

NORTH END ROAD, YAPTON

TRANSPORT STATEMENT

June 2018

Crayfern Homes

RESIDENTIAL DEVELOPMENT
NORTH END ROAD
YAPTON

TRANSPORT STATEMENT

CONTROLLED DOCUMENT

PB-Associates Document No:		125.0001/TS/4	
Status:	Final	Copy No:	
	Name	Signature	Date
Prepared by:	Jessica Lloyd		May 2018
Checked:	Jon Huggett		May 2018
PBA Approved:	Mark Smith		May 2018

Revision Record

Rev.	Date	By	Summary of Changes	Chkd	Aprvd
2	16.05.18	JL	Updated Site Layout	JH	JH
3	25.05.18	JL	Client Comments	JH	JH
4	05.06.18	JL	Client Comments	JH	JH



Crayfern Homes
Victoria House
14 St Johns Road
Hedge End
Southampton
SO30 4AB



Paul Basham Associates Ltd
Lancaster Court
8 Barnes Wallis Road
Fareham
Hampshire
PO15 5TU

**RESIDENTIAL DEVELOPMENT
NORTH END ROAD
YAPTON**

TRANSPORT STATEMENT

Contents

1. INTRODUCTION	2
2. SITE ACCESSIBILITY.....	4
3. PLANNING POLICY.....	12
4. PROPOSED DEVELOPMENT	14
5. SUMMARY AND CONCLUSIONS.....	17

Figures

- Figure 1 – Site Location
- Figure 2 – Site Context
- Figure 3 – PROW Routes
- Figure 4 – Local Cycle Network
- Figure 5 – PIA Incidents

Tables

- Table 1 – Distances to Local Facilities
- Table 2 – North End Road Traffic Survey Summary
- Table 3 – Local Bus Services
- Table 4 – Accommodation Schedule
- Table 5 – Proposed Trip Generation

Appendices

- Appendix A – Site Layout
- Appendix B – Accessibility Map
- Appendix C – Traffic Survey Data
- Appendix D – Accident Report
- Appendix E – TRICS Output
- Appendix F – Site Access Visibility Splays
- Appendix G – Stage 1 Road Safety Audit and Designers Response
- Appendix H – Refuse Vehicle and Fire Tender Tracking

1. INTRODUCTION

- 1.1 This Transport Statement (TS) has been prepared by Paul Basham Associates on behalf of Crayfern Homes to support a planning application for a residential development of 10 dwellings at land to the east of North End Road, Yapton. The site layout is attached as **Appendix A** whilst the location of the site is shown below in **Figure 1**.

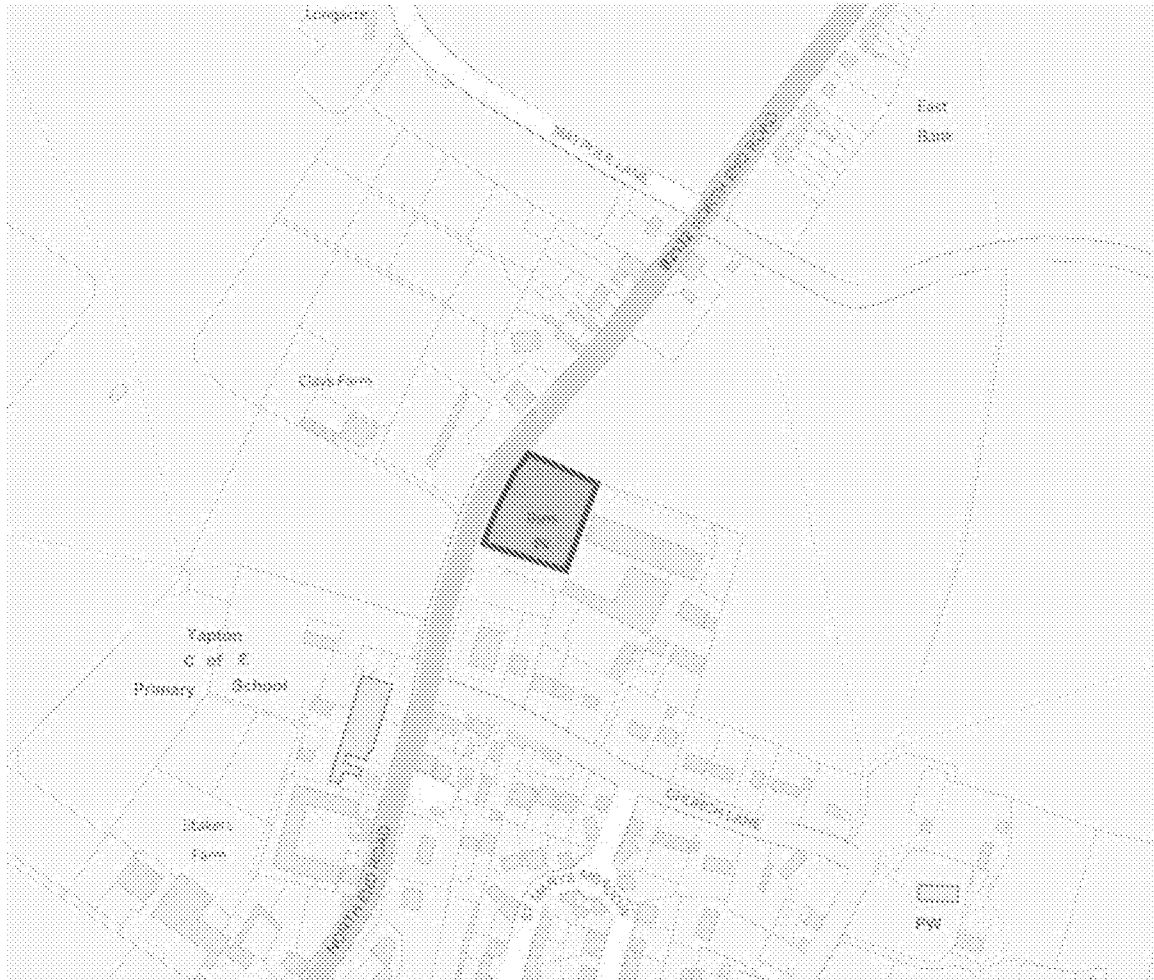


Figure 1: Site Location

- 1.2 The scope of the highways input required for this application has been discussed with West Sussex County Council (WSCC) highways officers through pre-application consultation. More specifically, this TS will cover the following elements:

