

Rampion 2 Wind Farm

Category 6:

Environmental Statement

Volume 4, Appendix 23.2: Traffic Generation Technical Note

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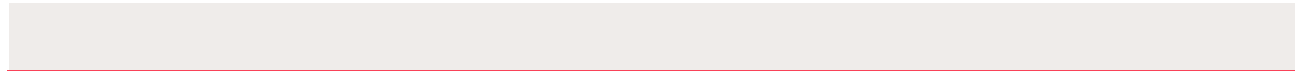
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Figure 23.2.1 Onshore route Temporary Construction Compound (TCC) Sections and accesses from public highways

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Executive Summary

This Traffic Generation Technical Note summarises the methodology used to calculate the traffic generation of the Proposed Development. It includes a summary of the inputs relating to the construction methodology and programme, as well as around routing of vehicles. This should be read in conjunction with **Chapter 23: Transport, Volume 2** of the ES (Document Reference: 6.2.23).

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1. Introduction

1.1 Overview

- 1.1.1 This Traffic Generation Technical Note (TGTN) outlines the traffic data generation process for the Rampion 2 (the 'Proposed Development') covering the onshore elements of the Proposed Development including the landfall, onshore cable corridor, temporary construction compounds, the onshore substation at Oakendene and the existing National Grid substation extension at Bolney.
- 1.1.2 This TGTN covers the construction, operation and maintenance and decommissioning phases of the Proposed Development.
- 1.1.3 The impacts of traffic are covered separately, in the Environmental Statement (ES) **Chapter 23: Transport, Volume 2** of the ES (Document Reference: 6.2.23) while measures to mitigate the impacts of construction traffic, construction workforce, operational traffic generation, abnormal loads and on public rights of way are covered respectively in the:
- **Outline Operational Travel Plan (OTP)** (Document Reference: 7.5);
 - **Outline Construction Traffic Management Plan (CTMP)** (Document Reference: 7.6);
 - **Outline Construction Workforce Travel Plan (CWTP)** (Document Reference: 7.7);
 - **Outline Public Rights of Way Management Plan (PRoWMP)** (Document Reference: 7.8); and
 - **Appendix 23.1: Abnormal Indivisible Loads Assessment** of the ES (Document Reference: 6.4.23.1).

Structure of this Appendix:

- 1.1.4 The remainder of this Appendix is structured as follows:
- **Section 2: Relevant legislation, policy and other information and guidance;**
 - **Section 3: Existing transport network;**
 - **Section 4: Proposed Development;**
 - **Section 5: Construction traffic generation;**
 - **Section 6: Operation and Maintenance traffic generation;**
 - **Section 7: Decommissioning traffic generation;**
 - **Section 8: Glossary of terms and abbreviations; and**
 - **Section 9: References.**

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2. Relevant legislation, policy and other information and guidance

2.1 Introduction

2.1.1 This assessment has been undertaken in accordance with relevant transport related planning policy, legislation and guidance at the national, regional and local level.

2.2 National planning policy

2.2.1 **Table 2-1** lists the national planning policy relevant to this TGTN.

Table 2-1 National planning policy relevant to transport

Policy description	How and where considered in this document
The Overarching National Policy Statement for Energy (EN-1) (DECC, 2011)	
<p>Paragraph 5.13.1 states “<i>The transport of materials, goods and personnel to and from a development during all project phases can have a variety of impacts on the surrounding transport infrastructure and potentially on connecting transport networks, for example through increased congestion. Impacts may include economic, social and environmental effects. Environmental impacts may result particularly from increases in noise and emissions from road transport. Disturbance caused by traffic and abnormal loads generated during the construction phase will depend on the scale and type of the proposal.</i>”</p>	<p>The transport Study Area (shown in Figure 7.6.3 of the CTMP (Document Reference: 7.6) has been established through discussions with the relevant Highway Authorities. The Outline Construction Traffic Management Plan (CTMP) (Document Reference: 7.6), Outline Public Rights of Way Management Plan (PRoWMP) (Document Reference: 7.8), and Appendix 23.1: Abnormal Indivisible Loads assessment, Volume 4 of the ES (Document Reference: 6.4.23.1) are also submitted as part of the DCO Application. These documents deal with other impacts and measures of the Proposed Development with respect to transport.</p>
<p>Paragraph 5.13.2 states “<i>The consideration and mitigation of transport impacts is an essential part of Government’s wider policy objectives for sustainable</i></p>	<p>This TGTN identifies the highway links which may be subject to possible significant transport effects. The environmental measures to mitigate these effects are set out</p>

Policy description	How and where considered in this document
<p>development as set out in Section 2.2 of this NPS”</p> <p>Paragraph 5.13.3 states “If a project is likely to have significant transport implications, the applicant’s ES (see Section 4.2) should include a transport assessment, using the NATA/WebTAG methodology stipulated in Department for Transport guidance, or any successor to such methodology. Applicants should consult the Highways Agency and Highways Authorities as appropriate on the assessment and mitigation”</p>	<p>within the Chapter 23: Transport, Volume 2 of the ES (Document Reference: 6.2.23).</p> <p>This TGTN has been prepared and submitted with the DCO Application in accordance with guidance and best practice and its scope has been discussed with the relevant Highway Authorities including National Highways.</p>
<p>Paragraph 5.13.4 states “Where appropriate, the applicant should prepare a travel plan including demand management measures to mitigate transport impacts. The applicant should also provide details of proposed measures to improve access by public transport, walking and cycling, to reduce the need for parking associated with the proposal and to mitigate transport impacts.”</p>	<p>Where appropriate, it is expected that construction worker movements by sustainable means will be facilitated and encouraged. However, it is recognised that the linear nature of the works, the absence of a fixed permanent work site along the Rampion 2 onshore temporary onshore cable corridor and the rural nature of much of the corridor may make it difficult to implement a standard construction travel plan. Many of the accesses are not adjacent to sustainable links such as bus stops and rail lines and the nature of the work means that staff traveling to site need to take equipment and work materials which necessitates the use of vans.</p>
<p>Paragraph 5.13.5 states “If additional transport infrastructure is proposed, applicants should discuss with network providers the possibility of co-funding by Government for any third-party benefits. Guidance has been issued in England which explains the circumstances where this may be possible, although the Government cannot guarantee in advance that funding will be available for any given uncommitted scheme at any specified time”</p>	<p>Additional transport infrastructure is limited to the provision of a number of mostly temporary construction accesses along the onshore cable corridor. Accesses will be removed and the land reinstated following completion. The Outline CTMP (Document Reference: 7.6) provides further details on access and is submitted as part of the DCO Application.</p> <p>Proposed heavy goods vehicle (HGV) routes are identified and restrictions on HGV timing are proposed to avoid adverse effects on</p>

Policy description	How and where considered in this document
<p>Paragraph 5.13.11 states <i>“The IPC [Planning Inspectorate] may attach requirements to a consent where there is likely to be substantial HGV traffic that:</i></p> <ul style="list-style-type: none"> • <i>Control numbers of HGV movements to and from the site in a specified period during its construction and possibly on the routing of such movements;</i> • <i>Make sufficient provision for HGV parking, either on the site or at dedicated facilities elsewhere, to avoid ‘overspill’ parking on public roads, prolonged queuing on approach roads and uncontrolled on-street HGV parking in normal operating conditions; and</i> • <i>Ensure satisfactory arrangements for reasonably foreseeable abnormal disruption, in consultation with network providers and the responsible police force”</i> 	<p>sensitive receptors, particularly schools as set out within the Outline CTMP (Document Reference: 7.6). The design of the construction works will avoid the risk of HGV parking on the surrounding highway. The transport of AILs has been subject to necessary assessment within the Appendix 23.1: Abnormal Indivisible Loads Assessment, Volume 4 of the ES (Document Reference: 6.4.23.1) and is expected to cause minimal disruption.</p>
<p>National Planning Policy Framework (NPPF) (Ministry of Housing, Communities and Local Government, 2021)</p>	
<p>The NPPF is the primary source of national planning guidance in England.</p>	<p>Whilst the NPPF is not directly applicable to Nationally Significant Infrastructure Projects (NSIPs), it provides context to the TGTN as well as the Chapter 23: Transport, Volume 2 of the ES (Document Reference: 6.2.23).</p>
<p>Paragraph 111 of the NPPF states that <i>“development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative</i></p>	<p>The Chapter 23: Transport, Volume 2 of the ES (Document Reference: 6.2.23), sets out the results of the assessment of traffic effects including highways safety (including accident assessment).</p>

Policy description	How and where considered in this document
<p><i>impacts on the road network would be severe.”</i></p> <p>Paragraph 113 of the NPPF states that <i>“all developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.”</i></p> <p>The document sets out that the Transport Statement (TS)/TA should take into account:</p> <ul style="list-style-type: none"> the opportunities for sustainable transport modes 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. 	<p>This TGTN has been developed with reference to the criteria in Paragraph 113, the opportunities for sustainable transport, access and road safety, and the need for any transport improvements.</p> <p>For understanding transport impacts, this TGTN is supported by the Outline CTMP (Document Reference: 7.6), Outline CWTP (Document Reference: 7.7), Outline PRoWMP (Document Reference: 7.8) and Appendix 23.1: Abnormal Indivisible Loads assessment of the ES (Document Reference: 6.4.23.1).</p>

2.2.2 **Table 2-2** lists the local planning policy relevant to the assessment of the effects on transport receptors.

Table 2-2 Local transport / planning policy relevant to transport

Policy description	Relevance to assessment
West Sussex Transport Plan 2022-36 (West Sussex County Council, 2022)	

Policy description	Relevance to assessment
<p>4.23-4.25 and 6.4: Walking. The policy aims to maintain the existing pedestrian provision in West Sussex, including PRow provision, and, where possible provide new infrastructure to create new connections and routes for pedestrians particularly for leisure. More information is also included on PRow in the WSCC Rights of Way Management Plan 2018-2028.</p>	<p>The construction of the onshore cable has the potential to temporarily affect the Public Right of Way (PRow) infrastructure in West Sussex. The Outline PRowMP (Document Reference: 7.8) outlines all PRow effects and environmental measures proposed.</p>
<p>4.26-4.29 and 6.4: Cycling. This policy aims to protect the existing cycling provision and promote cycling as a form of sustainable transport. It also identifies a requirement to construct and improve cycling infrastructure to connect local cycle networks in line with the LCWIPs.</p>	<p>The construction of the onshore cable has the potential to temporarily affect local and nationally strategic cycle routes in West Sussex. A review of the local cycle routes has been undertaken within this document in Section 3 and sets out that impacts on National Cycle Network (NCN) routes will not be significant.</p>
<p>4.33-4.39 and 6.12: Shared Transport Services. This policy proposes a range of measures to promote and improve public transport in West Sussex. Measures include the maintenance of public transport to a good standard and the provision of new infrastructure – such as bus lanes- to improve the existing provision where this is possible.</p>	<p>The construction of the onshore cable has the potential to temporarily affect local bus routes in West Sussex. A review of local bus routes is included in Section 3.</p>
<p>4.64-4.66 and 6.25: Freight. This policy sets out the measures which are to be used to manage the movement of freight during the plan period. The policy identifies measures to be used, including a lorry route network around West Sussex and investment into major infrastructure improvements on the A27.</p>	<p>The policy and HGV route network have been considered when identifying construction HGV routes associated with the Proposed Development set out in Section 4. The HGV access strategy avoids Findon Valley, a key route restriction within the Freight Movement and Management Plan.</p>

Policy description	Relevance to assessment
<p>Draft Horsham District Local Plan 2019-2036 (Horsham District Local Council, 2019)</p>	
<p>Strategic policy 41 – Infrastructure Provision. This policy states that development will only be supported if local infrastructure has adequate capacity to support the development. Suitable mitigation should be proposed where local infrastructure does not have the capacity to accommodate development.</p>	<p>Consideration of transport effects and requirements for environmental measures. Chapter 23: Transport, Volume 2 of the ES (Document Reference: 6.2.23) sets out the results of the assessment of the traffic effects on local and strategic highways links.</p>
<p>Strategic policy 42 – Sustainable Transport. This policy sets out the conditions in which development will be supported for sustainable transport. The policy states “development will be supported if it:</p>	<p>The construction of the onshore cable has the potential to temporarily affect PRoW, local bus routes and cycle routes in Horsham.</p>
<p><i>Provides safe and suitable access for all vehicles, pedestrians, cyclists, horse riders, public transport and the delivery of goods. Minimises the distance people need to travel and minimises conflicts between traffic, cyclists and pedestrians. Prioritises and provides safe and accessible walking and cycling routes and is integrated with the wider network of routes, including public rights of way and cycle paths. Includes opportunities for sustainable transport which reduce the need for major infrastructure and cut carbon emissions. Develops innovative and adaptable approaches to public transport in the rural areas of the District. Maintains and improves the existing transport system (pedestrian, cycle, rail and road). Is accompanied by an agreed Green Travel Plan where it is necessary to</i></p>	<p>The Outline PRoWMP (Document Reference: 7.8) outlines all PRoW effects and environmental measures proposed.</p>
	<p>A review of the local cycle routes has been undertaken within the Chapter 23: Transport, Volume 2 of the ES (Document Reference: 6.2.23) which sets out the potential effects on NCN routes.</p>
	<p>A review of local bus routes has been undertaken within the Chapter 23: Transport, Volume 2 of the ES (Document Reference: 6.2.23) which sets out the potential effects on bus routes.</p>

Policy description	Relevance to assessment
<p><i>minimise a potentially significant impact of the development of the wider area, or as a result of needing to address an existing local traffic problem.”</i></p>	
<p>Mid Sussex District Plan 2014-2031 (Mid Sussex District Council, 2018)</p>	
<p>DP20: Securing Infrastructure. This policy requires development to be provided with necessary infrastructure such as efficient and sustainable transport networks.</p>	<p>Additional transport infrastructure is limited to the provision of a number of mostly temporary construction accesses along the Rampion 2 onshore temporary cable corridor. Accesses will be removed where appropriate and where agreed with landowners and the land reinstated when the Rampion 2 onshore cable construction is finished. Where accesses are not removed, they will remain in-situ, for example, the access to the onshore landfall site and onshore substation. The Outline CTMP (Document Reference: 7.6) outlines further details on access.</p>
<p>DP21: Transport. This policy requires developments, depending on their size or impact to prepare a Transport Statement or Transport Assessment to be submitted with the planning application. The policy also requires submission of a travel plan statement or full travel plan alongside the transport statement or transport assessment which will be submitted with the planning application.</p>	<p>This TGTN is provided as part of the DCO Application. The assessment presented is a link based environmental assessment and is supported by the Outline CTMP (Document Reference: 7.6), Outline PRowMP (Document Reference: 7.8) and Appendix 23.1: Abnormal Indivisible Load assessment of the ES (Document Reference: 6.2.23.1). Outline documents were presented at PEIR stage and further discussions with relevant highways authority have been undertaken to define if there is a significant effect or not.</p>
<p>DP22: Rights of Way and other Recreational Routes. This policy aims to protect existing rights of way, cycle and recreational routes from any adverse effects that might come from development. It also states that where a route is likely to be affected an alternative must be provided which is equivalent in value to the route affected.</p>	<p>The protection of PRowWs, including recreational routes and National Trails has been included within the Outline PRowMP (Document Reference: 7.8).</p>
<p>Worthing Local Plan 2020 – 2036 (Worthing Borough Council, 2023)</p>	

