



**BONHAMS, FLANSHAM,
FELPHAM**

Residential Development

Transport Statement

**Prepared on behalf of Pallant
Homes Ltd**

PAHL/17/3615s

June 2017

RGP – Transport Planning and Infrastructure Design Consultants

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DOCUMENT CONTROL

Project: Bonhams, Flansham, Felpham
Residential Development

Document: Transport Statement

Client: Pallant Homes Ltd

Reference: PAHL/17/3615s

Document Checking:

Author: EJD

Date 12/06/2017

Checked by: ALB

Date 12/06/2017

Approved by: ALB

Date 12/06/2017

Status:

Issue	Date	Status	Issued by
1.	01/06/17	Draft	EJD
2.	12/06/17	Final	EJD
3.			
4.			
5.			
6.			
7.			

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1 INTRODUCTION

1.1 Background

- 1.1.1 This Transport Statement (TS) has been prepared by Russell Giles Partnership (RGP) on behalf of Pallant Homes Ltd to support a proposed residential development at Bonhams, Flansham, Felpham. The site encompasses an area of c.1.97ha, located on the southern side of Hoe Lane, on the eastern periphery of Bognor Regis. The site's location is demonstrated **Figure 1.1**.

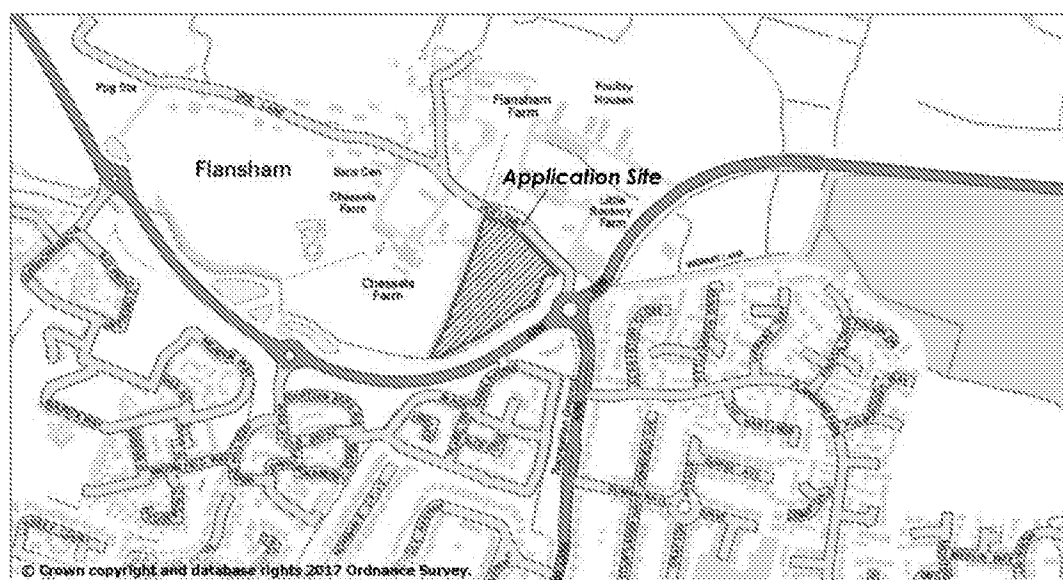


Figure 1.1: Site Location

- 1.1.2 The existing site is occupied by two dwellings known as 'Bonhams' and 'Flints', as well as an area of undeveloped land. The proposal would involve the construction of 34 dwellings as well as upgrading the existing site access.
- 1.1.3 This TS outlines the key transport planning matters in accordance with statutory highways consultees WSCC 'Transport Assessment Methodology' (June 2007), reviewing the site's accessibility, relevant planning history, the proposed development layout, car and cycle parking requirements, access arrangements, servicing arrangements, and the proposed trip impact on the local road network.
- 1.1.4 The remainder of this report is comprised of the following:
- (i) **Section 2** sets out the baseline transport conditions in the local area and highway network, and provides a review of highway safety;
 - (ii) **Section 3** provides an assessment of the proposed access and internal layout's design against relevant design guidance;

- (iii) **Section 4** considers the anticipated traffic impact on the local highway network supported by trip generation assessment;
- (iv) **Section 5** provides a summary of the TS conclusions.

2 BASELINE CONDITIONS

- 2.1.1 The site covers an area of approximately 1.97ha on the southern side of Hoe Lane circa 200m to the south of Flansham centre, and circa 3.2km to the north of Bognor Regis town centre. There is a range of services and amenities within walking and cycling distance of the site, as demonstrated on the attached **Plan 01**.
- 2.1.2 The site is bordered by Hoe Lane to the north, the A259 to the south and east, and a combination of a residential property and an open field to the west of the site. The site context is demonstrated in **Figure 2.1**.



Figure 2.1: Aerial View of Site Location

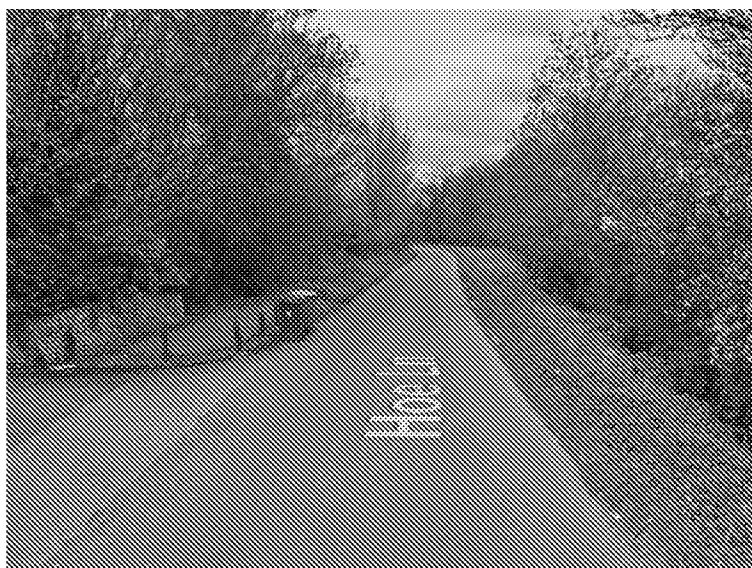
- 2.1.3 The site is currently accessed from Hoe Lane toward the east corner of the site. The access takes the form of a c.4m wide bellmouth. Approximately 20m into the site, the access divides into 2 separate driveways associated with the 2 dwellings. The site's existing access is demonstrated in **Figure 2.2**.



Figure 2.2: Existing Site Access

2.2 Local Highway Network

- 2.2.1 The site fronts on to Hoe Lane, a no through road providing access to a number of residential dwellings and leads to a public right of way heading to the west. Hoe Lane is a two-way carriageway approximately 5m wide in the vicinity of the site, subject to a 30mph speed limit. The carriageway is flanked by a mixture of grass banks and property frontages.
- 2.2.2 The carriageway is not parking restricted however the existing dwellings on Hoe Lane all have sufficient off-street parking meaning on-street parking is uncommon. A series of bollards are located along the site frontage preventing parking along the site's boundary with the lane. The local carriageway features are demonstrated in **Figures 2.3 and 2.4.**



Figures 2.3: Hoe Lane's Carriageway in the Vicinity of the Site



Figure 2.4: Bollards on Site Frontage

2.3 Wider Highway Network

- 2.3.1 The site is bordered by the A259 which is accessed via the roundabout to the east of the site. The A259 provides a busy east-west route along the south coast facilitating access locally to Chichester, Worthing and Brighton. The B2259 is also accessed via the roundabout and provides a route to Bognor Regis town centre to the south. The wider highway network is shown in **Figure 2.5**.

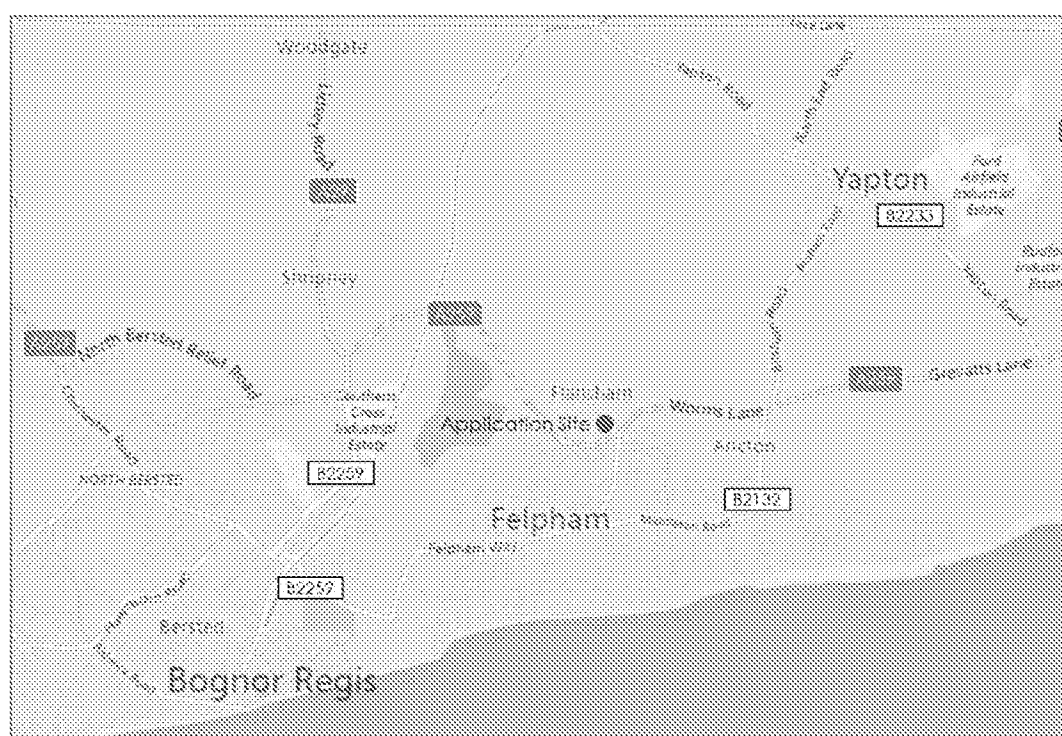


Figure 2.5: Wider Highway Network

2.4 Accessibility Credentials

Pedestrian Accessibility

- 2.4.1 Pedestrian access is currently served by a c.2m wide shared footway cycleway flanking the southern side of Hoe Lane to the east of the site access. The footway connects with the wider footway network and provides a continuous pedestrian link to services and amenities in Felpham 1.2km to the south. The pedestrian infrastructure in the vicinity of the site is shown in **Figures 2.6 and 2.7**.



Figure 2.6: Pedestrian Footway Flanking Hoe Lane



Figure 2.7: Pedestrian Crossing Facilities on Hoe Lane

- 2.4.2 The Chartered Institute of Highways and Transportation (CIHT) publication 'Providing for Journeys on Foot' (2000) states that the average length of a journey on foot is 1 kilometre. It further recommends a preferred maximum walking distance of 2 kilometres for commuting journeys. As shown on the attached **Plan 01**, the local bus stops and convenience shopping facilities are within 1km of the site.

Cycle Accessibility

- 2.4.3 As previously identified, a shared cycle and pedestrian link is located immediately south of the site along Hoe Lane as shown in **Figure 2.6**. There is a wide range of cycle routes in the vicinity of the site, and both Bognor Regis and Felpham town centres are within cycling distance allowing access to the town's services and amenities by bike. The traffic conditions along Flansham Lane heading into Felpham are conducive to safe cycling and free of steep gradients.
- 2.4.4 Local cycle routes provide access to surrounding town centres and link with the National Cycle Route No. 2, situated approximately 1km south of the site, providing a route to Littlehampton. The local cycle infrastructure is demonstrated in the attached **Plan 01**.
- 2.4.5 The CIHT's publication 'Cycle Friendly Infrastructure' (1996), suggests that reasonably fit individuals can comfortably cycle a distance of 8 kilometres to workplace destinations. Bognor Regis town centre, as well as both Bognor Regis and Barnham railway stations are therefore accessible by bicycle.

Accessibility by Bus

- 2.4.6 Both northbound and southbound bus stops are located within a desirable walking distance, c.210m to the east of the site. The stops are served by 2 bus services providing frequent access to Littlehampton, Portsmouth and Chichester. Details of all bus services including frequency and route summaries are presented in **Figure 2.6**.

Service No.	Route Summary	Typical Daytime Frequency	Operating Hours
141	Yapton – Bishop Luffa	Twice a day	Mon-Fri: 06:42 – 7:30 Sat: 14:45 – 15:30
600	Elmer – Chichester	Every 25 mins / One per hour	Mon-Sat: 06:05 – 21:53 Sun: 09:00 – 18:40
700 Coastliner	Littlehampton – Chichester	Every 20 mins	Mo-Sat: 06:09-23:23 Sun: 07:32 – 21:43

Figure 2.6: Bus Services Available from Hoe Lane Bus Stop

Accessibility by Rail

- 2.4.7 Bognor Regis and Barnham railway stations are within the CIHT's recommended cycle distance threshold from the development site. Barnham railway station is served by Southern Rail and Great Western Railway (GWR) and provides services to London, Brighton, Portsmouth, and Southampton. A summary of services from Barnham railway station are provided in **Figure 2.7**.

Destination	Route Summary	Typical Journey Time	Typical Frequency
Bognor Regis	Barnham – Bognor Regis	6 mins	Every 10 mins
Portsmouth Harbour	Barnham – Chichester – Havant – Fratton – Portsmouth Southsea – Portsmouth Harbour	36 mins	Every 15 mins
Southampton Central	Barnham – Chichester – Havant – Cosham – Fareham – Southampton Central	1 hour 2 mins	Every 20 mins
London Victoria	Barnham – Arundel – Pulborough – Horsham – Three Bridges – Gatwick – Clapham – London Victoria	1 hour 37 mins	Every 15 mins

Figure 2.7: Train Services Available from Barnham Station

- 2.4.8 Full details regarding these services including timetable information and route details are available online from www.nationalrail.co.uk.

2.5 Traffic Survey Data

- 2.5.1 To establish traffic volumes and vehicles speed on Hoe Lane, RGP commissioned 'Modal Data' to conduct an Auto Traffic Count (ATC) survey from the 6th – 12th May 2017 in the vicinity of the site. The ATC data output is attached at **Appendix A**.
- 2.5.2 The survey identified an eastbound Annual Average Daily Traffic (AADT) flow of 253 vehicle movements and a westbound AADT of 256 vehicle movements. The survey revealed an average eastbound vehicle speed of 19.4mph with an 85th percentile design speed of 23.5mph, and an average westbound vehicle speed of at 19.0mph with a design speed of 22.8mph.

2.6 Accident Data

- 2.6.1 To determine highway safety on the local road network an assessment of Personal Injury Accidents (PIAs) has been undertaken for a five-year period between February 2012 and January 2017 using accident data obtained from Sussex Safer Roads Partnership online data portal. PIAs are classified as 'slight', 'serious' and 'fatal' depending on the severity of the injuries sustained.