- Site History
- Site Accessibility (local road, pedestrian, cyclists and public transport network and local facilities nearby)
- Review of Personal Injury Accident (PIA) Data
- Review of local policies

- Summary of Development Proposals
- Trip Generation (supported with TRICS data)
- Access Arrangements (Including Stage 1 RSA)
- Parking Provision
- Servicing Arrangements
- Summary and Conclusions

2. SITE ACCESSIBILITY

Site History

- 2.1 The site currently constitutes greenfield land and is bordered by North End Road to the west, greenfield land to the north, the Orchard Business Park to the east and an access road to the south. The site has good access to local facilities being c.800m to the north of Yapton Village Centre, approximately a 10-minute walk. The site and its surroundings are demonstrated in **Figure 2**.



Figure 2: Site Context

Location

- 2.2 The site is located to the north of Yapton Village Centre, on the eastern side of North End Road. There is a footway flanking the eastern side of the North End Road carriageway which varies in width between 1m and 2m and is demonstrated in **Photograph 1**.



Photograph 1: Existing Pedestrian Conditions on North End Road

- 2.3 The local facilities, services and amenities available within Yapton are illustrated in an Accessibility Map attached as **Appendix B**.
- 2.4 The local primary school to the proposed development is Yapton CoE Primary School located circa 160m to the south of the site. A continuous pedestrian footway is provided from the site to the primary school. The secondary school within catchment of the proposed development is Ormiston Six Villages Academy in Westergate located approximately 5.3km to the northwest of the proposed development site.
- 2.5 In terms of health provision, the nearest Doctor's surgery is located c.500m to the south of the development site located on North End Road whilst the closest pharmacy is located in Middleton-on-Sea c.4.3km to the south of the sites. The nearest hospital with Accident and Emergency facilities is St Richard's Hospital located approximately 11km to the west of the site.
- 2.6 The sites proximity to existing local amenities, pedestrian and cycle networks presents an opportunity to encourage the use of sustainable transport and create a sustainable development. A summary of walking, cycling and bus times from the site is shown in **Table 1**.

Amenity	Approximate Walking Distance (m)	Approximate Walking Time (Minutes)	Approximate Cycle Time (Minutes)	Approximate time by bus (Minutes)
Local Primary School	160m	2	1	-
Local Secondary School	5.3km	-	17	19
Post Office	970m	11	3	-
Closest Bus Stop	650m	8	2	-
Closest Convenience Store	970m	11	3	-
Community Facility	950m	10	3	-
GP Surgery	500m	5	1	-
Barnham Railway Station	2.8km	34	10	12

Table 1: Distances to Local Facilities

Local Road Network

- 2.7 North End Road is a single carriageway road c. 6m wide which forms an extension of Yapton Lane in the north from the level crossing and connects to the B2233 via a roundabout to the south. North End Road is subject to a 30mph speed limit across the site frontage with an advisory decrease to 20mph to the south past the local primary school (demonstrated in **Photograph 2**).



Photograph 2: Decreasing Speed Limit Location

- 2.8 A traffic survey was commissioned in the vicinity of the site access along North End Road to establish the existing traffic situation on the local road network in order to fully understand the likely impact of the development and the 85th percentile vehicle speeds. The survey was undertaken between 26th January 2018 to 2nd February 2018 with the results presented in **Table 2** and attached as **Appendix C**.

North End Road	AM Peak (0800-0900)	PM Peak (1700-1800)	Daily Flow (7-Day Average)	Daily 85 th ile Speeds
Northbound	165	81	2118	40.2mph
Southbound	124	192	1958	35.6mph

Table 2: North End Road Traffic Survey Summary

- 2.9 **Table 2** demonstrates that North End Road carries a modest level of traffic with a slightly greater flow of traffic northbound in the AM peak and southbound in the PM peak suggesting the majority of trips would travel to/from the A27 in the north.

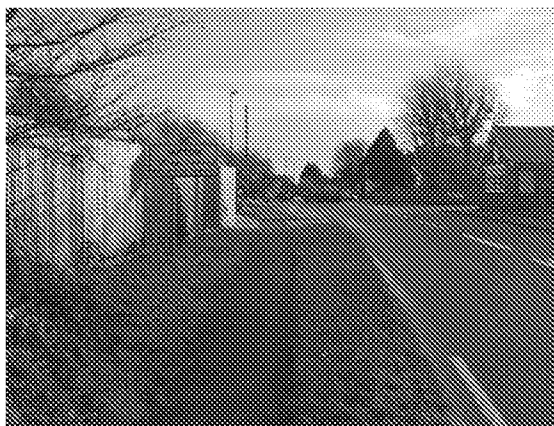
Pedestrian Infrastructure

- 2.10 The local footway network around the site benefits from a gentle topography and footways of sufficient width.
- 2.11 Within the vicinity of the site a footway flanks the eastern side of North End Road providing a continuous connection from the level crossing to the north of the roundabout with the B2233 in the south, however, approximately 215m to the north of the roundabout with the B2233 the footway crosses over to the western side of the carriageway. The pedestrian environment along North End Road is demonstrated in **Photograph 3**.



Photograph 3: Existing Pedestrian Conditions on North End Road

2.12 Travelling east towards the local facilities in Yapton Village Centre on the B2233, a continuous footway is provided along the northern side of the carriageway with a signalised pedestrian crossing provided for pedestrians onto the southern side of the carriageway to access the local convenience store and eateries. The pedestrian conditions along the B2233 and the signalised crossing is demonstrated in **Photographs 4** and **5** respectively.



Photograph 4: Existing Pedestrian Conditions on B2233



Photograph 5: Signalised Crossing on B2233

2.13 Yapton also benefits from a number of local Public Rights of Way (PROW), as demonstrated in **Figure 3**, which further aids pedestrian connectivity towards local facilities.

