 31/12/2018 (60) months

Selection: Notes:

Selected using Manual Selection

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

1400621 Saturday U NYETIMBER LANE BOGNOR REGIS Veh 1 Car Going ahead E to W
01/02/2014 50M WEST OF U SPRINGFIELD Veh 2 Pedal cycle Going ahead E to W Dri M 38 Slight
R1: U 0001hrs OUTSIDE LION PUB
Darkness: street lighting unkno
E 489,287 Wet/Damp
N 98,531 Raining without high winds
30 mph

Causation Factor:

1st: Loss of control

Participant:

Vehicle 2

Confidence:

Very Likely

UNKNOWN V1 STRUCK V2 PEDAL CYCLIST FROM BEHIND HIT & RUN

1400700 Thursday U CARLTON ROAD BOGNOR REGIS Veh 1 Pedal cycle Going ahead E to W Dri M 10 Slight
06/02/2014 AT JUNCTION OF U FROBISHER ROAD Veh 2 Car Going ahead S to N
R1: U 0850hrs
R2: U Daylight:street lights present
E 490,160 Wet/Damp
N 98,985 Raining with high winds
30 mph

Causation Factor:

1st: Failed to look properly

Participant:

Vehicle 1

Confidence:

Very Likely

VEHICLE TWO TRAVELLING NORTH ALONG CARLTON AVENUE, WAS AWARE OF STATIONARY VEHICLES PARKED TO HIS RIGHT HAND SIDE, SUDDENLY BOY CYCLIST CAME FROM BEHIND PARKED CARS TRAVELLING EAST TO WEST AND MADE CONTACT WITH VEHICLE TWO CAUSING CYLIST TO COME OFF CYCL E AND HIT THE GROUND. YOUTH WAS TAKEN TO HOSPITAL FOR MINOR LEG INJURY. HENCE REPORT.

1400942 Monday U ALDWICK STREET ALDWICK AT Veh 1 Car Going ahead SW to NE
17/02/2014 JUNCTION OF U BARRACK LANE Veh 2 Pedal cycle Going ahead SE to NW Dri M 30 Serious
R1: U 2045hrs
R2: U Darkness: street lights present a
E 491,176 Wet/Damp
N 98,874 Raining without high winds
30 mph

Causation Factor:

1st: Rain, sleet, snow, or fog

Participant:

Vehicle 1

Confidence:

Possible

2nd: Failed to look properly

Vehicle 1

Possible

V1 FAILED TO GIVE WAY TO PEDAL CYCLE ON ROUNDABOUT. COLLIDED CAUSING SERIOUS INJURY.

Details of Personal Injury Accidents for Period - 01/01/2014 to 31/12/2018 (60) months

Selection: Notes:

Selected using Manual Selection

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

1403178 Friday U ROSE GREEN ROAD BOGNOR REGIS AT JUNCTION OF U HEWARTS LANE OUTSIDE AT JUNCTION
 06/06/2014 1108hrs
 R1: U
 R2: U
 E 490,622 Dry
 N 99,362 Fine without high winds
 30 mph

Causation Factor:

1st: Failed to look properly
 2nd: Failed to judge other persons path or speed
 3rd: Dazzling sun

Participant:

Vehicle 1
 Vehicle 1
 Vehicle 1

Confidence:

Very Likely
 Very Likely

VEH 1 EXITED FROM A SIDE ROAD WITHOUT GIVING WAY AND COLLIDED WITH THE APPROACHING CYCLIST.

1403374 Monday U GOSSAMAR LANE BOGNOR REGIS AT JUNCTION OF U SEFTON AVENUE
 16/06/2014 1800hrs
 R1: U
 R2: U
 E 490,764 Dry
 N 99,105 Fine without high winds
 30 mph

Causation Factor:

1st: Careless/Reckless/In a hurry

Participant:

Vehicle 1

Confidence:

Very Likely

VEHICLE 2 WESTBOUND ON GOSSAMAR LANE TOWARDS ABOVE JUNCTION. VEHICLE 1 ALSO WESTBOUND BEHIND A LINE OF TRAFFIC HEADED BY VEHICLE 2. VEHICLE 2 INDICATES TO TURN RIGHT INTO SEFTON AVENUE. VEHICLE 1 OVERTAKES LINE OF TRAFFIC AND IN TURN VEHICLE 2 AS VEHICLE 2 COMMENCES RIGHT TURN. BOTH VEHICLES COLLIDE CAUSING RIDER OF VEHICLE 1 TO FALL FROM MACHINE.

1403900 Thursday U NYETIMBER LANE ALDWICK 21M NORTH OF U NYETIMBER CLOSE OUTSIDE 116 NYETIMBER LANE
 10/07/2014 1445hrs
 R1: U
 E 490,029 Dry
 N 98,740 Fine without high winds
 30 mph

Causation Factor:

1st: Failed to look properly
 2nd: Passing too close to cyclist, horse rider or pedestrian
 3rd: Distraction in vehicle

Participant:

Vehicle 1
 Vehicle 1
 Vehicle 1

Confidence:

Very Likely
 Very Likely

V1 TRAVELLING NORTH COLLIDES WITH THE REAR OF V2 PEDAL CYCLE, TRAVELLING IN SAME DIRECTION. V1 CAUSES DAMAGE TO CYCLE AND INJURY TO RIDER DUE TO THEM BEING KNOCKED OFF. V1 FAILS TO STOP AND IS FOLLOWED BY A WITNESS.

Details of Personal Injury Accidents for Period - 01/01/2014 to 31/12/2018 (60) months

Selection: Notes:

Selected using Manual Selection

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

1403614 Friday U LION ROAD PAGHAM 50M NORTH Veh 1 Car Reversing N to E Ped F 56 Slight
 27/06/2014 OF U NYETIMBER LANE
R1: U 1321hrs
 Daylight:street lights present
E 489,398 Dry
N 98,563 Fine without high winds
 30 mph

Causation Factor:

Participant:

Confidence:

1st: Failed to look properly

Vehicle 1

Possible

2nd: Failed to look properly

Casualty 1

Possible

THE DRIVER OF VEHICLE 1 WAS ATTEMPTING TO REVERSE AND PARK HIS CAR OUTSIDE HIS HOME ADDRESS WHEN A MEMBER OF THE PUBLIC HAS CROSSED THE ROAD BEHIND HIS VEHICLE. THE REAR NEARSIDE WHEEL HAS GONE OVER THE PEDESTRIANS LEFT FOOT CAUSING INJURY.

1405075 Tuesday U ALDWICK ROAD BOGNOR REGIS Veh 1 Car Going ahead N to S
 02/09/2014 AT JUNCTION OF B2166 LOWER Veh 2 Pedal cycle Going ahead W to E Dri F 24 Serious
R1: U 1920hrs BOGNOR ROAD
R2: B 2166 Daylight:street lights present
E 491,436 Dry
N 99,219 Fine without high winds
 30 mph

Causation Factor:

Participant:

Confidence:

1st: Failed to look properly

Vehicle 1

Very Likely

TOYOTA YARIS TRAVELLING SOUTH ON LOWER BOGNOR ROAD, CYCLIST TRAVELLING EAST ON ALDWICK ROAD. CYCLIST ENTERS ROUNDABOUT AND CONTINUES EAST, TOYOTA ENTERS ROUNDABOUT AND COLLIDES WITH NEARSIDE OF CYCLIST CAUSING INJURY.

1405093 Wednesday U ROSE GREEN ROAD BOGNOR Veh 1 Car Going ahead E to W Dri M 75 Slight
 03/09/2014 REGIS AT JUNCTION OF U GROSVENOR GARDENS
R1: U 1520hrs
R2: U Daylight:street lights present
E 490,207 Dry
N 99,262 Fine without high winds
 30 mph

Causation Factor:

Participant:

Confidence:

1st: Illness or disability, mental or physical

Vehicle 1

Very Likely

VEHICLE TRAVELLING WEST ON GROSVENOR GARDENS WHEN DRIVER SUFFERS MEDICAL EPISODE AT THE WHEEL. VEHICLE CROSSES THE CARRIAGEWAY. MOUNTS THE PAVEMENT AND COLLIDES WITH A ROAD SIGN WHICH STOPS THE VEHICLE.

Details of Personal Injury Accidents for Period - 01/01/2014 to 31/12/2018 (60) months

Selection: Notes:

Selected using Manual Selection

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

1405258 Saturday U ROSE GREEN ROAD BOGNOR REGIS AT JUNCTION OF U OSBORNE WAY
R1: U 06/09/2014 0610hrs
R2: U Darkness: street lights present a
E 490,060 Dry
N 99,288 Fine without high winds 30 mph

Causation Factor: **Participant:** **Confidence:**
1st: Passing too close to cyclist, horse rider or pedestrian Vehicle 1 Very Likely
2nd: Poor turn or manoeuvre Vehicle 1 Very Likely
V2 (PEDAL CYCLE) TRAVELLING WEST ON ROSE GREEN ROAD. V1 HAS PASSED V2 AND KNOCKED CYCLIST FROM HIS BICYCLE. CYCLIST HAS SUSTAINED SERIOUS INJURY BY DEFINITION TO LEFT SHOULDER AS HE HAS COLLIDED WITH PAVEMENT.

1405519 Thursday B2166 LOWER BOGNOR ROAD BOGNOR REGIS AT JUNCTION OF B2166 ALDWICK ROAD
R1: B 2166 25/09/2014 1400hrs
R2: B 2166 Daylight: street lights present
E 491,428 Dry
N 99,224 Fine without high winds 30 mph

Causation Factor: **Participant:** **Confidence:**
1st: Failed to look properly Vehicle 1 Very Likely
V2 (PEDAL CYCLE) TRAVELLING WEST TO EAST ON THE ROUNDABOUT OF LOWER BOGNOR ROAD AND ALDWICK ROAD. V1 HAS PULLED OUT OF LOWER BOGNOR ROAD INTO THE PATH OF V2. V2 HAS COLLIDED WITH THE OFFSIDE FRONT DOOR OF V1 AND HAS FALLEN WITH PEDAL CYCLE INTO ROAD SUSTAINING INJURY.

1401016 Friday U NYETIMBER LANE BOGNOR REGIS AT JUNCTION OF U PRYORS LANE OUTSIDE J/W
R1: U 21/02/2014 1520hrs
R2: U Daylight: street lights present
E 490,407 Wet/Damp
N 98,947 Fine without high winds 30 mph

Causation Factor: **Participant:** **Confidence:**
1st: Failed to judge other persons path or speed Vehicle 1 Very Likely
2nd: Failed to look properly Vehicle 1 Possible
BOTH VEHS NORTH V2 STATIONARY INDICATING & WAITING TO MAKE RT TURN INTO PRYORS LANE WAS HIT IN REAR BY V1 WHICH HAD NOT RESPONDED TO SITUATION

Details of Personal Injury Accidents for Period - 01/01/2014 to 31/12/2018 (60) months

Selection: Notes:

Selected using Manual Selection

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

1407215 Monday B2166 ALDWICK ROAD BOGNOR REGIS AT JUNCTION OF U ALDWICK STREET
R1: B 2166 08/12/2014 1423hrs
R2: U Daylight:street lights present
E 491,195 Dry
N 98,882 Fine without high winds
30 mph

Causation Factor: Participant: Confidence:
1st: Dazzling sun Vehicle 1 Very Likely
V1 JOINING ROUNDABOUT FROM ALDWICK ROAD AND TURNING LEFT ONTO ALDWICK STREET HIT BY CYCLIST JOINING ROUNDABOUT FROM GOSSOMER LANE AND CONTINUING STRAIGHT ON TO ALDWICK STREET CAUSING CYCLIST TO FALL OFF AND SUSTAIN CUT TO HAND.

1500075 Monday U PRYORS LANE BOGNOR REGIS 50M SOUTH OF U NYETIMBER LANE
R1: U 05/01/2015 1551hrs
Daylight:street lights present
E 490,443 Dry
N 98,777 Fine without high winds
30 mph

Causation Factor: Participant: Confidence:
1st: Loss of control Vehicle 1 Very Likely
2nd: Poor turn or manoeuvre Vehicle 1 Very Likely
DRIVER OF VEHICLE 1 MISTAKES THE ACCELERATOR FOR THE BRAKE WHEN PULLING OUT OF THE DOCTORS SURGERY CAR PARK, HITS TWO BOLLARDS, DAMAGING THEM, HITS A PARKED CAR WHICH HITS ANOTHER PARKED CAR AND THEN CONTINUES THROUGH THE WALL INTO THE DOCTORS SURGERY LEAVING THE CAR EMBEDDED IN IT.

1407004 Thursday U SEFTER ROAD BOGNOR REGIS AT JUNCTION OF U ROSE GREEN ROAD
R1: U 27/11/2014 1625hrs
R2: U Darkness: street lights present a
E 490,204 Dry
N 99,256 Unknown
30 mph

Causation Factor: Participant: Confidence:
1st: Careless/Reckless/In a hurry Vehicle 1 Very Likely
VEHICLE TWO (MOTOR CYCLE) TRAVELLING EAST ALONG SEFTER ROAD, VEHICLE ONE PULLED OUT OF ROSE GREEN ROAD TRAVELLING SOUTH STRUCK VEHICLE TWO CASUING DAMAGE TO MOTORCYCLE, VEHICLE ONE FAILED TO STOP AND EXCHANGE DETAILS, THE VRM WAS NOTED AND TAKEN DOWN BY INDEPENDENT WITNESS WHO STATED IT WAS A FEMALE DRIVER.

Details of Personal Injury Accidents for Period - 01/01/2014 to 31/12/2018 (60) months

Selection: Notes:

Selected using Manual Selection

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

1502291 Sunday U PAGHAM ROAD PAGHAM AT JUNCTION OF U HOOK LANE Veh 1 Car Turning right S to E
 26/04/2015 0951hrs Veh 2 Car Going ahead N to S Dri F 41 Slight
 R1: U
 R2: U Daylight:street lights present
 E 489,303 Dry
 N 98,847 Fine without high winds
 30 mph

Causation Factor: Participant: Confidence:
 1st: Failed to look properly Vehicle 1 Very Likely
 V1 MAKES A RIGHT HAND TURN INTO JUNCTION ON RIGHT DIRECTLY INTO THE PATH OF V2 TRAVELLING IN THE OPPOSITE DIRECTION

1501543 Wednesday U NYETIMBER LANE BOGNOR REGIS Veh 1 Wait to turn right W to SE Dri M 95 Slight
 18/03/2015 1420hrs AT JUNCTION OF U PRYORS LANE Veh 2 Car Stopping NE to SW
 R1: U
 R2: U Daylight:street lights present
 E 489,953 Dry
 N 98,532 Fine without high winds
 30 mph

Causation Factor: Participant: Confidence:
 1st: Nervous/Uncertain/Panic Vehicle 2 Possible
 VEH 1 (MOBILITY SCOOTER) TRAVELLING E ON NYETIMBER LANE, WAITING TO TURN RIGHT INTO PRYORS LANE. VEH 2 TRAVELLING S ON NYETIMBER, HAS SEEN VEH 1 AND STOPPED TO GIVE WAY. VEH 1 HAS MOVED OFF AND CRASHED INTO REAR OFFSIDE OF VEH 2 CAUSING VEH 1 TO SPIN AROUND IN THE ROAD.

1503815 Saturday U ROSE GREEN ROAD ROSE GREEN Veh 1 Car Going ahead W to E Dri M 76 Slight
 04/07/2015 1200hrs 25M WEST OF U HEWARTS LANE Veh 2 Car Parked 0 to 0
 R1: U OUTSIDE NO: 34 ROSE GREEN ROAD. Veh 3 Car Parked 0 to 0
 Daylight:street lights present
 E 490,583 Dry
 N 99,350 Fine without high winds
 30 mph

Causation Factor: Participant: Confidence:
 1st: Illness or disability, mental or physical Vehicle 1 Very Likely
 VEH (1) DRIVING WEST VEH (1) HAS DRIVEN INTO PARKED VEHICLE (2) TO NEAR SIDE CAUSING VEHICLE (1) TO ROLL AND IMPACT WITH VEH (3) PARKED ON OFFSIDE OF ROAD.

Details of Personal Injury Accidents for Period - 01/01/2014 to 31/12/2018 (60) months

Selection: Notes:

Selected using Manual Selection

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

1504569 Saturday U GOSSAMER LANE ALDWICK AT JUNCTION OF U ALDWICK ROAD Veh 1 Car Turning left N to E
 08/08/2015 2210hrs Veh 2 Pedal cycle Going ahead NW to SE Dri M 16 Slight
R1: U 2210hrs
R2: U Darkness: street lighting unkno
E 491,195 Dry
N 98,880 Fine without high winds
 30 mph

Causation Factor:

Participant:

Confidence:

1st: Failed to look properly

Vehicle 1

Possible

CYCLIST HAS BEEN TRAVELLING ABOUT 22:10 HOURS FROM GOSSAMER LANE TO ALDWICK STREET, (HE DID NOT HAVE LIGHTS ON THE BIKE). AS BICYCLE HAS ALMOST PASSED FIRST EXIT A TAXI HAS EXITED THE ROUNDABOUT AND HIT THE CYCLIST. THE CYCLIST HAS FALLEN TO THE FLOOR AND SUFFERED CUTS AND BRUISES. CYCLIST WENT TO HOSPITAL AND POLICE WERE MADE AWARE AFTER THE INCIDENT.

1504862 Monday U PRYORS LANE BOGNOR REGIS AT JUNCTION OF U PRIVATE ENTRANCE OUTSIDE ROAD Veh 1 M/C < 50 cc Turning right SW to SE Dri F 71 Slight
 24/08/2015 1022hrs
R1: U 1022hrs
R2: U Daylight: street lights present
E 490,425 Wet/Damp
N 98,824 Raining without high winds
 30 mph

Causation Factor:

Participant:

Confidence:

1st: Slippery road (due to weather)

Vehicle 1

Very Likely

2nd: Loss of control

Vehicle 1

Very Likely

V1 MOPED TURNED RIGHT FROM MAIN ROAD INTO PRIVATE ROAD LEADING TO LIBRARY/DOCTORS, HIT STANDING WATER, AND LOST CONTROL, FALLING ONTO OFFSIDE.

1504993 Saturday U NYTETIMBER LANE BOGNOR REGIS AT JUNCTION OF U CARDINAL DRIVE Veh 1 Car Turning right N to W Ped F 52 Slight
 29/08/2015 1040hrs
R1: U 1040hrs
R2: U Daylight: street lights present
E 489,621 Dry
N 98,397 Fine without high winds
 30 mph

Causation Factor:

Participant:

Confidence:

1st: Impaired by alcohol

Vehicle 1

Possible

2nd: Loss of control

Vehicle 1

Possible

3rd: Poor turn or manoeuvre

Vehicle 1

VEHICLE ONE DRIVING OFF ROUNDABOUT HIT KERB AND LAMP POST MOUNTED PAVEMENT SWERVED BACK ONTO ROAD COLLIDING WITH PEDESTRIAN WHO HAD TAKEN EVASIVE ACTION TO AVOID BEING HIT ON THE PATH. PEDESTRIAN HIT BY VEHICLE ONE AND WENT ONTO BONNET

Details of Personal Injury Accidents for Period - 01/01/2014 to 31/12/2018 (60) months

Selection: Notes:

Selected using Manual Selection

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

1506094 Saturday B2166 LOWER BOGNOR ROAD Veh 1 Car Going ahead SE to NW
 17/10/2015 BOGNOR REGIS AT JUNCTION OF Veh 2 Pedal cycle Going ahead SE to NW Dri M 56 Slight
 R1: B 2166 1400hrs B2166 ALDWICK ROAD OUTSIDE
 R2: B 2166 Daylight:street lights present
 E 491,420 Dry
 N 99,230 Fine without high winds
 30 mph

Causation Factor:

1st: Failed to look properly

Participant:

Vehicle 1

Confidence:

Very Likely

CYCLIST CLIPPED BY VEHICILE PASSING/OVERTAKING IT.

1506420 Monday U NYETIMBER LANE BOGNOR REGIS Veh 1 Car Starting E to W
 02/11/2015 AT JUNCTION OF U TABARD GATE Veh 2 M/C < 125 cc Starting N to S Dri F 21 Slight
 R1: U 0850hrs
 R2: U Daylight:street lights present
 E 489,628 Dry
 N 98,416 Fine without high winds
 30 mph

Causation Factor:

1st: Failed to judge other persons path or speed

Participant:

Vehicle 1

Confidence:

Very Likely

VEHICLE 1 HEADING EAST TO WEST ON NYETIMBER LANE OVER MINI ROUNDABOUT. VEHICLE TWO RIDING SOUTHBOUND ALONG NYEWOOD LANE CROSSES ROUNDABOUT TO CONTINUE SOUTHBOUND ONTO TABARD GATE. VEHICLE 1 MISJUDGES SPEED AND CLIPS REAR OF VEHICLE 2 KNOCKING THE RIDER OFF OF THE BIKE.

1507437 Tuesday U CHURCH LANE BOGNOR REGIS AT Veh 1 Car Turning right S to NE Dri F 21 Slight
 15/12/2015 JUNCTION OF U PAGHAM ROAD Veh 2 Car Going ahead N to S
 R1: U 0859hrs OUTSIDE ENRANCE TO HOLIDAY
 R2: U Daylight:street lights present
 E 488,558 Wet/Damp
 N 97,514 Fine without high winds
 30 mph

Causation Factor:

1st: Failed to look properly

Participant:

Vehicle 1

Confidence:

Very Likely

2nd: Failed to judge other persons path or speed

Vehicle 1

Very Likely

3rd: Inexperienced or learner driver/rider

Vehicle 1

VEH 1 EXITED FROM THE HOLIDAY PARK ENTRANCE WITHOUT GIVING WAY TO THE APPROACHING VEH 2.

Details of Personal Injury Accidents for Period - 01/01/2014 to 31/12/2018 (60) months

Selection: Notes:

Selected using Manual Selection

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

1506411 Sunday U ALDWICK STREET BOGNOR REGIS Veh 1 Car Starting SW to NE
01/11/2015 AT JUNCTION OF U BARRACK LANE Veh 2 M/C < 125 cc Turning right NE to NW Dri M 17 Serious
R1: U 2109hrs OUTSIDE ON RA
R2: U Darkness: street lights present a
E 491,180 Wet/Damp
N 98,868 Fine without high winds
30 mph

Causation Factor:

1st: Careless/Reckless/In a hurry

2nd: Failed to look properly

V2 ON R/A V1 FAILED TO LOOK ENTERED R/A AND COLLIDED WITH V2

Participant:

Vehicle 1

Vehicle 1

Confidence:

Very Likely

Very Likely

1600304 Wednesday U ELBRIDGE CRESCENT ALDWICK Veh 1 Car Going ahead W to E Ped M 71 Slight
13/01/2016 AT JUNCTION OF U PRYORS LANE
R1: U 0955hrs OUTSIDE VICINITY OF GROVE HSE
R2: U Daylight: street lights present
E 490,323 Dry
N 98,528 Fine without high winds
30 mph

Causation Factor:

1st: Failed to judge vehicles path or speed

2nd: Careless/Reckless/In a hurry

3rd: Dazzling sun

PED / CAS CROSSING MOUTH OF JNC, FROM SOUTH TO NORTH. VEH1 TRAVELLING WEST TO EAST, APPROACHING JNC. VEH1 COLLIDED WITH PED / CAS, KNOCKING HIM INTO THE C/WAY.

Participant:

Casualty 1

Vehicle 1

Vehicle 1

Confidence:

Possible

Possible

1600502 Monday U PAGHAM ROAD LAGNESS 423M Veh 1 Car U turn S to S
25/01/2016 SOUTH OF B2166 LOWER BOGNOR Veh 2 Car Going ahead S to N Dri F 18 Slight
R1: U 0829hrs ROAD Veh 3 Car Going ahead S to N
Daylight: street lights present Veh 4 Car Going ahead S to N
E 489,449 Dry Veh 5 Car Going ahead S to N
N 100,562 Fine without high winds
60 mph

Causation Factor:

1st: Poor turn or manoeuvre

2nd: Failed to judge other persons path or speed

3rd: Failed to look properly

V1 TRAVELLING NORTHBOUND ALONG PAGHAM ROAD, IN FRONT OF V5. V1 SUDDENLY CONDUCTED A U TURN IN SLOW MOVING TRAFFIC. V2, 3 AND 4 WERE TRAVELLING BEHIND ALSO TRAVELLING NORTHBOUND. V2 FAILED TO STOP AND COLLIDED WITH THE REAR OF V3. V3 WAS PUSHED INTO THE REAR OF V4 AND V4 PUSHED INTO THE REAR OF V5.

Participant:

Vehicle 1

Vehicle 2

Vehicle 2

Confidence:

Very Likely

Very Likely

Details of Personal Injury Accidents for Period - 01/01/2014 to 31/12/2018 (60) months

Selection: Notes:

Selected using Manual Selection

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

1505902 Thursday U ALDWICK STREET BOGNOR REGIS 08/10/2015 AT JUNCTION OF U BARRACK LANE
 R1: U 1816hrs
 R2: U Daylight:street lights present
 E 491,201 Dry
 N 98,883 Fine without high winds
 30 mph

Causation Factor:

1st: Loss of control

Participant:

Vehicle 1

Confidence:

Very Likely

VEHICLE1 (PEDAL CYCLE) TRAVELLING NORTH ON ALDWICK STREET. VEH2 (BUS) ALSO TRAVELLING NORTH. WHILST VEH2 IS OVERTAKING VEH1, VEH1 FOOT HAS SLIPPED ON PEDAL AND FELL INTO REAR OF VEH2. VEH1 SUFFERING PAIN TO THUMB ON L/H. CCTV ON VEH2 ALTHOUGH UNKNOWN IF RECORDED COLLISION.

1506683 Tuesday U ALDWICK STREET BOGNOR REGIS 10/11/2015 120M EAST OF U ALDWICK ROAD
 R1: U 1730hrs OUTSIDE 30
 Darkness: street lights present a
 E 491,328 Dry
 N 98,797 Fine without high winds
 30 mph

Causation Factor:

1st: Careless/Reckless/In a hurry

2nd: Impaired by alcohol

3rd: Passing too close to cyclist, horse rider or pedestrian

4th: Careless/Reckless/In a hurry

Participant:

Casualty 1

Vehicle 1

Vehicle 1

Vehicle 1

Confidence:

Very Likely

Possible

Possible

Possible

PEDESTRIAN WAS WALKING EAST ALONG NORTH SIDE OF ROAD WHICH HAS NO PAVEMENT WHEN V1 HAS DRIVEN OVER HER RIGHT FOOT CAUSING HER TO TWIST AROUND HIT THE WALL AND FALL TO THE ROAD. V1 HAS CONTINUED WITHOUT STOPPING

1600264 Thursday U ROSE GREEN ROAD BOGNOR AT 14/01/2016 JUNCTION OF U GROSVENOR
 R1: U 1117hrs GARDENS
 R2: U Daylight:street lights present
 E 490,199 Dry
 N 99,259 Fine without high winds
 30 mph

Causation Factor:

1st: Failed to signal/Misleading signal

2nd: Failed to judge other persons path or speed

Participant:

Vehicle 1

Vehicle 2

Confidence:

Very Likely

Very Likely

VEH 2 WAITING TO EXIT ROSE GREEN ROAD ONTO GROSVENOR GARDENS. VEH 1 TRAVELLING EAST TOWARDS JUNCTION AND DISPLAYING LEFT HAND INDICATOR. VEH 2 PULLED OUT ON SEEING INDICATOR AND VEH 1 CONTINUED STRAIGHT AHEAD INTO PATH OF VEH 2.

Details of Personal Injury Accidents for Period - 01/01/2014 to 31/12/2018 (60) months

Selection: Notes:

Selected using Manual Selection

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

1602743 Monday U GOSSAMER LANE BOGNOR REGIS 09/05/2016 AT JUNCTION OF U ALDWICK ROAD
R1: U 1850hrs
R2: U Daylight:street lights present
E 491,176 Dry
N 98,880 Fine without high winds
 30 mph

Causation Factor:

1st: Failed to look properly
2nd: Failed to judge other persons path or speed

Participant:
 Vehicle 1
 Vehicle 1

Confidence:
 Very Likely
 Very Likely

PEDAL CYCLIST ENTERED ROUNDABOUT TRAVELLING SOUTH TO NORTH,VEHICLE ENTERED ROUNDABOUT TRAVELLING EAST TO WEST STRUCK PEDAL CYLIST AS THEY ENTERED ROUNDABOUT CAUSING CYLIST TO FALL OFF BIKE CAUSING INJURY, HENCE REPORT BEING SUBMITTED. DRIVER ADMITTED F
 AULT AT SCENE AND DETAILS WERE EXCHANGED.

1506397 Sunday U GOSSAMER LANE BOGNOR AT 01/11/2015 JUNCTION OF U SEFTON AVENUE
R1: U 1200hrs OUTSIDE 37 GOSSAMER LANE
R2: U Daylight:street lights present
E 490,796 Dry
N 99,079 Fine without high winds
 30 mph

Causation Factor:

1st: Failed to look properly

Participant:
 Vehicle 1

Confidence:
 Very Likely

VEHICLE 2 WAS PARKED ON THE STREET THE DRIVER OF VEHICLE 1 DIDNT SEE IT AND DROVE INTO THE BACK OF VEHICLE 2

1603220 Thursday U HEWARTS LANE BOGNOR REGIS 02/06/2016 25M WEST OF U ROSE GREEN ROAD
R1: U 0900hrs OUTSIDE 30
R2: U Daylight:street lights present
E 490,594 Dry
N 99,357 Fine without high winds
 30 mph

Causation Factor:

1st: Loss of control

Participant:
 Vehicle 1

Confidence:
 Very Likely

V1 WAS TRAVELLING WEST ON HEWARTS LANE, ALDWICK, BOGNOR REGIS. V1 PASSED THE JUNCTION OF ROSE GREEN RD ON THE NEAR SIDE. APPROX 20 METRES PAST JUNCTION THERE WAS A PARKED VAN, DETAILS NOT KNOWN. V1 APPLIED THE REAR BRAKE TO THE MOTORCYCLE AS THERE WAS ON
 COMING TRAFFIC AND NEEDED TO GIVE WAY. THE REAR WHEEL TO V1 LOCKED CAUSING V1 TO MOUNT THE KERB AND COLLIDE WITH A HEDGE. NO DAMAGE TO HEDGE OR OTHER VEHICLES. V1 HAS MINOR DAMAGE. RIDER OF V1 HAS GAZING TO RIGHT LEG.

Details of Personal Injury Accidents for Period - 01/01/2014 to 31/12/2018 (60) months

Selection: Notes:

Selected using Manual Selection

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

1602515 Sunday U HARBOUR VIEW ROAD PAGHAM Veh 1 Car Going ahead SW to NE Ped M 32 Serious
01/05/2016 107M SOUTH OF U SUSSEX DRIVE Veh 1 Car Going ahead SW to NE Ped M 35 Slight
R1: U 0139hrs
Darkness: street lights present b
E 489,093 Dry
N 98,079 Fine without high winds
30 mph

Causation Factor:

Participant:

Confidence:

1st: Impaired by alcohol Vehicle 1 Very Likely
2nd: Impaired by drugs (illicit or medicinal) Vehicle 1 Very Likely
3rd: Careless/Reckless/In a hurry Vehicle 1
FEMALE PEDESTRIAN FELL INTO CARRIAGEWAY FOR REASON UNKNOWN. TWO MALES WENT TO HER AID. WHILE DEALING WITH HER, THEY WERE STRUCK BY A VEHICLE THAT FAILED TO STOP. ONE OF THE PEDESTRIANS SUSTAINED LIFE THREATENING INJURIES.

1604729 Sunday U SEFTER ROAD BOGNOR REGIS AT Veh 1 Car Turning left E to S Ped F 20 Serious
07/08/2016 JUNCTION OF U PAGHAM ROAD
R1: U 1554hrs
R2: U Daylight:street lights present
E 489,474 Dry
N 99,535 Fine without high winds
60 mph

Causation Factor:

Participant:

Confidence:

1st: Failed to look properly Casualty 1 Very Likely
PEDESTRIAN/ CASUALTY(1) CROSSES C44 PAGHAM ROAD, ENTERS SEFTER ROAD ON NORTH SIDE OF GRASS VERGE, INTENDING TO CROSS ROAD ONTO SOUTH SIDE OF ROAD, VEH(1) TRAVELLING SOUTH ON C44 TURNS LEFT INTO SEFTER ROAD WITH LIMITED VIEW. PEDESTRIAN/1 STEPS OF VERGE DIRECTLY INTO PATH OF VEH/1, GOES UP BONNET AND HITS FRONT OF HEAD ON FRONT NEAR SIDE WINDSCREEN AND IS THEN THROWN TO ROAD SURFACE.

1605122 Tuesday U GOSSAMER LANE BOGNOR REGIS Veh 1 Taxi Going ahead NE to SW
23/08/2016 AT JUNCTION OF U ALDWICK ROAD Veh 2 Pedal cycle Going ahead NW to SE Dri F 22 Slight
R1: U 2345hrs
R2: U Darkness: street lights present a
E 491,198 Wet/Damp
N 98,878 Raining without high winds
30 mph

SLIGHT INJURY TAXI V PEDAL CYCLE. PEDAL CYCLIST TRAVELLING SOUTH EAST ON GOSSAMER LANE ROUNDABOUT JUNCTION WITH ALDWICK ROAD. V1 HAS PULLED OUT OF THE ALDWICK ROAD JUNCTION AND HAS COLLIDED WITH THE LEFT SIDE OF THE CYCLIST WHO HAS FALLEN INTO THE ROAD.
V1 HAS STOPPED AT SCENE A EXCHANGED PARTIAL DETAILS.

Details of Personal Injury Accidents for Period - 01/01/2014 to 31/12/2018 (60) months

Selection: Notes:

Selected using Manual Selection

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

1607385 Wednesday U BARRACK LANE BOGNOR REGIS Veh 1 Pedal cycle Going ahead W to E Dri F 21 Slight
07/12/2016 AT JUNCTION OF U ALDWICK Veh 2 Car Going ahead N to S
R1: U 1700hrs STREET
R2: U Darkness: street lighting unkno
E 491,182 Wet/Damp
N 98,859 Other
30 mph

Causation Factor:

Participant:

Confidence:

1st: Failed to look properly

Casualty 1

Very Likely

DRIVER OF V2 COMING SOUTH ACROSS ROUNDABOUT FROM ALDWICK ROAD INTO BARRACK LANE, EXITED THE ROUNDABOUT AT WHICH POINT A CYCLIST (V1) HAS COME FROM THE RIGHT HAND SIDE BETWEEN TWO LIT TRAFFIC BOLLARDS (INDICATING THAT THEY HAVE BEEN RIDING ON THE PAVEMENT). CYCLIST HAS NOT HAD ANY LIGHTS OR HI-VISIBILITY CLOTHING AND HAS RIDDEN OUT IN FRONT OF V2. V2 HAS HIT CYCLIST CAUSING RIDER TO FALL INTO ROAD AND BANG HEAD. ROAD SURFACE DAMP, DARKNESS, VISIBILITY DIFFICULT.

1607536 Monday U GOOSAMER LANE BOGNOR REGIS Veh 1 Car Going ahead NWto SE Dri M 76 Serious
12/12/2016 AT JUNCTION OF U ALDWICK Veh 2 Car Going ahead SE to NW Dri F 38 Slight
R1: U 0815hrs STREET
R2: U Daylight:street lights present
E 491,161 Dry
N 98,889 Fine without high winds
30 mph

Causation Factor:

Participant:

Confidence:

1st: Illness or disability, mental or physical

Vehicle 1

Very Likely

V1 TRAVELLING SOUTH ON APPROACH TO ROUNDABOUT HAS A BELIEVED MEDICAL EPISODE AND HIT V2 OFFSIDE TO OFFSIDE. INJURIES RECEIVED AS A RESULT OF THE COLLISION.

1605648 Friday U ROSE GREEN ROAD BOGNOR Veh 1 Car Going ahead S to N Ped M 13 Slight
16/09/2016 REGIS AT JUNCTION OF U HEWARTS
R1: U 1920hrs LANE
R2: U Darkness: street lights present a
E 490,631 Dry
N 99,337 Fine without high winds
30 mph

Causation Factor:

Participant:

Confidence:

1st: Failed to look properly

Casualty 1

Very Likely

2nd: Crossed road masked by stationary veh

Casualty 1

Very Likely

VEHICLE 1 TRAVELLING NORTH. PEDESTRIAN MESSING ABOUT WITH FRIENDS ON THE ROADSIDE STEPS OUT INTO THE ROAD AND VEHICLE 1 RUNS OVER FOOT CAUSING MINOR INJURY.

Details of Personal Injury Accidents for Period - 01/01/2014 to 31/12/2018 (60) months

Selection: Notes:

Selected using Manual Selection

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

1606214 Sunday U HEWARTS LANE BOGNOR AT
16/10/2016 JUNCTION OF U BP SERVICE
R1: U 1742hrs STATION
R2: U Daylight:street lights present
E 490,652 Dry
N 99,380 Fine without high winds
30 mph

Veh 1 Car Going ahead W to NE Dri M 26 Slight
Veh 1 Car Going ahead W to NE FSP M 21 Slight
Veh 2 Car Going ahead W to NE
Veh 3 Car Turning right S to NE Dri F 19 Slight
Veh 4 Car Going ahead NE to W

Causation Factor:

1st: Exceeding speed limit

2nd: Impaired by drugs (illicit or medicinal)

Participant:

Vehicle 1

Vehicle 1

Confidence:

Very Likely

Very Likely

VEHICLE 1 FAILED TO STOP FOR POLICE, AS V1 PASSED THE JUNCTION OF ROSE GREEN ROAD V3 PULLED OUT FROM THE FORECOURT OF THE BP PETROL STATION IN THE PATH OF V1. V1 AND V3 COLLIDED, SUBSEQUENTLY V1 LOST CONTROL AND LEFT THE CARRIAGEWAY ON THE OFFSIDE AND RO
LLED. V4 WAS STRUCK BY DEBRIS FROM THE COLLISION

1701557 Monday U NYETIMBER LANE BOGNOR REGIS
20/03/2017 AT JUNCTION OF U CARLTON
R1: U 1353hrs AVENUE OUTSIDE AT JUNCTION
R2: U Daylight:street lights present
E 490,255 Wet/Damp
N 98,881 Raining without high winds
30 mph

Veh 1 Car Wait to turn right N to SW
Veh 2 Car Going ahead SW to NE Dri F 73 Serious

Causation Factor:

1st: Inexperienced or learner driver/rider

2nd: Junction overshoot

3rd: Failed to look properly

4th: Swerved

5th: Failed to judge other persons path or speed

Participant:

Vehicle 1

Vehicle 1

Vehicle 1

Vehicle 2

Vehicle 2

Confidence:

Possible

Possible

Possible

Possible

Possible

FRONT OF V1 AT GIVE WAY JUNCTION HAS COLLIDED WITH NEARSIDE OF V2 PASSING INFRONT OF IT CAUSING LOSS OF CONTROL OF V2 INTO LAMP POST TO NEARSIDE VERGE

1701956 Saturday U PAGHAM ROAD PAGHAM AT
08/04/2017 JUNCTION OF U PRIVATE
R1: U 2045hrs DRIVEWAY
R2: U Darkness:street lights present a
E 488,670 Dry
N 97,653 Fine without high winds
30 mph

Veh 1 Car O/take m/veh o/side W to E Dri F 31 Slight
Veh 1 Car O/take m/veh o/side W to E FSP M 29 Slight
Veh 2 Car Stopping W to S

Causation Factor:

1st: Failed to look properly

Participant:

Vehicle 1

Confidence:

Very Likely

V2 TRAVELING EAST ON CHURCH LANE INDICATING TO TURN RIGHT INTO A DRIVE WAY, V1 HAS OVERTAKEN ON THE OFFSIDE CLIPPING THE FRONT OFFSIDE WING OF V2 AS IT HAS BEGUN TURNING, V1 HAS THEN LEFT THE CARRIAGE WAY

Details of Personal Injury Accidents for Period - 01/01/2014 to 31/12/2018 (60) months

Selection: Notes:

Selected using Manual Selection

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

1702387 Saturday U RODE GREEN ROAD BOGNOR REGIS AT JUNCTION OF U PARKING AREA TO POST OFFICE OUTSIDE O/S
 29/04/2017 0845hrs
 R1: U Daylight:street lights present
 R2: U Dry
 E 490,620 Fine without high winds
 N 99,192 30 mph

Causation Factor: Participant: Confidence:
 1st: Failed to look properly Vehicle 1 Possible
 AMBULANCE ATTENDED AN ELDERLY FEMALE ON THE FLOOR OUTSIDE THE POST OFFICE, WHO MAY HAVE BEEN KNOCKED OVER BY A VEHICLE THAT WAS REVERSING OUT OF A PARKING SPACE. POSSIBLE VEHICLE INVOLVED HAS BEEN IDENTIFIED BUT DRIVER STATES THEY DID NOT HIT ANYONE. NO CCTV OR WITNESSES TO THE INCIDENT ARE KNOWN OF AT THIS TIME.

1704048 Wednesday U PAGHAM ROAD PAGHAM 200M SOUTH OF U LOWER BOGNOR ROAD OUTSIDE BARFOOTS
 19/07/2017 0830hrs
 R1: U Daylight:street lights present
 E 489,425 Wet/Damp
 N 100,467 Fine without high winds
 60 mph

Causation Factor: Participant: Confidence:
 1st: Sudden braking Vehicle 1 Very Likely
 2nd: Loss of control Vehicle 1 Very Likely
 V1 CAME UP BEHIND STATIONARY TRAFFIC AND APPLIED HEAVY BRAKING CAUSING THE VEHICLE TO LOSE CONTROL AND LEAVE THE ROAD TO THE NEARSIDE.

1704917 Monday U BARRACK LANE BOGNOR REGIS AT JUNCTION OF U ALDWICK ROAD
 28/08/2017 1900hrs
 R1: U Daylight:street lights present
 R2: U Dry
 E 491,182 Fine without high winds
 N 98,883 30 mph

V1 TRAVELLING EAST ON APPROACHED TO R/A COLLIDED WITH FEMALE CYCLIST ON R/A WHO WAS TRAVELING N/EAST MINOR INJURY.

Details of Personal Injury Accidents for Period - 01/01/2014 to 31/12/2018 (60) months

Selection: Notes:

Selected using Manual Selection

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

1705351 Friday B2166 PAGHAM ROAD BOGNOR REGIS AT JUNCTION OF U SEFTER ROAD
 R1: B 2166 22/09/2017 0851hrs
 R2: U Daylight:street lights present
 E 489,452 Wet/Damp
 N 99,537 Fine without high winds
 60 mph

Causation Factor:

1st: Inexperienced or learner driver/rider

Participant:

Vehicle 2

Confidence:

Possible

VEH 2 RIDING HIS MOPED SOUTH ALONG PAGHAM ROAD. STATES A BLUE BMW PULLED OUT WHICH HE HAD TO SWERVE AROUND AND IN DOING SO LOST CONTROL AND CAME OFF OF THE MOPED. THIS CAUSED A BROKEN COLLAR BONE.

1707252 Wednesday U ALDWICK ROAD BOGNOR REGIS 30M NORTH OF U PRIVATE ENTRANCE ACCESS ROAD
 R1: U 20/12/2017 2030hrs
 E 491,316 Wet/Damp
 N 99,132 Raining without high winds
 30 mph

Causation Factor:

1st: Failed to look properly

2nd: Failed to judge other persons path or speed

3rd: Poor turn or manoeuvre

Participant:

Vehicle 1

Vehicle 1

Vehicle 1

Confidence:

Very Likely

Very Likely

VEHICLE 1 ENTERED CARRIAGEWAY FROM ACCESS ROAD TO WEST SIDE OF CARRIAGEWAY, NOT SEEING CYCLIST TRAVELLING SOUTH, COLLIDED WITH CYCLIST CAUSING SERIOUS INJURY X2 BROKEN HANDS REQUIRING OPERATION. WEATHER CONDITIONS WERE WET AND ROAD IS UNLIT, 30 MPH SPEED LIMIT.

1506466 Tuesday B2166 PAGHAM ROAD BOGNOR REGIS 38M SOUTH OF U UNAMED ROAD OUTSIDE PO20 1LN
 R1: B 2166 03/11/2015 1645hrs
 E 489,553 Dry
 N 100,805 Fine without high winds
 30 mph

Causation Factor:

1st: Sudden braking

Participant:

Vehicle 1

Confidence:

Possible

VEH 2 WAS TRAVELLING NORTH ALONG THE PAGHAM ROAD WHEN IT SLOWED DOWN TO LET ANOTHER VEHICLE OUT OF A SIDE ROAD (V4). VEH 1 THEN STRUCK THE REAR OF VEH 2. VEH 3 THEN STRUCK THE REAR OF VEH 1. SLIGHT INJURY CAUSED TO THE TWO OCCUPANTS OF VEH 1. THESE WERE BOTH SORENESS TO THE BACK AREA.

Details of Personal Injury Accidents for Period - 01/01/2014 to 31/12/2018 (60) months

Selection: Notes:

Selected using Manual Selection

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

1702178 Thursday U DRIFT ROAD BOGNOR REGIS AT JUNCTION OF U LEONORA DRIVE
20/04/2017
R1: U 1825hrs
R2: U Daylight:street lights present
E 489,765 Dry
N 98,959 Fine without high winds
30 mph

Causation Factor: **Participant:** **Confidence:**
1st: Failed to look properly Vehicle 1 Very Likely
V2 WAS TRAVELLING WEST ON DRIFT ROAD, PAGHAM, BOGNOR REGIS. AS V2 APPROACHED THE JUNCTION OF LEONORA DRIVE ON THE NEAR SIDE A PERSON ON A PEDAL CYCLE V1CAME OUT OF THE JUNCTION INTO DRIFT ROAD IN FRONT OF V2 WITH OUT STOPPING, CAUSING V2 TO HIT THE PEDAL CYCLIST.

1801249 Saturday B2166 LAGNESS ROAD BOGNOR REGIS AT JUNCTION OF U SEFTER ROAD
03/03/2018
R1: B 2166 0924hrs
R2: U Daylight:street lights present
E 489,457 Wet/Damp
N 99,541 Fine without high winds
60 mph

Causation Factor: **Participant:** **Confidence:**
1st: Junction restart Vehicle 1 Very Likely
2nd: Failed to judge other persons path or speed Vehicle 1 Very Likely
V1 TURNED RIGHT OUT OF SEFTER ROAD ONTO LAGNESS ROAD. V2 WAS HEADING NORTHBOUND ON LAGNESS ROAD AND COLLIDED WITH V1 CAUSING V2 TO LOSE CONTROL INTO A DITCH.