- 2.6.2 Patterns displayed in the PIA data can be assessed with regard to the proximity, frequency and severity to establish whether there are any potential underlying highway design issues on the local road network that may require a more detailed investigation. The study area considered includes Hoe Lane, the A259, and the roundabout to the east of the site. A map showing the extent of the study area and each recorded PIA is demonstrated in **Figure 2.8**.

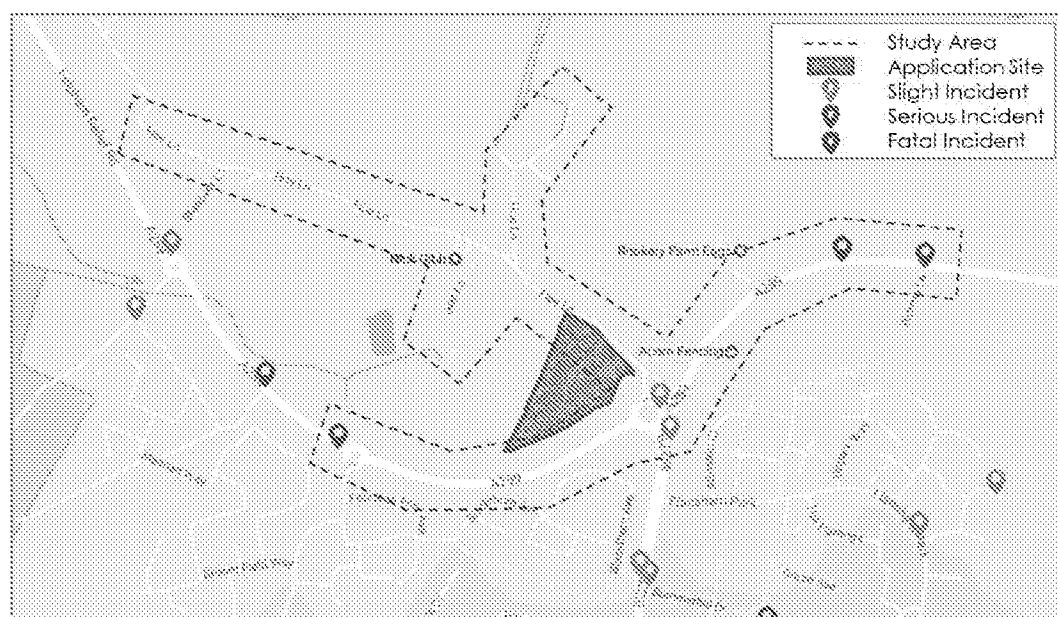


Figure 2.8: PIA Distribution

- 2.6.3 The study identified a total of 5 incidents comprised of 2 'slight' incidents, 2 'serious' incidents, and 1 'fatal' incident. The incidents show no pattern in terms of the distribution, frequency or severity that would be of concern in terms of highway safety on the local road network.
- 2.6.4 Table 2/1 of DMRB TD 16/07 'Geometric Design of Roundabouts' states that the mean frequency of accidents at 4-arm roundabouts on single carriageway roads is 1.08 PIAs per year, of which 7.1% are 'serious' or 'fatal'. There were 2 'slight' accidents recorded at the roundabout to the east of the site, over the five-year period which falls well below the national average both in terms of frequency and severity.

3 DEVELOPMENT PROPOSALS

3.1 Overview

- 3.1.1 The proposed development would involve the construction of 34 new residential dwellings in the grounds of the 2 existing dwellings, as well as upgrading the existing site access. The 2 existing dwellings would be retained. The proposed layout is attached at **Appendix B** and the proposed accommodation schedule is provided in **Figure 3.1**.

Housing Type	Number of Units
2 Bed House	7
3 Bed House	21
4 Bed House	3
5 Bed House	3
Total	34

Figure 3.1: Accommodation Schedule

3.2 Proposed Site Access

- 3.2.1 The proposed development would be served from an upgraded access adjoining the southern side of Hoe Lane at the east corner of the site. The access would take the form of a T-junction with a simple priority arrangement flanked by a footway on its eastern side. The proposed access design is demonstrated in **Drawing 2017/3615/001**.

Access Geometries

- 3.2.2 The proposed access would have a combined lane width of 6.0m supported by 6.0m bellmouth radii. The access geometries would be sufficient to allow to cars to pass concurrently at the junction and would allow access/egress by large refuse vehicles. A vehicle swept path analysis has been undertaken demonstrating these manoeuvres in **Drawing 2017/3615/001**.

Visibility Requirements

- 3.2.3 Visibility requirements at the access has been based on the 85th percentile design speed identified by the ATC surveys undertaken on Hoe Lane. The surveys identified eastbound and westbound design speeds of 23.5mph and 22.8mph respectively. Using the calculation coefficients set out Manual for Streets guidance, stopping site distances (adjusted for bonnet length) of 29.5m and 30.7m would be required in the primary and secondary directions respectively.
- 3.2.4 Visibility from the access accordingly achieves the necessary sight lines in both the primary (looking east) and secondary (looking west) directions. To provide a robust assessment visibility splays of 2.4m x 43.0m for a 30mph design speed (the posted speed limit) have been shown on **Drawing 2017/3615/001**.

Emergency Access

3.2.5 The geometric design of the primary access would allow fire tenders (the largest emergency vehicle) to comfortably negotiate the proposed access. A vehicle tracking exercise demonstrating manoeuvres in and out of the site by less manoeuvrable refuse vehicles serves to demonstrate that fire tenders can negotiate the access in **Drawing 2017/3615/003**.

3.2.6 The proposed development would provide access within 45m of all buildings, in accordance with Building Regulation requirements for emergency vehicles. A minimum carriageway width of 4.1m is maintained throughout the site in accordance with Building Regulation requirements.

3.3 Stage 1 Road Safety Audit

3.3.1 The proposed vehicle and pedestrian access arrangements have been subject to a Stage 1 Road Safety Audit (RSA) which was conducted in June 2017 based on **Drawing 2017/3615/001**. The Stage 1 RSA identified 2 safety concerns with the proposed access design which were both accepted in the Designers Response. A copy of the Stage 1 RSA and Designer's Response is attached at **Appendix C**.

3.4 Pedestrian Access

3.4.1 Pedestrian access to the site would be via a 2.0m wide footway flanking the eastern side of the access, tying in with the existing shared footway/cycleway on Hoe Lane. The site's main spine road would be flanked by a 1.5m wide footway on the western side of the carriageway providing a route into the site.

3.4.2 Pedestrian crossing facilities in the form of dropped kerbs and tactile paving would be provided at the junction within the site providing pedestrian access to the internal footways.

3.5 Internal Layout

3.5.1 The sites internal carriageways would not be offered for adoption. The site's access road would be 6.0m wide at the access reducing to 4.1m as the road continues to the west, providing access to the 6 dwellings located to the north of the site. The carriageway width would be sufficient to allow for cars to pass.

3.5.2 The northern carriageway would use a shared surface arrangement in accordance with MfS guidance which suggests that shared surfaces are appropriate where carriageways form cul-de-sacs, where parking is controlled or takes place in designated areas and the vehicle flow is below 100 movements per hour.

- 3.5.3 The site's main spine road would adjoin the southern side of the access road approximately 20m into the site, providing access to the 30 dwellings to the south of the site. The spine road would be 5.5m wide, flanked by a 1.5m footway on its western side for the first c.80m. The remainder of the road use a shared surface arrangement with a minimum carriageway width of 4.8m

3.6 Servicing Arrangements

- 3.6.1 The site's carriageway geometries are such that large service vehicles can negotiate the internal roads and perform turning manoeuvres within the site, allowing service vehicles to safely enter and exit the site in a forward gear. The main spine road width would be sufficient to allow service vehicles and cars to pass along the majority of the spine road. A vehicle swept path analysis has been undertaken on **Drawing 2017/3615/002** demonstrating these manoeuvres.

- 3.6.2 Bin carry distances between properties and refuse collectors would be within the maximum thresholds set out in MfS from all properties (25m for collectors 30m for residents).

3.7 Parking Provision

Car Parking

- 3.7.1 Car parking has been provided in line with the anticipated demand as determined by WSCC's Residential Parking Demand Calculator tool. A summary of the calculated provision is provided in **Figure 3.2** and the calculator output is attached in **Appendix D**.

	WSCC Residential Car Parking Demand Calculator	Proposed Parking Provision
Allocated	89	93
Unallocated	7	7

Figure 3.2: Car Parking Provision

- 3.7.2 The site's car parking would be provided in a mixture of driveways, garages, and on street parking bays. The on-street parking would take the form of parallel parking bays and echelon parking bays. All parking bays use MfS standard dimension providing parking bays of 2.4m x 4.8m and carriageway widths of at least 6.0m to ensure comfortable manoeuvring.

Cycle Parking

- 3.7.3 Cycle parking has been provided in accordance with WSCC residential cycle parking standards at a ratio of 1 space per 1-2 bed house, and 2 spaces per 3-5 bed house. Cycle parking would be provided within the curtilage of the proposed properties within garages and in the storage within the rear gardens of properties.

4 TRIP GENERATION AND TRAFFIC IMPACT

4.1.1 The TRICS database (version 7.4.1) has been interrogated to assess the likely traffic volumes that will be generated by the proposed development. The existing site would currently generate a limited number of trips associated with 2 existing dwellings. However, for robustness, it has been assumed that any trips generated by the site post development will be new to the local network.

4.1.2 For the purposes of this assessment the following parameters have been used to filter the TRICS data:

- (i) Land Use – Residential (Houses Privately Owned)
- (ii) Regions – England and Wales (excluding Greater London)
- (iii) Scale of Development – 6 - 100 dwellings (10-70 Actual)
- (iv) Date Range – 01/01/09 - 29/11/16
- (v) Count Type – Manual and Automated Traffic Count
- (vi) Selected Days – Weekdays
- (vii) Selected Locations – Suburban Area, Edge of Town

4.1.3 A summary of the weekday peak hour and daily trips are displayed in **Figure 4.1**. The full results of the TRICS interrogation are provided in **Appendix E**.

TRICS Trip Rate per Dwelling (34 + 2 Dwellings)			
	Arrivals	Departures	Two-Way Total
AM Peak Hour	0.123	0.369	0.492
PM Peak Hour	0.324	0.113	0.437
Daily Traffic	2.250	2.226	4.476
TRICS Vehicle Trip Generation			
AM Peak Hour	4	13	18
PM Peak Hour	12	4	16
Daily Traffic	81	80	161

Figure 4.1: Anticipated Trip Generation

4.1.4 The TRICS assessment suggests that the development will generate an additional 161 daily vehicle trips, with an additional 18 trips in the network AM peak hour (08:00-09:00), and 16 trips in the PM peak hour (17:00-18:00). The peak trip generation equates to 1 additional vehicle movement accessing egressing the site every c.3 minutes.

4.2 Traffic Impact

- 4.2.1 The number of daily vehicle trips generated by the proposed development and the low concentrations of movements during the local road network AM and PM peak traffic hours would have a negligible impact upon local road network in terms of highway capacity and safety.
- 4.2.2 Subject to WSCC's consideration of this report, WSCC Transport Assessment Guidance (2007) identifies that the sites trip generation is such that a capacity modelling assessment would not be necessary. The guidance stipulates that capacity assessments are only required at junctions where there is a predicted increase in total entry flows of 30 or more vehicles in any hour. As demonstrated in **figure 4.1** the site would generate less than 30 movements during peak hours.

5 SUMMARY AND CONCLUSIONS

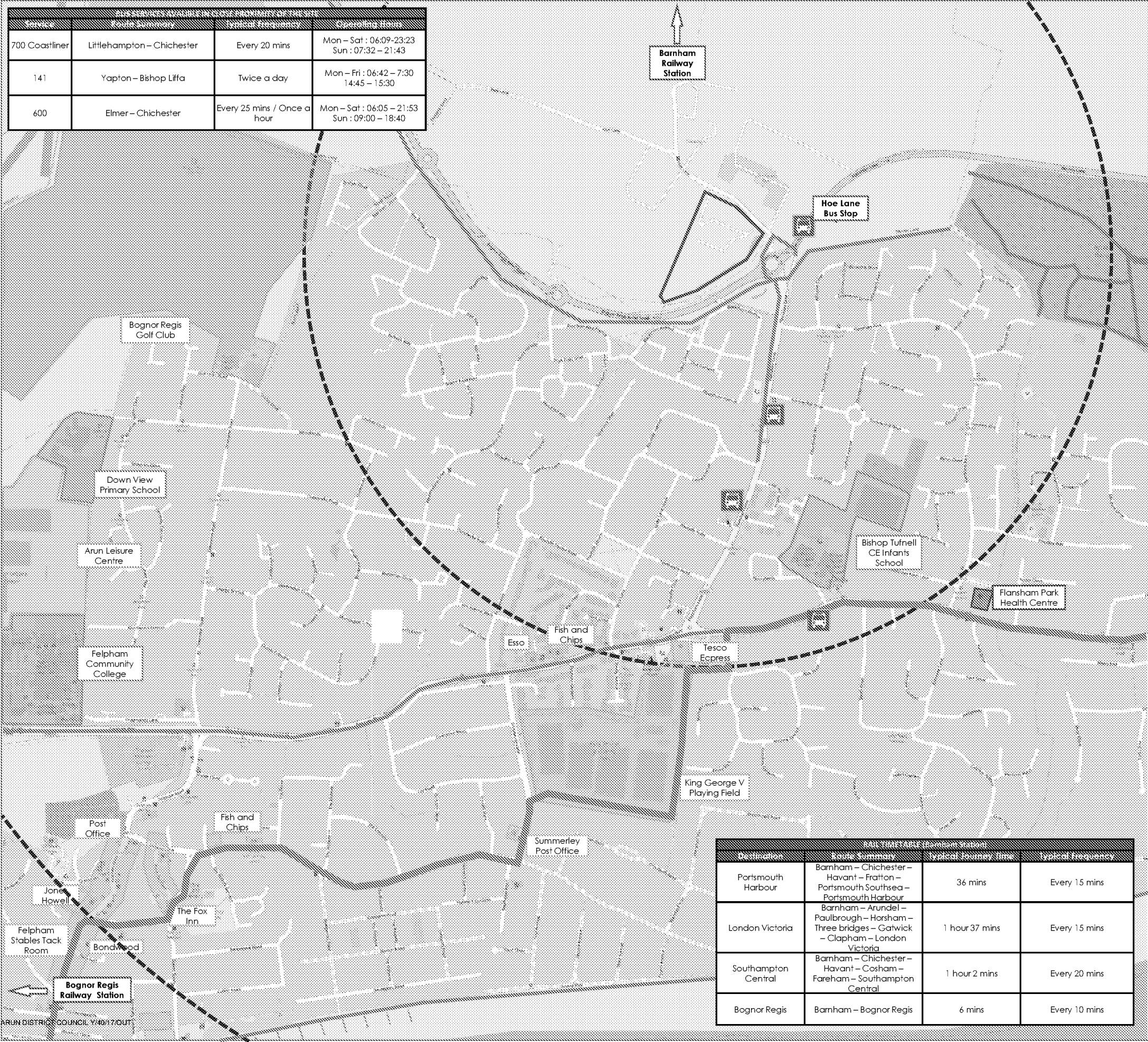
5.1.1 Russell Giles Partnership (RGP) has been commissioned by Pollant Homes Ltd to provide transport planning and highways advice in association with a residential proposal at Bonhams, Flansham, Felpham. The Transport Statement conclusions are as follows:

- (i) The site is located within walking and cycling distance of public transport and convenience amenities in Felpham and Bognor Regis.
- (ii) An assessment of PIA incidents does not suggest any pattern in terms of distribution, frequency or severity that is of concern in terms of highway safety on the local road network.
- (iii) The proposed development would be served from a new access adjoining Hoe Lane. The access would take the form of a simple junction including crossing facility for pedestrians. The new access will be flanked by a footway on its eastern side.
- (iv) The site's access geometries are sufficient to allow concurrent car movements at the access and to allow large service vehicles and emergency vehicles to access/ egress the site.
- (v) Visibility from the access achieves the necessary sight lines in both the primary and secondary directions based on the 85th percentile design speed identified on Hoe Lane using the calculation coefficients set out in the MfS.
- (vi) The site's internal carriageway geometries are such that large service vehicles can negotiate internal roads and perform turning manoeuvres within the site, allowing service vehicles to enter and exit the site in a forward gear. Bin carry distances between properties and collectors would be within the maximum thresholds set out in MfS from all properties.
- (vii) The proposed developments parking provision has been provided in line with WSCC's Residential Parking Demand Calculator tool. Cycle parking has been provided in accordance with WSCC's residential cycle parking standards.
- (viii) The TRICS database has been interrogated to assess the likely traffic volumes that will be generated by the proposed development. The TRICS assessment suggests that the development will generate an additional 161 daily vehicle trips, with an additional 18/16 trips in the network AM/PM peak traffic hours respectively.