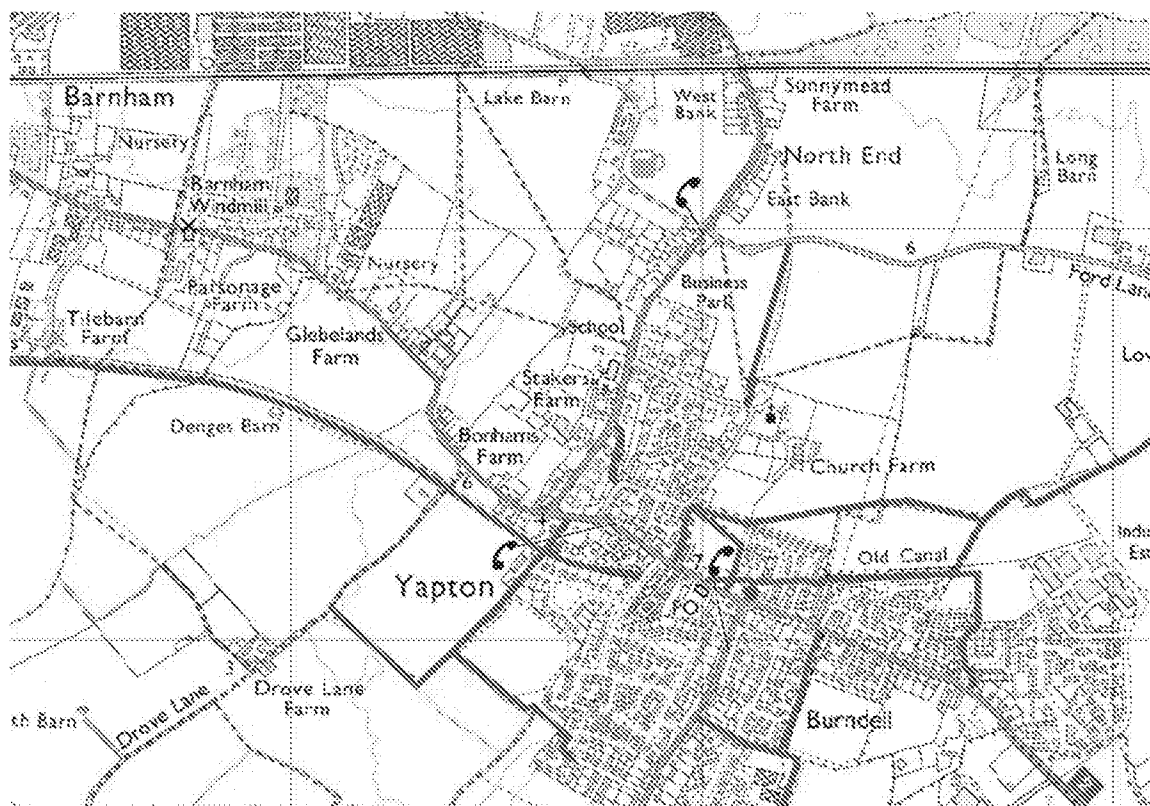


Figure 3: PROW Routes

Cycling Network

- 2.14 The local road network also benefits from gentle gradients which help to make cycling a more attractive mode of transport. The sites are also within close proximity of National Cycle Network (NCN) Route 2 which locally connects Yapton to Littlehampton in the east and Bognor Regis in the west. The NCN Route 2 is demonstrated in **Figure 4** with the purple lines representing on road routes and green line representing traffic free routes.

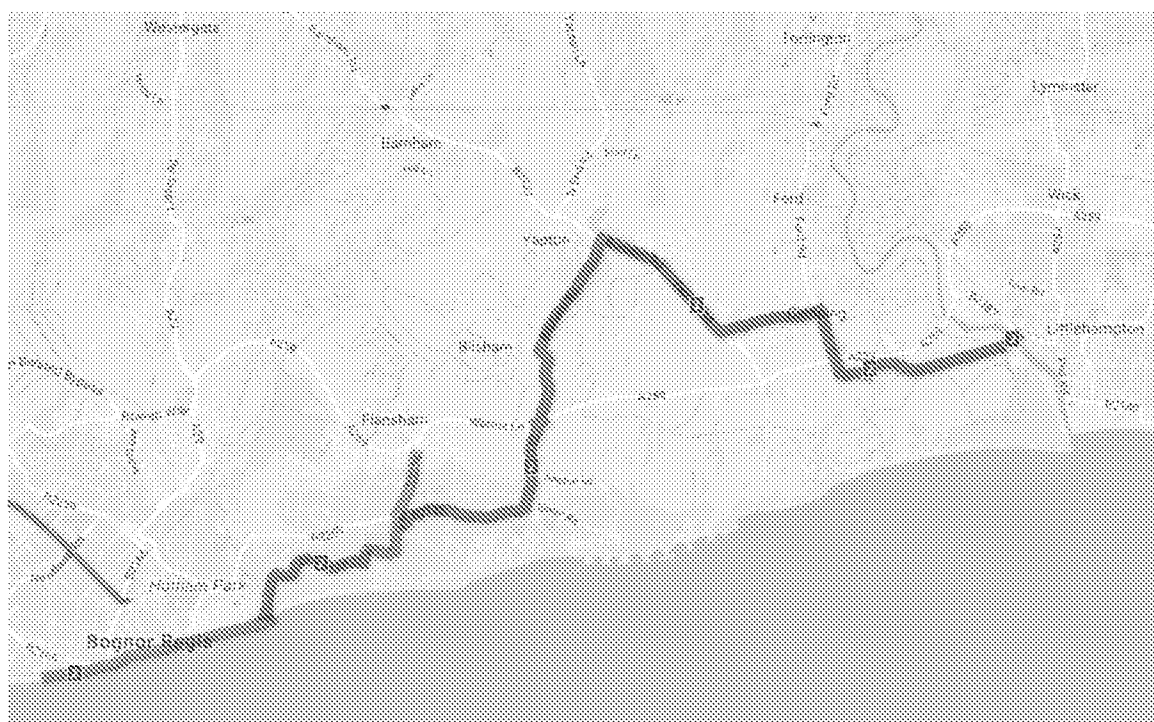


Figure 4: Local Cycle Network

Public Transport Network

- 2.15 The site is supported by two pairs of bus stops to the north and south of the site both within 150m of the access. As is typical of village locations, the stops only consist of a flag pole. Further services are available along the B2233 and at Bilsham Road which include the 700 Coastliner. A summary of the local bus services and their nearest bus stop is provided in **Table 3**.