1800731 Thursday U PAGHAM ROAD PAGHAM AT JUNCTION OF U HOOK LANE
08/02/2018
R1: U 1007hrs
R2: U Daylight:street lights present
E 489,301 Frost/Ice
N 98,848 Fine without high winds
30 mph

Causation Factor: **Participant:** **Confidence:**
1st: Slippery road (due to weather) Vehicle 1 Possible
VEHICLE ONE HEADING NORTH FOR UNKNOWN REASON LOST CONTROL AND SLID ALONG CARRIAGEWAY. MINOR INJURIES.

Details of Personal Injury Accidents for Period - 01/01/2014 to 31/12/2018 (60) months

Selection: Notes:

Selected using Manual Selection

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

1802319 Monday U NYETIMBER LANE BOGNOR REGIS Veh 1 Car Going ahead N to S Ped F 72 Slight
30/04/2018 AT JUNCTION OF U CARLTON AVE
R1: U 1515hrs OUTSIDE J/W
R2: U Daylight: street lights present
E 490,247 Wet/Damp
N 98,880 Raining without high winds
30 mph

V1 SOUTH ON CARLTON AVE TOWARDS J/W NYETIMBER LANE CASUALTY WAS SOUTHBOUND ON WEST SIDE OF NYETIMBER LANE CROSSING THE J/W CARLTON AVE V1 WAS UNABLE TO TURN LEFT DUE TO TRAFFIC ON NYETIMBER LANE CASUALTY FELT THAT V1 HAD SEEN HER & WAS STOPPING SHORT TO ALLOW HER TO CROSS BUT HIT HER CAUSING HER TO FALL

1802238 Wednesday C44 PAGHAM ROAD PAGHAM 819M Veh 1 Car O/take m/veh o/side S to N Dri M 46 Slight
25/04/2018 NORTH OF U SEFTER ROAD Veh 1 Car O/take m/veh o/side S to N FSP M 53 Serious
R1: C 44 2038hrs Veh 2 Car Going ahead N to S Dri M 51 Serious
Darkness: no street lighting Veh 3 Car Going ahead S to N
E 489,426 Wet/Damp
N 100,368 Fine without high winds
60 mph

Causation Factor: **Participant:** **Confidence:**
1st: Impaired by drugs (illicit or medicinal) Vehicle 1 Very Likely
2nd: Failed to look properly Vehicle 1 Very Likely
V1 TRAVELLING NORTH ON PAGHAM ROAD, PERFORMED OVERTAKE ON V3, COLLIDING WITH ONCOMING V2 TRAVELLING SOUTHBOUND.SERIOUS INJURY CAUSED TO PASSENGER OF VEH 1.

1802712 Thursday U NYETIMBER LANE ROSE GREEN Veh 1 Car U turn E to E
17/05/2018 AT JUNCTION OF U LEONORA DRIVE Veh 2 Pedal cycle Going ahead E to W Dri M 51 Slight
R1: U 2206hrs OUTSIDE AT JUNCTION
R2: U Darkness: street lights present a
E 489,810 Dry
N 98,551 Fine without high winds
30 mph

Causation Factor: **Participant:** **Confidence:**
1st: Failed to look properly Vehicle 1 Possible
V1 TRAVELLING WEST ALONG NYETIMBER LANE, PULLED OVER TO NEARSIDE. V2, PEDAL CYCLE, ALSO TRAVELLING WEST BEGINS TO OVERTAKE V1 ON OFFSIDE. V1 CONDUCTS 'U' TURN MANOEUVRE, COLLIDING WITH V2

Details of Personal Injury Accidents for Period - 01/01/2014 to 31/12/2018 (60) months

Selection: Notes:

Selected using Manual Selection

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

1804479 Friday U GOSSAMER LANE BOGNOR REGIS. Veh 1 Pedal cycle Going ahead W to E Dri M 79 Slight
 10/08/2018 AT JUNCTION OF U AIGBURTH Veh 2 Car Going ahead W to E
 R1: U 1039hrs AVENUE OUTSIDE AT JUNCTION AS
 R2: U Daylight:street lights present
 E 490,672 Wet/Damp
 N 99,144 Raining without high winds
 30 mph

Causation Factor:

Participant:

Confidence:

1st: Failed to look properly Vehicle 1 Very Likely
 V1 (PEDAL CYCLE) WAS RIDING ON PAVEMENT ON SOUTH SIDE OF GOSSAMER LANE HEADING EAST. V2 (CAR) WAS ALSO HEADING EAST IN GOSSAMER LANE. V1 ENTERED ROAD TO CONTINUE JOURNEY AND THIS WAS DONE INTO THE PATH OF V1 CAUSING COLLISION.

1804583 Thursday U PAGHAM ROAD CHICHESTER Veh 1 M/C > 500 cc O/take m/veh o/side N to S Dri M 28 Slight
 16/08/2018 300M NORTH OF U SEFTER ROAD Veh 2 Car O/take m/veh o/side N to S
 R1: U 2132hrs Veh 3 Car Going ahead N to S
 Darkness: no street lighting
 E 489,406 Dry
 N 100,034 Fine without high winds
 60 mph

Causation Factor:

Participant:

Confidence:

1st: Failed to judge other persons path or speed Vehicle 1 Very Likely
 2nd: Failed to judge other persons path or speed Vehicle 2 Very Likely
 3rd: Failed to look properly Vehicle 2
 APPARENTLY VEH'S 1 & 2 WENT FOR AN OVERTAKE ON VEH 3 AT THE SAME TIME WHICH CAUSED THE RIDER OF VEH 1 TO TAKE EVASIVE ACTION ONTO THE OFFSIDE GRASS VERGE. VEH 1 LOST CONTROL AND ITS RIDER FELL TO THE GROUND CAUSING THE DAMAGE AND INJURY SHOWN.

1805503 Friday U ALDWICK ROAD BOGNOR REGIS Veh 1 Car Wait to turn right N to W
 05/10/2018 AT JUNCTION OF U WESTMINSTER Veh 2 Pedal cycle Going ahead S to N Dri M 48 Slight
 R1: U 1407hrs DRIVE
 R2: U Daylight:street lights present
 E 491,307 Dry
 N 99,108 Fine without high winds
 30 mph

V1 TRAVELLING SOUTH ON ALDWICK ROAD, STOPPING AT THE JUNCTION OF WESTMINSTER DRIVE, IN ORDER TO TURN RIGHT INTO WESTMINSTER DRIVE. V2 TRAVELLING NORTH ALONG ALDWICK ROAD, APPROACHING THE JUNCTION OF WESTMINSTER DRIVE WHEN V1 HAS PULLED ACROSS HIS PATH CA
 USING V2 TO IMPACT WITH THE FRONT OF V1 AND THE RIDER GOING THROUGH THE FRONT WINDSCREEN OF V1, CAUSING AT THIS TIME OF WRITING MINOR INJURY

Details of Personal Injury Accidents for Period - 01/01/2014 to 31/12/2018 (60) months

Selection: Notes:
Selected using Manual Selection

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

1806852 Monday U GOSSAMER LANE BOGNOR REGIS Veh 1 Car Going ahead NW^{to} SE Ped M 13 Serious
10/12/2018 AT JUNCTION OF U SEFTON AVENUE
R1: U 0755hrs
R2: U Daylight:street lights present
E 490,749 Dry
N 99,111 Fine without high winds
30 mph

Causation Factor: Participant: Confidence:
1st: Failed to look properly Casualty 1 Very Likely
VEHICLE 1 TRAVELLING FROM NORTH WEST TO SOUTH EAST ON SINGLE LANE CARRIAGEWAY APPROACHING SEFTON AVENUE.
FEMALE CHILD PEDESTRIAN WITHOUT LOOKING STEPS IN FRONT OF VEHICLE. VEHICLE STRIKES PEDESTRIAN CAUSING INJURY

B2166 – Pagham – RPSGroup

Collision report 01/01/2014 – 31/12/2018

Date produced
05 February 2019

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

Safer Roads
Safer Communities
Sharing the Responsibility

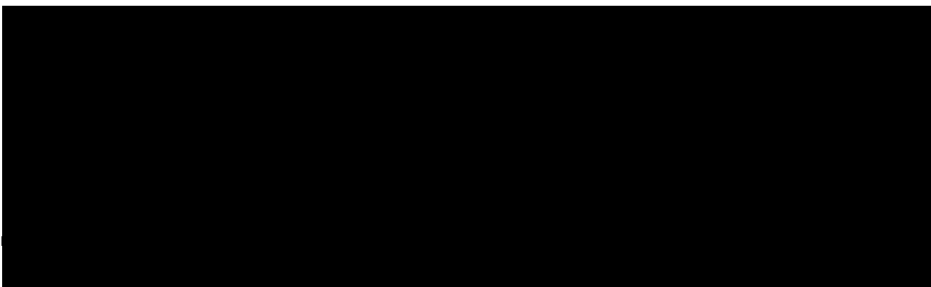
Produced by Sussex Safer Roads Partnership on behalf of Sussex Police

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

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

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

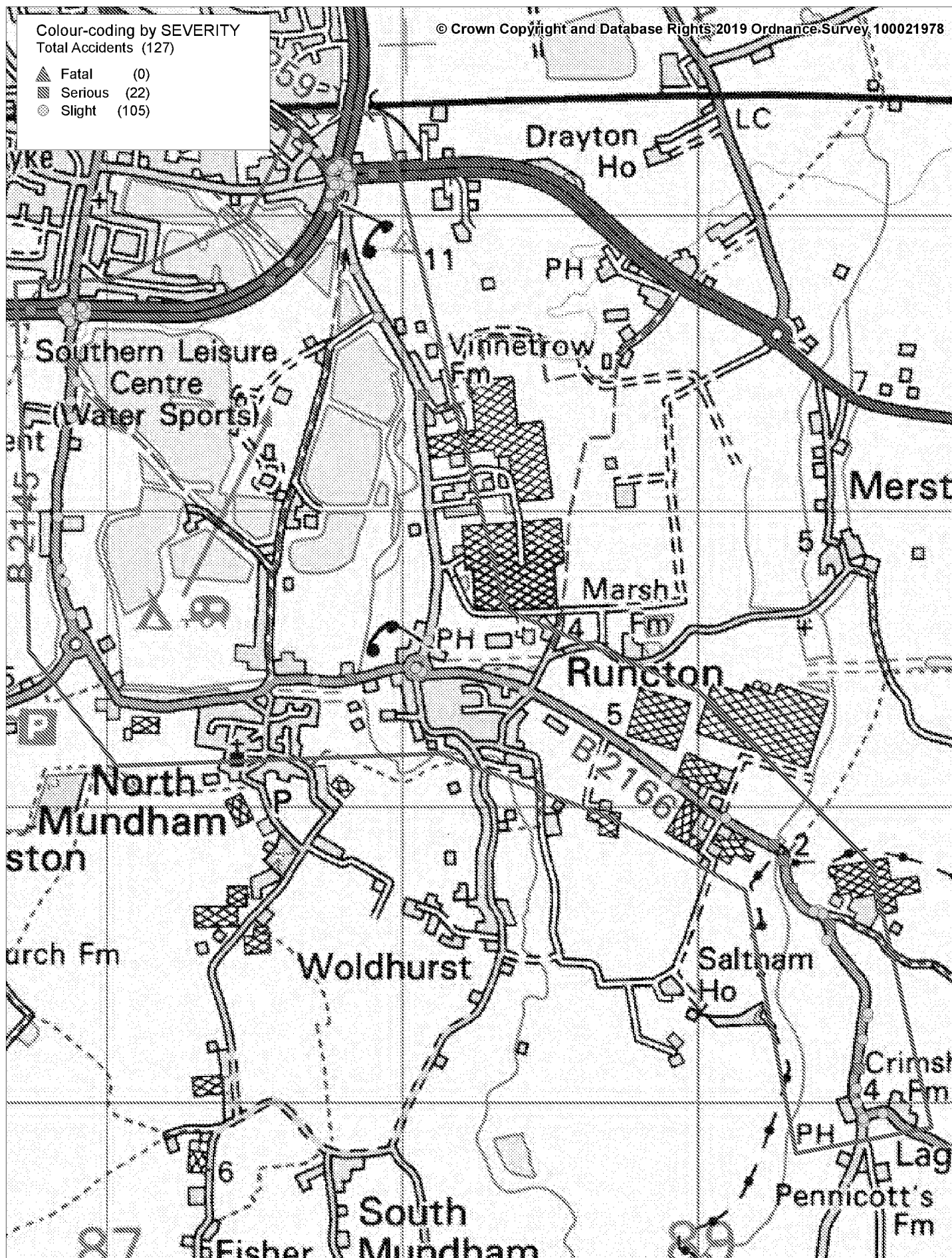
For further information:



Colour-coding by SEVERITY
Total Accidents (127)

- ▲ Fatal (0)
- Serious (22)
- Slight (105)

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Sussex Safer Roads
PARTNERSHIP

B2166
Collision Dates 01/01/2014 - 31/12/2018
RPS Group

SCALE	1 : 17000
DATE	05/02/2019
DRAWING No.	
DRAWN BY	

Details of Personal Injury Accidents for Period - 01/01/2014 to 31/12/2018 (60) months

Selection: Notes:

Selected using Manual Selection

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

1400122 Thursday A259 BOGNOR ROAD CHICHESTER Veh 1 Car Going ahead S to N Dri F 58 Slight
09/01/2014 72M NORTH OF U QUARRY LANE Veh 2 Goods < 3.5t Going ahead S to N
R1: A 259 0805hrs
Daylight: street lights present
E 487,642 Wet/Damp
N 104,281 Fine without high winds
30 mph

Causation Factor:

Participant:

Confidence:

1st: Failed to judge other persons path or speed

Vehicle 1

Possible

2nd: Sudden braking

Vehicle 2

Possible

VEHICLE 2 TRAVELLING NORTH ON A259, VEHICLE 1 TRAVELLING BEHIND VEHICLE 2. FOR UNKNOWN REASON VEHICLE 1 COLLIDES WITH REAR OF VEHICLE 2.

1400476 Saturday B2166 LAGNESS ROAD CHICHESTER Veh 1 Car Going ahead W to E
25/01/2014 AT JUNCTION OF U VINNETROW Veh 2 M/C > 500 cc Turning right E to N Dri M 66 Slight
R1: B 2166 1421hrs
ROAD
R2: U Daylight: street lights present
E 488,049 Dry
N 102,470 Fine without high winds
30 mph

Causation Factor:

Participant:

Confidence:

1st: Failed to look properly

Vehicle 1

Very Likely

V1 APPROACHED ROUNDABOUT AND FAILED TO SEE THAT V2 WAS ALREADY NEGOTIATING THE ROUNDABOUT PRIOR TO MOVING OFF AND STRUCK THE NEARSIDE OF V2.

1400740 Thursday B2145 HUNSTON ROAD HUNSTON Veh 1 Car Going ahead S to N
06/02/2014 25M NORTH OF B2166 HUNSTON Veh 2 Car Going ahead N to S Dri F 49 Slight
R1: B 2145 1750hrs
OUTSIDE ELECTRICITY SUBSTATION
Darkness: no street lighting
E 486,882 Wet/Damp
N 102,650 Raining without high winds
40 mph

Causation Factor:

Participant:

Confidence:

1st: Junction restart

Vehicle 1

Very Likely

VEH1 TRAVELLING NORTHBOUND HAVING COME OFF ROUNDABOUT STRAYED INTO SOUTHBOUND LANE STRIKING SIDE OF VEH2. FAILED TO STOP AT SCENE.

Details of Personal Injury Accidents for Period - 01/01/2014 to 31/12/2018 (60) months

Selection: Notes:

Selected using Manual Selection

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

1401007 Saturday B2166 LAGNESS ROAD BOGNOR REGIS 70M NORTH OF U LOWER BOGNOR ROAD
 R1: B 2166 22/02/2014 0815hrs
 E 489,546 Daylight:street lights present
 N 101,116 Wet/Damp
 Fine without high winds
 60 mph

Causation Factor:

1st: Deposit on road (eg oil, mud, chippings)
 2nd: Slippery road (due to weather)
 3rd: Travelling too fast for conditions

Participant:

Vehicle 1
 Vehicle 1
 Vehicle 1

Confidence:

Very Likely
 Very Likely

VEHICLE ONE COLLIDED WITH FRONT OFFSIDE OF VEHICLE 2 TRAVELLING IN THE OPPOSITE DIRECTION. VEHICLE 1 THEN LEFT THE NEAR SIDE OF THE ROAD AND INTO A DITCH.

1401438 Sunday A27 CHICHESTER AT JUNCTION OF B2145 WHYKE ROAD
 R1: A 27 16/03/2014 0703hrs
 R2: B 2145 Daylight:street lights present
 E 486,932 Dry
 N 103,692 Fine without high winds
 70 mph

Causation Factor:

1st: Dazzling sun

Participant:

Vehicle 1

Confidence:

Very Likely

VEHICLE NEGOTIATING ROUNDABOUT TRAVELLING EAST. DRIVER DAZZLED BY BRIGHT SUNLIGHT AND LOST CONTROL COLLIDING WITH A LAMP POST.

1401374 Wednesday B2166 PAGHAM ROAD CHICHESTER AT JUNCTION OF B2166 LOWER BOGNOR ROAD OUTSIDE ROYAL
 R1: B 2166 12/03/2014 1749hrs
 R2: B 2166 Daylight:street lights present
 E 489,564 Dry
 N 100,935 Fine without high winds
 60 mph

Causation Factor:

1st: Junction overshoot
 2nd: Failed to look properly

Participant:

Vehicle 1
 Vehicle 1

Confidence:

Very Likely
 Very Likely

V1 FAILED TO SEE THE APPROACHING CYCLIST (V2), AND STARTED TO PULL OUT OF JUNCTION. V2 STRUCK THE FRONT OFF SIDE DOOR BEFORE COMING TO REST.

Details of Personal Injury Accidents for Period - 01/01/2014 to 31/12/2018 (60) months

Selection: Notes:

Selected using Manual Selection

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

1401451 Sunday A27 CHICHESTER AT JUNCTION OF A259 BOGNOR ROAD OUTSIDE BOGNOR BRIDGE RA
 R1: A 27 16/03/2014 1922hrs
 R2: A 259 Darkness: street lights present a
 E 487,809 Dry
 N 104,156 Fine without high winds 70 mph

Causation Factor:

1st: Careless/Reckless/In a hurry

2nd: Careless/Reckless/In a hurry

2 VEHICLES ENTER RA, COLLIDE RESULTING IN V1 OVERTURNING

Participant:

Vehicle 1

Vehicle 2

Confidence:

Possible

Possible

1402888 Sunday A27 CHICHESTER AT JUNCTION OF A259
 R1: A 27 25/05/2014 1634hrs
 R2: A 259 Daylight:street lights present
 E 487,818 Dry
 N 104,146 Fine without high winds 70 mph

Causation Factor:

1st: Nervous/Uncertain/Panic

2nd: Failed to signal/Misleading signal

3rd: Failed to judge other persons path or speed

Participant:

Vehicle 1

Vehicle 1

Vehicle 2

Confidence:

Possible

Possible

BOTH V1 AND V2 ENTERED ONTO THE BOGNOR BRIDGE R/A FROM CHICHESTER ON THE BOGNOR ROAD. V1 WAS IN LANE 1 ON THE R/A AND V2 IN LANE 2. V2'S INTENTION WAS TO GO AHEAD ONTO THE A259 TOWARDS BOGNOR, V1 ONTO VINNETROW ROAD. V2 ANTICIPATED V1 TRAVELLING IN THE SAME DIRECTION, V1 CONTINUED AROUND THE R/A TOWARDS VINNETROW ROAD AND A COLLISION OCCURRED. V2 HIT V3 WAITING TO ENTER THE R/A.

1403612 Friday U VINNETROW ROAD CHICHESTER AT JUNCTION OF U PRIVATE ROAD ENTRANCE OUTSIDE LAKESIDE
 R1: U 27/06/2014 0907hrs
 R2: U Daylight:street lights present
 E 487,921 Dry
 N 103,656 Fine without high winds 40 mph

Causation Factor:

1st: Failed to judge other persons path or speed

Participant:

Vehicle 1

Confidence:

Very Likely

V2 TRAVELLING NORTH WHEN V1 HAS PULLED OUT OF A JUNCTION INTO THE PATH OF V2 WHO HAS TRIED TO TAKE AVOIDING ACTION BUT WAS UNABLE TO AVOID A COLLISION WITH V1.

Details of Personal Injury Accidents for Period - 01/01/2014 to 31/12/2018 (60) months

Selection: Notes:

Selected using Manual Selection

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

1400995 Friday A27 CHICHESTER AT JUNCTION OF Veh 1 Goods 3.5 - 7.5t O/take on n/side S to E
21/02/2014 A259 Veh 2 Car Going ahead S to N FSP F 42 Slight
R1: A 27 1125hrs Veh 2 Car Going ahead S to N RSP M 12 Slight
R2: A 259 Daylight:street lights present
E 487,792 Dry
N 104,180 Fine without high winds
70 mph

Causation Factor:

Participant:

Confidence:

1st: Poor turn or manoeuvre

Vehicle 1

Possible

2nd: Failed to signal/Misleading signal

Vehicle 1

Possible

V1 AND V2 WERE BOTH TRAVELLING EASTBOUND ON THE A27 ON THE CHICHESTER BYPASS APPROACHING THE ROUNDABOUT WITH THE A259. V1 WAS IN THE INSIDE LANE, V2 WAS IN THE OUTSIDE LANE. AS BOTH VEHICLES HAVE ENTERED THE ROUNDABOUT AT APPROXIMATELY THE SAME TIME, V2 HAS GONE TO CONTINUE STRAIGHT AHEAD AND V1 HAS CONTINUED TO DRIVE AROUND THE ROUNDABOUT WITH A VIEW TO TURN OFF TOWARDS BOGNOR ON THE A259. AS V2 HAS GONE TO EXIT THE ROUNDABOUT, THE REAR NEAR SIDE CORNER OF THE VEHICLE HAS COLLIDED WITH THE FRONT

1404013 Wednesday A27 CHICHESTER AT JUNCTION OF Veh 1 Car Change lane to right S to N Dri F 27 Slight
16/07/2014 A259 BOGNOR ROAD OUTSIDE Veh 2 Car Going ahead S to N
R1: A 27 1154hrs APPROX 30 YARDS EAST OF
R2: A 259 Daylight:street lights present
E 487,793 Dry
N 104,181 Fine without high winds
70 mph

Causation Factor:

Participant:

Confidence:

1st: Failed to look properly

Vehicle 1

Possible

2nd: Failed to judge other persons path or speed

Vehicle 1

Possible

V1 HAD EXITED BOGNOR BRIDGE RA IN LANE 1 OF THE A27 TRAVELLING NORTH. V2 WAS TRAVELLING IN LANE 2. V1 MOVED ACROSS INTO L2 AND COLLIDED WITH V2.

1404799 Wednesday B2166 LAGNESS ROAD CHICHESTER Veh 1 M/C < 125 cc Going ahead SE to NW Dri M 20 Slight
20/08/2014 AT JUNCTION OF U ENTANCE TO Veh 2 Car Turning right SE to NE
R1: B 2166 0827hrs RUNCTON FARM SHOP OUTSIDE
R2: U Daylight:street lights present
E 489,095 Dry
N 101,963 Fine without high winds
40 mph

Causation Factor:

Participant:

Confidence:

1st: Poor turn or manoeuvre

Vehicle 1

Very Likely

2nd: Failed to judge other persons path or speed

Vehicle 1

Very Likely

VEHICLE 2 TRAVELLING NORTH WEST APPROACHING ENTRANCE TO FARM SHOP, TURNING RIGHT IN TO RUNCTON FARM SHOP, VEHICLE 1 OVERTOOK VEHICLE 2 AND COLLIDED WITH THE SAME. MINOR INJURY TO M/C RIDER.

Details of Personal Injury Accidents for Period - 01/01/2014 to 31/12/2018 (60) months

Selection: Notes:

Selected using Manual Selection

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

1404978 Thursday A27 CHICHESTER AT JUNCTION OF B2145 OUTSIDE ON WHYKE ROUNDABOUT
R1: A 27 28/08/2014 1258hrs
R2: B 2145 Daylight:street lights present
E 486,920 Dry
N 103,684 Fine without high winds 70 mph

Veh 1 Goods > 7.5t Turning right W to S
Veh 2 Goods 3.5 - 7.5t Turning right S to E Dri M 35 Slight
Veh 2 Goods 3.5 - 7.5t Turning right S to E M 42 Slight
Veh 2 Goods 3.5 - 7.5t Turning right S to E M 94 Slight

Causation Factor: Participant: Confidence:
1st: Poor turn or manoeuvre Vehicle 1 Very Likely
VEHICLE 2 NEGOTIATING ROUNDABOUT LANE TWO, ABOUT TO EXIT TRAVELLING FROM SOUTH TO EAST LANE TWO, VEHICLE 1 FOREIGN HGV LEFT HAND DRIVE NEGOTIATED ROUNDABOUT LANE ONE FROM WEST TO SOUTH, VEHICLE 1 COLLIDED WITH VEHICLE 2 AS VEHICLE 2 WAS ON EXIT.

1404084 Friday A27 CHICHESTER BY PASS CHICHESTER AT JUNCTION OF B2145
R1: A 27 18/07/2014 1312hrs
R2: B 2145 Daylight:street lights present
E 486,924 Dry
N 103,660 Fine without high winds 70 mph

Veh 1 Car Turning left E to S
Veh 2 M/C > 125 cc Starting E to W Dri M 35 Serious

Causation Factor: Participant: Confidence:
1st: Failed to judge other persons path or speed Vehicle 1 Very Likely
VEHICLES 1 AND 2 WERE TRAVELLING WEST IN LANE 1 ON THE A27 AT CHICHESTER. VEHICLE 2 HAS APPROACHED THE WHYKE ROUNDABOUT AND HAS STOPPED TO GIVE WAY TO TRAFFIC USING THE ROUNDABOUT TRAVELLED DOWN THE NEARSIDE OF VEHICLE 2 RUNNING OVER THE FOOT OF THE RIDER OF VEHICLE 2.

1404823 Wednesday A27 CHICHESTER BY PASS CHICHESTER AT JUNCTION OF A259 BOGNOR ROAD OUTSIDE BOGNOR
R1: A 27 20/08/2014 1620hrs
R2: A 259 Daylight:street lights present
E 487,790 Dry
N 104,107 Fine without high winds 70 mph

Veh 1 Car Wait to turn right W to S
Veh 2 M/C > 500 cc Wait to turn right W to S Dri M 25 Serious

Causation Factor: Participant: Confidence:
1st: Inexperience with type of vehicle Vehicle 2 Possible
2nd: Careless/Reckless/In a hurry Vehicle 1 Possible
3rd: Failed to look properly Vehicle 1
V2 WAS IN LANE TWO INDICATING TO TURN RIGHT INTO BOGNOR ROAD WHEN MOTORCYCLE STALLED. V1, ALSO IN LANE TWO, HAS COLLIDED WITH REAR OF V2, CAUSING DAMAGE TO V2.

Details of Personal Injury Accidents for Period - 01/01/2014 to 31/12/2018 (60) months

Selection: Notes:

Selected using Manual Selection

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

1405569 Tuesday A259 BOGNOR ROAD CHICHESTER Veh 1 Car Going ahead E to SW
23/09/2014 AT JUNCTION OF A27 Veh 2 Car Going ahead S to E Dri M 25 Slight
R1: A 259 0722hrs
R2: A 27 Daylight:street lights present
E 487,815 Dry
N 104,152 Fine without high winds
30 mph

Causation Factor:

Participant:

Confidence:

1st: Poor turn or manoeuvre

Vehicle 1

Very Likely

V1 WAS IN THE LEFT HAND LANE (TWO CARRIAGEWAYS)APPROACHING THE ROUNDABOUT. VEH 2 WAS IN THE RIGHT HAND LANE OF THE SAME CARRIAGEWAY. AS THE VEHICLES ENTERED THE ROUNDABOUT, V1 TRIED TO TAKE THE FOURTH EXIT OF THE ROUNDABOUT (TO HEAD WESTBOUND ON THE A27) AND COLLIDED WITH V2 WHICH INTENDED TO GO STRAIGHT ON TOWARDS BOGNOR ON THE A259. VEHICLE 1 WAS CLEARLY IN THE WRONG LANE FOR ITS INTENDED DIRECTION OF TRAVEL. DAMAGE ONLY BELIEVED AT THE TIME, HOWEVER MINOR INJURY NOW REPORTED BY DRIVER OF V2.

1405051 Sunday A27 CHICHESTER 400M WEST OF Veh 1 Car Going ahead LH bend SW to N RSP F 16 Slight
31/08/2014 A259
R1: A 27 1039hrs
Daylight:street lights present
E 487,619 Dry
N 103,842 Fine without high winds
70 mph

Causation Factor:

Participant:

Confidence:

1st: Vehicle door opened or closed negligently

Casualty 1

Very Likely

VEHICLE TRAVELLING EAST ON A27 DUAL CARRIAGEWAY. REAR OFFSIDE PASSENGER UNCLIPS SEATBELT, OPENS PASSENGER DOOR AND EXITS VEHICLE AT APPROXIMATELY 30MPH CAUSING INJURY.

1405973 Sunday A27 WHYKE ROUNDABOUT Veh 1 Car Starting W to E
12/10/2014 CHICHESTER AT JUNCTION OF Veh 2 Pedal cycle Going ahead N to S Dri F 26 Slight
1130hrs B2145 HUNSTON ROAD OUTSIDE
R1: A 27
R2: B 2145 Daylight:street lights present
E 486,915 Dry
N 103,663 Fine without high winds
70 mph

Causation Factor:

Participant:

Confidence:

1st: Failed to judge other persons path or speed

Vehicle 1

Very Likely

2nd: Failed to look properly

Vehicle 1

Very Likely

VEH 2 TRAVELLING SOUTH ACROSS A27 TOWARDS HUNSTON ROAD. VEH 1 TRAVELLING EASTBOUND ON A27 FAILED TO STOP AT RA AND STRUCK REAR OF VEH 1

Details of Personal Injury Accidents for Period - 01/01/2014 to 31/12/2018 (60) months

Selection: Notes:

Selected using Manual Selection

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

1405998 Sunday A27 CHICHESTER AT JUNCTION OF B2145 OUTSIDE ON ROUNDABOUT
 R1: A 27 12/10/2014 1222hrs
 R2: B 2145 Daylight:street lights present
 E 486,867 Dry
 N 103,661 Fine without high winds
 30 mph

Causation Factor:

1st: Poor turn or manoeuvre
 2nd: Failed to look properly

Participant:

Vehicle 1
 Vehicle 1

Confidence:

Very Likely
 Very Likely

VEHICLE TWO ON THE ROUNDABOUT DUE TO EXIT WEST, VEHICLE ONE ENTERING THE ROUNDABOUT FROM THE SOUTH TO EXIT NORTH, COLLIDED WITH VEHICLE TWO ON ROUNDABOUT.

1406091 Friday A27 CHICHESTER AT JUNCTION OF U VEH 1 Car Going ahead N to S Dri M 21 Slight
 17/10/2014 VINNETROW ROAD
 R1: A 27 0810hrs
 R2: U Daylight:street lights present
 E 487,781 Wet/Damp
 N 104,103 Fine without high winds
 70 mph

Causation Factor:

1st: Careless/Reckless/In a hurry

Participant:

Vehicle 1

Confidence:

Very Likely

VEHICLE 1 TRAVELLING SOUTH ON A27 EXITS ABOVE ROUNDABOUT JUNCTION WHEN DRIVER LOSES CONTROL AND COLLIDES WITH KERB CAUSING DAMAGE AND INJURY.

1407232 Tuesday A27 CHICHESTER 100M WEST OF A259 BOGNOR ROAD VEH 1 Car Stopping W to NE FSP F 20 Serious
 09/12/2014 1853hrs VEH 2 Car Stopping W to NE
 R1: A 27 1853hrs
 Darkness: no street lighting
 E 487,750 Wet/Damp
 N 104,039 Raining without high winds
 50 mph

Causation Factor:

1st: Failed to judge other persons path or speed
 2nd: Careless/Reckless/In a hurry

Participant:

Vehicle 1
 Vehicle 1

Confidence:

Possible
 Possible

DRIVER OF VEHICLE 1 STATED THAT HE HAD TRIED TO APPLY THE BRAKES GRADUALLY BUT DIDN'T SLOW DOWN, HE THEN PUT THE BRAKES ON FULLY AND VEHICLE DID NOT STOP. VEHICLE 1 COLLIDED WITH THE REAR OF VEHICLE 2 WHO HAD STOPPED IN TRAFFIC. DRIVER OF VEHICLE 2 STATED THAT HE HAD STOPPED IN TRAFFIC AND APPLIED THE HANDBRAKE WHEN HE WAS SUBSEQUENTLY HIT FROM THE REAR BY VEHICLE 1. PASSENGER OF VEHICLE 1 HAD SLIGHT INJURIES TO BACK, CHEST AND SHOULDER, POSSIBLY WHIPLASH.

Details of Personal Injury Accidents for Period - 01/01/2014 to 31/12/2018 (60) months

Selection: Notes:

Selected using Manual Selection

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

1407331 Monday A27 CHICHESTER AT JUNCTION OF B2145 WHYKE ROAD OUTSIDE WHYKE ROAD ROUNDABOUT A27
R1: A 27 08/12/2014 1018hrs
R2: B 2145 Daylight:street lights present
E 486,910 Dry
N 103,693 Fine without high winds 70 mph

Causation Factor:

Participant:

Confidence:

1st: Failed to look properly

Vehicle 1

Possible

V1 WAS DRIVING SOUTHBOUND ACROSS A27 WHYKE ROAD ROUNDABOUT ON THE LEFT HAND LANE WITH THE INTENTION OF HEADING SOUTH AND GOING TO TAKE THE 2ND EXIT FROM THE ROUNDABOUT. V2 TRAVELLING EASTBOUND ON A27 MADE CONTACT WITH THE FRONT OF V1. V1 FAILED TO GIVE WAY TO V2 AT ROUNDABOUT.

1407543 Monday A27 CHICHESTER AT JUNCTION OF A259
R1: A 27 22/12/2014 0720hrs
R2: A 259 Darkness: street lights present a
E 487,794 Wet/Damp
N 104,171 Raining without high winds 70 mph

Causation Factor:

Participant:

Confidence:

1st: Poor turn or manoeuvre

Vehicle 1

Very Likely

2nd: Poor turn or manoeuvre

Vehicle 1

Very Likely

V1 HGV IS TRAVELLING EASTBOUND APPROACHING BOGNOR BRIDGE R/A IN LANE 1. V2 ALSO TRAVELLING IS SAME DIRECTION IN LANE 2. V1 HAS EITHER NOT KEPT PROPER LANE ETIQUETTE AND DRIVEN INTO V2 OR HAS TRIED TURNING RIGHT IN INSIDE LANE.

1500328 Saturday B2166 BOGNOR REGIS 300M NORTH OF B2166 LOWER BONGOR ROAD
R1: B 2166 17/01/2015 0943hrs
E 489,437 Daylight:street lights present
N 101,550 Frost/Ice
 Fine without high winds 60 mph

Causation Factor:

Participant:

Confidence:

1st: Slippery road (due to weather)

Vehicle 1

Very Likely

V1 WAS TRAVELLING SOUTH ON THE B2166 WHEN HIT A PATCH OF ICE, V1 DRIVER HAS LOST CONTROL AND SKIDDED INTO DITCH

Details of Personal Injury Accidents for Period - 01/01/2014 to 31/12/2018 (60) months

Selection: Notes:

Selected using Manual Selection

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

1500562 Monday B2145 CHICHESTER 200M NORTH OF Veh 1 Car Going ahead N to S
26/01/2015 B2166 OUTSIDE BERRYMEAD FARM Veh 2 Goods < 3.5t Going ahead S to N Dri M 61 Slight
R1: B 2145 0631hrs
Darkness: no street lighting
E 486,836 Wet/Damp
N 102,981 Fine without high winds
40 mph

Causation Factor:

Participant:

Confidence:

1st: Careless/Reckless/In a hurry

Vehicle 1

Possible

IT WOULD APPEAR THAT VEHICLE ONE WAS TRAVELLING SOUTH ON THE B2145 AND VEHICLE TWO TRAVELLING NORTH. AS THE TWO VEHICLES WERE APPROACHING EACH OTHER VEHICLE ONE MOVED SLIGHTLY OVER THE CENTER OF THE ROAD AND COLLIDED WITH THE ONCOMING VEHICLE.

1402468 Tuesday A27 CHICHESTER AT JUNCTION OF Veh 1 Goods > 7.5t Turning right S to E
06/05/2014 B2145 WHYKE ROAD Veh 2 Car Going ahead W to E Dri F 21 Slight
R1: A 27 0720hrs
R2: B 2145 Daylight:street lights present
E 486,915 Dry
N 103,693 Fine without high winds
70 mph

Causation Factor:

Participant:

Confidence:

1st: Failed to judge other persons path or speed

Vehicle 2

Very Likely

2nd: Failed to look properly

Vehicle 1

Very Likely

3rd: Vehicle blind spot

Vehicle 1

Possible

4th: Careless/Reckless/In a hurry

Vehicle 2

Possible

SPANISH HGV IN LEFT LANE OF EASTBOUND CARRIAGEWAY A27. VAUXHALL ASTRA VAN IN RIGHT HAND LANE OF EAST BOUND CARRIAGEWAY A27. VAUXHALL INTENDS TO PROGRESS EASTBOUND, SPANISH HGV INTENDS TO USE BOTH LANES TO PROGRESS TO THIRD EXIT. NEITHER ANTICIPATE THE OT
HER AND VAUXHALL COLLIDES WITH TRAILER GUARD OF HGV AS HGV TURNS ACROSS THE VAUXHALLS PATH AND IMPEDES IT

1501584 Wednesday B2166 NORTH MUNDHAM 60M EAST Veh 1 Car Going ahead W to E
18/03/2015 OF U SCHOOL LANE Veh 2 Car Wait go ahead held W to E Dri F 26 Slight
R1: B 2166 1521hrs Veh 3 Car Wait go ahead held W to E
Daylight:street lights present
E 487,707 Dry
N 102,429 Fine without high winds
30 mph

Causation Factor:

Participant:

Confidence:

1st: Poor turn or manoeuvre

Vehicle 1

Very Likely

2nd: Careless/Reckless/In a hurry

Vehicle 1

Very Likely

VEHICLE 3 STOPPED AT CROSSING RED LIGHT, VEHICLE 2 SLOWED AND STOPPED BEHIND VEHICLE 3, VEHICLE 1 FOR UNKNOWN REASON COLLIDED WITH VEHICLE 2 WHICH WAS PUSHED INTO VEHICLE 3. MINOR INJURIES TO DRIVER OF VEHICLE 2.

Details of Personal Injury Accidents for Period - 01/01/2014 to 31/12/2018 (60) months

Selection: Notes:

Selected using Manual Selection

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

Causation Factor:

1500829 Monday A27 CHICHESTER 75M SOUTH OF Veh 1 Car Going ahead LH bend N to SE Dri F 60 Slight
09/02/2015 A259
R1: A 27 1835hrs
Darkness: street lights present a
E 487,749 Wet/Damp
N 104,030 Fine without high winds
70 mph

Causation Factor:

Participant:

Confidence:

1st: Poor turn or manoeuvre

Vehicle 1

Possible

VEH1 CAME OFF ROUNDABOUT AND COLLIDED WITH CENTRAL RESERVATION CAUSING FRONT OFF-SIDE WHEEL TO BECOME DETACHED FROM THE VEHICLE. V1 THEN SKIDDED ALONG CENTRAL RESERVATION, COMING TO A REST APPROXIMATELY 40M DOWN THE ROAD

1501915 Saturday B2145 B2145 HUNSTON CHICHESTER Veh 1 Car Going ahead N to S Ped M 35 Slight
04/04/2015 100M SOUTH OF U ST JOSEPHS
R1: B 2145 1845hrs
Daylight:street lights present
E 486,900 Dry
N 103,439 Fine without high winds
50 mph

Causation Factor:

Participant:

Confidence:

1st: Impaired by alcohol

Casualty 1

Very Likely

FEMALE ADULT PEDESTRIAN DRUNK WALKING SOUTH ON B2145 HIT BY VEHICLE UNKNOWN. FEMALE STATES COULD HAVE BEEN HER FAULT OWING TO DRUNKEN STATES. MINOR INJURY TO RIGHT HAND SCUFF AND LEFT LEG BRUISED.

1501552 Tuesday A27 CHICHESTER AT JUNCTION OF U Veh 1 Car Going ahead NWto S
17/03/2015 VINNETROW ROAD Veh 2 Car Going ahead NWto S Dri M 50 Slight
R1: A 27 1316hrs
R2: U Daylight:street lights present
E 487,815 Dry
N 104,121 Fine without high winds
70 mph

Causation Factor:

Participant:

Confidence:

1st: Failed to look properly

Vehicle 2

Possible

2nd: Failed to look properly

Vehicle 1

Possible

VEHICLE 1 AND 2 HAVE BOTH BEEN USING THE BOGNOR BRIDGE ROUNDABOUT IN CHICHESTER. BOTH VEHICLES HAVE BEEN IN DIFFERENT LANES AND HAVE COLLIDED ON THE ROUNDABOUT.

Details of Personal Injury Accidents for Period - 01/01/2014 to 31/12/2018 (60) months

Selection: Notes:

Selected using Manual Selection

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

1501856 Friday A27 CHICHESTER CHICHESTER AT Junction of A259 BOGNOR ROAD
03/04/2015 1330hrs OUTSIDE ON ROUNDABOUT A/L
R1: A 27
R2: A 259
E 487,781
N 104,111
Daylight: street lights present
Dry
Fine without high winds
70 mph

Causation Factor:

1st: Nervous/Uncertain/Panic
2nd: Nervous/Uncertain/Panic

Participant:

Vehicle 1
Vehicle 2

Confidence:

Possible
Possible

VEH (1) TRAVELLING WEST ON A27 APPROCHING R/A VEH (2) TRAVELLING WEST ON A27 APPROCHING R/A VEH (1) HAS ENTERED R/A IN LANE 1 WITH INTENTION TO TRAVEL WEST A27 VEH (2) HAS ENTERED R/A IN LANE 2 WITH INTENTION TO TRAVEL WEST A27 ON EXITING THE R/A NEAR SI DE FRONT OF VEH (2) HAS IMPACTED WITH OFFSIDE FRONT OF VEH (1) CAUSING SLIGHT DAMAGE.

1502437 Sunday B2166 LAGNESS ROAD LAGNESS
19/04/2015 0230hrs 500M WEST OF B2166 LOWER BOGNOR ROAD OUTSIDE
R1: B 2166
Darkness: no street lighting
E 489,412
N 101,642
Dry
Fine without high winds
40 mph

Causation Factor:

1st: Nervous/Uncertain/Panic

Participant:

Vehicle 1

Confidence:

Possible

THE DRIVER WAS TRAVELLING FROM BOGNOR REGIS TOWARD CHICHESTER WHEN A FOX RAN OUT IN FRONT OF HIS CAR AND HE SWERVED TO AVOID THE FOX, HE OVER CORRECTED THE STEERING AND VEERED INTO A DITCH CAUSING THE VEHICLE TO ROLL ONTO ITS ROOF.

1502634 Thursday A27 BOGNOR BRIDGE CHICHESTER
14/05/2015 1159hrs AT JUNCTION OF A259
R1: A 27
R2: A 259
E 487,806
N 104,166
Daylight: street lights present
Wet/Damp
Raining with high winds
40 mph

Causation Factor:

1st: Inexperience of driving on the left

Participant:

Vehicle 1

Confidence:

Very Likely

VEH 2 NEGOCIATING R/A INTENDING TO TAKE NEXT EXIT SOUTH ON A259. VEH 1 AT R/A A27 INTENDING TO CONTINUE WESTBOUND, FAILED TO SEE VEH 2, ENTERED ROUNDABOUT COLLIDING WITH SAME. VEH 2 LEFT CARRIAGEWAY TO NEARSIDE INTO LAMP POST.

Details of Personal Injury Accidents for Period - 01/01/2014 to 31/12/2018 (60) months

Selection: Notes:

Selected using Manual Selection

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

1502789 Wednesday A27 CHICHESTER AT JUNCTION OF 20/05/2015 A259 OUTSIDE ON ROUNDABOUT
R1: A 27 1536hrs
R2: A 259 Daylight:street lights present
E 487,814 Dry
N 104,130 Fine without high winds
30 mph

Causation Factor:

1st: Inexperienced or learner driver/rider
2nd: Deposit on road (eg oil, mud, chippings)
3rd: Loss of control

Participant:

Vehicle 1
Vehicle 1
Vehicle 1

Confidence:

Very Likely
Possible

APPARANTLY VEH 1 LOST CONTROL ON A SLIPPERY ROAD AND CAUSED THE RIDER TO FALL OFF CAUSING A SLIGHT INJURY.

1503004 Sunday B2166 LAGNESS ROAD RUNCTON AT 31/05/2015 JUNCTION OF U ENTRANCE TO NEWLANDS NURSERY OUTSIDE AT
R1: B 2166 1050hrs
R2: U Daylight:street lights present
E 489,301 Wet/Damp
N 101,816 Raining without high winds
60 mph

Causation Factor:

1st: Loss of control
2nd: Travelling too fast for conditions
3rd: Slippery road (due to weather)
4th: Road layout (eg bend, hill etc.)

Participant:

Vehicle 1
Vehicle 1
Vehicle 1
Vehicle 1

Confidence:

Very Likely
Very Likely
Possible
Possible

V1 TRAVELLING SOUTH IN WET WEATHER. AT SHARP BEND LOST CONTROL FOR UNKNOWN REASON, LEFT CARRIAGEWAY AND COLLIDED WITH TREE CAUSING MINOR INJURY TO DRIVER.

1503253 Tuesday A27 CHICHESTER AT JUNCTION OF 09/06/2015 A259
R1: A 27 2000hrs
R2: A 259 Daylight:street lights present
E 487,767 Dry
N 104,115 Fine without high winds
70 mph

Causation Factor:

1st: Failed to look properly

Participant:

Vehicle 1

Confidence:

Possible

VEHICLE 1 RAN INTO THE BACK OF VEHICLE 2. BOTH PARTIES STOPPED BUT DETAILS WERE NOT EXCHANGED

Details of Personal Injury Accidents for Period - 01/01/2014 to 31/12/2018 (60) months

Selection: Notes:

Selected using Manual Selection

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

1503382 Tuesday B2166 PAGHAM ROAD LAGNESS 50M NORTH OF U LOWER BOGNOR ROAD
R1: B 2166 16/06/2015 1430hrs OUTSIDE HOUSE NUMBER 1
 Daylight: street lights present
E 489,539 Dry
N 100,999 Fine without high winds
 40 mph

Causation Factor:

Participant:

Confidence:

1st: Illness or disability, mental or physical

Vehicle 1

Very Likely

SINGLE VEHICLE TRAVELLING SOUTHBOUND ON B2166 PAGHAM ROAD, LAGNESS WHEN DRIVER SUFFERED MEDICAL EPISODE SUSPECTED TO BE EPILEPSY OR DIABETIC ATTACK CROSSED CARRAIGEWAY AND COLLIDED WITH BOUNDARY WALL OF PROPERTY BORDERING OPPOSING CARRAIGEWAY CAUSING DAMAGE AND MINOR INJURY NAMELY CHEST PAIN

1503534 Tuesday U VINNETROW ROAD RUNCTON AT JUNCTION OF U ENTRANCE TO WALNUT TREE PH OUTSIDE
R1: U 23/06/2015 1510hrs
R2: U Daylight: street lights present
E 488,088 Dry
N 102,563 Fine without high winds
 30 mph

Causation Factor:

Participant:

Confidence:

1st: Failed to look properly

Vehicle 1

Very Likely

VEH 1 WAS LEAVING THE PUB AND HEADING NORTH ALONG VINNETROW ROAD. VEH 2 WAS HEADING THE SAME WAY FROM THE ROUNDABOUT. VEH 1 MISJUDGED THE PATH OF VEH 2 AND COLLIDED WITH THE FRONT END OF VEH 2, CAUSING DAMAGE AND VERY MINOR INJURY.