- (ix) The number of daily vehicle trips generated by the proposed development and the movements during the AM and PM peak traffic hours would have a negligible impact upon local road network in terms of highway capacity and safety.

- (x) The sites trip generation is such that a capacity modelling assessment would not be necessary in accordance with WSCC Transport Assessment Guidance (2007).

PLANS



BUS SERVICES AVAILABLE IN THE BARNHAM VILLAGE			
Service	Route Summary	Typical Frequency	Operating Hours
700 Coastliner	Littlehampton – Chichester	Every 20 mins	Mon – Sat : 06:09-23:23 Sun : 07:32 – 21:43
141	Yapton – Bishop Liffa	Twice a day	Mon – Fri : 06:42 – 7:30 14:45 – 15:30
600	Elmer – Chichester	Every 25 mins / Once a hour	Mon – Sat : 06:05 – 21:53 Sun : 09:00 – 18:40

LEGEND

- SITE LOCATION
- RAIL STATION
- RAILWAY
- BUS STOPS
- CYCLE ROUTES
- NATIONAL CYCLE ROUTE
- 1KM WALK ISOCHRON
- RETAIL
- EDUCATION
- LEISURE
- HEALTH CARE

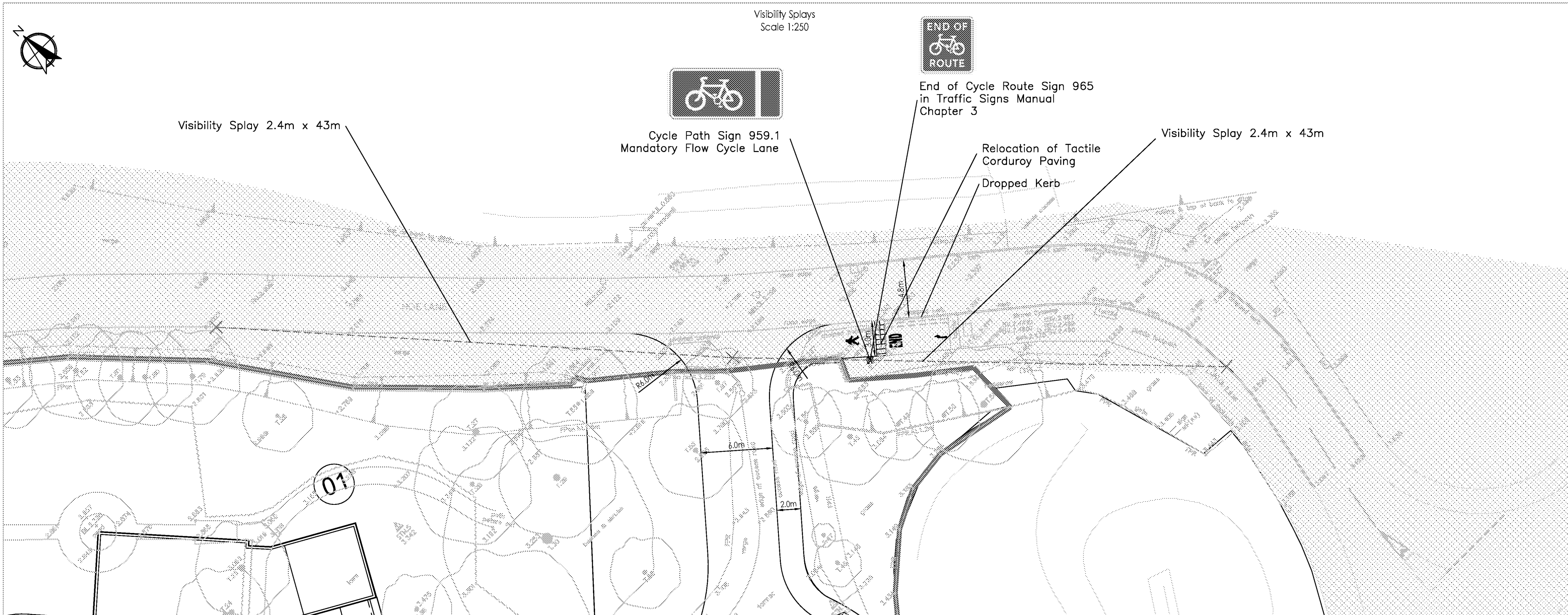


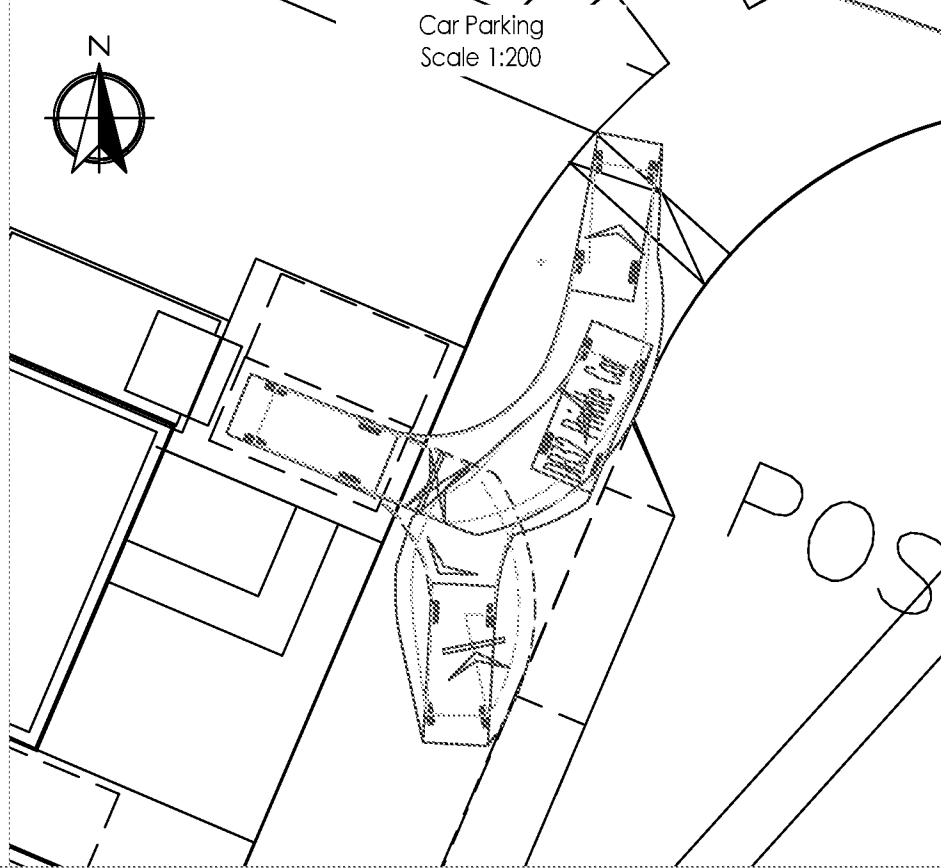
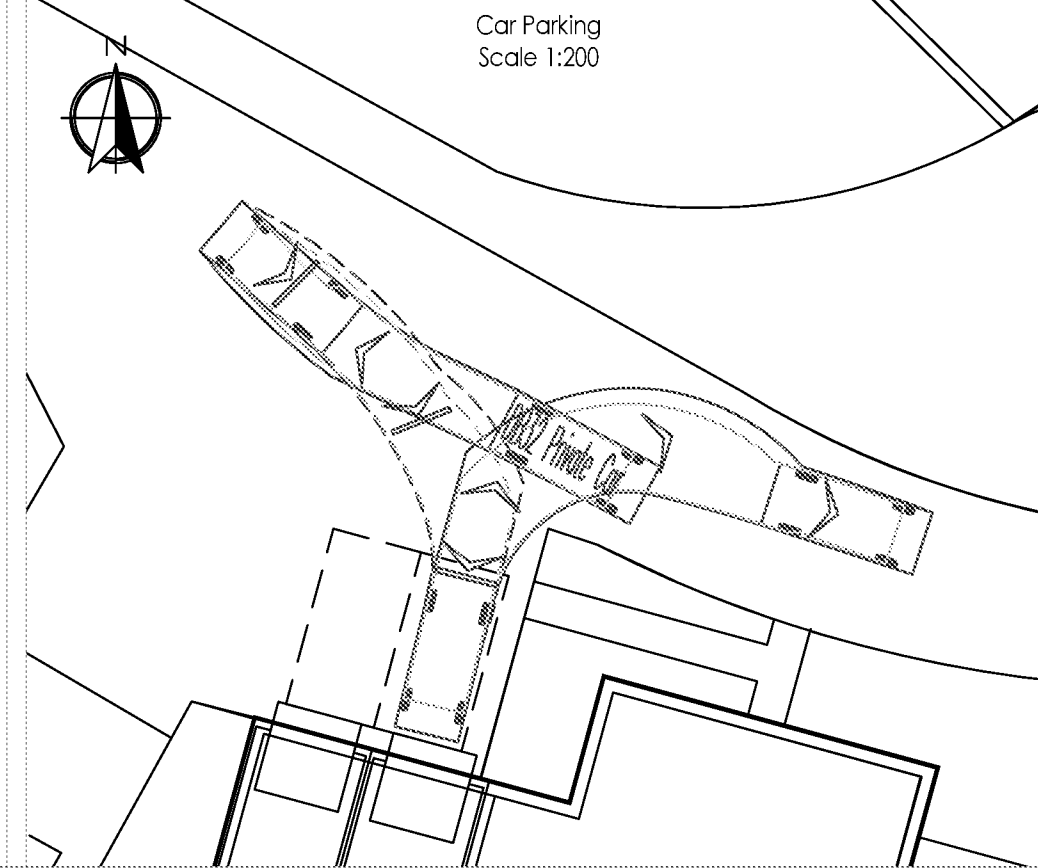
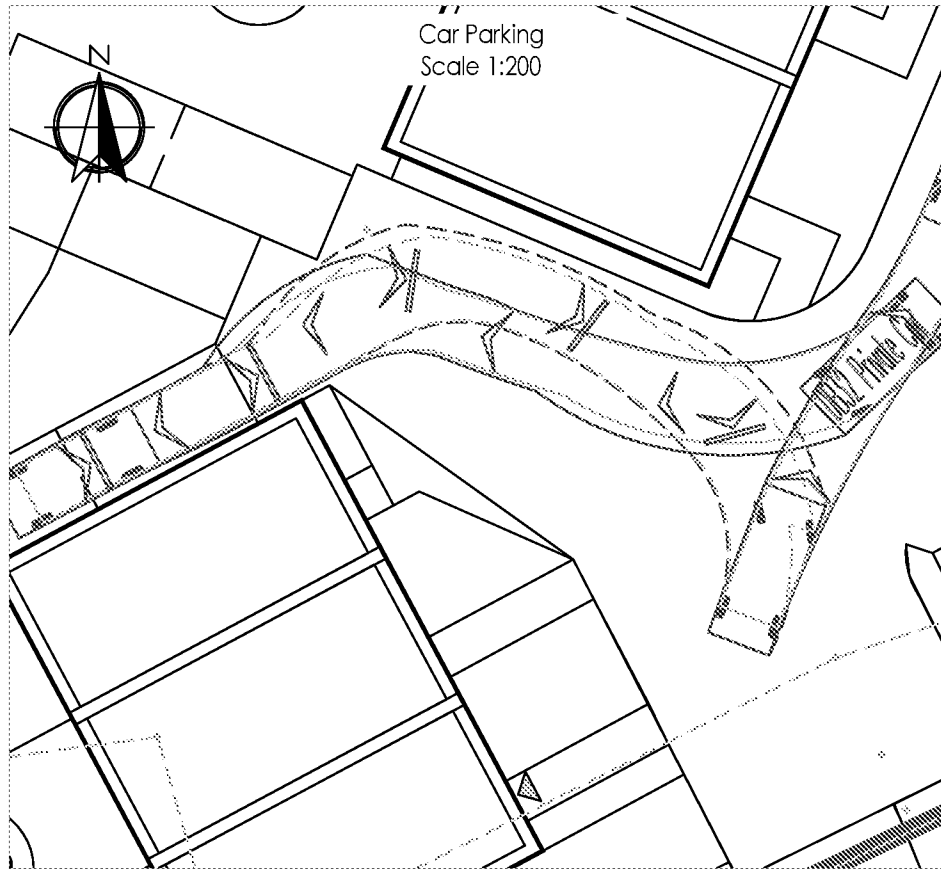
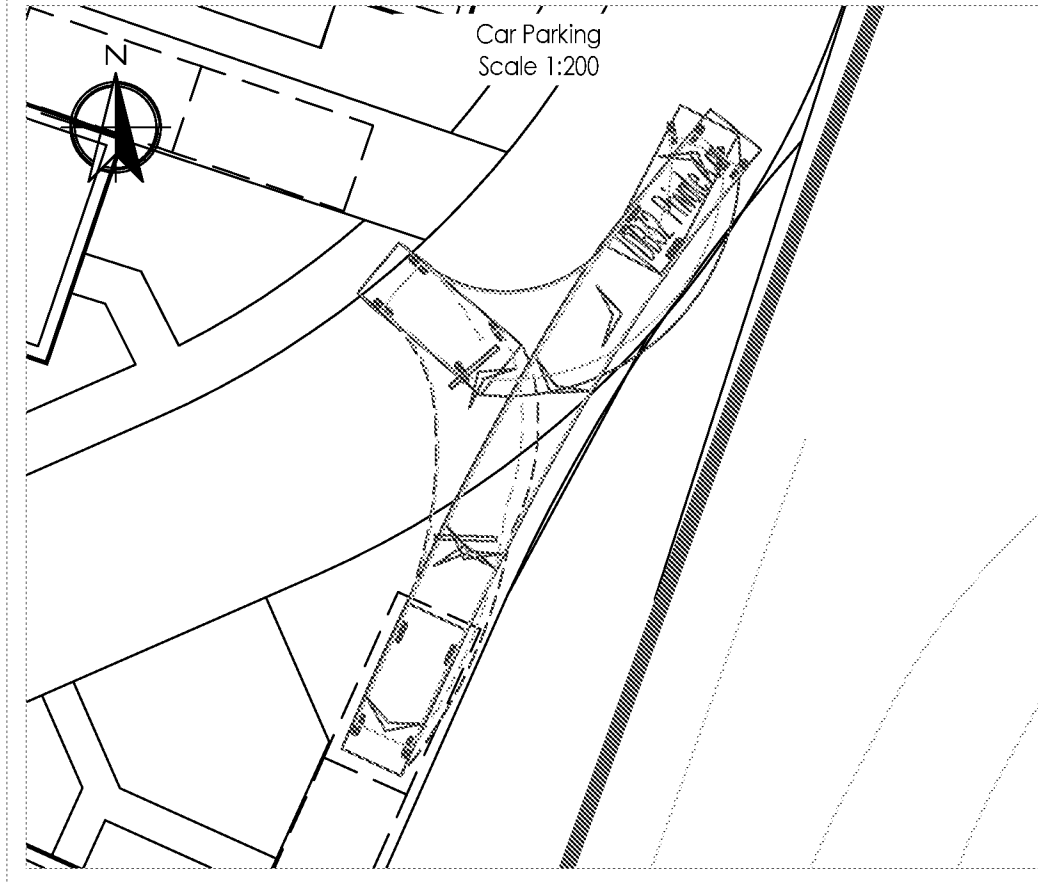
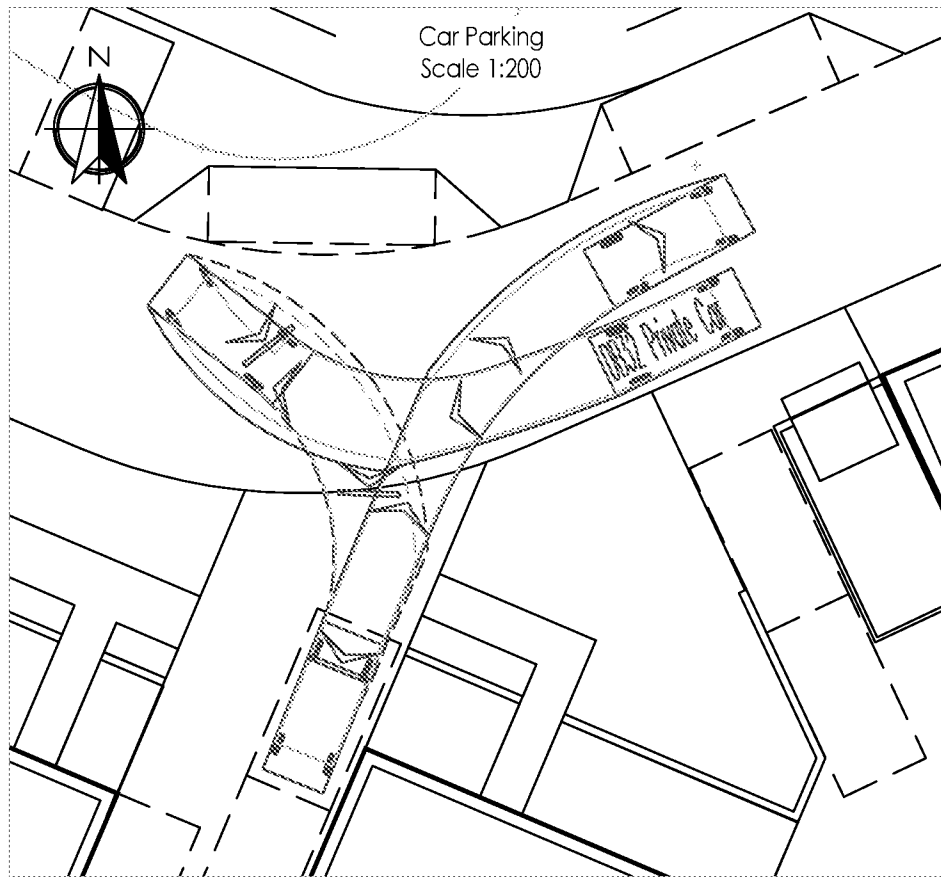
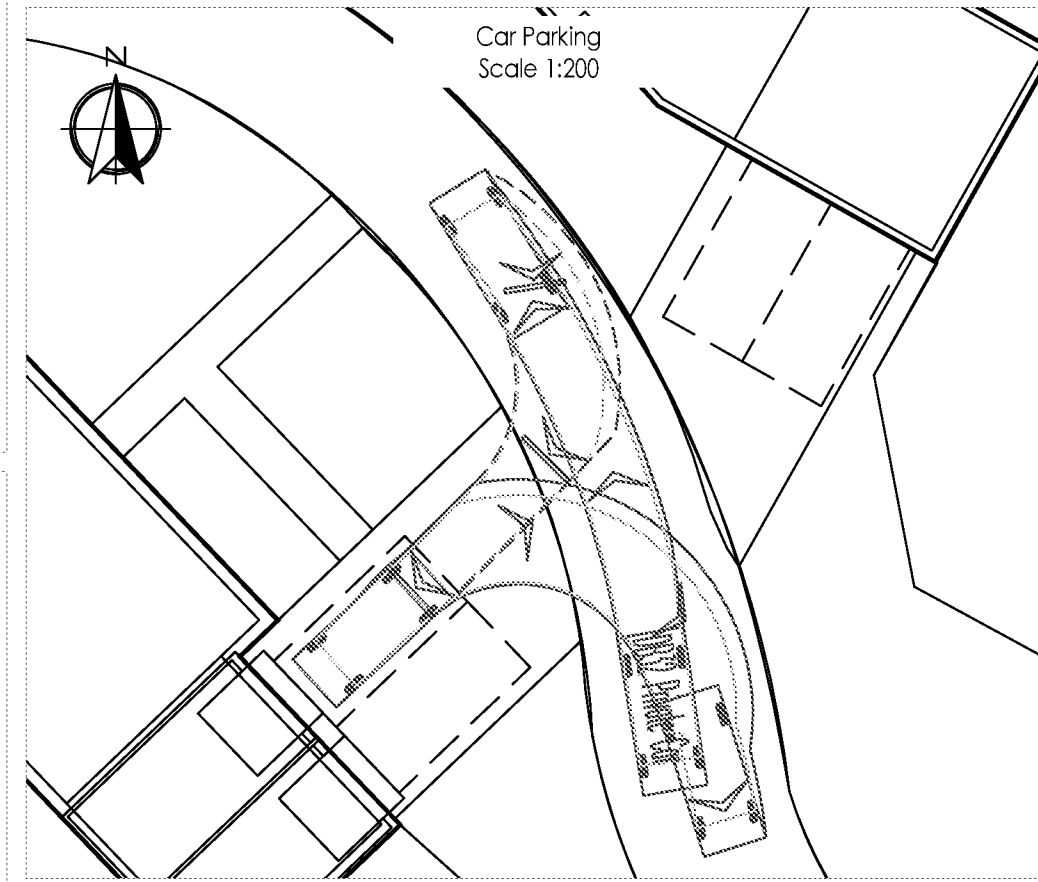
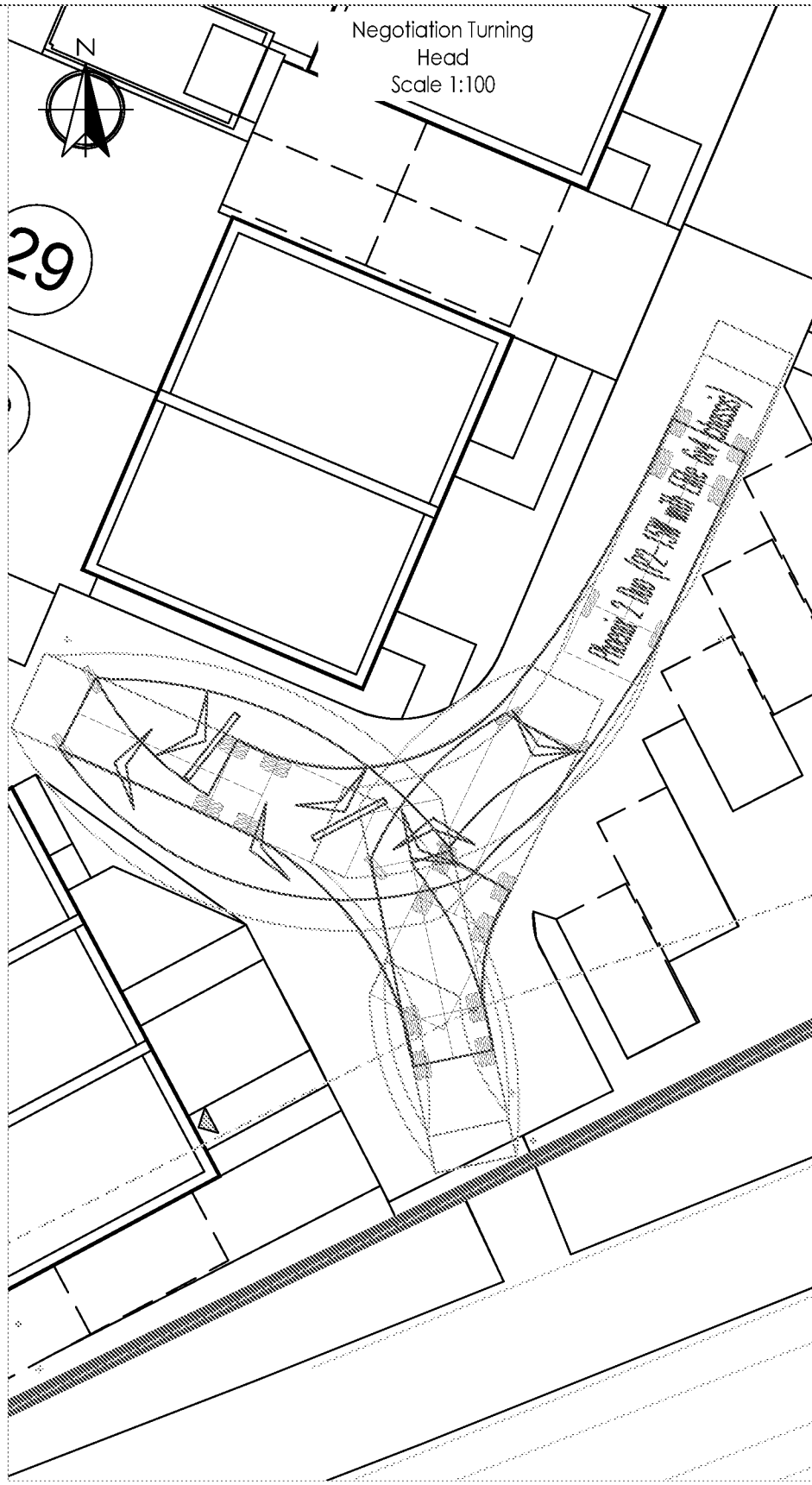
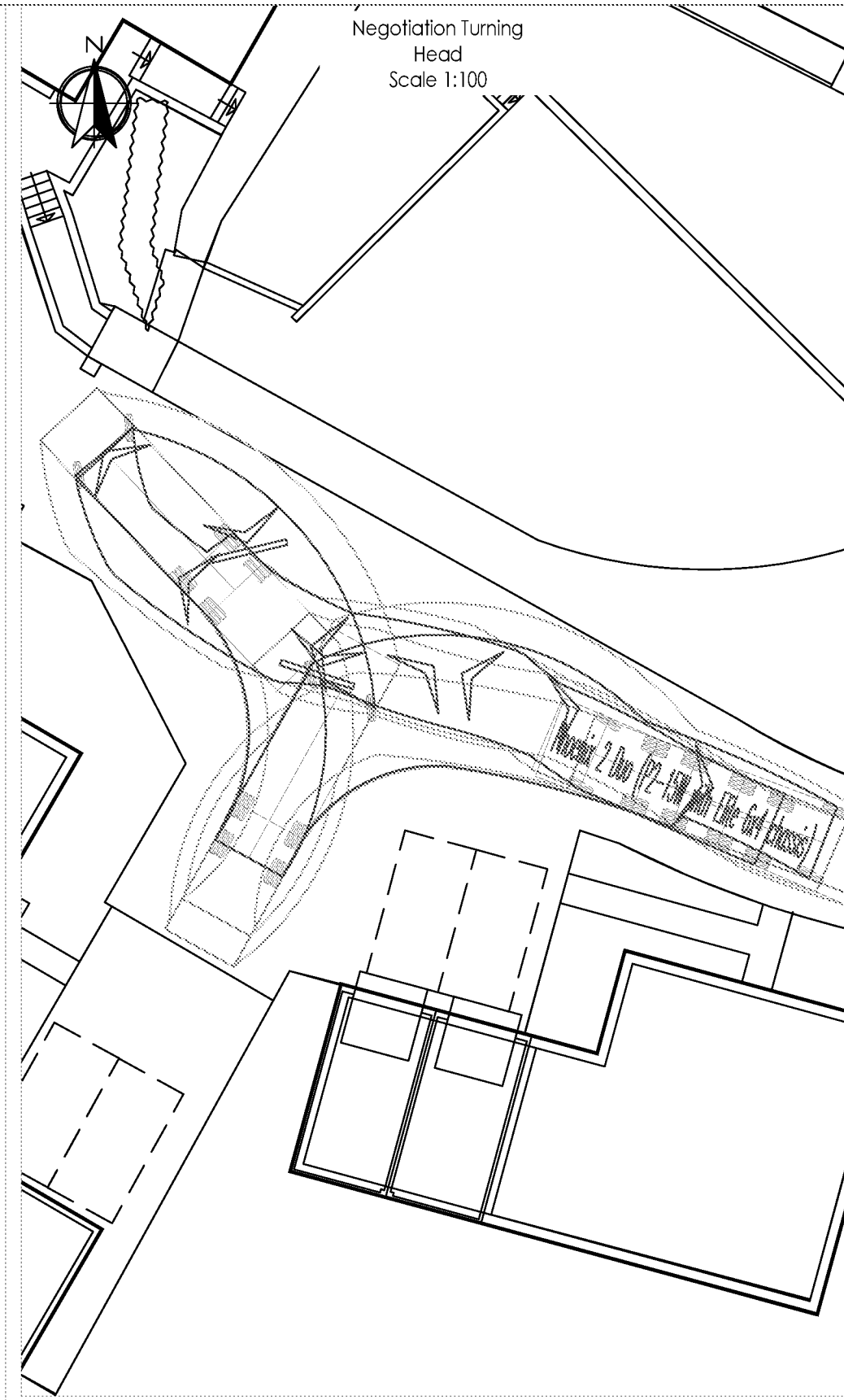
Transport Planning and Infrastructure Design Consultants
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Client: Pallant Homes Ltd			
Project: Bonhams, Flansham, Felpham			
Title: Site Location & Accessibility Plan			
Plan No: Plan 01	Job No: 3615	Date: May 17	Scale: NTS
Drawn By: SMO	Checked By: ALB	Approved By: PMR	Rev: -