Service	Route	Stop	Operator	Frequency		
				Monday - Friday	Saturday	Sunday and Public Holiday
66A	Bognor Regis – Banham - Yapton	Maypole Lane	Compass Travel	5 services a day		No Service
665*	Wickbourne - Chichester	Maypole Pole	Stagecoach	2 services a day	No Service	No Service
668*	Westergate – Barnham - Fontwell	Church Road	Compass Travel	16:20	No Service	No Service
700	Brighton - Wick	Sparks Corner	Stagecoach	Every 10 minutes		Every 20 minutes
141*	Elmer – Felpham - Yapton	Sparks Corner	Compass Travel	2 services a day	No Service	No Service

Table 3: Local Bus Services

*** School Service Only**

- 2.16 The Compass Travel 66A and Stagecoach 700 service provide the most frequent service to the general public. The 66A service connects to Barnham and Bognor Regis with approximately 5 services a day. This route is accessible from the bus stops close to the site on North End Road.
- 2.17 The Stagecoach 700 (Coastliner) service provides a high frequency route between Brighton and Wick. The service runs Monday – Sunday and is accessible from the bus stops on Bilsham Road. A typical journey on the 700 to Bognor Regis takes approximately 17 minutes, to Chichester approximately 45 minutes and to Littlehampton approximately 13 minutes.
- 2.18 The nearest train station to the site is Barnham located c. 2.8km to the west. Barnham Railway Station provides users with storage for 62 bicycles, a staffed ticket office Monday-Sunday, toilets, waiting rooms and step free access. Destinations from Barnham include Southampton Central, London Victoria, Bognor Regis, Littlehampton and Brighton.

Summary of Site Accessibility

- 2.19 The site is situated to the north of Yapton which hosts a selection of facilities and amenities including a convenience store, eateries, schools and a public house. The site benefits from being well connected to the local pedestrian network and is also within close proximity to a high frequency bus corridor providing connections towards Littlehampton, Bognor Regis and Chichester.

Personal Injury Accident Data

- 2.20 Personal Injury Accident (PIA) data has been acquired from Crashmap to assess and consider the existing safety situation on the local road network, in particular; North End Road. The patterns in the data have been assessed with regards to proximity, frequency and severity of incidents that have occurred. The PIA data has been collected for the most recent 5-year period and is outlined in **Figure 5**.

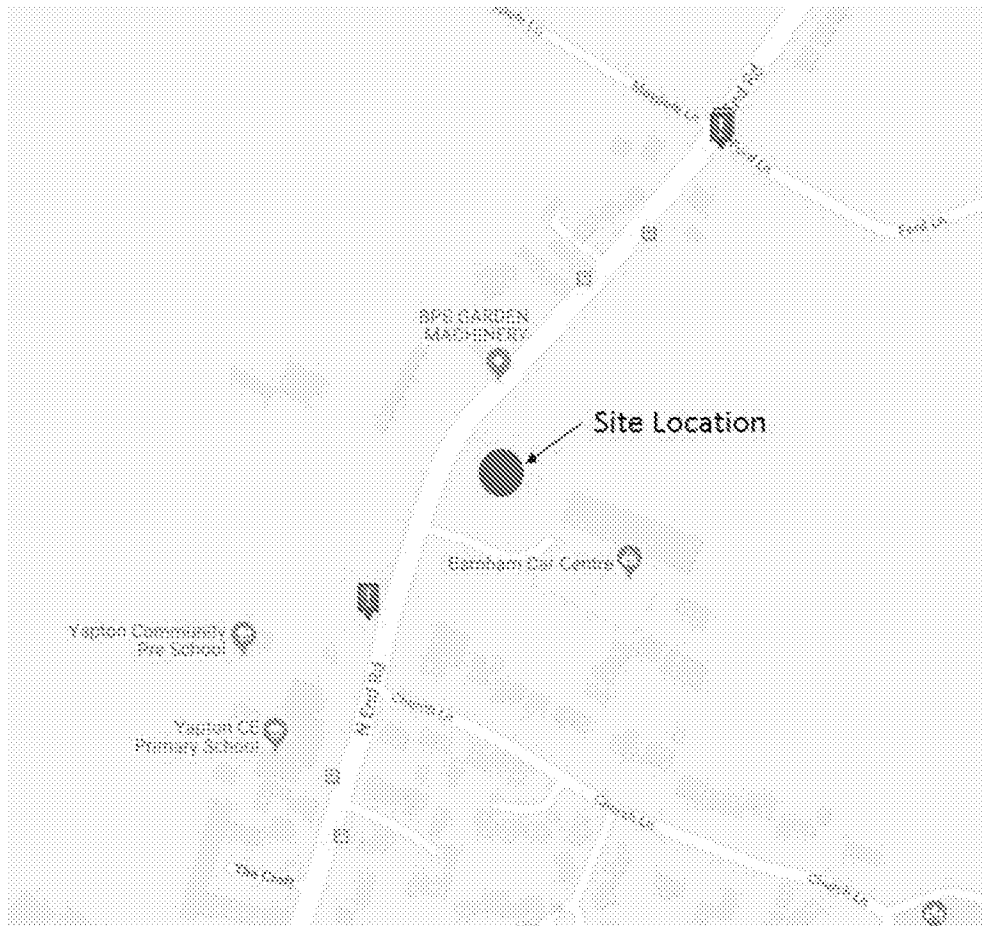


Figure 5: PIA Incidents

- 2.21 There has been a total of 3 incidents in proximity of the site of which one was slight in nature and 2 serious in nature. One serious incident was in close proximity to the existing access to the Orchard Business Park and has therefore been reviewed in more detail with the accident report attached as **Appendix D**. This accident involved a goods vehicle striking a cyclist when overtaking and is therefore not a result of highway design. The frequency and distribution of these PIAs over a 5-year period do not indicate any cause for concern relating to highway safety.