1501808 Wednesday A27 CHICHESTER AT JUNCTION OF A259 OUTSIDE BOGNOR BRIDGE
R1: A 27 01/04/2015 1600hrs
R2: A 259 Daylight: street lights present
E 487,799 Dry
N 104,119 Unknown
 30 mph

Causation Factor:

Participant:

Confidence:

1st: Failed to look properly

Vehicle 1

Possible

V2 STATES THAT HE HAS JOINED BOGNOR BRIDGE ROUNDABOUT FROM VINNETROW ROAD AND WAS HIT BY V1 BUT WAS UNABLE TO SAY WHERE V1 HAD JOINED THE ROUNDABOUT BUT F/N/S OF V1 HAS STRUCK MIDDLE O/S OF V2

Details of Personal Injury Accidents for Period - 01/01/2014 to 31/12/2018 (60) months

Selection: Notes:

Selected using Manual Selection

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

1502788 Wednesday A27 CHICHESTER AT JUNCTION OF B2145 WHYKE ROAD OUTSIDE WHYKE ROUNDABOUT
 20/05/2015 0755hrs
 R1: A 27
 R2: B 2145
 E 486,922
 N 103,687
 Daylight:street lights present
 Dry
 Fine without high winds
 30 mph

Causation Factor:

Participant:

Confidence:

1st: Failed to judge other persons path or speed
 V2 EASTBOUND A27 ACROSS ROUNDABOUT STRUCK BY V1 BUT N/K WHERE IT CAME FROM CAUSING V2 TO PARTIALLY SPIN

1503161 Sunday A27 CHICHESTER BY PASS CHICHESTER AT JUNCTION OF A259 BOGNOR ROAD OUTSIDE ON R/A
 07/06/2015 1544hrs
 R1: A 27
 R2: A 259
 E 487,781
 N 104,169
 Daylight:street lights present
 Dry
 Fine without high winds
 70 mph

Causation Factor:

Participant:

Confidence:

1st: Careless/Reckless/In a hurry
 2nd: Poor turn or manoeuvre
 V1 MOTOR CAR TRAVELLING ON LANE 1 OF ROUNDABOUT CUT ACROSS THE FRONT OF V2 MOTORCYCLE WHICH WAS TRAVELLING IN LANE 2, CAUSING THE N/S BIKE HANDLEBAR TO STRIKE THE O/S/R QUATER OF THE CAR, RESULTING IN THE RIDER AND PILLION FALLING OFF THE BIKE.

1504176 Monday B2166 LAGNESS ROAD RUNCTON AT JUNCTION OF U VINNETROW ROAD OUTSIDE WALNUT TREE PUB
 20/07/2015 1855hrs
 R1: B 2166
 R2: U
 E 488,067
 N 102,456
 Daylight:street lights present
 Wet/Damp
 Raining without high winds
 30 mph

Causation Factor:

Participant:

Confidence:

1st: Failed to look properly
 VEHICLE 1 WAS APPROACHING THE ROUNDABOUT FROM THE EAST TRAVELLING WEST. VEHICLE 2, A PEDAL CYCLE, WAS ON THE ROUNDABOUT TRAVELLING SOUTH AND PAST THE JUNCTION WHERE VEHICLE 1 WAS APPROACHING. VEHICLE 1 HAS FAILED TO GIVE WAY TO VEHICLE 2 ON THE ROUNDABOUT AND COLLIDED SIDE ON.

Details of Personal Injury Accidents for Period - 01/01/2014 to 31/12/2018 (60) months

Selection: Notes:

Selected using Manual Selection

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

1501607 Saturday B2145 CHICHESTER AT JUNCTION OF A27
21/03/2015
R1: B 2145 1455hrs
R2: A 27 Daylight:street lights present
E 486,878 Dry
N 103,642 Fine without high winds
30 mph

Causation Factor:

1st: Failed to look properly
2nd: Driver using mobile phone

Participant:

Vehicle 1
Vehicle 1

Confidence:

Very Likely
Possible

VEHICLE 2 WAS STATIONERY IN MIDDLE LANE AT THE ROUNDABOUT TO TRAVEL NORTHWARDS INTO CHICHESTER. VEHICLE 1 FAILED TO STOP HITTING VEHICLE 2 CAUSING SLIGHT DAMAGE AND INJURY.

1501751 Monday B2145 WHYKE ROAD CHICHESTER
30/03/2015 AT JUNCTION OF A27
R1: B 2145 1245hrs
R2: A 27 Daylight:street lights present
E 486,885 Dry
N 103,630 Fine without high winds
30 mph

Causation Factor:

1st: Failed to look properly

Participant:

Vehicle 1

Confidence:

Possible

VEHICLE 2 WAITING IN QUEUE OF TRAFFIC TO TURN LEFT AT WHYKE ROUNDABOUT VEHICLE 1 TRAVELLING IN SAME DIRECTION HIT REAR VEHICLE 2. VEHICLE 1 FAILED TO STOP AFTER RTC

1502807 Wednesday A27 CHICHESTER AT JUNCTION OF U VEH 1 Car
20/05/2015 VINNETROW ROAD OUTSIDE VEH 2 Car
R1: A 27 0835hrs BOGNOR BRIDGE ROUNDABOUT VEH 3 Car
R2: U Daylight:street lights present
E 487,789 Dry
N 104,110 Fine without high winds
70 mph

Causation Factor:

1st: Failed to judge other persons path or speed

Participant:

Vehicle 1

Confidence:

Very Likely

V2 SOUTHBOUND ON A27 IN MIDDLE LANE AS ENTERED ROUNDABOUT & INTENDING TO CONTINUE WEST ON A27 V1 JOINED ROUNDABOUT FROM VINNETROW ROAD IN FRONT OF V2 BUT THEN STOPPED & WAS HIT BY V2 WHO COULD NOT AVOID

Details of Personal Injury Accidents for Period - 01/01/2014 to 31/12/2018 (60) months

Selection: Notes:

Selected using Manual Selection

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

1504927 Saturday B2166 LAGNESS ROAD CHICHESTER
22/08/2015 AT JUNCTION OF U PRIVATE
R1: B 2166 1810hrs ENTRANCE TO VITACRESS
R2: U Daylight:street lights present
E 488,931 Dry
N 102,082 Fine without high winds
60 mph

Veh 1 Car Turning right N to W
Veh 2 Car Going ahead E to W Dri M 32 Slight
Veh 2 Car Going ahead E to W RSP M 9 Slight
Veh 2 Car Going ahead E to W RSP F 11 Slight

Causation Factor:

Participant:

Confidence:

1st: Failed to look properly

Vehicle 1

Very Likely

V2 WAS TRAVELLING ALONG LAGNESS ROAD WHEN V1 PULLED OUT OF ENTRANCE TO VITACRESS. V1 THE STOPPED. V2 SWERVED TO AVOID A COLLISION AND ENDED UP IN THE GRASS VERGE AT THE SIDE OF THE ROAD.

1504589 Monday A27 CHICHESTER AT JUNCTION OF
10/08/2015 A259 BOGNOR ROAD
R1: A 27 0947hrs
R2: A 259 Daylight:street lights present
E 487,790 Dry
N 104,174 Fine without high winds
70 mph

Veh 1 Car Going ahead W to E
Veh 2 Car Going ahead S to N Dri F 32 Slight

Causation Factor:

Participant:

Confidence:

1st: Poor turn or manoeuvre

Vehicle 1

Very Likely

VEHICLE TWO TRAVELLING WEST TO EAST ON A27 ROUNDABOUT FROM A27 TO A27 LANE TWO, VEHICLE ONE FROM SOUTH A259 ENTERED ROUNDABOUT A27 NEGOTIATED ROUNDABOUT LANE ONE PASSED 3 EXITS CONTINUING AROUND ROUNDABOUT LANE ONE COLLIDED WITH VEHICLE TWO WHIC WAS EXIT LANE TWO.

1505242 Friday A27 WHYKE ROUNDABOUT
11/09/2015 CHICHESTER AT JUNCTION OF
R1: A 27 1721hrs B2145 WHYKE ROAD
R2: B 2145 Daylight:street lights present
E 486,880 Dry
N 103,649 Fine without high winds
70 mph

Veh 1 Goods < 3.5t Turning right W to S
Veh 2 M/C < 125 cc Going ahead W to E Dri M 51 Slight

Causation Factor:

Participant:

Confidence:

1st: Poor turn or manoeuvre

Vehicle 1

Very Likely

2nd: Failed to signal/Misleading signal

Vehicle 1

Very Likely

3rd: Poor turn or manoeuvre

Vehicle 2

Very Likely

4th: Failed to judge other persons path or speed

Vehicle 2

Very Likely

V1 (MERCEDES VAN) AND V2 (MOTORBIKE) V1 AND V2 TRAVELLING EAST ON A27 HEADING TOWARDS WHYKE ROUNDABOUT. V2 IS BEHIND V1 IN LANE 2. V1 AND V2 HAVE ENTERED THE WHYKE ROUNDABOUT. V1 HAS MADE A LAST MINUTE TURN RIGHT INSTEAD OF STRAIGHT ON WITHOUT INDICATING. V2 HAS POSSIBLY TRIED TO OVERTAKE GOING STRAIGHT AHEAD AGAIN IN LANE 2. V2 HAS THEN COLLIDED WITH V1 ON THE OFFSIDE REAR CAUSING MOTORCYCLIST TO FALL ON ROAD CAUSING MINOR CUTS / BRUISES. BOTH VEHICLES HAVE SLIGHT DAMAGE.

Details of Personal Injury Accidents for Period - 01/01/2014 to 31/12/2018 (60) months

Selection: Notes:

Selected using Manual Selection

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

1505445 Saturday U VINNETROW ROAD CHICHESTER 19/09/2015 75M SOUTH OF A27
R1: U 1040hrs
 Daylight:street lights present
E 487,839 Dry
N 103,820 Fine without high winds
 40 mph

Causation Factor: **Participant:** **Confidence:**
1st: Failed to judge other persons path or speed Vehicle 1 Very Likely
2nd: Failed to look properly Vehicle 1 Very Likely
 PEDAL CYCLE DID NOT SEE QUEUING TRAFFIC AND HAS CYCLED IN TO THE REAR OF THE CAR AT THE BACK OF THE QUEUE.
 CYCLIST FELL TO THE FLOOR INJURING HER SHOULDER. MINOR DAMAGE TO VEHICLE.

1506190 Thursday B2145 WHYKE ROUNDABOUT 22/10/2015 CHICHESTER AT JUNCTION OF A27
R1: B 2145 1542hrs
R2: A 27 Daylight:street lights present
E 486,863 Dry
N 103,692 Fine without high winds
 70 mph

Causation Factor: **Participant:** **Confidence:**
1st: Failed to look properly Vehicle 1 Very Likely
 V2 WAS TRAVELLING NORTH ON THE B2145 APPROACHING THE A27 WHYKE R/A AT CHICHESTER. V1 WAS TRAVELLING BEHIND V2. AS V2 ENTERED THE R/A, THE DRIVER OF V1 FAILED TO SEE V2 AND COLLIDED WITH THE REAR OF IT, KNOCKING THE RIDER OFF AND CAUSING MINOR INJURIES.

1505652 Sunday A27 CHICHESTER BY PASS 27/09/2015 CHICHESTER AT JUNCTION OF A259
R1: A 27 1245hrs BOGNOR ROAD OUTSIDE ON R/A
R2: A 259 Daylight:street lights present
E 487,787 Dry
N 104,167 Fine without high winds
 70 mph

Causation Factor: **Participant:** **Confidence:**
1st: Careless/Reckless/In a hurry Vehicle 1 Very Likely
2nd: Poor turn or manoeuvre Vehicle 1 Very Likely
3rd: Failed to look properly Vehicle 1 Very Likely
4th: Failed to judge other persons path or speed Vehicle 1 Very Likely
 V1 AND V2 BOTH APPROACHED R/A FROM THE WEST V2 IN LANE 3 WHICH IS FOR STRAIGHT ON OR RIGHT AND V1 IN THE LANE 2 WHICH IS FOR STRAIGHT AHEAD ON THE A27 E/B, LANE 1 DEDICATED FOR LEFT HAND ONLY. BOTH ON R/A V1 HAS CONTINUED ROUND TO THE RIGHT COLLIDING WIT
 H THE N/S OF V2.

Details of Personal Injury Accidents for Period - 01/01/2014 to 31/12/2018 (60) months

Selection: Notes:

Selected using Manual Selection

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

1505700 Tuesday B2145 HUNSTON ROAD CHICHESTER 29/09/2015 AT JUNCTION OF A27 CHICHESTER BY-PASS
R1: B 2145 1625hrs
R2: A 27 Daylight:street lights present
E 486,878 Dry
N 103,641 Fine without high winds
50 mph

Causation Factor:

1st: Failed to look properly
2nd: Failed to judge other persons path or speed

Participant:

Vehicle 1 Very Likely
Vehicle 1 Very Likely

Confidence:

V2 STATIONARY AT JUNCTION WAITING TO JOIN A27. V1 DIRECTLY BEHIND. V2 HAS MOVED FORWARD BUT STOPPED, V1 ASSUMED V2 HAD ENTERED ONTO ROUNDABOUT AND COLLIDED AT LOW SPEED WITH THE REAR OF V2.

1505769 Saturday A27 CHICHESTER BY PASS 03/10/2015 CHICHESTER AT JUNCTION OF A259 BOGNOR ROAD
R1: A 27 1328hrs
R2: A 259 Daylight:street lights present
E 487,796 Dry
N 104,169 Fine without high winds
70 mph

Causation Factor:

1st: Poor turn or manoeuvre
2nd: Loss of control
3rd: Loss of control
4th: Illegal turn or direction of travel

Participant:

Vehicle 1 Very Likely
Vehicle 1 Very Likely
Vehicle 2 Very Likely
Vehicle 1 Very Likely

Confidence:

VEHICLES 1 AND 2 WERE TRAVELLING NORTH ON THE A27 AT CHICHESTER. VEHICLE 1 WAS IN LANE 1 AND VEHICLE 2 WAS IN LANE 2. BOTH VEHICLES HAVE THEN ENTERED THE ROUNDABOUT WITH VEHICLE 2 PLANNING ON EXITING THE ROUNDABOUT ON THE SECOND EXIT. VEHICLE 1 HAS THEN CONTINUED AROUND THE ROUNDABOUT PLANNING TO EXIT ON THIRD EXIT AND HAS COLLIDED WITH VEHICLE 2. THIS HAS CAUSED BOTH VEHICLES TO SPIN INTO THE SOUTHBOUND CARRIAGEWAY OF THE A27 COLLIDING WITH VEHICLE 3.

Details of Personal Injury Accidents for Period - 01/01/2014 to 31/12/2018 (60) months

Selection: Notes:

Selected using Manual Selection

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

1506843 Wednesday B2166 LAGNESS ROAD RUNCTON AT JUNCTION OF C41 VINNETROW ROAD OUTSIDE ON R/A
R1: B 2166 18/11/2015 0845hrs
R2: C 41 Daylight:street lights present
E 488,047 Dry
N 102,470 Fine without high winds 40 mph

Causation Factor: Inexperienced or learner driver/rider
Careless/Reckless/In a hurry
Dazzling sun

Participant: Vehicle 1
Vehicle 1
Vehicle 1

Confidence: Possible
Possible
Possible

V2 PEDAL CYCLE NEGOTIATING ROUNDABOUT, TURNING RIGHT TO HEAD NORTH UP VINNETROW ROAD. V1 MOTOR CAR TRAVELLING EAST ENTERED ROUNDABOUT, FAILING TO GIVE WAY TO THE CYCLIST, KNOCKING THEM OFF THEIR BIKE CAUSING MINOR INJURIES. DRIVER OF V1 THEN CONTINUED WITHOUT STOPPING AND DROVE TO POLICE STATION.

1506671 Monday A27 BOGNOR BRIDGE ROUNDABOUT CHICHESTER AT JUNCTION OF A259 OUTSIDE
R1: A 27 09/11/2015 1130hrs
R2: A 259 Daylight:street lights present
E 487,814 Dry
N 104,131 Fine without high winds 70 mph

Causation Factor: Junction restart

Participant: Vehicle 1

Confidence: Very Likely

V2 ON ROUNDABOUT ABOUT TO ENTER VINNETROW ROAD WHEN V1 EMERGED FROM N/S LANE FROM BOGNOR & STRUCK N/S PASS DOOR OF V2

1507683 Sunday A27 CHICHESTER AT JUNCTION OF A259
R1: A 27 27/12/2015 1955hrs
R2: A 259 Darkness: street lights present a
E 487,782 Wet/Damp
N 104,105 Fine without high winds 60 mph

Causation Factor: Careless/Reckless/In a hurry
Careless/Reckless/In a hurry
Failed to look properly
Impaired by alcohol
Disobeyed Give Way or Stop sign or markings

Participant: Vehicle 2
Vehicle 1
Vehicle 1
Vehicle 1
Vehicle 1

Confidence: Possible
Possible
Very Likely
Very Likely
Possible

VEHICLE ONE WAS DRIVING ON THE A259 WEST INTO CHICHESTER AND AS CROSSING THE A27 ON THE ROUNDABOUT VEH 2 HEADING SOUTH CAME ROUND AND CLIPPED VEH 1 BEFORE TIPPING OVER ON TO SIDE.

Details of Personal Injury Accidents for Period - 01/01/2014 to 31/12/2018 (60) months

Selection: Notes:

Selected using Manual Selection

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

1600607 Saturday B2145 HUNSTON 146M NORTH OF Veh 1 Car Going ahead RH bend S to NE Dri M 18 Slight
30/01/2016 B2166
R1: B 2145 0320hrs
Darkness: no street lighting
E 486,847 Wet/Damp
N 102,805 Raining without high winds
50 mph

Causation Factor:

1st: Impaired by alcohol

Participant:

Vehicle 1

Confidence:

Very Likely

V1 TRAVELLING NORTHBOUND MOUNTS NEARSIDE VERGE ON RIGHT HAND BEND. LOSES CONTROL AND LEAVES THE ROAD TO THE OFFSIDE, VEHICLE ROLLED AND CAME TO A REST ON ITS ROOF

1600081 Monday A27 CHICHESTER AT JUNCTION OF Veh 1 Car Going ahead S to N FSP M 61 Slight
04/01/2016 B2145 HUNSTON ROAD OUTSIDE ON R/A
R1: A 27 1535hrs
R2: B 2145 Daylight: street lights present
E 486,853 Wet/Damp
N 103,679 Raining without high winds
30 mph

Causation Factor:

1st: Inexperienced or learner driver/rider

Participant:

Vehicle 1

Confidence:

Very Likely

2nd: Poor turn or manoeuvre

Vehicle 1

Very Likely

3rd: Failed to judge other persons path or speed

Vehicle 1

VEHICLE 1 LOST CONTROL WHILST NEGOCIATING THE R/A AND COLLIDED WITH THE NEARSIDE KERB, TRAFFIC SIGN.

1602580 Monday A27 CHICHESTER AT JUNCTION OF Veh 1 Car Going ahead N to E
02/05/2016 A259 BOGNOR ROAD Veh 2 Car Turning right S to E Dri F 30 Slight
0950hrs Veh 3 Car Going ahead S to E
R1: A 27
R2: A 259 Daylight: street lights present
E 487,778 Dry
N 104,169 Fine without high winds
70 mph

Causation Factor:

1st: Nervous/Uncertain/Panic

Participant:

Vehicle 1

Confidence:

Possible

VEHICLE 1 IS TRAVELLING AROUND ROUNDABOUT IN LANE 1 AT WALKING SPEED UNSURE OF WHAT TURNING IS REQUIRED. VEHICLE 3 IS A WITNESS WHO SPOTS THE HAZARD AND AVOIDS THE SLOW CAR AS HE PASSES IT. VEHICLE 3 THEN HEADS UP A27 EASTBOUND. VEHICLE 2 COMES FROM VINN ETROW ROAD AND GOES AROUND ROUNDABOUT IN LANE 2 INTENDING TO TAKE THEIR THIRD EXIT ALSO EASTBOUND ON THE A27. VEHICLE 1 CONTINUES AROUND THE ROUNDABOUT COLLIDING WITH VEHICLE 2 AS VEHICLE 2 GOES TO LEAVE THE ROUNDABOUT. VEHICLE 3 IS WITNESS ONLY.

Details of Personal Injury Accidents for Period - 01/01/2014 to 31/12/2018 (60) months

Selection: Notes:

Selected using Manual Selection

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

1601545 Monday A27 CHICHESTER BY PASS Veh 1 Car Going ahead N to S
 14/03/2016 CHICHESTER AT JUNCTION OF A259 Veh 2 Car Going ahead NW to E Dri M 29 Slight
R1: A 27 2035hrs BOGNOR ROAD
R2: A 259 Darkness: street lights present a
E 487,816 Dry
N 104,154 Fine without high winds
 70 mph

Causation Factor:

1st: Failed to look properly
2nd: Failed to judge other persons path or speed

Participant:

Vehicle 1 Very Likely
 Vehicle 1 Very Likely

Confidence:

VEHICLE 2 WAS NEGOTIATING THE BOGNOR BRIDGE ROUNDABOUT AND HEADING EAST HEADING EAST TOWARDS THE A259 TOWARDS BOGNOR REGIS. VEHICLE 1 WAS TRAVELLING SOUTH ON THE A27 AND HAS FAILED TO GIVE WAY TO VEHICLE 2. AS A RESULT VEHICLE 1 HAS COLLIDED WITH VEHICLE 2.

1602250 Saturday A27 CHICHESTER BY PASS Veh 1 Car Change lane to right N to W
 09/04/2016 CHICHESTER AT JUNCTION OF A259 Veh 2 Car Going ahead N to S Dri F 31 Slight
R1: A 27 1300hrs BOGNOR ROAD
R2: A 259 Daylight:street lights present
E 487,810 Dry
N 104,156 Fine without high winds
 60 mph

Causation Factor:

1st: Careless/Reckless/In a hurry
2nd: Poor turn or manoeuvre
3rd: Illegal turn or direction of travel

Participant:

Vehicle 1 Possible
 Vehicle 1 Possible
 Vehicle 1 Possible

Confidence:

V2 WAS IN LANE 2 ON ROUNDABOUT INTENDING TO CARRY ON AHEAD. V1, WHICH WAS IN LANE 1, HAS PULLED IN FRONT OF V. AND TURNED RIGHT AND THEN CONTINUED DRIVING INTO A259 TOWARDS CHICHESTER. V2 BRAKED TO AVOID CONTACT WITH V1. V1 HAS NOT STOPPED AT SCENE T O EXCHANGE DETAILS.

1603121 Thursday A27 BOGNOR BRIDGE Veh 1 Car O/take m/veh o/side E to W
 26/05/2016 ROUNDABOUT CHICHESTER AT Veh 2 M/C < 125 cc Going ahead E to W Dri M 17 Slight
R1: A 27 1520hrs JUNCTION OF A259 BOGNOR ROAD
R2: A 259 Daylight:street lights present
E 487,771 Dry
N 104,105 Fine without high winds
 70 mph

Causation Factor:

1st: Failed to judge other persons path or speed

Participant:

Vehicle 1 Very Likely

Confidence:

FTS SLIGHT INJURY RTC. V2 TRAVELLING WEST ON WESTBOUND CARRIAGEWAY A27 ROUNDABOUT JUNCTION WITH A259 BOGNOR ROAD. V1 IN OUTSIDE LANE TRAVELLING SAME DIRECTION. V2 FILTERING THROUGH TRAFFIC. V1 HAS CLIPPED MOTORCYCLIST LEG, MOTORCYCLIST HAS PUT FEET DOWN TO PREVENT HIMSELF FROM FALLING. V1 HAS THEN DRIVEN OVER THE RIGHT FOOT OF MOTORCYCLIST. CAUSING SLIGHT INJURY. V1 HAS MADE NO ATTEMPT TO STOP AND EXCHANGE DETAILS.

Details of Personal Injury Accidents for Period - 01/01/2014 to 31/12/2018 (60) months

Selection: Notes:

Selected using Manual Selection

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

1602791 Saturday A27 BOGNOR BRIDGE Veh 1 Car Turning right NW^{to} W
 07/05/2016 ROUNDABOUT CHICHESTER AT Veh 2 Car Going ahead NW^{to} E RSP F 22 Slight
 R1: A 27 2115hrs JUNCTION OF A259 OUTSIDE ON Veh 2 Car Going ahead NW^{to} E FSP F 23 Slight
 R2: A 259 Darkness: street lights present a Veh 2 Car Going ahead NW^{to} E RSP F 19 Slight
 E 487,813 Dry
 N 104,151 Fine without high winds
 30 mph

Causation Factor: Participant: Confidence:
 1st: Poor turn or manoeuvre Vehicle 1 Very Likely
 V2 IN LANE TWO ON ROUNDABOUT TOWARDS BOGNOR TO EXIT LANE TWO, V1 LANE ONE ON ROUNDABOUT SAME DIRECTION, AS V2 EXITED TOWARDS BOGNOR V1 CONTINUED ON ROUNDABOUT TO NEXT EXIT IN LANE ONE AND COLLIDED WITH V2.

1602836 Saturday A27 CHICHESTER AT JUNCTION OF Veh 1 Car Starting SW to NE
 14/05/2016 A259 Veh 2 Car Turning left SE to W FSP M 34 Slight
 R1: A 27 1549hrs Veh 2 Car Turning left SE to W Dri F 28 Slight
 R2: A 259 Daylight: street lights present
 E 487,788 Dry
 N 104,096 Fine without high winds
 70 mph

Causation Factor: Participant: Confidence:
 1st: Nervous/Uncertain/Panic Vehicle 1 Very Likely
 2nd: Failed to look properly Vehicle 1 Very Likely
 VEH 2 WAS IN THE INSIDE LANE OF THE ROUNDABOUT HEADING WESTBOUND TOWARDS WHYKE ROAD ROUNDABOUT. VEH 1 CUT ACROSS VEH 2 JUST BEFORE VEH 2 LEFT THE ROUNDABOUT. VEH 2 WAS HIT BY VEH 1 AND SPUN INTO A LAMPOST. VEH 1 STOPPED ON THE ROUNDABOUT.

1603063 Sunday B2145 WHYKE ROAD CHICHESTER Veh 1 Car Turning right E to N
 22/05/2016 150M SOUTH OF A27 CHICHESTER Veh 2 M/C > 500 cc Going ahead N to S Dri M 47 Serious
 R1: B 2145 1755hrs BYPASS OUTSIDE WATERSPORTS
 Daylight: street lights present
 E 486,888 Dry
 N 103,499 Fine without high winds
 50 mph

Causation Factor: Participant: Confidence:
 1st: Careless/Reckless/In a hurry Vehicle 1 Very Likely
 2nd: Failed to look properly Vehicle 1 Very Likely
 3rd: Failed to judge other persons path or speed Vehicle 1
 IT WOULD APPEAR THAT V2 WAS TRAVELLING SOUTH ON THE B2145 WHEN V1 EMERGED FROM THE WATERSPORTS CENTRE , HAVING FAILED TO OBSERVE THE MOTORCYCLE APPROACHING.

Details of Personal Injury Accidents for Period - 01/01/2014 to 31/12/2018 (60) months

Selection: Notes:

Selected using Manual Selection

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

1602388 Sunday U VINNETROW ROAD CHICHESTER 24/04/2016 800M SOUTH OF A27 OUTSIDE JUST SOUTH OF VINNETROW BUSINESS 2134hrs Darkness: no street lighting
E 488,073 Dry
N 103,393 Fine without high winds 40 mph

Causation Factor:

1st: Loss of control
2nd: Poor turn or manoeuvre
3rd: Impaired by alcohol

Participant:

Vehicle 1
Vehicle 1
Vehicle 1

Confidence:

Very Likely
Very Likely

V1 TRAVELLING SOUTH HAS APPROACHED RIGHT HAND BEND, LOST DIRECTIONAL CONTROL LEAVING ROAD TO NEARSIDE, UPENDING IN DITCH PRESENTING NEARSIDE TO WALL OF BUILDING BEFORE ROTATING APPARENTLY OVER THE FRONT END IN TO SAFETY RAILINGS OF A SUB STATION AND ARM CO BEFORE COMING TO REST ON ITS SIDE IN THE ROADWAY

1604608 Sunday B2166 PAGHAM ROAD BOGNOR 31/07/2016 REGIS 300M NORTH OF B2166 LOWER BOGNOR ROAD 1139hrs Daylight: street lights present
E 489,558 Dry
N 101,214 Fine without high winds 60 mph

Causation Factor:

1st: Failed to look properly
2nd: Emergency vehicle on call

Participant:

Vehicle 1
Vehicle 1

Confidence:

Very Likely
Possible

PARAMEDIC CAR (V3) EN ROUTE TO G1 CALL TRAVELLING SOUTH ON B2166. V2 TRAVELLING NORTH ON B2166 SEES PARAMEDIC VEHICLE AND SLOWS TO A STOP ON CARRIAGEWAY TO ALLOW VEHICLE TO PASS. V1 FAILS TO SEE STATIONARY V2 AND COLLIDES WITH REAR OF V2. INJURY TO DRIVER OF V2 AND PASSENGER OF V3.

Details of Personal Injury Accidents for Period - 01/01/2014 to 31/12/2018 (60) months

Selection: Notes:

Selected using Manual Selection

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

1604657 Wednesday A27 CHICHESTER 500M WEST OF
03/08/2016 A259
R1: A 27 0649hrs
Daylight: street lights present
E 487,554 Wet/Damp
N 103,780 Fine without high winds
70 mph

Veh 1 M/C > 500 cc O/take m/veh o/side W to E Dri M 32 Serious
Veh 2 Car Going ahead W to E
Veh 3 Goods < 3.5t Wait go ahead held W to E Dri M 53 Slight

Causation Factor: Participant: Confidence:

1st: Failed to judge other persons path or speed Vehicle 1 Very Likely
2nd: Sudden braking Vehicle 1 Very Likely

VEHICLE 1 TRAVELLING EAST MOVES FROM LANE 1 INTO LANE 2 OVERTAKING VEHICLE. FAILS TO SEE STATIONARY TRAFFIC IN LANE 2 AND BRAKES HEAVILY LOSING CONTROL OF VEHICLE. MOTORCYCLE FALLS TO THE GROUND AND RIDER SUSTAINS INJURY FROM FALL. MOTORCYCLE COLLIDES WITH VEHICLE 2 CAUSING MINOR DAMAGE AND VEHICLE 3 DAMAGING REAR OF VEHICLE.

1507338 Sunday B2166 LAGNESS ROAD PAGHAM
22/11/2015 164M NORTH OF U UNNAMED ROAD
R1: B 2166 1700hrs
Darkness: no street lighting
E 489,320 Wet/Damp
N 101,724 Fine without high winds
60 mph

Veh 1 Minibus Going ahead SE to NW
Veh 2 Car Going ahead N to SE Dri M 61 Serious

Causation Factor: Participant: Confidence:

1st: Illegal turn or direction of travel Vehicle 1 Very Likely
2nd: Poor turn or manoeuvre Vehicle 1 Very Likely

VEHICLE ONE HEADING NORTH WENT ON INCORRECT SIDE OF ROAD. VEHICLE TWO HEADING SOUTH. COLLISION OCCURED. SERIOUS INJURIES.

1603990 Monday A27 CHICHESTER BY-PASS
04/07/2016 CHICHESTER AT JUNCTION OF A259
R1: A 27 1618hrs
BOGNOR ROAD OUTSIDE ON
R2: A 259 Daylight: street lights present
E 487,785 Dry
N 104,107 Fine without high winds
70 mph

Veh 1 Car Going ahead E to W Dri M 36 Slight
Veh 2 Car Going ahead NE to SW

Causation Factor: Participant: Confidence:

1st: Poor turn or manoeuvre Vehicle 1 Possible
2nd: Poor turn or manoeuvre Vehicle 2 Possible

VEHICLE 1 TRAVELLING FROM A259 BOGNOR COMES ONTO ROUNDABOUT IN LANE 1 INTENDING TO GO STRAIGHT AHEAD ON A259 TOWARDS CHICHESTER. VEH 2 TRAVELLING ON A27 WESTBOUNDS AND GOES STRAIGHT ACROSS ROUNDABOUT IN LANE 2. VEH 1 AND 2 IN COLLISION AT EXIT OF ROUNDABOUT ONTO A27 WEST - VEH 1 PASSED IN FRONT OF VEH 2S PATH.

Details of Personal Injury Accidents for Period - 01/01/2014 to 31/12/2018 (60) months

Selection: Notes:

Selected using Manual Selection

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

1604908 Monday A27 CHICHESTER AT JUNCTION OF B2145 Veh 1 Car Starting E to W
 15/08/2016 1815hrs Veh 2 Pedal cycle Going ahead N to S Dri M 48 Serious
R1: A 27
R2: B 2145 Daylight:street lights present
E 486,914 Dry
N 103,665 Fine without high winds
 70 mph

VEH 2 PEDAL CYCLE WHILST NEGOTIATING ROUNDABOUT DIRECTION UNKNOWN. VEHICLE 1 ENTERED ROUNDABOUT TRAVELLING WESTBOUND IN OUTSIDE LANE. VEHICLE 1 COLLIDED WITH VEHICLE 2 CAUSING INJURY.

1606370 Saturday A27 CHICHESTER BY PASS Veh 1 Car Going ahead E to W
 22/10/2016 CHICHESTER AT JUNCTION OF A259 Veh 2 Car Going ahead E to W Dri F 58 Slight
 1906hrs BOGNOR REGIS OUTSIDE AT
R1: A 27
R2: A 259 Darkness: street lighting unkno
E 487,806 Dry
N 104,175 Fine without high winds
 70 mph

Causation Factor:

Participant:

Confidence:

1st: Failed to judge other persons path or speed

Vehicle 1

Very Likely

V1 TRAVELLING BEHIND V2 WEST ALONG A27. VEHICLES APPROACHED BOGNOR ROAD RA. V2 SLOWED TO A STOP. V1 FAILED TO STOP AND COLLIDED WITH THE REAR OF V2.

1604634 Monday A27 BOGNOR BRIDGE Veh 1 Goods < 3.5t Going ahead E to S
 25/07/2016 ROUNDABOUT CHICHESTER AT Veh 2 Car Going ahead E to S Dri M 30 Slight
 1650hrs JUNCTION OF A259 OUTSIDE
R1: A 27
R2: A 259 Daylight:street lights present
E 487,762 Dry
N 104,153 Fine without high winds
 70 mph

BOTH VEHS EASTBOUND ON A27 ONTO BOGNOR BRIDGE ROUNDABOUT V2 IN MIDDLE LANE INTENDING TO CONTINUE EAST/NORTH V1 IN LANE FOR CHICHESTER ONLY BUT THEN CUTS ACROSS V2 HITTING ITS F/N/S WITH ITS R/O/S WHEEL AREA

Details of Personal Injury Accidents for Period - 01/01/2014 to 31/12/2018 (60) months

Selection: Notes:

Selected using Manual Selection

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

1604945 Wednesday A27 CHICHESTER - BY - PASS
17/08/2016 CHICHESTER AT JUNCTION OF A259
R1: A 27 1545hrs BOGNOR ROAD OUTSIDE ON RA
R2: A 259 Daylight:street lights present
E 487,817 Dry
N 104,151 Fine without high winds
70 mph

Causation Factor:	Participant:	Confidence:
1st: Inexperienced or learner driver/rider	Vehicle 1	Possible
2nd: Nervous/Uncertain/Panic	Vehicle 1	Possible
3rd: Careless/Reckless/In a hurry	Vehicle 2	Possible
4th: Failed to look properly	Vehicle 1	Possible
5th: Failed to judge other persons path or speed	Vehicle 2	Possible
V1 (CAR) TURNING RIGHT AT RA IN LANE 2 OF 2. V1 MOVES TO LANE 1 TO EXIT 4TH EXIT. V2 ENTERS RA AS V1 PASSES EXIT 1. AS V1 MOVES TO LANE 1 V2 STARTS TO OVERTAKE V1. V2 ATTEMPTS TO TAKE EXIT 3 AND V1 CONTINUES TO TOE EXIT 4. V2 COLLIDES WITH V1.		

1605924 Saturday B2166 LAGNESS ROAD RUNCTON
01/10/2016 345M NORTH OF B2166 LOWER
R1: B 2166 2137hrs BOGNOR ROAD
Darkness: no street lighting
E 489,574 Dry
N 101,289 Fine without high winds
60 mph

Causation Factor:	Participant:	Confidence:
1st: Animal or object in carriageway	Vehicle 1	Possible
2nd: Sudden braking	Vehicle 1	Very Likely
3rd: Swerved	Vehicle 1	Very Likely
4th: Loss of control	Vehicle 1	Very Likely
VEHICLE 1 HAS BEEN TRAVELLING NORTH ON THE B2166 TOWARDS RUNCTON. THE DRIVER OF VEHICLE 1 HAD SWERVED TO AVOID AN ANIMAL IN THE ROAD CAUSING A LOSS OF CONTROL. VEHICLE 1 HAS THEN ROLLED AND COME TO REST ON ITS ROOF AT THE SIDE OF THE ROAD.		

1606246 Tuesday B2166 LAGNESS ROAD RUNCTON
18/10/2016 532M EAST OF U BROOKSIDE
R1: B 2166 0849hrs
Daylight:street lights present
E 488,893 Wet/Damp
N 102,101 Fine without high winds
60 mph

Causation Factor:	Participant:	Confidence:
1st: Failed to judge other persons path or speed	Vehicle 1	Very Likely
V1 AND V2 TRAVELLING IN QUEUE OF TRAFFIC, V1 HAS CRASHED INTO THE BACK OF V2, DAMAGE CAUSED TO BOTH CARS.		

Details of Personal Injury Accidents for Period - 01/01/2014 to 31/12/2018 (60) months

Selection: Notes:

Selected using Manual Selection

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

1607278 Saturday A27 CHICHESTER AT JUNCTION OF 03/12/2016 A259 BOGNOR ROAD
R1: A 27 2206hrs
R2: A 259 Darkness: street lights present a
E 487,768 Wet/Damp
N 104,160 Fine without high winds
70 mph

Veh 1 Car Going ahead NW^{to} SE
Veh 2 Car Going ahead W to E
Veh 3 Car Starting NW^{to} SE Dri M 50 Slight
Veh 3 Car Starting NW^{to} SE RSP M 23 Slight

Causation Factor:

1st: Careless/Reckless/In a hurry
2nd: Distraction outside vehicle
3rd: Impaired by alcohol

Participant:

Vehicle 1
Vehicle 3
Vehicle 1

Confidence:

Very Likely
Possible

V1 FOLLOWING A PREVIOUS RTC CONTINUES JOURNEY TOWARDS ROUNDABOUT A27 AND CROSSES ONTO ROUNDABOUT HITTING VEHICLE 2 ON NEAR SIDE. VEHICLE 3 THEN STOPS TO ASSIST AND GETS OUT OF VEHICLE LEAVING IT IN DRIVE. DRIVER OF VEHICLE 3 GETS LEG OUT OF VEHICLE WHILS
T VEHICLE IS MOVING AND TRAPS LEG BETWEEN DOOR AND ROAD SIDE FURNITURE.

1607441 Friday U VINNETROW ROAD CHICHESTER 09/12/2016 AT JUNCTION OF A27
R1: U 1718hrs
R2: A 27 Darkness: street lights present a
E 487,814 Wet/Damp
N 104,117 Fine without high winds
70 mph

Veh 1 Goods < 3.5t Turning left S to W
Veh 2 M/C > 500 cc Going ahead E to W Dri M 33 Serious

Causation Factor:

1st: Failed to look properly

Participant:

Vehicle 1

Confidence:

Very Likely

VEHICLE 1, A FOREIGN REGISTERED VEHICLE, EXITED VINNETROW ROAD ONTO BOGNOR BRIDGE ROUNDABOUT. VEHICLE 2, TRAVELLING FROM A259 ONTO ROUNDABOUT TOWARDS A27 WESTBOUND. VEHICLE 1 PULLED OUT INTO PATH OF VEHICLE 2.

1604577 Friday A27 CHICHESTER BY PASS 29/07/2016 CHICHESTER 107M WEST OF B2145
R1: A 27 1349hrs OUTSIDE 200 YARDS WEST OF
Daylight: street lights present
E 486,744 Dry
N 103,679 Fine without high winds
70 mph

Veh 1 M/C < 125 cc Going ahead E to W Dri M 21 Serious
Veh 2 Car Change lane to right E to W

Causation Factor:

1st: Careless/Reckless/In a hurry
2nd: Failed to look properly
3rd: Failed to judge other persons path or speed

Participant:

Vehicle 1
Vehicle 1
Vehicle 1

Confidence:

Very Likely
Very Likely

IT WOULD APPEAR THAT VEHICLE 2, TRAVELLING WEST ON A27 CHANGED LANES INTO LANE TWO. V1 TRAVELLING IN THE SAME DIRECTION IN LANE TWO WAS DISTRACTED AND COLLIDED INTO THE REAR OF V2. VEHICLE 2 FAILED TO STOP.

Details of Personal Injury Accidents for Period - 01/01/2014 to 31/12/2018 (60) months

Selection: Notes:

Selected using Manual Selection

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

1606415 Tuesday B2166 LAGNESS ROAD PAGHAM 25M Veh 1 Car Going ahead LH bend S to NW FSP F 19 Slight
 25/10/2016 WEST OF U UNAMED ROAD Veh 1 Car Going ahead LH bend S to NW RSP F 21 Slight
 R1: B 2166 0405hrs Veh 1 Car Going ahead LH bend S to NW Dri M 23 Slight
 Darkness: no street lighting
 E 489,409 Wet/Damp
 N 101,652 Fine without high winds
 60 mph

Causation Factor:

Participant:

Confidence:

1st: Impaired by alcohol

Vehicle 1

Very Likely

V1 TRAVELLING NORTH ALONG RURAL NATIONAL SPEED LIMIT STRETCH OF UNLIT ROAD APPROACHED LEFT HAND BEND. V1 FAILED TO NEGOTIATE BEND AND LEFT CARRIAGEWAY TO OFFSIDE, GOING THROUGH A DITCH BEFORE COMING TO A HALT ON ACCESS ROAD. TWO PASSENGERS SUSTAINED MINOR INJURIES. DRIVER FAILED THE ROADSIDE BREATH TEST

1607436 Wednesday A27 CHICHESTER AT JUNCTION OF Veh 1 Goods > 7.5t Going ahead W to E Dri M 43 Slight
 07/12/2016 B2145 WHYKE ROAD
 R1: A 27 0159hrs
 R2: B 2145 Darkness: street lights present a
 E 486,867 Dry
 N 103,691 Fine without high winds
 70 mph

Causation Factor:

Participant:

Confidence:

1st: Fatigue

Vehicle 1

Very Likely

THE DRIVER OF V1 FELL ASLEEP AT THE WHEEL AND FAILED TO NEGOTIATE THE ROUNDABOUT.

1607547 Tuesday B2166 LAGNESS ROAD RUNCTON AT Veh 1 Goods < 3.5t Going ahead LH bend SE to W Dri M 73 Slight
 13/12/2016 JUNCTION OF U ROAD TO
 R1: B 2166 1107hrs FORBRIDGE FARM
 R2: U Daylight: street lights present
 E 489,423 Wet/Damp
 N 101,638 Fine without high winds
 60 mph

V1 TRAVELLING WEST ON WET ROAD LOST CONTROL ON SWEEPING LEFT HAND BEND LEFT ROAD NEARSIDE AND ENTERED A DRAINAGE DITCH CAUSING VERY MINOR DAMAGE AND INJURY TO THE DRIVER

Details of Personal Injury Accidents for Period - 01/01/2014 to 31/12/2018 (60) months

Selection: Notes:

Selected using Manual Selection

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

1700034 Tuesday A259 BOGNOR ROAD CHICHESTER Veh 1 Car Turning right NW to SW
03/01/2017 AT JUNCTION OF U QUARRY LANE Veh 2 Pedal cycle Going ahead SE to NW Dri M 36 Slight
R1: A 259 0932hrs
R2: U Daylight: street lights present
E 487,681 Frost/Ice
N 104,229 Fine without high winds
20 mph

Causation Factor:

Participant:

Confidence:

1st: Slippery road (due to weather)

Vehicle 2

Possible

VEHICLE 1 WAS DRIVING SOUTH ON BOGNOR ROAD WAITING TO TURN RIGHT INTO QUARRY LANE. VEH 2 (PEDAL CYCLIST) WAS CYCLING NORTH ALONG BOGNOR ROAD TOWARDS CHICHESTER. VEHICLE 1 HAS TURNED INTO QUARRY LANE AND MADE CONTACT WITH VEH 2 CAUSING HIM TO FALL OF HIS CYCLE. VEHICLE 1 DRIVER HAS SUGGESTED THAT CYCLIST CYCLED OFF PAVEMENT INTO HIM AT THE JUNCTION. PEDAL CYCLIST SUGGESTS HE WAS ON THE ROAD AT ALL TIMES AND VEHICLE ONE TURNED ONTO HIS PATH. 1 WITNESS CANT RECALL WHERE CYCLIST WAS

1700595 Friday B2166 PAGHAM ROAD PAGHAM Veh 1 Car Going ahead S to N Dri F 18 Slight
27/01/2017 357M NORTH OF B2166 LOWER BOGNOR ROAD
R1: B 2166 1813hrs
Darkness: no street lighting
E 489,575 Wet/Damp
N 101,303 Raining without high winds
60 mph

Causation Factor:

Participant:

Confidence:

1st: Inexperienced or learner driver/rider

Vehicle 1

Possible

2nd: Sudden braking

Vehicle 1

Very Likely

3rd: Swerved

Vehicle 1

Very Likely

4th: Loss of control

Vehicle 1

Very Likely

VEHICLE 1 WAS TRAVELLING NORTH ON THE PAGHAM ROAD TOWARDS RUNCTON. A LOSS OF CONTROL HAS OCCURRED WHERE THE DRIVER OF VEHICLE 1 HAS LEFT THE CARRIAGEWAY TO THE OFFSIDE VERGE OVERTURNING.