RAIL TIMETABLE (Barnham Station)			
Destination	Route Summary	Typical Journey Time	Typical Frequency
Portsmouth Harbour	Barnham – Chichester – Havant – Fratton – Portsmouth Southsea – Portsmouth Harbour	36 mins	Every 15 mins
London Victoria	Barnham – Arundel – Paulbrough – Horsham – Three bridges – Gatwick – Clapham – London Victoria	1 hour 37 mins	Every 15 mins
Southampton Central	Barnham – Chichester – Havant – Cosham – Fareham – Southampton Central	1 hour 2 mins	Every 20 mins
Bognor Regis	Barnham – Bognor Regis	6 mins	Every 10 mins

DRAWINGS





NOTES

-LEGEND-

- Site Boundary
- Existing Road
- Markings
- Highway Boundary

Vehicle Dimensions

Vehicle	Overall Length	Overall Width	Overall Height	Wheelbase	Overhang	Clearance	Turning Radius
GB30 Private Car	4.25m	1.80m	1.40m	2.80m	1.45m	0.10m	9.00m
Private 2 Duo (P2-15W with Elite and chassis)	5.00m	2.00m	1.60m	3.20m	1.80m	0.10m	10.00m

Site Information

Pollant Homes Ltd
Bonhams, Flansham
Felpham

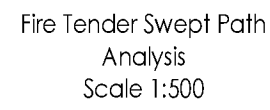
**Site Overview and
Sweep Path Analysis**

Varies @ A1
June 2017

SMO
2017/3615/002

ALB
PMR
D

rgp
Transport Planning and Infrastructure Design Consultants
Southdown, Harrogate, Yorkshire HG1 1ST
Tel: 01423 881188
www.rgp.co.uk

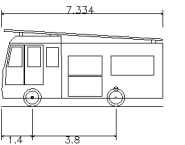


LEGEND-

Site Boundary

Existing Road Markings

Highway Boundary



Fire Tender	
Overall Length	7.334m
Overall Width	2.286m
Overall Body Height	3.495m
Min Body Ground Clearance	0.380m
Track Width	2.286m
Lock to lock time	5.00s
Kerb to Kerb Turning Radius	8.000m

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- PSP accepts no liability for any inaccuracies with the data.



Pallant Homes Ltd

Bonhams, Flansham
Felpham

Site Overview and Swept Path Analysis 2

Case	1:500	Created By	SMO	Checked by	ALB	Approved by	PMR
Date	June 2017	Tracking No.	2017/3615/003			Rev.	
						B	

APPENDIX A

MODAL

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Globals

Report id: CustomList-107
Descriptor: Modal Dir2_(modified)
Created by: MetroCount Traffic Executive
Creation Time (UTC): 2017-05-15T09:58:43
Legal: Copyright (c) 1997 - 2014 MetroCount
Graphic: header.bmp
Language: English
Country: United Kingdom
Time: UTC + 60 min
Create Version: 4.0.6.0
Metric: Part metric
Speed Unit: mph
Length Unit: metre
Mass Unit: tonne

Dataset

Site Name: Yapton
Site Attribute: ATC 11
File Name: S:\RGPL-012 Modal Data Limited\MetroCount\MTE 4.06\Data\Yapton 0 2017-05-15 1012.EC0
File Type: Plus
Algorithm: Factory default axle
Description: Hoe Lane
Lane: 0
Direction: 6
Direction Text: 6 - West bound A|B, East bound B|A.
Layout Text: Axle sensors - Paired (Class/Speed/Count)
Setup Time: 2017-05-04T14:00:40
Start Time: 2017-05-04T14:00:40
Finish Time: 2017-05-15T10:12:40
Operator: MV
Configuration: 00000000 80 00 14 6a 6a 00 00 00 00 00 , Standard

Profile

Name: Default Profile
Title: MetroCount Traffic Executive
Graphic Logo:
Header:
Footer:
Percentile 1: 85
Percentile 2: 95
Page: 10
Filter Start: 2017-05-06T00:00:00
Filter End: 2017-05-13T00:00:00
Class Scheme: ARX
Low Speed: 0
High Speed: 90
Posted Limit:
Speed Limits: UNRESTRICTED
Separation: 0.000
Separation Type: Headway
Direction: BA
Encoded Direction: 15

HOE LANE, YAPTON - BOGNOR REGIS													EASTBOUND																						
Report Id - CustomList-107																																			
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Direction - BA																																			
06 May 2017																																			
Time	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Total	V8m 0-5	V8m 5-10	V8m 10-15	V8m 15-20	V8m 20-25	V8m 25-30	V8m 30-35	V8m 35-40	V8m 40-45	V8m 45-50	V8m 50-55	V8m 55-60	V8m 60-65	V8m 65-70	V8m 70-75	V8m 75-80	V8m 80-85	V8m 85-90	Mean	Vpp 85		
0000	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.9	-	
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0300	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.6	-	
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0600	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.2	-	
0700	2	8	0	0	0	0	0	0	0	0	0	0	10	0	0	2	1	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	20.1	-	
0800	0	10	0	0	0	0	0	0	0	0	0	0	10	0	0	0	5	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	21.2	-	
0900	0	17	0	1	0	0	0	0	0	0	0	0	18	0	0	1	6	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	21.2	24.2	
1000	1	14	0	2	0	0	0	0	0	0	0	0	17	0	0	4	4	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.7	20.8	
1100	0	12	1	1	0	0	0	0	0	0	0	0	14	0	0	2	2	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	20.4	23.3	
1200	2	23	0	1	0	0	0	0	0	0	0	0	26	0	2	2	10	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	19.1	22.8	
1300	0	11	0	3	0	0	0	0	0	0	0	0	14	0	2	3	4	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	17	23.6	
1400	0	17	0	2	0	0	0	0	0	0	0	0	19	0	0	3	6	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	19.5	23.3	
1500	0	21	0	1	0	0	0	0	0	0	0	0	22	0	0	3	11	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	19.4	23.7	
1600	0	15	0	1	0	0	0	0	0	0	0	0	16	0	0	1	9	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.5	21	
1700	0	16	0	1	0	0	0	0	0	0	0	0	17	0	1	4	8	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	17.2	20.1	
1800	1	8	0	0	0	0	0	0	0	0	0	0	9	0	0	2	2	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	19.3	-	
1900	0	13	0	2	0	0	0	0	0	0	0	0	15	0	1	1	7	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.3	21	
2000	0	6	0	0	0	0	0	0	0	0	0	0	6	0	0	0	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	20.7	-	
2100	0	4	0	0	0	0	0	0	0	0	0	0	4	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.2	-	
2200	0	1	0	1	0	0	0	0	0	0	0	0	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.8	-	
2300	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14.5	-	
08-09	0	10	0	0	0	0	0	0	0	0	0	0	10	0	0	0	5	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	21.2	-	
17-18	0	16	0	1	0	0	0	0	0	0	0	0	17	0	1	4	8	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	17.2	20.1	
10-16	3	98	1	10	0	0	0	0	0	0	0	0	112	0	4	17	37	47	7	0	0	0	0	0	0	0	0	0	0	0	0	0	19.1	23.3	
00-05	0	3	0	0	0	0	0	0	0	0	0	0	3	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.8	-	
00-00	6	201	1	16	0	0	0	0	0	0	0	0	224	0	6	29	83	92	14	0	0	0	0	0	0	0	0	0	0	0	0	0	19.2	23.3	



HOE LANE, YAPTON - BOGNOR REGIS													EASTBOUND																						
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07 May 2017																																			
Time	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Total	V8m 0-5	V8m 5-10	V8m 10-15	V8m 15-20	V8m 20-25	V8m 25-30	V8m 30-35	V8m 35-40	V8m 40-45	V8m 45-50	V8m 50-55	V8m 55-60	V8m 60-65	V8m 65-70	V8m 70-75	V8m 75-80	V8m 80-85	V8m 85-90	Mean	Vpp 95		
0000	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	21.3	-		
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-		
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-		
0300	0	3	0	0	0	0	0	0	0	0	0	0	3	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14.5	-		
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-		
0500	0	3	0	0	0	0	0	0	0	0	0	0	3	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	20.4	-		
0600	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14.9	-		
0700	3	7	0	0	0	0	0	0	0	0	0	0	10	0	1	3	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	17.4	-		
0800	1	7	0	0	0	0	0	0	0	0	0	0	8	0	0	1	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	18.4	-		
0900	1	15	0	0	0	0	0	0	0	0	0	0	16	0	0	5	3	7	1	0	0	0	0	0	0	0	0	0	0	0	0	18.6	23.6		
1000	2	15	0	0	0	0	0	0	0	0	0	0	17	0	2	0	8	6	1	0	0	0	0	0	0	0	0	0	0	0	0	18.8	23		
1100	1	10	0	0	0	0	0	0	0	0	0	0	11	0	1	2	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	17	21.9		
1200	1	14	0	3	0	0	0	0	0	0	0	0	18	0	1	4	7	6	0	0	0	0	0	0	0	0	0	0	0	0	0	17.3	21.3		
1300	0	10	0	0	0	0	0	0	0	0	0	0	10	0	0	1	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0	19.3	-		
1400	3	11	0	0	0	0	0	0	0	0	0	0	14	0	1	1	6	5	1	0	0	0	0	0	0	0	0	0	0	0	0	18.4	21.3		
1500	0	9	0	0	0	0	0	0	0	0	0	0	9	0	0	1	3	5	0	0	0	0	0	0	0	0	0	0	0	0	0	18.9	-		
1600	2	10	0	0	0	0	0	0	0	0	0	0	12	0	2	2	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	16.6	19		
1700	1	14	0	0	0	0	0	0	0	0	0	0	15	0	1	4	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	17.2	22.6		
1800	1	17	0	0	0	1	0	0	0	0	0	0	19	0	1	4	5	9	0	0	0	0	0	0	0	0	0	0	0	0	0	18.4	22.1		
1900	1	9	0	1	0	0	0	0	0	0	0	0	11	0	0	7	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	15.1	16.6		
2000	0	5	0	1	0	0	0	0	0	0	0	0	6	0	0	1	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	20.7	-		
2100	0	7	0	0	0	0	0	0	0	0	0	0	7	0	0	1	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	18.7	-		
2200	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	22.2	-		
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-		
08-09	1	7	0	0	0	0	0	0	0	0	0	0	8	0	0	1	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	18.4	-		
17-18	1	14	0	0	0	0	0	0	0	0	0	0	15	0	1	4	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	17.2	22.6		
10-16	7	69	0	3	0	0	0	0	0	0	0	0	79	0	5	9	36	25	4	0	0	0	0	0	0	0	0	0	0	0	0	18.2	21.9		
00-05	0	4	0	0	0	0	0	0	0	0	0	0	4	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	16.2	-		
00-00	17	170	0	5	0	1	0	0	0	0	0	0	193	0	10	41	70	65	7	0	0	0	0	0	0	0	0	0	0	0	0	18	22.6		

MODAL

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HOE LANE, YAPTON - BOGNOR REGIS													EASTBOUND																						
Report Id - CustomList-107																																			
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08 May 2017																																			
Time	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Total	V8m 0-5	V8m 5-10	V8m 10-15	V8m 15-20	V8m 20-25	V8m 25-30	V8m 30-35	V8m 35-40	V8m 40-45	V8m 45-50	V8m 50-55	V8m 55-60	V8m 60-65	V8m 65-70	V8m 70-75	V8m 75-80	V8m 80-85	V8m 85-90	Mean	Vpp 95		
0000	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	20	-		
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-		
0200	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	29.2	-		
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-		
0400	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	21.4	-		
0500	0	4	0	0	0	0	0	0	0	0	0	0	4	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	22.2	-		
0600	0	3	0	1	0	0	0	0	0	0	0	0	4	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	20.1	-		
0700	1	17	0	0	0	0	0	0	0	0	0	0	18	0	1	1	5	8	3	0	0	0	0	0	0	0	0	0	0	0	0	20.6	23.9		
0800	1	15	0	2	0	0	0	0	0	0	0	0	18	0	0	1	6	10	1	0	0	0	0	0	0	0	0	0	0	0	0	21	23.3		
0900	1	14	0	3	0	0	0	0	0	0	0	0	18	0	1	2	11	4	0	0	0	0	0	0	0	0	0	0	0	0	0	17.4	20.4		
1000	0	13	1	1	0	0	0	0	0	0	0	0	15	0	0	1	4	8	2	0	0	0	0	0	0	0	0	0	0	0	0	21.1	23.9		
1100	0	18	0	3	0	0	0	0	0	0	0	0	21	0	0	0	3	15	3	0	0	0	0	0	0	0	0	0	0	0	0	21.9	24.6		
1200	1	14	0	3	0	0	0	0	0	0	0	0	18	0	2	2	6	7	1	0	0	0	0	0	0	0	0	0	0	0	0	18.6	23		
1300	0	21	0	1	0	0	0	0	0	0	0	0	22	0	0	2	7	12	1	0	0	0	0	0	0	0	0	0	0	0	0	20.4	23.7		
1400	0	21	0	0	0	0	0	0	0	0	0	0	21	0	0	1	5	15	0	0	0	0	0	0	0	0	0	0	0	0	0	20.6	22.8		
1500	3	20	0	3	1	1	0	0	1	1	0	0	30	0	1	4	14	9	2	0	0	0	0	0	0	0	0	0	0	0	0	18.9	23		
1600	4	19	0	1	2	1	0	0	0	0	0	0	27	0	0	4	12	10	1	0	0	0	0	0	0	0	0	0	0	0	0	18.9	22.6		
1700	2	13	0	5	0	0	0	0	0	0	0	0	20	0	0	3	9	8	0	0	0	0	0	0	0	0	0	0	0	0	0	18.6	21.3		
1800	1	18	0	0	0	0	0	0	0	0	0	0	19	0	1	3	6	8	1	0	0	0	0	0	0	0	0	0	0	0	0	18.9	23.6		
1900	4	9	0	0	0	0	0	0	0	0	0	0	13	0	2	2	2	7	0	0	0	0	0	0	0	0	0	0	0	0	0	18	21.9		
2000	0	4	0	0	0	0	0	0	0	0	0	0	4	0	0	1	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	19.2	-		
2100	0	5	0	1	0	0	0	0	0	0	0	0	6	0	0	1	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	22.9	-		
2200	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	23.3	-		
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-		
08-09	1	15	0	2	0	0	0	0	0	0	0	0	18	0	0	1	6	10	1	0	0	0	0	0	0	0	0	0	0	0	0	21	23.3		
17-18	2	13	0	5	0	0	0	0	0	0	0	0	20	0	0	3	9	8	0	0	0	0	0	0	0	0	0	0	0	0	0	18.6	21.3		
10-16	4	107	1	11	1	1	0	0	1	1	0	0	127	0	3	10	39	66	9	0	0	0	0	0	0	0	0	0	0	0	0	20.2	23.6		
00-05	0	3	0	1	0	0	0	0	0	0	0	0	4	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	22.7	-		
00-00	18	232	1	25	3	2	0	0	1	1	0	0	283	0	8	28	96	131	20	0	0	0	0	0	0	0	0	0	0	0	0	19.8	23.6		