3. PLANNING POLICY

National Planning Policy Framework

3.1 Adopted 1st April 2012, the National Planning Policy Framework (NPPF) acts as the central guidance for development planning designed to make the planning system less complex and more accessible, the NPPF gives greater responsibility to Local Authorities, a 'presumption in favour of sustainable development', and encourages local planning authorities to 'positively seek' opportunities to meet the development needs of their area.

3.2 The NPPF paragraph 32 states:

"All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:

- The opportunities for sustainable transport have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;
- Safe and suitable access to the site can be achieved for all people; and
- Improvements can be undertaken within the transport network that cost- effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe."

3.3 This TS accords with these principles. The NPPF also cites the following as key considerations with regards to transport and development planning to which this proposal's highway approach adheres:

- The development gives priority to pedestrian and cycle movements, and has access to public transport facilities;
- The development has a safe and secure layout which minimises conflicts between traffic and cyclists or pedestrians, avoids street clutter, and where appropriate, establishes home zones; and
- The development considers the needs of people with disabilities.

West Sussex Transport Plan (LTP3)

3.4 The West Sussex Transport Plan (2011-2026) sets out West Sussex's transport strategy and identified a range of policies, including:

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

3.5 West Sussex's LTP3 also identified an implementation plan for Arun District, of which the keys aims which relate to this planning application are:

- Maintaining roads and public rights of ways to a good standard;
- All new developments should provide enough secure cycle parking to meet the needs of the development and be within close proximity to public transport;
- Making the best use of the existing road network and improving the way in which the network is managed to reduce levels of congestion;
- Safeguarding against traffic generated by new development resulting in the capacity of the highway network being exceeded, by including measures to encourage sustainable travel behaviour; and
- Encouraging sustainable travel by improving the existing cycle and pedestrian network through improved signing, connecting routes where appropriate and repairing and maintaining surfaces.

Arun District Council

3.6 Arun District Council's current Local Plan was created in 2003 and the Council are currently in the process of updating this plan. The policies of the current Local Plan which are most relevant to these proposals are outlined below:

- GEN 12 Parking in New Development – To provide parking in accordance with local planning authority standards;
- GEN 14 Public Transport – New developments to provide improvements to public transport services if required/where possible; and
- GEN 15 Cycling and Walking – To support the development of safe and cycle and footpath networks.

4. PROPOSED DEVELOPMENT

- 4.1 The proposed development would consist of 10 residential units with a summary of the accommodation schedule provided in **Table 4** and the proposed development site layout included as **Appendix A**.

General Residential	
Size of Dwelling	Unit Numbers
2 Bedroom	2
3 Bedroom	7
4 Bedroom	1

Table 4: Accommodation Schedule

Trip Generation

- 4.2 In order to establish the number of trips the proposed development would generate, the industry standard TRICS database has been consulted. By comparing the site to those with similar characteristics, it is possible to calculate the spread and volume of trips across the day. The TRICS criteria included the following:
- Houses Privately Owned for sites between 6-40 units;
 - Sites in England and Wales only (excluding Greater London);
 - Sites located with 'Edge of Town' and 'Neighbourhood Centre';
 - Surveys undertaken on weekdays only (no weekend data); and
 - Sites with no Travel Plans.
- 4.3 The TRICS data outputs are attached as **Appendix E** for reference whilst the peak period daily trip generation for the proposed development is presented in **Table 5**.

TRICS	AM Peak (0800-0900)		PM Peak (1700-1800)		Total Daily Trips
	Arrivals	Departures	Arrivals	Departures	
Trip Rate per unit	0.137	0.335	0.281	0.142	4.299
Trip Generation (10 units)	1	3	3	1	43

Table 5: Proposed Trip Generation

- 4.4 The trip rate assessment indicates that the development would generate approximately 4 vehicle trips in both the AM (0800-0900hrs) and PM (1700-1800hrs) peaks with 43 trips across the day.

Access Arrangement

- 4.5 The site access would be of a bellmouth arrangement 4.8m in width supported by 6m radii provided in the location of a previously closed off vehicle crossover access.

4.6 A visibility splay assessment has been completed at the site access in accordance with the 85th percentile speeds from the ATC survey. Visibility splays of 2.4m x 55m in the primary direction (in accordance with Manual for Streets) and 2.4m x 120m in the secondary direction (in accordance with the Design Manual for Roads and Bridges) have been demonstrated as achievable to the kerbline. In the secondary direction an existing wall and vegetation currently encroach the visibility and these will be reduced in height to below 600mm to ensure visibility is achievable in accordance with MfS. Both the wall and vegetation are within the applicant's control. The visibility splay assessment is attached as **Appendix F**.

4.7 An independent Stage 1 Road Safety Audit (RSA) has been undertaken of the access and the full report including the Designers Response is provided in **Appendix H**. The RSA highlighted no issues with the proposed access arrangement.

Parking Strategy

4.8 The number of parking spaces required to serve the residential dwellings has been informed by WSCC's Guidance for Parking in New Residential Developments (September 2010) and the WSCC Parking Calculator for the Yapton, Walberton and Middleton-on-Sea wards. With each unit provided with 2 spaces (except 1 4-bedroom unit which has 3 spaces) the total expected parking demand on site is 24 spaces. This equates to 21 allocated spaces, 1 unallocated spaces for residents and 2 visitor spaces.

4.9 The site proposes 2 allocated spaces per 2/3-bedroom unit and 3 allocated spaces per 4-bedroom unit along with 3 visitor parking spaces in accordance with WSCC standards. The site therefore accords with local parking standards and would therefore not result in an overspill of parking onto the local road network.

4.10 Where garages are provided as spaces the internal dimensions are a minimum of 6m x 3m internally in accordance with WSCC standards. Allocated/unallocated and visitor parking spaces would have dimensions in accordance with Manual for Streets (MfS) of 2.4m x 4.8m (perpendicular) or 2m x 6m (parallel).

4.11 The site would also provide cycle parking in accordance with WSCC with each unit being provided with a shed or garage to accommodate bicycles.