Policy description	Relevance to assessment
<p>DM15 Sustainable Transport and Active Travel. The policy sets out that Worthing Borough Council will support development which encourages use of public and sustainable transport and reduces the number of car journeys. Where development is likely to generate demand for travel or have other implications it is required to be supported by a Transport Statement or Assessment and a sustainable travel plan. The policy further states that it will “<i>support measures that promote improved accessibility, create safer roads, reduce the environmental impact of traffic movements, enhance the pedestrian environment, or facilitate highway improvements</i>”. In particular reference is made to managing the impact of HGV movements and implementing measures where this may be appropriate.</p>	<p>Chapter 23: Transport, Volume 2 of the ES (Document Reference: 6.2.23) and Outline CTMP (Document Reference: 7.6) outlines the proposed HGV access strategy and environmental measures and routes that have been applied to mitigate impacts of the construction phase of the Proposed Development.</p>
<p>West Sussex Walking and Cycling 2016 – 2026 (West Sussex County Council, 2020a)</p>	
<p>The West Sussex Walking and Cycling strategy is a document that sets out the aims and objectives for walking and cycling during the strategy period (2016-2026) and sets out guidance and information for developers.</p>	<p>The Outline PRowMP (Document Reference: 7.8), outlines all PRow impacts and environmental measures proposed.</p>

2.3 Other relevant information and guidance

The Strategic Road Network and the Delivery of Sustainable Development Guidance

- 2.3.1 The Department for Transport (DfT) (2022) Circular 02/2022 ‘*The Strategic Road Network and the Delivery of Sustainable Development*’ outlines the methods in which the National Highways (NH) (formally National Highways) will engage with developers and communities to deliver sustainable development and consequently economic growth, whilst safeguarding the primary function and purpose of the Strategic Road Network (SRN).

2.3.2 Paragraph 55 outlines under ‘Environmental assessments’:

“The company will engage in the relevant screening or scoping process where a potential impact on the SRN is identified. Environmental assessments must be comprehensive enough to establish the likely impacts on air quality, light pollution and noise arising from traffic generated by a development, along with the impacts from any proposed works to the SRN and identify measures to mitigate these impacts. Requirements and advice for undertaking environmental assessments in respect of transport impacts can be found in the DMRB.”

2.3.3 Paragraph 65 to 69 outlines access requirements relating to on-shore wind turbines:

“The promoter of a wind turbine development must identify any impacts on the operation of the SRN from the construction, operation and de-commissioning stages and identify measures to mitigate these impacts. Swept path analyses must be provided for any abnormal load deliveries to the site via the SRN.

Access to the site for construction, maintenance and de-commissioning should be obtained from the local road network. A direct connection to the SRN will only be permitted in exceptional circumstances.”

2.3.4 Within the transport Study Area (outlined in **Figure 23.1.3** of the **Outline Construction Traffic Management Plan (CTMP)** (Document Reference: 7.6), the SRN managed by NH includes the A27 and A23. The requirements of Circular 02/2022 are therefore addressed further within this TGTN.

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3. Existing Transport Network

3.1 Study Area 1 – onshore

- 3.1.1 This Section provides a description of the baseline conditions of the local and strategic roads which are proposed to be used for access to the onshore elements of the Proposed Development as well as the local PRow, cycle routes and sustainable travel routes. **Figure 23.5, Volume 3** of the ES (Document Reference: 6.3.23) identifies the roads that have been included in this section.
- 3.1.2 **Table 3-1** sets out a high-level review of the Main “A” and “B” Roads included within Study Area 1 and more details on these are presented in the following section.

Table 3-1 A/B roads within Study Area 1

Type of road	Road name
A Roads	A259, A284, A27, A24, A284, A283, A281, A272, A23
B Roads	B2139, B2135, B2116, B2118

Strategic Road Network

A23

- 3.1.3 The A23 routes from the M23 south of Crawley to the A27 on the northern periphery of Brighton. For much of its length, the A23 is a dual carriageway subject to the national speed limit¹. Within Study Area 1, the A23 has junctions with two major roads, the A272 and the A27 as follows:
- the junction with the A272 is located east of Bolney and comprises grade separated roundabout junctions located either side of the A23 alignment which connect to the A23 with on/off slips; and
 - the junction with the A27 is located on the northern periphery of Brighton and comprises a grade separated bell junction with on/off slips which connects to a separate roundabout junction with the A23.

A27

- 3.1.4 The section of the A27 that is managed by National Highways (NH) routes between Pevensey in East Sussex to Cosham, Portsmouth where the A27 becomes the M27. The A27 connects numerous coastal towns along the south

¹ 70mph for cars and motorcycles, 60mph for all other vehicles

coast as well as connecting the cities of Portsmouth and Brighton. Road design standards vary along the A27, however, for most of its length the A27 is a dual carriageway subject to the national speed limit.

Local Highway Network

A24

- 3.1.5 The A24 routes between Worthing on the south coast and London, and routes via towns including Horsham and Leatherhead. Within Study Area 1, the A24 routes through both urban and rural settings. In rural areas the A24 is typically a dual carriageway and is subject to the national speed limit. In urban areas the A24 routes through both residential and commercial areas, and numerous residential and commercial properties front onto the road and there are a number of pedestrian crossing points.

A272

- 3.1.6 Within Study Area 1, the A272 routes east/west between the A24 and the A23. The A272 intersects the A24 via a staggered crossroad and junctions with the A23 are via two grade separated roundabouts which connect to the A23 by on/off slips. The A272 is a predominantly a single carriageway rural road throughout Study Area 1. The speed limit varies between national speed limit (60mph for cars and motorcycles) and 50mph depending on local constraints. A section of the A272 through Cowfold is subject to a 30mph speed limit as the road passes through a village setting. Pedestrian footways are provided and residential properties front onto the A272 throughout Cowfold.

A280 Long Furlong

- 3.1.7 The A280 Long Furlong provides a connection between the A24 at Findon and the A27 south of the village of Clapham. The A280 is a single carriageway road which is predominantly subject to the national speed limit through a rural setting. A small section of the A280 through Clapham Village is subject to a 40mph speed limit and a signal controlled crossing is provided adjacent to the local primary school.

A281

- 3.1.8 The A281 routes between Guildford and the A23 north of Brighton, the road connects multiple towns and villages along its routes including Horsham and Cowfold. Due to the length of the A281 and the numerous settlements that it passes through the road conditions vary throughout. The A281 within Study Area 1 includes a section from Cowfold via Shermanbury to the A281 junction with the B2116. The A281 through this section is a single carriageway road where the speed limit and other conditions vary depending on location.
- 3.1.9 Through Cowfold the A281 routes through the centre of the village where commercial properties front onto the road. Pedestrian footways are located on either side of the carriageway within Cowfold centre and on at least one side of the carriageway through the rest of the village. The road is subject to a 30mph speed

limit. The A281 connects with the A272 at two mini roundabout junctions within Cowfold centre and a signal controlled pedestrian crossing is provided.

- 3.1.10 Through Shermanbury, the A281 is subject to a 40mph speed limit and a pedestrian footway is provided on the eastern side of the carriageway. Residential properties/driveways front onto the A281.
- 3.1.11 Between Cowfold and Shermanbury the A281 is rural in nature, no pedestrian infrastructure is provided, and the national speed limit for a single carriageway.

A283

- 3.1.12 The A283 provides a connection between the A24 at Washington, West Sussex and the A27 at Shoreham-by-Sea. The A283 is a single carriageway which is subject to 50mph and national speed limits at various points along its route. The A283 passes predominantly through rural areas. In Steyning, the A283 is located largely in a cutting with local roads on overbridges. The A283 joins with the A27 via a grade separated roundabout and on-off slips.

A284

- 3.1.13 The A284 routes between Littlehampton and the A29 west of the village of Houghton. The A281 exists in two sections, from Littlehampton to a junction with the A27 at Crossbush and from a junction with the A27 in Arundel to the A29.
- 3.1.14 The section of the A284 from the A259 in Littlehampton to the A27 at Crossbush is within Study Area 1. This section of the A284 passes through the village of Lyminster and the residential suburb of Wick. In Wick, the A284 routes through a residential area where streetlighting and footways are provided and residential properties and driveways front onto the A284. The road is subject to a 30mph speed limit.
- 3.1.15 In Lyminster Village, the road is subject to a 30mph speed limit. Pedestrian footways exist throughout the village on at least one side of the carriageway and a small number of residential properties/driveways front onto the A284. North of Lyminster Village, the speed limit increases to 40mph and a pedestrian footway continues on the western side of the carriageway.

A259

- 3.1.16 The A259 routes along the south coast of England between Havant in Hampshire and Folkestone in Kent. Within Study Area 1, the A259 travels between a roundabout junction with Ford Lane at Climping to a roundabout junction with the B2187 at Toddington.
- 3.1.17 Between Climping and the junction with the B2187 at Littlehampton (Bridge Road roundabout), the road is a single carriageway which is subject to a 40mph speed limit west of the Ferry Road junction and the national speed limit east of the junction. A shared footway/cycleway is provided on the northern side of the carriageway.

- 3.1.18 Between Bridge Road roundabout and the junction with the A284 (Wick roundabout), the road is subject to the national speed limit and a shared cycleway/footway exists on the northern side of the carriageway between the signal controlled junction with Benjamin Grays Drive and the priority junction with New Courtwick Lane. Between Wick roundabout and the roundabout junction with the B2187 at Toddington the speed limit is reduced to 40mph and pedestrian footways exist on both sides of the carriageway. Residential properties front onto the carriageway through this section.

B2116

- 3.1.19 The B2116 routes between the A281 north of Henfield to the B2118 at Aldbourne. The B2116 is a single carriageway which predominantly passes through a rural area. The speed limit varies between 30mph,40mph and the national speed limit along the B2118 depending on local constraints. Throughout Aldbourne, the road is subject to a 30mph speed limit and pedestrian footways are provided and residential properties/driveways front onto the road.

B2117

- 3.1.20 The B2117 is a single carriageway road which passes between the A281 and Hurstpierpoint village. Within the short section of the road included in Study Area 1, the road joins the B2118 at a priority junction and the A23 at two priority junctions which serve as southbound on and northbound off slips to the grade separated A23. The B2117 is rural in nature between these junctions and is subject to the national speed limit.

B2118

- 3.1.21 The B2118 routes between the B2117 at Muddleswood and the A23 north of Sayers Common. The B2118 is a single carriageway and is subject to the national speed limit for much of its route.
- 3.1.22 Through the village of Aldbourne, the road is subject to a 40mph speed limit. A pedestrian footway is provided on the eastern side of the carriageway and residential properties/driveways front onto the road.
- 3.1.23 Through the village of Sayers Common, the B2118 is subject to a 30mph speed limit and pedestrian footways are provided on both sides of the carriageway. Residential properties/driveways front onto the B2118 and there is a mini-roundabout junction with Reeds Lane in the centre of the village.

Ford Road

- 3.1.24 Ford Road is a single carriageway road which routes between the A27 in Arundel and Church Lane in Climping. From a roundabout junction with the A27 to the edge of Arundel, the road passes through a residential area where a 30mph speed limit applies and pedestrian footways are provided. South of Arundel the road is rural in nature and the national speed limit applies. Adjacent to Ford station, Ford Road crosses a railway line at a level crossing. North of the level crossing a 40mph speed limit is applied to Ford Road which continues for its remaining route

to Church Lane in Climping. Between Ford Station and Climping a pedestrian footway exists on the western side of the carriageway.

Church Lane

- 3.1.25 Church Lane is a single carriageway road which routes between Ford Road in Climping to a roundabout junction with the A259 south of Climping. The road is subject to a 40mph speed limit and a pedestrian footway is provided on the eastern side of the carriageway. A small number of residential properties front onto Church Lane in Climping.

Water Lane

- 3.1.26 Water Lane is single carriageway rural road which routes between the A283 and Hole Street in Winston. Water Lane is subject to the national speed limit between the junction with the A283 and the periphery of Winston Village. In Winston Village, Water Lane is subject to a 40mph speed limit and a pedestrian footway is provided on the western side of the carriageway.

Kent Street

- 3.1.27 Kent Street is a single carriageway rural road which passes between the A272 and Wineham Lane and is subject to the national speed limit. There are no pedestrian footways on this rural road.

Wineham Lane

- 3.1.28 Wineham Lane is a single carriageway rural road which connects the village of Wineham to the A272 to the north and the B2116 to the south. Wineham Lane is subject to the national speed limit for all sections outside Wineham. Throughout Wineham, it is subject to a 40mph speed limit and residential/rural properties and driveways front onto the road.

Baseline traffic flows

- 3.1.29 It has been agreed with WSCC highways officers that baseline traffic flows can be derived from existing traffic counts, most of which are taken from either permanent count locations maintained by WSCC/DfT or one-off counts within the WSCC (2020b) online traffic count database. For most locations, this has resulted in the use of data from 2019.
- 3.1.30 This approach resulted in one location, Ferry Road (Highways Link 1), not having any traffic data to use to determine baseline conditions. There are also four other locations - Crossbush Lane (Highways Link 10), A280 Long Furlong (Highways Link 15), A283 East of Washington (Highways Link 17) and B2188 Sayers Common (Highways Link 29) - using data that was from pre-2010.
- 3.1.31 It was stated at PEIR stage that, for the five location locations where no data or older data was used, the assessment would be informed by new traffic counts done for the DCO Application. New traffic counts were undertaken in mid-2022 and as such were available for use in this TGTN.