1504269 Saturday U VINNETROW ROAD CHICHESTER Veh 1 Pedal cycle Going ahead E to W Dri M 14 Slight
25/07/2015 AT JUNCTION OF A27 Veh 2 Car Going ahead N to S
R1: U 0937hrs
R2: A 27 Daylight: street lights present
E 487,819 Dry
N 104,102 Fine without high winds
60 mph

Causation Factor:

Participant:

Confidence:

1st: Failed to look properly

Casualty 1

Very Likely

2nd: Failed to judge other persons path or speed

Vehicle 2

Possible

CYCLIST HEADED TO BOGNOR BRIDGE OVER THE A27 FROM A259 CYLE PATH. WAS SEEN TO APPROACH VINNETROW ROAD AND NOT GIVE WAY TO ONCOMING VEHICLES. VEHICLE TWO HAS THEN COLLIDED WITH THE CYCLIST CAUSING DAMAGE TO THE WINDSCREEN. MINOR INJURIES SUFFERED BY THE CYCLIST IN THE FORM OF SUPERFICIAL CUTS.

Details of Personal Injury Accidents for Period - 01/01/2014 to 31/12/2018 (60) months

Selection: Notes:

Selected using Manual Selection

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

1700209 Tuesday B2145 CHICHESTER AT JUNCTION OF A27 CHICHESTER BY-PASS
R1: B 2145 10/01/2017 Veh 1 Goods < 3.5t Stopping S to N
0650hrs Veh 2 M/C < 125 cc Wait to turn left S to W Dri M 23 Slight
R2: A 27 Daylight:street lights present
E 486,875 Wet/Damp
N 103,643 Fine without high winds
30 mph

VEH 2 (MCY) STATIONARY AT ROUNDABOUT WAITING TO TURN LEFT ONTO CHICHESTER BY-PASS, VEH 1 TRAVELLING NORTH DIRECTLY BEHIND VEH 2 EITHER FAILED TO JUDGE STOPPING DISTANCE OR WAS NOT LOOKING PROPERLY AND STRUCK REAR OF VEH 2 CAUSING RIDER TO SUSTAIN INJURY HENCE REPORT.

1700468 Sunday A259 BOGNOR BRIDGE CHICHESTER AT JUNCTION OF A27 CHICHESTER BY-PASS
R1: A 259 22/01/2017 Veh 1 Car Going ahead SE to NW
1140hrs Veh 2 Car Going ahead SE to NW Dri F 26 Slight
R2: A 27 Daylight:street lights present
E 487,790 Dry
N 104,105 Fine without high winds
70 mph

FTS DAMAGE ONLY RTC. V1 HAS ENTERED ROUNDABOUT FROM A259 BOGNOR ROAD IN NEARSIDE LANE. V2 HAS ENTERED ROUNDABOUT FROM A259 BOGNOR ROAD IN OFFSIDE LANE. V1 HAS PROCEEDED TO TRAVEL TOWARDS CHICHESTER. V2 TRAVELLING IN SAME DIRECTION. V1 HAS COLLIDED WITH THE NEARSIDE OF V2 CAUSING DAMAGE. DRIVER HAS GOT OUT OF V2 AND REMONSTRATED WITH THE DRIVER OF V1 WHOM HAS BECOME INTIMIDATED, DRIVER OF V2 HAS THEN KICKED AND PUNCHED V1. V1 HAS LEFT SCENE.

1700931 Tuesday A27 CHICHESTER BY-PASS CHICHESTER AT JUNCTION OF A259 BOGNOR ROAD
R1: A 27 14/02/2017 Veh 1 Car Going ahead E to W
2305hrs Veh 2 Car Going ahead N to S RSP M 53 Slight
R2: A 259 Darkness: street lights present a
E 487,798 Dry
N 104,170 Fine without high winds
70 mph

Causation Factor:

Participant:

Confidence:

1st: Failed to look properly

Vehicle 1

Possible

V1 PARAMEDIC RAPID RESPONSE VEHICLE, ON NON EMERGENCY CALL TO INCIDENT IN SELSEY, (NOT ON BLUE LIGHTS) HAS FAILED TO SEE V2 WHICH HAS ENTERED THE ROUNDABOUT. V1 HAS COLLIDED WITH THE REAR N/S OF V2 CAUSING MINOR INJURY TO ONE REAR SEAT PASSENGER.

Details of Personal Injury Accidents for Period - 01/01/2014 to 31/12/2018 (60) months

Selection: Notes:

Selected using Manual Selection

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

1702032 Saturday A27 CHICHESTER AT JUNCTION OF A259 OUTSIDE BOGNOR BRIDGE RA Veh 1 Goods < 3.5t Going ahead N to S
 08/04/2017 Veh 2 Car Going ahead N to S Dri F 57 Slight
 R1: A 27 0908hrs
 R2: A 259 Daylight:street lights present
 E 487,793 Dry
 N 104,169 Fine without high winds
 70 mph

Causation Factor: Participant: Confidence:
 1st: Inexperience with type of vehicle Vehicle 1 Very Likely
 V1 WAS NAVIGATING RA, V2 WAS TRAVELLING BEHIND. V1 ACCIDENTALLY APPLIED THE BRAKE, CAUSING VEHICLE TO COME TO AN ABRUPT STOP. V2 COLLIDED WITH REAR OF V1.

1702564 Tuesday B2145 CHICHESTER AT JUNCTION OF U PRIVATE DRIVEWAY OUTSIDE MULBERRY HOUSE. Veh 1 Car Turning left W to N
 09/05/2017 Veh 2 Agric. veh Going ahead S to N
 R1: B 2145 1757hrs Veh 3 Car Going ahead S to N Dri M 35 Slight
 R2: U Daylight:street lights present Veh 3 Car Going ahead S to N FSP M 37 Slight
 E 486,860 Dry Veh 4 Car Going ahead S to N
 N 102,760 Fine without high winds
 50 mph

Causation Factor: Participant: Confidence:
 1st: Failed to look properly Vehicle 1 Possible
 V1 EXITING GROUNDS OF PRIVATE DWELLING TO HEAD NORTH ON B2145. V2, V3 AND V4 ALL HEADING NORTH ON B2145. V2 BRAKED FOR V1 WHICH THEN CAUSED V3 TO IMPACT WITH THE REAR OF V2 AND V4 WITH THE REAR OF V3.

1702736 Friday A259 BOGNOR ROAD CHICHESTER Veh 1 Car Going ahead E to W Ped M 52 Serious
 19/05/2017 185M EAST OF A27 CHICHESTER BY
 R1: A 259 0331hrs PASS OUTSIDE NEAR TO 200 YARD
 Darkness: no street lighting
 E 487,902 Wet/Damp
 N 104,141 Fine without high winds
 70 mph

Causation Factor: Participant: Confidence:
 1st: Impaired by alcohol Casualty 1 Very Likely
 2nd: Impaired by drugs (illicit or medicinal) Casualty 1 Very Likely
 3rd: Failed to look properly Casualty 1 Possible
 4th: Failed to look properly Vehicle 1 Possible
 CAR V PEDESTRIAN. PEDESTRIAN WALKED SOUTH FROM CENTRAL RESERVATION INTO A259 WESTBOUND CARRIAGEWAY. V1 TRAVELLING WESTBOUND ON A259 IN LANE ONE COLLIDES WITH PEDESTRIAN.

Details of Personal Injury Accidents for Period - 01/01/2014 to 31/12/2018 (60) months

Selection: Notes:

Selected using Manual Selection

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

1702937 Saturday A27 CHICHESTER AT JUNCTION OF 27/05/2017 A259
R1: A 27 0843hrs
R2: A 259 Daylight:street lights present
E 487,775 Dry
N 104,084 Fine without high winds
70 mph

Veh 1 Goods < 3.5t Going ahead N to S
Veh 2 Car Going ahead N to S RSP M 10 Slight
Veh 2 Car Going ahead N to S Dri F 34 Slight

VEHICLE 2 IN OUTSIDE LANE TRAVELLING TOWARDS PORTSMOUTH WAS HIT BY VEHICLE 1 WHO WAS MANOEUVRING OUT OF THE WAY FOR AN AMBULANCE WHICH WAS DISPLAYING BLUE LIGHTS. VEHICLE TO PASS. VEHICLE 1 FAILED TO STOP.

1700688 Wednesday A27 CHICHESTER AT JUNCTION OF 25/01/2017 A259
R1: A 27 1530hrs
R2: A 259 Daylight:street lights present
E 487,805 Dry
N 104,171 Fine without high winds
70 mph

Veh 1 Goods 3.5 - 7.5t Going ahead RH bend N to SW
Veh 2 Car Wait go ahead held N to SW Dri F 27 Slight

V2 HAS COME TO A STOP IN TRAFFIC AT THE ROUNDABOUT. V2 WAS THEN JOLTED FORWARDS AS V1 HAS HIT THE BACK OF V2. V2 TURNED ON HAZARD LIGHTS, THERE WAS NOWHERE SAFE TO PULL OVER SO V1 DROVE OVER ROUNDABOUT THEN PULLED INTO LEFT HAND LANE TO STOP. V1 THEN OV
ERTOOK TURNED ON HIS HAZARDS BRIEFLY THEN DROVE OFF.

1701274 Saturday A27 BOGNOR ROAD ROUNDABOUT 04/03/2017 CHICHESTER AT JUNCTION OF A259 BOGNOR ROAD
R1: A 27 1925hrs
R2: A 259 Darkness: street lights present a
E 487,777 Dry
N 104,164 Fine without high winds
30 mph

Veh 1 Car Change lane to right S to NE
Veh 2 Car Going ahead S to N Dri M 49 Slight

VEH 2 ENTERED ROUNDABOUT IN OUTSIDE LANE TO GO STRAIGHT OVER, VEH 1 WAS IN INSIDE LANE. AS PASSED FIRST EXIT ON ROUNDABOUT VEH 1 INDICATED RIGHT TO GO AROUND ROUNDABOUT, INSTEAD OF STRAIGHT OVER, VEH 2 STOPPED AND VEH 1 COLLIDED WITH NEARSIDE OF VEH 2.

Details of Personal Injury Accidents for Period - 01/01/2014 to 31/12/2018 (60) months

Selection: Notes:

Selected using Manual Selection

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

1703558 Tuesday B2166 LAGNESS ROAD PAGHAM 95M NORTH OF B2166 LOWER BOGNOR ROAD
 R1: B 2166 27/06/2017 1736hrs
 E 489,536 Daylight: street lights present
 N 101,048 Wet/Damp
 Raining without high winds
 40 mph

Causation Factor: Participant: Confidence:
 1st: Loss of control Vehicle 1 Very Likely
 VEHICLE 1 TRAVELLING NORTH ALONG LAGNESS ROAD AND AS IT ROUNDED RIGHT HAND BEND, THE DRIVER LOST CONTROL AND CROSSED INTO PATH OF VEHICLE 2.

1704105 Wednesday B2166 LOWER BOGNOR ROAD BOGNOR 70M EAST OF B2166 LAGNESS ROAD
 R1: B 2166 19/07/2017 0926hrs
 E 489,626 Daylight: street lights present
 N 100,964 Wet/Damp
 Fine without high winds
 30 mph

Causation Factor: Participant: Confidence:
 1st: Failed to judge other persons path or speed Vehicle 1 Very Likely
 2nd: Careless/Reckless/In a hurry Vehicle 1 Possible
 V1 FAILED TO OBSERVE THAT V2 HAD COME TO A STOP OWING TO STATIONARY TRAFFIC AT A JUNCTION. V1 HIT THE REAR OF V2.

1704792 Wednesday U VINNETROW ROAD CHICHESTER AT JUNCTION OF U ENTRANCE TO LAKESIDE CARAVAN
 R1: U 23/08/2017 1059hrs
 R2: U Daylight: street lights present
 E 487,920 Dry
 N 103,656 Fine without high winds
 60 mph

Causation Factor: Participant: Confidence:
 1st: Failed to look properly Vehicle 1 Very Likely
 2nd: Failed to judge other persons path or speed Vehicle 1 Very Likely
 VEHICLE 2 WAS TRAVELLING SOUTH ON VINNETROW ROAD TOWARDS RUNCTON. VEHICLE 1 HAS PULLED OUT TURNING RIGHT FROM THE LAKESIDE CARAVAN PARK INTO THE PATH OF VEHICLE 2.

Details of Personal Injury Accidents for Period - 01/01/2014 to 31/12/2018 (60) months

Selection: Notes:

Selected using Manual Selection

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

1705670 Friday B2145 HUNSTON ROAD CHICHESTER Veh 1 Car Going ahead S to N
 06/10/2017 274M SOUTH OF A27 OUTSIDE Veh 2 Car Going ahead S to N Dri F 32 Slight
 0830hrs ADJACENT TO OLD CONVENT
 Daylight:street lights present
 Dry
 Fine without high winds
 40 mph

V2 STOPPED IN LINE OF TRAFFIC TRAVELLING NORTH, V1 FOR UNKNOWN REASON COLLIDED WITH REAR OF V2.

1702859 Wednesday A27 BOGNOR ROAD CHICHESTER AT Veh 1 Car Turning left E to SW
 24/05/2017 JUNCTION OF U VINNETROW ROAD Veh 2 Car Going ahead E to W Dri F 29 Slight
 1750hrs OUTSIDE BOGNOR BRIDGE
 Daylight:street lights present
 Dry
 Fine without high winds
 70 mph

Causation Factor:

Participant:

Confidence:

1st: Nervous/Uncertain/Panic

Vehicle 1

Very Likely

V1 HAS BEEN TRAVELLING ON THE A259 TOWARDS CHICHESTER ON THE W/B CARRIAGEWAY IN THE OUTSIDE LANE. SHE HAS APPROACHED BOGNOR BRIDGE ROUNDABOUT AND TAKEN THE SECOND EXIT ONTO THE A27 SW/B IN THE INCORRECT LANE. V2 HAS BEEN TRAVELLING ON THE A259 BOGNOR RD TOWARDS BOGNOR BRIDGE ROUNDABOUT TO HEAD TOWARDS QUARRY LANE AND COLLIDED WITH V1 ON THE ROUNDABOUT CAUSING DAMAGE TO THE OFFSIDE. V1 HAD VERY MINIMAL DAMAGE TO THE NEARSIDE.

1705540 Friday B2166 LAGNESS ROAD RUNCTON AT Veh 1 Car Going ahead RH bend NWto S Dri F 21 Serious
 29/09/2017 JUNCTION 10M SOUTH OF U Veh 1 Car Going ahead RH bend NWto S FSP F 20 Serious
 0937hrs UNAMED ROAD OUTSIDE ROAD TO
 Daylight:street lights present
 Wet/Damp
 Fine without high winds
 60 mph

Causation Factor:

Participant:

Confidence:

1st: Loss of control

Vehicle 1

Very Likely

V1 TRAVELLING SOUTH ON ROAD ENTERED RIGHT HAND BEND LOST CONTROL LEFT ROAD NEARSIDE AND COLLIDED WITH A TREE

Details of Personal Injury Accidents for Period - 01/01/2014 to 31/12/2018 (60) months

Selection: Notes:

Selected using Manual Selection

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

1705654 Friday B2166 LAGNESS ROAD BOGNOR Veh 1 Car Turning right E to N
06/10/2017 REGIS AT JUNCTION OF B2166 Veh 2 Car Going ahead N to S FSP M 61 Slight
1720hrs LOWER BOGNOR ROAD OUTSIDE
R1: B 2166 Daylight:street lights present
R2: B 2166 Dry
E 489,561 Fine without high winds
N 100,946 60 mph

Causation Factor: Participant: Confidence:
1st: Failed to look properly Vehicle 1 Very Likely
VEHICLE 2 TRAVELLING SOUTH ON LAGNESS ROAD, APPROACHING THE LOWER BOGNOR ROAD. VEHICLE 1 WAITING AT JUNCTION PULLED OUT ONTO LAGNESS ROAD IMPACTING THE NEARSIDE OF V2 CAUSING IT TO SPIN AND COLLIDE WITH A TELEGRAPH POLE ON OPPOSITE SIDE OF THE ROAD.

1705739 Wednesday A27 CHICHESTER BYPASS Veh 1 Car Wait go ahead held N to W
11/10/2017 CHICHESTER AT JUNCTION OF A259 Veh 2 Car Going ahead S to E Dri M 40 Slight
0800hrs BOGNOR ROAD
R1: A 27 Daylight:street lights present
R2: A 259 Wet/Damp
E 487,813 Fine without high winds
N 104,157 30 mph

Causation Factor: Participant: Confidence:
1st: Failed to look properly Vehicle 1 Very Likely
VEHICLE TWO TRAVELLING ON ROUNDABOUT TO COME OFF AT BOGNOR ROAD A259. VEHICLE ONE TRAVELLING ON A27 WESTBOUND WAITING TO COME ONTO ROUNDABOUT. VEHICLE TWO HAS SLOWED FOR A VEHICLE THAT HAS PULLED INFRONT. VEHICLE ONE HAS PULLED OUT ONTO THE ROUNDABOUT THINKING THAT VEHICLE TWO HAS ALREADY PASSED DUE TO LOOKING RIGHT. VEHICLE ONE HAS COLLIDED WITH THE REAR N/S OF VEHICLE TWO.

1706247 Monday B2166 LAGNESS ROAD RUNCTON AT Veh 1 Car Going ahead E to W
06/11/2017 JUNCTION OF U BROOKSIDE CLOSE Veh 2 Car Stopping E to W Dri F 43 Slight
1612hrs OUTSIDE BY TRAFFIC ISLAND Veh 3 Car Stopping E to W
R1: B 2166 Daylight:street lights present Veh 4 Car Going ahead W to E
R2: U Dry
E 488,412 Fine without high winds
N 102,393 40 mph

Causation Factor: Participant: Confidence:
1st: Failed to judge other persons path or speed Vehicle 1 Very Likely
2nd: Failed to look properly Vehicle 1 Very Likely
3rd: Following too close Vehicle 1 Very Likely
4th: Emergency vehicle on call Vehicle 4 Very Likely
VEH 4, POLICE VEH TRAVELLING EAST ON EMERGENCY CALL WITH WARNING LIGHTS AND SIRENS ON. VEH'S 1,2 AND 3 TRAVELLING IN OPPOSITE DIRECTION ON ROAD. VEH 3 BRAKES HARD AND COMES TO HALT. VEH 2 ALSO BRAKES HARD AND COMES TO A HALT BEHIND VEH 3. VEH 1 FAILS TO STOP IN TIME AND HITS VEH 2. VEH 2 THEN PUSHED FORWARDS AND STRIKES VEH 3.

Details of Personal Injury Accidents for Period - 01/01/2014 to 31/12/2018 (60) months

Selection: Notes:

Selected using Manual Selection

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

1601623 Wednesday A259 BOGNOR ROAD CHICHESTER Veh 1 Car Stopping E to SW
 16/03/2016 AT JUNCTION OF A27 OUTSIDE Veh 2 Car Wait go ahead held E to SW Dri F 60 Slight
 R1: A 259 0720hrs PORTFIELD RA Veh 3 Car Wait go ahead held E to SW
 R2: A 27 Daylight:street lights present
 E 487,830 Dry
 N 104,142 Fine without high winds
 70 mph

Causation Factor:

Participant:

Confidence:

1st: Loss of control

Vehicle 1

Very Likely

THREE VEHICLE RTC - V1 FTS - INJURY REPORTED BY DRIVER OF V2. V2 WAITING AT JUNCTION BEHIND V3 IN OFFSIDE LANE. V1 HAS APPROACHED V2 AND V3 FROM NEAR SIDE LANE AND HAS COLLIDED WITH NEAR SIDE OF V2 AND REAR OF V3. V1 HAS STOPPED AT SCENE HOWEVER WHEN APPROACHED FOR DETAILS HE HAS RETURNED TO HIS VEHICLE AND DRIVEN OFF. SECTION 170 NON-COMPLIANT. V3 DETAILS NOT KNOWN AT HIS STAGE.

1606382 Saturday A27 BOGNOR REGIS AT JUNCTION Veh 1 Car Turning left S to W
 22/10/2016 OF A259 BOGNOR ROAD Veh 2 Car Going ahead E to W Dri M 36 Slight
 R1: A 27 1420hrs
 R2: A 259 Daylight:street lights present
 E 487,818 Dry
 N 104,122 Fine without high winds
 60 mph

VEH 2 WAS HEADING WEST ON A27, WENT AHEAD ON ROUNDABOUT TO CARRY ON A27. VEH 1 CAME FROM SOUTH ON A259. CAME OUT OF EXIT AND STARTED TO PULL INTO INSIDE LANE TO GO LEFT, VEH 1 THEN CHANGED DIRECTION TO GO STRAIGHT AHEAD, HITTING VEH 2 CAUSING INJURY AND DAMAGE. BOTH VEHICLES CARRIED ON AS COULD NOT STOP, WHEN VEH 2 TURNED AROUND TO COME BACK AND EXCHANGE DETAILS, VEH 1 HAD LEFT THE SCENE. INJURY RTC, SEC 170 NOT COMPLIED WITH.

1706861 Sunday B2166 RUNCTON AT JUNCTION OF U Veh 1 Pedal cycle Turning right SE to NE Dri M 33 Slight
 03/12/2017 ENTRANCE TO RUNCTON NURSERY Veh 2 Bus/coach Going ahead SE to NW
 R1: B 2166 0650hrs
 R2: U Daylight:street lights present
 E 488,928 Wet/Damp
 N 102,075 Raining without high winds
 40 mph

Causation Factor:

Participant:

Confidence:

1st: Failed to signal/Misleading signal

Vehicle 1

Very Likely

2nd: Careless/Reckless/In a hurry

Vehicle 1

Possible

CYCLIST WHILST TRAVELLING IN A WESTERLY DIRECTION ALONG THE B2166, LAGNESS ROAD HAS TURNED RIGHT TO ENTER THE VITA CRESS NURSERY. AT THE SAME TIME A DOUBLE DECKER BUS TRAVELLING VERY CLOSELY BEHIND TRAVELLING IN THE SAME DIRECTION HAS THEN HIT THE CYCLIST. AT THIS TIME BUS DRIVER BELIEVES THE CYCLIST DID NOT INDICATE AND PULLED ACROSS IN FRONT OF HIM CAUSING THE COLLISION. THOUGH CYCLIST CLAIMED HE HAD INDICATED. BUS DASH CAM TO BE DOWN LOADED AND VIEWED.

Details of Personal Injury Accidents for Period - 01/01/2014 to 31/12/2018 (60) months

Selection: Notes:

Selected using Manual Selection

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

1800766 Tuesday A27 CHICHESTER BY-PASS Veh 1 Car Starting E to W
06/02/2018 CHICHESTER AT JUNCTION OF Veh 2 Car Wait go ahead held E to W Dri F 30 Slight
R1: A 27 1611hrs B2145
R2: B 2145 Daylight:street lights present
E 486,920 Dry
N 103,660 Fine without high winds
70 mph

Causation Factor:

1st: Careless/Reckless/In a hurry
2nd: Junction restart
3rd: Failed to look properly
4th: Failed to judge other persons path or speed
5th: Following too close

Participant:

Vehicle 1
Vehicle 1
Vehicle 1
Vehicle 1
Vehicle 1

Confidence:

Possible
Possible
Possible
Possible
Possible

VEHICLE 1 BEHIND VEHICLE 2 IN LANE ONE OF TWO OF THE WESTBOUND A27 CHICHESTER BY-PASS AT THE WHYKE ROUNDABOUT. VEHICLE 1 MOVED OFF AND COLLIDED WITH THE REAR OF VEHICLE 2 WHICH HADN'T MOVED OFF FROM THE JUNCTION.

1801385 Saturday B2166 LAGNESS ROAD PAGAM AT Veh 1 Car Going ahead RH bend NW to S Dri M 73 Serious
10/03/2018 JUNCTION OF U UNAMED ROAD
R1: B 2166 1701hrs
R2: U Daylight:street lights present
E 489,290 Dry
N 101,821 Fine without high winds
60 mph

Causation Factor:

1st: Poor turn or manoeuvre

Participant:

Vehicle 1

Confidence:

Very Likely

V1 TRAVELLING SOUTH EAST ON RIGHT HAND BEND LEFT THE ROAD NEARSIDE CAUSING THE DRIVER TO LOSE CONTROL AND ENTER A DITCH WHERE THE VEHICLE ROLLED.

1801991 Saturday A259 BOGNOR ROAD CHICHESTER Veh 1 Car O/take s/veh o/side W to E
14/04/2018 AT JUNCTION OF U PORTFIELD Veh 2 M/C > 500 cc Turning right N to W Dri M 53 Slight
R1: A 259 1429hrs TRADE CENTRE EXIT OUTSIDE Veh 3 Car Going ahead W to E
R2: U Daylight:street lights present
E 487,713 Dry
N 104,211 Fine without high winds
30 mph

EASTBOUND TRAFFIC QUEUING STATIC TO ENTER ROUNDABOUT V3 IN N/S LANE LEFT A SPACE TO ALLOW V2 TO TURN RT OUT OF TRADE CENTRE WHEN V1 EASTBOUND ON THE HATCH MARKINGS IN THE CENTRAL LANE OVERTAKING THE STATIONARY TRAFFIC FORCED V2 TO EMERGENCY STOP WHILST O N THE TURN LOSING CONTROL & HAVING TO DROP THE BIKE & FELL INTO ROAD

Details of Personal Injury Accidents for Period - 01/01/2014 to 31/12/2018 (60) months

Selection: Notes:

Selected using Manual Selection

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

1707274 Friday B2166 LAGNESS ROAD NORTH Veh 1 Car U turn E to E Dri M 18 Serious
22/12/2017 MUNDHAM 230M WEST OF U Veh 2 Car O/take m/veh o/side E to W FSP M 40 Slight
R1: B 2166 0800hrs VIINNETROW ROAD
Daylight:street lights present
E 487,825 Wet/Damp
N 102,433 Fine without high winds
30 mph

Causation Factor:

1st: Failed to look properly
2nd: Failed to signal/Misleading signal
3rd: Failed to judge other persons path or speed

Participant:

Vehicle 1
Vehicle 1
Vehicle 2

Confidence:

Very Likely
Possible

V2 POLICE VEHICLE WAS TRAVELLING IN A WESTERN DIRECTION TOWARDS NORTH MUNDHAM ON THE B2116 WITH THERE BLUE LIGHTS ACTIVATED WHEN THEY WERE OVERTAKING V1 WHICH WITHOUT WARNING HAS PULLED ACROSS INTO THE PATH OF V2 AS HE WANTED TO TURN AROUND IN A LAYBY. T HIS HAS CAUSED V2 TO COLLIDE WITH V1 REAR DRIVERS SIDE PANEL CAUSING IT TO SPIN OUT AND COME TO A STOP ON THE GRASS.

1802704 Wednesday A27 CHICHESTER AT JUNCTION OF U Veh 1 Car Starting S to W FSP F 79 Slight
16/05/2018 VINNETROW ROAD OUTSIDE ON R/A Veh 2 Car Going ahead N to S
R1: A 27 1458hrs
R2: U Daylight:street lights present
E 487,809 Dry
N 104,115 Fine without high winds
70 mph

Causation Factor:

1st: Failed to look properly
2nd: Uncorrected, defective eyesight
3rd: Failed to judge other persons path or speed

Participant:

Vehicle 1
Vehicle 1
Vehicle 1

Confidence:

Very Likely
Very Likely

VEHICLE 1 EXITING VINNETROW ROAD, FAILED TO SEE DV2 AND PULLED OUT INTO HIS PATH. DV2 WAS UNABLE TO AVOID COLLISION AND COLLIDED WITH OFFSIDE OF V1

1803946 Tuesday A27 CHICHESTER AT JUNCTION OF Veh 1 Car Going ahead SW to NE
17/07/2018 A259 OUTSIDE BOGNOR BRIDGE Veh 2 Going ahead RH bend E to NW Dri M 29 Slight
R1: A 27 0830hrs ROUNDABOUT
R2: A 259 Daylight:street lights present
E 487,762 Dry
N 104,120 Fine without high winds
60 mph

Causation Factor:

1st: Failed to look properly

Participant:

Vehicle 1

Confidence:

Very Likely

VEHICLE 2 ON ROUNDABOUT VEHICLE 1 HAS ENTERED ROUNDABOUT NOT SEEING VEHICLE 1 COLLIDED WITH SAME.

Details of Personal Injury Accidents for Period - 01/01/2014 to 31/12/2018 (60) months

Selection: Notes:

Selected using Manual Selection

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

1804755 Saturday A27 CHICHESTER BY-PASS
25/08/2018 CHICHESTER AT JUNCTION OF A259
1627hrs BOGNOR ROAD
R1: A 27
R2: A 259 Daylight:street lights present
E 487,785 Dry
N 104,167 Fine without high winds
30 mph

Causation Factor:

Participant:

Confidence:

1st: Failed to look properly
2nd: Poor turn or manoeuvre

Veh 1 Goods < 3.5t Change lane to right S to E
Veh 2 M/C > 500 cc Going ahead S to N Dri M 54 Slight

V1(VAN) HEADING N APPROACHING ROUNDABOUT IN NEAR SIDE LANE OF DUAL CARRIAGEWAY. V2(MOTORCYCLE) TRAVELLING N IN OFFSIDE LANE PARALLEL WITH COURSE TAKEN BY V1. BOTH V1 AND V2 ENTER ROUNDABOUT JUNCTION, THE COURSE OF BOTH VEHICLES APPEARING TO INDICATE THE Y BOTH INTEND TO CONTINUE N. DRIVER OF V1 TURNS RIGHT SUDDENLY ACROSS PATH OF V2 COLLIDING WITH V2. V2 RIDER DISMOUNTED FROM MOTORCYCLE AND IMPACT CAUSES V1 TO ROTATE ANTI-CLOCKWISE LEAVING IT FACING N. RIDER OF V2 INJURED.

1803140 Friday A27 CHICHESTER AT JUNCTION OF
08/06/2018 A259 BOGNOR ROAD
R1: A 27
R2: A 259 Daylight:street lights present
E 487,773 Dry
N 104,116 Fine without high winds
60 mph

Causation Factor:

Participant:

Confidence:

1st: Failed to look properly
2nd: Stationary or parked vehicle

Veh 1 Bus/coach Going ahead SE to NW
Veh 2 Car Wait go ahead held NE to SW FSP M 56 Serious

V02 ON A27 WESTBOUND BY A259 BOGNOR BRIDGE R/A.CHICHESTER.V02 IN L2 LOOKING TO GO STRAIGHT AHEAD ONTO THE A27 BUT STOPPED ON THE R/A DUE TO TRAFFIC.HGV CAME FROM VINNETROW RD ACROSS INTO L1 HEADING TOWARDS BOGNOR RD INTO CHICHESTER.V02 ALLOWED THE HGV TO CLEAR THEM AND SAW SPACE TO GO AHEAD MOVED FORWARD.V01 CAME FROM A259 BOGNOR RD ONTO L1 HEADING INTO CHICHESTER AND FAILED TO SEE V02.V02 MOVED FORWARD AND V01 F/O/S COLLIDED WITH V02 N/S CAUSING WINDOW TO SMASH AND CUT PASSENGERS ARM.

Details of Personal Injury Accidents for Period - 01/01/2014 to 31/12/2018 (60) months

Selection: Notes:

Selected using Manual Selection

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

1804313 Friday A27 CHICHESTER AT JUNCTION OF Veh 1 Car Change lane to left W to E FSP M 55 Slight
03/08/2018 A27 Veh 2 Car Going ahead W to E
R1: A 27 1908hrs
R2: A 27 Daylight:street lights present
E 487,787 Dry
N 104,173 Fine without high winds
60 mph

Causation Factor:

Participant:

Confidence:

1st: Poor turn or manoeuvre Vehicle 1 Very Likely
2nd: Sudden braking Vehicle 1 Very Likely
3rd: Failed to look properly Vehicle 1
VEHICLE 2 WAS TRAVELLING A27 FROM PORTSMOUTH AND ON ENCOUNTERING THE ROUNDABOUT CONTINUED ONTO THIS IN LANE 2. VEHICLE 1 WAS IN THE INSIDE LANE & HAD COMMITTED TO CONTINUE A27 EASTBOUND ENTERING OFF THE ROUNDABOUT ON THE INSIDE LANE & REALISED HE WANTED TO GO ON THE A259 SOUTH TO BOGNOR REGIS. VEHICLE 1 SUDDENLY STOPPED & VEHICLE 2 THEN COLLIDED INTO REAR OF VEHICLE 1

1804512 Saturday A259 CHICHESTER AT JUNCTION OF Veh 1 Goods < 3.5t Going ahead E to W
11/08/2018 A27 OUTSIDE BOGNOR BRIDGE RA Veh 2 Car Wait go ahead held E to W Dri F 42 Slight
R1: A 259 1600hrs
R2: A 27 Daylight:street lights present
E 487,826 Dry
N 104,133 Fine without high winds
70 mph

VEHICLE 2 STATIONERY WAITING AT ROUNDABOUT HEADING EAST VEHICLE 1 HIT REAR OF VEHICLE 2 CAUSING DAMAGE DRIVER OF VEHICLE 1 ONLY GAVE NAME AND NO FURTHER DETAILS NO WITNESSES

1804678 Monday B2145 HUNSTON ROAD CHICHESTER Veh 1 Car Reversing S to N
20/08/2018 350M SOUTH OF A27 CHICHESTER Veh 2 Goods < 3.5t Wait go ahead held N to S Dri M 40 Slight
R1: B 2145 1520hrs
BYPASS OUTSIDE OPP CONVENT
Daylight:street lights present
E 486,884 Dry
N 103,317 Fine without high winds
40 mph

BOTH VEHS SOUTHBOUND BUT WAITING IN Q OF STATIONARY TRAFFIC ONTROLLED BY TEMP ATS LIGHTS NO REASON FOR V1 TO REVERSE (AS CARS IN FRONT ALL MOVED OVER/FORWARD TO ALLOW MORE ROOM FOR A LARGE VEH NORTH BOUND TO PASS AN OBSTRUCTING VEH ON WEST SIDE OF ROAD)
HITTING V2 MOVEING V2 BACK 2FT BUT BRAKE HAD ALREADY BEEN RELEASED

Details of Personal Injury Accidents for Period - 01/01/2014 to 31/12/2018 (60) months

Selection: Notes:

Selected using Manual Selection

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

1804957 Thursday A27 CHICHESTER BY PASS
06/09/2018 CHICHESTER 100M SOUTH OF A27
R1: A 27 1730hrs
E 487,758 Dry
N 104,071 Fine without high winds
70 mph

Causation Factor: Participant: Confidence:
1st: Poor turn or manoeuvre Vehicle 1 Very Likely
V1 TRAVELLING IN LANE 1 OF QUEUING TRAFFIC ATTEMPTS TO TURN RIGHT INTO LANE 2. V2 MOTORCYCLE IS FILTERING BETWEEN TRAFFIC AND COLLIDES INTO THE REAR OF V1

1802820 Wednesday A27 CHICHESTER AT JUNCTION OF U Vch 1 Taxi Starting E to SW
23/05/2018 VINNETROW ROAD OUTSIDE Vch 2 Taxi Starting SE to NW Dri F 48 Slight
R1: A 27 1600hrs
R2: U Bognor Bridge Roundabout
E 487,788 Dry
N 104,112 Fine without high winds
70 mph

V2 APPROACHED THE ROUNABOUT FROM VINNETROW ROAD WITH A SLOW MOVING TRACTOR PULLING OUT FROM THE A259 ON THE ROUNABOUT. V2 PULLED OUT TO CROSS THE ROUNABOUT WHEN V1 PULLED OUT FROM THE A259 IN THE OUTSIDE LANE AND CAME AROUND THE OFFSIDE OF THE TRACTOR HEADING TOWARDS THE WEST BOUND A27 AND COLLIDED WITH THE OFFSIDE OF V2 CAUSING DAMAGE AND SLIGHT INJURY TO THE DRIVER OF V2.

1804020 Saturday B2166 LAGNESS ROAD PAGHAM
21/07/2018 280M WEST OF U PAGHAM ROAD
R1: B 2166 0845hrs
E 489,257 Dry
N 101,872 Fine without high winds
60 mph

Causation Factor: Participant: Confidence:
1st: Aggressive driving Vehicle 1 Very Likely
2nd: Careless/Reckless/In a hurry Vehicle 1 Very Likely
V1 TRAVELLING NORTH ON B2166 V3 BUS TRAVELLING NORTH ON B2166 V2 CAR TRAVELLING NORTH ON B2166 BEHIND BUS. V1 CAR TRAVELLING NORTH OVERTAKES V2 & V3 ON LEFT HAND BEND THAT FORMS A SERIES OF DOUBLE BENDS. V1 LOSES CONTROL, CROSSES INTO SOUTHBOUND LANE BEFORE EXITING THE ROAD SURFACE INTO THE OFFSIDE VERGE AND DITCH IMPACTING WITH A TREE TO FINAL RESTING POSITION.

Details of Personal Injury Accidents for Period - 01/01/2014 to 31/12/2018 (60) months

Selection: Notes:

Selected using Manual Selection

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

1805042 Wednesday A27 CHICHESTER AT JUNCTION OF Veh 1 Car Turning left E to S
12/09/2018 A259 Veh 2 Car Turning left E to S Dri M 21 Slight
R1: A 27 0135hrs
R2: A 259 Darkness: street lights present a
E 487,789 Dry
N 104,105 Fine without high winds
70 mph

Causation Factor:

1st: Aggressive driving

2nd: Careless/Reckless/In a hurry

Participant:

Vehicle 1

Vehicle 2

Confidence:

Very Likely

Very Likely

VEHICLE 1 COLLIDED INTO SIDE OF VEHICLE 2 ON ROUNDABOUT

1805104 Friday A27 WHYKE ROUNDABOUT Veh 1 Car Starting E to W
14/09/2018 CHICHESTER AT JUNCTION OF Veh 2 Car Going ahead E to W Dri F 32 Slight
1300hrs B2145 HUNSTON ROAD Veh 2 Car Going ahead E to W FSP M 23 Slight
R1: A 27
R2: B 2145 Daylight:street lights present
E 486,931 Dry
N 103,670 Fine without high winds
70 mph

VEHICLE 2 IN SLOW MOVING TRAFFIC TRAVELLING WESTBOUND IN OUTSIDE LANE APPROACHING ROUNDABOUT WAS HIS FROM BEHIND BY VEHICLE 1 CAUSING INJURY AND DAMAGE. ALL PARTIES STOPPED AND EXCHANGED DETAILS.

1805686 Sunday B2166 BOGNOR REGIS AT JUNCTION Veh 1 Goods > 7.5t Going ahead LH bend S to NW
14/10/2018 OF U UNNAMED ROAD OUTSIDE Veh 2 Car Going ahead RH bend NW to S Dri M 56 Serious
0953hrs HOLLY ACRE PLANTS LTD
R1: B 2166
R2: U Daylight:street lights present
E 489,447 Wet/Damp
N 101,602 Raining without high winds
40 mph

Causation Factor:

1st: Travelling too fast for conditions

Participant:

Vehicle 1

Confidence:

Possible

VEHICLE 1 (HGV) TRAVELLING EAST TO WEST CAME ROUND BEND TRAILER UNIT LOST CONTROL AND CAME ON THE OTHER SIDE OF THE ROAD COLLIDING WITH VEHICLE 2 TRAVELLING IN OPPOSITE DIRECTION WHICH LEFT THE CARRIAGEWAY TO THE OFFSIDE.

Details of Personal Injury Accidents for Period - 01/01/2014 to 31/12/2018 (60) months

Selection: Notes:

Selected using Manual Selection

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

1805980 Wednesday A27 CHICHESTER AT JUNCTION OF A259 BOGNOR ROAD OUTSIDE BOGNOR ROAD ROUNDABOUT
 R1: A 27 31/10/2018 0523hrs
 R2: A 259 Darkness: street lights present a
 E 487,787 Dry
 N 104,178 Fine without high winds
 70 mph

Causation Factor:

Participant:

Confidence:

1st: Failed to judge other persons path or speed
 VEHICLE 1 HIT THE BACK OF VEHICLE 2

Vehicle 1

Very Likely

1804005 Wednesday A27 BOGNOR ROAD CHICHESTER AT JUNCTION OF A259 BOGNOR ROAD OUTSIDE BOGNOR BRIDGE RA
 R1: A 27 18/07/2018 1040hrs
 R2: A 259 Daylight:street lights present
 E 487,817 Dry
 N 104,133 Unknown
 70 mph

VEHICLE 1 HAS PULLED OUT FROM LANE 1 A259, BOGNOR ONTO LANE 1 OF THE BOGNOR BRIDGE ROUNDABOUT (A27). VEHICLE 2 WAS ALREADY ON THE ROUNDABOUT ON LANE 2. VEHICLE 1 HAS TAKEN AVOIDING ACTION AND RIDER HAS COME OFF CAUSING DAMAGE.

1806067 Thursday B2166 LAGNESS ROAD CHICHESTER AT JUNCTION OF U PRIVATE ACCESS ROAD OUTSIDE NEWHEY
 R1: B 2166 01/11/2018 0707hrs
 R2: U Daylight:street lights present
 E 489,392 Wet/Damp
 N 101,647 Fine without high winds
 60 mph

Causation Factor:

Participant:

Confidence:

1st: Careless/Reckless/In a hurry
 2nd: Poor turn or manoeuvre
 3rd: Sudden braking
 4th: Swerved
 5th: Loss of control
 6th: Travelling too fast for conditions

Vehicle 1
 Vehicle 1
 Vehicle 1
 Vehicle 1
 Vehicle 1
 Vehicle 1

Possible
 Possible
 Possible
 Possible
 Very Likely
 Possible

VEHICLE TRAVELLING FROM EAST TO WEST ON THE B2166 LAGNESS ROAD WHEN THE DRIVER INEXPLICABLY LOSES CONTROL AND THE VEHICLE EXITS THE CARRIAGEWAY TO THE NEARSIDE, TRAVELS OVER THE GRASS VERGE AND COMES TO REST IN A DITCH.

Details of Personal Injury Accidents for Period - 01/01/2014 to 31/12/2018 (60) months

Selection: Notes:
Selected using Manual Selection

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

1806845	Sunday	A27 CHICHESTER AT JUNCTION OF	Veh 1	Goods 3.5 - 7.5t	Turning right	W	to	SE	
	09/12/2018	B2145 WHYKE ROAD	Veh 2	Goods < 3.5t	Going ahead	W	to	E	M 39 Slight
R1: A 27	1800hrs		Veh 2	Goods < 3.5t	Going ahead	W	to	E	M 15 Slight
R2: B 2145	Darkness: street lights present a								
E 486,917	Dry								
N 103,690	Fine without high winds								
	70 mph								

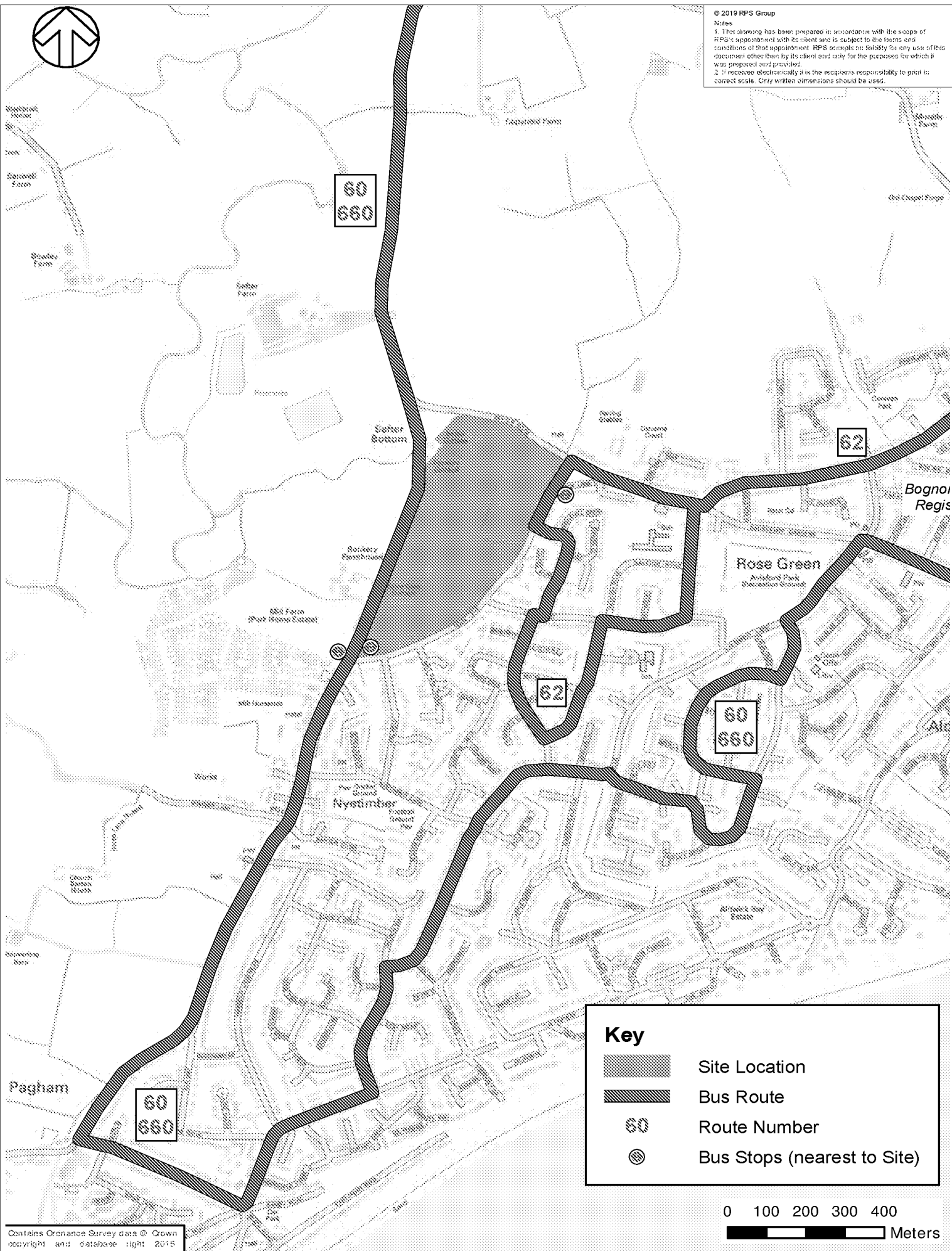
Causation Factor:	Participant:	Confidence:
1st: Poor turn or manoeuvre	Vehicle 1	Very Likely
2nd: Failed to look properly	Vehicle 1	Very Likely

BOTH VEHICLES TRAVELLING E/B ON A27 CHICHESTER ON WHYKE ROAD ROUNDABOUT. VEH 1 (LORRY) WAS IN LANE 1 WANTING TO TAKE THE THIRD EXIT ONTO B2145 (SELSEY). VEHICLE 2 (VAN) WAS IN LANE 2 WANTING TO GO STRAIGHT AHEAD (2ND EXIT) AT THE ROUNDABOUT. VEH 1 CUT ACROSS THE PATH OF VEH 2 AS VEH 2 WAS ATTEMPTING TO EXIT THE ROUNDABOUT, MAKING IMPACT WITH THE SIDE OF VEH 2 CAUSING VEH 2 TO FLIP OVER ONTO ITS SIDE.