MODAL

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HOE LANE, YAPTON - BOGNOR REGIS													EASTBOUND																						
Report Id - CustomList-107																																			
Site Name - Yapton																																			
Description - Hoe Lane																																			
Direction - BA																																			
09 May 2017																																			
Time	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Total	V8m 0-5	V8m 5-10	V8m 10-15	V8m 15-20	V8m 20-25	V8m 25-30	V8m 30-35	V8m 35-40	V8m 40-45	V8m 45-50	V8m 50-55	V8m 55-60	V8m 60-65	V8m 65-70	V8m 70-75	V8m 75-80	V8m 80-85	V8m 85-90	Mean	Vpp 95		
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-		
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-		
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-		
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-		
0400	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	19.9	-		
0500	0	4	0	0	0	0	0	0	0	0	0	0	4	0	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	22.9	-		
0600	0	3	0	0	0	0	0	0	0	0	0	0	3	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	19.7	-		
0700	1	8	0	1	0	0	0	0	0	0	0	0	10	0	0	3	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	17.5	-		
0800	2	26	0	0	0	0	0	0	0	0	0	0	28	0	0	2	9	16	1	0	0	0	0	0	0	0	0	0	0	0	0	20.3	23.3		
0900	0	16	0	1	0	0	0	0	0	0	0	0	17	0	0	4	5	7	1	0	0	0	0	0	0	0	0	0	0	0	0	18.7	22.4		
1000	1	11	0	1	0	0	0	0	0	0	0	0	13	0	0	2	5	4	2	0	0	0	0	0	0	0	0	0	0	0	0	20.2	24.6		
1100	1	16	0	2	0	0	0	0	0	0	0	0	19	1	1	5	5	7	0	0	0	0	0	0	0	0	0	0	0	0	0	16.9	21.7		
1200	0	19	0	2	0	0	0	0	0	0	0	0	21	0	2	0	7	9	3	0	0	0	0	0	0	0	0	0	0	0	0	19.9	24.6		
1300	1	17	0	2	0	0	0	0	0	0	0	0	20	0	0	2	7	11	0	0	0	0	0	0	0	0	0	0	0	0	0	20	23		
1400	0	12	0	3	0	0	0	0	0	0	0	0	15	0	0	1	4	9	1	0	0	0	0	0	0	0	0	0	0	0	0	20.8	23.3		
1500	1	10	0	0	0	0	0	0	0	0	0	0	11	0	0	3	3	5	0	0	0	0	0	0	0	0	0	0	0	0	0	18	22.6		
1600	1	8	0	4	0	0	0	0	0	0	0	0	13	0	1	0	4	6	2	0	0	0	0	0	0	0	0	0	0	0	0	20	23.7		
1700	2	25	0	1	0	0	0	0	0	0	0	0	28	0	2	3	8	12	3	0	0	0	0	0	0	0	0	0	0	0	0	19.2	24.4		
1800	1	11	0	0	0	0	0	0	0	0	0	0	12	0	1	2	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	16.7	19.6		
1900	1	22	0	0	0	0	0	0	0	0	0	0	23	0	2	1	11	5	4	0	0	0	0	0	0	0	0	0	0	0	0	19.3	25.6		
2000	2	11	0	0	0	0	0	0	0	0	0	0	13	0	0	3	3	5	2	0	0	0	0	0	0	0	0	0	0	0	0	19	23.7		
2100	0	1	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	28	-		
2200	0	6	0	0	0	0	0	0	0	0	0	0	6	0	0	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	16.1	-		
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-		
08-09	2	26	0	0	0	0	0	0	0	0	0	0	28	0	0	2	9	16	1	0	0	0	0	0	0	0	0	0	0	0	0	20.3	23.3		
17-18	2	25	0	1	0	0	0	0	0	0	0	0	28	0	2	3	8	12	3	0	0	0	0	0	0	0	0	0	0	0	0	19.2	24.4		
10-16	4	85	0	10	0	0	0	0	0	0	0	0	99	1	3	13	31	45	6	0	0	0	0	0	0	0	0	0	0	0	0	19.3	23.5		
00-05	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	19.9	-		
00-00	14	227	0	18	1	0	0	0	0	0	0	0	260	1	9	35	86	106	22	1	0	0	0	0	0	0	0	0	0	0	0	19.2	23.7		

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Report Id - CustomList-107																										MODAL modaldata.com																						
Site Name - Yapton																																																
Description - Hoe Lane																																																
Direction - BA																																																
10 May 2017																																																
Time	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Total	V8m 0-5	V8m 5-10	V8m 10-15	V8m 15-20	V8m 20-25	V8m 25-30	V8m 30-35	V8m 35-40	V8m 40-45	V8m 45-50	V8m 50-55	V8m 55-60	V8m 60-65	V8m 65-70	V8m 70-75	V8m 75-80	V8m 80-85	V8m 85-90	Mean	Vpp 85															
0000	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.4	-															
0100	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	26.6	-															
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-															
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-															
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-															
0500	0	3	0	0	0	0	0	0	0	0	0	0	3	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	22.8	-															
0600	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	22.8	-															
0700	0	19	0	0	0	0	0	0	0	0	0	0	19	0	1	0	9	5	4	0	0	0	0	0	0	0	0	0	0	0	0	20.8	25.1															
0800	2	20	0	1	0	0	0	0	0	0	0	0	23	0	0	3	5	11	4	0	0	0	0	0	0	0	0	0	0	0	0	21.1	25.1															
0900	0	10	0	5	1	0	0	0	0	0	0	0	16	0	0	3	6	6	1	0	0	0	0	0	0	0	0	0	0	0	0	18.6	21.3															
1000	0	11	0	2	1	0	0	0	0	0	0	0	14	0	0	4	3	6	1	0	0	0	0	0	0	0	0	0	0	0	0	18.7	22.6															
1100	0	15	1	5	0	0	0	0	0	0	0	0	21	0	0	1	7	9	4	0	0	0	0	0	0	0	0	0	0	0	0	21.2	25.1															
1200	2	21	0	1	1	0	0	0	0	0	2	0	27	0	4	3	4	14	2	0	0	0	0	0	0	0	0	0	0	0	0	18.9	23.9															
1300	0	12	0	2	0	0	0	0	0	0	0	0	14	0	0	1	2	11	0	0	0	0	0	0	0	0	0	0	0	0	0	20.9	22.6															
1400	2	12	0	2	0	0	0	0	0	0	0	0	16	0	1	2	2	8	3	0	0	0	0	0	0	0	0	0	0	0	0	20.7	25.3															
1500	2	15	0	2	0	0	0	0	0	0	0	0	19	0	2	5	4	6	2	0	0	0	0	0	0	0	0	0	0	0	0	17.7	23.7															
1600	2	17	0	2	0	0	0	0	0	0	0	0	21	0	1	1	11	6	2	0	0	0	0	0	0	0	0	0	0	0	0	19.2	23.3															
1700	2	24	1	1	0	0	0	0	0	0	1	0	29	0	0	7	10	11	1	0	0	0	0	0	0	0	0	0	0	0	0	18.1	21.5															
1800	1	13	0	2	0	0	0	0	0	0	0	0	16	0	0	2	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	19.1	21.9															
1900	1	19	0	1	0	0	0	0	0	0	0	0	21	0	0	3	11	7	0	0	0	0	0	0	0	0	0	0	0	0	0	18.4	20.8															
2000	0	8	0	0	0	0	0	0	0	0	0	0	8	0	0	2	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	18	-															
2100	0	3	0	1	0	0	0	0	0	0	0	0	4	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	17.9	-															
2200	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	18.6	-															
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-															
08-09	2	20	0	1	0	0	0	0	0	0	0	0	23	0	0	3	5	11	4	0	0	0	0	0	0	0	0	0	0	0	0	21.1	25.1															
17-18	2	24	1	1	0	0	0	0	0	0	1	0	29	0	0	7	10	11	1	0	0	0	0	0	0	0	0	0	0	0	0	18.1	21.5															
10-16	6	86	1	14	2	0	0	0	0	0	2	0	111	0	7	16	22	54	12	0	0	0	0	0	0	0	0	0	0	0	0	19.6	24.2															
00-05	0	1	0	1	0	0	0	0	0	0	0	0	2	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	22	-															
00-00	14	227	2	28	3	0	0	0	0	0	3	0	277	0	9	40	87	113	28	0	0	0	0	0	0	0	0	0	0	0	0	19.4	23.9															

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Report Id - CustomList-107																																			
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Direction - BA																																			
11 May 2017																																			
Time	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Total	V6m 0-5	V6m 5-10	V6m 10-15	V6m 15-20	V6m 20-25	V6m 25-30	V6m 30-35	V6m 35-40	V6m 40-45	V6m 45-50	V6m 50-55	V6m 55-60	V6m 60-65	V6m 65-70	V6m 70-75	V6m 75-80	V6m 80-85	V6m 85-90	Mean	Vpp 85		
0000	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.9	-		
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-		
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-		
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-		
0400	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.6	-	
0500	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	22.7	-	
0600	0	6	0	0	0	0	0	0	0	0	0	0	6	0	0	1	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	21.6	-	
0700	0	14	1	0	0	0	0	0	0	0	0	0	15	0	0	3	5	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	20.2	25.2	
0800	1	19	0	1	0	0	0	0	0	0	0	0	21	0	0	1	7	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.2	23.7	
0900	2	11	0	0	0	0	0	0	0	0	0	0	13	0	1	2	5	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	18	21.7	
1000	2	19	0	2	0	0	0	0	0	0	0	0	23	0	1	6	7	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	23	
1100	1	20	0	1	0	0	0	0	0	0	0	0	22	0	0	4	7	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	19.2	23.3	
1200	0	13	1	3	0	0	0	0	0	0	0	0	17	0	0	1	7	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	21.1	24.2	
1300	2	17	0	1	0	0	0	0	0	0	0	0	20	0	0	3	7	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.7	23	
1400	0	13	0	4	0	0	0	0	0	0	0	0	17	0	1	1	5	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	20.2	23.3	
1500	0	20	0	1	0	0	0	0	0	0	0	0	21	0	1	1	5	13	1	0	0	0	0	0	0	0	0	0	0	0	0	0	20.2	23	
1600	0	16	0	1	0	0	1	0	0	0	0	0	18	0	0	1	5	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	21	24.2	
1700	2	24	0	1	0	1	0	0	0	0	0	0	28	0	2	4	10	8	4	0	0	0	0	0	0	0	0	0	0	0	0	0	18.9	24.2	
1800	3	9	0	0	0	0	0	0	0	0	0	0	12	0	1	1	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.4	22.8	
1900	1	7	0	0	0	0	0	0	0	0	0	0	8	0	0	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15.9	-	
2000	0	5	0	0	0	0	0	0	0	0	0	0	5	0	0	1	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	20.8	-	
2100	0	5	0	0	0	0	0	0	0	0	0	0	5	0	0	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.4	-	
2200	0	4	0	0	0	0	0	0	0	0	0	0	4	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	20.9	-	
2300	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.8	-	
08-09	1	19	0	1	0	0	0	0	0	0	0	0	21	0	0	1	7	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.2	23.7	
17-18	2	24	0	1	0	1	0	0	0	0	0	0	28	0	2	4	10	8	4	0	0	0	0	0	0	0	0	0	0	0	0	0	18.9	24.2	
10-16	5	102	1	12	0	0	0	0	0	0	0	0	120	0	3	16	38	55	8	0	0	0	0	0	0	0	0	0	0	0	0	0	19.6	23.5	
00-05	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.3	-	
00-00	14	226	2	15	1	1	1	0	0	0	0	0	260	0	7	35	88	106	24	0	0	0	0	0	0	0	0	0	0	0	0	0	19.6	23.9	

