

Land off Arundel Road, Fontwell, West Sussex

Transport Assessment

Final Report

GS/AH/LA/37356

March 2026



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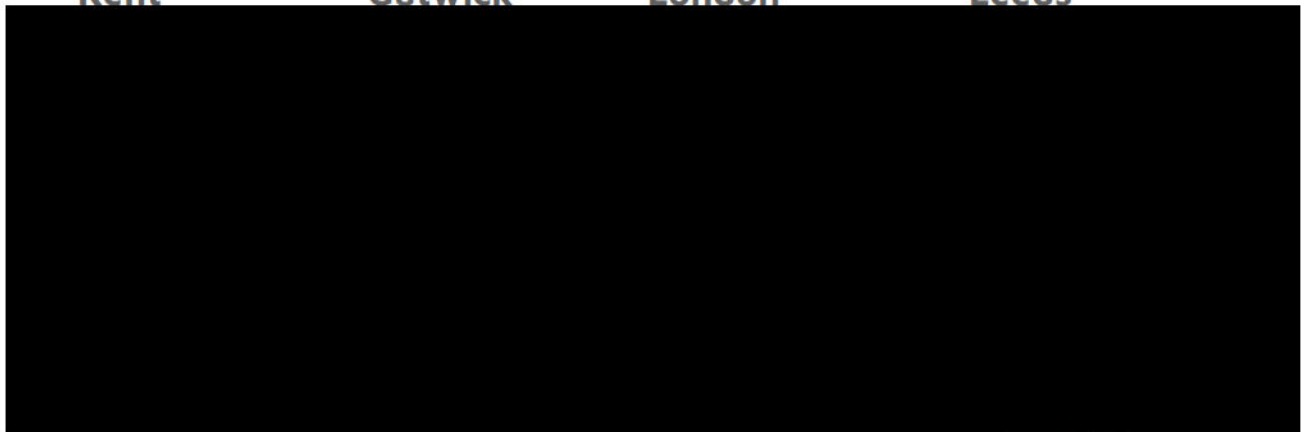
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DATE	Version	Revision Notes
16.03.2026	2.0	Final Report

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1 INTRODUCTION

- 1.1.1 DHA has been commissioned by Harlequin Developments to provide transport planning advice in relation to the proposed development of 64 residential dwellings at Land off Arundel Road, Fontwell, West Sussex.
- 1.1.2 This Transport Assessment (TA) has been produced in accordance with the Planning Practice Guidance (2014) and Department for Transport (DfT) Circular 01/22. Following this introduction, the TS is structured as follows:
- Section 2 summarises the existing transport conditions local to the site;
 - Section 3 sets out the development proposals;
 - Section 4 provides an assessment of compliance with applicable transport planning policy;
 - Section 5 looks at the forecast vehicular trip generation of the proposals;
 - Section 6 examines the likely distribution and assignment of vehicle trips;
 - Section 7 considers the transport impacts of the development; and
 - Section 8 provides a summary and conclusion.
- 1.1.3 This full planning application follows on from an outline application (ref. WA/74/24/OUT) submitted in August 2024 for a residential development of 56 dwellings, and a proposed community centre with a gross floor area (GFA) of 220sqm. This application was subsequently withdrawn in December 2025.
- 1.1.4 The proposals for this outline application were subject to pre-application engagement with West Sussex County Council (WSCC) Highways and National Highways (NH) in 2024, where the scope of the supporting Transport Assessment was agreed. Pre-application discussions were also held with Arun District Council (ADC) and the committed development sites to be considered as part of the impact assessment were confirmed. The associated correspondence is included at **Appendix A**

1.2 VISION OF THE DEVELOPMENT

- 1.2.1 With reference to DfT Circular 01/2022, the vision of the development is to provide much-needed housing which is well-related to the existing services and public transport nodes within Fontwell, in order to promote non-car accessibility where possible.
- 1.2.2 The internal site layout will be designed in accordance with Manual for Streets (MfS) and Arun Design Guide (2024) principles to encourage low vehicle speeds and provide direct, overlooked and pleasant pedestrian and cycle routes. Safe and secure cycle parking will also be provided for each dwelling.

- 1.2.3 It has been agreed with National Highways that a 10 percent reduction will be applied to the baseline vehicular trip generation of the development to reflect the implementation of this vision, as detailed further in the later sections of this TA.

2 EXISTING TRANSPORT CONDITIONS

2.1 THE EXISTING SITE

- 2.1.1 The site is located to the north of Arundel Road in Fontwell and approximately 2.6km north of Barnham. The location of the site in local context is shown in Figure 2-1.



FIGURE 2-1: SITE LOCATION (COURTESY OF GOOGLE EARTH)

- 2.1.2 The site comprises a triangular parcel of grazing land which is bound by the A27 to the north and east, Arundel Road to the south, and a Public Footpath and residential dwellings to the west.
- 2.1.3 Vehicular access to the site is currently achieved via a field gate located in the south-east on Arundel Road, approximately 70m to the west of the junction with the A27.

2.2 LOCAL HIGHWAY INFRASTRUCTURE

- 2.2.1 Arundel Road is a single carriageway road, with an approximate carriageway width of 7m, and is subject to a 30mph speed limit. To the east, it connects with the A27 via a left-in, left-out slip-road junction. To the west, it routes through Fontwell village before connecting with the A27 and the A29 at a four-arm roundabout.
- 2.2.2 Traffic calming is present on Arundel Road in the form of speed humps between its junctions with West Walberton Lane and London Road.

- 2.2.3 The A27 is a dual carriageway trunk road, subject to the national speed limit (i.e. 70mph). It provides a route towards Arundel, Worthing and Brighton to the east, and to Chichester and Portsmouth to the west.
- 2.2.4 It is therefore evident that the site enjoys ready access to the primary and strategic road network and consequently to a range of local and regional destinations.

2.3 WALKING AND CYCLING INFRASTRUCTURE

- 2.3.1 On the section of Arundel Road which bounds the site, there is a footway with street lighting on the southern side of the carriageway, measuring approximately 1m in width.
- 2.3.2 A pedestrian and cycle crossing point is present approximately 35m to the west of the mini-roundabout junction with West Walberton Lane, comprising dropped kerbs with tactile paving. This crossing connects to a shared footway/cycleway on the northern side of Arundel Road, leading west to the London Road mini-roundabout junction. A 1.0m width footway continues along the southern side of the road.
- 2.3.3 In terms of Public Rights of Way (PRoW), a footpath is present along the western site boundary, leading from Arundel Road northwards towards the Fontwell East Roundabout. Dropped kerbs are provided on the southern arm of this junction, which allows pedestrians to cross to a further footpath which route eastwards towards Slindon Common. The PRoW network within the site vicinity is illustrated in Figure 2-2 overleaf, where public footpaths are indicated in purple, while bridleways are indicated in green.

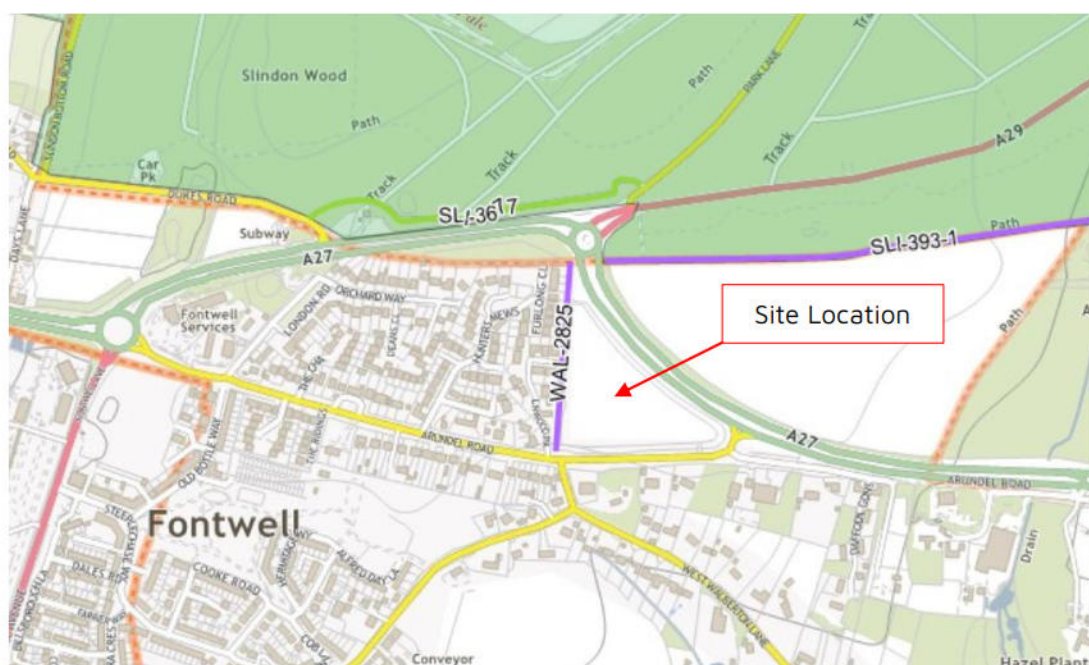


FIGURE 2-2: PUBLIC RIGHTS OF WAY (COURTESY OF WSCC)

- 2.3.4 In terms of cycle infrastructure, the aforementioned footway/cycleway forms part of a local cycle route between Gumber Corner and Barnham and is highlighted in blue in Figure 2-3 below.



FIGURE 2-3: LOCAL CYCLE ROUTES (COURTESY OF OPENCYCLEMAP)

2.4 PUBLIC TRANSPORT INFRASTRUCTURE

- 2.4.1 The closest bus stops are located on Arundel Road, approximately 120m from the western boundary of the site. These stops are served by Route 85 between Arundel and Chichester, which provides three services per day in each direction on Mondays to Fridays.
- 2.4.2 Additional bus services can be accessed from other stops within Fontwell, as summarised in Table 2-1.

SERVICE NUMBER	BUS STOP	ROUTE	FREQUENCY
1B	Fontwell Village	Rackham - Chichester	1 service per day on Monday
1D	Fontwell Village (WB only)	Rackham - Chichester	1 service per day on Thursday
1E	Fontwell Village (WB Only)	Rackham - Chichester	1 service per day on Wednesday
85	Barnfield Cottages / Fontwell Village / Fontwell Roundabout	Arundel - Chichester	Mon-Fri: 3 services per day
500	Fontwell Roundabout	Littlehampton - Barnham - Fontwell - Tangmere - Chichester	Mon-Sat: 2 per hour Sunday: 1 per hour
658	Fontwell Roundabout (NB Only)	Chichester - Halnaker - Tangmere - Fontwell - Westergate	School Service

TABLE 2-1: LOCAL BUS SERVICES

- 2.4.3 The closest railway station to the site is Barnham, situated approximately 2.6km to the south 'as the crow flies'. This station can be accessed via the Route 500 bus service. This station is provided with step free access and has 64 cycle parking spaces. The train services available from Barnham are summarised below in Table 2-2.

DESTINATION	APPROX. JOURNEY TIME	APPROX WEEKDAY FREQUENCY
Bognor Regis	5-10 mins	4 per hour
Littlehampton	10-15 mins	1 per hour
Horsham	30-40 mins	4 per hour
Brighton	45-50 mins	4 per hour
Gatwick Airport	50-70 mins	4 per hour
East Croydon	70-80 mins	4 per hour
London Victoria	90-100 mins	4 per hour

TABLE 2-2: SUMMARY OF TRAIN SERVICES FROM BARNHAM

2.5 ACCESSIBILITY

- 2.5.1 A number of local facilities are present within walking distance of the site, as summarised in Table 2-3.

FACILITY	APPROXIMATE WALKING DISTANCE	APPROXIMATE WALKING TIME
Bed & Breakfast	200m	2 minutes
Off Licence	450m	6 minutes
Petrol Station	700m	9 minutes
Fast Food Outlet	700m	9 minutes
Hotel	700m	9 minutes
Convenience Store	700m	9 minutes
Public House (The Old Stables)	800m	10 minutes

TABLE 2-3: FACILITIES WITHIN WALKING DISTANCE OF SITE

- 2.5.2 Further employment, education and retail facilities can be accessed a short cycle or bus journey distance to the south of the site in Barnham.

2.6 HIGHWAY SAFETY

- 2.6.1 Personal Injury Collision (PIC) data has been sourced from Sussex Safer Roads Partnership from 1st May 2019 to 30th April 2024 for the study area illustrated below in Figure 2-4. The full PIC data is included at **Appendix B**



FIGURE 2-4: COLLISIONS WITHIN THE SITE VICINITY (COURTESY OF SUSSEX SAFER ROADS PARTNERSHIP)

- 2.6.2 A total of 30 PICs were recorded within the study area; eight of which were classified as 'serious' and 22 as 'slight' in severity. These are summarised in Table 2-4.

LOCATION	NUMBER OF 'SLIGHT' COLLISIONS	NUMBER OF 'SERIOUS' COLLISIONS	TOTAL COLLISIONS
Arundel Road	1	0	1
Fontwell West Roundabout	8	5	13
Fontwell East Roundabout	9	1	10
A27 Arundel Road, between Fontwell Roundabouts	3	2	5
A27 Arundel Road, east of Fontwell East Roundabout	1	0	1
Total	22	8	30

TABLE 2-4: COLLISION LOCATIONS AND SEVERITY

- 2.6.3 It is noted that all but one of the recorded collisions took place on the A27, with the other taking place on Arundel Road. This collision was classified as 'slight' in severity and involved a car travelling eastbound colliding with a parked vehicle on the northern side of the carriageway.
- 2.6.4 The collisions on the A27 predominantly occurred at – or on approach to – the Fontwell West and Fontwell East Roundabouts, with the largest proportion taking place at the former.
- 2.6.5 Of the 13 collisions that occurred at Fontwell West Roundabout, nine took place on the western approach to the junction; four of which resulted from drivers pulling out without observing opposing vehicles, and four (including two of the 'serious' collisions) resulted from vehicles failing to stop and colliding with stationary traffic. The other 'serious' collision at this junction occurred on the eastern approach from Arundel Road, and involved a single motorcycle losing control due to hitting loose gravel.
- 2.6.6 The other collisions at this junction included two vehicles colliding on approach to the southern entry, two vehicles colliding while merging after making way for a police car, a vehicle losing control when exiting westbound on the A27, and a driver missing their exit and cutting across lanes.
- 2.6.7 At the Fontwell East Roundabout, six of the recorded collisions occurred when a vehicle entered from the south and collided with another vehicle. Of these collisions, five were classified as 'slight' and one as 'serious'. The 'serious' collision involved a single vehicle which lost control on the roundabout. Of the five 'slight' collisions, three involved vehicles losing control on approach to the junction, one involved a rear-end shunt collision on approach, and the other involved a driver pulling out in front of traffic already on the roundabout circulatory.
- 2.6.8 On the western approach to the junction, three 'slight' collisions occurred. Two involved motorcyclists colliding with another vehicle, and one involved a rear-end

shunt collision. The final incident occurred on the eastern approach, where two vehicles entering the roundabout collided.

- 2.6.9 Five collisions occurred on the A27 Arundel Road between the Fontwell West and Fontwell East Roundabouts. Of these incidents, two were classified as 'serious' in severity and three as 'slight'. Four of these collisions occurred on the eastbound carriageway, including the two 'serious' incidents; two of which involved a car colliding with stationary traffic at the Fontwell East Roundabout and another involved a vehicle driver losing control and colliding with the central reservation. In total, three incidents involved rear-end shunt collisions in stationary traffic; two eastbound and one westbound.
- 2.6.10 It is apparent that the majority of the recorded PICs in this study were the result of human error as opposed to any inherent fault with the highway layout or condition.

Crashmap Data

- 2.6.11 Further collision data has been sourced from the Crashmap website from 1st May 2024 to 31st December 2024, the most recent data following on from the previous collision data study period.
- 2.6.12 A further 6 collisions occurred in this period including five collisions which were deemed to be 'slight' in severity and one collision resulting in a fatality.
- 2.6.13 The fatal collision occurred at night in wet conditions on the southbound carriageway of the A27, circa 50m north of the Fontwell West Roundabout. The collision involved three vehicles and five casualties, one of which was a fatality, two were slight casualties, and two were serious casualties.
- 2.6.14 For the fatal collision, the first point of impact for the vehicle was at the front of the car, which then subsequently collided with the central crash barrier. The other two vehicles involved were impacted at the front and the offside respectively.
- 2.6.15 The five slight collisions all occurred in daylight and dry conditions unless otherwise stated. Of these collisions:
- One occurred upon entry to the Fontwell West Roundabout from the northern A27 arm, and involved a rear end shunt between a motorcycle and a van;
 - One occurred on the A27 eastbound carriageway circa 40m east of the junction with Dukes Road, and involved a car rear shunting another car changing lane to the near side;
 - One occurred at nighttime on the A27 eastbound carriageway circa 250m east of the left-in/left-out junction with Arundel Road, involving a single car colliding with a tree on the carriageway nearside;
 - One occurred upon entry to the Fontwell East Roundabout from the western A27 arm, and involved a rear end shunt between two cars; and

- One occurred on Arundel Road circa 20m east of Orchard Crescent and occurred when a car reversed into a cyclist.
- 2.6.16 All six collisions occurred in different locations, and all involved different collision types (other than the two rear end shunts). It is acknowledged that one collision involved two serious casualties and a fatality, however no other collisions have taken place in this location since 1st May 2019 and therefore it is considered that this incident was an extraordinary event.
- 2.6.17 Given that the six incidents were the result of human error, the conclusions previously drawn from examining the data from Sussex Police, and the location of all recorded incidents in relation to the proposal site, it is not considered that the proposed development would materially exacerbate the local highway safety record.

3 DEVELOPMENT PROPOSALS

3.1 OVERVIEW

- 3.1.1 The development proposals comprise the construction of 64 residential dwellings, including 46 houses, and 18 apartments, alongside associated parking and landscaping.
- 3.1.2 All proposed apartments will comprise 1-bed dwellings. The proposed houses will include:
- 15no. 2-bed dwellings;
 - 23no. 3-bed dwellings; and
 - 8no. 4-bed dwellings.
- 3.1.3 The proposed site layout plan is included at **Appendix C**

3.2 ACCESS

- 3.2.1 Vehicular access to the site will be taken from the northern side of Arundel Road approximately 130m to the east of West Walberton Lane. This access will comprise a priority junction, with a carriageway width of 5.5m. The proposed Stage 1 Access Design is included at **Appendix D**
- 3.2.2 An Automatic Traffic Count (ATC) survey was conducted on Arundel Road in the vicinity of the proposed site access location for the seven-day period commencing Wednesday 15th May 2024. This recorded 85th percentile vehicle speeds of 35.3mph eastbound and 35.1mph westbound. Based on MfS visibility splay requirements, these speeds equate to visibility splays of 2.4m x 54m to the west and 2.4m x 53.6m to the east of the site access. The full ATC data is included at **Appendix E**
- 3.2.3 It has been demonstrated within the Stage 1 Access Design that these splays are achievable within land under the control of the applicant and the Local Highway Authority.
- 3.2.4 The internal site access road will comprise a 5.5m wide road loop, which will be offered up for adoption to the highway authority. The access road will be widened on bends to accommodate vehicle tracking. Residential cul-de-sacs comprising shared surface arrangements will route from this loop road and will also be offered up for adoption. A secondary cul-de-sac routing along the eastern site boundary, serving 7 houses and 2 apartments, will be privately maintained.
- 3.2.5 24 of the proposed 46 houses, and 2 of the proposed 18 apartments, will be served off the main access loop. A pedestrian footway will be provided along the inner edge of the loop.
- 3.2.6 A parking court will be accessible from the east side of the access loop, adjacent to the proposed 12-unit apartment block which the parking court serves.

- 3.2.7 Pedestrian access to the site will be achieved via 1.8m wide footways on both sides of the vehicular access. Uncontrolled pedestrian crossing points are proposed on the site access road and on Arundel Road on both sides of the site access. The western footway will connect to the footway on the inner side of the access loop, and the eastern footway will route to the proposed apartment complex at the east of the site.
- 3.2.8 PRow WAL 2585 which routes along the west site boundary will provide further pedestrian access to the development, tying in with footpaths linking to the shared surface arrangements along the west of the site.
- 3.2.9 An informal footpath will be provided along the site's northeastern boundary, providing access to a "play-as-you-go" sequence along the path, and play space at the northwest corner of the site.
- 3.2.10 An independent Stage 1 Road Safety Audit (RSA) of the proposed site access and pedestrian crossing points was completed by Road Safety Answers Ltd in 2024 for the previous application for 56 residential dwellings and a community centre (WA/74/24/OUT). As the site access arrangement have not changed between the previous outline application and this full application, the findings are still applicable. A Designer's Response was produced to address the two points which were raised. The RSA and Designers Response are included at **Appendix F**.