- 3.1.32 In locations where the available traffic data is older than 2022, it was agreed with WSCC that no additional traffic counts were required to be undertaken as the counts from 2017-2019 were considered to be still representative, given the low level of additional traffic forecast in comparison to existing flows on the roads as indicated by the previous counts.
- 3.1.33 In agreement with WSCC, growth rates have been derived from the DfT's TEMPro 7.2. Growth rates for HGVs have been derived from the DfT (2020) National Traffic Statistics. A base year of 2021 has been used to growth up the available data for the baseline traffic counts.
- 3.1.34 Growth rates from TEMPro have been based on two areas: Arun for the south west sections (code, E41000245) and Horsham for the remainder of Study Area 1 (code E41000248).
- 3.1.35 The TEMPro growth rates are as follows:
- 2012 – 2021 – Arun – 1.1387 – Horsham – 1.1468;
 - 2013 – 2021 – Arun – 1.1232 – Horsham – 1.1292;
 - 2017 - 2021 – Arun – 1.0607 – Horsham – 1.0608;
 - 2018 - 2021 - Arun – 1.0454 – Horsham – 1.0454; and
 - 2019 – 2021 – Arun – 1.0305 – Horsham – 1.0306.
- 3.1.36 HGV growth has been based on the DfT (2021) publication '*TRA2501c - Road traffic (vehicle miles) by vehicle type in Great Britain*'. Table TRA2501c presents national data of the yearly change in vehicle traffic for total vehicles, car, light commercial vehicles and HGVs.
- 3.1.37 Based on Table TRA2501c, annual growth factors for HGVs have been derived as follows:
- the changes in HGV traffic flows between 2019 (last reliable year of data due to the COVID-19 pandemic) and the base year of 2021 has been calculated;
 - the growth factor from 2018 to 2019 was 0.38%;
 - estimated growth between 2019 and 2021 is assumed as 0.38% per annum, or 0.76% over the two years; and
 - the growth for 2019 – 2021 (0.76% has been added to the growth from the historic count year to 2019 to provide for a growth from historic count year to 2021).
- 3.1.38 It should be noted the traffic count for A283 (East of A24) is dated 2005. As TEMPro does not extend as far back as 2005, an alternative method based on the DfT statistics has been used as discussed and agreed with WSCC.
- 3.1.39 The calculations above presented the following growth rates for HGVs:
- 2005 – 2021 - 0.9755;
 - 2012 – 2021 – 1.0778;

- 2013 – 2021 – 1.10180;
- 2017 – 2021 - 1.0270;
- 2018 – 2021 - 1.0160; and
- 2019 – 2021 – 1.00750.

3.1.40 For locations where total vehicle traffic data was extracted from existing counts, but where there were no HGV breakdowns in these counts, a HGV percentage was required to develop a HGV traffic flow at these locations. There were three locations where this was required;

- Highways Link 10 – Crossbush Lane;
- Highways Link 17 – A283 East of A24; and
- Highways Link 29 – B2188, Sayers Common.

3.1.41 At all three of these locations, the historic traffic data only present a breakdown of total vehicles. To estimate a likely HGV percentage on these highways links, reference has been made to adjacent historic traffic counts as follows:

- Highways Link 10 – Crossbush Lane – 2% HGVs based on Highways Link 8 data;
- Highways Link 17 – A283 East of A24 – 3.4% HGVs based on Highways Link 16 data; and
- Highways Link 29 – B2188, Sayers Common – 4.7% HGVs based on Highways Link 32 data.

3.1.42 **Table 3-2** sets out the average annual weekday flow (AADF) for the date of survey and the baseline (2021).

Table 3-2 2021 baseline traffic data (AADF) – Study Area 1

Highways Link	Historic Traffic Data			2021 Base		
	Total Vehicles	HGVs	Year of Data	Total Vehicles	HGVs	HGV%
1	1925	314	2022	1925	314	16.3%
2	9859	1106	2019	10458	1135	10.9%
3	6025	253	2019	6209	255	4.1%
4	23618	1302	2019	24338	1312	5.4%
5	22400	857	2019	23083	863	3.7%

Highways Link	Historic Traffic Data			2021 Base		
	Total Vehicles	HGVs	Year of Data	Total Vehicles	HGVs	HGV%
6	13248	551	2019	13652	555	4.1%
7	13546	692	2018	13959	698	5.0%
8	619	12	2019	647	12	1.9%
9	32734	1613	2013	33732	1625	4.8%
10	736	15	2019	827	16	2.0%
11	31936	1757	2019	32910	1770	5.4%
12	22776	923	2019	23473	930	4.0%
13	30777	1012	2018	31719	1020	3.2%
14	25731	627	2017	26899	637	2.4%
15	16300	949	2019	17291	975	5.6%
16	18580	3653	2022	18580	3653	19.7%
17	21977	750	2005	22649	755	3.3%
18	5001	170	2019	5861	166	2.8%
19	11430	2326	2022	11430	2326	20.3%
20	3444	105	2019	3550	106	3.0%
21	20485	585	2019	21112	589	2.8%
22	35481	1636	2019	36567	1648	4.5%
23	6374	362	2018	6569	364	5.5%
24	7739	341	2019	8090	346	4.3%
25	6081	141	2019	6267	142	2.3%
26	22389	991	2019	23074	998	4.3%

Highways Link	Historic Traffic Data			2021 Base		
	Total Vehicles	HGVs	Year of Data	Total Vehicles	HGVs	HGV%
27	16904	745	2019	17421	751	4.3%
28	853	16	2019	879	16	1.8%
29	16889	724	2019	17406	729	4.2%
30	71894	4024	2012	74094	4054	5.5%
31	6227	293	2019	7141	315	4.4%
32	7356	1497	2022	7356	1497	20.4%
33	3147	149	2019	3243	150	4.6%
34	78611	3118	2019	81016	3141	3.9%
35	65068	2421	2019	67059	2439	3.6%

3.1.43 These traffic counts were undertaken in mid-2022 and as such were available for use in the PEIR SIR assessment and therefore, for completeness, this data has been included in the assessment in this TGTN. It should be noted however, that the Automatic Traffic Counts (ATCs) undertaken at Highways Link 10, Crossbush Lane was not required in this assessment. This is because this link does not receive any Proposed Development traffic as a result of the revised Maximum Design Scenario (outlined in **Section 4**)

3.1.44 For locations where total vehicle data was extracted from existing counts undertaken in 2022, it has been assumed that traffic levels have remained unchanged from 2021. The growth rate between 2021 and 2022 is negligible, and in 2021 traffic flows were also still being affected by COVID-19 pandemic. Consequently the 2022 survey results for the highway links in **Table 3-3** were also assumed to be a reasonable proxy for 2021 baseline in **Table 3-2**.

3.1.45

3.1.46 **Table 3-3** sets out the Annual Average Traffic Flows (AATF) for the locations that were surveyed in 2022 since the original PEIR was published.

Table 3-3 Baseline data – 2022 Traffic survey

Highways Link	Light Vehicles (LVs)	Heavy Goods Vehicles (HGVs)	Total Vehicles
1 – Ferry Road	1611	314	1925
15 – A280 Long Furlong	14927	3653	18580
17 – A283 East of the A24	9104	2326	11430
29 – B2188 Sayers Common	5859	1497	7356

3.2 Study Area 2 – onshore impacts of offshore works

- 3.2.1 This section provides a description of the baseline conditions of the local and strategic roads which are proposed to be used for access to the onshore elements of the offshore operation and maintenance phase (access to Port of Newhaven) of the Proposed Development. **Figure 23.6, Volume 3** of the ES (Document Reference: 6.3.23) identifies the roads that have been included in this section.
- 3.2.2 **Table 3-4** sets out a high-level review of the main “A” and “B” Roads included within Study Area 2 and more details on these are presented in the following section.

Table 3-4 A/B Roads within Study Area 2

Type of Road	Road Name
A Roads	A27, A26, A259
B Roads	B2109

Strategic Road Network

A27

- 3.2.3 The section of the A27 that is managed by National Highways (NH) routes between Pevensey in East Sussex to Cosham, Portsmouth where the A27 becomes the M27. The A27 connects numerous coastal towns along the south coast as well as connecting the cities of Portsmouth and Brighton. Road design standards vary along the A27, however, for most of its length the A27 is a dual carriageway subject to the national speed limit. Within Study Area 2, the junction with the A26 is located at Beddingham.

Local Road Network

Beach Road / Clifton Road / Railway Road

- 3.2.4 Beach Road / Clifton Road / Railway Road is a two lane single carriageway urban road which connects the East Quay of Newhaven Port to the A26/B2109. The road is subject to a 30mph speed limit. In the southern section (Beach Road) the route is industrial in nature but passes through residential areas on the Clifton Road and Railway Road section. The route has footways on both sides and is provided with streetlights.

B2109

- 3.2.5 The B2109 is a two-lane single carriageway that runs from the A26 south to join the A259, then parallel to the A259, and then south from the A259 west of the overpass near Newhaven Town rail station. In Study Area 2, the B2109 runs between the two junctions at either side of the A259 overpass and is provided with footways, pedestrian crossings (under signal control) and streetlights. The B2109 is subject to a 30mph speed limit. The B2109 also has an at grade signalled rail level crossing to the west of the junction with Railway Road.

A259

- 3.2.6 The A259 routes along the south coast of England between Havant in Hampshire and Folkestone in Kent. Within Study Area 2, the A259 routes Newhaven Town Centre and a junction with McKinley Way.
- 3.2.7 In Study Area 2, the A259 is a two lane single carriageway which for the most part is a flyover between McKinley Way and Newhaven Town Centre. The A259 is subject to a 30mph speed limit and has footways either side of road apart from the flyover section. The A259 also has streetlights and west of the flyover section has a signal-controlled crossing of the River Ouse to accommodate the swing bridge operation.

A26

- 3.2.8 The A26 is a two lane single carriageway in Study Area 2 that links Newhaven to Kent and is a primary route in the south east of England.
- 3.2.9 In Study Area 2, the A26 links to the B2109/A259 in Newhaven and routes north to a roundabout junction with the A27 at Beddingham. The road is subject to the national speed limit (NSL) outside of settlements but reduces to 40mph in South Highton and 30mph in Newhaven. The A26 has footways and streetlights in the major settlements but is not provided with footways in the rural sections.

McKinley Way (Newhaven Port New Access Road)

- 3.2.10 McKinley Way is a 1.4km two lane single carriageway which runs from a roundabout junction with the A259, via a new intermediate roundabout, to a new roundabout providing access to Newhaven East Quay. The road has footways as well as a segregated cycle track, and the southern end of the road includes a

bridge spanning the Newhaven to Seaford railway line and Mill Creek. McKinley Way is subject to a 30mph speed limit.

Baseline traffic

- 3.2.11 The approach to the collation of baseline traffic for Study Area 2 is the same as Study Area 1 and historic traffic data has been used, derived from the DfT traffic data.
- 3.2.12 Growth rates for total vehicles have been derived from the DfT's TEMPro 7.2. A base year of 2021 has been used to growth up to for the baseline traffic counts. Growth rates from TEMPro have been based on TEMPro rates for Lewes 008/009 within the database which covers the town of Newhaven. The TEMPro growth rates are as follows:
- 2018 - 2021 - Newhaven – 1.93.
- 3.2.13 HGV growth has been based on the DfT (2021) publication '*TRA2501c - Road traffic (vehicle miles) by vehicle type in Great Britain*'. Table TRA2501c presents national data on the yearly change in vehicle traffic for total vehicles, car, light commercial vehicles and HGVs.
- 3.2.14 Based on Table TRA2501c, annual growth factors for HGVs have been derived as follows:
- the change in HGV traffic flows between 2019 (last reliable year of data due to the COVID-19 pandemic) and the base year of 2021 has been calculated;
 - the growth factor for from 2018 to 2019 was 0.38%;
 - estimated growth between 2019 and 2021 is assumed as 0.38% per annum, or 0.76% over the two years; and
 - the growth for 2019 – 2021 (0.76% has been added to the growth from the historic count year to 2019 to provide for a growth from historic count year to 2021).
- 3.2.15 The calculations above presented the following growth rates for HGVs:
- 2019 – 2021 – 1.00750
- 3.2.16 Due to the Newhaven Port New Access Road not yet having been opened to traffic at the time of 2019 data collection (growthed to 2021), an assumption has been made for the percentage transfer of existing traffic to Newhaven Port East Quay which currently routes along Railway Road / Clifton Road and would move onto the New Access Road. For completion of a robust assessment, it is assumed that 80% of the currently average daily traffic on the existing Railway Road / Clifton Road route will reassign to the New Port Access Road.
- 3.2.17 **Table 3-5** sets out the AADF for 2019 and the current baseline (2021). 2021 base traffic includes for the transfer of 80% of the traffic from the existing access to Newhaven Port corridor; as described above.

Table 3-5 2021 baseline traffic data (AADF) – Study Area 2

Highways Link	Historic Traffic Data			2021 Base		
	Total Vehicles	HGVs	Year of Data	Total Vehicles	HGVs	HGV%
1	N/A	N/A	N/A	2829	233	8.2%
2	16873	1267	2019	17346	1277	7.4%
3	16873	1267	2019	17346	1277	7.4%
4	36734	1921	2019	37781	1935	5.1%
5	26348	1095	2019	27106	1103	4.1%

Future baseline

Study Area 1 – Onshore works

Traffic growth

Construction impacts

- 3.2.18 To understand the transport effects during the construction phase, the traffic generation calculations were interrogated to identify a single peak week across the study area for all receptors on highways links, i.e. the week during the construction programme when the number of vehicle trips being generated is forecast to be highest.
- 3.2.19 It has been agreed with WSCC and NH that growth rates can be derived from TEMPro and there is no requirement to include committed development or Local Plan allocations as the growth within the TEMPro estimates will account for traffic growth related to future development in the area through Local Plan allocations.
- 3.2.20 Furthermore, the Department for Transport (DfT) has confirmed that the A27 Arundel Bypass scheme will be deferred to Road Investment Strategy (RIS3 covering 2025 to 2030) to allow time for stakeholders' views to be fully considered. Therefore as the A27 Arundel Bypass is not yet committed, no cumulative effects assessment has been included with the Proposed Development.
- 3.2.21 The growth rates from TEMPro are as follows:
- 2021 – 2026 – Arun – 1.0746/Horsham – 1.0788; and
 - 2021 – 2027 – Arun – 1.0831/Horsham – 1.0868.
- 3.2.22 The HGV growth rates derived from the DfT Transport Statistics are as follows:

- 2021 – 2026 – 1.075; and
- 2021 – 2027 – 1.093.

3.2.23 The resultant future year traffic generation is set out in **Table 5-5** later in this TGTN.

Decommissioning impacts

3.2.24 The temporal scope of the assessment of the decommissioning phase is based on the peak period of traffic during the onshore substation removal. It is currently predicted that the onshore substation will be decommissioned around 30 years from the Proposed Development commission. The onshore substation is proposed to be built in year two to five of the construction programme. Based on the assessments set out on this TGTN, year five will be 2029 and 30 years from then will be 2059.