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12 May 2017																																			
Time	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Total	V8m 0-5	V8m 5-10	V8m 10-15	V8m 15-20	V8m 20-25	V8m 25-30	V8m 30-35	V8m 35-40	V8m 40-45	V8m 45-50	V8m 50-55	V8m 55-60	V8m 60-65	V8m 65-70	V8m 70-75	V8m 75-80	V8m 80-85	V8m 85-90	Mean	Vpp 85		
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-		
0100	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	28.5	-		
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-		
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-		
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-		
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-		
0600	0	6	0	0	0	0	0	0	0	0	0	0	6	0	0	0	1	3	2	0	0	0	0	0	0	0	0	0	0	0	0	22.3	-		
0700	0	17	1	1	0	0	0	0	0	0	0	0	19	0	0	3	8	7	1	0	0	0	0	0	0	0	0	0	0	0	0	19.3	23.5		
0800	1	13	0	0	0	0	0	0	0	0	0	0	14	0	0	1	4	8	1	0	0	0	0	0	0	0	0	0	0	0	0	20.5	22.6		
0900	1	19	0	1	1	0	0	0	0	0	0	0	22	0	1	6	4	11	0	0	0	0	0	0	0	0	0	0	0	0	0	18.2	22.4		
1000	1	24	0	2	0	0	0	0	0	0	0	0	27	0	0	3	12	9	3	0	0	0	0	0	0	0	0	0	0	0	0	19.9	23		
1100	0	17	0	2	0	0	0	0	0	0	0	0	19	0	0	1	6	9	3	0	0	0	0	0	0	0	0	0	0	0	0	21.2	24.8		
1200	0	11	0	4	0	0	0	0	0	0	0	0	15	0	1	1	8	4	1	0	0	0	0	0	0	0	0	0	0	0	0	18.6	22.6		
1300	1	12	0	0	0	0	0	0	0	0	0	0	13	0	0	4	4	5	0	0	0	0	0	0	0	0	0	0	0	0	0	17.9	21.5		
1400	2	24	0	5	0	0	0	0	0	0	0	0	31	0	1	2	15	13	0	0	0	0	0	0	0	0	0	0	0	0	0	19.2	22.6		
1500	0	24	0	0	0	0	0	0	0	0	0	0	24	0	0	1	10	9	2	0	0	2	0	0	0	0	0	0	0	0	0	22.2	24.8		
1600	0	16	0	2	0	0	0	0	0	0	0	0	18	0	0	3	5	7	2	1	0	0	0	0	0	0	0	0	0	0	0	20.7	23.5		
1700	0	15	0	0	0	0	0	0	0	0	0	0	15	0	0	0	5	7	3	0	0	0	0	0	0	0	0	0	0	0	0	21.4	24.8		
1800	1	14	0	2	0	0	0	0	0	0	0	0	17	0	0	1	6	10	0	0	0	0	0	0	0	0	0	0	0	0	0	19.6	22.6		
1900	2	9	0	1	0	0	0	0	0	0	0	0	12	0	1	1	1	6	3	0	0	0	0	0	0	0	0	0	0	0	0	21.2	24.8		
2000	1	6	0	0	0	0	0	0	0	0	0	0	7	0	0	3	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	17.4	-		
2100	0	7	0	0	0	0	0	0	0	0	0	0	7	0	0	3	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	16.6	-		
2200	0	6	0	0	0	0	0	0	0	0	0	0	6	0	0	1	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	18.3	-		
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-		
08-09	1	13	0	0	0	0	0	0	0	0	0	0	14	0	0	1	4	8	1	0	0	0	0	0	0	0	0	0	0	0	0	20.5	22.6		
17-18	0	15	0	0	0	0	0	0	0	0	0	0	15	0	0	0	5	7	3	0	0	0	0	0	0	0	0	0	0	0	0	21.4	24.8		
10-16	4	112	0	12	0	0	0	0	0	0	0	0	129	0	2	12	55	49	9	0	0	2	0	0	0	0	0	0	0	0	0	20	23.5		
00-05	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	28.5	-		
00-00	10	240	1	21	1	0	0	0	0	0	0	0	273	0	4	34	96	114	22	1	0	2	0	0	0	0	0	0	0	0	0	19.9	23.7		

MODAL

modaldata.com

HOE LANE, YAPTON - BOGNOR REGIS

EASTBOUND

Report Id - CustomList-107
Site Name - Yapton
Description - Hoe Lane
Direction - BA



modaldata.com

Grand Total

Time	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Total	Ypm 0	Ypm 5	Ypm 10	Ypm 15	Ypm 20	Ypm 25	Ypm 30	Ypm 35	Ypm 40	Ypm 45	Ypm 50	Ypm 55	Ypm 60	Ypm 65	Ypm 70	Ypm 75	Ypm 80	Ypm 85	Mean	Ypp 85	
--	93	1523	7	128	9	4	1	0	1	4	0	0	1770	1	53	242	606	727	137	2	0	2	0	0	0	0	0	0	0	0	0	0	19.4	23.5

MODAL

modaldata.com

Globals

Report id: CustomList-107
Descriptor: Modal Dir2_(modified)
Created by: MetroCount Traffic Executive
Creation Time (UTC): 2017-05-15T09:57:27
Legal: Copyright (c) 1997 - 2014 MetroCount
Graphic: header.bmp
Language: English
Country: United Kingdom
Time: UTC + 60 min
Create Version: 4.0.6.0
Metric: Part metric
Speed Unit: mph
Length Unit: metre
Mass Unit: tonne

Dataset

Site Name: Yapton
Site Attribute: ATC 11
File Name: S:\RGPL-012 Modal Data Limited\MetroCount\MTE 4.06\Data\Yapton 0 2017-05-15 1012.EC0
File Type: Plus
Algorithm: Factory default axle
Description: Hoe Lane
Lane: 0
Direction: 6
Direction Text: 6 - West bound A|B, East bound B|A.
Layout Text: Axle sensors - Paired (Class/Speed/Count)
Setup Time: 2017-05-04T14:00:40
Start Time: 2017-05-04T14:00:40
Finish Time: 2017-05-15T10:12:40
Operator: MV
Configuration: 00000000 80 00 14 6a 6a 00 00 00 00 00 , Standard

Profile

Name: Default Profile
Title: MetroCount Traffic Executive
Graphic Logo:
Header:
Footer:
Percentile 1: 85
Percentile 2: 95
Page: 10
Filter Start: 2017-05-06T00:00:00
Filter End: 2017-05-13T00:00:00
Class Scheme: ARX
Low Speed: 0
High Speed: 90
Posted Limit:
Speed Limits: UNRESTRICTED
Separation: 0.000
Separation Type: Headway
Direction: AB
Encoded Direction: 15

HOE LANE, YAPTON - BOGNOR REGIS													WESTBOUND																										
Report Id - CustomList-107																																							
Site Name - Yapton																																							
Description - Hoe Lane																																							
Direction - AB																																							
07 May 2017																																							
Time	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Total	Vbin 0	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 65	Vbin 70	Vbin 75	Vbin 80	Vbin 85	Vbin 90	Mean	Vpp 95					
0000	2	4	0	0	0	0	0	0	0	0	0	0	6	0	0	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.7	-					
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-					
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-					
0300	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	-					
0400	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.9	-					
0500	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15.3	-					
0600	0	3	0	0	0	0	0	0	0	0	0	0	3	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	24	-					
0700	2	2	0	0	0	0	0	0	0	0	0	0	4	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15.2	-					
0800	3	5	0	0	0	0	0	0	0	0	0	0	8	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14.7	-					
0900	1	7	0	0	0	0	0	0	0	0	0	0	8	0	0	2	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	-					
1000	0	10	0	0	0	0	0	0	0	0	0	0	10	0	1	1	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.2	-					
1100	2	10	0	1	0	0	0	0	0	0	0	0	13	0	1	2	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.4	19.5					
1200	1	20	0	0	0	0	0	0	0	0	0	0	21	0	0	3	12	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	18.7	20.8					
1300	3	6	0	2	0	0	0	0	0	0	0	0	11	0	2	2	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	16.7	21					
1400	3	16	0	0	0	0	0	0	0	0	0	0	19	0	0	5	10	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	17.3	21.3					
1500	0	12	0	0	0	1	0	0	0	0	0	0	13	0	1	2	4	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	18.9	22.4					
1600	2	14	0	0	0	0	0	0	0	0	0	0	16	0	0	4	7	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	18.3	21.5					
1700	0	20	0	0	0	0	0	0	0	0	0	0	20	0	0	3	10	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	18.7	21					
1800	0	10	0	1	0	0	0	0	0	0	0	0	11	0	0	1	6	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.3	21.5					
1900	1	13	0	1	0	0	0	0	0	0	0	0	15	0	1	5	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	17.3	23.7					
2000	1	10	0	2	0	0	0	0	0	0	0	0	13	0	0	1	3	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	20.5	23.3					
2100	0	6	0	0	0	0	0	0	0	0	0	0	6	0	0	1	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.6	-					
2200	1	2	0	0	0	0	0	0	0	0	0	0	3	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.8	-					
2300	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.1	-					
08-09	3	5	0	0	0	0	0	0	0	0	0	0	8	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14.7	-					
17-18	0	20	0	0	0	0	0	0	0	0	0	0	20	0	0	3	10	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	18.7	21					
10-16	9	74	0	3	0	1	0	0	0	0	0	0	87	0	5	15	44	17	5	1	0	0	0	0	0	0	0	0	0	0	0	0	17.7	21.3					
00-05	2	7	0	0	0	0	0	0	0	0	0	0	9	0	0	2	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.6	-					
00-00	23	174	0	7	0	1	0	0	0	0	0	0	205	0	6	41	95	51	11	1	0	0	0	0	0	0	0	0	0	0	0	0	18.1	22.4					



[illegible]

HOE LANE YAPTON - BOGNOR REGIS													WESTBOUND																														
Report Id - CustomList-107																																							MODAL				
Site Name - Yapton																																											
Description - Hoe Lane																																											
Direction - AB																																											
																																							modaldata.com				
09 May 2017																																											
Time	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Total	Vbin 0 d	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vbin 80 85	Vbin 85 90	Mean	Vpp dB										
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-											
0100	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14.3											
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-											
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-											
0400	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.7										
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-											
0600	1	2	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17										
0700	1	8	0	1	0	1	0	0	0	0	0	0	11	0	0	3	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.3	20.6									
0800	0	13	0	0	0	0	0	0	0	0	0	0	13	0	0	1	4	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	20.8	23.5									
0900	1	19	0	1	0	0	0	0	0	0	0	0	21	0	0	3	8	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	19	21.7									
1000	0	8	0	1	0	0	0	0	0	0	0	0	9	0	0	1	2	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	21.4										
1100	1	16	0	2	0	0	0	0	0	0	0	0	19	0	0	5	8	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.1	21.7									
1200	0	18	0	2	0	0	0	0	0	0	0	0	20	0	0	2	9	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	19.4	22.6									
1300	1	11	0	1	0	0	0	0	0	0	0	0	13	0	0	2	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	19.7									
1400	1	14	0	3	0	0	0	0	0	0	0	0	18	0	0	1	8	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	22.4									
1500	0	10	0	2	0	0	0	0	0	0	0	0	12	0	0	3	5	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.9	20.6									
1600	0	27	0	3	0	1	0	0	0	0	0	0	31	0	0	3	16	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	19.8	22.6									
1700	2	17	0	0	0	0	0	0	0	0	0	0	19	0	0	2	8	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	19.9	22.6									
1800	0	22	0	0	0	0	0	0	0	0	0	0	22	0	0	3	9	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	19.5	23.5									
1900	0	15	0	0	0	0	0	0	0	0	0	0	15	0	0	0	6	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	21.7	22.6									
2000	0	7	0	0	0	0	0	0	0	0	0	0	7	0	0	2	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	17.5										
2100	0	9	0	0	0	0	0	0	0	0	0	0	9	0	0	0	1	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	23.6										
2200	0	6	0	0	0	0	0	0	0	0	0	0	6	0	0	1	2	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	22.7										
2300	0	4	0	0	0	0	0	0	0	0	0	0	4	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	20.9										
08-09	0	13	0	0	0	0	0	0	0	0	0	0	13	0	0	1	4	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	20.8	23.5									
17-18	2	17	0	0	0	0	0	0	0	0	0	0	19	0	0	2	8	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	19.9	22.6									
10-16	3	77	0	11	0	0	0	0	0	0	0	0	91	0	0	14	41	33	3	0	0	0	0	0	0	0	0	0	0	0	0	0	19.1	22.4									
00-05	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16										
00-00	8	227	0	16	1	2	0	0	0	0	0	0	254	0	0	33	110	94	15	1	1	0	0	0	0	0	0	0	0	0	0	0	19.6	23									

HOE LANE YAPTON - BOGNOR REGIS													WESTBOUND																					
Report Id - CustomList-107																														MODAL				
Site Name - Yapton																																		
Description - Hoe Lane																																		
Direction - AB																																		
																														modaldata.com				
10 May 2017																																		
Time	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Total	Vbin 0 d	Vbin 5 1d	Vbin 10 1d	Vbin 15 2d	Vbin 20 2d	Vbin 25 2d	Vbin 30 3d	Vbin 35 4d	Vbin 40 4d	Vbin 45 4d	Vbin 50 5d	Vbin 55 5d	Vbin 60 5d	Vbin 65 7d	Vbin 70 7d	Vbin 75 10d	Vbin 80 10d	Vbin 85 10d	Mean	Vpp db	
0000	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.3	
0100	0	1	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
0500	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.7	
0600	0	1	1	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13.7	
0700	0	13	0	1	0	0	0	0	0	0	0	0	14	0	0	1	7	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.7	23.3
0800	1	16	0	2	1	0	0	0	0	0	0	0	20	0	0	2	7	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.3	21.5
0900	5	14	0	7	0	0	0	0	0	0	0	0	26	0	2	7	9	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.2	22.6
1000	0	8	0	2	1	0	0	0	0	0	0	0	11	0	0	0	6	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.2	22.4
1100	4	13	0	2	1	0	0	0	0	0	0	0	20	0	2	3	8	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	17.5	20.8
1200	1	16	0	1	0	0	0	0	0	0	0	0	18	0	1	3	6	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	18.6	22.6
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1800	2	25	0	2	0	0	0	0	0	0	0	0	29	0	2	4	7	14	2	0	0	0	0	0	0	0	0	0	0	0	0	0	19.7	23.7
1900	0	19	0	1	0	0	0	0	0	0	0	0	20	0	1	1	8	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	19.7	24.2
2000	0	7	0	0	0	0	0	0	0	0	0	0	7	0	0	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.7	
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17-18	3	22	0	0	0	0	0	0	0	0	0	0	25	0	2	3	11	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.1	21.5
10-16	7	82	0	11	2	0	0	0	0	0	0	0	102	0	5	8	36	49	4	0	0	0	0	0	0	0	0	0	0	0	0	0	19.2	22.8
00-05	0	2	0	1	0	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.8	
00-00	25	239	1	26	3	0	0	0	0	0	0	0	294	0	13	35	105	131	10	0	0	0	0	0	0	0	0	0	0	0	0	0	19.1	23

HOE LANE, YAPTON - BOGNOR REGIS													WESTBOUND																						
Report Id - CustomList-107																																			
Site Name - Yapton																																			
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Direction - AB																																			
11 May 2017																																			
Time	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Total	Vbcr 0-5	Vbcr 6-10	Vbcr 11-15	Vbcr 16-20	Vbcr 21-25	Vbcr 26-30	Vbcr 31-35	Vbcr 36-40	Vbcr 41-45	Vbcr 46-50	Vbcr 51-55	Vbcr 56-60	Vbcr 61-65	Vbcr 66-70	Vbcr 71-75	Vbcr 76-80	Vbcr 81-85	Vbcr 86-90	Mean	Vpp 95		
0000	1	1	0	0	0	0	0	0	0	0	0	0	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	16.7	-		
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0900	1	21	1	1	0	0	0	0	0	0	0	0	24	0	0	3	8	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.7	22.8	
1000	1	12	0	1	0	0	0	0	0	0	0	0	14	0	0	2	8	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.6	21.3	
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1700	1	23	0	0	0	0	0	0	0	0	0	0	24	0	0	1	9	13	1	0	0	0	0	0	0	0	0	0	0	0	0	0	20.3	22.4	
1800	1	10	0	0	0	0	0	0	0	0	0	0	11	0	0	0	5	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.1	22.6	
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17-18	1	23	0	0	0	0	0	0	0	0	0	0	24	0	0	1	9	13	1	0	0	0	0	0	0	0	0	0	0	0	0	0	20.3	22.4	
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MODAL