3.3 PARKING

- 3.3.1 The proposals include the provision of 149 parking spaces; comprising 127 spaces allocated to the residential dwellings and 22 visitor spaces.
- 3.3.2 For allocated parking:
- All 18no. 1-bed apartments will have 1.5 spaces per dwelling;
 - All 15no. 2-bed houses and all 23no. 3-bed houses will have 2 spaces per dwelling; and
 - All 8no. 4-bed houses will have 3 spaces per dwelling, of which 1no. dwelling will include a triple-tandem parking arrangement, and 2no. dwellings will feature a layby space outside the curtilage of the dwelling.
- 3.3.3 The 22 visitor parking spaces will be provided as parallel parking bays, and are evenly distributed throughout the site.
- 3.3.4 8 parking spaces will be provided as disabled parking bays, including 4 visitor parking bays, and 4 of the spaces within the parking court for the 8 flats at the east of the site. This provision is compliant with MfS guidance.
- 3.3.5 This level of provision, along with the visitor parking provision, accords with the Arun Parking Standards SPD. Vehicle parking is considered further with respect to policy in the following section of this report.
- 3.3.6 Every dwelling will be provided with 1 parking space featuring an Electric Vehicle (EV) charging point, in line with the requirements of Approved Document S of the Building Regulations 2010, and compliant with the Arun Parking Standards.

- 3.3.7 Cycle parking will be provided in accordance with requirements within the Arun Parking Standards SPD and the Arun Design Guide SPD. All houses will be provided with 2 cycle parking spaces situated within sheltered and secure cycle stores within rear gardens of dwellings. All rear gardens will be accessible to cycle users without the need to travel through the dwellinghouse.
- 3.3.8 The proposed apartments will be provided with 1 cycle parking space per dwelling, compliant with Arun Parking Standards SPD. These will be situated within communal cycle stores close to the apartment building entrance, and will be sheltered and lockable, allowing access to be restricted to residents only. The locations of these stores are included on the site layout plan included at **Appendix C**

3.4 SITE SERVICING

- 3.4.1 Vehicle swept path analysis has been completed for the site layout. This assumes a typical larger estate car, refuse vehicle, pantechnicon and fire tender will access/service the site and shows that the site can be accessed easily and safely by these vehicles. Vehicle tracking has also been completed showing that a car and refuse vehicle can pass one another at the site access and along the main access loop. The vehicle swept path diagrams are included at **Appendix G**

3.5 CONSTRUCTION TRAFFIC MANAGEMENT

- 3.5.1 Site offices and welfare facilities will be located on site. Wheel washing equipment will be provided as necessary for the construction phases. Access to the construction site and compound will be secured and operated in accordance with current health and safety legislation.
- 3.5.2 Delivery and construction HGV traffic will be accommodated on-site, with no requirement for waiting on the public highway. Daily movements of goods vehicles, in particular, will be timed to avoid peak traffic times.
- 3.5.3 Third-party suppliers and contractors visiting the site will be made aware of the construction access and routeing arrangements at the start of the project. Site management will ensure compliance with construction access arrangements.
- 3.5.4 As is common practice, a condition will be offered requiring the applicant to agree a Construction Environmental Management Plan (CEMP); to satisfy the Local Planning and Highway Authorities that adequate measures are in place to ameliorate any temporary effects from construction activities and processes. This will include requirements to ensure that external construction vehicle movements take place outside of peak periods and that there is communication between the site and incoming drivers to avoid conflicting movements.

4 TRANSPORT PLANNING POLICY

4.1 NATIONAL PLANNING POLICY FRAMEWORK (NPPF, 2024)

- 4.1.1 The NPPF has recently been updated and sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally prepared plans for housing and other developments can be produced. The NPPF is a material consideration in planning decisions.
- 4.1.2 At the heart of the NPPF is a presumption in favour of sustainable development. This is reflected in Section 9 of the document, where it is noted that significant development should be focused in locations which are, or can be made, sustainable through limiting the need to travel and offering a genuine choice of transport modes. The NPPF advises that in assessing sites, it should be ensured that:-
- (a) *"Sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;*
 - (b) *Safe and suitable access to the site can be achieved for all users;*
 - (c) *the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*
 - (d) *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 through a vision-led approach."*
- 4.1.3 Paragraph 116 states that: *"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios"*.
- 4.1.4 Paragraph 117 then goes on to note that applications for development should:-
- (a) *"Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
 - (b) *Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
 - (c) *Create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*

- (d) *Allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- (e) *Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."*

4.1.5 Paragraph 118 further states 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 vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored."

4.2 NATIONAL PLANNING PRACTICE GUIDANCE (NPPG, 2014)

- 4.2.1 In conjunction with the NPPF, the NPPG was established in March 2014 as a supporting resource which is also a material consideration in determining planning applications. With respect to transport, the NPPG includes a section titled 'Travel Plans, Transport Assessments and Statements in Decision-Taking'.
- 4.2.2 The NPPG states that Transport Statements, Transport Assessments and Travel Plans can positively contribute to encouraging sustainable travel; lessening traffic generation and its detrimental impacts; and reducing carbon emissions and climate impact. In doing so developments can create accessible, connected, inclusive communities with improved road safety, health and quality of life.
- 4.2.3 The guidance states that Transport Statements, Transport Assessments and Travel Plans should be proportionate to the size and scope of the proposed development; be tailored to particular local circumstances; and be established at the earliest practicable possible stage.

4.3 DEPARTMENT FOR TRANSPORT (DFT) CIRCULAR 01/2022 – THE STRATEGIC NETWORK AND THE DELIVERY OF SUSTAINABLE DEVELOPMENT (2022)

4.3.1 DfT Circular 01/2022 states at Paragraph 11 that National Highways will:-

"...act in a manner which conforms to the principles of sustainable development. In this context the company's licence agreement defines sustainable development as encouraging economic growth while protecting the environment and improving safety and quality of life for current and future generations. Alongside this, the company has an important role to play in the drive towards zero emission transport through its commitment to net zero maintenance and construction emissions by 2040 and net zero road user emissions by 2050, and its role as a statutory consultee in the planning system."

4.3.2 The Circular further advises at Paragraph 12 that:-

"New development should be facilitating a reduction in the need to travel by private car and focused on locations that are or can be made sustainable. Developments in the right places and served by the right sustainable

infrastructure delivered alongside or ahead of occupancy must be a key consideration when planning for growth in all local authority areas."

"Development should be promoted at locations that are or can be made sustainable, that allow for uptake of sustainable transport modes and support wider social and health objectives, and which support existing business sectors as well as enabling new growth."

4.3.3 In relation to Transport Assessments, the Circular states at Paragraph 48 that:-

"Where a Transport Assessment is required, this should start with a vision of what the development is seeking to achieve and then test a set of scenarios to determine the optimum design and transport infrastructure to realise this vision. Where such development has not been identified in an up-to-date development plan (or an emerging plan that is at an advanced stage), developers should demonstrate that the development would be located in an area of high accessibility by sustainable transport modes and would not create a significant constraint to the delivery of any planned improvements to the transport network or allocated sites."

4.4 WEST SUSSEX TRANSPORT PLAN (2022-2036)

4.4.1 The West Sussex Transport Plan (WSTP) contains the County Council's principal policy on transport and supports delivery of the Council Plan and its priorities. It was adopted on 1st April 2022. The WSTP is split into four sections, as listed below, with associated Objectives also listed.

4.4.2 Regarding a 'Healthy West Sussex', the following Objectives are relevant:-

- *Objective 4: Avoid where possible and minimise air, noise and light pollution from use of the transport network to minimise impacts on public health and well-being;*
- *Objective 5: Ensure the transport network allows residents and visitors (including people with disabilities) to live healthy lifestyles and good access to green and blue spaces, particularly the West Sussex coast and the protected South Downs, High Weald and Chichester Harbour;"*

4.4.3 Regarding a 'Protected West Sussex', the following Objectives are relevant:-

- *"Objective 7: Enable the transport network to achieve net zero carbon emissions by 2050;*
- *Objective 8: Avoid where possible and minimise the impacts of the transport network on natural resources and on the natural, built and historic environment;*
- *Objective 9: Improve the transport network whilst conserving and enhancing biodiversity; and*
- *Objective 10: To monitor and adapt infrastructure to the effects of climate change."*

4.4.4 Regarding a 'Connected West Sussex', the following Objectives are relevant:-

- "Objective 11: Reduce the need to travel by car by enabling local living."

4.5 ARUN LOCAL PLAN (2018)

- 4.5.1 The Arun Local Plan was adopted in July 2018 and sets out the spatial vision for Arun to 2031 and beyond. The purpose of the Local Plan is:-

"...to encourage sustainable development and manage future growth whilst ensuring that change across the District is appropriate to meet local need."

- 4.5.2 To achieve this purpose, a number of strategic objectives are outlined. The objective relating to transport is:-

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

- 4.5.3 Transport Policy T SP1 considers development with respect to transport:-

The Council will ensure that development: provides safe access on to the highway network; contributes to highway improvements and promotes sustainable transport, including the use of low emission fuels, public transport improvements and the cycle, pedestrian and bridleway network."

- 4.5.4 Transport Policy T DM1 relates to Sustainable Travel and Public Rights of Way:-

"New development must ensure ease of movement, prioritising safe pedestrian and cycle access to the green infrastructure network and access to public transport and community transport services where a need has been identified. Access to alternative modes of transport including public transport services, the public right of way and cycle networks, must be available and accessible to all members of the community."

"Proposals for all new development must:

- (a) 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;*
- (b) 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; 178 Arun District Council Adoption Arun Local Plan 2011-2031 (July 2018) 15 Transport*
- (c) 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;*
- (d) 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;

(i) places of work, education, leisure and food retail;

(ii) the South Downs National Park;

(iii) along the coast particularly between Bognor Regis and Littlehampton;

(iv) along the coast to Chichester;

(v) Bognor Regis to Arundel; and

(vi) Littlehampton to Goring."

4.5.5 Transport Policy T SP3 addresses safeguarding the main road network:

"To ensure that improvements necessary to enhance the strategic and supporting road network within the District can be carried out, the lines of major road schemes, as shown on the Policies Map, will be protected from development"

4.5.6 Such schemes within the site vicinity include:-

- The A29 realignment and access route through the Barnham / Eastergate / Westergate site allocation, including the northern tie-in with the existing A29 Fontwell Avenue, and southern tie-in with the existing A29 Lidsey Road; and
- The A27 Arundel Bypass.

4.5.7 Finally, concerning cycle parking, Policy T DM2 states:-

"Any provision of cycle parking should be carefully designed to be safe and secure in accordance with national guidance."

4.6 WALBERTON NEIGHBOURHOOD DEVELOPMENT PLAN 2019-2031

4.6.1 The Walberton Neighbourhood Development Plan 2019-2031 was accepted by Arun District Council in 2021.

4.6.2 The Plan aims to satisfy two core objectives, which are:-

- *"To retain and protect the distinctive rural character of the Parish's villages - Walberton, Fontwell and Binsted"; and*
- *"To use the Plan as a unique opportunity for filling gaps in the present housing stock – in particular affordable housing and smaller properties suitable for the elderly."*

4.6.3 Regarding transportation, the Plan has four key aims:-

- (1) "Provide more sustainable transport links;
- (2) Endeavour to solve current congestion and "rat running" problems;
- (3) Address parking issues; and
- (4) Avoid increasing access by HGVs."

- 4.6.4 Policy GA1 states that support will be given to proposals which provide open and permissive footpaths, bridleways, and cycle paths within the Parish.
- 4.6.5 Policy GA2 supports proposals which will improve and extend the existing footpath, bridleway and cycle path network, to provide easier and safer access to existing local amenities and services.

4.7 PARKING POLICY

Arun Parking Standards Supplementary Planning Document (SPD, 2020)

- 4.7.1 The Arun Parking Standards SPD (2020) outlines the parking standards for new residential and non-residential development within Arun District. For residential development, parking standards are expected levels of provision. A variation of 10 percent below the target parking demand value will be allowed where appropriate travel option provision is provided, including Travel Plans and other sustainable travel initiatives.
- 4.7.2 The parking standards for residential development in Parking Behaviour Zone 1 in the Arun Parking Standards SPD, are set out within Table 4-1 below:-

NUMBER OF BEDROOMS	VEHICLE PARKING REQUIREMENTS	CYCLE PARKING REQUIREMENTS
1	2 spaces	1 space
2	2 spaces	1 space
3	2 spaces	Houses: 2 spaces Flats: 1 space
4+	3 spaces	Houses: 2 spaces Flats: 1 space

TABLE 4-1: RESIDENTIAL EXPECTED PARKING STANDARDS (COURTESY OF ADC)

- 4.7.3 In terms of visitor parking, the standards require the number of visitor parking spaces to equal 20% of the number of proposed dwellings.

Building Regulations 2010: Approved Document S (2021)

- 4.7.1 The Building Regulations: Approved Document S outlines the infrastructure required for the charging of Electric Vehicles (EVs).

4.7.2 Requirement S1 outlines the guidance for the erection of new residential buildings:-

- (1) *"A new residential building with associated parking must have access to EV charge points as provided for in paragraph (2).*
- (2) *The number of associated parking spaces which have access to electric charging points must be:*
 - (a) *The total number of associated parking spaces, where there are fewer associated parking spaces than there are dwellings contained in the residential building; or*
 - (b) *The number of associated parking spaces that is equal to the total number of dwellings contained in the residential building, where there are the same number of associated parking spaces as, or more associated parking spaces than, there are dwellings."*

4.8 PARKING POLICY COMPLIANCE

- 4.8.1 The site falls within Parking Behaviour Zone 1, the requirements for which are set out in Table 4-1 above. The number of visitor parking spaces should equal 20% of the number of proposed dwellings.
- 4.8.2 This yields a total requirement of 149 vehicle parking spaces, with 136 $((56 \times 2) + (8 \times 3) = 136)$ parking spaces allocated to the residential dwellings and 13 $(64 \times 0.2 = 13)$ visitor parking spaces.
- 4.8.3 The site will provide a total of 149 vehicle parking spaces, comprising 127 allocated spaces and 22 visitor spaces. This level of provision is compliant with standards and is adequate to meet the demand of the site.
- 4.8.4 While the allocated provision of 127 spaces is slightly below the expected provision of 136 spaces, visitor parking is 9 spaces in excess of expected provision. Visitor parking provides a more flexible use of space than allocated bays, improving utilisation of spaces. Visitor parking is well distributed throughout the site, and is therefore a realistic parking option for those visiting apartments.
- 4.8.5 A total of 8 parking spaces will be provided as enlarged disabled bays in accordance with MfS guidance, including 4 visitor bays and 4 bays within the parking court to the east of the site for the 8no. 1-bed apartments. Where no footway is provided adjacent to these bays, they will be provided with an additional 1.2m hardstanding adjacent to the bay in line with the Building Regulations 2010 Approved Document M (2015).
- 4.8.6 In line with the Building Regulations 2010 Approved Document S (2021) each dwelling will be provided with 1 space featuring an active EV charging point.
- 4.8.7 2 cycle parking spaces will be provided for the proposed houses, situated in secure and lockable cycle shelters within rear gardens, independently accessible from the dwellinghouse. Each apartment will be provided with 1 cycle parking space, situated in communal stores which will be sheltered and lockable, in the vicinity of

the apartment building main entrances. This providing is compliant with the Arun Parking Standards SPD and the Arun Design Guide SPD.

4.9 POLICY COMPLIANCE

- 4.9.1 The proposed development is seen to comply with all levels of transport planning policy. There are a set of bus stops within 150m of the site, with further bus routes accessible from stops situated 400m and 700m from the site, respectively. These bus services connect to destinations including Chichester, Arundel, and Barnham Railway Station.
- 4.9.2 With reference to DfT Circular 01/2022, the vision of the development is to provide much-needed housing which is well-related to the existing services and public transport nodes within Fontwell, in order to promote non-car accessibility where possible.
- 4.9.3 A draft Travel Plan will be submitted alongside this TA. This will be a key mitigation tool in promoting sustainable transport and in achieving the vision of the development.
- 4.9.4 The proposed site access and pedestrian crossing points have been subject to an independent Stage 1 Road Safety Audit and are seen to be safe and suitable to accommodate the proposed development.
- 4.9.5 A review of the local PIC record has found that the development proposals are unlikely to materially exacerbate any pre-existing highway safety concerns.
- 4.9.6 The vehicular trip generation of the proposed development has been calculated and the increase in vehicle movements at the site access and one local junction has been considered, as detailed in the following sections of this report.
- 4.9.7 On this basis, it is not considered that the proposed development will result in 'severe' residual transport impacts, in accordance with the NPPF.

5 TRIP GENERATION

5.1 OVERVIEW

- 5.1.1 This section outlines the methodology employed to calculate the likely vehicle trip generation of the proposed development.

5.2 PROPOSED DEVELOPMENT VEHICLE TRIP GENERATION

- 5.2.1 The TRICS land use class "03 -Residential / A – Houses Privately Owned" has been selected to ascertain the forecast trip generation of the proposed residential dwellings. This approach is considered robust, as 18 apartments are proposed and there will be an element of affordable housing, which typically exhibit lower trip rates.
- 5.2.2 TRICS survey sites within England, Scotland, and Wales, excluding Greater London, have been included in the sample. Only sites in an 'Edge of Town' location with between 40 and 90 dwellings were considered, with a population of less than 100,000 within 5 miles. Surveys undertaken during COVID-19 restrictions have been omitted.
- 5.2.3 The average trip rates summarised in Table 5-1 below have been multiplied by the 64 proposed dwellings to estimate the trip generation of this aspect of the development. Please note that any discrepancies are due to rounding errors in MS Excel. The full TRICS data is included at **Appendix H**
- 5.2.4 The trip rates presented are lower than those included within the Scoping Note. This is due to a revised TRICS assessment carried out following the pre-application stage, which uses a more up-to-date dataset. As a result, the revised assessment provides a more reliable basis for forecasting trip generation.

Period	TRICS TRIP RATES			VEHICLE TRIPS		
	Arrivals	Departures	Total	Arrivals	Departures	Total
AM Peak (0800-0900)	0.179	0.315	0.494	11	20	32
PM Peak (1700-1800)	0.34	0.164	0.504	22	10	32
Daily (0700-1900)	2.388	2.39	4.778	153	153	306

TABLE 5-1: PROPOSED DEVELOPMENT VEHICLE TRIP GENERATION (64 DWELLINGS)

- 5.2.5 32 vehicle movements are forecast in both the weekday AM (0800-0900) and PM (1700-1800) peak hours; approximately 1 vehicle movement every 2 minutes. Across the 12-hour daytime period (0700-1900), approximately 306 vehicle movements could be expected.

5.3 VISION-LED APPROACH

- 5.3.1 In line with the vision statement in Section 1.2 of this TA, a 10 percent reduction has been applied to the baseline vehicle trip generation/attraction forecast above, as summarised in Table 5-2 below.

TOTAL TRIP GENERATION/ATTRACTION			
Period	Arrivals	Departures	Total
AM Peak (0800-0900)	10	18	28
PM Peak (1700-1800)	20	9	29
Daily (0700-1900)	138	138	275

TABLE 5-2: VISION-BASED VEHICLE TRIP GENERATION FORECAST

6 TRIP DISTRIBUTION

6.1 OVERVIEW

- 6.1.1 A trip distribution exercise has been completed using data from the 2011 Census and the Google real-time journey planner to provide an indication of the routes that would likely be used by future users of the site on a daily basis. The methodology for this assessment was previously agreed with WSCC Highways and NH at the pre-application stage.