3.2.25 It has been agreed with WSCC and NH that growth rates can be derived from TEMPro and there is no requirement to include committed development or Local Plan allocations as the growth within the TEMPro estimates will account for traffic growth related to future development in the area through Local Plan allocations. For the decommissioning phase impacts assessment, TEMPro rates have been extracted for Horsham.

3.2.26 TEMPro only provide traffic estimates to 2051 as this is the latest year for which a reliable traffic growth estimate can be made. It is considered reasonable that for the purpose of assessment for decommissioning in this TGTN, 2051 is used for assessment.

3.2.27 The growth rates from TEMPro are as follows:

- 2021 – 2051 – Horsham – 1.22.

3.2.28 The HGV growth rates derived from the DfT Transport Statistics based on the construction phase HGV growth methodology will result in HGV growth of 1.55% per year which over 30 years to 2051 will result an increase in HGVs of 46.50%. Although this almost doubling of HGVs in 30 years may not be reached (in recent years HGV growth has slowed) it has been used for calculations in this TGTN for consistency with other assessments.

- 2021 – 2051 – 1.4650.

3.2.29 The resultant future year traffic generation is set out in **Table 5-5** later in this TGTN.

Future highways network changes (construction and decommissioning phases)

3.2.30 During initial consultation, WSCC confirmed that there are no highways schemes that will need to be considered in the assessment.

3.2.31 WSCC commented that the Arundel Bypass is being promoted by NH but is not a committed development. With no direct impacts of onshore elements of the Proposed Development across the proposed route of the A27 Arundel Bypass, the only effects of the onshore elements of the Proposed Development on the bypass

will be the additional traffic generated during the construction phase. Highways Link 9 (As shown in [Figure 23.20, Volume 3](#) of the ES (Document Reference: 6.3.23) has been selected to provide NH with an indication of the peak construction traffic on the A27 which will switch to an open A27 Arundel Bypass. The Department for Transport has confirmed that the A27 Arundel Bypass scheme will be deferred to Road Investment Strategy (RIS3 (covering 2025 to 2030) to allow time for stakeholders' views to be fully considered. Therefore, as the A27 Arundel Bypass is not yet committed, it is not included within the cumulative effects assessment in the ES or TGTN, since it is not considered that the A27 Arundel Bypass would either be open or past its peak point of construction by the time that construction of the Proposed Development is complete.

- 3.2.32 The Lyminster Bypass construction works commenced on 24 October 2022 and the scheme completion is currently forecast for Autumn 2024. The bypass will link to the existing A284 from a point approximately 600m south of the A27 at Crossbush and join the privately developed section of the same proposed bypass at Toddington Nurseries. The proposed bypass will be a 7.3m wide single dual carriageway with verge on one side and a shared footway/cycleway facility on the other. The footway/cycleway will connect to existing and proposed facilities along the southern half of the bypass and A259. The Lyminster Bypass is due to be completed ahead of the peak of any Rampion 2 construction works. In order to present a robust scenario, the Rampion 2 traffic modelling has assumed that no Rampion 2 construction traffic would use the Lyminster Bypass and would instead use the existing road network; in practice, the presence of the Lyminster Bypass would relieve pressure on the existing road network. The cumulative highways assessment therefore does not include the Lyminster Bypass, so as to provide a robust assessment.
- 3.2.33 West Sussex County Council (WSSCC) is currently developing a major road enhancement scheme for the corridor of the A259 between Bognor Regis and Littlehampton in Arun District. The location of the scheme is between and including the B2132 Yapton Road (Comet Corner) junction and the B2187 Bridge Road (Tesco) junction. Construction commencement, subject to Full Business Case approval, is predicted to be the middle of 2025. As the scheme does not yet have a full Business Case it has not been included in the cumulative effects assessment in the ES or TGTN, however a sensitivity test could be undertaken if the A259 scheme were to get full business case approval.

Study Area 2 – Onshore impacts of offshore works

Traffic growth

- 3.2.34 Onshore impacts of the offshore operation and maintenance phase are proposed to start in the first year of commission. With the construction phase ending in 2029, a future year of assessment of 2030 for this operation and maintenance phase has been assumed for assessment in this TGTN.
- 3.2.35 It has been agreed with WSSCC and NH that growth rates can be derived from TEMPro and there is no requirement to include committed development or Local Plan allocations as the growth within the TEMPro estimates will account for traffic growth related to future development in the area and it is proposed to continue that

approach for Study Area 2. The growth rates are based on the Newhaven (TEMPro data set Lewes 008/009) location in TEMPPro as that is where the candidate port is located.

3.2.36 The growth rates from TEMPPro are as follows:

- 2021 – 2030 – 1.0746.

3.2.37 The HGV growth rates derived from the DfT Transport Statistics are as follows:

- 2021 – 2030 – 1.1395.

3.2.38 The resultant future year traffic generation is set out in **Table 5-5** later in this TGTN.

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4. Proposed Development

4.1 The onshore elements of the Proposed Development

- 4.1.1 The onshore elements of the Proposed Development will include the construction of a temporary onshore cable corridor from landfall at Climping to a new onshore substation at Oakendene and from the new onshore substation to the existing National Grid Bolney substation. The onshore cable will be buried along its entire length and will encompass a permanent easement width of up to 25m. For construction purposes, a nominal working width up to 40m will be required for the majority of the onshore cable corridor, with some larger working areas required at key areas, while constraints may restrict the working in other areas.
- 4.1.2 The onshore temporary cable corridor will cover an approximate distance of 39km measured from the Mean High Water Springs (MHWS) and will start at the proposed landfall site in Climping, cross under the A289 and River Arun before crossing under the A27 near Hammerpot. From here, the onshore temporary cable corridor heads north east across the South Downs to Washington, West Sussex and under the A24. The onshore cable corridor continues north east through a rural area and to the new onshore substation location within proximity of the existing National Grid Bolney substation.
- 4.1.3 The onshore temporary cable corridor has numerous crossings of roads including the A289, A27, A24, A283, B2135, B2116 and A281. There is also one crossing of the River Arun and two crossings of the National Rail network west of Littlehampton and west of Wick. The onshore cable will be installed in trenches or by HDD to avoid major roads, operating railway lines and watercourses.
- 4.1.4 For the purpose of this assessment the entire onshore temporary cable corridor has been split into three sections which are described below and presented in **Figure 23.2, Volume 3** of the ES (Document Reference: 6.3.23).
- Section 1 runs north from landfall, across the A259, the River Arun and the two railway lines before crossing the A27 near the edge of the South Downs at Hammerpot. This section is rural but runs along the edge of the settlements of Littlehampton, Wick, Lyminster and Poling;
 - Section 2 runs north east from the Section 1 boundary to a crossing of the A24 near Washington, West Sussex. Between the A27 and A24, the onshore cable corridor has minimal interaction with the local highways network and due to the nature of access options, will make use of a continuous haul road; and
 - Section 3 runs from the Section 2 boundary along the A283 corridor before turning north east to Partridge Green and further east to Wineham / Bolney. This section is flat and rural in character but with more crossings of roads.
- 4.1.5 Temporary construction compounds (TCCs) will be required to store materials and plant as well as form a base for traffic working at the various site locations. The onshore part of the proposed DCO Order Limits allows space for four temporary construction compound locations as set out in **Figure 23.3a-c, Volume 3** of the

ES (Document Reference: 6.3.23). The temporary construction compounds used in the traffic calculations used in this assessment are as follows:

- Temporary construction compound 1 – Clipping compound: Site Access A-5, serving Section 1;
- Temporary construction compound 2 – Washington compound: Site Access A-39, serving Section 2;
- Temporary construction compound 3 – Oakendene west compound: Site Access A-62, serving Section 3;
- Temporary construction compound 4 – Oakendene substation compound: Site Access A-63, serving Section 3; and
- Temporary construction compound 5 – existing National Grid Bolney substation compound – Site Access A-68, serving Section 3.

4.1.6 **Figure 23.4a-c, Volume 3** of the ES (Document Reference: 6.3.23) sets out the onshore temporary cable corridor sections and the selected temporary construction compounds.

4.1.7 The operational lifetime of the Proposed Development is expected to be around 30 years and for the purposes of this TGTN at year 30 the Proposed Development will reach the decommissioning phase.

4.1.8 Taking place after construction and commissioning of the Proposed Development, the operation and maintenance phase activities can be divided into three main categories:

- scheduled maintenance;
- unscheduled maintenance; and
- special maintenance in the event of major equipment breakdown and repairs.

4.2 The offshore elements of the Proposed Development

4.2.1 The key offshore elements of the Proposed Development will be as follows:

- up to 90 offshore wind turbine generators (WTGs) and associated foundations;
- blade tip of the WTGs will be up to 325m above Lowest Astronomical Tide (LAT) and will have a 22m minimum air gap above Mean High Water Springs (MHWS);
- inter-array cables connecting the WTGs to up to three offshore substations;
- up to two offshore interconnector export cables between the offshore substations;
- up to four offshore export cables each in its own trench, will be buried under the seabed within the final cable corridor; and
- the export cable circuits will be High Voltage Alternating Current (HVAC), with a voltage of up to 275kV.

- 4.2.2 During the construction phase, it is anticipated that 2,000+ two way movements for crew support vessels are required, however the arrangements for these movements have not yet been finalised. The construction of the Rampion 1 project resulted in staff arriving and departing numerous ports in the UK and Europe and it is likely this process will be undertaken for Rampion 2. Consequently, the onshore impacts of the offshore process (i.e. transferring construction workers to ports to connect to offshore transfers) would have a limited impact onshore compared to the movement of freight. Offshore construction worker movements have been considered as part of the onshore assessment.
- 4.2.3 Material, including large transformers, cable and WTG components are expected to be delivered directly from European manufacturing bases. WTG construction vessels are also usually moored in European ports or will transfer from other projects.
- 4.2.4 There will also be some onshore works required in the offshore works but these construction activities (construction compound setup, HDD, Transition Joint Bay (TJB) construction etc.) have relatively short durations compared with the overall landfall construction presented in this TGTN for the construction phase of the landfall site (onshore). Due to the landfall works requiring offshore works, the scheduling of the landfall works will allow for flexibility around the offshore schedule and sufficient time for all onshore activities to be performed so as not to delay the offshore works.
- 4.2.5 The operational lifetime of the Proposed Development is expected to be around 30 years and for the purposes of this TGTN at year 30 the Proposed Development will reach the decommissioning phase. It is only anticipated that elements of the Proposed Development that are above sea level will be removed (WTG / substations).
- 4.2.6 When the offshore elements of the Proposed Development are constructed and commissioned staff will be required to continue to operate and maintain the WTGs and associated infrastructure. RED will draw on experience gained in operating and maintaining the existing Rampion 1 project and although the maintenance port and facilities are not yet confirmed, for the purpose of this TGTN it is assumed that the existing operation and maintenance base Newhaven East Quay will be used for staffing.

4.3 Timings for the construction of the Proposed Development

- 4.3.1 Indicative hours for the construction work and any construction-related traffic movements to or from any site of the Proposed Development are as follows:
- 07:00 to 19:00 hours Monday to Friday; and
 - 08:00 to 13:00 hours on Saturday;
 - no activity outside these hours including Sundays, public holidays or bank holidays will take place apart from under the following circumstances:

- ▶ where continuous periods (up to 24 hours, 7 days per week) of construction work are required for HDD²;
- ▶ for other works requiring extended working hours such as concrete pouring which will require the relevant planning authority to be notified at least 72 hours in advance;
- ▶ for the delivery of abnormal loads to the connection works, which may cause congestion on the local road network, and will require the relevant highway authority to be notified at least 72 hours in advance; or
- ▶ as otherwise agreed in writing with the relevant planning authority.

4.3.2 For the purposes of a robust assessment in this TGTN, traffic generation has only been calculated for a five day working week and with no Saturday working.

² HDD is a continuous activity and cannot be paused once started.

5. Construction traffic generation

5.1 Assessment methodology

- 5.1.1 This section presents a high-level overview of the method that has been adopted to estimate the vehicle movements of both heavy goods vehicles (HGVs) and light vehicles (LVs) throughout the construction phase of the onshore elements of the Proposed Development. LVs can be further broken down into light goods vehicles (LGVs) or other LVs such as cars, for example those driven by construction workers.
- 5.1.2 In this TGTN, a vehicle movement has been defined as a one-way journey between two locations. For example, an HGV delivering cables to a TCC and then leaving empty is considered two journeys. A subsequent further two journeys are then required to deliver the cables from the TCC to site (one loaded, one empty).
- 5.1.3 In addition to this, the construction traffic calculations account for movements from the TCCs to the specific work site. The two way movement to deliver the cable to the TCC is also followed by another, more local, two way movement which would then deliver the cables from TCC to where they are required at a construction site and then return to the TCC.
- 5.1.4 The estimates within this TGTN have been calculated against a conservative set of assumptions based on the best available information on the onshore works within the proposed DCO Order Limits. The final arrangement of the construction works, and precise methods used will be determined during the detailed design stage and the construction phase of the works depending on the working arrangements favoured by the appointed contractor(s). These factors will influence the number of vehicle movements and the personnel requirements.
- 5.1.5 For this assessment, each of the construction work sites has been treated separately. Each construction work site along the onshore temporary construction corridor has been broken down into the different activities required. Each activity has then been assessed individually for its requirements. The following key design assumptions have been determined for each activity:
- duration of activity;
 - material and plant required at each work site;
 - length of haul road required;
 - approximate size of construction workforce; and
 - quantity of construction personnel and construction LGVs.
- 5.1.6 Construction traffic vehicle movements associated with the materials required at the onshore cable and onshore substation have been determined based on the latest bill of quantities.

5.2 Onshore cable corridor and configuration

Overview

- 5.2.1 The construction works have been based on the following onshore cable connection design. A maximum of 20 buried cables will run along the length of the onshore cable route from the landfall at Climping through to the new onshore substation at Oakendene. A maximum of 10 buried cables will subsequently run from the new onshore substation to connect into the existing National Grid Bolney substation.
- 5.2.2 The up to 275kV cable system along the onshore cable route will comprise four cable circuits in separate trenches. Each circuit will contain three Power Cables (HVACs) and two Fibre Optic Cables (FOCs) drawn through pre-installed ducts.
- 5.2.3 The 400kV cable system between the new onshore substation at Oakendene and the existing National Grid Bolney substation will comprise two cable circuits in separate trenches. Each circuit will contain three Power Cables and two FOCs drawn through pre-installed ducts. In order to undertake calculations of vehicle movements associated with the construction phase of the onshore elements of the Proposed Development, a fixed scheme is required with regards to onshore cable corridor, onshore substation location and TCC locations. To inform these calculations, vehicle movements have been calculated for each construction site and these are discussed in the following subsections for:
- onshore cable corridor;
 - temporary construction compounds;
 - onshore substation; and
 - temporary construction accesses.