Appendix C – Walking/Cycling Catchment Plans & Bus Route Plan



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Rev	Description	By	CB	Date
Figure Number				Rev
4				-
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RUN DISTRICT COUNCIL P/30/19/OUT				

Client **Hallam Land Management**
Project **Land West of Hook Lane, Pagham**
Title **Local Bus Routes**

Status **DRAFT**
Project Number **JNY8840**

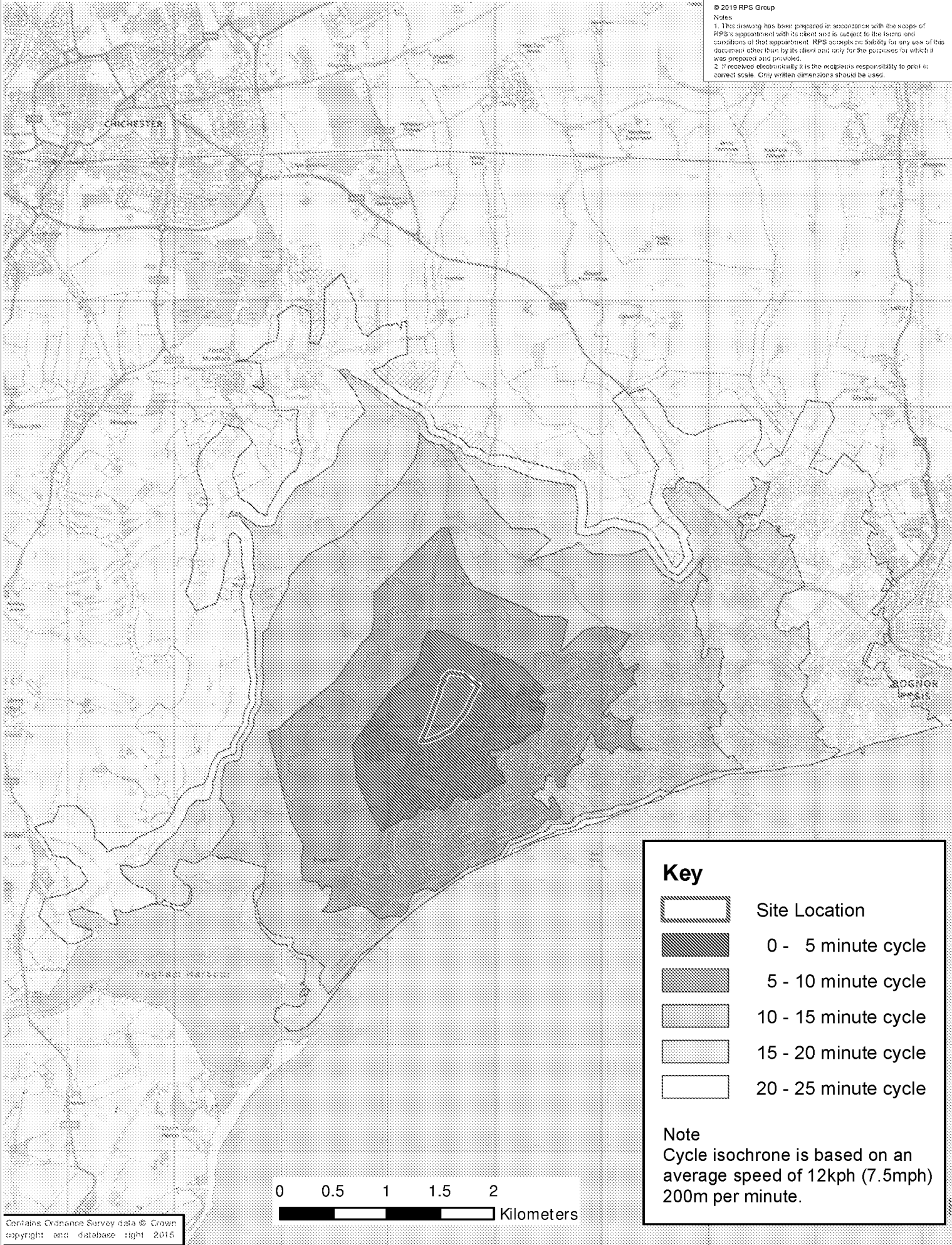
Drawn By **CR**
Scale @ **A3**

PM/Checked By **CM**
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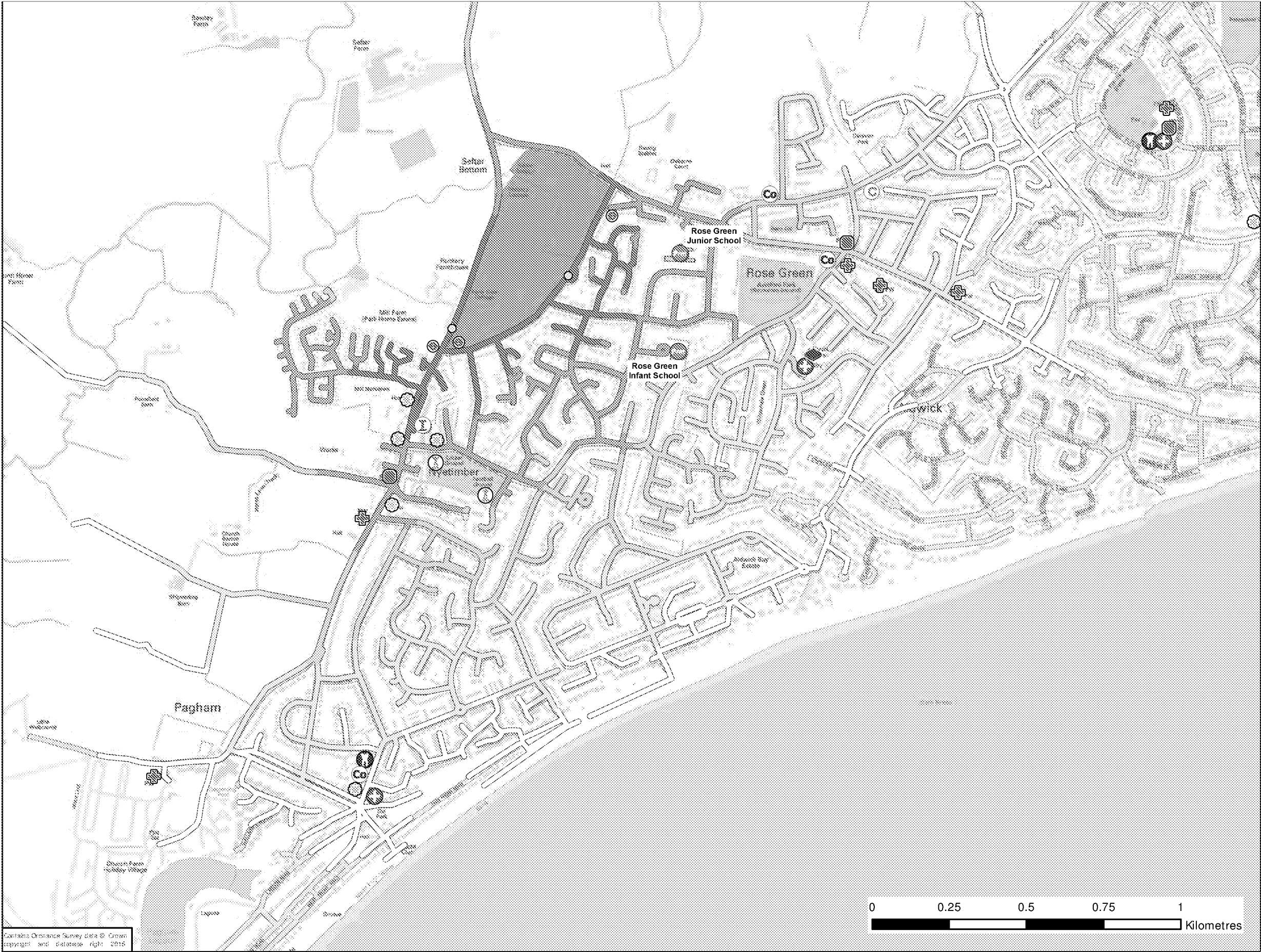
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Figure Number				Rev
3				-
rpsgroup.com				
ARUN DISTRICT COUNCIL P/30/19/OUT				

Client **Hallam Land Management**
 Project **Land West of Hook Lane, Pagham**
 Title **Cycle Isochrone**

Status **DRAFT**
 Drawn By **CR**
 PM/Checked By **CM**
 Project Number **JNY8840**
 Scale @ **A3**
 Date Created **FEB 2019**

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- Key**
- Site Location
 - Recreation / Sports Ground
 - Sports / Fitness Venue
 - Doctor
 - Dentist
 - Co-op
 - Costcutter / Petrol Station
 - Tesco Express
 - Primary School
 - Library
 - Post Office
 - Place of Worship
 - Pub
 - Fire Station
 - Bus Stop
 - Walk Start
 - 0 - 5 minute walk
 - 5 - 10 minute walk
 - 10 - 15 minute walk
 - 15 - 20 minute walk
 - 20 - 25 minute walk

Note

Walk Isochrone is based on an average speed of 4.8kph (3mph, 80m per minute).

Rev	Description	By	CB	Date
Figure Number				Rev
2				-
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Client Hallam Land Management

Project Land West of Hook Lane, Pagham

Title Walking Isochrone

Status DRAFT

Drawn By BG

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Project Number JNY8840

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Appendix D – Masterplan Layout



Application Boundary (17.2ha)

- A Hook Lane - Vehicular Access**
One vehicular access point is proposed onto Hook Lane. Where practicable the existing boundary hedge and trees are to be retained and reinforced.
- B Hook Lane - Pedestrian Access**
Dedicated pedestrian / cycle access between Hook Lane and the site provide direct access between the site's Public Open Spaces and existing housing to the east.
- C Pagham Road - Vehicular Access**
One vehicular access point is proposed onto Pagham Road to the south of the site.
- D Care Home / Specialist Accommodation for the Elderly**
A proposed new care home (up to 80 beds) with south facing gardens and dedicated car parking.
- E D1 Use - Health Centre / Day Nursery**
A proposed new day nursery. Includes public realm and dedicated car parking. Potential to revert to housing.
- F High Quality Housing**
High quality homes in a mix of sizes and styles.

- G 'Hook Meadow'**
To the south of the site a small green provides an attractive outlook for the proposed care home, informal recreation space and ensures that development is set back from the junction of Hook Lane and Pagham Road.
- H Western Boundary**
Along the site's western boundary a green buffer (minimum 20m in width from Pagham Road) is proposed. This will retain existing boundary hedge planting and reinforce this with new woodland planting. A linear Swale / attenuation basin is proposed to run parallel to the boundary. This feature will be predominantly dry, filling to accommodate heavy rainfall events.
- I Play Space**
A proposed new children's play area with wider links to the site's Green Infrastructure network.

- J 'Downs View'**
Within the centre of the site a large area of open space is proposed for informal recreation. The existing watercourse running through the scheme (Point K) is to be realigned and a new viewing mound created for views north towards the South Downs. An existing bench with memorial dedication off Hook Lane is to be relocated and set within the Downs View open space area.
- K**
The existing watercourse running through the site currently has a trapezoidal profile and geometric alignment. This watercourse is to be realigned along a meandering path and opened up to include rifles and pools, riparian planting and waterside seating.
- L 'Sefter Meadow'**
To the north of the site a wide open space is provided for informal ball games, picnics and dog walking.
- M Northern Boundary**
Along the site's northern boundary a green buffer (minimum 20m in width from Sefter Road) is proposed. This will retain existing boundary hedge planting and reinforce this with new woodland planting. Existing green space to the east of the Hook Lane / Sefter Road junction is to be mirrored within the development to provide a gateway into Hook Lane from the north.

- Existing tree planting to be retained
- Proposed tree and structural woodland planting
- Proposed Sustainable Drainage (SuDS) - attenuation basins
- Meadow seeding
- Proposed new housing
- Primary road network with key junctions
- Secondary road network - Distributor Roads
- Tertiary road network - Private Drives and Shared Surfaced Areas
- Indicative footways / cycleways



All dimensions to be verified on site. Do not scale this drawing. All discrepancies to be clarified with project Landscape Architect. This drawing is the property of Urban Wilderness Ltd and is issued on the condition it is not reproduced, retained or disclosed to any unauthorised person, either wholly or in part without written consent of Urban Wilderness Ltd. Ordnance Survey material is used with the permission of The Controller of HMSO, Crown copyright LAN1001412.

D	31.03.17	Southern Hook Lane access removed
C	06.01.17	Minor amendments to red line and key
B	22.12.16	Minor amendments and title change
A	20.12.16	Amendments following consultation
rev	date	details



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info@urbanwilderness.co.uk
0113 394 4642
registered in Scotland SC371979

client
Hallam Land Management Ltd

project
Hook Lane, Pagham

drawing title
Landscape Masterplan Option B

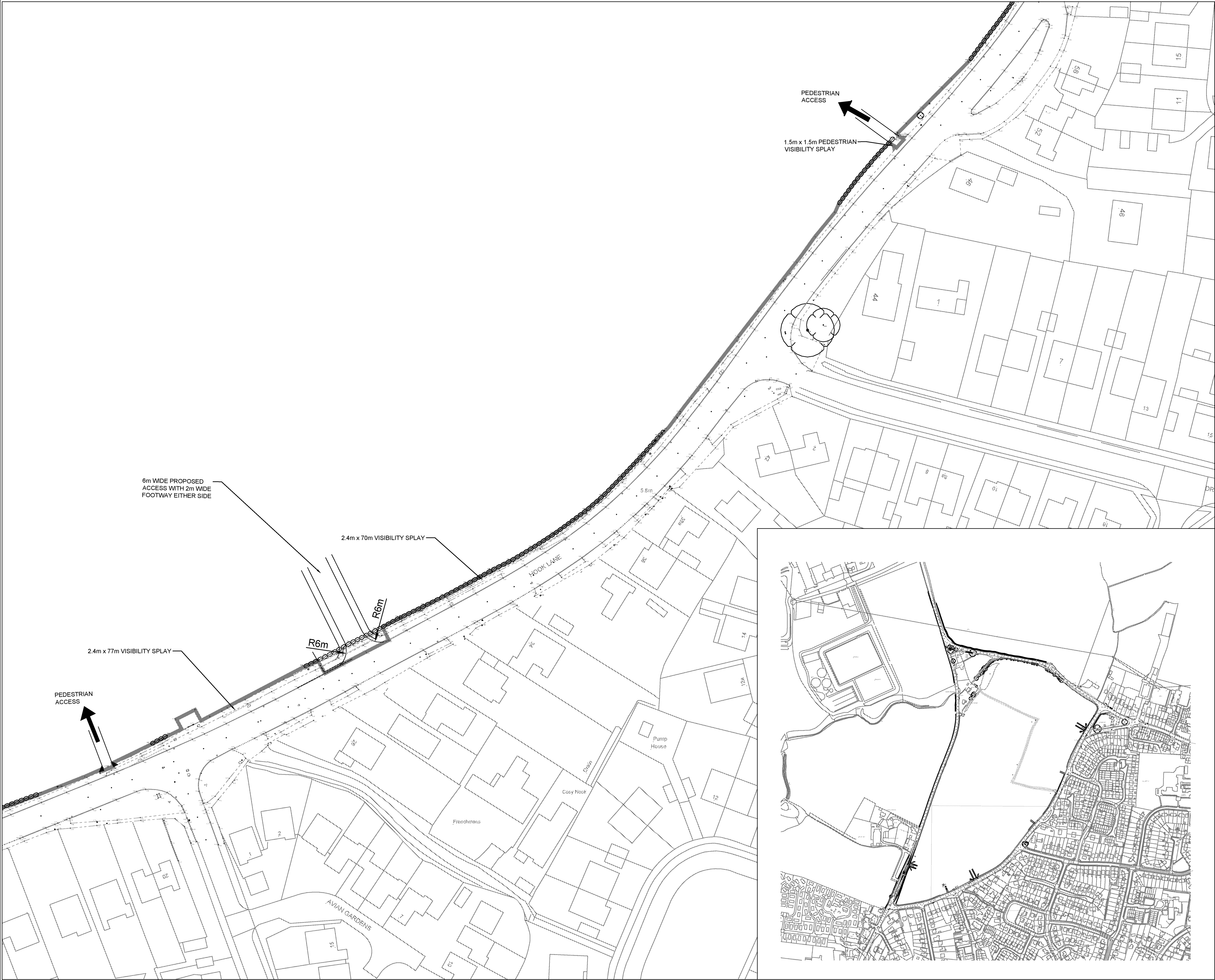
drawing status
PLANNING

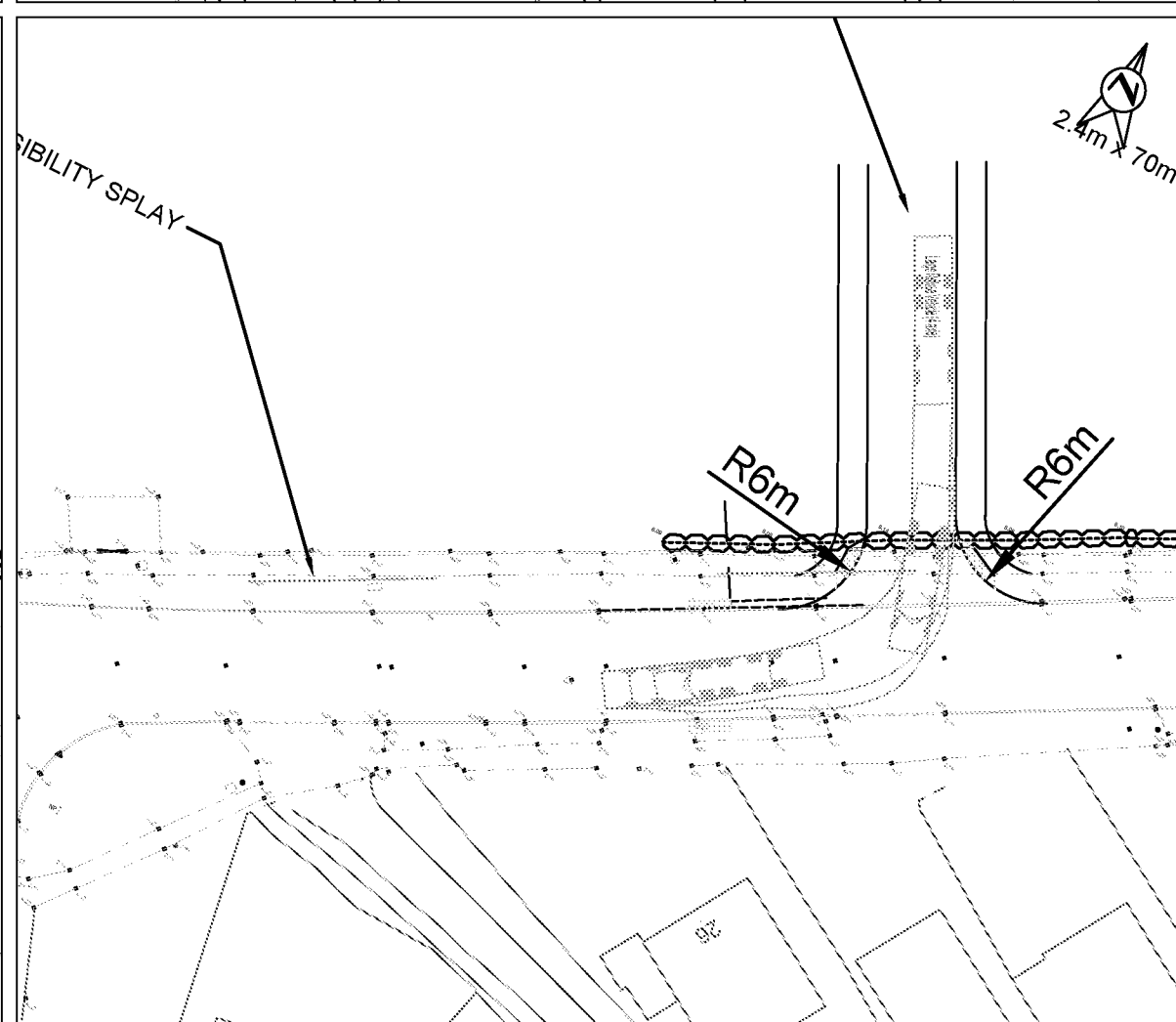
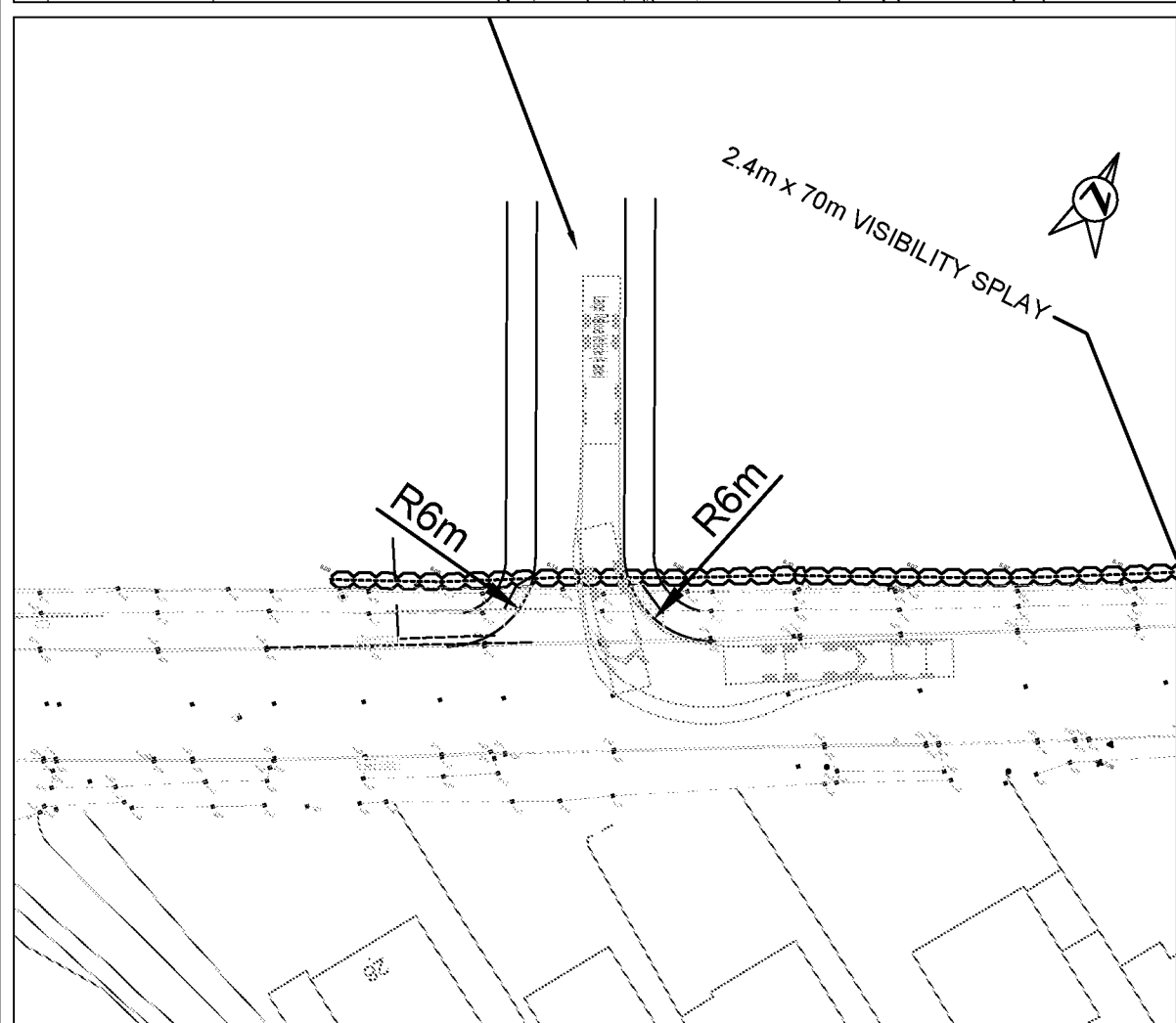
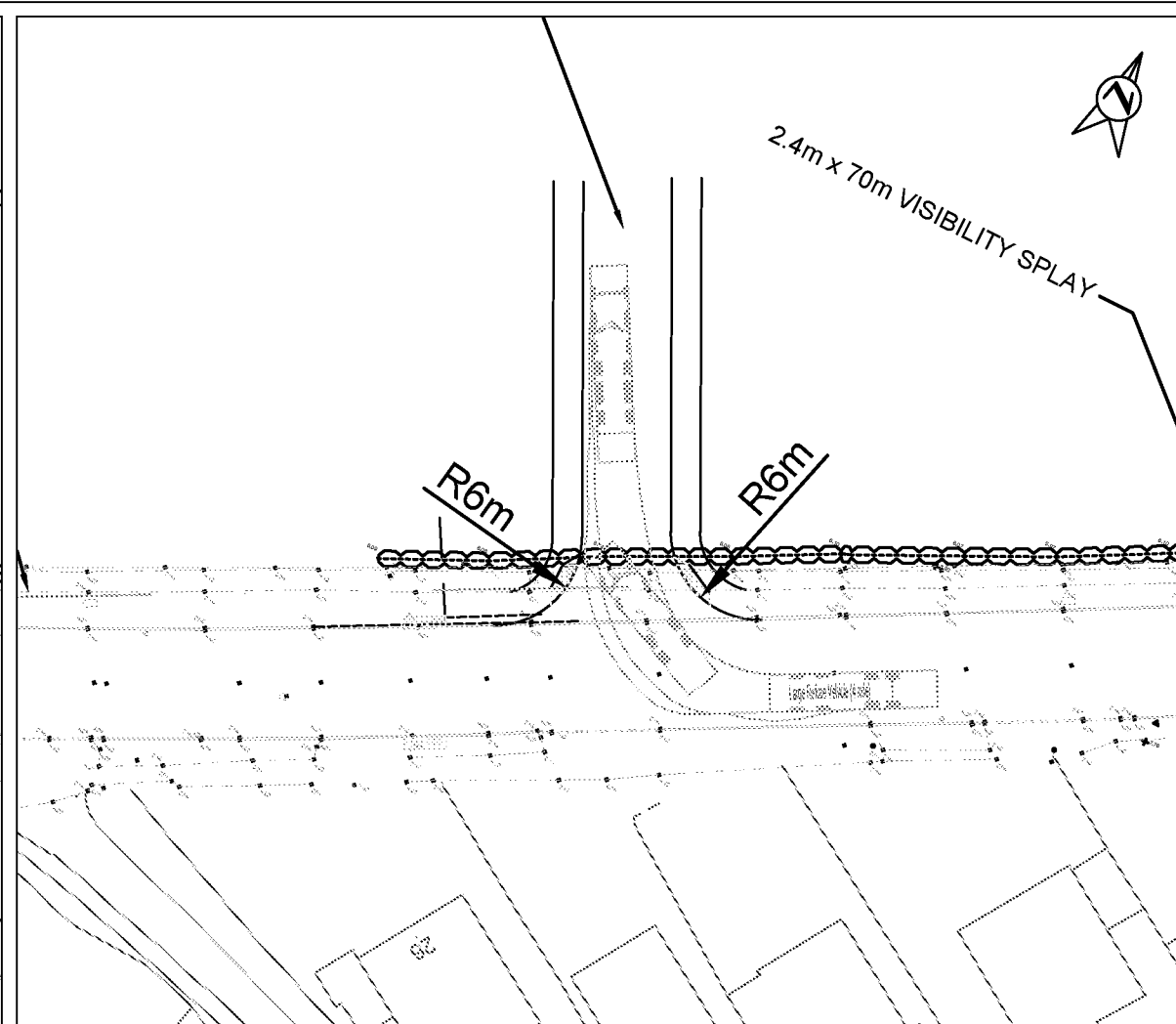
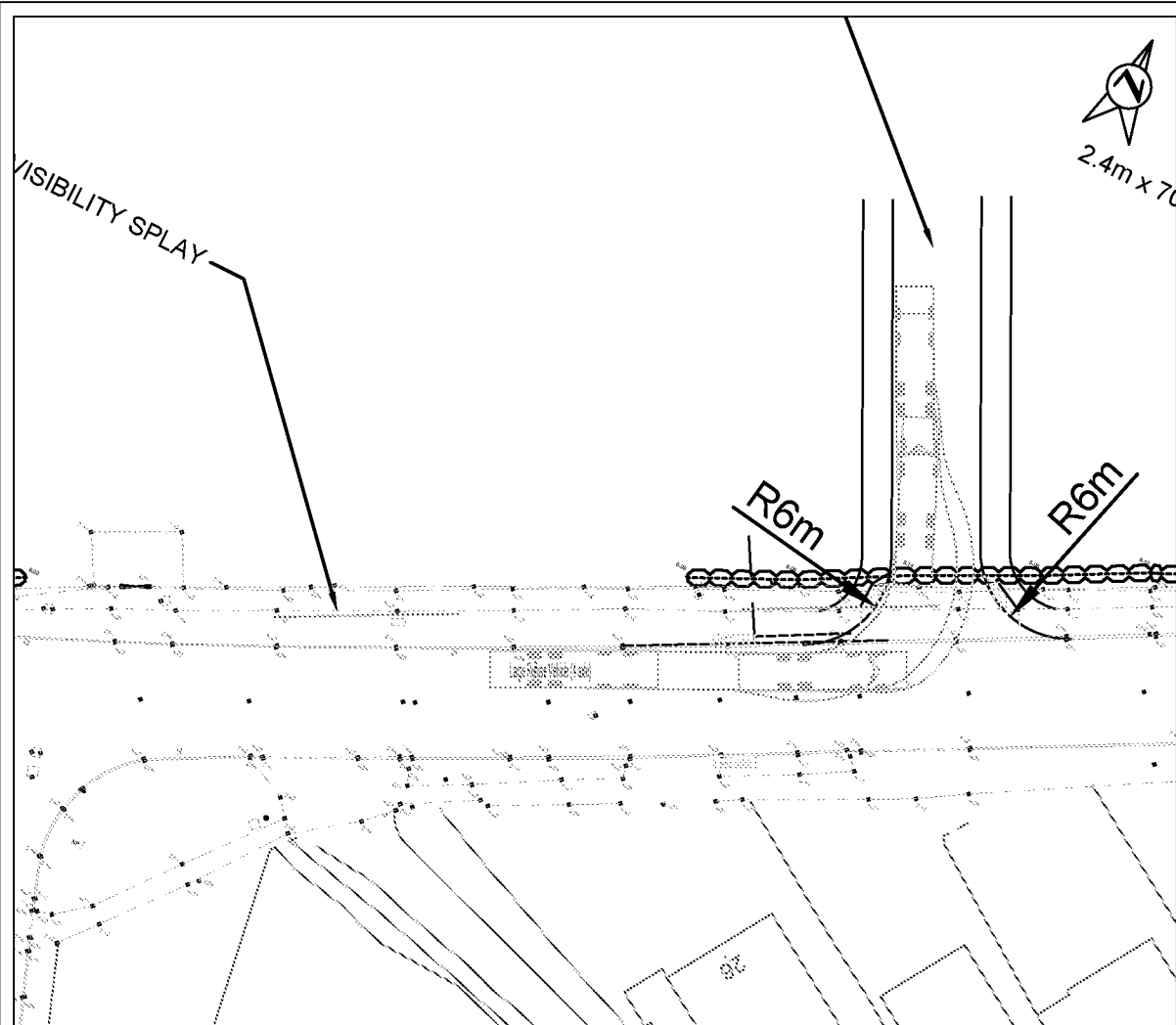
drawn by	checked by	date
NJE	NJE	Nov 16

scale	paper size
1:1250	A1

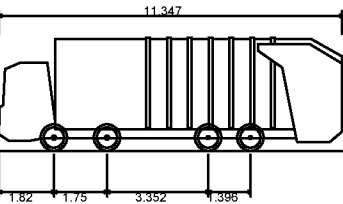
job/dwg no.	rev.
167/P/003	D

Appendix E – Site Access Arrangements & Swept Path Analysis





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Large Refuse Vehicle (4 axle)	
Overall Length	11.347m
Overall Width	2.500m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	6.00s
Wall to Wall Turning Radius	11.330m

A	Access adjusted	MRA	BRP	06.01.17
Rev	Description	By	CB	Date



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Client Hallam Land Management

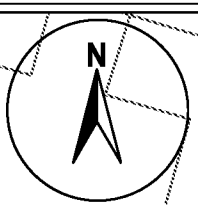
Project Land West of Hook Lane
Pagham

Title PROPOSED ACCESS OFF HOOK LANE
(SOUTH) - SERVICE VEHICLE SWEEP
PATHS

Status	Drawn By	PM/Checked by
INFORMATION	AJ	MRA
Project Number	Scale @ A3	Date Created
JNY8840	1:500	30.06.16

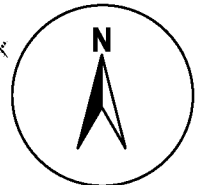
RPS Drawing/Figure Number	Rev
JNY8840-05	A

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D	Footway extended and red line boundary amended	HN	MRA	26.03.18
C	Red Line Boundary Added	MRA	BRP	24.01.17
B	Pedestrian accesses adjusted	MRA	BRP	06/01/17
A	Traffic Calming removed & title amended	MRA	BRP	12/12/16
Rev	Description	By	CB	Date



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Client **Hallam Land Management**

Project **Land West of Hook Lane Pagham**

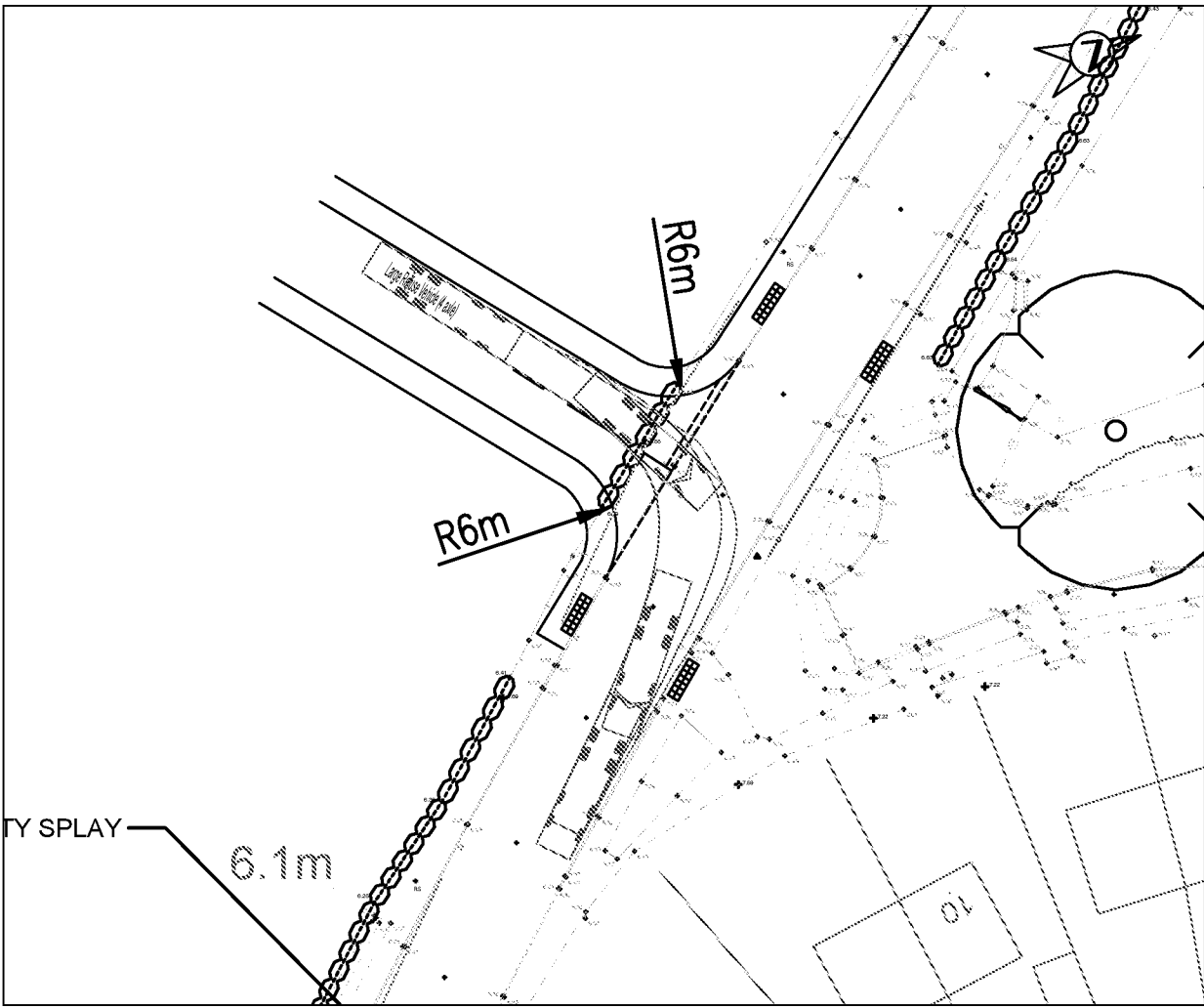
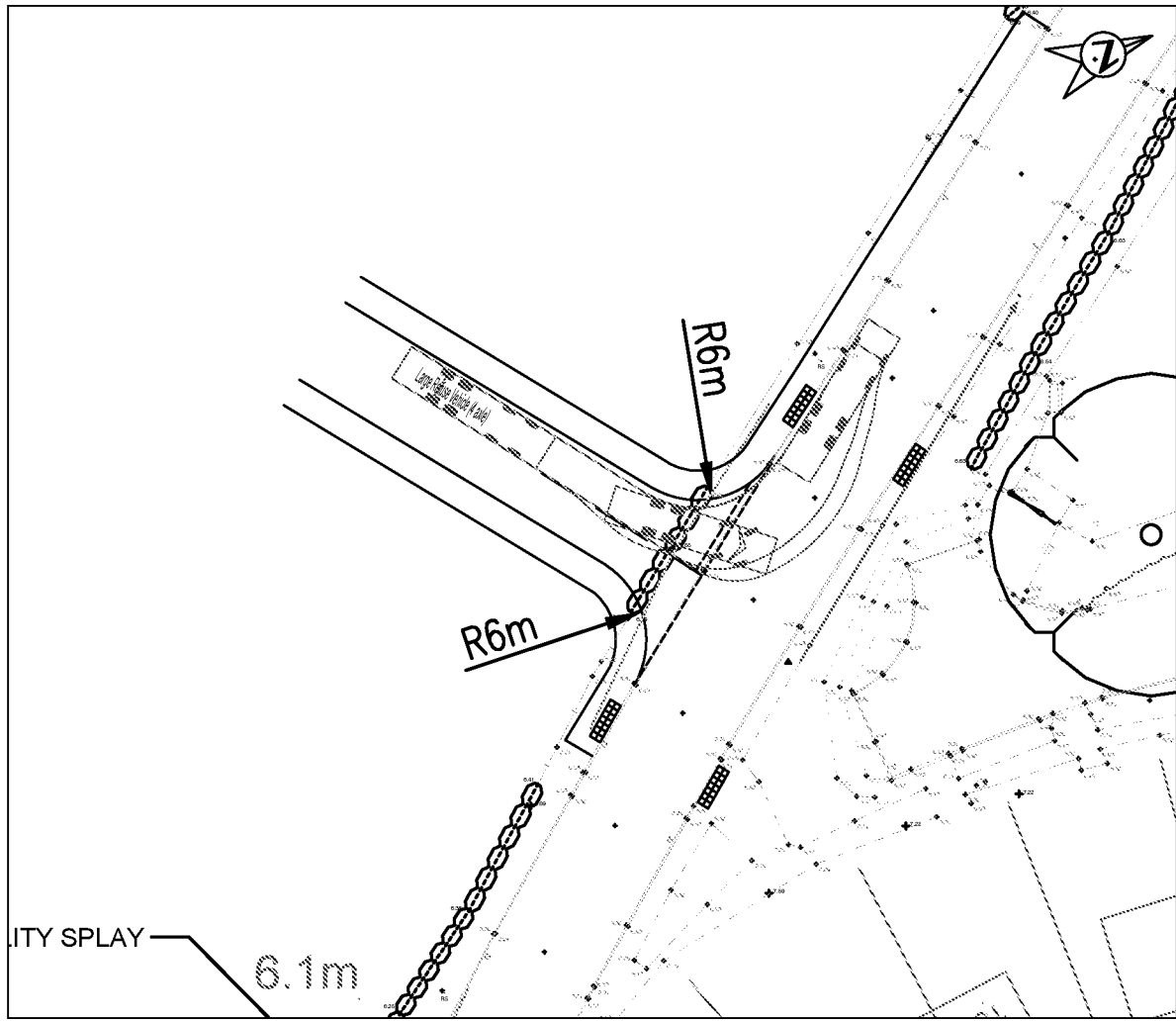
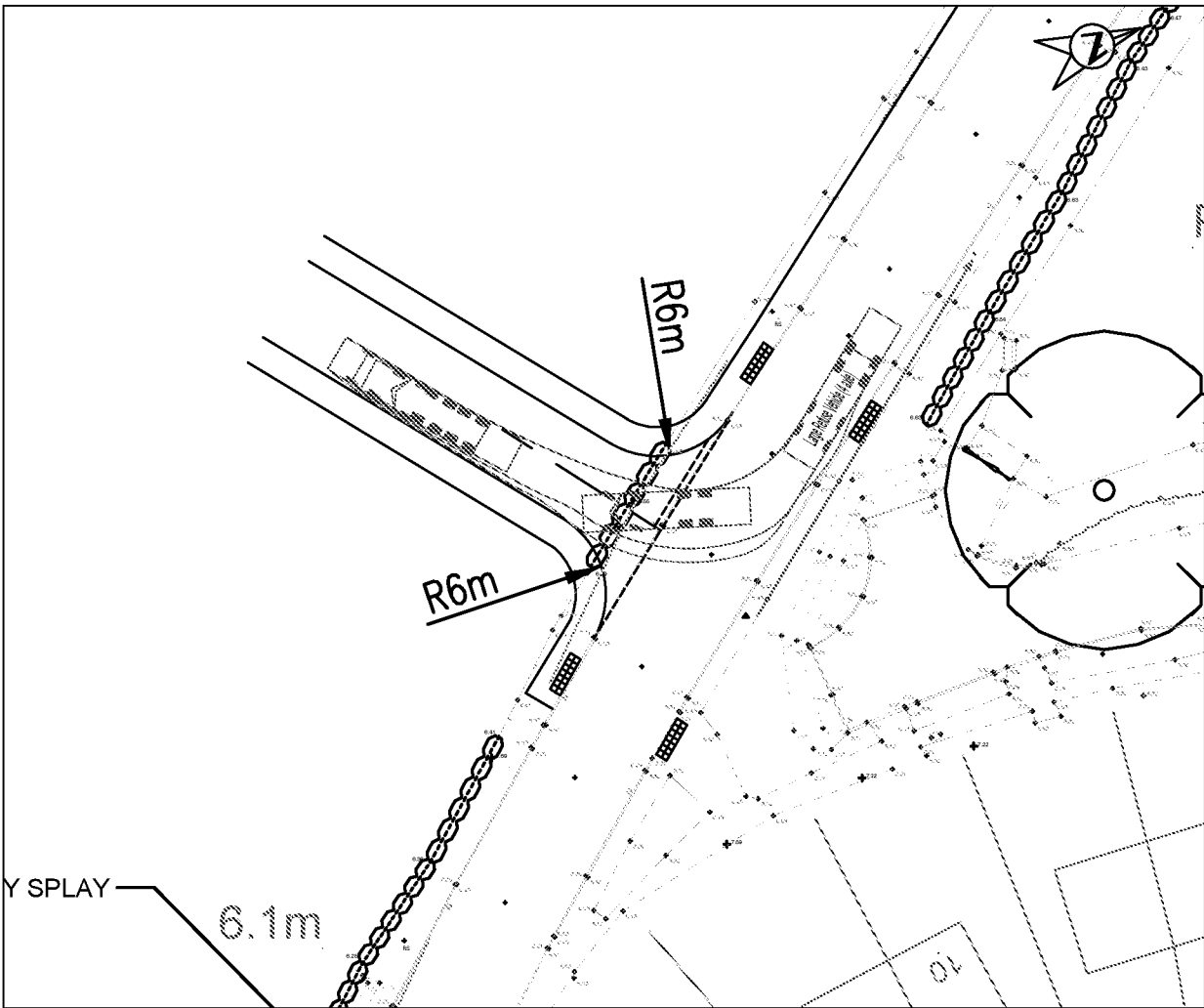
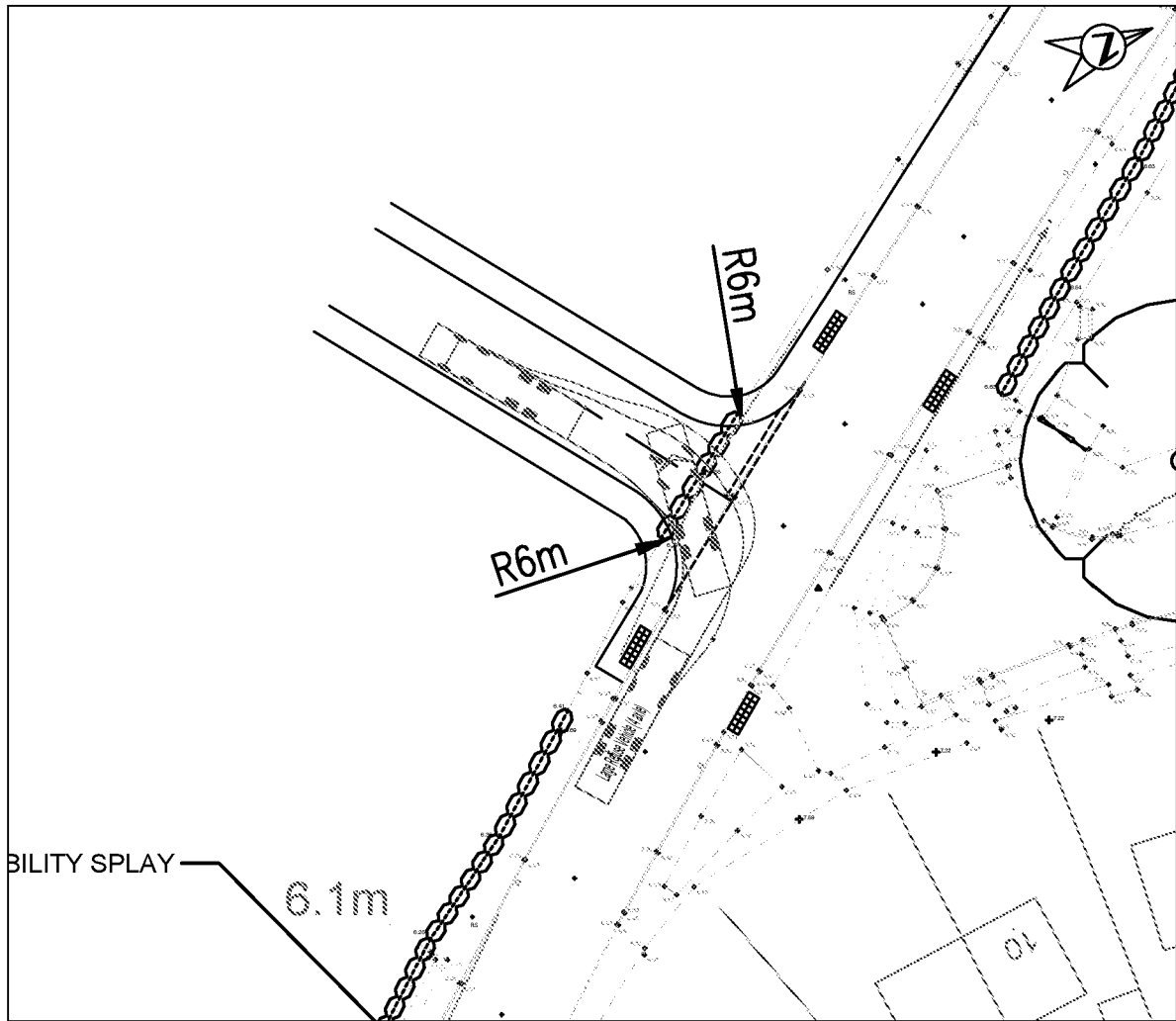
Title **PROPOSED ACCESS ARRANGEMENT ON HOOK LANE (NORTH)**