Distribution

- 6.1.2 Data from the 2011 Census "*Locations of usual residence and place of work by method of travel to work WU03EW*" dataset has been obtained. Use has been made of the '*Home Origin*' information to provide an understanding of the work locations of residents living in Middle-Layer Super Output Area (MSOA) 'Arun 003' (E02006544). Whilst the site is not located in this MSOA, it is in close proximity and considered more characteristic of the site location in terms of population density and degree of rurality.
- 6.1.3 Based on this data and the application of the Google real-time journey planner, the percentage trip distribution has been calculated and is summarised in Table 6-1 below and shown graphically at **Appendix I**

ARM	ARRIVAL DISTRIBUTION	DEPARTURE DISTRIBUTION
SITE ACCESS		
From/To Access	100%	100%
Arundel Road West	77%	70%
Arundel Road East	23%	30%
WEST		
ARUNDEL ROAD WEST / WEST WALBERTON LANE		
From/To Site	77%	70%
Arundel Road West	53%	46%
West Walberton Lane	24%	24%
FONTWELL WEST ROUNDABOUT		
From/To Site	53%	46%
A29 South	0%	0%
A27 West	46%	46%
A27 North	7%	0%
A27 WEST / BRITTENS LANE		
From/To Site	46%	46%
A27W	42%	42%
Brittens Lane	4%	4%
EAST		
ARUNDEL ROAD / A27 ARUNDEL ROAD (IN/OUT)		

From/To Site	23%	30%
FONTWELL EAST ROUNDABOUT		
From/To Site	7%	30%
A27 West	0%	0%
A29 North	7%	7%
A27 East	0%	23%

TABLE 6-1: PROPOSED DEVELOPMENT TRIP DISTRIBUTION - JOURNEY FROM USUAL RESIDENCE (ARUN 003 MSOA) TO WORKPLACE (COURTESY OF ONS - CENSUS 2011)

Assignment

- 6.1.4 The above distribution has been applied to the total vehicular trip generation of the proposed development, with the 10 percent vision-based reduction applied, as summarised below in Table 6-2. The trip assignment for the AM and PM peaks is shown graphically at **Appendix J**

ARM	ARRIVALS	DEPARTURES	TOTAL
Site Access AM			
From/To Access	10	18	28
Arundel Road West	8	13	21
Arundel Road East	2	5	8
Site Access PM			
From/To Access	20	9	29
Arundel Road West	15	7	22
Arundel Road East	5	3	7
WEST			
ARUNDEL ROAD WEST / WEST WALBERTON LANE AM			
From/To Site	8	13	21
Arundel Road West	5	8	14
West Walberton Lane	2	4	7
ARUNDEL ROAD WEST / WEST WALBERTON LANE PM			
From/To Site	15	7	22
Arundel Road West	10	4	15
West Walberton Lane	5	2	7
FONTWELL WEST ROUNDABOUT AM			
From/To Site	5	8	14
A29 South	0	0	0
A27 West	5	8	13
A27 North	1	0	1
FONTWELL WEST ROUNDABOUT PM			
From/To Site	10	4	15

A29 South	0	0	0
A27 West	9	4	13
A27 North	1	0	1
A27 WEST / BRITTENS LANE AM			
From/To Site	5	8	13
A27W	4	8	12
Brittens Lane	0	1	1
A27 WEST / BRITTENS LANE PM			
From/To Site	9	4	13
A27W	8	4	12
Brittens Lane	1	0	1
EAST			
ARUNDEL ROAD / A27 ARUNDEL ROAD (IN/OUT) AM			
From/To Site	2	5	8
ARUNDEL ROAD / A27 ARUNDEL ROAD (IN/OUT) PM			
From/To Site	5	3	7
FONTWELL EAST ROUNDABOUT AM			
From/To Site	1	5	6
A27 West	0	0	0
A29 North	1	1	2
A27 East	0	4	4
FONTWELL EAST ROUNDABOUT PM			
From/To Site	1	3	4
A27 West	0	0	0
A29 North	1	1	2
A27 East	0	2	2

TABLE 6-2: PROPOSED DEVELOPMENT TRIP ASSIGNMENT TO THE LOCAL HIGHWAY NETWORK

- 6.1.5 With regard to the WSCC maintained network, the Arundel Road / West Walberton Lane mini-roundabout junction can expect to experience an uplift of 21 vehicle movements in the weekday AM network peak hour, and 22 movements in the PM network peak hour.
- 6.1.6 With regard to the Strategic Road Network, Fontwell West Roundabout can expect to experience an uplift of 14 vehicle movements in the AM network peak hour and 15 movements in the PM network peak hour. The Fontwell East Roundabout can expect to experience an uplift of 6 vehicle movements in the AM network peak hour and 4 movements in the PM network peak hour. Finally, the left-in, left-out junction of Arundel Road and the A27 Arundel Road can expect to experience an additional 8 movements in the AM peak hour, and 7 in the PM peak hour.

- 6.1.7 It is not expected that these impacts would give rise to 'severe' residual highway capacity consequences to either the Local or Strategic Highway Networks.

7 TRANSPORT IMPACTS

7.1 OVERVIEW

- 7.1.1 Engagement was previously made with both WSCC and NH as part of the pre-application process for planning application WA/74/24/OUT, where the scope of junction capacity assessments was confirmed.
- 7.1.2 Correspondence with National Highways confirmed that there was no requirement to model any junctions on the strategic highway network; the relevant correspondence is included at **Appendix A**
- 7.1.3 Correspondence with WSCC is also included at **Appendix A** and confirmed that the required scope of modelling would include the:
- Site Access; and
 - Arundel Road / West Walberton Lane mini-roundabout junction.
- 7.1.4 This scope of highway impact assessment was therefore taken forward.

7.2 BASELINE SURVEY DATA

- 7.2.1 Correspondence with WSCC confirmed that background traffic flows utilised for planning application WA/35/23/OUT (for a residential development of 95 dwellings) could be utilised. These flows were sourced from manual classified counts (MCCs) at the Arundel Road / West Walberton Lane mini-roundabout junction, completed in May 2017. This data is included at **Appendix K**
- 7.2.2 The traffic flows identified have been converted to Passenger Car Units (PCUs) for the purpose of traffic capacity modelling, assuming the following conversion factors:

	CAR	HGV	MOTORCYCLE	CYCLE
PCU Factor	1.0	2.3	0.4	0.2

TABLE 7-1: PCU FACTORS

7.3 ASSESSMENT SCENARIOS

- 7.3.1 The following assessment scenarios were considered:
- 2026 Base Year;
 - 2031 Future Year; and

- 2031 Future Year plus Development.

7.3.2 The flow diagrams for these scenarios are provided at **Figure 1** to **Figure 6** within the Figures Appendix.

7.4 COMMITTED DEVELOPMENT

7.4.1 As part of pre-application correspondence, Arun District Council (ADC) were also contacted to provide the necessary scope of committed development to be considered as part of the junction capacity assessments. These committed developments included:

- AL/57/23/PL – Demolition of existing buildings and redevelopment of the existing car salvage and recycling facility to provide 80no. dwellings and a coworking hub with vehicular access from Fontwell Avenue, provision of public open space, landscaping, and other associated works, at Sussex Recovery Company, Fontwell Avenue, Eastergate;
- AL/113/21/OUT & AL/96/22/RES – 67no. houses at Land at Bayards Level, Mare Lane, Eastergate;
- WA/22/15/OUT & WA/48/19/RES & BN/18/21/RES – 400 No. new dwellings, up to 500 sqm of non-residential floorspace (A1, A2, A3, D1 and/or D2), 5000 sqm of light industrial floorspace (B1 (b)/(c)), at Land to the East of Fontwell Avenue;
- The Barnham, Eastergate, and Westergate strategic allocation;
- The Barnham and Eastergate Neighbourhood Plan allocation for 38 units at Land north of Spode Cottage, Eastergate Lane; and
- The Walberton Neighbourhood Plan Allocation for 28 units at S & G Motors, Arundel Road.

7.4.2 None of the above committed developments have provided a distribution of development traffic as far as the two junctions subject to capacity assessment. This illustrates that these schemes would not be expected to generate significant traffic to the junctions assessed in this TA.

7.4.3 The above committed development will be taken into account via the TEMPro uplift described in the following subsection. TEMPro factors provide an uplift of background traffic through analysis of data including local plan allocations; in this way local developments are captured in the increase in background traffic.

7.4.4 Given the number of committed development trips are limited in the vicinity of the site (as demonstrated by the fact that their trip assignments do not extend to the junctions subject to capacity assessments), it is considered that this TEMPro uplift is sufficient in capturing the increase in base traffic flows in these locations.

7.5 BACKGROUND TRAFFIC GROWTH

- 7.5.1 To uplift background traffic flows from 2017 to the 2026 and 2031 scenario years, TEMPro factors were sourced for car traffic on minor roads within the 'Arun 003' MSOA. These factors are set out in Table 7-2 below:

FUTURE YEAR	AM TEMPRO FACTOR	PM TEMPRO FACTOR
2026	1.0349	1.0356
2031	1.0854	1.0875

TABLE 7-2: TEMPRO GROWTH FACTORS

7.6 JUNCTION CAPACITY ASSESSMENTS

Site Access

- 7.6.1 The proposed site access on Arundel Road has been assessed using the industry standard PICADY module within Junctions 11 software. Junctions 11 software provides two main measures of junction capacity and operation: the Ratio of Flow to Capacity (RFC) and Queue Length (Q).
- 7.6.2 The RFC provides the primary measure of junction performance and is reported for each entry arm. An RFC of 0.85 or lower indicates that the specific arm of the junction is operating within its practical capacity; an RFC of between 0.85 and 1.0 indicates that the arm is operating within its theoretical capacity and an RFC of 1.0 indicates that traffic demand exceeds theoretical capacity. Queue length provides an indication of how the overall junction performance may affect adjacent junctions on the highway network.
- 7.6.3 A summary of the assessment results is provided in Table 7-3 below, with the full PICADY outputs included at **Appendix L**. As the junction is created as part of the development, no results can be provided for the base scenarios.

SCENARIO	LINK	AM PEAK		PM PEAK	
		RFC	Q	RFC	Q
2031 Base + Development	Site Access	0.03	0	0.02	0
	Arundel Road	0.00	0	0.01	0
	Junction Delay (S)	0.74		0.88	

TABLE 7-3: JUNCTION CAPACITY ASSESSMENT RESULTS: SITE ACCESS JUNCTION

- 7.6.4 The above results demonstrate that the junction would operate well within capacity when the development is fully occupied.

Arundel Road / West Walberton Lane Mini-Roundabout Junction

7.6.5 The mini-roundabout junction of Arundel Road and West Walberton Lane has been assessed using the industry-standard ARCADY module within Junctions 11 software.

7.6.6 A summary of the assessment results for the for this junction are provided in Table 7-4 below with the full ARCADY outputs included at **Appendix M**

SCENARIO	LINK	AM PEAK		PM PEAK	
		RFC	Q	RFC	Q
2026 Base	Arundel Road East	0.04	0	0.04	0
	West Walberton Lane	0.25	0	0.09	0
	Arundel Road West	0.11	0	0.13	0
	Junction Delay (S)	5.16		4.43	
2031 Base	Arundel Road East	0.04	0	0.05	0
	West Walberton Lane	0.26	0	0.1	0
	Arundel Road West	0.12	0	0.14	0
	Junction Delay (S)	5.23		4.47	
2031 Base + Development	Arundel Road East	0.06	0	0.05	0
	West Walberton Lane	0.26	0	0.1	0
	Arundel Road West	0.12	0	0.15	0
	Junction Delay (S)	5.26		4.51	

TABLE 7-4: JUNCTION CAPACITY ASSESSMENT RESULTS – ARUNDEL ROAD / WEST WALBERTON LANE MINI-ROUNDBOUT JUNCTION

7.6.7 The above results demonstrate that the junction would operate well within capacity when the development is fully occupied, and that the proposals have a negligible impact on the capacity of the roundabout.

7.7 SUMMARY

7.7.1 The above capacity assessments show that the junctions operate within capacity in all scenarios, with both the increase in background traffic and the proposed development causing a very minor increase in the RFC value, and queue/delay levels.

7.7.2 The above assessments were conducted with a robust approach to trip generation and distribution and the capacity assessments display a worst-case scenario. Even without the 10% reduction as part of the development vision, both junctions would still operate with significant excess capacity.

- 7.7.3 Based on the results presented, it is therefore considered that the proposed development would not have a 'severe' residual impact on the operation of the local highway network with reference to Paragraph 116 of the NPPF.

8 SUMMARY AND CONCLUSION

- 8.1.1 This report has been prepared on behalf of Harlequin Developments regarding the proposed development of 64 residential dwellings at Land off Arundel Road, in Fontwell, West Sussex.
- 8.1.2 Vehicular access to the site will be taken from the northern side of Arundel Road approximately 130m to the east of West Walberton Lane. This access will comprise a priority junction, with a carriageway width of 5.5m and MfS-compliant visibility splays.
- 8.1.3 Pedestrian access to the site will be achieved via 1.8m width footways on both sides of the vehicular access. Uncontrolled pedestrian crossing points are proposed on the site access road and also on Arundel Road on both sides of the site access.
- 8.1.4 The plans show that as part of development proposals there will be a total provision of 149 parking spaces. This will comprise 127 spaces allocated to the residential dwellings and 22 visitor spaces. This level of parking is in accordance with the Arun Parking Standards SPD. Cycle parking is also provided in accordance with the Arun Parking Standards SPD and Design Guide SPD.
- 8.1.5 The proposed development complies with all levels of transport planning policy. In terms of accessibility, the site is accessible via a range of transport modes, facilitated by good walking, cycling, and public transport infrastructure within the vicinity of the site.
- 8.1.6 Swept path analysis has been completed for a large estate car, refuse vehicle, and fire tender, alongside swept path analysis showing a car and refuse vehicle can pass one another at the site access and along the access loop road. This has demonstrated that the site access can comfortably accommodate vehicle movements, and that they can access and egress the site in a forward gear.
- 8.1.7 With reference to DfT Circular 01/2022, the vision of the development is to provide much-needed housing which is well-related to the existing services and public transport nodes within Fontwell, in order to promote non-car accessibility where possible.
- 8.1.8 The proposed development, with the 10% vehicle mode share reduction applied would generate 28 vehicle trips in the AM peak hour and 29 vehicle trips in the PM peak hour. Additionally, it could be expected that the proposed development would attract an additional 275 vehicle movements over the course of a 12-hour weekday period.
- 8.1.9 The AM and PM network peak trips generated by the proposed development have been distributed out onto the highway network and it has been agreed with WSCC that the Site Access and the Arundel Road / West Walberton Lane mini roundabout junctions be modelled.
- 8.1.10 These junction capacity assessments showed that both junctions operate well within capacity in all scenarios, and with significant levels of excess capacity.
- 8.1.11 It is therefore concluded that the proposals should not result in any detrimental impacts in transport terms and therefore there should be no sound transport-based objections to the proposals.

APPENDIX

A



**WEST SUSSEX COUNTY COUNCIL
PRE APPLICATION CONSULTATION**

TO:	Organisation: DHA Planning FAO: [REDACTED]
FROM:	[REDACTED] WSCC - Highways Authority
DATE:	21 March 2024
LOCATION:	Land off Arundel Road and south of the A27, Arundel Road, Fontwell BN18 0SF
SUBJECT:	Internal Reference: PRE-25-24 Development of 58 residential units comprising a mix of flats and dwellinghouses, community building, associated car parking and open space/landscaping.
DATE OF SITE VISIT:	Site known to officer
RECOMMENDATION:	Advice
S106 CONTRIBUTION TOTAL:	TBC

The Highways Authority has been consulted for pre-application advice in regard to the proposed development at Land off Arundel Road and south of the A27, Arundel Road, Fontwell BN18 0SF.

The advice provided below has been prepared by means of a desktop study, using the information and plans submitted with this request, in conjunction with other available WSCC map information.

I refer to your request for pre-application advice and would provide the following site specific comments.

Site Access

Due to potential unbalanced flows and the close proximity of the Barnfield House access and associated planning application ref WA/80/22/PL for 8 additional dwellings it is not felt that a 4th arm to the mini roundabout would be appropriate. A simple priority access onto Arundel Road is likely to be more suitable.

It is advised that speed surveys are undertaken to ensure appropriate visibility splays can be provided.

A stage 1 Road Safety Audit, GG119 Compliant Designers Response and vehicle tracking should be undertaken for any access proposals.

Accessibility

A review of walking and cycling routes to key facilities should be undertaken including (but not limited) to the new community facilities and retail provision within the Fontwell Meadows (Dandara) development and the A27 service station.

Parking

Vehicle Parking should be provided in line with Arun Standards, the level of visitor parking of 22 spaces would appear very high, could this be shared with the level of community centre parking?

Trip Generation

The use of TRICS is acceptable, no information is given on the range of dwelling numbers to be utilised.

Travel Plan

A travel plan statement should be provided with the application.

Construction Management Plan

A CMP would be secured via condition and would not be required by WSCC as a document to be submitted with the application.

National Highways

It is recommended National Highways are consulted on the pre app due to the proximity to the A27.

The Highway Authority would require the following documents to be submitted as part of any future application:

- A site location plan scale (1:1250) with site boundary indicated
- Schedule of existing uses including planning history with reference numbers
- Description, including site layout plans, of the proposed development and schedule of uses
- Summary of reasons supporting the site access/highways works proposals, including plan (scale 1:250 or similar) with achievable visibility splays indicated
- Design Audit of any proposed highway works, including plan identified departures from standards
- Final Stage 1 Road Safety Audit (RSA) of the site access and any proposed highway works, **with the Road Safety Audit Response Report (RSARR) in word format for the LHA to edit as Overseeing Organisation**, including any amended plans.
- A Transport Statement/Assessment, including location plan of key services, availability of sustainable modes of transport and existing/future vehicular generation
- Reference to supporting national, regional, and local planning documents and policies
- Parking strategy, including provision of parking for all modes of transport
- Relevant data collected to date
- Proposed trip rates supported with TRICS outputs and site selection methodology
- Junction capacity assessment in accordance with the WSCC Transport Assessment Methodology



Planning Services

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

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[REDACTED]

I'd expect junction modelling on the WSCC network to be limited to the site access and mini roundabout (WA/35/23 – refused has some 2022 counts that could be utilised)

The design audit for a simple priority would be limited to providing appropriate vis spays/spays from the rbt/radii and carriageway width.

Hope that helps clarify

[REDACTED]

[REDACTED]

****EXTERNAL****

[REDACTED]

Thank you for your quick response on this. Just a couple of questions, you mentioned junction modelling, however could you please confirm which junctions need to be covered, albeit I appreciate this also requires input from National Highways. Furthermore, with respect to the design audit will this be necessary for just the access design and if so what is necessary.

Thanks

[REDACTED]

[REDACTED]

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I would seek the advice of National Highways on the approach given the main impacts are on their junctions.

Are you suggesting adding the whole of BEW as Temprow and using alternative assumptions? Or just the smaller developments? If the later then that's likely to be acceptable.

Do the larger applications of the BEW site not included an agreed approach? <https://www.arun.gov.uk/barnham-eastergate-westergate-bew> has most of the allocation with applications submitted.

Hi

I am just following up on my previous email regarding the list of Committed Developments to be considered as part of the modelling exercise we are completing for Land off Arundel Road, Fontwell.

We have made contact with the case officer at Arun District Council, and he has advised that we should consider three committed development sites, in addition to this a number of strategic allocations were referenced.

The relevant planning applications for the three committed developments has been sourced and all of which include network diagrams which have enabled us to add the relevant flows to our spread sheet model.

With respect to the strategic allocation referenced by the case officer, this comprises the BEW strategic allocation for 2,300 units, which so far comprises eight separate planning applications, however two of these have fewer than 10 units, and the majority do not have satisfactory information available to allow us to easily add the flows to our spread sheet model.

Based on the above, would you consider it acceptable to add in the committed development flows as usual, but then apply TEMPro growth factors without alternative assumptions, to take account of the number of additional units proposed in the area between 2024 and 2029, in place of adding in the strategic allocations?

We welcome your views on the above.

Kind Regards

[Redacted signature block]

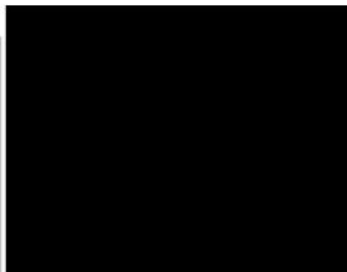


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[Redacted]

Yes there are a number that would need to be looked at when looking at the national highways junctions to an end of local plan scenario. I would suggest contacting the local planning authority who will be able to advise on the allocations within the BEW strategic development and sites along Fontwell Avenue/Eastergate Lane.

[Redacted]

[Redacted signature block]

Hi [Redacted]

To provide an update on Arundel Road, Fontwell, myself and my colleague [Redacted] (cc'd) will be taking this one forward, as our colleague [Redacted] has left DHA.

Since your last correspondence with [REDACTED], we have consulted with National Highways, who have confirmed that junction capacity assessments are required on the following junctions within the site's vicinity:

- Fontwell West Roundabout
- Fontwell East Roundabout
- Left in/left out junction of Arundel Road and A27 Arundel Road.

We are at a stage where we can begin our capacity assessments, however we just wanted to confirm whether any committed developments would require inclusion within this modelling?

Kind Regards



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Dear [REDACTED]

Using our current list of committed sites (as of March 24) and my judgement I would suggest you consider the following:

- In addition, the BEW strategic allocation is for 2,300 dwellings and should be considered in total even though not all dwellings yet have permission.

There is a further allocation in the Walberton NP for 28 units at S & G Motors, Arundel Road (policy HP3)

The same is true of developments towards the eastern end of Walberton where access to the A27 can be gained from the non-roundabout junction with Yapton Lane (B2132) but people may prefer to use a roundabout junction such as at Fontwell or use it to turn around and head east. So, I've also ruled out major developments on or off The Street in Walberton village.

Principal Planning Officer, Directorate of Growth

[REDACTED]
[REDACTED]
Arun District Council, Civic Centre, Maltravers Rd
Littlehampton, West Sussex, BN17 5LF
www.arun.gov.uk

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Our priorities...



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Hi [REDACTED]

We are primarily concerned with developments of a size that will have an impact on the junctions mentioned (ie above circa 10-15 units). Additionally, we would be looking to include developments which are currently in the process of being built, as well as those approved but not yet at construction phase. Regarding geographical scope, your best judgement is welcomed.

Kind Regards
[REDACTED]



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Dear [REDACTED]

Thanks for your email. Can you provide a bit more info to help me pull together a list of sites:

- Are you just looking for major sites or do you also want to know of minors too?
- I assume by committed you mean approved but not yet built but what about where a site is in the process of being built?
- Do you want me to use my judgement as to which sites might use these junctions or do you want to know of all sites in a particular radius regardless of which junction they'd use? For instance. We have approved developments towards the eastern end of Walberton which would most likely use the Yapton Lane/A27 junction but they many also use these junctions depending on traffic conditions/time of day.

Kind Regards

[REDACTED]

Principal Planning Officer, Directorate of Growth

[REDACTED]

Arun District Council, Civic Centre, Maltravers Rd
Littlehampton, West Sussex, BN17 5LF
www.arun.gov.uk

To register to receive notification of planning applications [REDACTED]

[REDACTED]



Our priorities...