Onshore cable corridor

- 5.2.4 The onshore cable corridor is routed from the landfall at Climping through to a proposed new onshore substation at Oakendene, and then onto the existing National Grid Bolney substation.
- 5.2.5 Temporary access points along the onshore cable route have been identified. These accesses may be utilised in different ways, due to safety and efficiency, for example traffic may enter and exit via different accesses whilst making deliveries to site. For the purposes of this assessment, access to and from the onshore cable route is assumed through the access points as set out in **Table 5-1**.

Table 5-1 Accesses

Access	Access Type
A-01	Construction and Operational
A-02	Light Construction
A-03	Light Construction
A-04	Operational
A-05	Construction and Operational
A-06	Operational
A-08	Light Construction
A-09	Construction and operational
A-10	Operational
A-11	Operational
A-12	Construction
A-13	Construction and operational
A-14	Light Construction and Operational
A-15	Construction and Operational
A-16	Construction and Operational
A-17	Operational
A-18	Operational
A-20	Light construction
A-21	Construction
A-22	Construction
A-23	Operational
A-24	Light construction and Operational
A-25	Light construction and operational
A-26	Construction and Operational
A-27	Operational

Access	Access Type
A-28	Construction
A-29	Operational
A-30	Operational
A-31	Operational
A-32	Operational
A-33	Construction
A-34	Operational
A-35	Construction
A-36	Operational
A-37	Light Construction
A-38	Light Construction
A-39	Construction and Operational
A-40	Construction and Operational
A-41	Construction and Operational
A-42	Construction and Operational
A-43	Construction and Operational
A-43a	Construction
A-42b	Operational
A-44	Operational
A-45	Operational
A-46	Light Construction and Operational
A-47	Construction and Operational
A-48	Construction and Operational
A-49	Light Construction and Operational
A-50	Construction & operational
A-50a	Construction

Access	Access Type
A-50b	Operational
A-51	Operational
A-52	Construction and Operational
A-53	Construction
A-54	Operational
A-55	Operational
A-56	Construction and Operational
A-57	Construction and Operational
A-58	Operational
A-59	Operational
A-60	Operational
A-61	Construction and Operational
A-62	Construction
A-63	Construction and Operational
A-64	Construction and Operational
A-65	Operational
A-66	Light Construction and Operational
A-67	Construction and Operational
A-68	Construction
A-69	Operational

Temporary construction compounds

5.2.6 During the construction phase, four temporary construction compounds will be required spread out along the onshore cable corridor. The following temporary construction compound (TCC) locations have been considered:

Table 5-2 Temporary construction compounds and accesses for assessment

Temporary construction Compound	TCC-1	TCC-2	TCC-3	TCC-4 (Oakendene Substation)	TCC-5 (Bolney Substation)
Access	A-5	A-39	A-62	A-63	A-68

Onshore substation

- 5.2.7 The purpose of the new onshore substation at Oakendene is to increase the onshore cable route voltage from 275kV to the 400kV required to connect to the existing National Grid Bolney substation.
- 5.2.8 Access to the onshore substation will be required during construction as well as operation and maintenance. The temporary construction access route will be used for the duration of the onshore substation construction works.
- 5.2.9 Temporary construction activities for the onshore substation will include enabling works and construction works. Enabling works will prepare the site ahead of construction and include vegetation clearance, access road construction, installation of drainage systems, stone fill, installation of a temporary construction compound, delivery of materials, plant, machinery and fuel, and any earthworks necessary for the installation of the substation foundations.
- 5.2.10 Generally, onshore substation construction will take place during daylight hours with a requirement only for local task lighting. Construction works will involve:
- landscaping;
 - installation of perimeter fencing;
 - ground preparation works;
 - installation of underground services and onshore substation foundations;
 - construction of the control and switchgear buildings and plant buildings;
 - construction of cable trenches;
 - construction of ducts and pits;
 - construction of the oil containment bund; and
 - provision of utility supplies.
- 5.2.11 Once all construction activities have been carried out, the electrical equipment will be installed, commissioned and tested for the performance of the connection between Oakendene and the existing National Grid Bolney substation. Finally, the site will be secured, and the temporary area returned to its original use and condition.
- 5.2.12 It is anticipated that heavy goods vehicles (HGVs) will be required during the enabling and construction phases of the development.

- 5.2.13 It is anticipated that Abnormal indivisible load (AIL) movements are expected to be required during the construction phase to transport permanent plant and equipment to the site. The expected AIL movements are described in **Appendix 23.1: Abnormal Indivisible Loads assessment, Volume 4** of the ES (Document Reference: 6.4.23.1).
- 5.2.14 Abnormal Indivisible Loads (AILs) will be comprised of:
- Three transformers; and six shunt reactors. Temporary construction and operational accesses
- 5.2.15 Temporary construction access points are required along the onshore cable corridor to allow the transportation of materials, equipment, and personnel to and from the construction sites. These temporary construction access points will allow access to the construction corridor where there will be a temporary construction haul road running along the length of the onshore cable route, except for locations where there are trenchless or road crossings. **Figure 23.14a-e, Volume 3** of the ES (Document Reference: 6.3.23) presents the locations of all the proposed temporary construction access points along the onshore cable corridor.
- 5.2.16 Potential temporary construction access points along the onshore cable corridor were identified based on suitability for the Proposed Development requirements. Existing access points and tracks have been utilised where possible. These temporary construction and operational accesses may be utilised in different ways due to safety and efficiency, for example construction traffic may use one access for incoming traffic to an onshore cable corridor section and another access for traffic to exit. For the purposes of this assessment, access to and from the onshore cable corridor is assumed through the same access point.
- P1 – AA-05 – Temporary construction (and permanent) access to A284 – Lyminster Road;
 - P2 – AA-16 and AA-17 – Temporary construction accesses to A24 Westbound (AA-16 temporary construction access only and AA-17 permanent only);
 - P3 – AA-18 – Temporary construction and permanent access (Decoy Lane) to A24 Westbound;
 - P4 – within LACR-01a – Temporary construction access (Hammerpot) to unnamed road which links to A24 Eastbound;
 - P5 – AA-21 – Temporary construction and permanent access to Michelgrove Lane;
 - P6 – AA-22 and AA-23 – Temporary construction and permanent accesses to Michelgrove Lane;
 - P7 – AA-24 – Temporary construction and permanent access to Longfurlong Lane; and
 - P8 – AA-25 – Temporary construction and permanent access from A280.

5.3 Work section breakdown

- 5.3.1 The three sections of the onshore cable corridor route associated with each of the three temporary construction compounds assessed is presented in **Figure 23.2.1, Annex B**.
- 5.3.2 The onshore cable corridor has been divided into sections to define the number of workfronts required. The key onshore cable construction activities occur over a three year period. It is assumed that the construction crews will initially work on the southernmost section (Section 1) of the onshore cable corridor, moving on to Section 2 and then Section 3 as set out in **Figure 23.2.1, Annex B**. The sections are in turn broken down into smaller sections defined by access points and crossings.
- 5.3.3 Each of these sections is defined by the presence of a temporary construction compound (TCC), plus a number of construction accesses.

5.4 Construction activities

- 5.4.1 During the construction phase, construction activities have been divided into the following activities:
- horizontal directional drill (HDD) construction compound works;
 - HDD drilling;
 - temporary construction compound mobilisation;
 - temporary compound construction;
 - haul roads;
 - landfall works;
 - clearing works;
 - temporary construction access works
 - materials deliveries;
 - trenching;
 - all joint bay works;
 - duct installation, cable pulling and reinstatement;
 - temporary construction access road / haul road reinstatement;
 - compound reinstatement; and
 - onshore substation construction.
- 5.4.2 Construction traffic generation of all of these elements has been predicted across the proposed four year construction schedule. This has resulted in vehicle movement predictions per vehicle type on a weekly basis per access point, split into HGV and light vehicles, with the latter being further split into staff vehicles and construction Light Goods Vehicles (LGVs) such as vans and pick-up trucks.

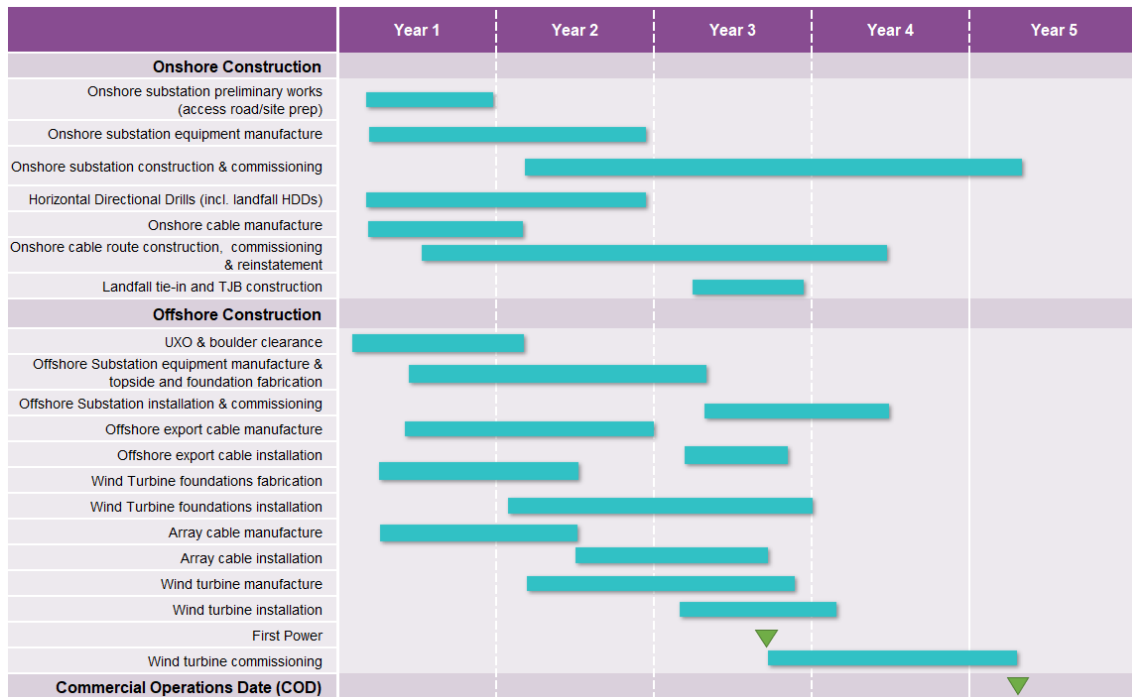
5.5 Construction Management Base

- 5.5.1 A construction management base (CMB) is proposed to be located in the vicinity of Shoreham Port.
- 5.5.2 A management team, marine co-ordination and vessel management team will be based in the office, and some contractors may use the office facility as well. These teams will comprise around 24 people in total and will be assumed to be shore-based for robustness.
- 5.5.3 The construction management base will enable Crew Transfer Vessels (CTV) to access the offshore construction location. The construction management base will also enable CTV crew transfers to complete construction and commissioning work.
- 5.5.4 The base will feature facilities including:
- Temporary modular offices, with welfare and changing facilities;
 - Car parking; and
 - Temporary pontoons with a fuelling facility.
- 5.5.5 It has been assumed that 40 workers per day will travel to the CMB for onward transfer by CTV, and they have the same spatial distribution as workers based at TCC1. The remainder of the LV traffic is assumed to be LGVs and similarly follows the spatial distribution for TCC1 deliveries. There are also some HGVs serving the base, and it is assumed that the HGV distribution is followed with respect to these.

5.6 Scheduling

- 5.6.1 An indicative construction programme for the Proposed Development is presented in **Graphic 5-1**. The programme illustrates the anticipated duration of the major construction / installation elements. The anticipated maximum total construction duration is approximately four years.
- 5.6.2 Each construction activity has been scheduled to overlap activities where necessary across the construction schedule. This has involved both paralleling some construction activities where practical and increasing the overall duration for other construction activities, as shown in **Graphic 5-1**.

Graphic 5-1 Overall Construction Schedule



5.7 Construction materials, personnel, plant and equipment requirements

- 5.7.1 Construction personnel and plant / equipment requirements have been assessed at a high level for the purposes of estimating the number of HGVs required, as well as LGVs required to bring workers to onshore part of the proposed DCO Order Limits. Typically, this is via multi-occupancy vehicles to temporary construction compounds, before travelling to specific construction accesses that are part of the onshore part of the proposed DCO Order Limits via five person welfare vans.
- 5.7.2 As the volume of required construction plant/equipment is anticipated to be relatively low in comparison to other construction activities (e.g. aggregate transportation) associated with the construction of the onshore cable corridor, a high-level estimate has been made only where significant construction plant / equipment requirements are expected.

5.8 Vehicle movements

Introduction

- 5.8.1 This section describes the approach used to estimate the vehicle movements, both light vehicles (LVs) – including light goods vehicles (LGVs) - and heavy goods vehicles (HGVs).
- 5.8.2 Construction traffic movements to and from each access have been provided by the project engineering team. These have then been combined with a series of assumptions around routes, occupancy and other relevant factors.

Assumptions and Methodology

LGVs

- 5.8.3 The local access routes from compound to access (indicated in [Figure 7.6.9a-c](#) of the [Outline CTMP](#) (Document Reference:7.6) and [Table 5-3](#)) have been used to determine the impact of LGV and HGV traffic on Receptors.
- 5.8.4 To assess the impact at each receptor, the traffic data has been obtained from the accesses which pass the Receptor. For example, if the route between compound 1 to access A-5 passes accesses A-1, A-2, A-3 and A-4, and the Receptor is after access A-3, then the traffic data has been summed from accesses 4 and 5. This provides a robust assessment which avoids double counting of traffic at each receptor. This has then been repeated for each compound.

Table 5-3 Local access routes

Local access route number	Route via local road network	Temporary construction and operational accesses served
Route 1	A27 - A284 - A259 - Ferry Road or Church Lane	A-01, A-05, A-09, A-13, A-15, A-16, A-20, A21.
Route 2	A27 - A280 - A24 - A283- B2135 – B2116	A-26, A-27, A-28, A-39, A-40, A-41, A-42, A-43, A-47, A-48, A-50, A-53, A-54.
Route 3	A23 - A272 - Wineham Lane or A272 - Kent Street or A272 - A281	A-51, A-52, A-56, A-57, A-61, A-63, A-64, A-67, A-68, A-69.