Refuse and Servicing

- 4.12 Provision for servicing of the site is provided with adequate on-site turning facilities for refuse and emergency vehicles, therefore ensuring such vehicles can enter and exit the proposed development site in a forward gear. A vehicle tracking exercise demonstrating turning manoeuvres is attached as **Appendix I**.
- 4.13 Access to all dwellings can be achieved within 45m of the proposed units and would not require emergency vehicles to reverse more than 20m, in line with Building Regulations Part M requirements (See **Appendix I**).

Internal Layout

- 4.14 The site has a 2m wide footway which flanks the western side of the internal spine road which connects to the existing pedestrian infrastructure on North End Road.

5. SUMMARY AND CONCLUSIONS

- 5.1 This Transport Statement has been prepared by Paul Basham Associates on behalf of Crayfern Homes to support a planning application for the development of 10 residential units at Land off North End Road, Yapton. The scope of this TS has been guided by pre-application feedback received from WSCC.
- 5.2 The proposed site is located to the north of Yapton Village Centre, approximately an 800m (10-minute) walk, which hosts a selection of facilities and amenities including a convenience store, eateries, schools and a public house. The site benefits from being well connected to the local pedestrian network and is also within close proximity to a high frequency bus corridor providing connections towards Littlehampton, Bognor Regis and Chichester.
- 5.3 Personal Injury Accident data has been reviewed for the most recent five-year period in the site vicinity. Within the study area a total of 3 PIAs were recorded of which 1 was 'slight' in nature and two were 'serious' in nature. One serious incident occurred in close proximity to the existing access to the Orchard Business Park and therefore further investigation was warranted. However, this accident involved a goods vehicle striking a cyclist when overtaking and is therefore not a result of highways design. The frequency and distribution of the PIAs do not indicate any cause for concerns regarding highway safety.
- 5.4 The trip generation associated with the proposed development has been calculated using the industry standards TRICS database. The trip generation assessment indicated the proposed development would generate a total of 43 daily vehicle trips, with 4 vehicle trips in both the AM peak and PM peak.
- 5.5 The site would be served via a new bellmouth arrangement access onto North End Road (in the location of an existing dropped kerb) with visibility splays demonstrated as achievable and in accordance with recorded 85th percentile speeds. A Stage 1 Road Safety Audit has been completed on the proposed access arrangement which highlighted no issues.
- 5.6 Parking for the site would be provided in accordance with West Sussex County Council parking standards with 2 spaces per 2/3-bedroom unit and 3 spaces per 4-bedroom unit. In addition, 3 visitor/unallocated spaces would be provided. Parking space dimensions have been provided in accordance with Manual for Streets and WSCC Parking Standard requirements.
- 5.7 The proposed development has been provided with suitable turning areas to ensure large vehicles such as refuse vehicles and fire tenders are able to enter the site, turn and leave in a forward gear.

5.8 This Transport Statement has demonstrated that the proposed development would not have a material impact on the operation of the local highway network and has been designed in accordance with local policy. We would therefore encourage WSCC and ADC to look favourably upon the highway matters of this application.

North End Road, Yapton
Transport Statement

Appendix A

Paul Basham Associates Ltd
Report No. 125.0001/TS/4

North End Road, Yapton
Transport Statement

Appendix B

Paul Basham Associates Ltd
Report No. 125.0001/TS/4

Appendix C

Site No: 00000026
NORTH END RD YAPTON NORTH SITE

Site Reference: 00000026
From 26/01/2018 To 02/02/2018 Channel: SOUTHBOUND

Time	Total	85th	Mean	Std.	Bin 1	Bin 2	Bin 3	Bin 4	Bin 5	Bin 6	Bin 7	Bin 8	Bin 9	Bin 10	Bin 11	Bin 12	Bin 13
Begin	Vol.	%ile	Ave.	Dev.	<16Mph	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	>=71
00:00	5	-	33.7	7	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	2	-	35.5	-	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	2	-	36.2	-	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	-	34	-	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	8	-	34.5	6.8	0	0	0	1	2	2	1	0	0	0	0	0	0
05:00	18	36.8	32	5.4	0	0	1	6	7	3	0	0	0	0	0	0	0
06:00	53	35.4	31.1	4.9	0	0	6	22	19	4	2	0	0	0	0	0	0
07:00	92	35.5	30.8	4.6	0	0	7	43	30	10	0	0	0	0	0	0	0
08:00	111	35.2	30.5	5.1	0	2	12	47	37	10	1	0	0	0	0	0	0
09:00	96	35.3	31	4.5	0	0	8	41	36	9	1	0	0	0	0	0	0
10:00	105	35.2	30.8	4.5	0	1	9	45	39	9	0	0	0	0	0	0	0
11:00	126	35.5	31.3	4.4	0	1	7	54	50	11	2	0	0	0	0	0	0
12:00	127	35.7	31.3	4.7	0	1	10	55	46	14	2	0	0	0	0	0	0
13:00	131	35.5	31.1	4.6	0	1	10	55	50	14	1	0	0	0	0	0	0
14:00	188	35.1	30.7	4.5	0	0	14	91	64	15	2	0	0	0	0	0	0
15:00	222	35.4	31.2	4.2	0	0	14	100	85	21	3	0	0	0	0	0	0
16:00	260	35.2	30.7	4.3	0	0	26	122	86	24	2	0	0	0	0	0	0
17:00	158	35.8	31.3	4.7	0	0	14	64	56	19	3	0	0	0	0	0	0
18:00	80	36.3	31.9	4.8	0	0	4	32	29	10	3	0	0	0	0	0	0
19:00	49	37.8	32.4	5.1	0	0	4	16	19	8	2	0	0	0	0	0	0
20:00	37	36.3	31.8	4.9	0	0	4	15	13	5	1	0	0	0	0	0	0
21:00	31	38.4	32.8	5.1	0	0	2	10	9	8	0	0	0	0	0	0	0
22:00	20	38.2	33.3	5	0	0	0	6	8	4	1	0	0	0	0	0	0
23:00	12	38	33.6	5	0	0	0	2	5	3	0	0	0	0	0	0	0
12H,7-19	1696	35.4	31	4.4	0	6	134	749	608	166	20	0	0	0	0	0	0
16H,6-22	1866	35.5	31.1	4.5	0	6	150	812	668	191	25	0	0	0	0	0	0
18H,6-24	1898	35.6	31.1	4.5	0	6	150	820	681	198	26	0	0	0	0	0	0
24H,0-24	1934	35.6	31.2	4.5	0	6	151	827	690	203	27	0	0	0	0	0	0
Am	11:00	-	01:45	-	08:00	08:15	08:30	11:00	11:00	11:00	06:15	05:45	-	-	-	02:00	-
Peak	126	-	38.1	-	1	2	12	54	50	12	2	0	-	-	-	0	-
Pm	15:45	21:15	23:00	19:45	14:30	13:30	15:45	15:45	15:15	16:00	17:30	12:00	18:15	17:45	17:15	-	-
Peak	266	38.6	33.6	5.8	1	1	27	128	91	24	3	1	0	0	0	-	-