 <p>Improving the wellbeing of Arun</p>	 <p>Delivering the right homes in the right places</p>	 <p>Supporting our environment to support us</p>	 <p>Fulfilling Arun's economic potential</p>	 
--	---	---	---	--

[REDACTED]

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Good afternoon [REDACTED]

We are currently carrying out capacity assessments for the proposed development at Land off Arundel Road, Fontwell. The site location is attached. Upon consultation with West Sussex County Council and National Highways, we have been advised that there are a number of committed developments in the vicinity, including allocations within the BEW strategic development and sites along Fontwell Avenue/Eastergate Lane.

The junctions required to be modelled by West Sussex County Council (circled in white in the attached) are:

- Site Access (location marked within attached); and
- Mini roundabout junction of Arundel Road and West Walberton Lane.

The junctions requiring modelling by National Highways (circled in red in the attached) are:

- Fontwell West Roundabout
- Fontwell East Roundabout; and
- Left in/left out junction of Arundel Road and A27 Arundel Road.

We welcome your views on which committed development sites would require their traffic generation including in the above capacity assessments. Please let me know if you have any questions.



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[REDACTED]

[REDACTED]

[REDACTED]

Subject: RE: Arundel Road, Fontwell

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H [REDACTED]

Apologies for the delay in replying – we have 3 local plan hearings in the same month so things are very busy at the moment!

Whilst I haven't yet finalised our formal response to the application, our technical consultants have reviewed and do not believe the level of modelling proposed is required for our purposes and advised me that we are likely to raise no objection subject to a construction traffic management plan. I am waiting on internal consultations relating to boundary and drainage issues, but hopefully the above should allow you to progress the modelling required by WSCC.

All the best,

[REDACTED] Assistant Spatial Planner
Planning and Development
National Highways | Bridge House | 1 Walnut Tree Close | Guildford | Surrey | GU1 4LZ

[REDACTED]
Web: nationalhighways.co.uk

[REDACTED]

Subject: Arundel Road, Fontwell

H [REDACTED],

We have had correspondence from Arun District Council and East Sussex County Council regarding the committed development required to be included in capacity assessments for Arundel Road, Fontwell.

The case officer at Arun District Council has advised that we should consider three committed development sites, in addition to this a number of strategic allocations were referenced.

The relevant planning applications for the three committed developments have been sourced and all of which include network diagrams which have enabled us to add the relevant flows to our spread sheet model.

With respect to the strategic allocation referenced by the case officer, this comprises the BEW strategic allocation for 2,300 units, which so far comprises eight separate planning applications, however two of these have fewer than 10 units, and the majority do not have satisfactory information available to allow us to easily add the flows to our spread sheet model.

Based on the above, would you consider it acceptable to add in the committed development flows as usual, but then apply TEMPro growth factors without alternative assumptions, to take account of the number of additional units proposed in the area between 2024 and 2029, in place of adding in the strategic allocations?

We welcome your views on the above.

Kind Regards



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APPENDIX B



Fontwell – DHA –

Collision report 01/05/2019 – 30/04/2024

Date produced
25 July 2024

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- The information included in this report is provided for analysis purposes and is for the exclusive use of the applicant, the information must only be used for the purposes for which it has been obtained.
- The data has been provided by Sussex Police and should not be transmitted to any other person without their consent, including reports for the general public.
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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

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

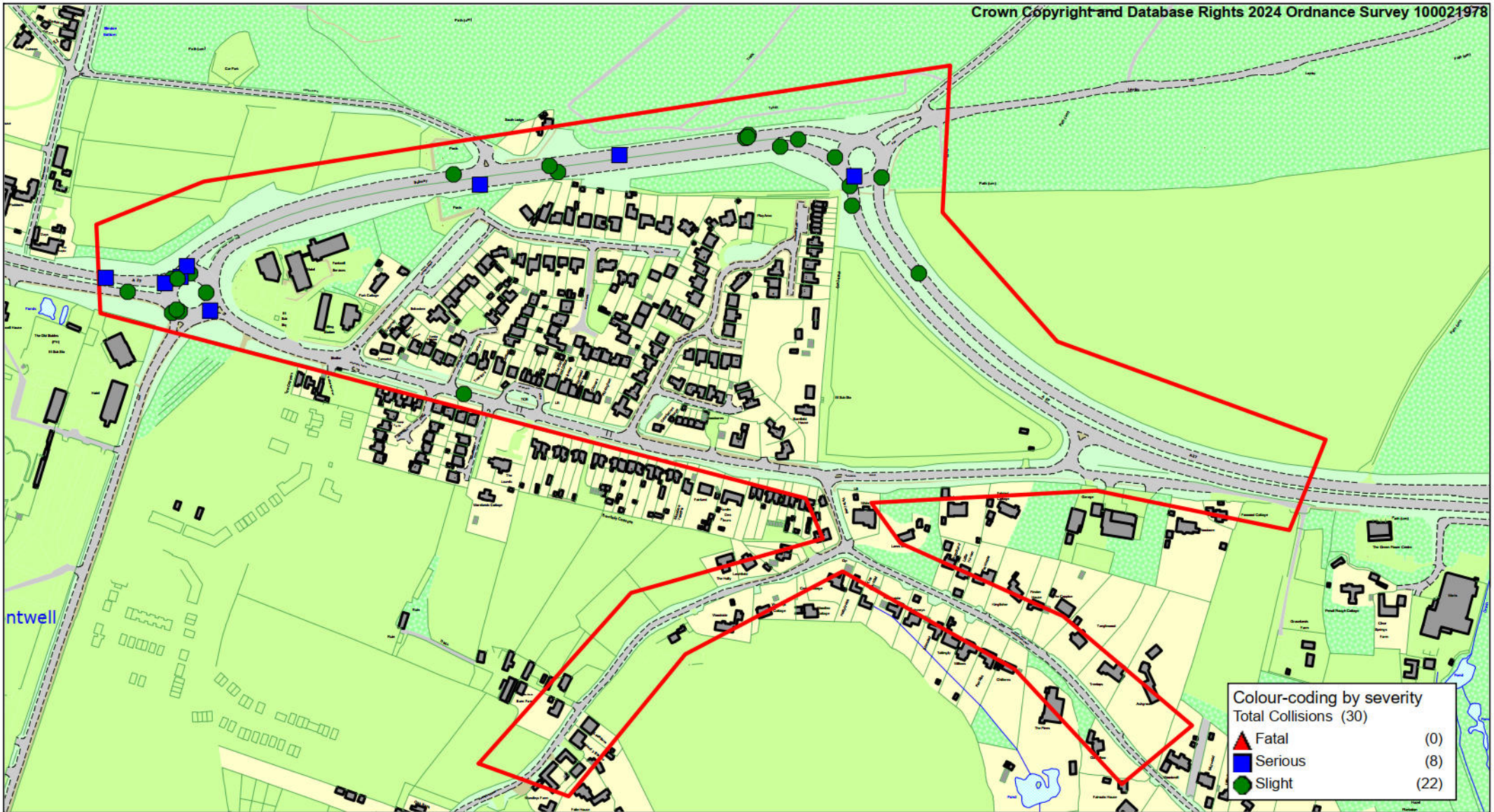
This data may not be fully validated and while every effort is made to ensure its accuracy any statistics provided may not match those published elsewhere.

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

For further information:

web: www.sussexsaferroads.gov.uk

A solid black rectangular box used to redact information, likely contact details, located below the website URL.



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

Fontwell
Collision Dates 01/05/2019 - 30/04/2024
DHA

SCALE	1 : 5000
DATE	16/07/2024
DRAWING No.	
DRAWN BY	

Details of Personal Injury Accidents for Period - 01/05/2019 to 30/04/2024 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons - susse 2024 all requests ("Fontwell (DHA)")

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:									

Selected Polygon:Fontwell (DHA)

470879538	Monday	ARUNDEL ROAD (A27) NEAR JUNCTION WITH ARUNDEL ROAD (A27)	Veh 1	Goods < 3.5t	Starting	S	to N				
R1: A 27	05/08/2019		Veh 2	Car	Going ahead	E	to W	Dri	M	36	Slight
R2: A 27	1645hrs	Daylight:street lights present									
E 495,682	Dry										
N 107,207	Unknown										
	70 mph										

RTC OCCURRED AT LOCATION - DETAILS TO BE UPDATED. REPORT ENTERED FROM STORM LOG.

470870699	Wednesday	ARUNDEL ROAD (A27) AT JUNCTION WITH ARUNDEL ROAD (A27)	Veh 1	Car	Starting	W	to S				
R1: A 27	21/08/2019		Veh 2	M/C < 125 cc	Going ahead	S	to N	Dri	M	58	Slight
R2: A 27	0723hrs	Daylight:street lights present									
E 495,058	Dry										
N 107,124	Fine without high winds										
	70 mph										

Causation Factor:		Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
3rd:	Careless/Reckless/In a hurry	Vehicle 1	
V2 HAS ENTERED ONTO THE FONTWELL ROUNDABOUT FROM FONTWELL AVENUE AND WAS INTENDING TO HEAD TOWARDS PULBOROUGH. V1 HAD TRAVELLED EASTBOUND FROM CHICHESTER AND WAS INTENDING TO TURN RIGHT (3RD EXIT ONTO FONTWELL AVENUE) AND HAS PULLED OUT INTO THE PATH OF V2, COLLIDING WITH V2 AND KNOCKING THE RIDER OFF. V2 HAS STAYED IN GEAR AND BEGUN TO ROTATE ON THE GROUND WITHOUT THE RIDER AND THE REAR WHEEL HAS SCRAPPED DOWN THE NEAR SIDE OF V1 CAUSING THE TYRE MARK'S AND ASSOCIATED DAMAGE.			

Details of Personal Injury Accidents for Period - 01/05/2019 to 30/04/2024 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons - susse 2024 all requests ("Fontwell (DHA)")

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:										

470876721	Wednesday	N/A A27 (A27)	Veh 1	Car	Going ahead	E to W	Dri	M	45	Slight
	11/09/2019		Veh 2	Car	Wait go ahead held	E to W	Dri	M	41	Slight
R1: A 27	1646hrs		Veh 3	Goods < 3.5t	Wait go ahead held	E to W	Dri	M	42	Slight
	Daylight:street lights present									
E 495,406	Dry									
N 107,220	Fine without high winds									
	70 mph									

Causation Factor:		Participant:	Confidence:
1st:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
VEHICLE 3 TRAVELLING WEST BOUND IN LANE 2 OF DUAL CARRIAGEWAY SLOWS AND STOPS FOR QUEUING TRAFFIC AHEAD. VEHICLE TRAVELLING BEHIND IN SAME DIRECTION STOPS. VEHICLE 1 FAILS TO SEE STATIONARY TRAFFIC AND COLLIDES INTO THE REAR OF V2 WHICH IS PUSHED I N VEHICLE 3 CAUSING DAMAGE AND MINOR INJURIES			

470885552	Monday	ARUNDEL ROAD (A27) AT	Veh 1	Car	Change lane to left	W to E	Dri	F	24	Slight
	07/10/2019	JUNCTION WITH ARUNDEL ROAD (A27)	Veh 2	Car	Turning right	S to NE				
R1: A 27	1443hrs									
R2: A 27	Daylight:street lights present									
E 495,041	Dry									
N 107,119	Fine without high winds									
	70 mph									

Causation Factor:		Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Disobeyed Give Way or Stop sign or markings	Vehicle 1	Very Likely
V2 HAS BEEN TRAVELLING ON THE ROUNDABOUT AND INTENDED TO CONTINUE ALONG THE A29 TOWARDS THE TOP ROUNDABOUT AT FONTWELL. AS V2 GOT LEVEL WITH THE APPROACHING EASTBOUND TRAFFIC, V1 HAS FAILED TO THE GIVE WAY, V1 WHO HAD CLEARLY FAILED TO NOTICE V2 ON T HE ROUNDABOUT DROVE INTO THE NEARSIDE OF V2 CAUSING DAMAGE.			

Details of Personal Injury Accidents for Period - 01/05/2019 to 30/04/2024 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons - susse 2024 all requests ("Fontwell (DHA)")

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:										

470886634

Thursday

ARUNDEL ROAD (A27) - 49 METRES FROM JUNCTION WITH ARUNDEL ROAD (A27)

Veh 1

Car

Going ahead LH bend

S

to W

Dri

M

22

Slight

10/10/2019

1555hrs

Daylight:street lights present

E 495,633

Dry

N 107,251

Fine without high winds

70 mph

Causation Factor:		Participant:	Confidence:
1st:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
2nd:	Loss of control	Vehicle 1	Very Likely
3rd:	Poor turn or manoeuvre	Vehicle 1	
V1 TRAVELLING WEST ON NATIONAL SPEED LIMIT STRETCH OF DUAL CARRIAGEWAY APPROACHED ROUNDABOUT IN LANE 2. A' V1 WENT AROUND LEFT HAND BEND EXITING ROUNDABOUT BELIEVED AT SPEED DRIVER FAILED TO NEGOTIATE BEND AND LEFT CARRIAGEWAY TO OFFSIDE STRIKING ARM CO BARRIER CAUSING DAMAGE TO BARRIER AND VEHICLE. V1 THEN SKIDDED ACROSS CARRIAGEWAY COMING TO A HALT WITH REAR OF VEHICLE FACING WEST OF THE CARRIAGEWAY TO THE NEARSIDE. VEHICLE SUSTAINED SIGNIFICANT DAMAGE AND DRIVER SUSTAINED MINOR INJURY.			

470890609

Monday

ARUNDEL ROAD (A27) - 66 METRES FROM JUNCTION WITH ARUNDEL ROAD (A27)

Veh 1

Goods < 3.5t

Change lane to right

W

to E

Dri

M

37

Serious

21/10/2019

1424hrs

Daylight:street lights present

R1: A 27

Dry

N 107,120

Fine without high winds

70 mph

Veh 2

Goods < 3.5t

Stopping

W

to E

Veh 3

Car

Wait go ahead held

W

to E

Dri

F

50

Slight

Veh 4

Car

Going ahead

W

to E

Causation Factor:		Participant:	Confidence:
1st:	Illness or disability, mental or physical	Vehicle 1	Very Likely
ALL VEHS TRAVELLING EAST APPROACHING AND SLOWING FOR THE RA. V1 HAS DRIFTED FROM L1 INTO L2, NOT BRAKED AND COLLIDED WITH REAR OF V2 PUSHING V2 INTO REAR OF V3 AND V3 INTO REAR OF V4			

Details of Personal Injury Accidents for Period - 01/05/2019 to 30/04/2024 (60) months

Selection:Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons - susse 2024 all requests ("Fontwell (DHA)")

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:										

19904719

23/11/2019

ARUNDEL ROAD (A27) AT JUNCTION WITH ARUNDEL ROAD (A27)

Veh 1

Goods < 3.5t

Turning left

SE to W

Dri

M

37

Serious

R1: A 27

0518hrs

R2: A 27

Darkness: street lights present a

E 495,686

Wet/Damp

N 107,216

Fine without high winds

70 mph

Causation Factor:

Participant:

Confidence:

1st:

Aggressive driving

Vehicle 1

Very Likely

2nd:

Exceeding speed limit

Vehicle 1

Very Likely

V1 BEING DRIVEN WEST ALONG THE A27 TOWARDS FONTWELL HAS FAILED TO NEGOTIATE THE ROUNDABOUT JUNCTION WITH THE A29. THE VEHICLE TRACKER PUTS THE SPEED OF V1 AT 78MPH AT THE TIME THE VEHICLE ENTERED ONTO THE ROUNDABOUT. V1 HAS TRAVELLED STRAIGHT AHEAD AND LEFT THE CARRIAGEWAY INTO ROADSIDE VEGETATION. DRIVER HAS CONTACTED THE COMPANY WHO OWN V1 AND THEY IN TURN HAVE REPORTED THE COLLISION TO POLICE.

19910122

16/12/2019

ARUNDEL ROAD (A27) NEAR JUNCTION WITH ARUNDEL ROAD (A27)

Veh 1

Car

Turning left

W to NE

R1: A 27

0649hrs

Veh 2

M/C > 500 cc

Going ahead

SW to NE

Dri

M

53

Serious

R2: A 27

Darkness: no street lighting

E 495,049

Wet/Damp

N 107,121

Raining without high winds

70 mph

Causation Factor:

Participant:

Confidence:

1st:

Rain, sleet, snow, or fog

Vehicle 1

Very Likely

2nd:

Failed to look properly

Vehicle 1

Possible

ON ROUNDABOUT - VEHICLE 2 COLLIDED INTO DRIVER'S SIDE OF VEHICLE 1 AS VEHICLE 1 PULLED OUT OFF ROUNDABOUT HEADING EAST ON A27 TOWARDS WORTHING.

20942674

24/03/2020

ARUNDEL ROAD (A27) - 100 METRES FROM JUNCTION WITH ARUNDEL ROAD (A27)

Veh 1

Goods < 3.5t

Going ahead

W to E

R1: A 27

1230hrs

Veh 2

Car

Stopping

W to E

Dri

F

20

Slight

Daylight:street lights present

E 495,586

Dry

N 107,255

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

V1 AND V2 TRAVELLING EAST ON NATIONAL SPEED LIMIT STRETCH OF DUAL CARRIAGEWAY IN LANE 2. V2 WAS A FEW HUNDRED METRES FROM THE ROUNDABOUT WHEN THEY HAVE STARTED SLOWING. V1 HAS FAILED TO REACT TO THE SLOWING. V1 HAS STRUCK THE REAR OF V2 CAUSING DAMAGE TO BOTH VEHICLES AND MINOR INJURY TO DRIVER OF V2

Details of Personal Injury Accidents for Period - 01/05/2019 to 30/04/2024 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons - susse 2024 all requests ("Fontwell (DHA)")

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:										

201008100

Thursday

ARUNDEL ROAD (A27) NEAR JUNCTION WITH ARUNDEL ROAD (A27)

Veh 1 Car

Going ahead LH bend

W to NE RSP

F 20 Serious

17/12/2020

1800hrs

Veh 2 Car

Starting

W to NE

R1: A 27

R2: A 27

Darkness: street lights present a

E 495,034

Wet/Damp

N 107,115

Fine without high winds

70 mph

Causation Factor:Participant:Confidence:

1st: Careless/Reckless/In a hurryVehicle 1Very Likely

V2 STOPPED AT ROUNDABOUT STATIONARY WAITING TO PULL AWAY. V1 TRAVELLING TO FAST TO STOP AND HITS V2 TO THE REAR

211064374

Thursday

ARUNDEL ROAD (A27) NEAR JUNCTION WITH ARUNDEL ROAD

Veh 1 Minibus

Change lane to right

N to W

08/07/2021

1655hrs

Veh 2 Car

Change lane to left

W to S Dri

M 32 Slight

R1: A 27

R2: U

Daylight:street lights present

E 495,073

Dry

N 107,106

Fine without high winds

70 mph

Causation Factor:Participant:Confidence:

1st: Failed to look properlyVehicle 1Very Likely

2nd: Failed to judge other persons path or speedVehicle 1Very Likely

3rd: Failed to judge other persons path or speedVehicle 2Possible

4th: Emergency vehicle on callVehicle 3Possible

V1 PULLED OVER TO ALLOW A POLICE VEHICLE (V3) ON AN EMERGENCY CALL TO PASS. AFTER V3 PASSED, V1 MOVED FROM LANE 1 TO 2 WHILST V2 WAS MOVING FROM LANE 2 TO 1 TO TAKE EXIT ONTO A29. FRONT OFFSIDE OF V1 COLLIDED WITH REAR NEARSIDE OF V2, CAUSING V2 TO S PIN. REAR NEARSIDE WHEEL OF V2 HIT A KERBSTONE AND BURST ON IMPACT. V3 DID NOT MAKE CONTACT WITH ANY OTHER VEHICLE AND WAS UNAWARE OF COLLISION.

211077807

Wednesday

ARUNDEL ROAD (A27) NEAR JUNCTION WITH ARUNDEL ROAD (A27)

Veh 1 M/C > 500 cc

Change lane to left

SW to NE Dri

M 54 Serious

11/08/2021

1215hrs

Veh 2 Car

Change lane to left

SW to NE

R1: A 27

R2: A 27

Daylight:street lights present

E 495,055

Dry

N 107,131

Fine without high winds

70 mph

V1 HEADING EAST ON A27 AS HE EXITED THE ROUNDABOUT AT FONTWELL V3 STOPPED SHARPLY FOLLOWING EXITING SAME ROUNDABOUT CAUSING V2 TO BRAKE SUDDENLY AND V1 HIT V2 CAUSING INJURY TO RIDER.