- 5.8.5 The LGV Access Strategy is based on a prediction of the construction traffic generation of all onshore elements of the Proposed Development. The construction traffic generation has been applied to the four year construction schedule, which has resulted in construction vehicle movement predictions per vehicle type on a weekly basis per access point, split into HGV and LGVs, the latter further split into construction staff vehicles and construction LGVs.
- 5.8.6 To understand the routing of LGV construction traffic generated by the onshore elements of the Proposed Development, calculations derived a LGV construction traffic distribution for both types of LGVs. The calculations comprised of the following:
- LGV staff traffic – This comprises both staff driving to work at the TCCs (from which they may be transferred to other sites by multi-occupancy vehicle – see next bullet point) as well as occasional deliveries by LGV. In both cases the spatial distribution has been calculated from journey to work data from the 2011 census for three local areas associated with the three sections of the onshore elements of the Proposed Development (outlined in [Section 1.1](#)). [Figure 7.6.9a-c](#) of the [Outline CTMP](#) (Document Reference: 7.6) sets out the locations of the three sections used to inform construction staff distribution.

This resulted in a distribution of construction staff LGVs between entry / exit points and each construction section, summing to 100% in each case; and

- LGV construction delivery traffic by multi-occupancy vehicle – Understanding the most appropriate routes of LGV construction traffic between the temporary construction compounds and proposed works site temporary construction accesses along the onshore cable corridor set out in **Table 5-1**. This was undertaken using journey planning software and considering any local constraints.

Table 5-4 LGV construction staff traffic distribution

Entry / Exit points from highways network scope	Construction staff traffic distribution by temporary construction compound / onshore substation		
	Section 1	Section 2	Section 3
A259 East	21%	3%	2%
A284 South	33%	2%	1%
A259 West	16%	3%	0%
A23 North	1%	2%	17%
A23 South	3%	3%	6%
A24 North	3%	15%	21%
A3021 south	4%	17%	9%
A27 East	1%	2%	3%
A27 West	9%	2%	0%
A284 North	4%	1%	0%
A283 East	0%	12%	8%
A283 North	0%	0%	0%
A283 West	0%	29%	13%
A272 East	1%	1%	9%
A272 West	0%	2%	3%
A270	3%	6%	6%
A273	0%	0%	0%
A2300	0%	0%	3%

Entry / Exit points from highways network scope	Construction staff traffic distribution by temporary construction compound / onshore substation		
	Section 1	Section 2	Section 3
Total	100%	100%	100%

HGVs

- 5.8.7 The HGV access strategy similarly has considered all local constraints, together with policies such as those set out in the West Sussex Transport Plan 2022-2036 (WSCC, 2022), to identify three local HGV access routes which are set out in **Figure 7.6.9a-c** of the **Outline CTMP** (Document Reference: 7.6) and **Table 5-3**.
- 5.8.8 HGVs would seek to adhere to these routes wherever possible, with certain exceptions, for example, when materials are required to be delivered to accesses along a different route. Additionally, there may need to be temporary deviations from the HGV routes in the event of an incident on the original route, leading police to redirect HGVs via an alternative route until the incident has been cleared.

Weekly Trips

- 5.8.9 Based on the methodologies described above for LGVs (staff and construction) and HGVs, **Table 5-5** presents the LGV and HGV movements (two-way total) between each compound and each access combination, via each local route. These are totals for the peak week in each case, from which a daily number of trips was then derived by dividing by the assumed number of working days per week.
- 5.8.10 The peak week has been obtained by calculating the total number of vehicle trips for all accesses in each week (regardless of whether the trips are LGV or HGV). The peak week has been used to assess each individual receptor which may be impacted by construction traffic associated with that access, thereby offering both a consistent approach (since all traffic flows are from the same week) as well as a robust approach (since it is the peak week as calculated across the entire study area).

Table 5-5 Traffic Distribution

From	Route	To (Access)	LGV movements (2-way total) (peak week)	HGV movements (2-way total) (peak week)
Section 1 – Climping Compound (Access A-05)	Church Lane (S) – A259 – Ferry Road	A-01	378	522
		A-02	0	0
		A-03	0	0

From	Route	To (Access)	LGV movements (2-way total) (peak week)	HGV movements (2-way total) (peak week)	
	Church Lane (South) – A259	A-08	0	0	
		A-09	354	699	
	Church Lane (South) – A259 – A284	A-12	144	411	
		A-13	0	0	
		A-15	246	423	
	Church Lane (South) – A259 – A284 – A27	A-16	594	998	
		A-21	168	337	
	Church Lane (South) – A259 – A284 – A27 – A280	A-22	0	0	
		A-26	276	583	
	Section 2 – North of Washington Compound (Access A-39)	A283 (W)	A-28	0	0
			A-33	264	578
			A-35	60	160
		A283 (W) – The Pike – School Lane	A-38	0	0
			A-37	0	0
		A283 (E)	A-40	258	501
A-41			60	24	
A-42			138	249	
A-43			378	747	
A-43a			378	747	
A283 (E) – B2135		A-48	150	387	
		A-50	360	492	
A283 (E) – B2135 –		A-47	252	476	

From	Route	To (Access)	LGV movements (2-way total) (peak week)	HGV movements (2-way total) (peak week)	
	Spithandle Lane				
Section 3 – Oakendene Industrial Estate Compound (Access A-62)	A272 (E) – Kent Street (S)	A-60	0	0	
		A-61	252	486	
		A-64	252	683	
	A272 (E) – Wineham Lane (S)	A-66	0	0	
		A-67	252	517	
		A-68	264	111	
		A-69	0	0	
	A272 (W) – A281 (S)	A-52	150	437	
		A-56	60	56	
		A-57	360	672	
	A272 (W) – A281 (S) - B2116	A-53	0	0	
	Section 3 – Bolney Road / Kent Street onshore substation compound (Access A-63)	A272 (E) – Kent Street (S)	A-60	0	0
			A-61	252	486
A-63			696	419	
A-64			252	683	
A272 (E) – Wineham Lane (S)		A-66	0	0	
		A-67	252	517	
		A-68	264	111	
		A-69	0	0	
A272 (W) – A281 (S)		A-52	150	437	
		A – 56	60	56	
		A - 57	360	672	

From	Route	To (Access)	LGV movements (2-way total) (peak week)	HGV movements (2-way total) (peak week)
	A272 (W) – A281 (S) – B2116	A-53	0	0

Assumptions

5.8.11 The following assumptions have been made to provide a high-level estimate of construction traffic generation:

- for robustness, weekday traffic numbers have been calculated on the basis of dividing the weekly traffic by five working days per week;
- number of person-days – all workers are assumed to travel to the onshore part of the proposed DCO Order Limits once per day via personal LVs (i.e. cars) with one worker per vehicle (i.e. no car sharing). This is a robust assumption for the purposes of the traffic assessment as, in practice, once the workforce becomes established, some degree of car sharing may take place;
- plant and equipment required to complete each construction activity will be stored on the various construction sites (along the onshore cable corridor) that form part of the onshore part of the proposed DCO Order Limits, as opposed to within temporary construction compounds. As a result, plant and equipment is associated with only two movements (access and egress) per temporary construction access point;
- all materials are brought directly to the construction sites that are part of the onshore part of the proposed DCO Order Limits, with exception of cement bound sand (CBS), cables and ducts, which will first be stored within TCCs; and
- LGV quantities assume up to five individuals per welfare van, and one individual per car arriving at TCCs. Additional LGV trips are accounted for Supervisors travelling between construction sites and TCC offices;
- The LGV movements generated by each construction activity have been linked back to the trip generation spreadsheet and used to determine which of the LGV trips are staff trips as opposed to LGV construction trips;
- 2011 Census Journey to Work Data was used to estimate home (or temporary home) locations of the construction workforce, which was then sense checked. The results reflect a workforce which will both aim to encourage local employment as well as uptake of local accommodation by some workers sourced from further afield; and
- For robustness, for the purpose of the traffic analysis, all workers were assumed to travel by car and without car sharing taking place; in practice, there will be measures to encourage sustainable travel amongst the workforce, as set out in

the **Outline CWTP** (Document Reference: 7.7) and **Outline OTP** (Document Reference: 7.5).

Sensitivity tests - methodologies

- 5.8.12 The principal method used to select the dataset for the period of peak construction trip generation has been that described in **paragraph 5.8.10** (i.e. identifying the week with the greatest number of development trips generated across the Study Area). As described above, this approach is both robust – since the peak week is selected – and consistent, since traffic for the same time period is used for each highway link.
- 5.8.13 Two further sensitivity tests have also been used to screen the highway links to identify those requiring detailed assessment within the **Chapter 23: Transport, Volume 2** of the ES (Document Reference: 6.2.23): section-based peak weeks, and annual average weekday traffic (AAWT). The findings of the screening, and subsequent analysis, are contained within the ES itself; a summary of these methods is set out below.
- 5.8.14 Section-based peak weeks have been calculated for each of the three construction sections (Section 1 at the southern end, Section 2 in the middle and Section 3 at the northern end). This method is robust in the following ways:
- This recognises the fact that the Proposed Development’s construction is to be largely linear, and therefore by analysing the peak weeks associated with construction in each section it is possible to identify whether any additional links should also be analysed;
 - The peak weeks for sections 1, 2 and 3 occur in weeks 72, 83 and 125 of the construction programme respectively, reflecting both the linear nature of construction and that the beginning and end of the overall programme generates a lower number of trips.
 - This data is also robust as it has been calculated by dividing the weekly total by five working days, rather than seven.
- 5.8.15 Annual average weekday traffic (AAWT) has been calculated for each of the four construction years (1, 2, 3 and 4). It is robust in the following ways:
- Since flows for all four years are presented, the highest level of change out of each of the four years can be selected for each link in turn;
 - AAWT as opposed to AADT (Annual Average Daily Traffic) has been used, such that all trip generation is compressed into weekdays rather than across seven days of the week;
 - The method offers a broad picture of traffic across the entire study area (since all highway links are modelled during each of the years), which in turn enables any links which experience traffic flows for a relatively short period of the construction programme to still be captured by the screening process, compared to other methods which may focus on links which are used by traffic for longer periods of time.

- 5.8.16 Finally, the overall approach of adopting sensitivity tests to identify highway links for detailed assessment has itself been robust since any highway link which was found to be above the GEART (Institute of Environmental Assessment, 1993) thresholds (10% / 30% - see [Chapter 23: Transport, Volume 2](#) of the ES (Document Reference: 6.2.23)) according to any of the three methodologies was subsequently analysed in greater detail.

Outputs

- 5.8.17 From the maximum assessment assumptions determined for each of the construction activities, the following estimates have been made for each construction site and temporary construction access point:
- vehicle movements – number of movements per vehicle type on a weekly basis per access point (HGV, LV split by staff and construction); and
 - duration – duration of each construction activity at each associated temporary construction access point.
- 5.8.18 From these estimates, data is extracted for each of the three analysis methods described above (peak week, section-based peak week, AAWT). The data extracted for each of these methods includes:
- daily/weekday construction traffic across the whole onshore part of the proposed DCO Order Limits, split by personnel and construction LVs;
 - HGV daily/weekday construction traffic across the whole onshore part of the proposed DCO Order Limits;
 - total daily/weekday construction traffic across the whole onshore part of the proposed DCO Order Limits; and
 - daily/weekday construction traffic on each highway link in the study area.

Vehicle movements summary

- 5.8.19 The approach considers a single onshore cable corridor from landfall through to a single onshore substation before connecting by a single onshore cable corridor into the existing substation.
- 5.8.20 **Table 5-6** presents all vehicle movements pertaining to onshore cable corridor and onshore substation construction, broken down by vehicle type and year. Note that movements are all presented as two-way totals, for example an HGV travelling from base to compound is counted as one movement, and then the HGV returning to its base is counted as one movement, (i.e. a total of two movements).

Table 5-6 Two-way vehicle movement summary

Output	Year 1	Year 2	Year 3	Year 4	Total
Peak weekly traffic across the onshore part of the proposed DCO Order Limits – LGV	71	585	340	200	585
Peak daily traffic across the onshore part of the proposed DCO Order Limits – HGV	77	638	371	218	1304
Total Vehicle Movements – HGVs	4,318	34,130	22,664	8,732	69,844
Total Vehicle Movements – LGVs	5,790	105,216	62,226	12,180	185,412

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6. Operation and maintenance traffic generation

6.1 Overview

6.1.1 The operational lifetime of the Proposed Development is expected to be around 30 years. Taking place after commissioning of the Proposed Development, operation and maintenance activities can be divided into three main categories:

- scheduled maintenance;
- unscheduled maintenance; and
- special maintenance in the event of major equipment breakdown and repairs.

6.2 Traffic generation

6.2.1 Maintenance of the onshore cable is expected to be minimal. During operation and maintenance, periodic testing of the cable is likely to be required (every two to five years). This will require access to the link boxes at defined inspection points along the onshore cable route. This will involve attendance by up to three light vehicles, such as vans, in a day at any one location. The vehicles will gain access using existing field accesses and side accesses as agreed with landowners to reach the relevant sections of the onshore cable.

6.2.2 Monitoring of the onshore substation will be done remotely using CCTV technology and other remote monitoring equipment. The security fencing installed during construction will remain in place. Certain areas of the onshore substation will have permanent light fittings, however, these lights will only be used when required for unscheduled maintenance or emergency repair purposes.

6.2.3 Unscheduled maintenance or emergency repair visits will typically involve a very small number of vehicles, typically light vans. Infrequently, equipment may be required to be replaced, then the use of an occasional HGV may be utilised, depending on the nature of the repair.

6.2.4 Inspection and minor servicing may be required for the electrical plant, but it is anticipated that the substation will require minimal scheduled maintenance and operation activities.

6.2.5 Impacts on National Parks from traffic generated from Newhaven Port in Study Area 2 has been considered.

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7. Decommissioning traffic generation

7.1 Onshore decommissioning

Onshore cable

- 7.1.1 It is anticipated that the onshore electrical cables will be left in-situ with ends cut, sealed and buried to minimise environmental effects associated with removal.