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HOE LANE YAPTON - BOGNOR REGIS													WESTBOUND													MODAL modaldata.com												
Report Id - CustomList-107																																						
Site Name - Yapton																																						
Description - Hoe Lane																																						
Direction - AB																																						
12 May 2017																																						
Time	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Total	Vbin 0-5	Vbin 5-10	Vbin 10-15	Vbin 15-20	Vbin 20-25	Vbin 25-30	Vbin 30-35	Vbin 35-40	Vbin 40-45	Vbin 45-50	Vbin 50-55	Vbin 55-60	Vbin 60-65	Vbin 65-70	Vbin 70-75	Vbin 75-80	Vbin 80-85	Mean	Vpp 85						
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0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-						
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-						
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1000	0	15	0	3	0	0	0	0	0	0	0	0	18	0	1	2	8	7	0	0	0	0	0	0	0	0	0	0	0	0	18.3	21.5						
1100	0	12	0	1	0	0	0	0	0	0	0	0	13	0	0	1	4	8	0	0	0	0	0	0	0	0	0	0	0	0	19.6	22.1						
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1300	3	13	0	2	0	0	0	0	0	0	0	0	18	0	0	4	10	3	1	0	0	0	0	0	0	0	0	0	0	0	17.8	21						
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HOE LANE, YAPTON - BOGNOR REGIS

WESTBOUND

Report Id - CustomList-107
Site Name - Yapton
Description - Hoe Lane
Direction - AB

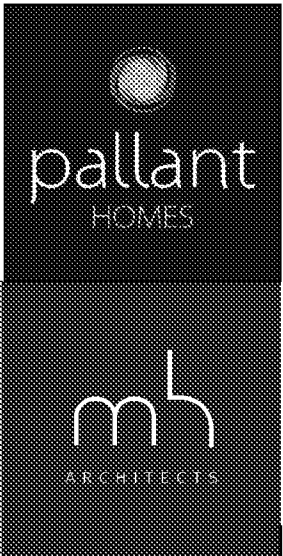
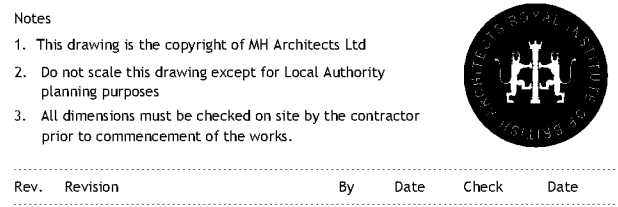


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Grand Total

Time	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Total	Vbin 0	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 65	Vbin 70	Vbin 75	Vbin 80	Vbin 85	Vbin 90	Mean	Vpp 95
--	109	1531	13	124	6	6	1	1	0	0	0	0	1791	1	44	228	767	666	78	5	1	1	0	0	0	0	0	0	0	0	0	0	19	22.8

APPENDIX B



Status **PLANNING APPLICATION**

APPENDIX C

“BONHAMS”

**HOE LANE, FLANSHAM, FELPHAM
WEST SUSSEX**

PROPOSED S278 ACCESS HIGHWAY WORKS

**Road Safety Audit
Stage 1 – Preliminary Design**

June 2017

Report Ref 1742

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1 INTRODUCTION

1.1 This report describes the results of a Stage 1 Preliminary Design Road Safety Audit of the proposed S278 Access Highway Works at “Bonhams”, Hoe Lane, Flansham, Felpham, West Sussex in connection with Residential Development proposals at the site. The Safety Audit was carried out at the request of RGP Transport Planners and Infrastructure Design Consultants, Metro House, Northgate, Chichester, West Sussex, PO19 1BE, on behalf of Pallant Homes Ltd.

1.2 This scheme comprises provision of improvements to existing access to “Bonhams” and “Flints”, as currently situated at the south side of Hoe Lane, in order to provide access/egress arrangements to additional 34 new dwellings.

1.3 The Road Safety Audit Team membership comprised as follows:

Ted Smith, CoC

Traffic Safety Consultant

Martin Brownsey, BSc, DipEM, MCIHT, CoC
Director, MB Projects Ltd

Highways Consultancy

Each member specialises in Highway Safety and Traffic Engineering and have operated independently of the design team responsible for the scheme and have had no involvement with the design of the proposals.

1.4 This Audit was carried out in the offices of the Team Members during March and June 2017, comprising of an examination of the documents listed in Appendix A, in accordance with Audit brief and instructions within emails dated 23rd March & 26th May respectively from RGP. An inspection of the site was carried out on the afternoon of Thursday 30th March 2017 in connection with an early design proposal, during which time it was clear and dry with only very few traffic movements observed. No pedestrians or cyclists were seen in the near vicinity.

1.5 The object of this audit is to identify any existing safety related problems that may be exacerbated or any new problems that may be introduced by the proposed highway works. Whereas no details of any recorded injury collisions within the surrounding area were provided for this audit, reference to CrashMap for the current five year period indicates no recorded events along Hoe Lane. Consequently, there would not appear to be any existing problems that might be exacerbated by the proposals.

- 1.6 The terms of reference of the Road Safety Audit are as described in HD 19/15 (DMRB Volume 5: Section 2, Part 2) and the incorporated categories of checklists, as appropriate. The Road Safety Audit Team has examined and reported only on the road safety implications of the scheme as presented in the drawings listed in the Appendix to this report, and has not examined or verified compliance of the design with any other criteria or standard.
- 1.7 No Relaxations or Departures from Standards were reported by the Designer for this scheme.
- 1.8 All problems and recommendations identified in this report are considered to be of sufficient importance to warrant attention and each are indicated on the Key Plan at Appendix B.

** **

2 ITEMS RAISED AT PREVIOUS ROAD SAFETY AUDITS

- 2.1 No previous Road Safety Audit Reports on the proposed S278 Highway Works were available for this current Stage 1 Road Safety Audit.

** **

3 ITEMS RAISED AT THIS STAGE 1 ROAD SAFETY AUDIT

3.1 GENERAL

3.1.1 PROBLEM *(Drawing Ref: 2017/3615/001 Rev A)*

Location: (A) South side of Hoe Lane, at proposed Site Access.

Summary: Risk of surface water accumulating or flowing onto Private or Highway land.

Whereas existing gullies are currently located along the kerblines east of the junction, as no new drainage arrangements appear to be shown within the bellmouth at this stage, risk of surface water draining onto the Public Highway, or vice versa, may subsequently result.

RECOMMENDATION

The subsequent Detailed Design Stage should also investigate need for any additional gullies and lateral channels.

3.2 LOCAL ALIGNMENT

3.2.1 No road safety related items are identified in this category at this Stage 1.

3.3 JUNCTIONS

3.3.1 No road safety related items are identified in this category at this Stage 1.

3.4 NON MOTOR VEHICLE PROVISIONS

3.4.1 PROBLEM *(Drawing Ref: 2017/3615/001 Rev A)*

Location: (B) South side of Hoe Lane, east of proposed Site Access.

Summary: Risk of cyclists riding onto footway and into the Site.

A shared footway/cycleway is currently located along the south side of Hoe Lane, terminating a short distance east of the proposed Site Access. Since a new footway link is now shown extended into the Development Site, there appears risk that some cyclists may attempt to continue westwards and ride along the footway into the Site, whereby risk of collision with pedestrians may arise.

RECOMMENDATION

The proposed footway extension works may need to be reviewed to include appropriate relocation of existing corduroy tactile paving to warn pedestrians of the shared surface conditions and to also incorporate suitable signing and arrow marking to guide cyclists to rejoin carriageway.

3.5 SIGNS, ROAD MARKINGS AND STREET LIGHTING

3.5.1 No road safety related items are identified in this category at this Stage 1.

** ** No further road safety related items are identified at this Stage 1. ** **

4 AUDIT TEAM STATEMENT

- 4.1 We certify that this Road Safety Audit has been carried out in accordance with HD 19/15.

ROAD SAFETY AUDIT TEAM LEADER

Ted Smith CoC
Traffic Safety Consultant
1a The Parade
East Wittering
Chichester
West Sussex
PO20 8BN

Signed



Date

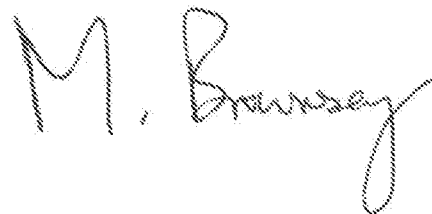
9th June 2017

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ROAD SAFETY AUDIT TEAM MEMBER

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Signed



Date

9th June 2017

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APPENDIX A

LIST OF DOCUMENTS EXAMINED

Drawing No	Date	Scale	Description
2017/3615001 Rev A	May 2017	1:250	Visibility Splays & Swept Path Analysis
Aerial View	--	--	View of proposed site showing existing dwellings and overall site boundaries, together with location of existing access
email	23/03/2017 & 26/06/2017	--	Audit Brief and instructions
email	08/05/2017	--	Details of expected traffic flows (AADT eastbound 252 & westbound 255) together with proposed number of dwellings

** ** ** ** ** ** ** ** ** ** ** **

APPENDIX B

KEY PLAN

Copy of Drawing Number 2017/3615/001 Rev A

Road Safety Audit Response

Auditors: Edward Smith (Team Leader) and Martin Brownsey (Team Member).

Date Response Completed: 12/06/17

Scheme: Bonhams, Flansham – Proposed Residential Development

This response is to a Stage 1 Road Safety Audit to the design standard detailed within HD19/15 of Volume 5, Section 2, Part 2, of the Design Manual for Roads and Bridges, as detailed by the Highways Agency.

Observation	Observation accepted (yes/no)	Recommended measure accepted (yes/no)	Alternative measure (detail description)
3.1.1	yes	yes	This is a matter for detailed design stage
3.4.1	yes	yes	

APPENDIX D

This parking demand tool has been compiled by West Sussex County Council. If you have queries relating to the information provided or require additional information please contact darryl.hemmings@westsussex.gov.uk.

Please input the ward name for your development location below by double clicking in the box or click box and use the drop down menu to the right of the box. The spreadsheet will automatically show the District and Ward of this location. If the ward is not known please input postcode into the Ward Finder. The tool will allow input up to 3 wards in the boxes below. Please refer to notes for more details.

Ward 1	Felpham East
District	Arun
Ward 2	Felpham West
District	Arun
Ward 3	Middleton-on-Sea
District	Arun
Ward Tempro Factor 2009-2026	1.070576
District Tempro Factor 2009-2026	1.067644



Ward Finder			
Postcode	PO228NU	Ward	Felpham East Ward

Note:

No special provision need be made for visitors where at least half of the total parking provision is with a development is unallocated. In other circumstances, it may be appropriate to allow for a demand for visitor parking of up to 0.2 spaces per dwelling.

In areas of parking constraint, levels of provision below predicted demand may be applicable.

The tool is expressed as number of Rooms (Per Unit). If data is not available in this format and no Bedrooms is used this will need to be converted. A general guide for conversion is as follows but in some cases.

Houses	Flats
1 bed = 3 rooms	Studio = 1 room
2 bed = 4 rooms	1 bed = 2 rooms
3 bed = 5 rooms	2 bed = 3 rooms
4 bed = 6 rooms	3 bed = 4 rooms
5 bed = 7 rooms	4 bed = 5 rooms

Garages will count as 1 space when allocating spaces.

Ward data used can be checked by the user by referring to the District-Ward Data Tables. The W Tables highlight if the Census data does not include data for certain dwelling sizes. In such cases ownership values have been obtained using the nearest sized dwelling with same tenure and where example, if no data is available for a private house with 1 room then data for a private house with has been used. The Car Ownership Data is highlighted in purple where such an approach has been used. Where Census data contains small samples for certain sized dwellings this is highlighted in red if green if <50 in the Total Demand column. In such cases, other wards should be selected to achieve sample size.

Report Summary Table

DEVELOPMENT MIX					ALLOCATED PARKING
Ref.	Unit Type	Unit Tenure	Habitable Rooms (Per Unit)	No. of Units (Total)	
A	Houses	Private	4	7	2
B	Houses	Private	5	5	2
C	Houses	Private	5	16	3+
D	Houses	Private	6	1	2
E	Houses	Private	6	2	3+
F	Houses	Private	7	3	3+
G					
H					
I					
J					
K					
L					
M					
N					
O					
P					
Q					
R					
S					
Total				34	

PARKING DEMAND					
Allocated No.	Unallocated for Residents		Unallocated for Visitors		Total Demand
	per unit	Total	per unit	Total	
14	0	0	0	1	16
10	0	1	0	1	12
48	0	0	0	3	52
2	0	0	0	0	2
6	0	0	0	0	6
9	0	0	0	1	10
89		1.81		6.80	98

APPENDIX E

Calculation Reference: AUDIT-728001-170424-0407

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : A - HOUSES PRIVATELY OWNED

VEHICLESSelected regions and areas:

02	SOUTH EAST	
	HC HAMPSHIRE	1 days
03	SOUTH WEST	
	DV DEVON	1 days
04	EAST ANGLIA	
	NF NORFOLK	2 days
	SF SUFFOLK	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
	WK WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
10	WALES	
	PS POWYS	1 days

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

Secondary Filtering selection:

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

Parameter: Number of dwellings
 Actual Range: 10 to 70 (units:)
 Range Selected by User: 6 to 100 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/09 to 29/11/16

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

Selected survey days:

Monday	2 days
Tuesday	2 days
Wednesday	3 days
Thursday	2 days

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

Selected survey types:

Manual count	9 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	4
Edge of Town	5

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

Selected Location Sub Categories:

Residential Zone	9
------------------	---

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village Out

Secondary Filtering selection:Use Class:

C3	9 days
----	--------

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

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	5 days
10,001 to 15,000	3 days

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

Population within 5 miles:

5,001 to 25,000	3 days
25,001 to 50,000	4 days
50,001 to 75,000	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	5 days

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

Travel Plan:

Yes	1 days
No	8 days

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

PTAL Rating:

No PTAL Present	9 days
-----------------	--------

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

RGP Mill Pool House Godalming

Licence No: 728001

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

VEHICLES**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	34	0.094	9	34	0.337	9	34	0.431
08:00 - 09:00	9	34	0.123	9	34	0.369	9	34	0.492
09:00 - 10:00	9	34	0.146	9	34	0.152	9	34	0.298
10:00 - 11:00	9	34	0.139	9	34	0.142	9	34	0.281
11:00 - 12:00	9	34	0.155	9	34	0.155	9	34	0.310
12:00 - 13:00	9	34	0.162	9	34	0.149	9	34	0.311
13:00 - 14:00	9	34	0.129	9	34	0.133	9	34	0.262
14:00 - 15:00	9	34	0.172	9	34	0.178	9	34	0.350
15:00 - 16:00	9	34	0.243	9	34	0.178	9	34	0.421
16:00 - 17:00	9	34	0.275	9	34	0.168	9	34	0.443
17:00 - 18:00	9	34	0.324	9	34	0.113	9	34	0.437
18:00 - 19:00	9	34	0.288	9	34	0.152	9	34	0.440
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.250			2.226			4.476

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

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

Parameter summary

Trip rate parameter range selected: 10 - 70 (units:)
 Survey date date range: 01/01/09 - 29/11/16
 Number of weekdays (Monday-Friday): 9
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 1
 Surveys manually removed from selection: 0

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