Details of Personal Injury Accidents for Period - 01/05/2019 to 30/04/2024 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons - susse 2024 all requests ("Fontwell (DHA)")

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:										

211112295	Thursday	ARUNDEL ROAD (A27) NEAR JUNCTION WITH ARUNDEL ROAD (A27)	Veh 1	Car	Turning left	NE to S				
	18/11/2021		Veh 2	Car	Turning left	NE to S	Dri	M	48	Slight
R1: A 27	1730hrs									
R2: A 27	Darkness: no street lighting									
E 495,712	Dry									
N 107,215	Unknown									
	40 mph									

Causation Factor:	Participant:	Confidence:
1st: Failed to look properly	Vehicle 1	Very Likely
VEHICLE 2 APPROACHING THE ROUNDABOUT FROM THE A29 TO A27 . VEH 1 CAME ROUND AT THE SAME TIME ONTO THE A27 AND HIT VEH 2 WITH THE REAR OF PASSSENGER SIDE BUMPER OF VEH2 FRONT DRIVERSIDE BUMPER AND WHEEL ARCH. VEH 1 CONTINUED ON AND VEH 2 TRIED TO GET THE ATTENTION OF THE DRIVER BY FLASHING HEADLIGHT AND SOUNDING HORN. THIS WAS A CONSIDERABLE DISTANCE BEFORE BOTH CAME TO A STOP. DETAILS WERE EXCHNAGED AT THE SCENE. BOTH VEHICLE HASVE DAMAGE AND VEH 2 DRIVER HAS INJURY RESULTING FORM THE COLLISION		

221129837	Saturday	ARUNDEL ROAD (A27) - 103 METRES FROM JUNCTION WITH ARUNDEL ROAD (A27)	Veh 1	Car	Going ahead	NWto SE	Dri	M	34	Slight
R1: A 27	08/01/2022									
	1310hrs									
	Daylight:street lights present									
E 495,747	Wet/Damp									
N 107,124	Raining without high winds									
	70 mph									

Causation Factor:	Participant:	Confidence:
1st: Travelling too fast for conditions	Vehicle 1	Very Likely
2nd: Slippery road (due to weather)	Vehicle 1	Very Likely
VEHICLE ONE TRAVELLING EASTBOUND. VEHICLE TRAVELLING AND HIT STANDING WATER LOSING CONTROL AND CRASHING THROUGH A FENCE AT THE SIDE OF THE ROAD.		

221147217	Thursday	ARUNDEL ROAD (A27) NEAR JUNCTION WITH ARUNDEL ROAD (A27)	Veh 1	Car	Going ahead LH bend	S to W	Dri	M	62	Slight
	24/02/2022		Veh 1	Car	Going ahead LH bend	S to W	FSP	M	27	Slight
R1: A 27	1432hrs									
R2: A 27	Daylight:street lights present									
E 495,668	Dry									
N 107,234	Fine without high winds									
	70 mph									

Causation Factor:	Participant:	Confidence:
1st: Loss of control	Vehicle 1	Very Likely
2nd: Inexperience with type of vehicle	Vehicle 1	Very Likely
V1 TRAVELLING FROM EAST TO WEST ON A27, LOST CONTROL ON ROUNDABOUT, LEFT CARRIAGEWAY TO OFFSIDE AND COLLIDED WITH CENTRAL RESERVATION CRASH BARRIER		

Details of Personal Injury Accidents for Period - 01/05/2019 to 30/04/2024 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons - susse 2024 all requests ("Fontwell (DHA)")

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:										

221155138FridayARUNDEL ROAD (A27) AT JUNCTION WITH FONTWELL AVENUE (A29)18/03/20221130hrsDaylight:street lights presentDryFine without high winds60 mph

Veh 1Goods > 7.5tTurning rightS to NE

Veh 2CarWait to turn leftS to W FSP F 29 Slight

Causation Factor:Participant:Confidence:

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

VEHICLE 1 WAS STATIONARY AT FONTWELL ROUNDABOUT IN THE OFFSIDE LANE. VEHICLE 2 HAS APPROACHED IN THE NEARSIDE LANE TO TAKE THE FIRST EXIT. BOTH VEHICLES HAVE PULLED AWAY, VEHICLE 1 TAKING THE SECOND EXIT AND THE REAR OF VEHICLE 1 HAS COLLIDED WITH THE REAR DRIVER SIDE OF VEHICLE 2.

221189298SaturdayARUNDEL ROAD (A27) - 42 METRES FROM JUNCTION WITH ARUNDEL ROAD (A27), WALBERTON, WEST18/06/20222100hrsDarkness: street lights present a Wet/DampRaining without high winds70 mph

Veh 1CarTurning leftS to W Dri M 20 Slight

Causation Factor:Participant:Confidence:

1st:Poor turn or manoeuvreVehicle 1Very Likely

2nd:Deposit on road (eg oil, mud, chippings)Vehicle 1Possible

3rd:Exceeding speed limitVehicle 1

APPARENTLY ON THE DATE IN QUESTION, THE DRIVER OF VEH 1 WAS TRAVELLING TO SAINSBURYS THE DRIVER STATED THAT HE TOOK THE FIRST EXIT OFF OF FONTWELL AVENUE ONTO THE A27. AS HE TURNED HE FELT THE CAR SKID. SO HE STEERED INTO IT HOWEVER, ON DOING SO HE STEERED INTO THE CENTER RESERVATION. AFTER COLLIDING WITH THE RESERVATION HE HAS TRAVELLED ALONG THE BARRIER AND GRASS VERGE. HE CAME TO A STANDSTILL IN LANE 2 OF THE ROAD. ONE OF THE STRUCTURES KEEPIN THE BARRIER UP HAS BEEN DAMAGED BUT THE BARRIER IS STILL IN TACT. THERE WERE NO OTHER VEHICLES INVOLVED AND INJURIES WERE MINOR. MEDICAL ATTENTION WAS REFUSED. THE ROAD WAS DAMP AFTER HAVING BEEN A HEATWAVE WITH ALL THE OIL/GREASE ON THE SURACE. THE LOCATION IS A DUAL CARRIAGE WAY WITH A SPEED LIMIT OF 70MPH.

Details of Personal Injury Accidents for Period - 01/05/2019 to 30/04/2024 (60) months

Selection:
Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons - susse 2024 all requests ("Fontwell (DHA)")

Notes:

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

221193255
R1: A 27
E 495,464
N 107,236

Wednesday
29/06/2022
0705hrs
Daylight:street lights present
Wet/Damp
Raining without high winds
60 mph

ARUNDEL ROAD (A27) - 121 METRES FROM JUNCTION WITH DUKES ROAD, WALBERTON, WEST

Veh 1 Car Stopping
Veh 2 Goods < 3.5t Going ahead

W to E Dri
W to E

M 41 Serious

Causation Factor:

Participant:

Confidence:

1st: Loss of control
2nd: Swerved
3rd: Deposit on road (eg oil, mud, chippings)

Vehicle 2
Vehicle 2
Vehicle 2

Possible
Possible

V1 DETAILED HE WAS DRIVING ON THE EASTBOUND CARRIAGEWAY OF THE A27 . V1 SAW HE WAS COMING TO A ROUNDABOUT AND BEGAN TO SLOW DOWN. V1 DETAILED THAT AT THIS TIME HE WAS DRIVING AT ABOUT 40MPH. V1 THEN NOTICED HIS TYRES WERE NOT STICKING TO THE ROAD AND THE CAR WAS NOT SLOWING DOWN. V1 THEN SAW TRAFFIC UP AHEAD, AND IN A BID TO AVOID A COLLISION, PANICKED, AND THEN STARTED TO STEER THE VEHICLE TO THE RIGHT, AND CONSEQUENTLY HIT THE CENTRAL RESERVATION BARRIER AND ALSO THE VAN I FRONT WHICH WAS DESCRIBE D AS A BUILDERS VAN. THE OTHER VEHICLE INVOLVED FLED THE SCENE BUT WAS LOCATED SHORTY AFTER BY OTHER OFFICERS.

221201868
R1: A 27
R2: A 29
E 495,048
N 107,088

Saturday
23/07/2022
1218hrs
Daylight:street lights present
Dry
Fine without high winds
70 mph

ARUNDEL ROAD (A27) AT JUNCTION WITH FONTWELL AVENUE (A29), ARUN, WEST SUSSEX

Veh 1 Car Change lane to left
Veh 2 Car Going ahead

E to N FSP
NE to W Dri

M 44 Slight
M 30 Slight

Causation Factor:

Participant:

Confidence:

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

Vehicle 1
Vehicle 1
Vehicle 2

Possible
Possible

V1 WAS TRAVELLING EASTBOUND DOWN THE A27 FROM TANGMERE/CHICHESTER WITH THEIR INTENTION BEING TO TRAVEL TO ONWARD TO BRIGHTON DOWN THE A27 CONTINUING EASTBOUND. AS THE APPROACHED AND ENTERED THE ROUNDABOUT ON A27 FONTWELL THEY HAVE MISSED THE FIRST EXIT TO CONTINUE ON THE A27 AND HAVE HAD TO CONTINUE AROUND THE ROUNDABOUT IN ORDER TO REACH THEIR EXIT. V1 WAS IN THE OUTSIDE LANE IN ORDER TO CONTINUE BACK ROUND THE ROUNDABOUT. THIS ACTION HAS CAUSED V1 TO CROSS OVER THE EXIT OF WESTBOUND TRAFFIC TRAVELLING ALONG AND MOVING AROUND THE A27 FONTWELL ROUNDABOUT. V2 HAS BEEN TRAVELLING WESTBOUND DOWN THE A27 FROM ARUNDEL TOWARDS TANGMERE/CHICHESTER. AS THE VEHICLE HAS TRAVELED INTO AND ENTERED THE ROUND ABOUT THEY HAVE BEEN IN LANE 2 ON THE INSIDE OF THE ROUNDABOUT AND HAVE BEGUN TO EXIT THE ROUNDABOUT INTO LANE 2 OF THE A27 WESTBOUND. AS V1 HAS BEEN CONTINUING AND WAS ALREADY ON THE ROUNDABOUT ALBEIT APPEARING TO BE IN THE WRONG LANE TO CONTINUE THEIR JOURNEY AROUND THE ROUNDABOUT WAS U

Details of Personal Injury Accidents for Period - 01/05/2019 to 30/04/2024 (60) months

Selection:
Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons - susse 2024 all requests ("Fontwell (DHA)")

Notes:

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

221236161
R1: A 27
R2: U
E 495,077
N 107,089

Sunday
30/10/2022 1600hrs
Daylight:street lights present
Dry
Fine without high winds
70 mph

ARUNDEL ROAD (A27) NEAR JUNCTION WITH ARUNDEL ROAD, ARUN, WEST SUSSEX

Veh 1 M/C > 500 cc Stopping

E to W Dri M 57 Serious

Causation Factor:

1st: Loss of control

V1 HIT GRAVEL UNDER BRAKING AND RIDER CAME OFF BIKE AFTER FRONT WHEEL WENT FROM UNDER THE BIKE.

Participant:

Vehicle 1

Confidence:

Very Likely

221239989
R1: A 27
R2: A 27
E 495,046
N 107,119

Tuesday
08/11/2022 0620hrs
Daylight:street lights present
Wet/Damp
Raining without high winds
40 mph

ARUNDEL ROAD (A27) AT JUNCTION WITH ARUNDEL ROAD (A27), WALBERTON, WEST SUSSEX

Veh 1 Car Turning left
Veh 2 Car Going ahead

W to NE
S to NE Dri M 52 Slight

Causation Factor:

1st: Failed to look properly

V2 TRAVELLING NORTH TOWARDS JUNCTION ROUNDABOUT. V1 TRAVELLING EAST TOWARDS JUNCTION ROUNDABOUT IN LANE 2 OF 2. V2 ENTERS JUNCTION WITH INTENTION OF CONTINUING NORTH WITH NO DEVIATION. V1 FAILS TO STOP AND GIVE WAY AND IMPACTS WITH THE FRON T NEARSIDE OF V2.

Participant:

Vehicle 1

Confidence:

Very Likely

231258800
R1: A 27
E 495,307
N 107,218

Monday
02/01/2023 1120hrs
Daylight:street lights present
Wet/Damp
Fine without high winds
70 mph

ARUNDEL ROAD (A27) - 26 METRES FROM JUNCTION WITH DUKES ROAD, WALBERTON, WEST SUSSEX

Veh 1 Car Change lane to right
Veh 2 Car Going ahead

W to S RSP M 75 Slight
W to E

Causation Factor:

1st: Following too close
2nd: Defective steering or suspension

VEHICLE 2 SLOWING TO ROAD CONDITIONS IN FRONT AS OTHER VEHICLES WERE BRAKING TO TURN LEFT INTO DUKES ROAD. VEHICLE 1 HAS THEN CRASHED INTO VEHICLE 2 OFFSIDE REAR CAUSING, VEHICLE 1 HAS SPIN IN THE ROAD.

Participant:

Vehicle 1
Vehicle 1

Confidence:

Possible
Possible

Details of Personal Injury Accidents for Period - 01/05/2019 to 30/04/2024 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons - susse 2024 all requests ("Fontwell (DHA)")

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:										

231297928	Monday	ARUNDEL ROAD (A27) - 54 METRES	Veh 1	Car	Going ahead	W	to	E		
	17/04/2023	FROM JUNCTION WITH DUKES	Veh 2	Car	Wait go ahead held	W	to	E	FSP	F 22 Slight
R1: A 27	1700hrs	ROAD, WALBERTON, WEST SUSSEX	Veh 2	Car	Wait go ahead held	W	to	E	Dri	M 23 Slight
		Daylight:street lights present								
E 495,398	Dry									
N 107,226	Fine without high winds									
	70 mph									

Causation Factor:	Participant:	Confidence:
1st: Careless/Reckless/In a hurry	Vehicle 1	Very Likely
V1 AND V2 TRAVELLING IN A WESTERLY DIRECTION ON A27 ARUNDEL ROAD, FONTWELL WHEN V2 HAD TO SLOW DOWN/STOP AT ROUNDABOUT AND V1 HAS COLLIDED WITH REAR OF V2 AT SPEED. DETAILS HAVE BEEN EXCHANGED BUT DRIVER AND PASSENGER IN V2 HAVE WHIPLASH/NECK/SHOULDER INJURIES.		

231316076	Wednesday	ARUNDEL ROAD (A27),	Veh 1	Goods < 3.5t	Going ahead	SE	to	NW	Dri	M 41 Slight
	07/06/2023	WALBERTON, WEST SUSSEX								
R1: A 27	1944hrs									
		Daylight:street lights present								
E 495,684	Dry									
N 107,188	Fine without high winds									
	60 mph									

Causation Factor:	Participant:	Confidence:
1st: Defective steering or suspension	Vehicle 1	Possible
2nd: Defective brakes	Vehicle 1	Possible
V1 TRAVELLING WESTBOUND HAS SKIDDED OFF THE ROAD AND SKIDDED OFF INTO LAMPOST		

Details of Personal Injury Accidents for Period - 01/05/2019 to 30/04/2024 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons - susse 2024 all requests ("Fontwell (DHA)")

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:										

231317395

11/06/2023

ARUNDEL ROAD (A27) - 103 METRES FROM JUNCTION WITH FONTWELL EAST ROUNDABOUT,

1620hrs

Daylight:street lights present

Wet/Damp

Raining without high winds

60 mph

Veh 1

Car

Change lane to right

W to E

Veh 2

M/C > 500 cc

Going ahead

W to E

Dri

M

28

Slight

Causation Factor:		Participant:	Confidence:
1st:	Loss of control	Vehicle 1	Possible
2nd:	Failed to judge other persons path or speed	Vehicle 1	Possible
V2 WAS IN THE RIGHT HAND LANE ON THE A27 TRAVELLING EAST TOWARDS THE FONTWELL EAST ROUNDABOUT. HE WAS TRAVELLING AROUND DOING 30 TO 40 MPH APPROACHING THE ROUNDABOUT. V1 WAS TRAVELLING IN THE SAME DIRECTION IN THE NEARSIDE LANE. V1 INDICATES TO COME ACROSS INTO THE OFF SIDE LANE. I BELIEVE V2 IS IN HER BLIND SPOT AT THIS POINT. AS V1 PULLS ACROSS THE WHITE LINE, V2 BREAKS. THE ROAD WAS WET FROM THE RAIN. THE WHEELS OF V2 HAVE POSSIBLY LOCKED AND THE BIKE HAS GONE OVER. THE RIDER OF V2 HAS THEN T AVELLED ALONG THE ROAD TUMBLING AS HE WENT. V2 HAS CONTINUED INTO THE CENTRAL RESERVATION AND THEN ACROSS TO THE NEARSIDE WHERE IT HAS COME TO REST. THE RIDER OF V2 WAS COMPLAINING OF PAIN TO HIS LEFT SIDE RIBS. HE WAS WEARING GOOD PROTECTIVE CLOTHING THAT SAVED HIM FROM SERIOUS INJURY.			

231318508

14/06/2023

ARUNDEL ROAD (A27) - 62 METRES FROM JUNCTION WITH ARUNDEL ROAD (A27), WALBERTON, WEST

0932hrs

Daylight:street lights present

Dry

Fine without high winds

70 mph

Veh 1

M/C > 500 cc

Going ahead

E to W

Veh 2

Car

Change lane to right

E to W

Dri

M

54

Slight

Causation Factor:		Participant:	Confidence:
1st:	Failed to signal/Misleading signal	Vehicle 1	Possible
2nd:	Failed to signal/Misleading signal	Vehicle 2	Possible
BOTH VEHICLES ARE TRAVELLING EASTBOUND APPROACHING THE FONTWELL ROUNDABOUT. BOTH HAVE EXITED IN LANE TWO LEFT CONTINUING EAST. VW HAS INDICATED LEFT TO MOVE INTO LANE ONE AND HAS COME INTO CONTACT WITH KAWASAKI WHO IS IN LANE ONE.			

Details of Personal Injury Accidents for Period - 01/05/2019 to 30/04/2024 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons - susse 2024 all requests ("Fontwell (DHA)")

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:										

231337321 R1: A 27 E 495,585 N 107,253	Tuesday	ARUNDEL ROAD (A27) - 101 METRES FROM JUNCTION WITH ARUNDEL ROAD (A27),	Veh 1	Car	Going ahead	W to E	Dri	M	22	Slight
	01/08/2023		Veh 2	Car	Stopping	W to E	FSP	F	49	Slight
	0900hrs		Veh 2	Car	Stopping	W to E	RSP	F	6	Slight
		Darkness: street lights present b	Veh 2	Car	Stopping	W to E	Dri	M	53	Slight
		Wet/Damp								
		Fine without high winds								
		70 mph								

Causation Factor:		Participant:	Confidence:
1st:	Distraction in vehicle	Vehicle 1	Possible
2nd:	Failed to look properly	Vehicle 1	Possible
VEHICLE ONE TRAVELLING ALONG DUAL CARRIAGEWAY. FAILED TO SEE V2 SLOWING AND COLLIDED WITH REAR OF VEHICLE			

231364448 R1: U R2: U E 495,317 N 107,010	Wednesday	ARUNDEL ROAD NEAR JUNCTION WITH THE CHASE, FONTWELL, ARUNDEL, WEST SUSSEX	Veh 1	Car	Going ahead	W to E	Dri	M	91	Slight
	18/10/2023		Veh 2	Car	Parked	0 to 0				
	1900hrs		Veh 3	Car	Parked	0 to 0				
		Darkness: street lights present a								
		Wet/Damp								
		Raining with high winds								
		30 mph								

Causation Factor:		Participant:	Confidence:
1st:	Loss of control	Vehicle 1	Very Likely
2nd:	Slippery road (due to weather)	Vehicle 1	Very Likely
V1 WAS DRIVING EASTBOUND ON ARUNDEL ROAD IN WALBERTON, HAS COLLIDED WITH V2, WHICH WAS PARKED AT THE SIDE OF THE CARRIAGEWAY. THE NEARSIDE HEADLIGHT OF V1 HAS HIT THE OFFSIDE WHEEL ARCH OF V2, CAUSING V2 TO HIT V3, WHICH WAS ALSO PARKED, IN THE REAR BUMPER, CAUSING MINOR DAMAGE.			

241398255 R1: A 27 R2: U E 495,332 N 107,208	Wednesday	ARUNDEL ROAD (A27) NEAR JUNCTION WITH DUKES ROAD, WALBERTON, WEST SUSSEX	Veh 1	Goods < 3.5t	Going ahead	E to W	Dri	M	21	Serious
	10/01/2024		Veh 2	Goods < 3.5t	Going ahead	E to W				
	0735hrs									
		Daylight:street lights present								
		Frost/Ice								
		Fine without high winds								
		70 mph								

Causation Factor:		Participant:	Confidence:
1st:	Distraction in vehicle	Vehicle 1	Possible
2nd:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
3rd:	Failed to look properly	Vehicle 1	
V2 WAS SLOWING JOINING THE BACK OF THE TRAFFIC QUEUING FOR FONTWELL ROUNDABOUT. V1 HAS COLLIDED WITH THE REAR OF V2. V1 AIRBAGS HAVE DEPLOYED CAUSING A DEEP CUT ON V1 DRIVERS RIGHT HAND/FINGER.			