Onshore substation

- 7.1.2 The onshore substation may be used as a substation site after decommissioning of the Proposed Development or it may be upgraded for use by another offshore wind project. This will be subject to a separate planning application.
- 7.1.3 Should the onshore substation need to be decommissioned fully, however, the decommissioning works are likely to be undertaken in reverse to the sequence of construction works and involve similar levels of equipment. All relevant sites will be restored to their original states or made suitable for an alternative use.
- 7.1.4 The decommissioning duration of the onshore infrastructure may take a comparable amount of time as construction of the Proposed Development, up to four years, although this indicative timing may reduce.
- 7.1.5 Using Oakendene onshore substation search area as a location for assessment it is considered that only one highways link within Study Area 1 will require assessment for the decommissioning phase: Highways Link 27, due to the logical routes to the SRN from the onshore substation and anticipated traffic distribution.
- 7.1.6 It is considered that the decommissioning of the onshore substation will require the same levels of traffic generation as the construction phase and therefore the peak construction traffic generation of the construction phase will be used as a basis for assessment.
- 7.1.7 Unlike the assessment for the construction phase, the highways link (27) that requires assessment would only have to accommodate traffic associated with the onshore substation decommissioning and not the traffic associated with the onshore cable decommissioning as the onshore cable will be left in situ. As such traffic at this highways link will be less than set out in the assessment for the construction phase at these two links as the additional cable related traffic in the construction phase would not be present in the decommissioning phase. An assessment has still been provided for robustness due to the different future year for the decommissioning phase.
- 7.1.8 **Table 7-1** shows the anticipated traffic impact during the decommissioning stage, which is de minimis.

Table 7-1 Onshore substation decommissioning traffic percentage impact per highways link

Link No	Future Year Base Traffic (2051)		Peak Week Staff Traffic (per day)		Percentage impact	
	Total vehicles	HGVs	Total vehicles	HGVs	Total vehicles	HGVs
27	21414	1069	156	109	0.7%	10.2%

8. Glossary of terms and abbreviations

Term (Acronym)	Definition
AADF	Annual average weekday flow
AAWT	Annual average weekday traffic
CBS	cement bound sand
CMB	construction management base
FOC	Fibre Optic Cable
ha	hectare
HDD	horizontal directional drill
HGV	Heavy Goods Vehicle
HVAC	High Voltage Alternating Current
ID	identification
JB	joint bay
kg	kilogram
Km	kilometre
kV	kilovolt
LGV	Light Goods Vehicle
m	metres
mm	millimetres
Preliminary Environmental Information Report (PEIR)	The written output of the Preliminary Environmental Impact Assessment undertaken for the Proposed Development. It was developed to support Statutory Consultation and presented the preliminary findings of the assessment to allow an informed view

Term (Acronym)	Definition
	to be developed of the Proposed Development, the assessment approach that was undertaken, and the preliminary conclusions on the likely significant effects of the Proposed Development and environmental measures proposed.
TCC	temporary construction compound
TJB	transition joint bay

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Annex A Traffic calculations

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Peak Week

Receptor Number	Receptor Location	Base Traffic - Historic Counts						Growth Rate to 2021		2021 Base Year of Assessment				Future Assessment Year	Growth Rate to Future Year (2021 - 2026/27)		Future Year of Assessment				Peak Development Traffic				Future Year + Development Peak				Development Traffic % Impact (2026/27)			
		24 Hour		18 Hour		Speed (85th%)	Base Year	Total Vehicles	HGVs	24 Hour		18 Hour			Total Vehicles	HGVs	24 Hour		18 Hour		24 Hour		18 Hour		24 Hour		18 Hour		24 Hour		18 Hour	
		Total	HGV	Total	HGV					Total	HGV	Total	HGV				Total	HGV	Total	HGV	Total	HGV	Total	HGV	Total	HGV	Total	HGV	Total	HGV	Total	HGV
1	Ferry Road	2022 ATC				60.0	2022			1925	314	1907	310	2026	1.0746	1.075	2069	338	2049	334	32	32	0	32	32	2101	370	2081	366	1.5%	9.5%	
2	Church Lane	3859	1106	9644	1072	41.9	2017	1.0607	1.027	10458	1135	10229	1101	2026	1.0746	1.075	11238	1221	10993	1183	137	0	137	137	0	11375	1221	11129	1183	1.2%	0.0%	
3	Ford Road	6025	253	5869	237	25.6	2019	1.0305	1.0075	6209	255	6048	239	2026	1.0746	1.075	6672	274	6499	257	109	32	77	109	32	6782	306	6609	289	1.6%	11.7%	
4	A27 West of Arundel	23618	1302	22781	1159	40	2019	1.0305	1.0075	24338	1312	23476	1167	2026	1.0746	1.075	26154	1410	25228	1255	67	36	31	67	36	26221	1446	25295	1291	0.3%	2.6%	
5	A259 West of Wick	22450	857	11083	809	43	2019	1.0305	1.0075	23083	863	11421	815	2026	1.0746	1.075	24805	928	12273	876	257	23	233	257	23	25062	951	12529	899	1.0%	2.5%	
6	A284 North of Wick	13448	551	12779	490	30	2019	1.0305	1.0075	13652	555	13168	494	2026	1.0746	1.075	14671	597	14151	531	107	23	84	107	23	14778	620	14258	554	0.7%	3.9%	
7	A284 Lyminster	13646	692	13075	651	42	2019	1.0305	1.0075	13959	698	13473	656	2026	1.0746	1.075	15000	750	14478	705	137	53	84	137	53	15138	803	14616	758	0.9%	7.1%	
8	Crossbush Lane, Crossbush	2022 ATC					2019							2026	1.0746	1.075	0	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!		
9	A27, Arundel Station	32734	1613	31574	1435	40	2019	1.0305	1.0075	33732	1625	32538	1446	2026	1.0746	1.075	36249	1747	34965	1554	92	51	41	92	51	36341	1798	35057	1605	0.3%	2.9%	
10	Crossbush Lane, Warning Camp	2022 ATC					2022							2026	1.0746	1.075	0	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!		
11	A27, South of Crossbush	31836	1757	30805	1563	60	2019	1.0305	1.0075	32910	1770	31744	1575	2026	1.0746	1.075	35365	1903	34112	1693	213	87	126	213	87	35578	1990	34325	1780	0.6%	4.6%	
12	A27 High Salvington	22776	923	21969	821	30	2019	1.0306	1.0075	23473	930	22641	827	2026	1.0788	1.075	25323	1000	24426	890	148	97	51	148	97	25471	1097	24574	987	0.6%	9.7%	
13	A24/A27 Offington (Warren Road)	30777	1012	29687	900	40	2019	1.0306	1.0075	31719	1020	30595	907	2026	1.0788	1.075	34218	1096	33006	975	140	118	22	140	118	34358	1214	33146	1093	0.4%	10.8%	
14	A24 Findon	25751	627	24820	558	40	2018	1.0454	1.016	26899	637	25946	567	2026	1.0788	1.075	29019	685	27991	609	103	21	83	103	21	29122	706	28094	630	0.4%	3.0%	
15	A280 Long Furlong	2022 ATC				40.0	2022			18580	3653	17883	3479	2026	1.0788	1.075	20044	3927	19292	3740	108	34	75	108	34	20152	3960	19400	3774	0.5%	0.9%	
16	A283 West of A24	21977	750	21374	727	41	2019	1.0306	1.0075	22649	755	22028	732	2026	1.0788	1.075	24434	812	23764	787	81	6	75	81	6	24515	818	23845	794	0.3%	0.8%	
17	A283 East of A24	2022 ATC				52.60	2022			11430	2326	11295	2292	2027	1.0868	1.093	12422	2543	12275	2506	182	8	174	182	8	12604	2551	12457	2514	1.5%	0.3%	
19	B2135, South of Ashurst	3444	105	3399	104	48	2019	1.0306	1.0075	3550	106	3502	105	2027	1.0868	1.093	3858	116	3807	115	0	0	0	0	0	3858	116	3807	115	0.0%	0.0%	
20	A283, Steyning	23485	585	20230	570	52	2019	1.0306	1.0075	21112	589	20849	574	2026	1.0788	1.075	22776	633	22491	617	0	0	0	0	0	22776	633	22491	617	0.0%	0.0%	
21	A24, South of A272	35481	1636	33991	1481	40	2019	1.0306	1.0075	36567	1648	35032	1493	2026	1.0788	1.075	39448	1772	37792	1604	93	0	93	93	0	39541	1772	37885	1604	0.2%	0.0%	
22	B2116 Patridge Green Road	6374	362	6264	353	29	2019	1.0306	1.0075	6569	364	6455	355	2027	1.0868	1.093	7140	398	7015	388	22	0	22	22	0	7161	398	7037	388	0.3%	0.0%	
23	A281, South Shermanbury	7730	341	7652	334	40	2018	1.0454	1.016	8090	346	7999	340	2027	1.0868	1.093	8792	378	8693	371	22	0	22	22	0	8814	378	8715	371	0.2%	0.0%	
24	A281, South of Cowfold	6081	141	5866	125	30	2019	1.0306	1.0075	6267	142	6045	126	2027	1.0868	1.093	6811	155	6570	138	0	0	0	0	0	6811	155	6570	138	0.0%	0.0%	
25	A281, Cowfold Center	22369	991	21596	882	30	2019	1.0306	1.0075	23074	998	22257	888	2027	1.0868	1.093	25077	1091	24189	971	106	18	88	106	18	25183	1109	24295	989	0.4%	1.7%	
26	A272, Station Road, Cowfold	18934	745	18305	663	30	2019	1.0306	1.0075	17421	751	16804	668	2027	1.0868	1.093	18933	820	18263	730	101	18	82	101	18	19034	839	18363	748	0.5%	2.2%	
27	Wineham Lane, South of A272	853	16	823	14	60	2019	1.0306	1.0075	879	16	848	14	2026	1.0788	1.075	948	17	915	15	30	12	18	30	12	978	30	945	28	3.2%	71.6%	
29	A272, West of A23	18580	724	16291	644	40	2019	1.0306	1.0075	17406	729	16789	649	2027	1.0868	1.093	18917	797	18247	709	156	48	109	156	48	19073	845	18403	757	0.8%	6.0%	
30	A23, North of the A272	71894	4024	69347	3581	60	2019	1.0306	1.0075	74094	4054	71469	3607	2027	1.0868	1.093	80525	4431	77673	3943	54	18	36	54	18	80579	4449	77727	3961	0.1%	0.4%	
31	B2188, Sayers Common	2022 ATC				37.6	2022			7356	1497	7212	1461	2027	1.0868	1.093	7995	1636	7838	1597	0	0	0	0	0	7995	1636	7838	1597	0.0%	0.0%	
32	B2116, Henfield Road, Albourne	3147	149	3036	133	30	2019	1.0306	1.0075	3243	150	3128	134	2027	1.0868	1.093	3525	164	3400	146	0	0	0	0	0	3525	164	3400	146	0.0%	0.0%	
33	A23, North of the A272	78611	3118	75826	2774	60	2019	1.0306	1.0075	81016	3141	78147	2795	2027	1.0868	1.093	88049	3434	84930	3055	143	90	53	143	90	88192	3523	85073	3145	0.2%	2.6%	
34	A27, West of A23	65068	2421	62763	2154	60	2019	1.0306	1.0075	67059	2439	64684	2170	2027	1.0868	1.093	72880	2666	70298	2372	161	107	55	161	107	73041	2773	70459	2479	0.2%	4.0%	
35	A27, East of A23	71173	2852	68652	2538	60	2019	1.0306	1.0075	73351	2873	70753	2557	2027	1.0868	1.093	79718	3141	76894	2795	76	44	31	76	44	79793	3185	76970	2839	0.1%	1.4%	
36	A259, West of Church Street	25835	548	24920	488	40	2019	1.0305	1.0075	26623	552	25680	491	2026	1.0746	1.075	28609	594	27596	528	38	9	29	38	9	28647	602	27633	537	0.1%	1.5%	
37	A259 East of Wick	24757	469	23880	417	40	2019	1.0305	1.0075	25512	473	24608	420	2026	1.0746	1.075	27415	508	26444	452	85	0	85	85	0	27500	508	26529	452	0.3%	0.0%	