Status **INFORMATION** Drawn By **JEY** PM/Checked by **MRA**

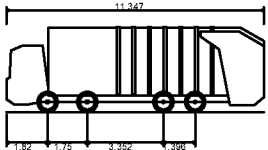
Project Number **JNY8840** Scale @ A1 **1:500** Date Created **19/05/16**

RPS Drawing/Figure Number **JNY8840-09** Rev **D**

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Large Refuse Vehicle (4 axle)	11.347m
Overall Length	2.500m
Overall Width	3.751m
Overall Body Height	0.304m
Min Body Ground Clearance	2.500m
Track Width	6.00s
Lock to lock time	11.330m
Wall to Wall Turning Radius	

Rev	Description	By	CB	Date
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Client Hallam Land Management

Project Land West of Hook Lane
Pagham

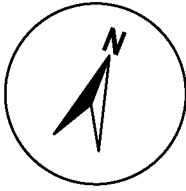
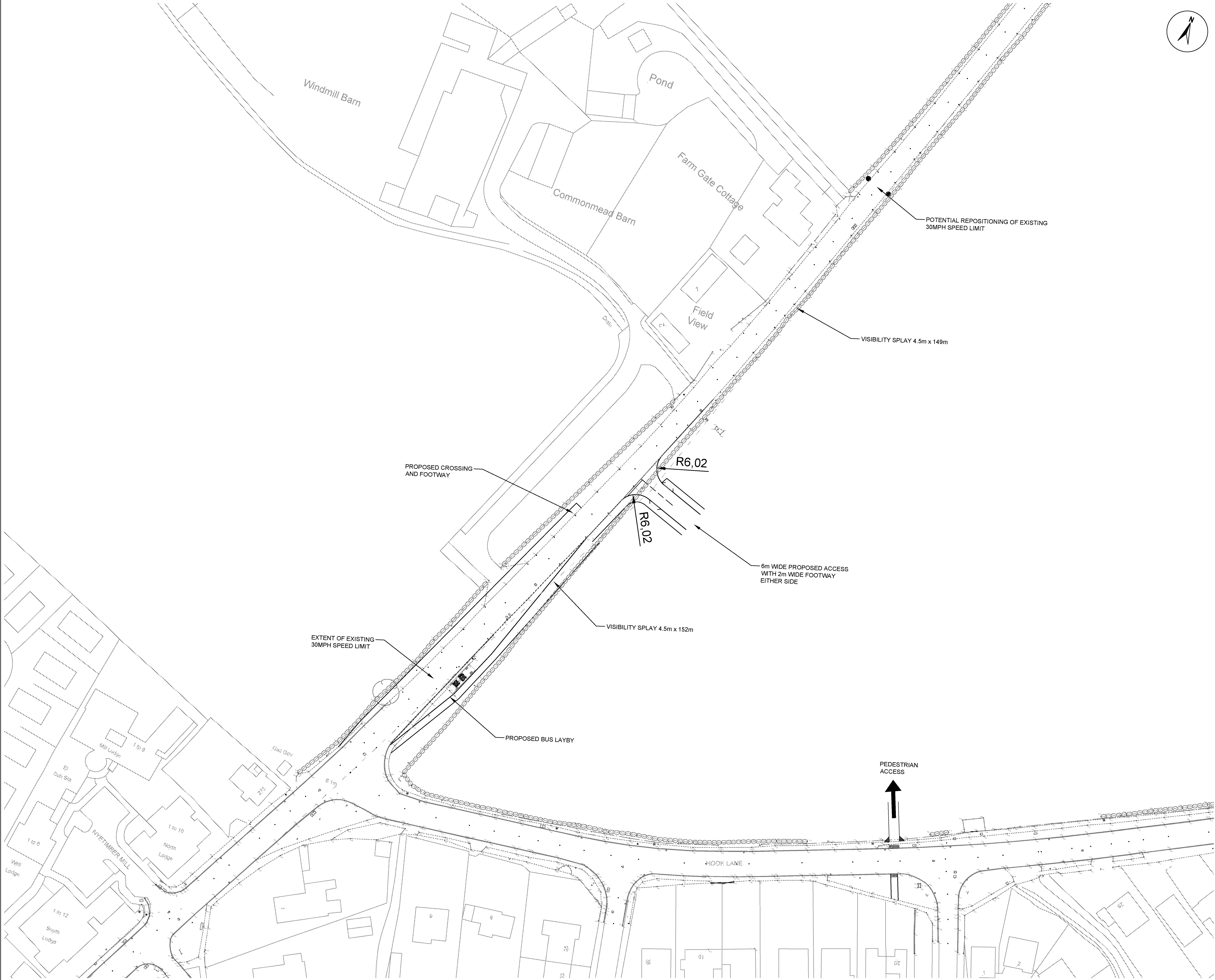
Title PROPOSED ACCESS ARRANGEMENT
OFF HOOK LANE (NORTH) -SERVICE
VEHICLE SWEEP PATHS

Status	Drawn By	PM/Checked by
INFORMATION	AJ	MAL

Project Number	Scale @ A3	Date Created
JNY8840	1:500	30.06.16

RPS Drawing/Figure Number	Rev
JNY8840-10	-

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A	Tactile Paving adjusted & Hook Lane South Access removed	MRA	BRP	13.03.17
Rev	Description	By	CB	Date



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Client **Hallam Land Management**

Project **Land West of Hook Lane Pagham**

Title **PROPOSED ACCESS ARRANGEMENT PAGHAM ROAD WITHOUT RIGHT TURN LANE**

Status	Drawn By	PM/Checked by
INFORMATION	JEY	MRA

Project Number	Scale @ A1	Date Created
JNY8840	1:500	16.02.17

RPS Drawing/Figure Number	Rev
JNY8840-12	A

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Appendix F – Stage 1 Road Safety Audit

LAND WEST OF HOOK LANE, PAGHAM, WEST SUSSEX

Road Safety Audit - Stage 1

Final Report

June 2016



Taylor Bowie Ltd
ROAD SAFETY & TRANSPORTATION CONSULTANCY

REPORT APPROVAL

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Revision History

This document has the following history:

Version No.	Version Date	Summary of Changes	Changes marked
1.0	15/06/2016	N/A	N/A

Approvals

This document requires the following approvals:

Name	Title
Sarah Bowie	Audit Team Leader
Adriano B Cappella	Audit Team Member

Distribution

This document has also been distributed to:

Name	Title & Organisation
Melanie A'Lee	Associate - RPS Planning & Development

1 INTRODUCTION

1.1 Commission & Terms of Reference

This report has been prepared in response to an e-mail commission dated 6th June 2016 from Melanie A'Lee, RPS Planning & Development, requiring a Stage 1 Road Safety Audit on a scheme to provide highway improvements associated with a proposed development off Hook Lane, Pagham, West Sussex.

The Terms of Reference are as described in the Highways Agency's Design Manual for Roads and Bridges document HD 19/15 'Road Safety Audit'.

1.2 The Scheme and its Purpose

The proposed development site is located on land to the west of Hook Lane in Pagham, West Sussex. The development proposal is for the provision of circa 300 residential dwellings and a care home.

The key features of the development are:

- 6.5m wide minor access road priority junction located on the southern side of Pagham Road, 4.5 x 151m visibility splays, with associated 2m wide footway either side;
- ghosted right-turn lane facility on Pagham Road;
- extension of existing 30mph speed limit;
- 2 No. minor access road table priority junctions located on the northern side of Hook Lane, 2.4 x 77m & 2.4m x 70m visibility splay at each;
- table junction at Lion Road;
- table junction at Drift Road;
- 2 No. flat top humps located on Hook Lane.

1.3 The Audit & Audit Report

The audit comprised an examination of documents forming the Audit Brief and an examination of the site during daylight hours. The documents were made available to the Audit Team by Melanie A'Lee who was available to respond to queries from the auditors to clarify detailed issues, to provide additional details and to achieve an Audit Brief acceptable to the Audit Team. The total documents forming the Audit Brief are listed in **Appendix A**. Generally, the Brief comprised:

- Proposed access arrangements and traffic calming (3 No.)

This information was considered sufficient as the Audit Brief for the purpose of undertaking the road safety audit requested.

The Audit Team membership approved for this audit was:

Sarah Bowie IEng, AMICE, FIHE, MCIHT

(Audit Team Leader) Director, Taylor Bowie Ltd

Adriano B Cappella IEng, FIHE, MCIHT, MSoRSA, (HA Certificate of Competency - Feb 2014)

(Audit Team Member) Associate Consultant, Taylor Bowie Ltd

The audit took place at Taylor Bowie Ltd Letchworth office during June 2016, and both Audit Team Members examined the site together in daylight hours on the afternoon of Tuesday 14th June 2016. The weather during the site visit was warm and sunny. The carriageway was dry. Traffic flows at all times were very light. One pedestrian and three cyclists were observed during the site visit.

The scheme has been examined, and this report compiled, only with regard to the safety implications to road users of the scheme as presented. It has not been examined or verified for compliance with any other Standards or criteria. However, to clearly explain a safety problem or the recommendation to resolve a problem the Audit Team may, on occasion, have referred to a Design Standard without touching on technical audit.

All Problems and Recommendations are referenced to the design drawings and the locations have been indicated on the A4 plan supplied for use by the Audit Team in **Appendix B**.

1.4 Audit Administration

This Audit Report has been submitted to the Design Organisation as a draft for checking, consideration and approval. The Design Organisation is responsible for agreeing with the Audit Team Leader the form of the final version of the report and for instructing that the report is presented in its final form.

It is the responsibility of the Audit Project Sponsor, i.e. the local highway authority, West Sussex County Council, to advise the Audit Team Leader if any Problem or Recommendation is not adopted. A copy of every signed Exception Report is required by the Audit Team Leader from the Audit Project Sponsor for attachment to the master copy of the Final Audit Report.

Safety issues identified during the audit and site inspection which the Terms of Reference exclude from this report, but which the audit team wishes to draw to the attention of the Audit Project Sponsor, will be set out in a separate letter. These issues could include maintenance items and operational issues. The Audit Team has not identified any issues during this Stage 1 Road Safety Audit and site inspection that are considered to be outside the Terms of Reference.

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2 ITEMS RAISED IN THIS STAGE 1 AUDIT

2.1 General

2.1.1 PROBLEM

Location General - Along the lengths of proposed highway works (Drawings JNY8840-01 Rev A, JNY8840-02 Rev A & JNY8840-03 Rev A).

Summary - Lack of drainage could result in potential surface water ponding issues with a resultant impact upon the operational safety of the proposed highway works.

Detail - The scheme proposals indicate that there will be significantly revised road layout associated with the overall scheme proposals. Drainage proposals have not been submitted for this Stage 1 Road Safety Audit for the proposed highway works and, concern arises that a new/modified system of drainage will need to be installed to suit the proposed highway works and, to enhance the operational road safety of the overall scheme proposals. This is particularly relevant considering the proposed vertical traffic calming features that are to be incorporated into the overall scheme proposals.

Concern arises that the lack of drainage could create areas of surface water ponding which could result in a potential slide hazard for vehicles, whereby there could be a very slight increased risk of loss of control collisions occurring during wet and subsequent cold/freezing weather conditions.

In addition, areas of potential surface water ponding in the vicinity of pedestrian crossing areas, could present a slip or trip hazard for pedestrians during wet and subsequent cold/freezing weather conditions, with the resultant potential risk that personal injury could be sustained by pedestrians.

RECOMMENDATION

At the detailed design stage of the project, a new or modified drainage installation that will be required to suit the proposed highway works should be submitted to the Audit Team for review and assessment.

2.2 Local Alignment

2.2.1 PROBLEM

Location 1 - Westbound approach to proposed ghosted right-turn facility on Pagham Road (Drawing JNY8840-01 Rev A).

Summary - Reducing the potential for overtaking within the ghosted right-turn facility area, which could result in a potential increased risk of vehicular conflicts occurring.

Detail - The scheme proposals indicate that a ghosted right-turn facility is proposed on Pagham Road in conjunction with the extension of the existing 30mph speed limit. Concern arises that the proposed layout may result in the potential that an impatient westbound driver may be tempted to utilise the ghosted right-turn facility area to overtake a slower moving vehicle.

This practice could result in an increased risk of westbound vehicular traffic being in conflict with motorists waiting in the ghosted right-turn facility, whereby head-on vehicular conflicts could occur.

RECOMMENDATION

To negate the potential for impatient drivers to overtake utilising the ghosted right-turn facility area within the centre of the Pagham Road carriageway, small traffic islands should be provided on the westbound approach.

2.3 Junctions

No Problems identified in this category at this Stage 1 Road Safety Audit.

2.4 Non-Motorised User Provision

2.4.1 PROBLEM

Locations 2, 3 & 4 - Along the lengths of the proposed highway works (Drawings JNY8840-01 Rev A, JNY8840-02 Rev A & JNY8840-03 Rev A).

Summary - Accommodating anticipated pedestrian desire lines throughout the proposed highway works.

Detail - At this Stage 1 Road Safety Audit, the scheme proposals indicate that tactile paving is to be provided at a number of locations throughout the proposed highway works to accommodate and assist pedestrian movements. However, there are a number of locations, in areas where raised traffic calming features are proposed, where tactile paving appear to have been omitted.

Whilst this may be a detailed omission at this preliminary design stage, concern arises that this situation could result in a slight detriment to the operational safety for pedestrians, particularly for those pedestrians who may be blind or visually impaired.

RECOMMENDATION

To accommodate anticipated pedestrian movements across junctions throughout the proposed highway works, dropped kerbs and tactile paving should be provided, as appropriate, at the detailed design stage across all side junctions. In areas where raised traffic calming features are proposed, tactile paving will still need to be provided to assist pedestrians who may be blind or visually impaired. The tactile paving should be located and aligned such that it is on the pedestrian desire lines where possible in-line with DETR Guidance on the Use of Tactile.

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2.4.2 PROBLEM

Locations 5, 6 & 7 - 3 No. proposed pedestrian access points on northern side of Hook Lane (Drawing JNY8840-01 Rev A & JNY8840-03 Rev A).

Summary - Accommodating anticipated pedestrian desire lines to/from pedestrian access points on northern side of Hook Lane.

Detail - The scheme proposals indicate that 3 No. pedestrian access points are proposed along the northern side of Hook Lane to/from the development site. However, at this Stage 1 Road Safety Audit, crossing facilities appear to have been omitted entirely Hook Lane to access the pedestrian access points from the footway on the southern side of Hook Lane.

Whilst this may be a drafting error at this detailed stage of design, concern arises that this situation could result in a slight detriment to the operational safety for pedestrians, whereby injudicious crossing manoeuvres may be attempted, particularly for those pedestrians who may be blind or visually impaired.

RECOMMENDATION

To accommodate anticipated pedestrian movements across Hook Lane to access the proposed pedestrian access points on its northern side, tactile paving onto the proposed flat top facilities should be provided, as appropriate, along Hook Lane. The tactile paving should be located and aligned such that it is on the pedestrian desire lines where possible in-line with DETR Guidance on the Use of Tactile Paving.

2.4.3 PROBLEM

Locations 8, 9 & 10 - 3 No. proposed pedestrian access points on northern side of Hook Lane (Drawing JNY8840-01 Rev A & JNY8840-03 Rev A).

Summary - Potential lack of adequate and suitable intervisibility could result in a very slight increased risk of conflicts occurring between pedestrians.

Detail - At this Stage 1 Road Safety Audit, the scheme proposals indicate that 3 No. pedestrian access points are proposed along the northern side of Hook Lane to/from the development site. The site visit has established that at the 3 No. locations the existing public footway on the northern side of Hook Lane is very narrow

Concern arises that this situation could result in a very slight increased risk of conflicts occurring between pedestrians exiting the development site and those that may be on the existing footway or more importantly of pedestrians stepping straight into the Hook Lane carriageway.

RECOMMENDATION

At the design stage of the project, suitable and adequate intervisibility zones should be provided to enable pedestrians to clearly see any passing pedestrians. Associated localised footway vegetation clearance/widening should also be undertaken at these locations in conjunction with Item 2.4.2.

2.5 Road Signs, Carriageway Markings & Street Lighting

2.5.1 PROBLEM

Location General - Within the extents of the proposed improvements (Drawings JNY8840-01 Rev A, JNY8840-02 Rev A & JNY8840-03 Rev A).

Summary - Enhancing the conspicuity of the proposed highway works during the hours of darkness.

Detail - The scheme proposals indicate that there will be significantly revised road layout associated with the overall scheme proposals. Street Lighting improvement proposals have not been submitted for this Stage 1 Road Safety Audit for the proposed highway works and, concern arises that a new/modified system of street lighting will need to be installed to suit the proposed Highway Works and, to enhance the operational road safety of the overall scheme proposals during the hours of darkness. This is particularly relevant considering the proposed vertical traffic calming features that are to be incorporated into the overall scheme proposals.

RECOMMENDATION

At the detailed design stage of the project, a new or modified Street Lighting installation that will be required to suit the proposed highway works should be submitted to the Audit Team for review and assessment.

2.5.2 PROBLEM

Location General - Within the extents of the proposed improvements (Drawings JNY8840-01 Rev A, JNY8840-02 Rev A & JNY8840-03 Rev A).

Summary - Enhancing the conspicuity of the proposed highway works.

Detail - The scheme proposals indicate that there will be a significantly revised road layout, particularly along Hook Lane, associated with the overall scheme proposals. Signing proposals have not been submitted for this Stage 1 Road Safety Audit for the proposed highway works and, concern arises that new signing will need to be installed to suit the proposed Highway Works. This is particularly relevant considering the proposed vertical traffic calming features that are to be incorporated into the overall scheme proposals.

RECOMMENDATION

At the detailed design stage of the project, new signing that will be required to suit the proposed highway works should be added to the scheme proposals accordingly.

END OF ROBLEMS IDENTIFIED & RECOMMENDATIONS OFFERED IN THIS STAGE 1 ROAD SAFETY AUDIT

3 AUDIT TEAM STATEMENT

We certify that this Audit has been carried out in accordance with HD 19/15.

AUDIT TEAM LEADER

Sarah Bowie I.Eng, AMICE, FIHE, MCIHT

Director

Taylor Bowie Ltd

Road Safety & Transportation Consultants

5 Curlew Close

Letchworth Garden City

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AUDIT TEAM MEMBER

Adriano B Cappella I.Eng, FIHE, MCIHT, MSoRSA, (HA Certificate of Competency - Feb 2014)

Associate Consultant

Taylor Bowie Ltd

Road Safety & Transportation Consultants

5 Curlew Close

Letchworth Garden City

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Sign

Date : 21st June 2016

APPENDIX A

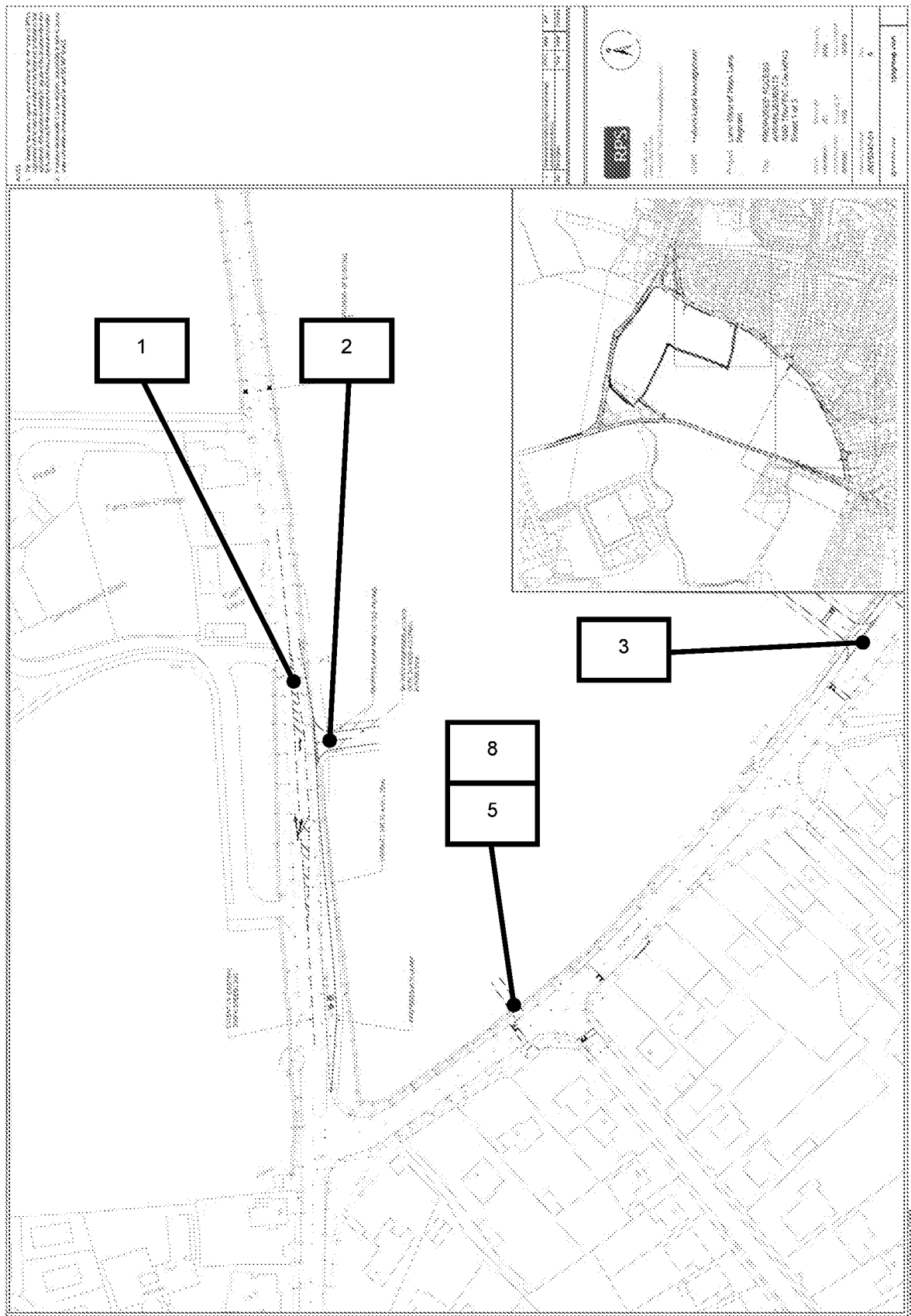
Documents Forming the Audit Brief

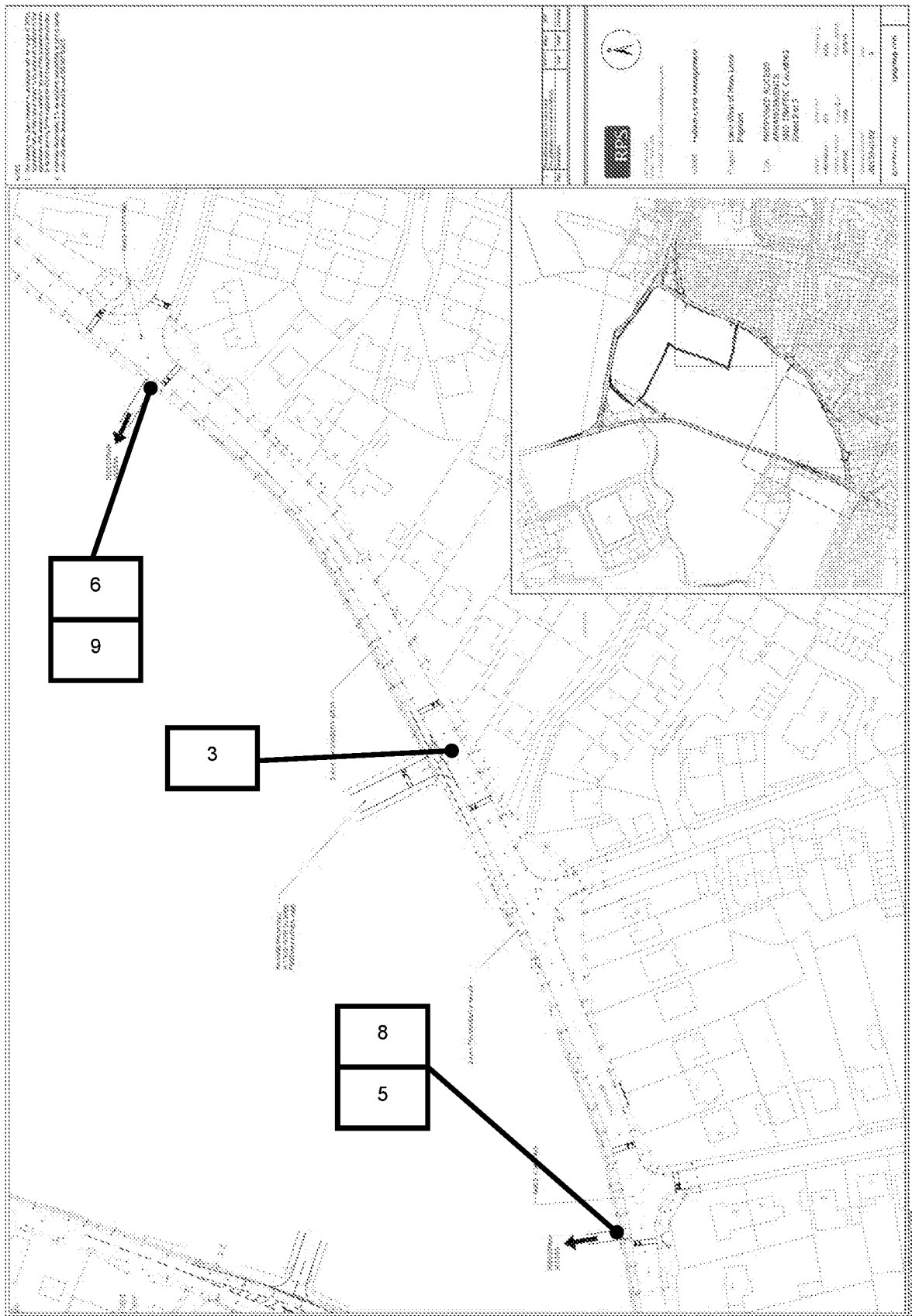
Drawings:

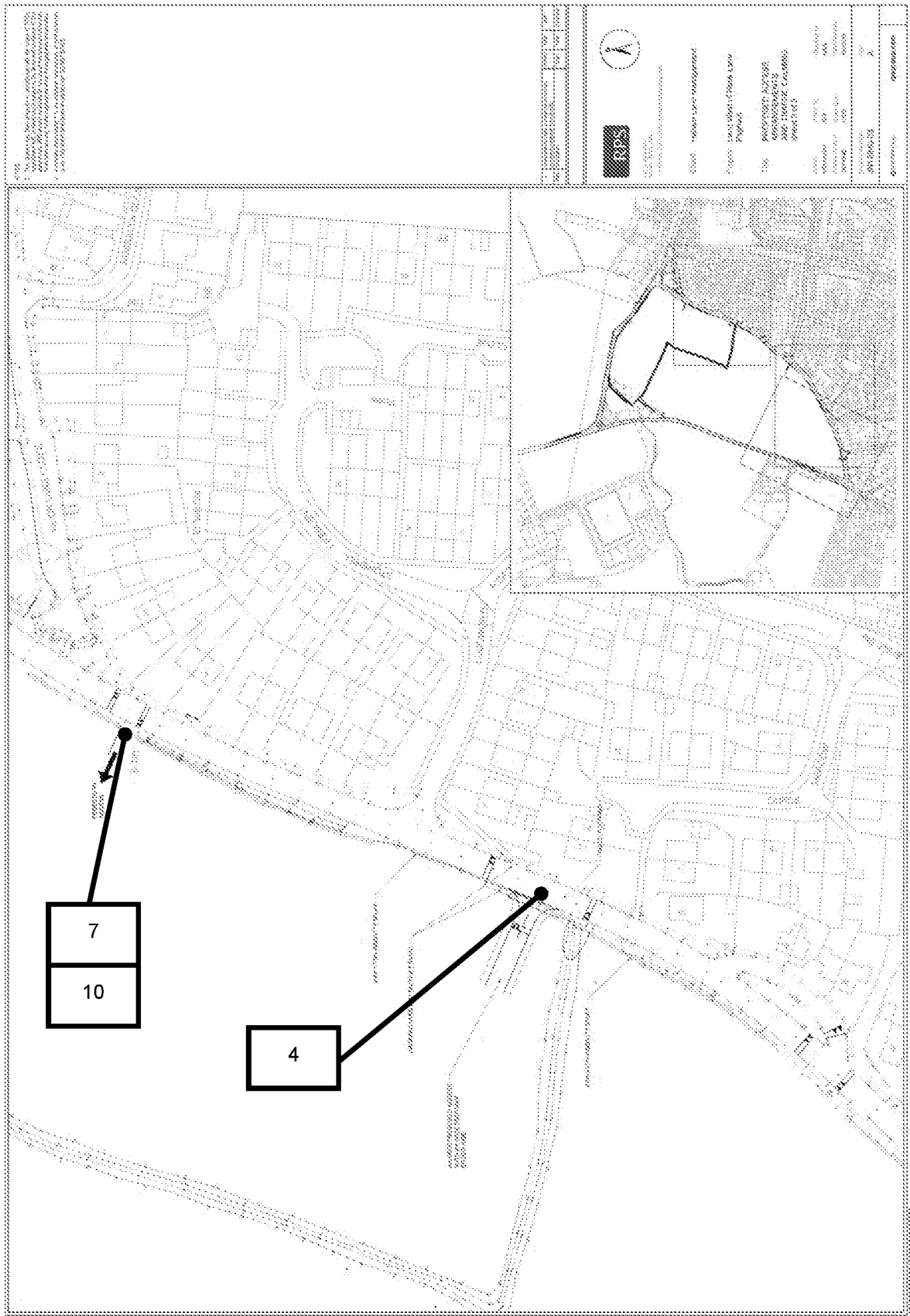
DRAWING NO.	TITLE
JNY8840-01 Rev A	Proposed Access Arrangements and Traffic Calming Sheet 1 of 3
JNY8840-02 Rev A	Proposed Access Arrangements and Traffic Calming Sheet 2 of 3
JNY8840-03 Rev A	Proposed Access Arrangements and Traffic Calming Sheet 2 of 3

APPENDIX B

Problem Location Plan







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ROAD SAFETY & TRANSPORTATION CONSULTANCY

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1 INTRODUCTION

1.1 Design Manual for Roads & Bridges - HD 19/15 Road Safety Audit

The Terms of Reference for the undertaking of Road Safety Audits are as described in the Highways Agency's Design Manual for Roads and Bridges (DMRB) document HD 19/15 - Road Safety Audit. This Standard sets out the procedures that are required to implement Road Safety Audits - defining the relevant schemes and stages in the design and construction process at which audits shall be undertaken. It is the Standard generally adopted by most Highway Authorities for highway improvement schemes.

2 DESIGN CONSIDERATIONS

2.1 Introduction

Firstly, it is important to reiterate that the Road Safety Audit process is to identify any aspects of the proposed scheme that may give rise to road safety concerns and, where possible, to suggest modifications that would improve the road safety of the resultant scheme. It is not for the purposes of technical audit. As such, it is the responsibility of the Design Organisation to ensure that the proposed scheme meets the relevant Design Standards.

The terms of reference of this Audit (Addendum Note) are as described in HD 19/15. The Audit Team has examined and reported only on the road safety implications of the scheme as presented and, has not examined or verified the compliance of the designs to any other criteria.

2.2 Design Changes

RPS has submitted an updated drawing (Drawing No. JNY8840-12) which shows a revised road layout for the proposed junction on the eastern side of Pagham Road. Previous proposals included a ghosted right-turn lane facility accommodated by localised carriageway widening on the eastern side. This revised drawing shows the proposed junction without a ghosted right-turn facility.

Additional measures include the addition of a footway along the western side of Pagham Road with associated dropped kerbs and tactile paving indicated at its northern extent.

No Departures from Design Standards have been reported by the Design Organisation RPS.

3 PREVIOUS SAFETY AUDITS - TIMELINE

3.1 Stage 1 Road Safety Audit - October 2013

The safety aspects of the Proposed Access Arrangements & Potential Traffic Calming on land to the west of Hook Lane, Pagham, West Sussex were the subject of comment in the June 2016 Stage 1 Road Safety Audit undertaken by Taylor Bowie Ltd.

A Designers Response to the June 2016 Stage 1 Road Safety Audit was not supplied to the Audit Team.

3.2 RSA Addendum Note - December 2016

Minor changes to the scheme proposals were the subject of comment in a RSA Addendum Note in December 2016 undertaken by Taylor Bowie Ltd.

These consisted of the relocation of a proposed traffic calming feature in Hook Lane.

4 ROAD SAFETY AUDIT ADDENDUM NOTE (2)

4.1 Safety Implications of Proposed Design Changes

Taylor Bowie Ltd has been instructed to review Drawing No. JNY8840-12 - Proposed Access Arrangement Pagham Road without Right Turn Lane with regard to the revised layout, which excludes a right-turn facility.

The Stage 1 Road Safety Audit raised concerns that the proposed right-turn facility with localised carriageway widening could potentially encourage impatient westbound drivers to utilise the facility area to overtake a slower moving vehicle. This could result in an increased risk of westbound vehicular traffic being in conflict with motorists waiting in the ghosted right-turn facility, whereby head-on vehicular conflicts could occur.

To negate this scenario it was recommended that a small traffic island(s) should be provided on the westbound approach.

The revised proposals, without the right-turn facility and localised widening would remove this road safety concern.

Furthermore, the revised scheme drawing appears to indicate the addition of a new footway provision along the western side of Pagham Road, which was not shown on the original drawings put forward for Stage 1 Road Safety Audit. This length of proposed footway provides a link from the existing, which currently terminates opposite Hook Lane, to the proposed bus layby on the eastern side of Pagham Road for users of the western footway.

The drawing indicates that at its northern extent that dropped kerbs and tactile paving is to be provided.

Whilst this may be a drafting error at this preliminary design stage, the proposed dropped kerbs and tactile paving appear to be misaligned with the eastern dropped kerbs/tactile paving shown within the bus stop taper. Consequently, concern arises that this situation could result in a slight detriment to the operational safety for pedestrians, particularly for those pedestrians who may be blind or visually impaired

It is recommended that the dropped kerbs and tactile paving should be located and aligned such that they are to the north of the bus layby and where possible in-line with DETR Guidance on the Use of Tactile Paving.

5 Conclusion

The Audit Team are satisfied that, if the highlighted safety implication detailed in Section 4.1 is taken into account together with the items raised in the June 2016 Stage 1 Road Safety Audit and subsequent RSA Addendum Note - December 2016, that the revised proposals do not raise any additional road safety concerns.

Appendix G – TRICS Output

Calculation Reference: AUDIT-355901-161105-1132

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

MULTI-MODAL VEHICLES

Selected regions and areas:

03 SOUTH WEST	
DC DORSET	1 days
05 EAST MIDLANDS	
NR NORTHAMPTONSHIRE	1 days
07 YORKSHIRE & NORTH LINCOLNSHIRE	
WY WEST YORKSHIRE	1 days

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

Filtering Stage 2 selection:

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

Parameter: Number of residents
Actual Range: 43 to 58 (units:)
Range Selected by User: 40 to 90 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/08 to 16/10/11

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

Selected survey days:

Tuesday	1 days
Wednesday	1 days
Friday	1 days

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

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	2

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

Selected Location Sub Categories:

Residential Zone	3
------------------	---

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

Filtering Stage 3 selection:

Use Class:

C2 3 days

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

Population within 1 mile:

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

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

Population within 5 miles:

50,001 to 75,000	1 days
250,001 to 500,000	1 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	2 days

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

Travel Plan:

No 3 days

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

LIST OF SITES relevant to selection parameters

1	DC-05-F-02	NURSING HOME	DORSET
	WHARNCLIFFE ROAD		
	BOSCOMBE		
	BOURNEMOUTH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of residents:	43	
	Survey date: WEDNESDAY	16/07/08	Survey Type: MANUAL
2	NR-05-F-01	NURSING HOME	NORTHAMPTONSHIRE
	ROCKINGHAM ROAD		
	CORBY		
	Edge of Town Centre		
	Residential Zone		
	Total Number of residents:	55	
	Survey date: FRIDAY	21/11/08	Survey Type: MANUAL
3	WY-05-F-01	NURSING HOME	WEST YORKSHIRE
	CLIFF ROAD		
	HYDE PARK		
	LEEDS		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of residents:	58	
	Survey date: TUESDAY	15/06/10	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

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

MULTI-MODAL VEHICLES

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	52	0.077	3	52	0.038	3	52	0.115
08:00 - 09:00	3	52	0.071	3	52	0.045	3	52	0.116
09:00 - 10:00	3	52	0.064	3	52	0.038	3	52	0.102
10:00 - 11:00	3	52	0.064	3	52	0.038	3	52	0.102
11:00 - 12:00	3	52	0.090	3	52	0.090	3	52	0.180
12:00 - 13:00	3	52	0.071	3	52	0.051	3	52	0.122
13:00 - 14:00	3	52	0.083	3	52	0.077	3	52	0.160
14:00 - 15:00	3	52	0.071	3	52	0.115	3	52	0.186
15:00 - 16:00	3	52	0.032	3	52	0.071	3	52	0.103
16:00 - 17:00	3	52	0.090	3	52	0.077	3	52	0.167
17:00 - 18:00	3	52	0.071	3	52	0.115	3	52	0.186
18:00 - 19:00	3	52	0.064	3	52	0.051	3	52	0.115
19:00 - 20:00	2	51	0.050	2	51	0.059	2	51	0.109
20:00 - 21:00	1	58	0.017	1	58	0.069	1	58	0.086
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.915			0.934			1.849

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

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

Parameter summary

Trip rate parameter range selected: 43 - 58 (units:)
 Survey date range: 01/01/08 - 16/10/11
 Number of weekdays (Monday-Friday): 3
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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

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

MULTI-MODAL TAXIS**Calculation factor: 1 RESIDE****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	52	0.000	3	52	0.000	3	52	0.000
08:00 - 09:00	3	52	0.006	3	52	0.006	3	52	0.012
09:00 - 10:00	3	52	0.000	3	52	0.000	3	52	0.000
10:00 - 11:00	3	52	0.000	3	52	0.000	3	52	0.000
11:00 - 12:00	3	52	0.006	3	52	0.006	3	52	0.012
12:00 - 13:00	3	52	0.006	3	52	0.006	3	52	0.012
13:00 - 14:00	3	52	0.013	3	52	0.013	3	52	0.026
14:00 - 15:00	3	52	0.019	3	52	0.019	3	52	0.038
15:00 - 16:00	3	52	0.006	3	52	0.006	3	52	0.012
16:00 - 17:00	3	52	0.013	3	52	0.013	3	52	0.026
17:00 - 18:00	3	52	0.000	3	52	0.000	3	52	0.000
18:00 - 19:00	3	52	0.006	3	52	0.006	3	52	0.012
19:00 - 20:00	2	51	0.010	2	51	0.010	2	51	0.020
20:00 - 21:00	1	58	0.000	1	58	0.000	1	58	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.085			0.085			0.170

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

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

Parameter summary

Trip rate parameter range selected: 43 - 58 (units:)
 Survey date date range: 01/01/08 - 16/10/11
 Number of weekdays (Monday-Friday): 3
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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

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

MULTI-MODAL OGVS**Calculation factor: 1 RESI DE****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	52	0.013	3	52	0.013	3	52	0.026
08:00 - 09:00	3	52	0.000	3	52	0.000	3	52	0.000
09:00 - 10:00	3	52	0.006	3	52	0.006	3	52	0.012
10:00 - 11:00	3	52	0.026	3	52	0.013	3	52	0.039
11:00 - 12:00	3	52	0.013	3	52	0.019	3	52	0.032
12:00 - 13:00	3	52	0.000	3	52	0.006	3	52	0.006
13:00 - 14:00	3	52	0.000	3	52	0.000	3	52	0.000
14:00 - 15:00	3	52	0.000	3	52	0.000	3	52	0.000
15:00 - 16:00	3	52	0.000	3	52	0.000	3	52	0.000
16:00 - 17:00	3	52	0.000	3	52	0.000	3	52	0.000
17:00 - 18:00	3	52	0.000	3	52	0.000	3	52	0.000
18:00 - 19:00	3	52	0.000	3	52	0.000	3	52	0.000
19:00 - 20:00	2	51	0.000	2	51	0.000	2	51	0.000
20:00 - 21:00	1	58	0.000	1	58	0.000	1	58	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.058			0.057			0.115

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

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

Parameter summary

Trip rate parameter range selected: 43 - 58 (units:)
 Survey date date range: 01/01/08 - 16/10/11
 Number of weekdays (Monday-Friday): 3
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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

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

MULTI-MODAL PSVS

Calculation factor: 1 RESI DE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	52	0.000	3	52	0.000	3	52	0.000
08:00 - 09:00	3	52	0.000	3	52	0.000	3	52	0.000
09:00 - 10:00	3	52	0.000	3	52	0.000	3	52	0.000
10:00 - 11:00	3	52	0.000	3	52	0.000	3	52	0.000
11:00 - 12:00	3	52	0.000	3	52	0.000	3	52	0.000
12:00 - 13:00	3	52	0.006	3	52	0.006	3	52	0.012
13:00 - 14:00	3	52	0.000	3	52	0.000	3	52	0.000
14:00 - 15:00	3	52	0.000	3	52	0.000	3	52	0.000
15:00 - 16:00	3	52	0.000	3	52	0.000	3	52	0.000
16:00 - 17:00	3	52	0.000	3	52	0.000	3	52	0.000
17:00 - 18:00	3	52	0.000	3	52	0.000	3	52	0.000
18:00 - 19:00	3	52	0.000	3	52	0.000	3	52	0.000
19:00 - 20:00	2	51	0.000	2	51	0.000	2	51	0.000
20:00 - 21:00	1	58	0.000	1	58	0.000	1	58	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.006			0.006			0.012

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

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

Parameter summary

Trip rate parameter range selected: 43 - 58 (units:)
 Survey date date range: 01/01/08 - 16/10/11
 Number of weekdays (Monday-Friday): 3
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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

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

MULTI-MODAL CYCLISTS**Calculation factor: 1 RESIDE****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	52	0.000	3	52	0.000	3	52	0.000
08:00 - 09:00	3	52	0.006	3	52	0.013	3	52	0.019
09:00 - 10:00	3	52	0.006	3	52	0.006	3	52	0.012
10:00 - 11:00	3	52	0.000	3	52	0.000	3	52	0.000
11:00 - 12:00	3	52	0.000	3	52	0.000	3	52	0.000
12:00 - 13:00	3	52	0.000	3	52	0.000	3	52	0.000
13:00 - 14:00	3	52	0.000	3	52	0.000	3	52	0.000
14:00 - 15:00	3	52	0.000	3	52	0.000	3	52	0.000
15:00 - 16:00	3	52	0.019	3	52	0.019	3	52	0.038
16:00 - 17:00	3	52	0.000	3	52	0.000	3	52	0.000
17:00 - 18:00	3	52	0.026	3	52	0.019	3	52	0.045
18:00 - 19:00	3	52	0.000	3	52	0.000	3	52	0.000
19:00 - 20:00	2	51	0.000	2	51	0.000	2	51	0.000
20:00 - 21:00	1	58	0.000	1	58	0.000	1	58	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.057			0.057			0.114

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

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

Parameter summary

Trip rate parameter range selected: 43 - 58 (units:)
 Survey date date range: 01/01/08 - 16/10/11
 Number of weekdays (Monday-Friday): 3
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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

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

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	52	0.090	3	52	0.038	3	52	0.128
08:00 - 09:00	3	52	0.109	3	52	0.058	3	52	0.167
09:00 - 10:00	3	52	0.064	3	52	0.045	3	52	0.109
10:00 - 11:00	3	52	0.090	3	52	0.058	3	52	0.148
11:00 - 12:00	3	52	0.122	3	52	0.122	3	52	0.244
12:00 - 13:00	3	52	0.064	3	52	0.038	3	52	0.102
13:00 - 14:00	3	52	0.103	3	52	0.083	3	52	0.186
14:00 - 15:00	3	52	0.083	3	52	0.135	3	52	0.218
15:00 - 16:00	3	52	0.051	3	52	0.096	3	52	0.147
16:00 - 17:00	3	52	0.096	3	52	0.109	3	52	0.205
17:00 - 18:00	3	52	0.090	3	52	0.154	3	52	0.244
18:00 - 19:00	3	52	0.083	3	52	0.064	3	52	0.147
19:00 - 20:00	2	51	0.059	2	51	0.079	2	51	0.138
20:00 - 21:00	1	58	0.034	1	58	0.086	1	58	0.120
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.138			1.165			2.303

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

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

Parameter summary

Trip rate parameter range selected: 43 - 58 (units:)
 Survey date date range: 01/01/08 - 16/10/11
 Number of weekdays (Monday-Friday): 3
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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