Details of Personal Injury Accidents for Period - 01/05/2019 to 30/04/2024 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons - susse 2024 all requests ("Fontwell
(DHA)")

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

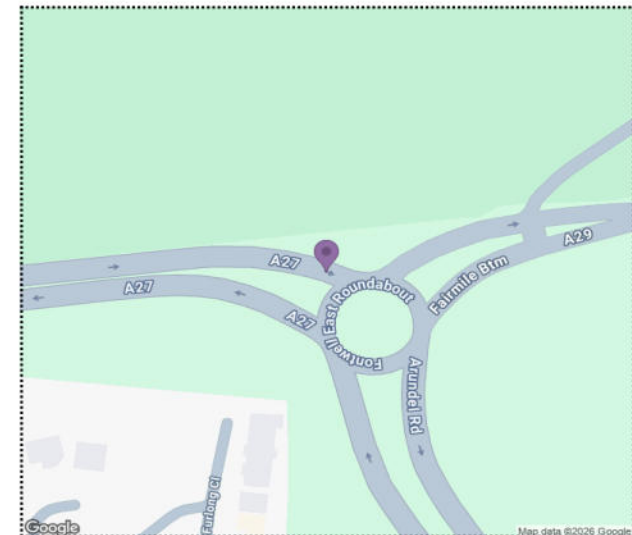
241401474	Monday	ARUNDEL ROAD (A27) AT JUNCTION	Veh 1	Car	Starting	S	to	N	Dri	M	58	Slight
	22/01/2024	WITH FONTWELL AVENUE (A29),	Veh 2	Car	Going ahead	E	to	W	Dri	M	47	Slight
R1: A 27	1050hrs	WALBERTON, WEST SUSSEX										
R2: A 29	Daylight:	street lights present										
E 495,045	Dry											
N 107,090	Fine without high winds											
	70 mph											

Causation Factor:		Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
V1 TRAVELLING FROM SOUTH TO NORTH ON A29. V2 NEGOTIONATING ROUNDABOUT. V1 PULLED OUT IN FRONT OF V2. FRONT OF V1 COLLIDED WITH NEARSIDE OF V2.			



Validated Data

Crash Date:	Saturday, June 15, 2024	Time of Crash:	18:00:00	Crash Reference:	2024471456209
Highest Injury Severity:	Slight	Road Number:	A27	Casualties:	1
Highway Authority:	West Sussex			Vehicles:	2
Local Authority:	Arun			OS Grid Reference:	495676 107252
Weather Description:	Other				
Road Surface Description:	Dry				
Speed Limit:	70				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Unknown				
Junction Pedestrian Crossing:	Unknown				
Road Type:	Dual carriageway				
Junction Control:	Give way or uncontrolled				



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Validated Data

Crash Date:

Saturday, June 15, 2024

Time of Crash:

18:00:00

Crash Reference: 2024471456209

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	15	Male	26 - 35	Vehicle is changing lane to the left	Back	Missing	None	Tree
2	Car (excluding private hire cars 2005 onwards)	8	Male	56 - 65	Vehicle is moving off	Front	Missing	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	56 - 65	Unknown or other	Unknown or other

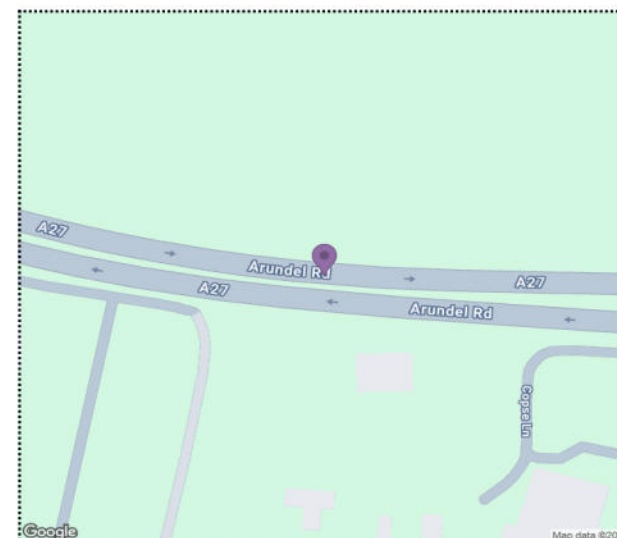
For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date:	Sunday, June 23, 2024	Time of Crash:	01:05:00	Crash Reference:	2024471458944
Highest Injury Severity:	Slight	Road Number:	A27	Casualties:	1
Highway Authority:	West Sussex			Vehicles:	1
Local Authority:	Arun			OS Grid Reference:	496161 106920
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	60				
Light Conditions:	Darkness: no street lighting				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	Unknown				
Road Type:	Dual carriageway				
Junction Control:	Unknown				



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Validated Data

Crash Date:

Sunday, June 23, 2024

Time of Crash:

01:05:00

Crash Reference: 2024471458944

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	14	Male	16 - 20	Unknown	Nearside	Unknown	None	Tree

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Vehicle or pillion passenger	Male	16 - 20	Unknown or other	Unknown or other

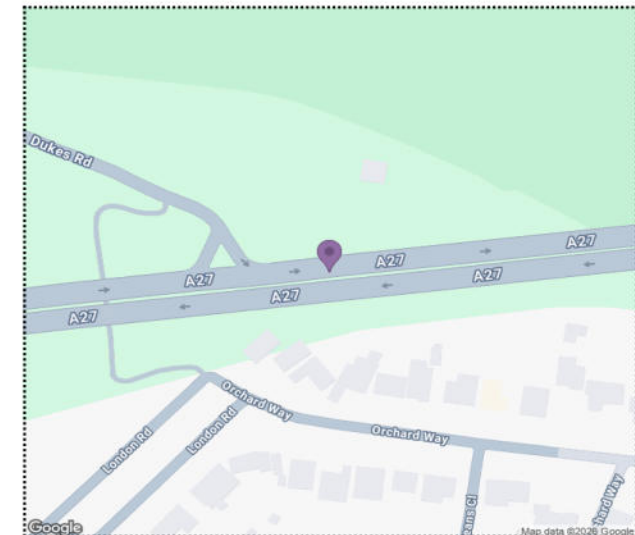
For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data

Crash Date:	Tuesday, September 24, 2024	Time of Crash:	07:00:00	Crash Reference:	2024471495286
Highest Injury Severity:	Slight	Road Number:	A27	Casualties:	1
Highway Authority:	West Sussex			Vehicles:	2
Local Authority:	Arun			OS Grid Reference:	495381 107224
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	60				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	Unknown				
Road Type:	Dual carriageway				
Junction Control:	Unknown				



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Validated Data

Crash Date:

Tuesday, September 24, 2024

Time of Crash: 07:00:00

Crash Reference: 2024471495286

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	13	Male	21 - 25	Vehicle is changing lane to the left	Back	Commuting to/from work	None	None
2	Car (excluding private hire cars 2005 onwards)	-1	Unknown	Unknown	Unknown	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	21 - 25	Unknown or other	Unknown or other

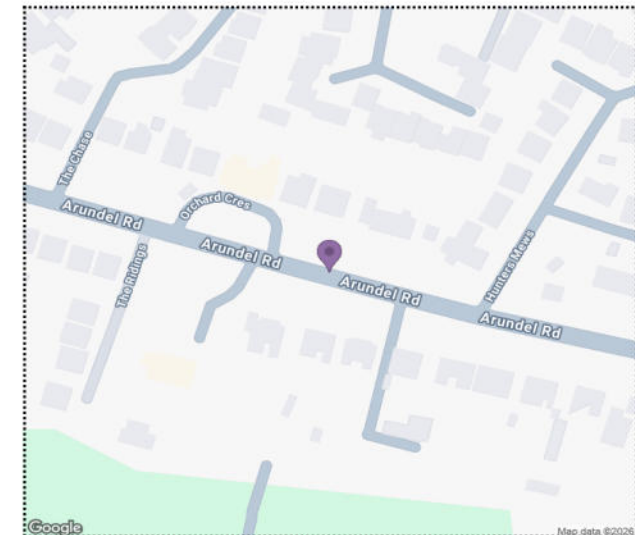
For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data

Crash Date:	Wednesday, August 28, 2024	Time of Crash:	10:45:00	Crash Reference:	2024471495440
Highest Injury Severity:	Slight	Road Number:	U	Casualties:	1
Highway Authority:	West Sussex			Vehicles:	2
Local Authority:	Arun			OS Grid Reference:	495414 106985
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	Unknown				
Road Type:	Single carriageway				
Junction Control:	Unknown				



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Validated Data

Crash Date:

Wednesday, August 28, 2024

Time of Crash: 10:45:00

Crash Reference: 2024471495440

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Car (excluding private hire cars 2005 onwards)	18	Male	46 - 55	Vehicle is reversing	Back	Unknown	None	None
1	Pedal cycle	-1	Male	66 - 75	Unknown	Offside	Missing	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	66 - 75	Unknown or other	Unknown or other

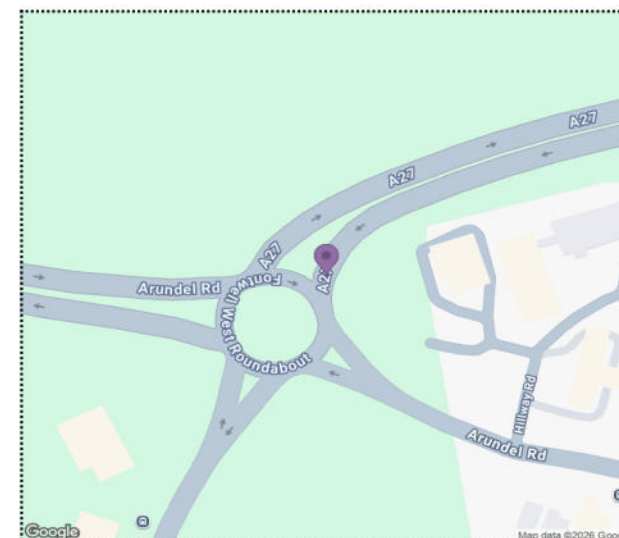
For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data

Crash Date:	Monday, November 11, 2024	Time of Crash:	14:00:00	Crash Reference:	2024471515346
Highest Injury Severity:	Slight	Road Number:	A27	Casualties:	1
Highway Authority:	West Sussex	Vehicles:	2	OS Grid Reference:	495081 107125
Local Authority:	Arun				
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	70				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Unknown				
Junction Pedestrian Crossing:	Unknown				
Road Type:	Dual carriageway				
Junction Control:	Auto traffic signal				
Vehicles Involved					



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Validated Data

Crash Date:

Monday, November 11, 2024

Time of Crash: 14:00:00

Crash Reference: 2024471515346

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Motorcycle Â over 50cc and up to 125cc (1999 onwards)	0	Male	16 - 20	Unknown	Front	Missing	None	None
2	Van or goods vehicle 3.5 tonnes maximum gross weight (mgw) and under	1	Male	26 - 35	Unknown	Back	Missing	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	16 - 20	Unknown or other	Unknown or other

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Validated Data

Crash Date: Saturday, November 30, 2024
Highest Injury Severity: Fatal
Highway Authority: West Sussex
Local Authority: Arun
Weather Description: Fine without high winds
Road Surface Description: Wet or Damp
Speed Limit: 70
Light Conditions: Darkness: street lights present and lit
Carriageway Hazards: None
Junction Detail: Not at or within 20 metres of junction
Junction Pedestrian Crossing: Unknown
Road Type: Dual carriageway
Junction Control: Unknown
Vehicles Involved

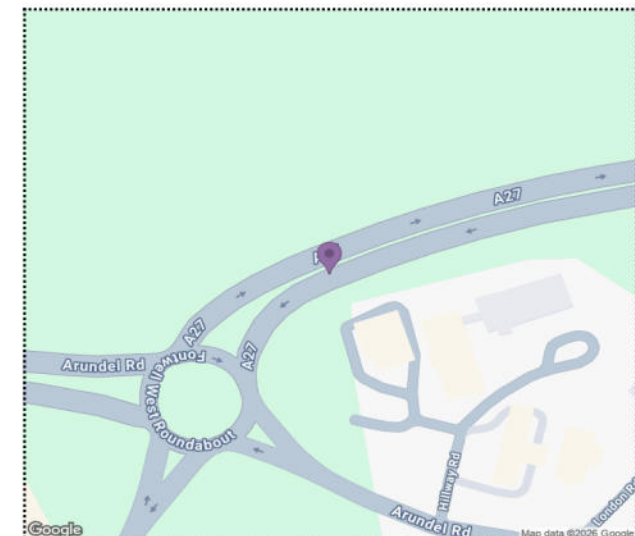
Time of Crash: 00:01:00
Road Number: A27

Crash Reference: 2024471523506

Casualties: 5

Vehicles: 3

OS Grid Reference: 495111 107159



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Validated Data

Crash Date:

Saturday, November 30, 2024

Time of Crash: 00:01:00

Crash Reference: 2024471523506

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
3	Car (excluding private hire cars 2005 onwards)	6	Male	16 - 20	Unknown	Offside	Missing	None	None
2	Taxi/Private hire car (2005 onwards)	6	Male	36 - 45	Unknown	Front	Journey as part of work	None	None
1	Car (excluding private hire cars 2005 onwards)	20	Male	36 - 45	Unknown	Front	Unknown	None	Central crash barrier

Casualties

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Validated Data

Crash Date:

Saturday, November 30, 2024

Time of Crash: 00:01:00

Crash Reference: 2024471523506

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Fatal	Driver or rider	Male	36 - 45	Unknown or other	Unknown or other
2	2	Serious	Driver or rider	Male	36 - 45	Unknown or other	Unknown or other
2	3	Slight	Vehicle or pillion passenger	Male	21 - 25	Unknown or other	Unknown or other
2	4	Slight	Vehicle or pillion passenger	Male	16 - 20	Unknown or other	Unknown or other
2	5	Serious	Vehicle or pillion passenger	Male	16 - 20	Unknown or other	Unknown or other

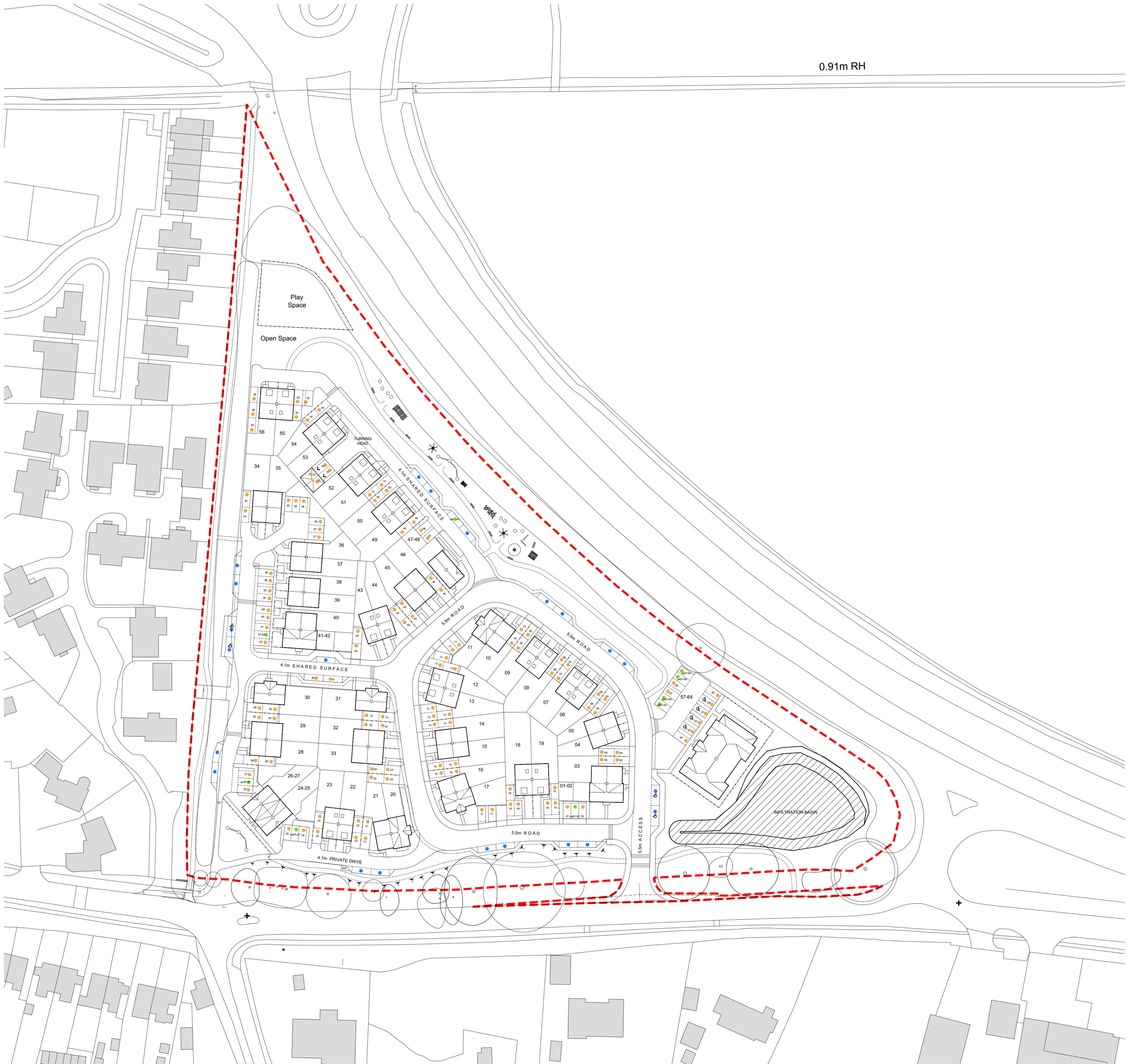
For more information about the data please visit: www.crashmap.co.uk/home/faq

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APPENDIX

C





Key:	
●	118 Allocated Car Spaces
●	9 Allocated (Shared) Spaces
●	22 Visitor Car Spaces
Total 149 Spaces	

B	16.03.26	Site Layout amended	CV	KE
A	16.03.26	Site Layout amended	CV	KE
Rev	Date	Revision Details	Dr	Ch



E: info@ecearchitecture.com Creativity. Quality. Commerciality.
W: ecearchitecture.com Remains, where possible.

Client's Name
Harlequin Developments

Job Title
Land North of Arundel Road, Fontwell

Drawing Title
Parking Plan

Scale
1:500 @ A0 / 1:1000 @ A2

metres 10 20 30 40 50

Drawn KE Checked AK Date 06.03.26

Job No 7428A Drawing No PL-09 Rev B

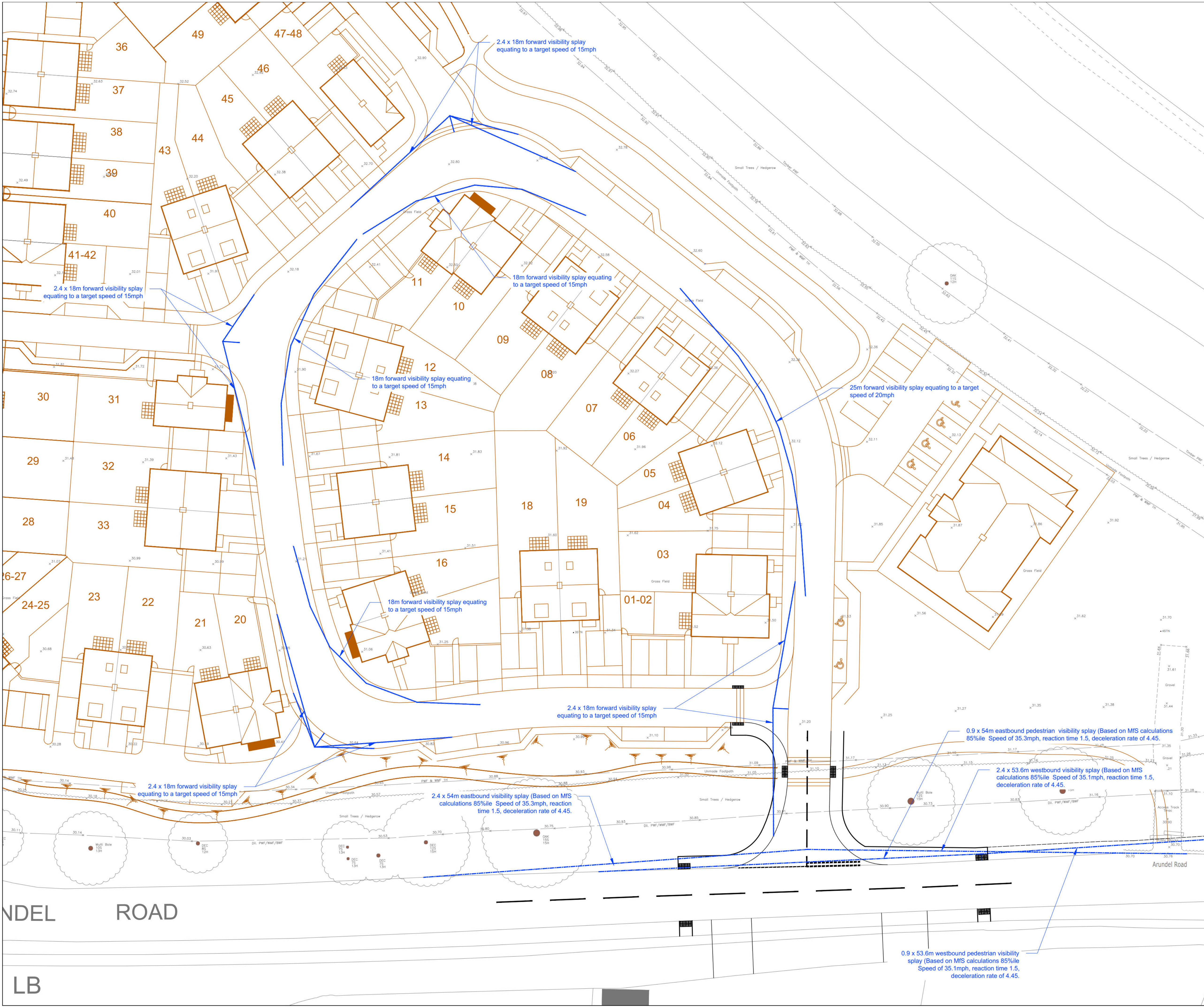
Status

APPROVAL

APPENDIX

D





Eastbound		Westbound	
85%ile spe	35.30 mph	85%ile spe	35.10 mph
	56.80 kph		56.48 kph
	56.80 kph		56.48 kph
SSD= $v \cdot t + v^2 / 2d$		SSD= $v \cdot t + v^2 / 2d$	
where:		where:	
v = speed (m/s)		v = speed (m/s)	
t = driver reaction time (s)		t = driver reaction time (s)	
d = deceleration (m/s ²)		d = deceleration (m/s ²)	
1kph= 0.2778 m/s		1kph= 0.2778 m/s	
v=	15.78	v=	15.69
t=	1.5	t=	1.5
d=	4.45	d=	4.45
a=	0	a=	0
v=	23.67	v=	23.53
v2=	248.92	v2=	246.11
2(d+0.1a)=	8.9	2(d+0.1a)=	8.9
SSD=	51.634 m	SSD=	51.184 m
plus 2.4m	54.034 inc bonet length	plus 2.4m	53.584 inc bonet length