Collated from 15 minute interval data

Created at 13:20:10 on 2 Feb 2018

Site No: 00000026
NORTH END RD YAPTON NORTH SITE

Site Reference: 00000026
From 26/01/2018 To 02/02/2018 Channel: NORTHBOUND

Time	Total	85th	Mean	Std.	Bin 1	Bin 2	Bin 3	Bin 4	Bin 5	Bin 6	Bin 7	Bin 8	Bin 9	Bin 10	Bin 11	Bin 12	Bin 13
Begin	Vol.	%ile	Ave.	Dev.	<16Mph	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	>=71
00:00	2	-	37.9	5.1	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	36.8	-	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	1	-	34.5	4.1	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	7	-	40.9	9.7	0	0	0	0	2	1	1	1	0	1	0	0	0
04:00	31	44.6	38.1	6.6	0	0	0	3	9	10	7	2	1	0	0	0	0
05:00	102	42.8	37	5.9	0	0	2	10	31	36	14	6	1	0	0	0	0
06:00	311	39.4	33.9	5.6	2	3	10	65	133	74	18	5	1	0	0	0	0
07:00	293	39.5	34.1	5.5	0	1	11	61	121	78	17	5	0	0	0	0	0
08:00	156	39.3	33.4	6.3	2	3	8	33	61	37	9	2	0	0	0	0	0
09:00	125	39.6	33.6	6.2	1	3	6	26	48	30	9	3	0	0	0	0	0
10:00	112	39.3	33.8	6	0	0	3	26	47	27	6	1	0	0	0	0	0
11:00	122	40.1	34.4	6	0	1	4	23	46	33	10	3	0	0	0	0	0
12:00	126	40.1	34.8	5.7	0	0	5	23	48	36	9	2	1	0	0	0	0
13:00	131	40.4	34.8	6.1	0	1	5	27	48	35	10	3	1	0	0	0	0
14:00	130	38.9	33.3	5.6	0	1	8	31	52	29	7	0	0	0	0	0	0
15:00	106	40.3	34.5	6.1	1	0	4	21	41	27	9	3	0	0	0	0	0
16:00	95	40.8	35.2	6.8	1	0	3	17	33	27	11	2	0	0	0	0	0
17:00	76	40.8	35.4	6.3	0	0	2	13	30	21	7	3	0	0	0	0	0
18:00	49	42.9	36.2	7.3	0	0	1	7	15	15	7	3	0	0	0	0	0
19:00	34	42.8	36.3	6.5	0	0	0	5	11	10	5	1	0	0	0	0	0
20:00	23	40.3	35	6.9	0	0	0	4	8	7	3	0	0	0	0	0	0
21:00	16	43.6	37.5	7	0	0	0	1	7	5	2	1	0	0	0	0	0
22:00	10	-	37.7	5.8	0	0	0	1	2	1	3	0	0	0	0	0	0
23:00	5	-	38.1	4.1	0	0	0	0	1	1	0	0	0	0	0	0	0
12H,7-19	1521	39.9	34.3	5.7	6	10	60	308	590	396	111	30	2	0	0	0	0
16H,6-22	1905	39.9	34.3	5.7	8	13	70	383	749	492	139	37	3	0	0	0	0
18H,6-24	1920	39.9	34.3	5.7	8	13	70	384	752	494	142	37	3	0	0	0	0
24H,0-24	2063	40.2	34.5	5.8	8	13	72	397	794	541	164	46	5	1	0	0	0
Am	06:30	-	00:45	-	07:45	08:45	07:15	06:30	06:30	06:30	06:30	05:30	05:00	03:45	03:30	05:45	-
Peak	367	-	41.4	-	2	4	12	75	159	93	21	5	2	1	0	0	-
Pm	12:45	-	22:45	20:15	17:45	13:45	14:00	14:00	13:45	12:15	12:45	16:30	12:45	17:15	15:15	-	-
Peak	134	-	38.8	7.5	1	1	8	31	53	37	12	4	2	1	0	-	-

Collated from 15 minute interval data

Created at 13:20:11 on 2 Feb 2018

Site No: 00000026
NORTH END RD YAPTON NORTH SITE

Site Reference: 00000026

From 26/01/2018 To 02/02/2018

Channel: SOUTHBOUND

Time	Mon	Tue	Wed	Thu	Fri	Sat	Sun	5-Day	7-Day
Begin								Av	Av
00:00	2	1	1	4	3	4	13	2	4
01:00	1	0	2	1	3	3	5	1	2
02:00	1	1	0	3	3	4	1	2	2
03:00	1	1	1	3	1	3	1	1	2
04:00	7	7	8	15	8	6	3	9	8
05:00	15	17	21	31	26	12	8	22	19
06:00	55	74	67	63	56	35	14	63	52
07:00	96	95	103	122	97	80	51	103	92
08:00	116	136	113	124	131	93	66	124	111
09:00	115	103	92	99	48	116	97	91	96
10:00	132	110	125	117	0	144	105	97	105
11:00	132	146	139	151	-	120	156	142	141
12:00	121	139	124	120	-	119	124	126	125
13:00	130	132	127	150	164	112	104	141	131
14:00	205	206	186	211	245	136	129	211	188
15:00	241	243	270	269	263	131	139	257	222
16:00	334	335	317	320	298	106	104	321	259
17:00	182	204	193	190	189	75	71	192	158
18:00	90	86	98	89	92	53	48	91	79
19:00	51	52	59	55	51	31	47	54	49
20:00	34	38	34	50	45	29	26	40	37
21:00	19	26	31	34	36	46	22	29	31
22:00	14	15	22	19	30	23	16	20	20
23:00	11	10	9	11	18	23	6	12	13
12H,7-19	1894	1935	1887	1962	-	1285	1194	1920	1725
16H,6-22	2053	2125	2078	2164	-	1426	1303	2105	1893
18H,6-24	2078	2150	2109	2194	-	1472	1325	2133	1923
24H,0-24	2105	2177	2142	2251	-	1504	1356	2169	1958
Am	10:30	11:00	10:45	11:00	-	10:15	11:00	-	-
Peak	144	146	146	151	-	147	156	147	148
Pm	16:00	15:45	15:45	15:45	-	14:00	14:30	-	-
Peak	334	342	329	347	-	136	148	338	282