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

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	52	0.083	3	52	0.026	3	52	0.109
08:00 - 09:00	3	52	0.058	3	52	0.032	3	52	0.090
09:00 - 10:00	3	52	0.013	3	52	0.000	3	52	0.013
10:00 - 11:00	3	52	0.045	3	52	0.038	3	52	0.083
11:00 - 12:00	3	52	0.019	3	52	0.032	3	52	0.051
12:00 - 13:00	3	52	0.019	3	52	0.032	3	52	0.051
13:00 - 14:00	3	52	0.038	3	52	0.058	3	52	0.096
14:00 - 15:00	3	52	0.032	3	52	0.026	3	52	0.058
15:00 - 16:00	3	52	0.026	3	52	0.045	3	52	0.071
16:00 - 17:00	3	52	0.006	3	52	0.026	3	52	0.032
17:00 - 18:00	3	52	0.006	3	52	0.013	3	52	0.019
18:00 - 19:00	3	52	0.000	3	52	0.006	3	52	0.006
19:00 - 20:00	2	51	0.030	2	51	0.059	2	51	0.089
20:00 - 21:00	1	58	0.000	1	58	0.034	1	58	0.034
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.375			0.427			0.802

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

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

Parameter summary

Trip rate parameter range selected: 43 - 58 (units:)
 Survey date date range: 01/01/08 - 16/10/11
 Number of weekdays (Monday-Friday): 3
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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

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

MULTI-MODAL BUS/ TRAM PASSENGERS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	52	0.032	3	52	0.000	3	52	0.032
08:00 - 09:00	3	52	0.013	3	52	0.019	3	52	0.032
09:00 - 10:00	3	52	0.000	3	52	0.000	3	52	0.000
10:00 - 11:00	3	52	0.006	3	52	0.000	3	52	0.006
11:00 - 12:00	3	52	0.013	3	52	0.000	3	52	0.013
12:00 - 13:00	3	52	0.000	3	52	0.006	3	52	0.006
13:00 - 14:00	3	52	0.006	3	52	0.000	3	52	0.006
14:00 - 15:00	3	52	0.006	3	52	0.026	3	52	0.032
15:00 - 16:00	3	52	0.000	3	52	0.000	3	52	0.000
16:00 - 17:00	3	52	0.000	3	52	0.006	3	52	0.006
17:00 - 18:00	3	52	0.006	3	52	0.000	3	52	0.006
18:00 - 19:00	3	52	0.000	3	52	0.000	3	52	0.000
19:00 - 20:00	2	51	0.040	2	51	0.000	2	51	0.040
20:00 - 21:00	1	58	0.017	1	58	0.034	1	58	0.051
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.139			0.091			0.230

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

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

Parameter summary

Trip rate parameter range selected: 43 - 58 (units:)
 Survey date date range: 01/01/08 - 16/10/11
 Number of weekdays (Monday-Friday): 3
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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

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

MULTI-MODAL TOTAL RAIL PASSENGERS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	52	0.000	3	52	0.000	3	52	0.000
08:00 - 09:00	3	52	0.000	3	52	0.000	3	52	0.000
09:00 - 10:00	3	52	0.000	3	52	0.000	3	52	0.000
10:00 - 11:00	3	52	0.000	3	52	0.000	3	52	0.000
11:00 - 12:00	3	52	0.000	3	52	0.000	3	52	0.000
12:00 - 13:00	3	52	0.000	3	52	0.000	3	52	0.000
13:00 - 14:00	3	52	0.000	3	52	0.000	3	52	0.000
14:00 - 15:00	3	52	0.000	3	52	0.000	3	52	0.000
15:00 - 16:00	3	52	0.000	3	52	0.000	3	52	0.000
16:00 - 17:00	3	52	0.000	3	52	0.000	3	52	0.000
17:00 - 18:00	3	52	0.000	3	52	0.000	3	52	0.000
18:00 - 19:00	3	52	0.000	3	52	0.000	3	52	0.000
19:00 - 20:00	2	51	0.000	2	51	0.000	2	51	0.000
20:00 - 21:00	1	58	0.000	1	58	0.000	1	58	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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

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

Parameter summary

Trip rate parameter range selected: 43 - 58 (units:)
 Survey date date range: 01/01/08 - 16/10/11
 Number of weekdays (Monday-Friday): 3
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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

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

MULTI-MODAL COACH PASSENGERS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	52	0.000	3	52	0.000	3	52	0.000
08:00 - 09:00	3	52	0.000	3	52	0.000	3	52	0.000
09:00 - 10:00	3	52	0.000	3	52	0.000	3	52	0.000
10:00 - 11:00	3	52	0.000	3	52	0.000	3	52	0.000
11:00 - 12:00	3	52	0.000	3	52	0.000	3	52	0.000
12:00 - 13:00	3	52	0.000	3	52	0.013	3	52	0.013
13:00 - 14:00	3	52	0.000	3	52	0.000	3	52	0.000
14:00 - 15:00	3	52	0.000	3	52	0.000	3	52	0.000
15:00 - 16:00	3	52	0.000	3	52	0.000	3	52	0.000
16:00 - 17:00	3	52	0.000	3	52	0.000	3	52	0.000
17:00 - 18:00	3	52	0.000	3	52	0.000	3	52	0.000
18:00 - 19:00	3	52	0.000	3	52	0.000	3	52	0.000
19:00 - 20:00	2	51	0.000	2	51	0.000	2	51	0.000
20:00 - 21:00	1	58	0.000	1	58	0.000	1	58	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.013			0.013

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

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

Parameter summary

Trip rate parameter range selected: 43 - 58 (units:)
 Survey date date range: 01/01/08 - 16/10/11
 Number of weekdays (Monday-Friday): 3
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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

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

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	52	0.032	3	52	0.000	3	52	0.032
08:00 - 09:00	3	52	0.013	3	52	0.019	3	52	0.032
09:00 - 10:00	3	52	0.000	3	52	0.000	3	52	0.000
10:00 - 11:00	3	52	0.006	3	52	0.000	3	52	0.006
11:00 - 12:00	3	52	0.013	3	52	0.000	3	52	0.013
12:00 - 13:00	3	52	0.000	3	52	0.019	3	52	0.019
13:00 - 14:00	3	52	0.006	3	52	0.000	3	52	0.006
14:00 - 15:00	3	52	0.006	3	52	0.026	3	52	0.032
15:00 - 16:00	3	52	0.000	3	52	0.000	3	52	0.000
16:00 - 17:00	3	52	0.000	3	52	0.006	3	52	0.006
17:00 - 18:00	3	52	0.006	3	52	0.000	3	52	0.006
18:00 - 19:00	3	52	0.000	3	52	0.000	3	52	0.000
19:00 - 20:00	2	51	0.040	2	51	0.000	2	51	0.040
20:00 - 21:00	1	58	0.017	1	58	0.034	1	58	0.051
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.139			0.104			0.243

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

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

Parameter summary

Trip rate parameter range selected: 43 - 58 (units:)
 Survey date date range: 01/01/08 - 16/10/11
 Number of weekdays (Monday-Friday): 3
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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

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

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	52	0.205	3	52	0.064	3	52	0.269
08:00 - 09:00	3	52	0.186	3	52	0.122	3	52	0.308
09:00 - 10:00	3	52	0.083	3	52	0.051	3	52	0.134
10:00 - 11:00	3	52	0.141	3	52	0.096	3	52	0.237
11:00 - 12:00	3	52	0.154	3	52	0.154	3	52	0.308
12:00 - 13:00	3	52	0.083	3	52	0.090	3	52	0.173
13:00 - 14:00	3	52	0.147	3	52	0.141	3	52	0.288
14:00 - 15:00	3	52	0.122	3	52	0.186	3	52	0.308
15:00 - 16:00	3	52	0.096	3	52	0.160	3	52	0.256
16:00 - 17:00	3	52	0.103	3	52	0.141	3	52	0.244
17:00 - 18:00	3	52	0.128	3	52	0.186	3	52	0.314
18:00 - 19:00	3	52	0.083	3	52	0.071	3	52	0.154
19:00 - 20:00	2	51	0.129	2	51	0.139	2	51	0.268
20:00 - 21:00	1	58	0.052	1	58	0.155	1	58	0.207
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.712			1.756			3.468

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

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

Parameter summary

Trip rate parameter range selected: 43 - 58 (units:)
 Survey date range: 01/01/08 - 16/10/11
 Number of weekdays (Monday-Friday): 3
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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

Calculation Reference: AUDIT-657801-160719-0738

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : A - HOUSES PRIVATELY OWNED

MULTI-MODAL VEHICLESSelected regions and areas:

02	SOUTH EAST	
	EX ESSEX	1 days
	SC SURREY	1 days
	WS WEST SUSSEX	1 days
03	SOUTH WEST	
	DV DEVON	2 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NE NORTH EAST LINCOLNSHIRE	2 days
	NY NORTH YORKSHIRE	3 days
	SY SOUTH YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	1 days
09	NORTH	
	CB CUMBRIA	1 days
11	SCOTLAND	
	FA FALKIRK	1 days

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

Filtering Stage 2 selection:

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

Parameter: Number of dwellings
 Actual Range: 52 to 432 (units:)
 Range Selected by User: 50 to 491 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/08 to 28/09/15

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

Selected survey days:

Monday	4 days
Tuesday	4 days
Wednesday	2 days
Thursday	4 days
Friday	3 days

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

Selected survey types:

Manual count	17 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	9
Edge of Town	7

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

Selected Location Sub Categories:

Residential Zone	12
No Sub Category	5

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

Filtering Stage 3 selection:

Use Class:

C3	17 days
----	---------

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

Population within 1 mile:

1,001 to 5,000	3 days
5,001 to 10,000	4 days
10,001 to 15,000	5 days
15,001 to 20,000	3 days
20,001 to 25,000	2 days

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

Population within 5 miles:

5,001 to 25,000	4 days
25,001 to 50,000	2 days
50,001 to 75,000	1 days
75,001 to 100,000	4 days
100,001 to 125,000	3 days
125,001 to 250,000	2 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	13 days

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

Travel Plan:

Yes	1 days
No	16 days

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

LIST OF SITES relevant to selection parameters

1	CB-03-A-04	SEMI DETACHED	CUMBRIA
	MOORCLOSE ROAD		
	SALTERBACK		
	WORKINGTON		
	Edge of Town		
	No Sub Category		
	Total Number of dwellings:	82	
	Survey date: FRIDAY	24/04/09	Survey Type: MANUAL
2	CH-03-A-06	SEMI -DET./ BUNGALOWS	CHESHIRE
	CREWE ROAD		
	CREWE		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Number of dwellings:	129	
	Survey date: TUESDAY	14/10/08	Survey Type: MANUAL
3	DV-03-A-02	HOUSES & BUNGALOWS	DEVON
	MILLHEAD ROAD		
	HONITON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	116	
	Survey date: FRIDAY	25/09/15	Survey Type: MANUAL
4	DV-03-A-03	TERRACED & SEMI DETACHED	DEVON
	LOWER BRAND LANE		
	HONITON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	70	
	Survey date: MONDAY	28/09/15	Survey Type: MANUAL
5	EX-03-A-01	SEMI -DET.	ESSEX
	MILTON ROAD		
	CORRINGHAM		
	STANFORD-LE-HOPE		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	237	
	Survey date: TUESDAY	13/05/08	Survey Type: MANUAL
6	FA-03-A-02	MIXED HOUSES	FALKIRK
	ROSEBANK AVENUE & SPRINGFIELD DRIVE		
	FALKIRK		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	161	
	Survey date: WEDNESDAY	29/05/13	Survey Type: MANUAL
7	NE-03-A-02	SEMI DETACHED & DETACHED	NORTH EAST LINCOLNSHIRE
	HANOVER WALK		
	SCUNTHORPE		
	Edge of Town		
	No Sub Category		
	Total Number of dwellings:	432	
	Survey date: MONDAY	12/05/14	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	NE-03-A-03	PRIVATE HOUSES	NORTH EAST LINCOLNSHIRE
	STATION ROAD		
	SCUNTHORPE		
	Edge of Town Centre		
	Residential Zone		
	Total Number of dwellings:	180	
	Survey date: TUESDAY	20/05/14	Survey Type: MANUAL
9	NF-03-A-02	HOUSES & FLATS	NORFOLK
	DEREHAM ROAD		
	NORWICH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	98	
	Survey date: MONDAY	22/10/12	Survey Type: MANUAL
10	NY-03-A-06	BUNGALOWS & SEMI DET.	NORTH YORKSHIRE
	HORSEFAIR		
	BOROUGHBRIDGE		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	115	
	Survey date: FRIDAY	14/10/11	Survey Type: MANUAL
11	NY-03-A-09	MIXED HOUSING	NORTH YORKSHIRE
	GRAMMAR SCHOOL LANE		
	NORTHALLERTON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	52	
	Survey date: MONDAY	16/09/13	Survey Type: MANUAL
12	NY-03-A-10	HOUSES AND FLATS	NORTH YORKSHIRE
	BOROUGHBRIDGE ROAD		
	RIPON		
	Edge of Town		
	No Sub Category		
	Total Number of dwellings:	71	
	Survey date: TUESDAY	17/09/13	Survey Type: MANUAL
13	SC-03-A-04	DETACHED & TERRACED	SURREY
	HIGH ROAD		
	BYFLEET		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	71	
	Survey date: THURSDAY	23/01/14	Survey Type: MANUAL
14	SH-03-A-04	TERRACED	SHROPSHIRE
	ST MICHAEL'S STREET		
	SHREWSBURY		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Number of dwellings:	108	
	Survey date: THURSDAY	11/06/09	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

15	SH-03-A-05	SEMI-DETACHED/ TERRACED	SHROPSHIRE
	SANDCROFT		
	SUTTON HILL		
	TELFORD		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	54	
	Survey date: THURSDAY	24/10/13	Survey Type: MANUAL
16	SY-03-A-01	SEMI DETACHED HOUSES	SOUTH YORKSHIRE
	A19 BENTLEY ROAD		
	BENTLEY RISE		
	DONCASTER		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	54	
	Survey date: WEDNESDAY	18/09/13	Survey Type: MANUAL
17	WS-03-A-04	MIXED HOUSES	WEST SUSSEX
	HILLS FARM LANE		
	BROADBRIDGE HEATH		
	HORSHAM		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	151	
	Survey date: THURSDAY	11/12/14	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
AD-03-A-01	Unrepresentative Peak Hour Removed at HE Request

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL VEHICLES**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	17	128	0.063	17	128	0.243	17	128	0.306
08:00 - 09:00	17	128	0.127	17	128	0.359	17	128	0.486
09:00 - 10:00	17	128	0.144	17	128	0.156	17	128	0.300
10:00 - 11:00	17	128	0.125	17	128	0.161	17	128	0.286
11:00 - 12:00	17	128	0.138	17	128	0.137	17	128	0.275
12:00 - 13:00	17	128	0.163	17	128	0.145	17	128	0.308
13:00 - 14:00	17	128	0.152	17	128	0.152	17	128	0.304
14:00 - 15:00	17	128	0.149	17	128	0.165	17	128	0.314
15:00 - 16:00	17	128	0.265	17	128	0.192	17	128	0.457
16:00 - 17:00	17	128	0.269	17	128	0.170	17	128	0.439
17:00 - 18:00	17	128	0.299	17	128	0.179	17	128	0.478
18:00 - 19:00	17	128	0.213	17	128	0.165	17	128	0.378
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.107			2.224			4.331

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

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

Parameter summary

Trip rate parameter range selected: 52 - 432 (units:)
 Survey date range: 01/01/08 - 28/09/15
 Number of weekdays (Monday-Friday): 17
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 2

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL CYCLISTS**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	17	128	0.004	17	128	0.013	17	128	0.017
08:00 - 09:00	17	128	0.002	17	128	0.015	17	128	0.017
09:00 - 10:00	17	128	0.002	17	128	0.005	17	128	0.007
10:00 - 11:00	17	128	0.003	17	128	0.006	17	128	0.009
11:00 - 12:00	17	128	0.003	17	128	0.002	17	128	0.005
12:00 - 13:00	17	128	0.005	17	128	0.004	17	128	0.009
13:00 - 14:00	17	128	0.004	17	128	0.003	17	128	0.007
14:00 - 15:00	17	128	0.005	17	128	0.005	17	128	0.010
15:00 - 16:00	17	128	0.012	17	128	0.006	17	128	0.018
16:00 - 17:00	17	128	0.011	17	128	0.004	17	128	0.015
17:00 - 18:00	17	128	0.014	17	128	0.009	17	128	0.023
18:00 - 19:00	17	128	0.011	17	128	0.006	17	128	0.017
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.076			0.078			0.154

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

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

Parameter summary

Trip rate parameter range selected: 52 - 432 (units:)
 Survey date range: 01/01/08 - 28/09/15
 Number of weekdays (Monday-Friday): 17
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 2

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL VEHICLE OCCUPANTS**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	17	128	0.072	17	128	0.296	17	128	0.368
08:00 - 09:00	17	128	0.157	17	128	0.518	17	128	0.675
09:00 - 10:00	17	128	0.168	17	128	0.209	17	128	0.377
10:00 - 11:00	17	128	0.154	17	128	0.205	17	128	0.359
11:00 - 12:00	17	128	0.175	17	128	0.183	17	128	0.358
12:00 - 13:00	17	128	0.205	17	128	0.178	17	128	0.383
13:00 - 14:00	17	128	0.195	17	128	0.198	17	128	0.393
14:00 - 15:00	17	128	0.188	17	128	0.215	17	128	0.403
15:00 - 16:00	17	128	0.399	17	128	0.250	17	128	0.649
16:00 - 17:00	17	128	0.376	17	128	0.230	17	128	0.606
17:00 - 18:00	17	128	0.388	17	128	0.234	17	128	0.622
18:00 - 19:00	17	128	0.274	17	128	0.231	17	128	0.505
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.751			2.947			5.698

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

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

Parameter summary

Trip rate parameter range selected: 52 - 432 (units:)
 Survey date range: 01/01/08 - 28/09/15
 Number of weekdays (Monday-Friday): 17
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 2

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL PEDESTRIANS**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	17	128	0.024	17	128	0.069	17	128	0.093
08:00 - 09:00	17	128	0.039	17	128	0.158	17	128	0.197
09:00 - 10:00	17	128	0.048	17	128	0.064	17	128	0.112
10:00 - 11:00	17	128	0.044	17	128	0.053	17	128	0.097
11:00 - 12:00	17	128	0.033	17	128	0.036	17	128	0.069
12:00 - 13:00	17	128	0.043	17	128	0.033	17	128	0.076
13:00 - 14:00	17	128	0.031	17	128	0.050	17	128	0.081
14:00 - 15:00	17	128	0.049	17	128	0.059	17	128	0.108
15:00 - 16:00	17	128	0.134	17	128	0.073	17	128	0.207
16:00 - 17:00	17	128	0.097	17	128	0.049	17	128	0.146
17:00 - 18:00	17	128	0.083	17	128	0.039	17	128	0.122
18:00 - 19:00	17	128	0.057	17	128	0.044	17	128	0.101
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.682				0.727	1.409	

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

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

Parameter summary

Trip rate parameter range selected: 52 - 432 (units:)
 Survey date range: 01/01/08 - 28/09/15
 Number of weekdays (Monday-Friday): 17
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 2

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL PUBLIC TRANSPORT USERS**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	17	128	0.000	17	128	0.009	17	128	0.009
08:00 - 09:00	17	128	0.002	17	128	0.009	17	128	0.011
09:00 - 10:00	17	128	0.001	17	128	0.006	17	128	0.007
10:00 - 11:00	17	128	0.002	17	128	0.005	17	128	0.007
11:00 - 12:00	17	128	0.004	17	128	0.005	17	128	0.009
12:00 - 13:00	17	128	0.005	17	128	0.006	17	128	0.011
13:00 - 14:00	17	128	0.005	17	128	0.001	17	128	0.006
14:00 - 15:00	17	128	0.002	17	128	0.004	17	128	0.006
15:00 - 16:00	17	128	0.004	17	128	0.004	17	128	0.008
16:00 - 17:00	17	128	0.005	17	128	0.002	17	128	0.007
17:00 - 18:00	17	128	0.010	17	128	0.002	17	128	0.012
18:00 - 19:00	17	128	0.008	17	128	0.000	17	128	0.008
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.048			0.053			0.101

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

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

Parameter summary

Trip rate parameter range selected: 52 - 432 (units:)
 Survey date range: 01/01/08 - 28/09/15
 Number of weekdays (Monday-Friday): 17
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 2

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL TOTAL PEOPLE**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	17	128	0.100	17	128	0.387	17	128	0.487
08:00 - 09:00	17	128	0.201	17	128	0.700	17	128	0.901
09:00 - 10:00	17	128	0.219	17	128	0.283	17	128	0.502
10:00 - 11:00	17	128	0.203	17	128	0.269	17	128	0.472
11:00 - 12:00	17	128	0.216	17	128	0.226	17	128	0.442
12:00 - 13:00	17	128	0.258	17	128	0.221	17	128	0.479
13:00 - 14:00	17	128	0.235	17	128	0.252	17	128	0.487
14:00 - 15:00	17	128	0.243	17	128	0.282	17	128	0.525
15:00 - 16:00	17	128	0.549	17	128	0.334	17	128	0.883
16:00 - 17:00	17	128	0.488	17	128	0.285	17	128	0.773
17:00 - 18:00	17	128	0.495	17	128	0.284	17	128	0.779
18:00 - 19:00	17	128	0.349	17	128	0.280	17	128	0.629
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.556			3.803			7.359

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

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

Parameter summary

Trip rate parameter range selected: 52 - 432 (units:)
 Survey date range: 01/01/08 - 28/09/15
 Number of weekdays (Monday-Friday): 17
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 2

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

Appendix H – Traffic flow diagrams

2031 CATM Chichester Local Plan Max SE with Link Road Scenario with mitigation

AM peak

From/to	Vinnetrow Road (N)	B2166 Lagness Road (E)	Mill Lane (S)	B2166 North Mundham (W)	Total
Vinnetrow Road (N)	0	73	7	0	80
B2166 Lagness Road (E)	0	0	5	1218	1223
Mill Lane (S)	19	12	0	41	72
B2166 North Mundham (W)	0	344	16	0	360
Total	19	429	28	1259	1735

Note Mill Lane flows have been based on original Traffic surveys

2031 CATM Chichester Local Plan Max SE with Link Road Scenario with mitigation + Pagham Developments

AM peak

From/to	Vinnetrow Road (N)	B2166 Lagness Road (E)	Mill Lane (S)	B2166 North Mundham (W)	Total
Vinnetrow Road (N)	0	93	7	0	100
B2166 Lagness Road (E)	0	0	5	1396	1401
Mill Lane (S)	19	12	0	41	72
B2166 North Mundham (W)	0	403	16	0	419
Total	19	508	28	1437	1992

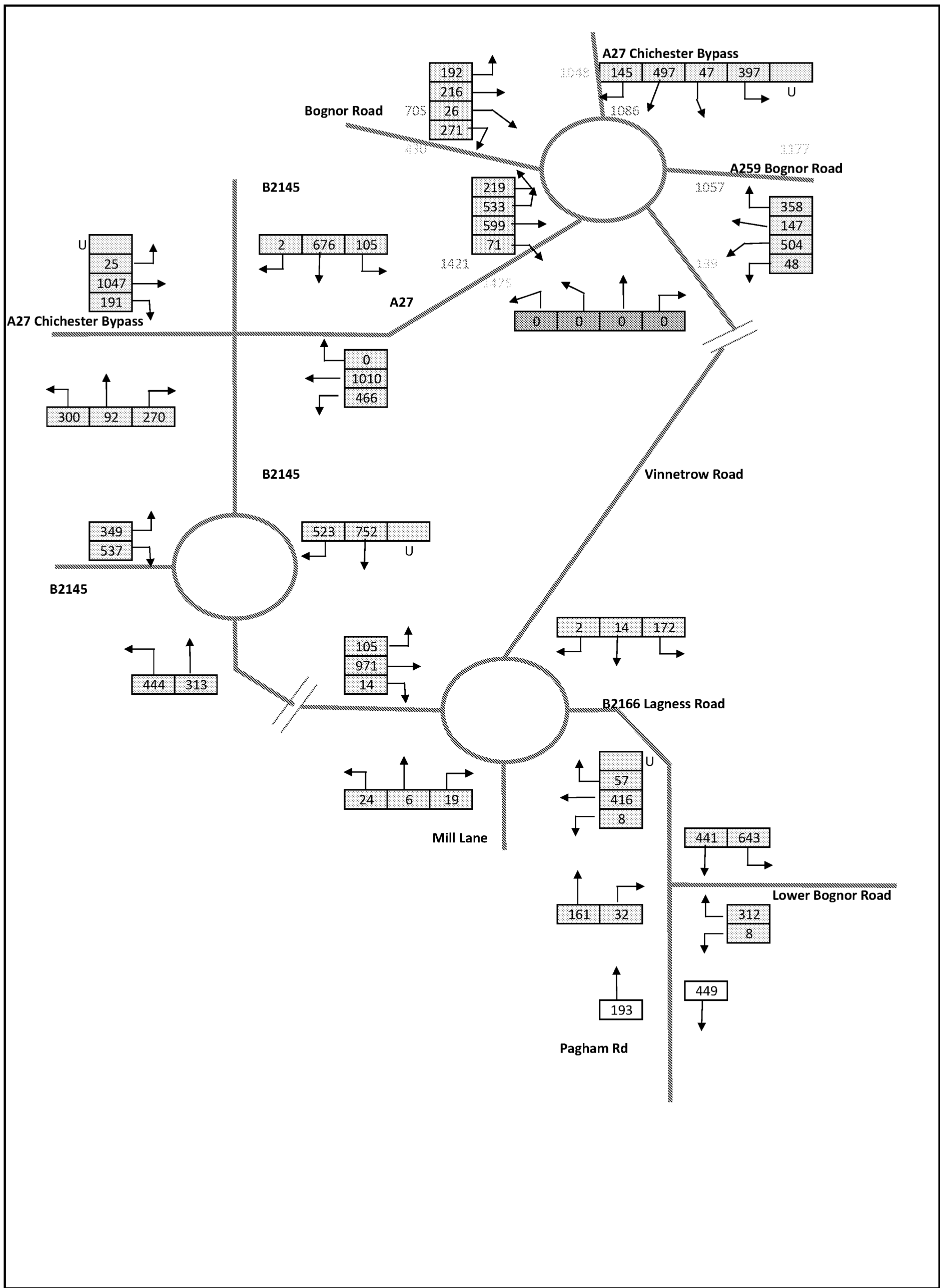
Note Mill Lane flows have been based on original Traffic surveys

PM peak

From/to	Vinnetrow Road (N)	B2166 Lagness Road (E)	Mill Lane (S)	B2166 North Mundham (W)	Total
Vinnetrow Road (N)	0	606	14	0	620
B2166 Lagness Road (E)	0	0	8	763	771
Mill Lane (S)	6	19	0	24	49
B2166 North Mundham (W)	0	301	14	0	315
Total	6	926	36	787	1755

PM peak

From/to	Vinnetrow Road (N)	B2166 Lagness Road (E)	Mill Lane (S)	B2166 North Mundham (W)	Total
Vinnetrow Road (N)	0	646	14	0	660
B2166 Lagness Road (E)	0	0	8	863	871
Mill Lane (S)	6	19	0	24	49
B2166 North Mundham (W)	0	416	14	0	430
Total	6	1081	36	887	2010

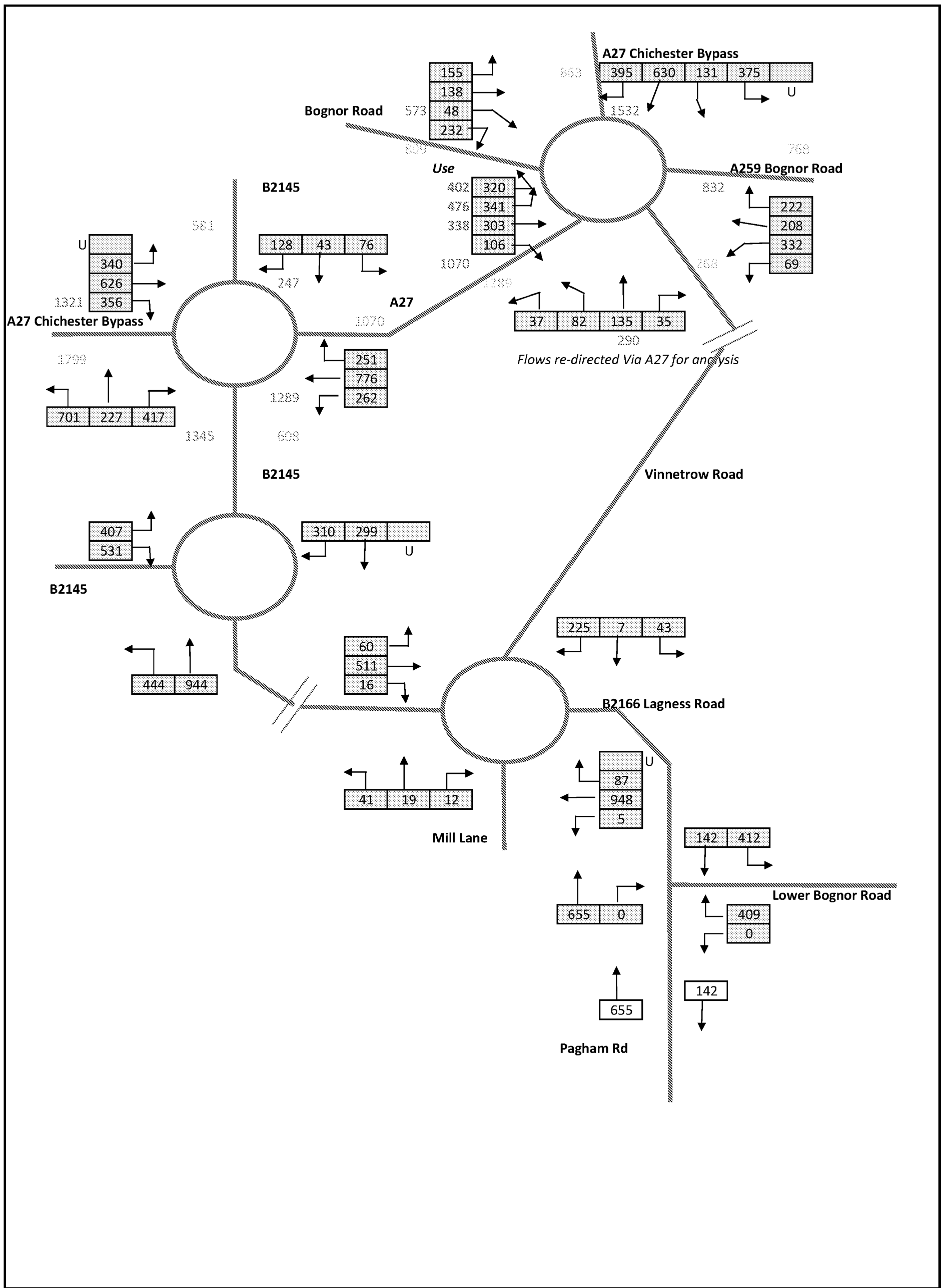


Note: The entry flows at the Bognor Road junction have been assigned in proportion to the exit flows provided in the SATURN model

Based 2031 Observed flows used as no flows were provided in SATURN model

Growth Rate : 1.198 (Chichester 2016 - 2031)

Hook Lane, Pagham
JNY 8840
2031+ All Devs (SATURN FLOWS)
PM Peak - With Mitigation
PCU's

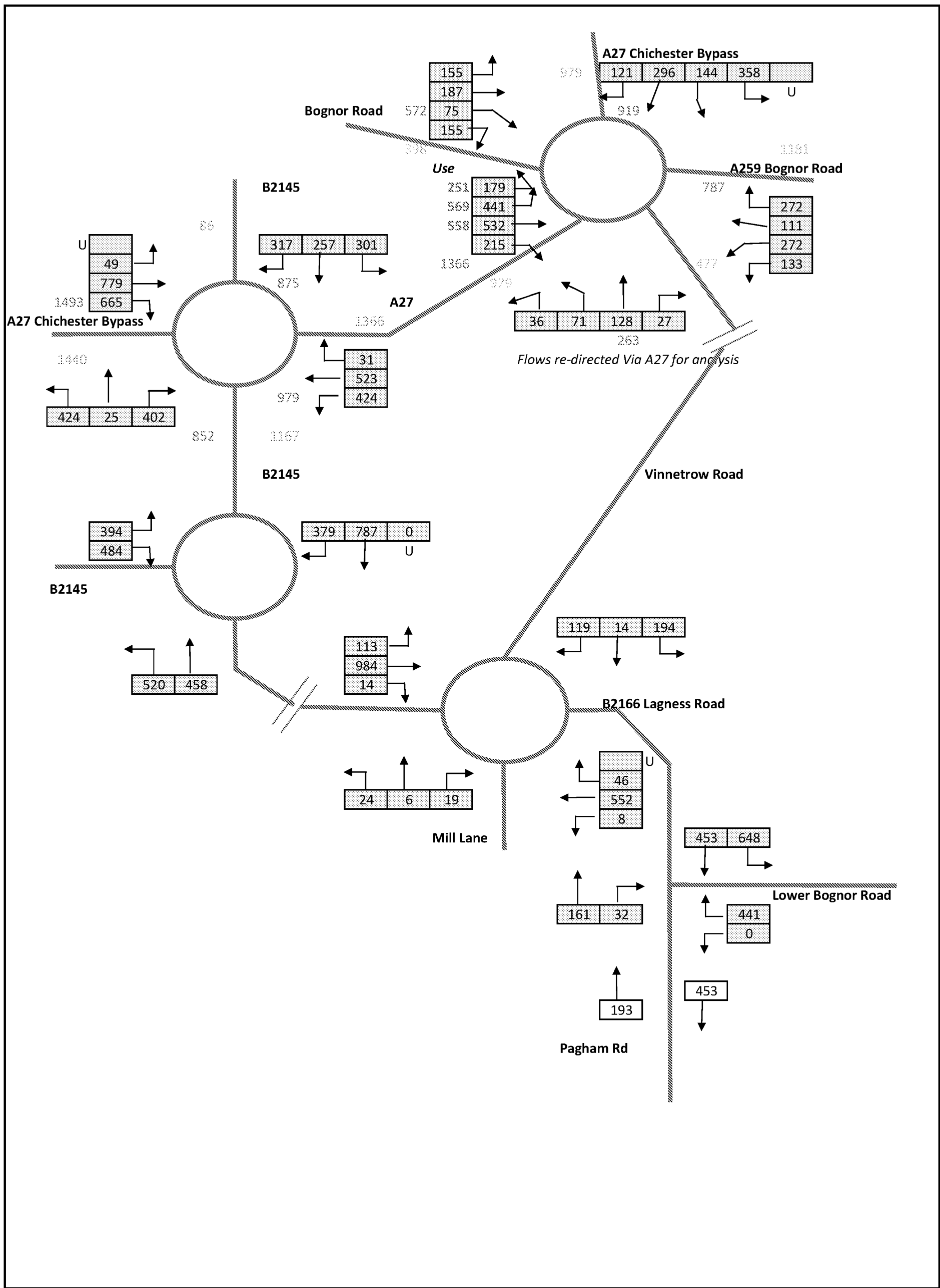


Note: The entry flows at the Bognor Road junction have been assigned in proportion to the exit flows provided in the SATURN model

Based 2031 Observed flows used as no flows were provided in SATURN model

Growth Rate : 1.195 (Chichester 2016 - 2031)

Hook Lane, Pagham
JNY 8840
2031+ All Devs (SATURN FLOWS)
AM Peak - No Mitigation
PCU's

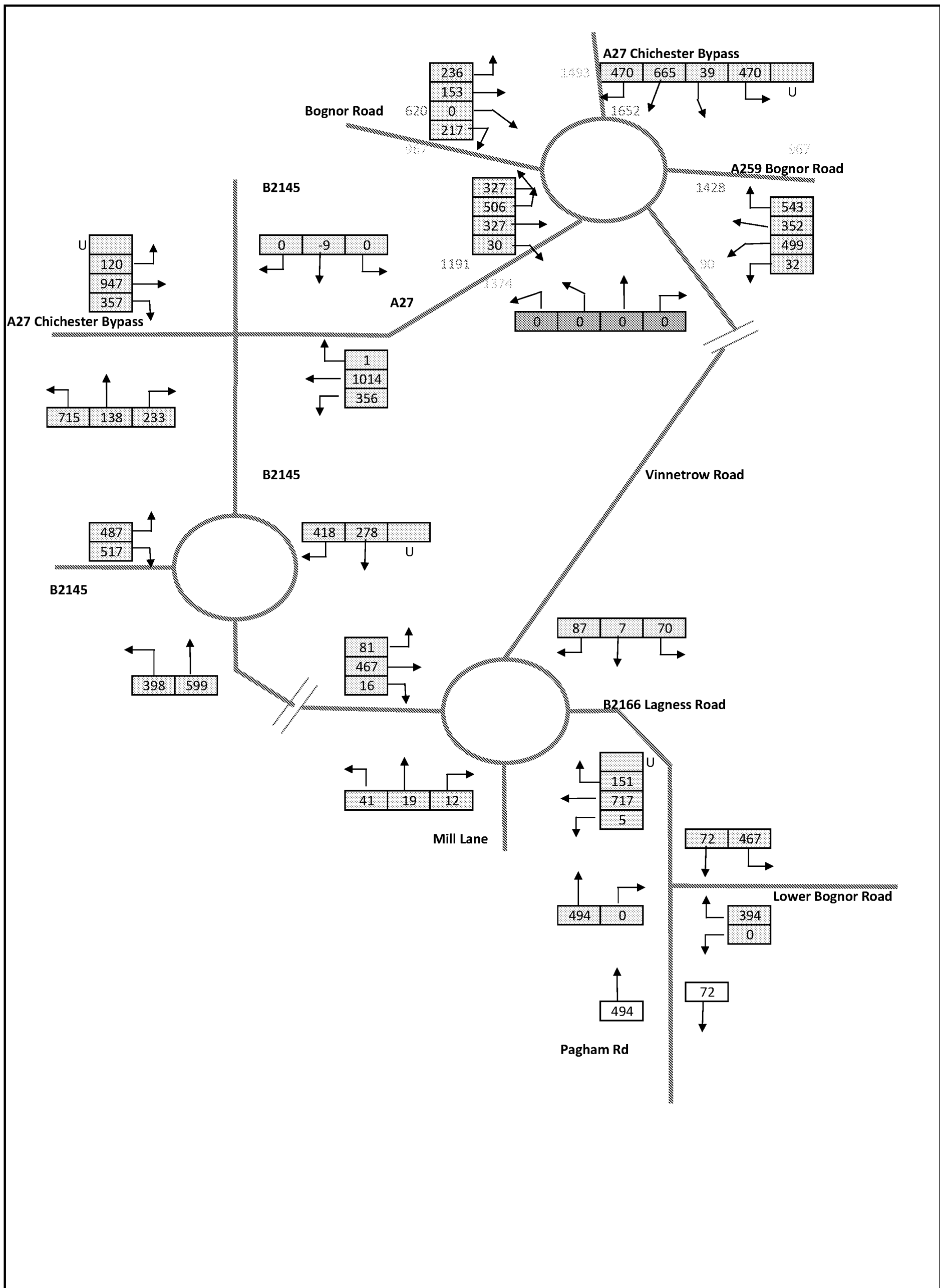


Note: The entry flows at the Bognor Road junction have been assigned in proportion to the exit flows provided in the SATURN model

Based 2031 Observed flows used as no flows were provided in SATURN model

Growth Rate : 1.198 (Chichester 2016 - 2031)

Hook Lane, Pagham
 JNY 8840
 2031+ All Devs (SATURN FLOWS)
 PM Peak - No Mitigation
 PCU's

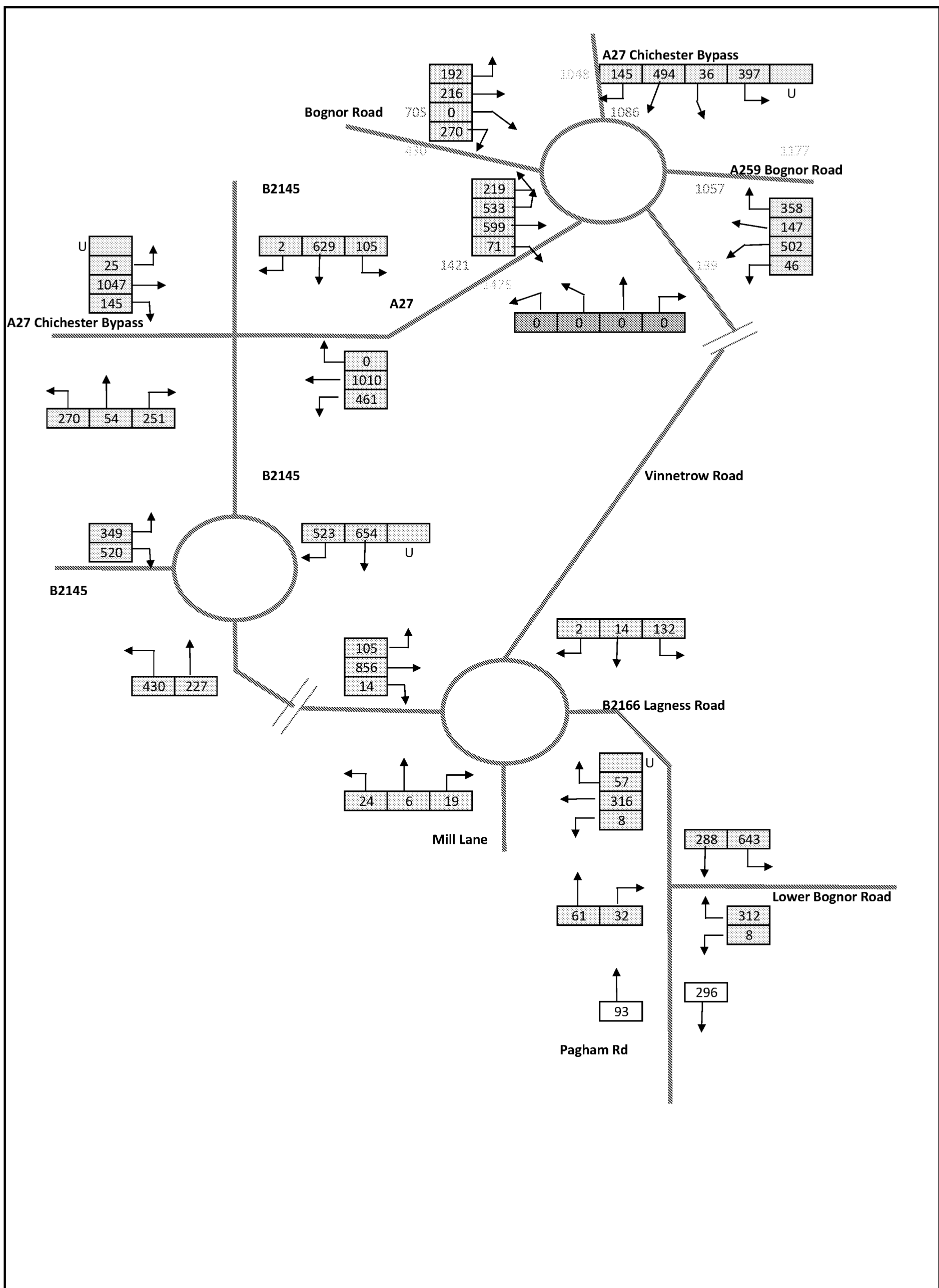


Note: The entry flows at the Bognor Road junction have been assigned in proportion to the exit flows provided in the SATURN model

Based 2031 Observed flows used as no flows were provided in SATURN model

Growth Rate : 1.195 (Chichester 2016 - 2031)

Hook Lane, Pagham
JNY 8840
2031 - Exc Pagham Devs (SATURN FLOWS)
AM Peak - With Mitigation
PCU's

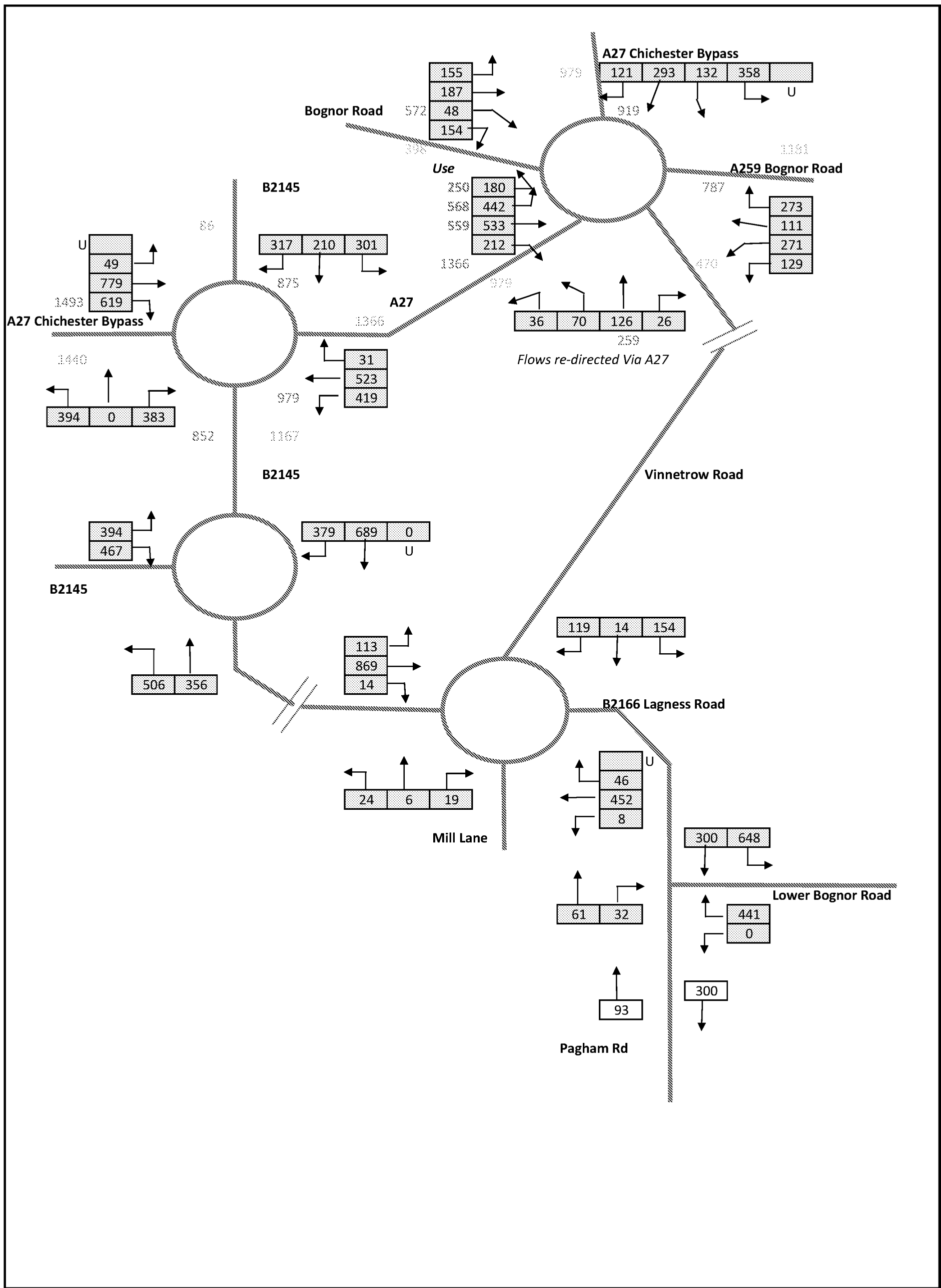


Note: The entry flows at the Bognor Road junction have been assigned in proportion to the exit flows provided in the SATURN model