P3	Onsite layout amended	20.02.25	CS
P2	RSA Comments incorporated	05.08.24	CS
P1	FIRST ISSUE	31.05.24	CS
REV	AMENDMENTS	DATE	CHK
Client			
HARLEQUIN DEVELOPMENTS			
Project			
LAND NORTH OF ARUNDEL ROAD FONTWELL			
Title			
PROPOSED ACCESS			
Drwg	Rev	Scale	Date
33186-H-01	P3	1:250	30.05.24
Eclipse House, Eclipse Park, Sittingbourne Road Maidstone, Kent. ME14 3EN			
t: 01622 776226		f: 01622 776227	
e: info@dhaplanning.co.uk		w: www.dhaplanning.co.uk	
CAD Reference:			A1

APPENDIX E



K&M TRAFFIC SURVEYS

SITE: ARUNDEL ROAD, WALBERTON

LOCATION: Attached to lamppost

GRID REFERENCE: 50.854019, -0.640967

DIRECTION: EASTBOUND

SPEED LIMIT: 30

15 May 2024

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	24.8	-
0300	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	43.1	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	31.1	-
0600	21	18	0	3	0	0	0	0	0	0	0	0	0	0	0	31.8	37.6
0700	69	60	0	7	0	1	0	0	0	1	0	0	0	0	0	31.7	35.8
0800	63	58	0	4	0	0	0	0	0	0	0	0	0	0	1	31.4	35
0900	31	28	0	2	1	0	0	0	0	0	0	0	0	0	0	30	36.5
1000	25	18	0	6	1	0	0	0	0	0	0	0	0	0	0	28.7	37.5
1100	33	25	0	5	1	1	0	0	0	0	0	0	0	0	1	30.3	35.7
1200	19	14	0	4	0	1	0	0	0	0	0	0	0	0	0	29.6	36.4
1300	26	24	0	2	0	0	0	0	0	0	0	0	0	0	0	30.1	36.8
1400	25	23	0	1	0	0	0	0	0	0	0	0	0	1	0	30.4	37.2
1500	28	22	1	5	0	0	0	0	0	0	0	0	0	0	0	30.4	37.4
1600	20	18	0	2	0	0	0	0	0	0	0	0	0	0	0	32.9	37.1
1700	16	15	0	1	0	0	0	0	0	0	0	0	0	0	0	32.1	34.9
1800	15	13	0	1	0	0	0	0	0	0	0	0	0	1	0	30.1	34.2
1900	11	9	0	2	0	0	0	0	0	0	0	0	0	0	0	31	37.7
2000	7	6	0	0	0	0	0	0	0	0	0	0	0	0	1	28.3	-
2100	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	28.2	-
2200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	36.4	-
2300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	28.4	-
07-19	370	318	1	40	3	3	0	0	0	1	0	0	0	2	2	30.8	35.6
06-22	416	358	1	45	3	3	0	0	0	1	0	0	0	2	3	30.8	35.8
06-00	418	360	1	45	3	3	0	0	0	1	0	0	0	2	3	30.8	35.8
00-00	424	364	1	47	3	3	0	0	0	1	0	0	0	2	3	30.8	35.8

16 May 2024

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	26.9	-
0200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	32.2	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	34.4	-
0500	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	33.2	-
0600	23	20	0	2	1	0	0	0	0	0	0	0	0	0	0	30	36.1
0700	70	65	0	3	0	0	0	0	0	0	0	0	0	0	2	31.2	35.6
0800	57	46	0	10	0	0	0	1	0	0	0	0	0	0	0	30.6	35.8
0900	36	32	0	3	0	0	0	0	0	0	0	0	0	0	1	28.6	34.8
1000	32	29	0	3	0	0	0	0	0	0	0	0	0	0	0	27.1	32.9
1100	22	18	0	4	0	0	0	0	0	0	0	0	0	0	0	30.3	34.6
1200	19	14	0	4	0	0	0	0	0	0	0	0	0	1	0	33.3	39.1
1300	11	10	0	1	0	0	0	0	0	0	0	0	0	0	0	27.4	34.5
1400	26	20	0	5	1	0	0	0	0	0	0	0	0	0	0	28.8	32.1
1500	33	28	0	4	0	0	0	0	0	0	0	0	0	0	1	30.9	37
1600	30	27	0	3	0	0	0	0	0	0	0	0	0	0	0	30.4	33.6
1700	16	13	1	2	0	0	0	0	0	0	0	0	0	0	0	31.2	34.7
1800	26	21	0	4	0	0	0	0	0	0	0	0	0	1	0	30.4	34.8
1900	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	30.3	-
2000	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	31.4	-
2100	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	30.5	-
2200	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	21.8	-
2300	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	24.6	-
07-19	378	323	1	46	1	0	0	1	0	0	0	0	0	2	4	30.1	34.9
06-22	420	361	1	49	2	0	0	1	0	0	0	0	0	2	4	30.2	34.9
06-00	424	365	1	49	2	0	0	1	0	0	0	0	0	2	4	30.1	34.9
00-00	433	374	1	49	2	0	0	1	0	0	0	0	0	2	4	30.2	34.9

17 May 2024

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
0400	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	34.2	-
0500	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	34.8	-
0600	21	17	0	4	0	0	0	0	0	0	0	0	0	0	0	31.6	36.6
0700	59	49	0	9	0	0	0	0	0	0	0	0	0	0	1	32.1	37.1
0800	55	44	0	11	0	0	0	0	0	0	0	0	0	0	0	31.6	36.2
0900	34	31	0	3	0	0	0	0	0	0	0	0	0	0	0	29.9	34.7
1000	25	21	0	3	0	0	0	0	0	0	0	0	0	0	1	30.2	34.7
1100	27	23	0	3	0	0	0	0	0	0	0	0	0	1	0	29.6	35.5
1200	25	22	0	3	0	0	0	0	0	0	0	0	0	0	0	30.1	35.5
1300	18	18	0	0	0	0	0	0	0	0	0	0	0	0	0	33.2	39.1
1400	25	22	0	3	0	0	0	0	0	0	0	0	0	0	0	28.7	33.6
1500	43	37	1	5	0	0	0	0	0	0	0	0	0	0	0	32.7	38.1
1600	21	20	0	1	0	0	0	0	0	0	0	0	0	0	0	31.9	41.9
1700	16	14	1	1	0	0	0	0	0	0	0	0	0	0	0	29.1	35.4
1800	16	15	0	1	0	0	0	0	0	0	0	0	0	0	0	34.1	44.3
1900	17	13	1	3	0	0	0	0	0	0	0	0	0	0	0	32.2	35.4
2000	9	7	1	1	0	0	0	0	0	0	0	0	0	0	0	27.3	-
2100	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	26.9	-
2200	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	36.5	-
2300	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	27.1	-
07-19	364	316	2	43	0	0	0	0	0	0	0	0	0	1	2	31.2	36.4
06-22	414	356	4	51	0	0	0	0	0	0	0	0	0	1	2	31.1	36.1
06-00	420	362	4	51	0	0	0	0	0	0	0	0	0	1	2	31.2	36.1
00-00	425	367	4	51	0	0	0	0	0	0	0	0	0	1	2	31.2	36.1

18 May 2024

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	27.8	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	27.1	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	31.2	-
0500	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	41.3	-
0600	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	32.6	-
0700	11	10	0	1	0	0	0	0	0	0	0	0	0	0	0	31.8	37.9
0800	22	19	0	1	0	0	1	0	0	0	0	0	0	0	1	29.4	34.4
0900	29	27	0	1	0	0	1	0	0	0	0	0	0	0	0	28.2	34
1000	25	25	0	0	0	0	0	0	0	0	0	0	0	0	0	31.1	37
1100	28	26	0	2	0	0	0	0	0	0	0	0	0	0	0	30.1	35
1200	25	24	0	1	0	0	0	0	0	0	0	0	0	0	0	31.8	36.9
1300	12	11	0	0	0	1	0	0	0	0	0	0	0	0	0	31.6	37.7
1400	18	16	0	2	0	0	0	0	0	0	0	0	0	0	0	29.9	34.1
1500	20	16	0	3	0	0	0	0	0	0	0	0	0	1	0	30.8	35.1
1600	12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	31.3	35.1
1700	21	16	0	1	0	2	0	0	0	0	0	0	0	2	0	28.6	35.5
1800	11	9	0	2	0	0	0	0	0	0	0	0	0	0	0	30.3	36.4
1900	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	33.7	-
2000	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	28.4	-
2100	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	29.7	-
2200	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	23.7	-
2300	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	26.2	-
07-19	234	211	0	14	0	3	2	0	0	0	0	0	0	3	1	30.2	35
06-22	254	231	0	14	0	3	2	0	0	0	0	0	0	3	1	30.3	35
06-00	257	233	0	15	0	3	2	0	0	0	0	0	0	3	1	30.3	35
00-00	263	239	0	15	0	3	2	0	0	0	0	0	0	3	1	30.3	35.1

19 May 2024

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	45.5	-
0200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	35.1	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	26.9	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	32.2	-
0700	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	30.8	-
0800	15	14	1	0	0	0	0	0	0	0	0	0	0	0	0	33.1	39.7
0900	31	30	0	0	0	0	0	0	0	0	0	0	0	1	0	31.2	34.4
1000	24	24	0	0	0	0	0	0	0	0	0	0	0	0	0	29.9	34.5
1100	23	22	0	1	0	0	0	0	0	0	0	0	0	0	0	32.4	37.6
1200	25	21	0	2	0	0	0	0	0	0	0	0	0	2	0	29.4	34.9
1300	22	21	0	1	0	0	0	0	0	0	0	0	0	0	0	33.7	41.9
1400	13	13	0	0	0	0	0	0	0	0	0	0	0	0	0	32	40
1500	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	27.2	-
1600	11	9	1	1	0	0	0	0	0	0	0	0	0	0	0	31	36
1700	11	10	0	1	0	0	0	0	0	0	0	0	0	0	0	29.3	34.3
1800	12	11	0	0	0	0	0	0	0	0	0	0	0	0	1	26	33.6
1900	13	13	0	0	0	0	0	0	0	0	0	0	0	0	0	31.4	35.5
2000	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	29.1	-
2100	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	27.8	-
2200	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	31.5	-
2300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	27.8	-
07-19	197	184	2	7	0	0	0	0	0	0	0	0	0	3	1	30.9	35.6
06-22	225	211	2	8	0	0	0	0	0	0	0	0	0	3	1	30.8	35.5
06-00	228	214	2	8	0	0	0	0	0	0	0	0	0	3	1	30.8	35.5
00-00	231	217	2	8	0	0	0	0	0	0	0	0	0	3	1	30.9	35.5

20 May 2024

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	31.3	-
0500	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	34.4	-
0600	16	14	0	2	0	0	0	0	0	0	0	0	0	0	0	31.6	36.7
0700	159	126	2	28	0	1	0	1	0	0	0	0	0	1	0	23	33.9
0800	63	58	0	5	0	0	0	0	0	0	0	0	0	0	0	30.8	36.3
0900	27	23	0	3	0	0	0	0	0	0	0	0	0	0	1	30.4	34.7
1000	31	22	0	7	0	1	0	0	0	0	0	0	0	1	0	30.3	36.9
1100	27	25	0	2	0	0	0	0	0	0	0	0	0	0	0	29.1	36.2
1200	30	27	0	1	0	2	0	0	0	0	0	0	0	0	0	28.2	35.6
1300	21	15	0	4	0	0	0	0	0	0	0	0	0	2	0	31.9	38.5
1400	25	19	0	5	0	0	0	0	0	0	0	0	0	0	1	29.4	34.4
1500	24	22	0	1	0	0	0	0	0	0	0	0	0	1	0	32.7	38.5
1600	30	22	0	6	1	0	0	0	0	0	0	0	0	0	1	30.1	34.4
1700	15	13	0	2	0	0	0	0	0	0	0	0	0	0	0	31	36.9
1800	22	19	0	3	0	0	0	0	0	0	0	0	0	0	0	30.3	36
1900	15	14	0	0	0	0	0	0	0	0	0	0	0	0	1	30.3	37.3
2000	9	8	0	1	0	0	0	0	0	0	0	0	0	0	0	27.4	-
2100	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	27.9	-
2200	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	36	-
2300	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	31.2	-
07-19	474	391	2	67	1	4	0	1	0	0	0	0	0	5	3	27.9	34.9
06-22	518	430	2	71	1	4	0	1	0	0	0	0	0	5	4	28	34.9
06-00	522	434	2	71	1	4	0	1	0	0	0	0	0	5	4	28.1	34.9
00-00	527	439	2	71	1	4	0	1	0	0	0	0	0	5	4	28.1	35

21 May 2024

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	33.8	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	39.2	-
0300	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	30.4	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	7	6	0	1	0	0	0	0	0	0	0	0	0	0	0	32.4	-
0600	19	16	0	3	0	0	0	0	0	0	0	0	0	0	0	30.3	36.8
0700	73	61	0	11	0	0	0	0	0	0	0	0	0	0	1	31.6	37.2
0800	63	52	1	9	0	0	1	0	0	0	0	0	0	0	0	30.6	36
0900	27	23	0	3	0	1	0	0	0	0	0	0	0	0	0	29	33.3
1000	32	29	0	2	0	1	0	0	0	0	0	0	0	0	0	28.5	34.5
1100	21	21	0	0	0	0	0	0	0	0	0	0	0	0	0	27.1	35.4
1200	28	21	0	5	0	0	0	0	0	1	0	0	0	1	0	28.6	33.1
1300	33	28	0	3	0	2	0	0	0	0	0	0	0	0	0	28	36.7
1400	18	16	0	1	0	0	0	0	0	0	0	0	0	1	0	30.8	35.7
1500	22	21	0	0	0	1	0	0	0	0	0	0	0	0	0	29.7	34.3
1600	22	18	0	3	0	1	0	0	0	0	0	0	0	0	0	29	36.2
1700	19	18	0	1	0	0	0	0	0	0	0	0	0	0	0	32.2	37.7
1800	18	16	0	2	0	0	0	0	0	0	0	0	0	0	0	30.7	33.8
1900	11	10	0	1	0	0	0	0	0	0	0	0	0	0	0	33	37.9
2000	12	10	0	2	0	0	0	0	0	0	0	0	0	0	0	28.7	31.3
2100	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	33.3	-
2200	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	29.8	-
2300	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	28.9	-
07-19	376	324	1	40	0	6	1	0	0	1	0	0	0	2	1	29.9	35.3
06-22	421	363	1	46	0	6	1	0	0	1	0	0	0	2	1	30	35.5
06-00	428	369	1	47	0	6	1	0	0	1	0	0	0	2	1	30	35.5
00-00	441	379	1	50	0	6	1	0	0	1	0	0	0	2	1	30	35.5

K&M TRAFFIC SURVEYS

SITE: ARUNDEL ROAD, WALBERTON

LOCATION: Attached to lamppost

GRID REFERENCE: 50.854019, -0.640967

DIRECTION: EASTBOUND

SPEED LIMIT: 30

15 May 2024

[illegible]

16 May 2024

[illegible]

17 May 2024

[illegible]

18 May 2024

[illegible]

19 May 2024

[illegible]

20 May 2024

[illegible]

21 May 2024

[illegible]

Grand Total

[illegible]

K&M TRAFFIC SURVEYS

SITE: ARUNDEL ROAD, WALBERTON

LOCATION: Attached to lamppost

GRID REFERENCE: 50.854019, -0.640967

DIRECTION: WESTBOUND

SPEED LIMIT: 30

15 May 2024

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	33.6	-
0600	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	36.2	-
0700	35	21	0	12	0	0	0	0	0	0	0	0	0	0	1	32.3	38.6
0800	29	24	0	5	0	0	0	0	0	0	0	0	0	0	0	30.9	36.5
0900	18	14	0	4	0	0	0	0	0	0	0	0	0	0	0	30.3	36.4
1000	17	13	0	3	0	0	0	0	0	0	0	0	0	0	1	30.8	37.7
1100	27	18	0	8	1	0	0	0	0	0	0	0	0	0	0	28	33
1200	26	22	0	4	0	0	0	0	0	0	0	0	0	0	0	29.2	34.9
1300	16	14	0	2	0	0	0	0	0	0	0	0	0	0	0	29.4	38
1400	22	21	0	1	0	0	0	0	0	0	0	0	0	0	0	31.2	36.6
1500	27	22	0	4	0	0	0	0	0	0	0	0	0	0	1	28.4	37.8
1600	30	24	0	3	0	0	2	0	0	0	0	0	0	0	1	29.6	34.7
1700	30	27	0	3	0	0	0	0	0	0	0	0	0	0	0	29.6	38.3
1800	21	19	0	2	0	0	0	0	0	0	0	0	0	0	0	33.8	40.7
1900	11	8	0	3	0	0	0	0	0	0	0	0	0	0	0	29.1	34.2
2000	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	27.3	-
2100	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	34.7	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2300	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	32.5	-
07-19	298	239	0	51	1	0	2	0	0	0	0	0	0	1	4	30.3	36.5
06-22	326	263	0	55	1	0	2	0	0	0	0	0	0	1	4	30.3	36.4
06-00	329	266	0	55	1	0	2	0	0	0	0	0	0	1	4	30.4	36.4
00-00	330	266	0	56	1	0	2	0	0	0	0	0	0	1	4	30.4	36.4

16 May 2024

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	40.5	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	19	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	33.1	-
0600	5	3	0	1	1	0	0	0	0	0	0	0	0	0	0	33.3	-
0700	17	13	0	4	0	0	0	0	0	0	0	0	0	0	0	30.9	33.4
0800	31	23	0	7	0	0	0	0	0	0	0	0	0	0	1	28.1	34.1
0900	20	14	0	5	0	0	0	0	0	0	0	0	0	0	1	27.6	33.8
1000	23	16	0	7	0	0	0	0	0	0	0	0	0	0	0	23.5	29.3
1100	22	19	0	1	2	0	0	0	0	0	0	0	0	0	0	26.5	34.2
1200	13	11	0	2	0	0	0	0	0	0	0	0	0	0	0	29.4	38
1300	28	19	0	7	1	0	0	0	0	0	0	0	0	1	0	27.4	32.2
1400	25	22	0	3	0	0	0	0	0	0	0	0	0	0	0	28	37.8
1500	26	22	0	3	0	1	0	0	0	0	0	0	0	0	0	28.2	33.9
1600	33	30	0	2	0	0	0	0	0	0	0	0	0	0	1	28.8	37.3
1700	26	24	0	2	0	0	0	0	0	0	0	0	0	0	0	30.1	35.2
1800	13	10	0	3	0	0	0	0	0	0	0	0	0	0	0	31	39.8
1900	7	6	0	0	0	0	0	0	0	0	0	0	0	1	0	32.8	-
2000	11	9	0	2	0	0	0	0	0	0	0	0	0	0	0	29.1	34.5
2100	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	23.8	-
2200	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	32.7	-
2300	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	33	-
07-19	277	223	0	46	3	1	0	0	0	0	0	0	0	1	3	28.1	34.1
06-22	303	244	0	49	4	1	0	0	0	0	0	0	0	2	3	28.3	34.2
06-00	308	248	0	50	4	1	0	0	0	0	0	0	0	2	3	28.4	34.2
00-00	313	252	0	51	4	1	0	0	0	0	0	0	0	2	3	28.4	34.3