Collated from 15 minute interval data

Created at 13:19:54 on 2 Feb 2018

Site No: 00000026
NORTH END RD YAPTON NORTH SITE

Site Reference: 00000026

From 26/01/2018 To 02/02/2018

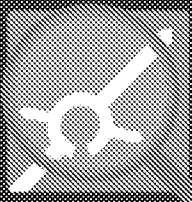
Channel: NORTHBOUND

Time	Mon	Tue	Wed	Thu	Fri	Sat	Sun	5-Day	7-Day
Begin								Av	Av
00:00	1	4	2	3	0	4	2	2	2
01:00	0	0	1	0	1	2	2	0	1
02:00	0	0	3	2	2	1	2	1	1
03:00	12	6	14	9	9	6	2	10	8
04:00	37	34	37	47	37	17	9	38	31
05:00	131	129	136	158	119	20	17	135	101
06:00	395	450	435	413	355	80	49	410	311
07:00	375	393	386	384	342	101	73	376	293
08:00	150	159	159	200	158	163	99	165	155
09:00	140	109	112	129	64	174	147	111	125
10:00	115	127	122	140	0	149	137	101	113
11:00	118	136	131	126	-	160	150	128	136
12:00	132	139	122	127	-	127	120	130	128
13:00	120	153	125	132	130	134	122	132	131
14:00	139	163	138	138	134	99	94	142	129
15:00	110	103	120	111	141	75	87	117	107
16:00	83	109	112	110	110	82	63	105	96
17:00	67	63	89	91	95	69	62	81	77
18:00	39	40	54	57	58	52	44	50	49
19:00	32	41	44	35	34	31	26	37	35
20:00	25	20	19	31	33	20	15	26	23
21:00	15	15	14	16	26	25	7	17	17
22:00	4	7	10	10	15	14	4	9	9
23:00	4	0	5	0	9	8	1	4	4
12H,7-19	1588	1694	1670	1745	-	1385	1198	1674	1565
16H,6-22	2055	2220	2182	2240	-	1541	1295	2174	1958
18H,6-24	2063	2227	2197	2250	-	1563	1300	2184	1969
24H,0-24	2244	2400	2390	2469	-	1613	1334	2376	2118
Am	06:30	06:30	06:30	06:30	-	09:15	08:45	-	-
Peak	453	539	503	491	-	176	155	497	402
Pm	14:15	14:15	14:15	13:15	-	12:45	12:15	-	-
Peak	142	164	143	161	-	142	127	153	147

Collated from 15 minute interval data

Created at 13:19:54 on 2 Feb 2018

Appendix D



2017 data is provisional and is subject to change

Crash Date: Sunday, June 18, 2017

Time of Crash: 1:00:00 PM

Crash Reference: 2017471703589

Highest Injury Severity: Serious
Highway Authority: West Sussex
Local Authority: Arun District
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: No physical crossing facility within 50 metres

Road Type: Single carriageway

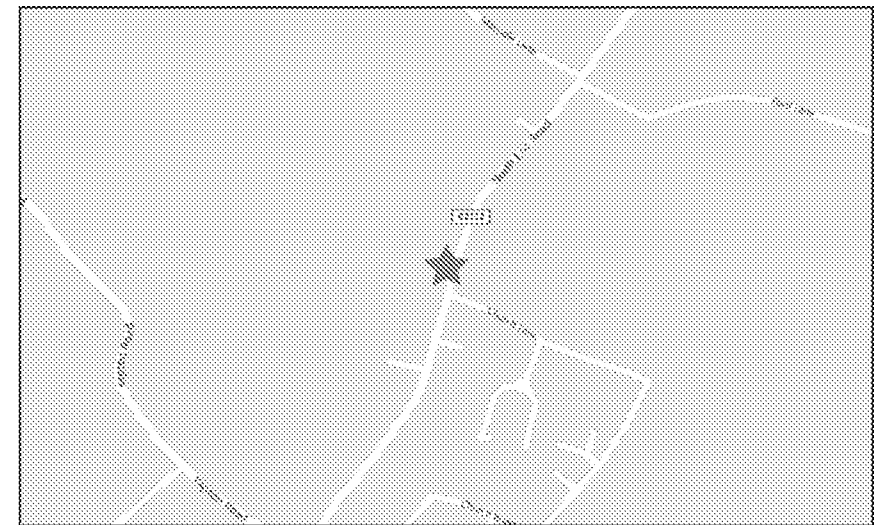
Junction Control: Unknown

Road Number: B2132

Number of Casualties: 1

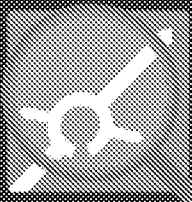
Number of Vehicles: 2

OS Grid Reference: 497819 103718



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





2017 data is provisional and is subject to change

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	Goods vehicle over 3.5 tonnes and under 7.5 tonnes mgw	-1	Unknown	NK	Vehicle is passing another moving vehicle on its offside	Unknown	Other	None	None
2	Pedal cycle	-1	Male	55-64	Vehicle proceeding normally along the carriageway, not on a bend	Unknown	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Serious	Driver or rider	Male	55-64	Unknown or other	Unknown or other

Accident Description:

Accident description text currently unavailable for this highway authority / police force

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