 Based 2031 Observed flows used as no flows were provided in SATURN model

Growth Rate : 1.198 (Chichester 2016 - 2031)

Hook Lane, Pagham
JNY 8840
2031 - Exc Pagham Devs (SATURN FLOWS)
PM Peak - With Mitigation
PCU's

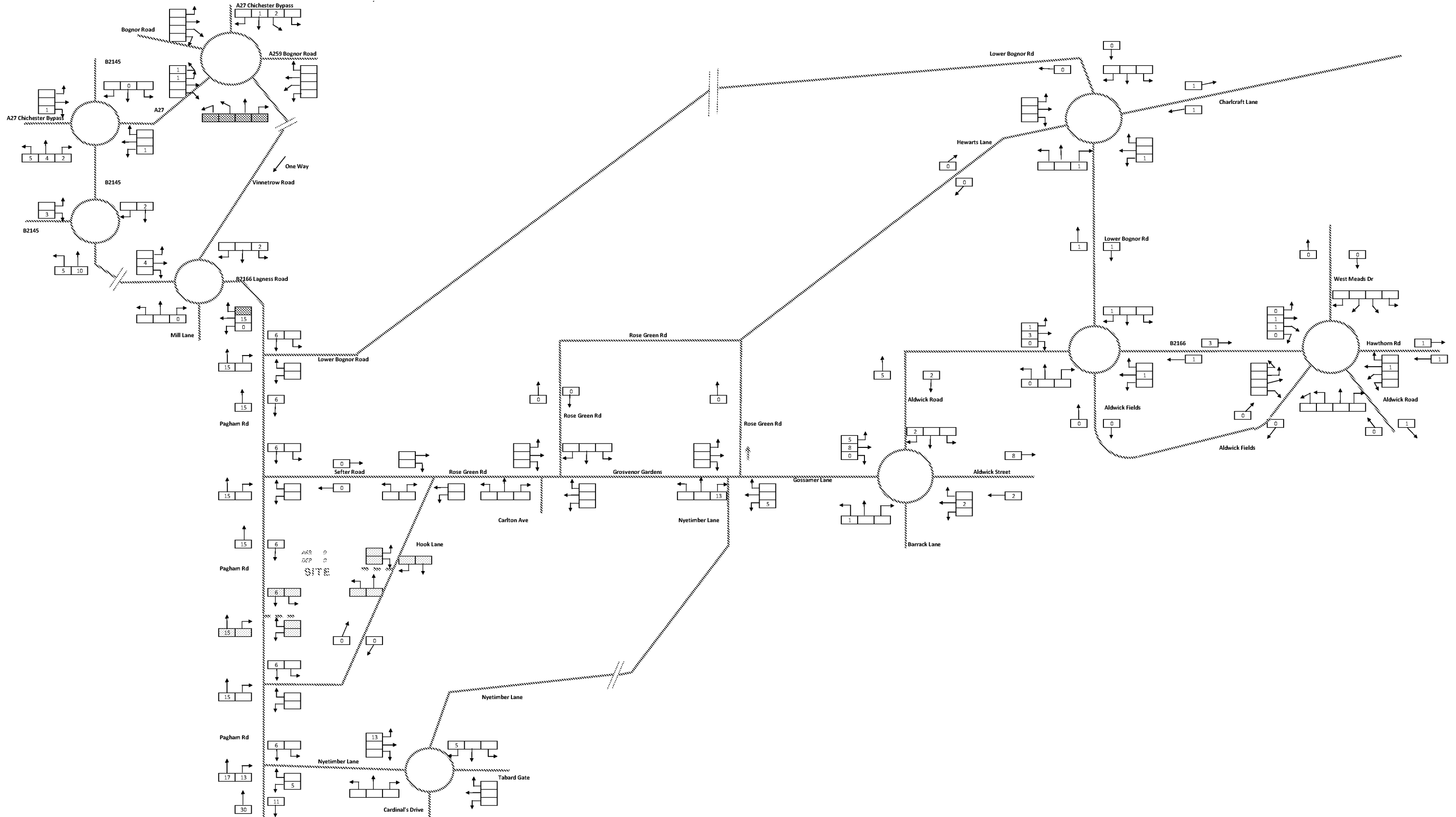


Note: The entry flows at the Bognor Road junction have been assigned in proportion to the exit flows provided in the SATURN model

 Based 2031 Observed flows used as no flows were provided in SATURN model

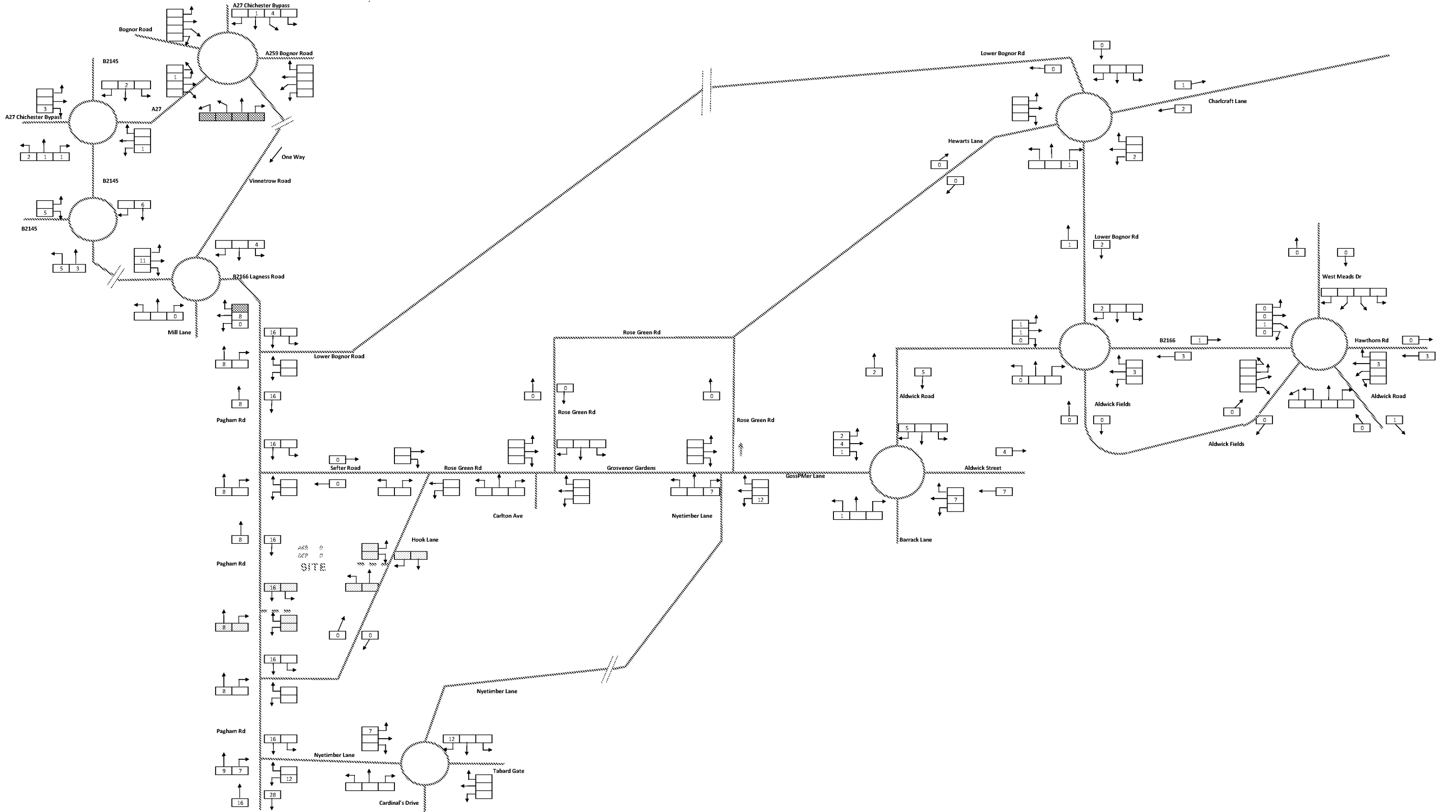
Growth Rate : 1.198 (Chichester 2016 - 2031)

Hook Lane, Pagham
JNY 8840
2031 - Exc Pagham Devs (SATURN FLOWS)
PM Peak - No Mitigation
PCU's



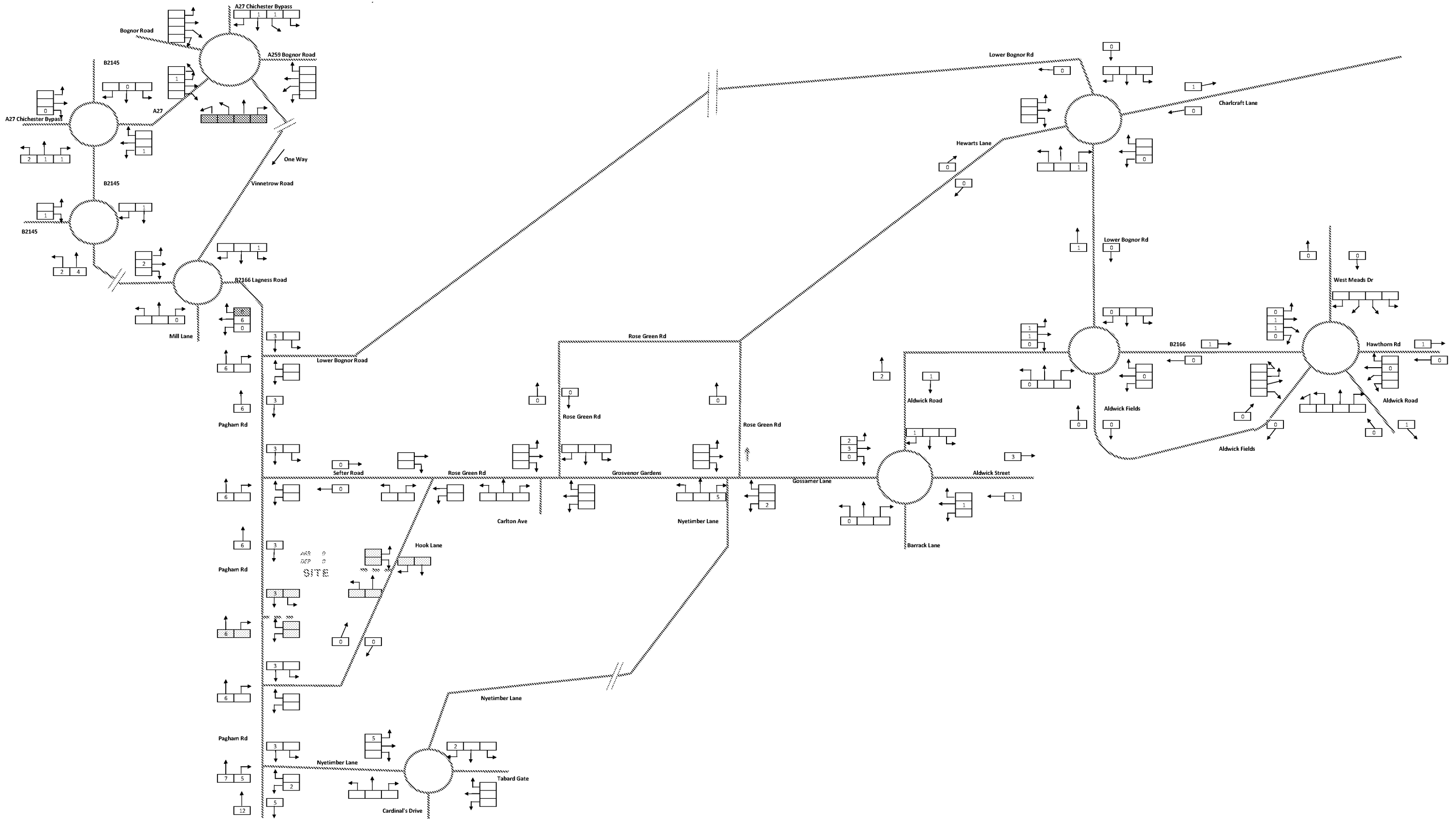
Planning Application: P/58/15 - Summer Lane (90 Dwellings)
ARR 12 (10% south into Pagham)
DEP 33
Information obtained from Transport Statement submitted with the application

Hook Lane, Pagham
JNY 8840
Potential committed development
P/58/15
AM Peak
All Vehicles



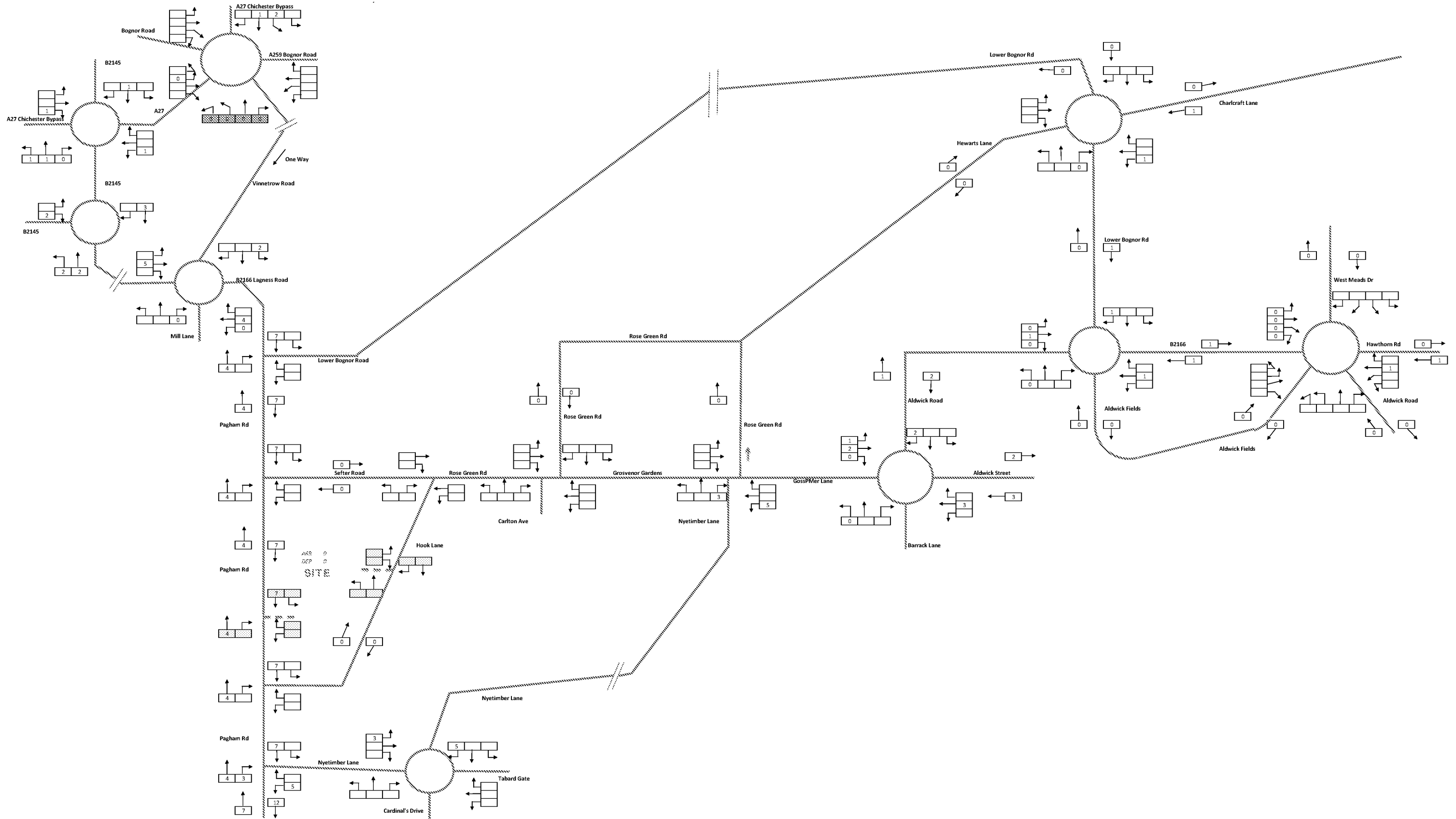
Planning Application: P/58/15 - Summer Lane (90 Dwellings)
ARR 31 (10% south into PaghPM)
DEP 18
Information obtained from Transport Statement submitted with the application

Hook Lane, Pagham
JNY 8840
Potential committed development
P/58/15
PM Peak
All Vehicles



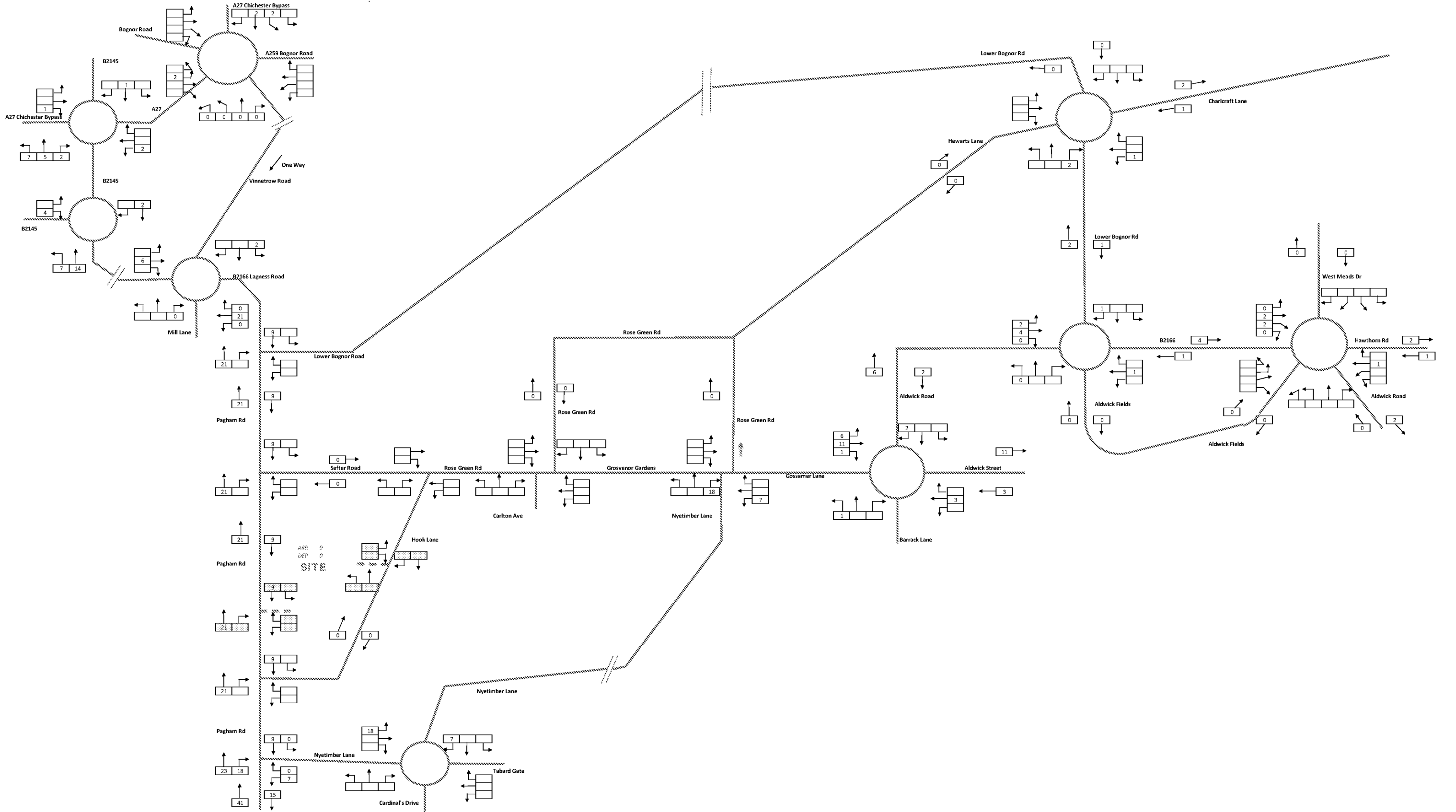
Planning Application: P/125/14 - 251 Pagham Rd (42 Dwellings)
ARR 5 (10% south into Pagham)
DEP 13
Information obtained from Transport Statement submitted with the application

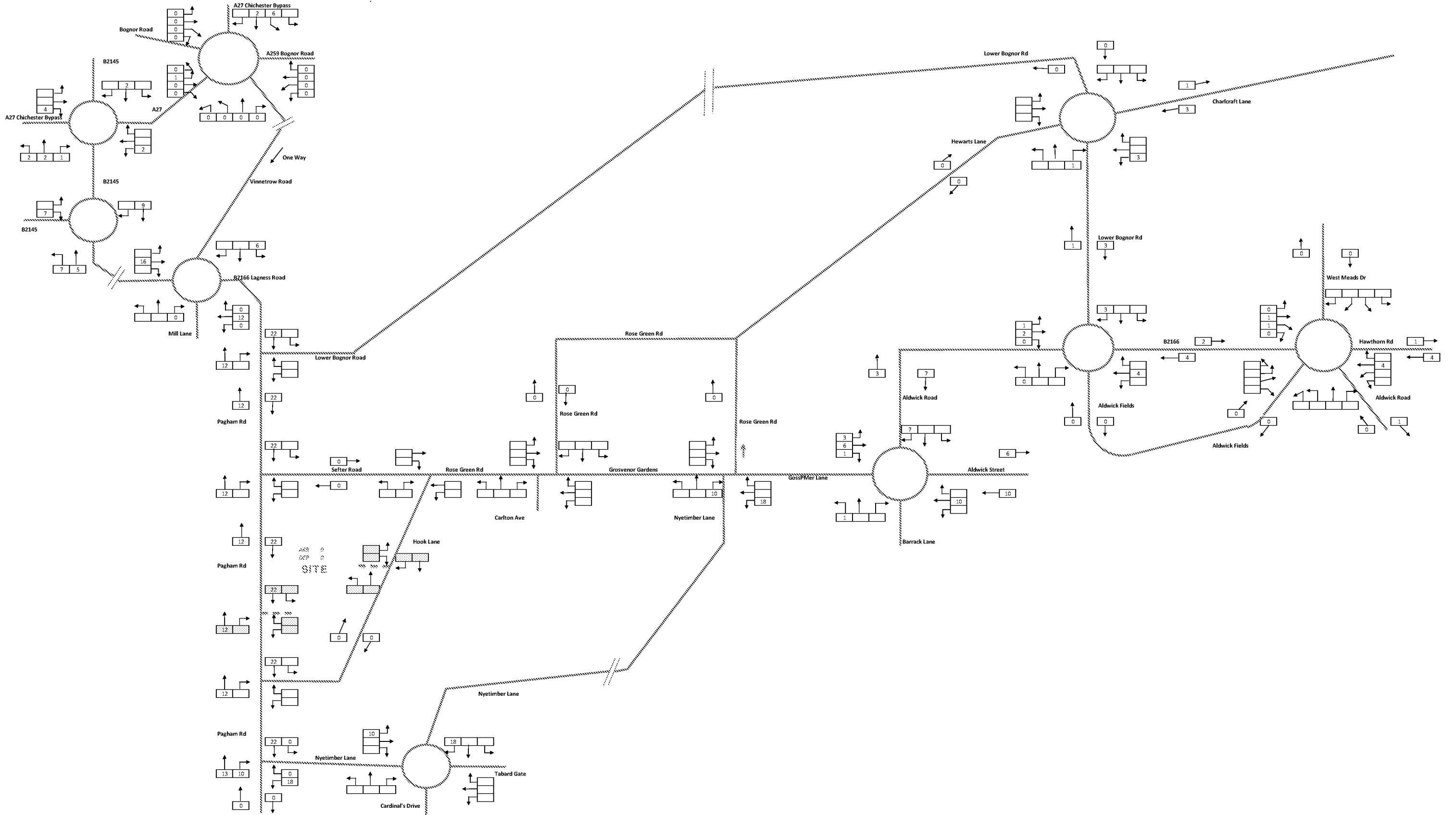
Hook Lane, Pagham
JNY 8840
Potential committed development
P/125/14
AM Peak (08:00 - 09:00)
All Vehicles



Planning Application: P/125/14 - 251 Pagham Rd (42 Dwellings)
ARR 13 (10% south into Pagham)
DEP 8
Information obtained from Transport Statement submitted with the application

Hook Lane, Pagham
JNY 8840
Potential committed development
P/125/14
PM Peak
All Vehicles





Appendix I – TEMPRO Output

Dataset Version: 72
Result Type: Trip ends by time period
Base Year: 2016
Future Year: 2031
Trip Purpose Group: All purposes
Time Period: Weekday AM peak period (0700 - 0959)
Trip End Type: Origin/Destination
Alternative Assumptions Applied: Yes

Assumptions applied = +150 houses, Jobs remains unchanged.

Level	Area	Local Growth Figure
County	West Sussex	1.165639
Authority	Arun	1.167535
E02006560	Arun 019	1.108889

Dataset Version:	72
Result Type:	Trip ends by time period
Base Year:	2016
Future Year:	2031
Trip Purpose Group:	All purposes
Time Period:	Weekday AM peak period (0700 - 0959)
Trip End Type:	Origin/Destination
Alternative Assumptions Applied:	No

Level	Area	Local Growth Figure
County	West Sussex	1.165536
Authority	Arun	1.167433
E02006560	Arun 019	1.179377

Dataset Version: 72
Result Type: Trip ends by time period
Base Year: 2016
Future Year: 2031
Trip Purpose Group: All purposes
Time Period: Weekday PM peak period (1600 - 1859)
Trip End Type: Origin/Destination
Alternative Assumptions Applied: Yes

Assumptions applied = amending housing to +150. Jobs remains unchanged

Level	Area	Local Growth Figure
County	West Sussex	1.164818
Authority	Arun	1.167228
E02006560	Arun 019	1.100123

Dataset Version:	72
Result Type:	Trip ends by time period
Base Year:	2016
Future Year:	2031
Trip Purpose Group:	All purposes
Time Period:	Weekday PM peak period (1600 - 1859)
Trip End Type:	Origin/Destination
Alternative Assumptions Applied:	No

Level	Area	Local Growth Figure
County	West Sussex	1.164716
Authority	Arun	1.167176
E02006560	Arun 019	1.181325

Appendix J – Capacity Output

Junctions 9
ARCADY 9 - Roundabout Module
Version: 9.0.1.4646 [] © Copyright TRL Limited, 2016
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Filename: AM_PM_B2145 & B2166.j9

Path: P:\JNY8840 - Land West of Hook Lane, Pagham, near Bognor Regis\Transport\Arcady

Report generation date: 08/12/2016 14:55:00

»Base 2017, AM

»Base 2017, PM

Summary of junction performance

	AM								PM							
	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity
Base 2017																
1 - B2145 North	0.6	2.7	4.27	0.39	A	7.59	A	23 % [2 - B2166]	3.1	12.1	10.84	0.76	B	7.43	A	18 % [1 - B2145 North]
2 - B2166	2.8	8.8	9.61	0.74	A				1.1	1.5	5.91	0.53	A			
3 - untitled	1.6	1.9	7.22	0.62	A				0.8	2.4	3.87	0.44	A			

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tab for each Analysis or Demand Set

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	(untitled)
Location	
Site number	
Date	05/12/2016
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DESKTOP-MD9GBJC\Fiona
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perHour	s	-Min	perMin

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
✓	✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	Base 2017	AM	ONE HOUR	07:30	09:00	15
D2	Base 2017	PM	ONE HOUR	16:30	18:00	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

Base 2017, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	B2145 jw B2166	Standard Roundabout	7.59	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	23	2 - B2166

Arms

Arms

Arm	Name	Description
1	B2145 North	
2	B2166	
3	untitled	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - B2145 North	3.30	7.10	11.4	46.0	15.0	8.0	
2 - B2166	3.20	7.80	16.0	24.0	15.0	37.0	
3 - untitled	4.10	7.70	9.0	65.0	15.0	10.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - B2145 North	0.703	1719
2 - B2166	0.654	1668
3 - untitled	0.740	1898

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	Base 2017	AM	ONE HOUR	07:30	09:00	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - B2145 North		✓	487	100.000
2 - B2166		✓	966	100.000
3 - untitled		✓	752	100.000

Origin-Destination Data

Demand (Veh/hr)

	To		
	1 - B2145 North	2 - B2166	3 - untitled

From	1 - B2145 North	0	219	268
	2 - B2166	664	0	302
	3 - untitled	418	334	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		1 - B2145 North	2 - B2166	3 - untitled
	1 - B2145 North	0	4	7
	2 - B2166	2	0	1
	3 - untitled	2	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
1 - B2145 North	0.39	4.27	0.6	2.7	A
2 - B2166	0.74	9.61	2.8	8.8	A
3 - untitled	0.62	7.22	1.6	1.9	A

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - B2145 North	367	250	1459	0.251	365	0.3	3.287	A
2 - B2166	727	201	1502	0.484	724	0.9	4.602	A
3 - untitled	566	497	1500	0.377	564	0.6	3.835	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - B2145 North	438	300	1426	0.307	437	0.4	3.640	A
2 - B2166	868	241	1475	0.589	866	1.4	5.899	A
3 - untitled	676	596	1427	0.474	675	0.9	4.780	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - B2145 North	536	366	1381	0.388	535	0.6	4.255	A
2 - B2166	1064	295	1438	0.740	1058	2.7	9.359	A
3 - untitled	828	727	1329	0.623	825	1.6	7.102	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - B2145 North	536	368	1380	0.389	536	0.6	4.265	A
2 - B2166	1064	295	1437	0.740	1063	2.8	9.613	A
3 - untitled	828	731	1326	0.624	828	1.6	7.218	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - B2145 North	438	302	1424	0.307	439	0.4	3.656	A
2 - B2166	868	241	1474	0.589	874	1.5	6.045	A
3 - untitled	676	601	1423	0.475	679	0.9	4.855	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - B2145 North	367	252	1458	0.252	367	0.3	3.303	A
2 - B2166	727	202	1501	0.484	729	0.9	4.676	A
3 - untitled	566	501	1497	0.378	567	0.6	3.877	A

Queue Variation Results for each time segment

07:30 - 07:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - B2145 North	0.33	0.00	0.00	0.33	0.33			N/A	N/A
2 - B2166	0.93	0.55	1.00	1.40	1.45			N/A	N/A
3 - untitled	0.60	0.55	1.00	1.40	1.45			N/A	N/A

07:45 - 08:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - B2145 North	0.44	0.00	0.00	0.44	0.44			N/A	N/A
2 - B2166	1.41	0.06	0.69	3.36	4.93			N/A	N/A
3 - untitled	0.89	0.07	0.80	1.52	1.90			N/A	N/A

08:00 - 08:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - B2145 North	0.63	0.03	0.25	0.63	0.63			N/A	N/A
2 - B2166	2.74	0.03	0.28	2.74	8.83			N/A	N/A
3 - untitled	1.62	0.03	0.27	1.62	1.62			N/A	N/A

08:15 - 08:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - B2145 North	0.63	0.03	0.29	1.11	2.74			N/A	N/A
2 - B2166	2.79	0.03	0.27	2.79	2.92			N/A	N/A
3 - untitled	1.64	0.03	0.27	1.64	1.64			N/A	N/A

08:30 - 08:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - B2145 North	0.45	0.00	0.00	0.45	0.45			N/A	N/A
2 - B2166	1.46	0.07	0.93	3.21	4.55			N/A	N/A
3 - untitled	0.91	0.12	0.94	1.19	1.63			N/A	N/A

08:45 - 09:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - B2145 North	0.34	0.00	0.00	0.34	0.34			N/A	N/A
2 - B2166	0.95	0.04	0.43	2.23	3.54			N/A	N/A
3 - untitled	0.61	0.05	0.51	1.39	1.50			N/A	N/A

Base 2017, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	B2145 jw B2166	Standard Roundabout	7.43	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	18	1 - B2145 North

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	Base 2017	PM	ONE HOUR	16:30	18:00	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - B2145 North		✓	962	100.000
2 - B2166		✓	631	100.000
3 - untitled		✓	654	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
From		1 - B2145 North	2 - B2166	3 - untitled
	1 - B2145 North	0	499	463
	2 - B2166	271	0	360
	3 - untitled	265	389	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
From		1 - B2145 North	2 - B2166	3 - untitled
	1 - B2145 North	0	2	2
	2 - B2166	3	0	1
	3 - untitled	3	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
1 - B2145 North	0.76	10.84	3.1	12.1	B
2 - B2166	0.53	5.91	1.1	1.5	A
3 - untitled	0.44	3.87	0.8	2.4	A

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - B2145 North	724	292	1484	0.488	720	0.9	4.692	A
2 - B2166	475	347	1411	0.337	473	0.5	3.833	A
3 - untitled	492	203	1723	0.286	491	0.4	2.918	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - B2145 North	865	349	1445	0.599	863	1.5	6.165	A
2 - B2166	567	415	1366	0.415	566	0.7	4.499	A
3 - untitled	588	243	1693	0.347	587	0.5	3.255	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - B2145 North	1059	428	1391	0.762	1053	3.1	10.464	B
2 - B2166	695	507	1306	0.532	693	1.1	5.859	A
3 - untitled	720	298	1652	0.436	719	0.8	3.856	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - B2145 North	1059	428	1390	0.762	1059	3.1	10.840	B
2 - B2166	695	510	1304	0.533	695	1.1	5.910	A
3 - untitled	720	298	1651	0.436	720	0.8	3.866	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - B2145 North	865	350	1444	0.599	871	1.5	6.355	A
2 - B2166	567	419	1363	0.416	569	0.7	4.544	A
3 - untitled	588	244	1692	0.348	589	0.5	3.266	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - B2145 North	724	293	1483	0.488	726	1.0	4.772	A
2 - B2166	475	350	1409	0.337	476	0.5	3.862	A
3 - untitled	492	204	1722	0.286	493	0.4	2.932	A

Queue Variation Results for each time segment

16:30 - 16:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - B2145 North	0.94	0.55	1.00	1.40	1.45			N/A	N/A
2 - B2166	0.50	0.50	1.00	1.40	1.45			N/A	N/A
3 - untitled	0.40	0.00	0.00	0.40	0.40			N/A	N/A

16:45 - 17:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - B2145 North	1.47	0.05	0.63	3.60	5.38			N/A	N/A
2 - B2166	0.70	0.10	0.83	1.38	1.45			N/A	N/A
3 - untitled	0.53	0.53	1.00	1.40	1.45			N/A	N/A

17:00 - 17:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - B2145 North	3.05	0.03	0.29	3.05	12.06			N/A	N/A
2 - B2166	1.12	0.03	0.26	1.12	1.12			N/A	N/A
3 - untitled	0.77	0.03	0.25	0.77	0.77			N/A	N/A

17:15 - 17:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker

1 - B2145 North	3.12	0.03	0.27	3.12	4.93			N/A	N/A
2 - B2166	1.13	0.03	0.27	1.13	1.50			N/A	N/A
3 - untitled	0.77	0.03	0.28	0.77	2.36			N/A	N/A

17:30 - 17:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - B2145 North	1.52	0.06	0.83	3.58	5.16			N/A	N/A
2 - B2166	0.72	0.22	0.94	1.39	1.44			N/A	N/A
3 - untitled	0.54	0.54	1.00	1.40	1.45			N/A	N/A

17:45 - 18:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - B2145 North	0.96	0.04	0.40	2.37	3.91			N/A	N/A
2 - B2166	0.51	0.05	0.48	1.29	1.40			N/A	N/A
3 - untitled	0.40	0.00	0.00	0.40	0.40			N/A	N/A

Gossamer Lane/ Aldwick Road/ Aldwick Street
(Existing Junction) Base 2017

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.0.1.4648 [J]
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Filename: AM_PM_Gossamer Lane-Aldwick Road-Barrack Lane.j9

Path: P:\JNY8840 - Land West of Hook Lane, Pagham, near Bognor Regis\Transport\Arcady

Report generation date: 14/12/2016 12:24:10

»2017 Base, AM

»2017 Base, PM

Summary of junction performance

	AM							PM						
	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity
2017 Base														
1 - Aldwick Road	0.2	4.02	0.15	A	3.86	A	235 % [3 - Barrack Lane]	1.0	6.87	0.50	A	5.89	A	63 % [1 - Aldwick Road]
2 - Aldwick Street	0.2	3.48	0.17	A				0.8	6.00	0.43	A			
3 - Barrack Lane	0.2	4.39	0.15	A				0.3	5.76	0.20	A			
4 - Gossamer Lane	0.3	3.77	0.22	A				0.5	4.55	0.34	A			

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	Gossamer Lane/Aldwick Road/Barrack Lane
Location	Rose Green, Pagham
Site number	
Date	15/06/2016
Version	
Status	Existing junction
Identifier	
Client	
Jobnumber	JNY8840
Enumerator	EUR\pauline.pettitt
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75			✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2017 Base	AM	ONE HOUR	08:00	09:30	15	✓
D8	2017 Base	PM	ONE HOUR	16:30	18:00	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2017 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1,2,3,4	3.86	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	235	3 - Barrack Lane

Arms

Arms

Arm	Name	Description
1	Aldwick Road	
2	Aldwick Street	
3	Barrack Lane	
4	Gossamer Lane	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - Aldwick Road	3.70	4.50	8.1	8.8	24.0	28.5	
2 - Aldwick Street	4.10	5.50	1.3	16.9	24.0	18.5	
3 - Barrack Lane	3.50	5.10	1.7	12.2	24.0	25.5	
4 - Gossamer Lane	3.70	5.60	1.8	20.9	24.0	17.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Aldwick Road	0.548	1231
2 - Aldwick Street	0.606	1379
3 - Barrack Lane	0.547	1163
4 - Gossamer Lane	0.597	1312

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2017 Base	AM	ONE HOUR	08:00	09:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Aldwick Road		ONE HOUR	✓	143	100.000
2 - Aldwick Street		ONE HOUR	✓	192	100.000

3 - Barrack Lane	ONE HOUR	✓	134	100.000
4 - Gossamer Lane	ONE HOUR	✓	240	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	1 - Aldwick Road	2 - Aldwick Street	3 - Barrack Lane	4 - Gossamer Lane
From 1 - Aldwick Road	0	17	29	97
2 - Aldwick Street	22	0	24	146
3 - Barrack Lane	49	40	0	45
4 - Gossamer Lane	83	150	7	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	1 - Aldwick Road	2 - Aldwick Street	3 - Barrack Lane	4 - Gossamer Lane
From 1 - Aldwick Road	0	12	3	5
2 - Aldwick Street	5	0	4	3
3 - Barrack Lane	6	3	0	0
4 - Gossamer Lane	2	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Aldwick Road	0.15	4.02	0.2	A	131	197
2 - Aldwick Street	0.17	3.48	0.2	A	176	264
3 - Barrack Lane	0.15	4.39	0.2	A	123	184
4 - Gossamer Lane	0.22	3.77	0.3	A	220	330

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Aldwick Road	108	27	148	1090	0.099	107	115	0.0	0.1	3.662	A
2 - Aldwick Street	145	36	100	1273	0.114	144	155	0.0	0.1	3.186	A
3 - Barrack Lane	101	25	199	1018	0.099	100	45	0.0	0.1	3.920	A
4 - Gossamer Lane	181	45	83	1243	0.145	180	216	0.0	0.2	3.384	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Aldwick Road	129	32	177	1074	0.120	128	138	0.1	0.1	3.805	A
2 - Aldwick Street	173	43	119	1261	0.137	172	186	0.1	0.2	3.306	A
3 - Barrack Lane	120	30	238	997	0.121	120	54	0.1	0.1	4.107	A
4 - Gossamer Lane	216	54	100	1233	0.175	216	259	0.2	0.2	3.537	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Aldwick Road	157	39	217	1053	0.149	157	169	0.1	0.2	4.018	A
2 - Aldwick Street	211	53	146	1245	0.170	211	228	0.2	0.2	3.482	A
3 - Barrack Lane	148	37	292	967	0.153	147	66	0.1	0.2	4.389	A
4 - Gossamer Lane	264	66	122	1219	0.217	264	317	0.2	0.3	3.768	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Aldwick Road	157	39	217	1053	0.149	157	170	0.2	0.2	4.018	A
2 - Aldwick Street	211	53	146	1245	0.170	211	228	0.2	0.2	3.482	A
3 - Barrack Lane	148	37	292	967	0.153	148	66	0.2	0.2	4.391	A
4 - Gossamer Lane	264	66	122	1219	0.217	264	317	0.3	0.3	3.768	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Aldwick Road	129	32	177	1074	0.120	129	139	0.2	0.1	3.810	A
2 - Aldwick Street	173	43	120	1261	0.137	173	186	0.2	0.2	3.310	A
3 - Barrack Lane	120	30	238	997	0.121	121	54	0.2	0.1	4.110	A
4 - Gossamer Lane	216	54	100	1233	0.175	216	259	0.3	0.2	3.539	A

09:15 - 09:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Aldwick Road	108	27	148	1089	0.099	108	116	0.1	0.1	3.670	A
2 - Aldwick Street	145	36	100	1273	0.114	145	156	0.2	0.1	3.190	A
3 - Barrack Lane	101	25	200	1018	0.099	101	45	0.1	0.1	3.926	A
4 - Gossamer Lane	181	45	84	1243	0.145	181	217	0.2	0.2	3.388	A

2017 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1,2,3,4	5.89	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	63	1 - Aldwick Road

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2017 Base	PM	ONE HOUR	16:30	18:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Aldwick Road		ONE HOUR	✓	469	100.000
2 - Aldwick Street		ONE HOUR	✓	415	100.000
3 - Barrack Lane		ONE HOUR	✓	145	100.000
4 - Gossamer Lane		ONE HOUR	✓	366	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
From		1 - Aldwick Road	2 - Aldwick Street	3 - Barrack Lane	4 - Gossamer Lane
	1 - Aldwick Road	0	41	203	225
	2 - Aldwick Street	45	0	59	311
	3 - Barrack Lane	80	36	0	29
	4 - Gossamer Lane	119	219	28	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
From		1 - Aldwick Road	2 - Aldwick Street	3 - Barrack Lane	4 - Gossamer Lane
	1 - Aldwick Road	0	5	1	2
	2 - Aldwick Street	2	0	2	1
	3 - Barrack Lane	4	3	0	0
	4 - Gossamer Lane	2	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Aldwick Road	0.50	6.87	1.0	A	430	646
2 - Aldwick Street	0.43	6.00	0.8	A	381	571
3 - Barrack Lane	0.20	5.76	0.3	A	133	200
4 - Gossamer Lane	0.34	4.55	0.5	A	336	504

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Aldwick Road	353	88	212	1094	0.323	351	183	0.0	0.5	4.834	A
2 - Aldwick Street	312	78	341	1155	0.271	311	222	0.0	0.4	4.260	A
3 - Barrack Lane	109	27	435	895	0.122	109	217	0.0	0.1	4.575	A
4 - Gossamer Lane	276	69	121	1229	0.224	274	423	0.0	0.3	3.764	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Aldwick Road	422	105	254	1071	0.394	421	219	0.5	0.6	5.528	A
2 - Aldwick Street	373	93	409	1114	0.335	373	266	0.4	0.5	4.855	A
3 - Barrack Lane	130	33	522	848	0.154	130	260	0.1	0.2	5.011	A
4 - Gossamer Lane	329	82	145	1215	0.271	329	507	0.3	0.4	4.062	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Aldwick Road	516	129	311	1041	0.496	515	268	0.6	1.0	6.833	A
2 - Aldwick Street	457	114	501	1058	0.432	456	325	0.5	0.8	5.970	A
3 - Barrack Lane	160	40	638	785	0.203	159	319	0.2	0.3	5.747	A
4 - Gossamer Lane	403	101	177	1195	0.337	402	621	0.4	0.5	4.540	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Aldwick Road	516	129	312	1040	0.496	516	269	1.0	1.0	6.869	A
2 - Aldwick Street	457	114	502	1057	0.432	457	326	0.8	0.8	5.996	A
3 - Barrack Lane	160	40	640	785	0.203	160	319	0.3	0.3	5.758	A
4 - Gossamer Lane	403	101	177	1195	0.337	403	622	0.5	0.5	4.546	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Aldwick Road	422	105	255	1071	0.394	423	220	1.0	0.7	5.566	A
2 - Aldwick Street	373	93	411	1112	0.335	374	267	0.8	0.5	4.883	A
3 - Barrack Lane	130	33	524	847	0.154	131	261	0.3	0.2	5.027	A
4 - Gossamer Lane	329	82	145	1214	0.271	330	509	0.5	0.4	4.072	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Aldwick Road	353	88	213	1093	0.323	354	184	0.7	0.5	4.872	A
2 - Aldwick Street	312	78	344	1153	0.271	313	223	0.5	0.4	4.286	A
3 - Barrack Lane	109	27	438	893	0.122	109	219	0.2	0.1	4.592	A
4 - Gossamer Lane	276	69	121	1229	0.224	276	426	0.4	0.3	3.780	A

Sefter Road/ Hook Lane
(Existing Layout) Base 2017

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.0.1.4646 []
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Filename: AM_PM_Sefter Road-Hook Lane.j9

Path: P:\JNY8840 - Land West of Hook Lane, Pagham, near Bognor Regis\Transport\Picady

Report generation date: 14/12/2016 12:20:29

»2017 Base, AM

»2017 Base, PM

Summary of junction performance

	AM							PM						
	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity
2017 Base														
Stream B-C	0.0	7.20	0.02	A	2.84	A	74 %	0.0	6.67	0.01	A	2.27	A	78 %
Stream B-A	0.5	11.97	0.35	B			[Stream B-A]	0.5	11.78	0.32	B			[Stream B-A]
Stream C-AB	0.0	7.95	0.02	A				0.2	5.42	0.08	A			

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	Sefter Road/Hook Lane
Location	Rose Green, Pagham
Site number	
Date	15/06/2016
Version	
Status	Existing layout
Identifier	
Client	
Jobnumber	JNY8840
Enumerator	EUR\pauline.pettitt
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75			✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically

D7	2017 Base	AM	ONE HOUR	07:45	09:15	15	✓
D8	2017 Base	PM	ONE HOUR	17:00	18:30	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000