17 May 2024

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	33.1	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	42.8	-
0500	3	2	0	0	0	0	0	0	0	0	0	0	0	0	1	34.1	-
0600	6	3	0	2	0	0	0	0	0	0	0	0	0	0	1	35.6	-
0700	17	13	0	3	0	0	0	0	0	0	0	0	0	0	1	29.7	38.8
0800	25	21	0	4	0	0	0	0	0	0	0	0	0	0	0	28.7	33.3
0900	15	11	0	3	1	0	0	0	0	0	0	0	0	0	0	30	35.7
1000	26	21	0	4	0	0	0	0	0	0	0	0	0	0	1	27.8	35.1
1100	23	21	0	2	0	0	0	0	0	0	0	0	0	0	0	30.7	37.8
1200	18	15	0	3	0	0	0	0	0	0	0	0	0	0	0	28.9	35.3
1300	20	16	0	3	1	0	0	0	0	0	0	0	0	0	0	31	37.4
1400	33	26	0	7	0	0	0	0	0	0	0	0	0	0	0	28.1	35.5
1500	32	28	1	3	0	0	0	0	0	0	0	0	0	0	0	29.2	33.4
1600	30	26	0	4	0	0	0	0	0	0	0	0	0	0	0	30.5	36.4
1700	32	31	0	1	0	0	0	0	0	0	0	0	0	0	0	29	34.3
1800	24	20	1	3	0	0	0	0	0	0	0	0	0	0	0	30.8	38.7
1900	22	16	0	5	0	0	0	0	1	0	0	0	0	0	0	28.5	34.6
2000	11	10	0	1	0	0	0	0	0	0	0	0	0	0	0	26.1	31.9
2100	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	25.8	-
2200	8	7	0	0	0	0	0	0	0	0	0	0	0	0	1	28.7	-
2300	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	20.1	-
07-19	295	249	2	40	2	0	0	0	0	0	0	0	0	1	1	29.4	35.2
06-22	339	282	2	49	2	0	0	0	1	0	0	0	0	2	1	29.3	35.2
06-00	348	289	2	49	2	1	0	0	1	0	0	0	0	3	1	29.3	35.2
00-00	353	293	2	49	2	1	0	0	1	0	0	0	0	4	1	29.4	35.3

18 May 2024

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	28.9	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	41.2	-
0500	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	30.5	-
0600	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	37.4	-
0700	5	3	0	0	0	0	0	0	0	0	0	0	0	1	1	29.5	-
0800	10	7	0	3	0	0	0	0	0	0	0	0	0	0	0	26.2	-
0900	12	10	0	1	0	0	1	0	0	0	0	0	0	0	0	30.8	38.9
1000	19	14	0	4	0	0	1	0	0	0	0	0	0	0	0	29.6	36.8
1100	14	11	1	2	0	0	0	0	0	0	0	0	0	0	0	27.9	37.2
1200	20	18	0	2	0	0	0	0	0	0	0	0	0	0	0	31.4	37.5
1300	22	18	0	4	0	0	0	0	0	0	0	0	0	0	0	29.1	34.5
1400	13	11	0	2	0	0	0	0	0	0	0	0	0	0	0	28.8	34.2
1500	11	9	0	1	0	0	0	0	0	0	0	0	0	1	0	33.1	42.9
1600	7	6	0	1	0	0	0	0	0	0	0	0	0	0	0	25.7	-
1700	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	27.4	35.3
1800	23	23	0	0	0	0	0	0	0	0	0	0	0	0	0	29.3	36.6
1900	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	26.3	-
2000	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	28.7	-
2100	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	27.5	-
2200	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	32.9	-
2300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	24.6	-
07-19	167	141	1	20	0	0	2	0	0	0	0	0	0	2	1	29.3	35.9
06-22	188	162	1	20	0	0	2	0	0	0	0	0	0	2	1	29.2	35.8
06-00	191	165	1	20	0	0	2	0	0	0	0	0	0	2	1	29.2	35.8
00-00	196	169	1	21	0	0	2	0	0	0	0	0	0	2	1	29.3	35.8

19 May 2024

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	39	-
0200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	28.2	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0700	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	26.8	-
0800	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	32.3	-
0900	9	8	0	0	0	0	0	0	0	0	0	0	0	1	0	31.9	-
1000	16	15	0	1	0	0	0	0	0	0	0	0	0	0	0	28	35.1
1100	11	10	0	0	0	0	0	0	0	0	0	0	0	1	0	30.5	37.4
1200	14	13	0	1	0	0	0	0	0	0	0	0	0	0	0	30.7	34.7
1300	15	14	0	1	0	0	0	0	0	0	0	0	0	0	0	30.2	33.9
1400	12	11	0	1	0	0	0	0	0	0	0	0	0	0	0	27.7	32.7
1500	9	8	0	1	0	0	0	0	0	0	0	0	0	0	0	27.7	-
1600	9	8	1	0	0	0	0	0	0	0	0	0	0	0	0	28.2	-
1700	13	13	0	0	0	0	0	0	0	0	0	0	0	0	0	27.6	36.4
1800	13	13	0	0	0	0	0	0	0	0	0	0	0	0	0	28.3	33.7
1900	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	29.2	-
2000	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	32.3	-
2100	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	23.3	-
2200	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	31.3	-
2300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	26.5	-
07-19	131	123	1	5	0	0	0	0	0	0	0	0	0	2	0	29.2	34.6
06-22	145	136	1	6	0	0	0	0	0	0	0	0	0	2	0	29.1	34.8
06-00	148	138	1	7	0	0	0	0	0	0	0	0	0	2	0	29.2	34.8
00-00	151	141	1	7	0	0	0	0	0	0	0	0	0	2	0	29.3	34.8

20 May 2024

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	29.5	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	28.1	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	36.6	-
0500	3	2	0	0	1	0	0	0	0	0	0	0	0	0	0	31.6	-
0600	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	29.6	-
0700	15	9	0	6	0	0	0	0	0	0	0	0	0	0	0	30.1	36.8
0800	34	29	0	5	0	0	0	0	0	0	0	0	0	0	0	30.2	37.3
0900	23	14	0	9	0	0	0	0	0	0	0	0	0	0	0	28.4	34.7
1000	15	12	0	3	0	0	0	0	0	0	0	0	0	0	0	26.2	30.1
1100	24	20	0	2	1	1	0	0	0	0	0	0	0	0	0	27.1	31.2
1200	29	26	0	3	0	0	0	0	0	0	0	0	0	0	0	28	34.1
1300	22	18	0	4	0	0	0	0	0	0	0	0	0	0	0	27.8	35.7
1400	27	24	0	3	0	0	0	0	0	0	0	0	0	0	0	30.2	34.1
1500	27	23	0	4	0	0	0	0	0	0	0	0	0	0	0	26.3	29.7
1600	35	27	0	6	0	0	0	0	0	0	0	0	0	0	2	28.8	38
1700	25	18	0	7	0	0	0	0	0	0	0	0	0	0	0	30.8	38
1800	23	23	0	0	0	0	0	0	0	0	0	0	0	0	0	30.3	36.8
1900	13	12	0	0	0	0	0	0	0	0	0	0	0	0	1	26.5	32.1
2000	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	29.7	-
2100	7	6	0	1	0	0	0	0	0	0	0	0	0	0	0	27.5	-
2200	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	33.4	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	299	243	0	52	1	1	0	0	0	0	0	0	0	0	2	28.8	34.4
06-22	328	269	0	54	1	1	0	0	0	0	0	0	0	0	3	28.7	34.2
06-00	331	272	0	54	1	1	0	0	0	0	0	0	0	0	3	28.7	34.2
00-00	337	277	0	54	2	1	0	0	0	0	0	0	0	0	3	28.8	34.3

21 May 2024

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	38.6	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	26.8	-
0600	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	32.9	-
0700	22	14	0	8	0	0	0	0	0	0	0	0	0	0	0	28.9	32.8
0800	23	16	0	5	1	1	0	0	0	0	0	0	0	0	0	27.8	34.8
0900	14	7	0	7	0	0	0	0	0	0	0	0	0	0	0	26.9	33.7
1000	24	21	0	3	0	0	0	0	0	0	0	0	0	0	0	23.4	30.9
1100	24	22	0	2	0	0	0	0	0	0	0	0	0	0	0	27.9	36.9
1200	25	15	0	9	1	0	0	0	0	0	0	0	0	0	0	28.5	32.8
1300	26	21	0	3	0	0	0	0	0	0	0	0	0	0	2	26.5	33.7
1400	27	23	0	3	0	0	1	0	0	0	0	0	0	0	0	26.9	34.4
1500	23	17	0	6	0	0	0	0	0	0	0	0	0	0	0	28.8	32.9
1600	32	24	0	8	0	0	0	0	0	0	0	0	0	0	0	28.8	35.2
1700	29	23	0	6	0	0	0	0	0	0	0	0	0	0	0	31.9	38.9
1800	22	17	1	4	0	0	0	0	0	0	0	0	0	0	0	31.1	38.6
1900	12	8	0	4	0	0	0	0	0	0	0	0	0	0	0	30.3	35.5
2000	11	8	0	2	0	0	0	0	0	0	0	0	0	1	0	27.5	37.8
2100	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	26	-
2200	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	29.9	-
2300	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	28.6	-
07-19	291	220	1	64	2	1	1	0	0	0	0	0	0	0	2	28.2	34.4
06-22	325	247	1	70	2	1	1	0	0	0	0	0	0	1	2	28.3	34.5
06-00	332	253	1	71	2	1	1	0	0	0	0	0	0	1	2	28.3	34.7
00-00	335	255	1	72	2	1	1	0	0	0	0	0	0	1	2	28.3	34.8

K&M TRAFFIC SURVEYS

SITE: ARUNDEL ROAD, WALBERTON

LOCATION: Attached to lamppost

GRID REFERENCE: 50.854019, -0.640967

DIRECTION: WESTBOUND SPEED LIMIT: 30

15 May 2024

[illegible]

16 May 2024

[illegible]

17 May 2024

[illegible]

19 May 2024

[illegible]

20 May 2024

[illegible]

APPENDIX F





Road Safety Audit Stage 1

Access to Arundel Road, Fontwell

Client: DHA Transport

Road Safety Answers reference no: RSA905

Scheme: Arundel Road, Fontwell

Client: DHA (Highway Authority: West Sussex County Council)



Control Sheet

	Name	Date	Signature
Author	Paul Martin	29/07/2024	
Checker	Vinny Rey	29/07/2024	
Authoriser	Paul Martin	29/07/2024	

Report Version

RSA Report Ref.	Version	Date of Issue
RSA905	Final	29/07/2024

1. Introduction

1.1 This report describes a Stage 1 Road Safety Audit carried out on the preliminary design for an access onto Arundel Road, Fontwell, for DHA Transport, at the request of the Overseeing Organisation, West Sussex County Council. The audit was carried out in the office of Road Safety Answers Ltd during July 2024.

1.2 The audit team members were as follows:

Team Leader

Paul Martin - BSc (Hons), CEng, FCIHT, FSoRSA, IEng, MICE
HE Approved RSA Certificate of Competency (2013)
Director, Road Safety Answers Ltd

Team Member

Vinny Rey – BEng (Hons), MCIHT, MSoRSA
HE Approved RSA Certificate of Competency
Independent Road Safety Consultant

1.3 The audit comprised an examination of the documents listed in **Appendix A**, and included the drawings supplied by Chris Smoker of DHA Transport. The site was visited by the Audit Team, together, on 29th July, 2024, between 09.30 and 10.00 hours. The weather was fine and the road surface was dry. Traffic flows were light on Arundel Road. Cycle and pedestrian flows were also light.

1.4 The terms of reference of the audit are as described in the UK's national standard for road safety audit, GG 119 (revision 2). The 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 design to any other criteria.

1.5 All the problems described in this report are considered by the audit team to require action to improve the safety of the scheme and minimise accident occurrence. A plan showing the scheme and the locations of any problems found during the audit is shown in **Appendix B**.

1.6 The purpose of the scheme is to provide access to Arundel Road from a residential development of 56 units.

1.7 The scheme consists of the following elements:

- A simple priority junction on the northern side of Arundel Road, approximately 125m west of its junction with the A27 Arundel Road dual carriageway;
- The priority junction to have an 8m radius kerb on its eastern shoulder and a compound curve (8m radius and larger) on its western shoulder;
- The junction to serve a 5.5m wide access road, narrowing to 4.8m within the site over a distance of approximately 25m;
- Visibility splays onto Arundel Road of 54m west x 2.4m x 53.6m east, the 'y' distance of the visibility splays calculated using the measured 85th percentile speeds and the equation for Stopping Sight Distance (SSD) in Manual for Streets¹;
- A 1.8m wide footway along the western side of the access road, extending approximately 10m along Arundel Road westwards;
- An uncontrolled pedestrian crossing across Arundel Road at the western end of the proposed footway, with dropped kerbs and tactile paving, and a footway connection across the narrow verge on the southern side;
- An uncontrolled pedestrian crossing of the access road, with dropped kerbs and tactile paving, approximately 12m away from Arundel Road;
- An additional pedestrian access to the site on Arundel Road at the eastern end of the site frontage, connecting to Copse Lane, Coopers Lane and Walberton village to the south-east.

1.8 No details of street lighting, surface water drainage, or advanced signing have been provided. These issues are not, therefore, considered further in this report unless the existing facilities, or a lack of them, is likely to engender a safety problem in the proposed scheme.

1.9 The auditors are unaware of any previous safety audits having been carried out on these, or similar, proposals.

¹ **SSD = $vt + \frac{v^2}{2(d+0.1a)}$** where **v** is the speed (m/s), **t** is the driver perception/reaction time (s), **d** is the deceleration (m/s²), and **a** is the longitudinal gradient (%)

2. Items resulting from this Stage 1 Audit

2.1 PROBLEM

Location: A – The development site access (Dwg. 33186-D-01 Rev. P1).

Summary: Risk of side impact collisions if visibility splays are obstructed by vegetation.

The drawing shows that adequate visibility splays will be provided. To the west of the access the vegetation will be cleared to provide the footway and this will almost guarantee that the visibility westwards will be unobstructed. To the east, however, no footway is to be provided and the vegetation is currently fast-growing weeds (bindweed) and brambles (photo 1), and if left unchecked, is likely to obstruct the visibility splay towards vehicles exiting the fast-moving A27 dual carriageway.



Photo 1: Looking east from the proposed site access location

RECOMMENDATION

The detailed design should ensure that the fast-growing weeds and brambles are removed as far back from the visibility splays as possible. Visibility envelopes should be adopted as part of the Public Highway or covenants should be established to ensure that private parcels of land are not obstructed, in perpetuity, and that there will be no planting or structures taller than 600mm.

Design Team Response:

Client Officer Response:

2.2 PROBLEM

Location: B – The footway access at the eastern end of the site frontage on Arundel Road (Dwg. 33186-D-01 Rev. P1).

Summary: Risk of pedestrian/vehicle collisions if visibility splays are obstructed by vegetation.

The drawing does not show that any visibility splays will be provided at this pedestrian access. The proposed pedestrian access coincides with the existing field access which has overgrown brambles on each side (photos 2 and 3) which extend up to the edge of the carriageway. If this vegetation is not removed it will increase the risk of pedestrian/vehicle collisions. Pedestrians leaving the development and heading for Walberton village should be encouraged to cross Arundel Road at this access, i.e. as far away from the A27 dual carriageway as possible.



Photo 2: Looking west from the proposed location of the pedestrian access



Photo 3: Looking east from the proposed location of the pedestrian access

RECOMMENDATION

The detailed design should ensure that the brambles are removed from the pedestrian access onto Arundel Road to provide adequate intervisibility between potentially opposing users consistent with likely vehicle approach speeds. In addition, an uncontrolled pedestrian crossing should be provided across Arundel Road at this pedestrian access.

Design Team Response:

Client Officer Response:

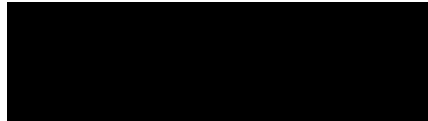
3. Audit Team Statement

We certify that this road safety audit has been carried out in accordance with GG 119 (revision 2), with the exception that Designer and Highway Authority response sections have been added to each problem, and a signing off chapter added for the convenience of both parties.

Audit Team Leader

Paul Martin - BSc (Hons), CEng, FCIHT, FSoRSA, IEng, MICE
HE Approved RSA Certificate of Competency
Director, Road Safety Answers Ltd

Signed

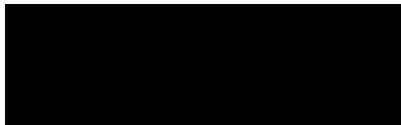


Date 29/07/2024

Audit Team Member

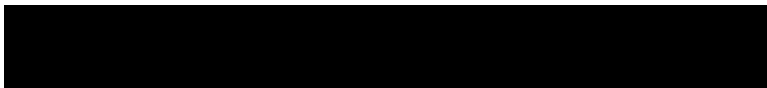
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Signed



Date 29/07/2024

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4. Design Team and Overseeing Organisation Statements

Design Team Leader

I certify that I have reviewed the items raised in this Stage 1 Safety Audit report. I have given due consideration to each issue raised and have stated my proposed course of action for each in this report. I seek the Overseeing Organisation's endorsement of my proposals.

Name:

Organisation:

Signed:

Date:

Overseeing Organisation (Highway Authority) Project Manager

I certify that I have reviewed the comments and actions proposed by the Design Team Leader and, in this report, I have stated my agreement, or alternative proposal, or acceptance of the risk associated with the problem.

Name:

Organisation:

Signed:

Date:

Scheme: Arundel Road, Fontwell

Client: DHA (Highway Authority: West Sussex County Council)



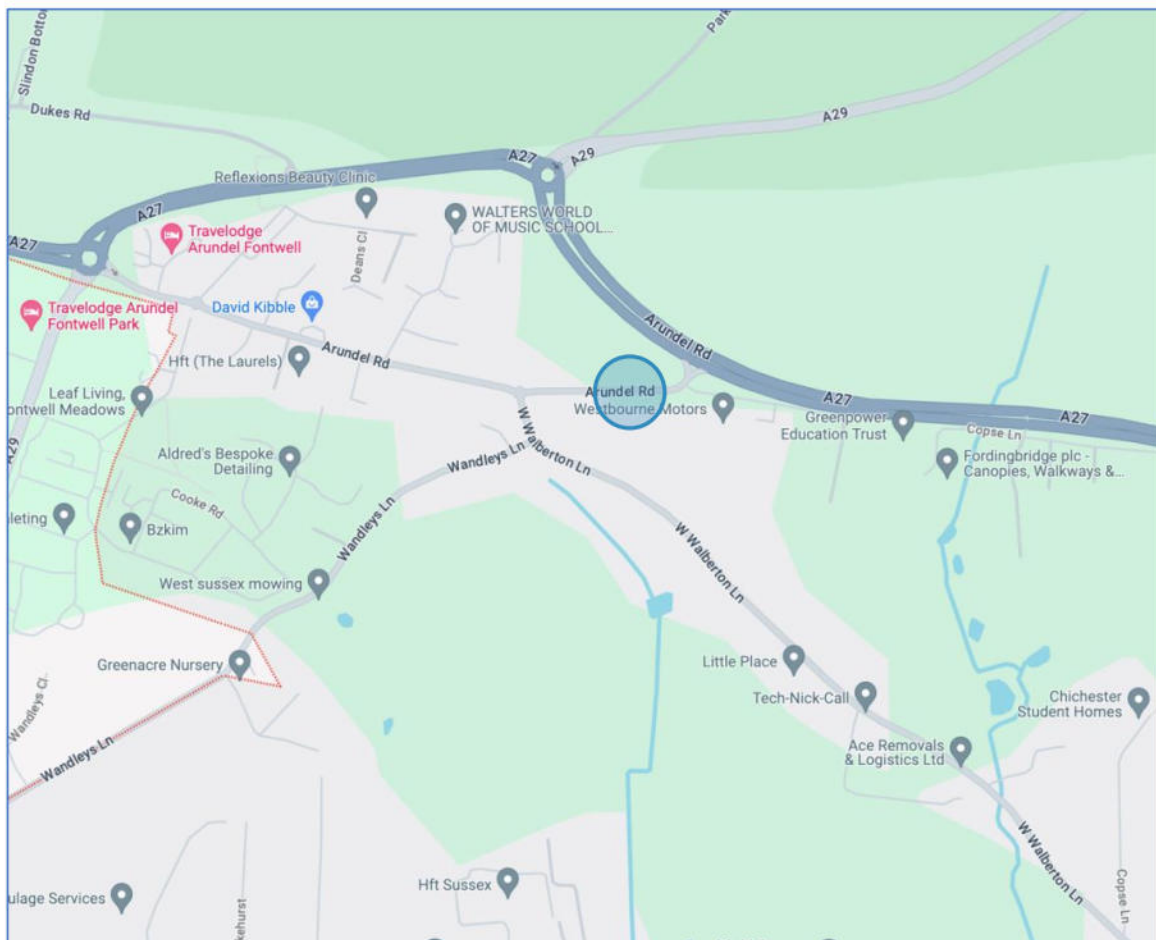
Appendix A

Drawings and Documents Examined:

Dwg. 33186-D-01 Rev. P1 land North of Arundel Road, Fontwell, Proposed Access

Appendix B

The following plan shows the location of the scheme



Scheme: Arundel Road, Fontwell

Client: DHA (Highway Authority: West Sussex County Council)

Problems Location Plan