Section 1

Receptor Number	Receptor Location	Base Traffic - Historic Counts						Base Year	Growth Rate to 2021		2021 Base Year of Assessment				Future Assessment Year	Growth Rate to Future Year (2021 - 2026/27)		Future Year of Assessment				Peak Development Traffic				Future Year + Development Peak				Development Traffic % Impact (2026/27)				
		24 Hour		18 Hour		Speed (85th%)	Total Vehicles		HGVs	24 Hour		18 Hour		24 Hour		18 Hour		24 Hour		18 Hour		24 Hour		18 Hour		24 Hour		18 Hour						
		Total	HGV	Total	HGV					Total	HGV	Total	HGV	Total		HGV	Total	HGV	Total	HGV	Total	HGV	Total	HGV	Total	HGV	Total	HGV	Total	HGV	Total	HGV		
1	Ferry Road	2022 ATC				60.0		2022			1925	314	1907	310	2026	1.0746	1.075	2069	338	2049	334	12	12	0	12	12	2081	349	2060	345	0.6%	3.4%		
2	Church Lane	9859	1106	9644	1072	41.9		2017	1.0607	1.027	10458	1135	10229	1101	2026	1.0746	1.075	11238	1221	10993	1183	117	0	117	117	0	11355	1221	11109	1183	1.0%	0.0%		
3	Ford Road	6025	253	5869	237	25.6		2019	1.0305	1.0075	6209	255	6048	239	2026	1.0746	1.075	6672	274	6499	257	135	51	84	135	51	6808	325	6634	308	2.0%	18.7%		
4	A27 West of Arundel	23618	1302	22781	1159	40		2019	1.0305	1.0075	24338	1312	23476	1167	2026	1.0746	1.075	26154	1410	25228	1255	63	33	30	63	33	26217	1443	25291	1288	0.2%	2.4%		
5	A259 West of Wick	22420	857	11083	809	43		2019	1.0305	1.0075	23083	863	11421	815	2026	1.0746	1.075	24805	928	12273	876	192	8	184	192	8	24997	936	12465	885	0.8%	0.9%		
6	A284 North of Wick	13248	551	12779	490	30		2019	1.0305	1.0075	13652	555	13168	494	2026	1.0746	1.075	14671	597	14151	531	8	8	0	8	8	14679	605	14159	539	0.1%	1.4%		
7	A284 Lyminster	13548	692	13075	651	42		2019	1.0305	1.0075	13959	698	13473	656	2026	1.0746	1.075	15000	750	14478	705	34	34	0	34	34	15034	784	14512	738	0.2%	4.5%		
8	Crossbush Lane, Crossbush	2022 ATC						2019							2026	1.0746	1.075	0	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!			
9	A27, Arundel Station	32734	1613	31574	1435	40		2019	1.0305	1.0075	33732	1625	32538	1446	2026	1.0746	1.075	36249	1747	34965	1554	98	56	42	98	56	36347	1803	35063	1611	0.3%	3.2%		
10	Crossbush Lane, Warning Camp	2022 ATC						2022							2026	1.0746	1.075	0	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!			
11	A27, South of Crossbush	31936	1757	30805	1563	60		2019	1.0305	1.0075	32910	1770	31744	1575	2026	1.0746	1.075	35365	1903	34112	1693	117	76	42	117	76	35483	1979	34230	1769	0.3%	4.0%		
12	A27 High Salvington	22776	923	21969	821	30		2019	1.0306	1.0075	23473	930	22641	827	2026	1.0788	1.075	25323	1000	24426	890	120	96	24	120	96	25442	1096	24545	985	0.5%	9.6%		
13	A24/A27 Offington (Warren Road)	30777	1012	29687	900	40		2019	1.0306	1.0075	31719	1020	30595	907	2026	1.0788	1.075	34218	1096	33006	975	120	96	24	120	96	34338	1192	33126	1071	0.3%	8.7%		
14	A24 Findon	25731	627	24820	558	40		2018	1.0454	1.016	26899	637	25946	567	2026	1.0788	1.075	29019	685	27991	609	0	0	0	0	0	29019	685	27991	609	0.0%	0.0%		
15	A280 Long Furlong	2022 ATC				40.0		2022			18580	3653	17883	3479	2026	1.0788	1.075	20044	3927	19292	3740	46	28	18	46	28	20090	3955	19338	3768	0.2%	0.7%		
16	A283 West of A24	21977	750	21374	727	41		2019	1.0306	1.0075	22649	755	22028	732	2026	1.0788	1.075	24434	812	23764	787	71	0	71	71	0	24505	812	23835	787	0.3%	0.0%		
17	A283 East of A24	2022 ATC				52.60		2022			11430	2326	11295	2292	2027	1.0868	1.093	12422	2543	12275	2506	38	0	38	38	0	12460	2543	12313	2506	0.3%	0.0%		
19	B2135, South of Ashurst	3444	105	3399	104	48		2019	1.0306	1.0075	3550	106	3502	105	2027	1.0868	1.093	3858	116	3807	115	0	0	0	0	0	3858	116	3807	115	0.0%	0.0%		
20	A283, Steyning	20485	585	20230	570	52		2019	1.0306	1.0075	21112	589	20849	574	2026	1.0788	1.075	22776	633	22491	617	0	0	0	0	0	22776	633	22491	617	0.0%	0.0%		
21	A24, South of A272	35481	1636	33991	1481	40		2019	1.0306	1.0075	36567	1648	35032	1493	2026	1.0788	1.075	39448	1772	37792	1604	15	0	15	15	0	39464	1772	37807	1604	0.0%	0.0%		
22	B2116 Patridge Green Road	6374	362	6264	353	29		2019	1.0306	1.0075	6569	364	6455	355	2027	1.0868	1.093	7140	398	7015	388	36	0	36	36	0	7175	398	7051	388	0.5%	0.0%		
23	A281, South Shermanbury	7739	341	7652	334	40		2018	1.0454	1.016	8090	346	7999	340	2027	1.0868	1.093	8792	378	8693	371	36	0	36	36	0	8828	378	8729	371	0.4%	0.0%		
24	A281, South of Cowfold	6081	141	5866	125	30		2019	1.0306	1.0075	6267	142	6045	126	2027	1.0868	1.093	6811	155	6570	138	0	0	0	0	0	6811	155	6570	138	0.0%	0.0%		
25	A281, Cowfold Center	22389	991	21596	882	30		2019	1.0306	1.0075	23074	998	22257	888	2027	1.0868	1.093	25077	1091	24189	971	6	0	6	6	0	25083	1091	24194	971	0.0%	0.0%		
26	A272, Station Road, Cowfold	18904	745	18305	663	30		2019	1.0306	1.0075	17421	751	16904	668	2027	1.0868	1.093	18933	820	18263	730	0	0	0	0	0	18933	820	18263	730	0.0%	0.0%		
27	Wineham Lane, South of A272	853	16	823	14	60		2019	1.0306	1.0075	879	16	848	14	2026	1.0788	1.075	948	17	915	15	0	0	0	0	0	948	17	915	15	0.0%	0.0%		
29	A272, West of A23	16869	724	16291	644	40		2019	1.0306	1.0075	17406	729	16789	649	2027	1.0868	1.093	18917	797	18247	709	6	0	6	6	0	18922	797	18252	709	0.0%	0.0%		
30	A23, North of the A272	71894	4024	69347	3581	60		2019	1.0306	1.0075	74094	4054	71469	3607	2027	1.0868	1.093	80525	4431	77673	3943	3	0	3	3	0	80528	4431	77676	3943	0.0%	0.0%		
31	B2188, Sayers Common	2022 ATC				37.6		2022			7356	1497	7212	1461	2027	1.0868	1.093	7995	1636	7838	1597	0	0	0	0	0	7995	1636	7838	1597	0.0%	0.0%		
32	B2116, Henfield Road, Albourne	3147	149	3036	133	30		2019	1.0306	1.0075	3243	150	3128	134	2027	1.0868	1.093	3525	164	3400	146	0	0	0	0	0	3525	164	3400	146	0.0%	0.0%		
33	A23, North of the A272	78611	3118	75826	2774	60		2019	1.0306	1.0075	81016	3141	78147	2795	2027	1.0868	1.093	88049	3434	84930	3055	80	65	14	80	65	88128	3499	85010	3121	0.1%	1.9%		
34	A27, West of A23	68048	2421	62763	2154	60		2019	1.0306	1.0075	67059	2439	64684	2170	2027	1.0868	1.093	72880	2666	70298	2372	121	92	29	121	92	73001	2758	70419	2464	0.2%	3.4%		
35	A27, East of A23	71173	2852	68652	2538	60		2019	1.0306	1.0075	73351	2873	70753	2557	2027	1.0868	1.093	79718	3141	76894	2795	41	26	15	41	26	79759	3167	76935	2821	0.1%	0.8%		
36	A259, West of Church Street	25835	548	24920	488	40		2019	1.0305	1.0075	26623	552	25680	491	2026	1.0746	1.075	28609	594	27596	528	28	3	25	28	3	28637	597	27624	531	0.1%	0.5%		
37	A259 East of Wick	34757	469	23880	417	40		2019	1.0305	1.0075	25512	473	24608	420	2026	1.0746	1.075	27415	508	26444	452	80	0	80	80	0	27495	508	26524	452	0.3%	0.0%		

Section 2

Receptor Number	Receptor Location	Base Traffic - Historic Counts					Speed (85th%)	Base Year	Growth Rate to 2021		2021 Base Year of Assessment				Future Assessment Year	Growth Rate to Future Year (2021 - 2026/27)		Future Year of Assessment				Peak Development Traffic			Future Year + Development Peak		Development Traffic % Impact (2026/27)					
		24 Hour		18 Hour		Total			HGVs	Total Vehicles	HGVs	24 Hour		18 Hour		Total	HGV	Total	HGV	Total	HGV	LV	Total	HGV	Total	HGV	Total	HGV				
		Total	HGV	Total	HGV							Total	HGV	Total															HGV	Total	HGV	Total
1	Ferry Road	2022 ATC					60.0	2022			1925	314	1907	310	2026	1.0746	1.075	2069	338	2049	334	0	0	0	0	0	2069	338	2049	334	0.0%	0.0%
2	Church Lane	9893	1106	9644	1072	41.9	2017	1.0607	1.027	10458	1135	10229	1101	2026	1.0746	1.075	11238	1221	10993	1183	0	0	0	0	0	11238	1221	10993	1183	0.0%	0.0%	
3	Ford Road	6075	253	5869	237	25.6	2019	1.0305	1.0075	6209	255	6048	239	2026	1.0746	1.075	6672	274	6499	257	0	0	0	0	0	6672	274	6499	257	0.0%	0.0%	
4	A27 West of Arundel	23618	1302	22781	1159	40	2019	1.0305	1.0075	24338	1312	23476	1167	2026	1.0746	1.075	26154	1410	25228	1255	7	1	5	7	1	26161	1412	25234	1256	0.0%	0.1%	
5	A259 West of Wick	22400	857	11083	809	43	2019	1.0305	1.0075	23083	863	11421	815	2026	1.0746	1.075	24805	928	12273	876	9	0	9	9	0	24815	928	12282	876	0.0%	0.0%	
6	A284 North of A24	13248	551	12779	490	30	2019	1.0305	1.0075	13652	555	13168	494	2026	1.0746	1.075	14671	597	14151	531	34	0	34	34	0	14704	597	14184	531	0.2%	0.0%	
7	A284 Lyminster	13546	692	13075	651	42	2019	1.0305	1.0075	13959	698	13473	656	2026	1.0746	1.075	15000	750	14478	705	34	0	34	34	0	15034	750	14512	705	0.2%	0.0%	
8	Crossbush Lane, Crossbush	2022 ATC					40	2019	1.0305	1.0075	33732	1625	32538	1446	2026	1.0746	1.075	36249	1747	34965	1554	7	1	5	7	1	36256	1748	34972	1556	0.0%	0.1%
9	A27, Arundel Station	32734	1613	31574	1435	40	2019	1.0305	1.0075	33732	1625	32538	1446	2026	1.0746	1.075	36249	1747	34965	1554	7	1	5	7	1	36256	1748	34972	1556	0.0%	0.1%	
10	Crossbush Lane, Warning Camp	2022 ATC					40	2022							2026	1.0746	1.075	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
11	A27, South of Crossbush	31936	1757	30805	1563	60	2019	1.0305	1.0075	32910	1770	31744	1575	2026	1.0746	1.075	35365	1903	34112	1693	40	1	39	40	1	35405	1904	34153	1695	0.1%	0.1%	
12	A27 High Salvington	22776	923	21969	821	30	2019	1.0306	1.0075	23473	930	22641	827	2026	1.0788	1.075	25323	1000	24426	890	0	0	0	0	0	25323	1000	24426	890	0.0%	0.0%	
13	A24/A27 Offington (Warren Road)	30777	1012	29687	900	40	2019	1.0306	1.0075	31719	1020	30595	907	2026	1.0788	1.075	34218	1096	33006	975	4	4	0	4	4	34222	1100	33010	979	0.0%	0.3%	
14	A24 Findon	25731	627	24820	558	40	2018	1.0454	1.016	26899	637	25946	567	2026	1.0788	1.075	29019	685	27991	609	65	4	62	65	4	29084	689	28056	613	0.2%	0.5%	
15	A280 Long Furlong	2022 ATC					40.0	2022			18580	3653	17883	3479	2026	1.0788	1.075	20044	3927	19292	3740	43	4	39	43	4	20086	3930	19334	3744	0.2%	0.1%
16	A283 West of A24	21977	750	21374	727	41	2019	1.0306	1.0075	22649	755	22028	732	2026	1.0788	1.075	24434	812	23764	787	128	5	123	128	5	24562	817	23891	792	0.5%	0.6%	
17	A283 East of A24	2022 ATC					52.60	2022			11430	2326	11295	2292	2027	1.0868	1.093	12422	2543	12275	2506	260	0	260	260	0	12682	2543	12535	2506	2.1%	0.0%
19	B2135, South of Ashurst	3444	105	3399	104	48	2019	1.0306	1.0075	3550	106	3502	105	2027	1.0868	1.093	3858	116	3807	115	0	0	0	0	0	3858	116	3807	115	0.0%	0.0%	
20	A283, Steyning	20485	585	20230	570	52	2019	1.0306	1.0075	21112	589	20849	574	2026	1.0788	1.075	22776	633	22491	617	0	0	0	0	0	22776	633	22491	617	0.0%	0.0%	
21	A24, South of A272	35481	1636	33991	1481	40	2019	1.0306	1.0075	36567	1648	35032	1493	2026	1.0788	1.075	39448	1772	37792	1604	72	0	72	72	0	39521	1772	37864	1604	0.2%	0.0%	
22	B2116 Patridge Green Road	6374	362	6264	353	29	2019	1.0306	1.0075	6569	364	6455	355	2027	1.0868	1.093	7140	398	7015	388	47	12	36	47	12	7187	410	7063	400	0.7%	2.9%	
23	A281, South Shermanbury	7739	341	7652	334	40	2018	1.0454	1.016	8090	346	7999	340	2027	1.0868	1.093	8792	378	8693	371	43	7	36	43	7	8835	385	8736	378	0.5%	1.9%	
24	A281, South of Cowfold	8081	141	5866	125	30	2019	1.0306	1.0075	6267	142	6045	126	2027	1.0868	1.093	6811	155	6570	138	4	4	0	4	4	6815	160	6574	143	0.1%	2.8%	
25	A281, Cowfold Center	22369	991	21596	882	30	2019	1.0306	1.0075	23074	998	22257	888	2027	1.0868	1.093	25077	1091	24189	971	11	0	11	11	0	25088	1091	24199	971	0.0%	0.0%	
26	A272, Station Road, Cowfold	16904	745	16305	663	30	2019	1.0306	1.0075	17421	751	16804	668	2027	1.0868	1.093	18933	820	18263	730	11	0	11	11	0	18944	820	18273	730	0.1%	0.0%	
27	Wineham Lane, South of A272	853	16	823	14	60	2019	1.0306	1.0075	879	16	848	14	2026	1.0788	1.075	948	17	915	15	0	0	0	0	0	948	17	915	15	0.0%	0.0%	
29	A272, West of A23	16889	724	16291	644	40	2019	1.0306	1.0075	17406	729	16789	649	2027	1.0868	1.093	18917	797	18247	709	11	4	7	11	4	18928	802	18258	714	0.1%	0.6%	
30	A23, North of the A272	71984	4024	69347	3581	60	2019	1.0306	1.0075	74094	4054	71469	3607	2027	1.0868	1.093	80525	4431	77673	3943	10	4	6	10	4	80536	4436	77683	3947	0.0%	0.1%	
31	B2188, Sayers Common	2022 ATC					37.6	2022			7356	1497	7212	1461	2027	1.0868	1.093	7995	1636	7838	1597	0	0	0	0	0	7995	1636	7838	1597	0.0%	0.0%
32	B2116, Henfield Road, Albourne	3147	149	3036	133	30	2019	1.0306	1.0075	3243	150	3128	134	2027	1.0868	1.093	3525	164	3400	146	0	0	0	0	0	3525	164	3400	146	0.0%	0.0%	
33	A23, North of the A272	78611	3118	75826	2774	60	2019	1.0306	1.0075	81016	3141	78147	2795	2027	1.0868	1.093	88049	3434	84930	3055	9	6	3	9	6	88057	3440	84938	3061	0.0%	0.2%	
34	A27, West of A23	65068	2421	62763	2154	60	2019	1.0306	1.0075	67059	2439	64684	2170	2027	1.0868	1.093	72880	2666	70298	2372	9	4	5	9	4	72889	2670	70307	2376	0.0%	0.1%	
35	A27, East of A23	71173	2852	68652	2538	60	2019	1.0306	1.0075	73351	2873	70753	2557	2027	1.0868	1.093	79718	3141	76894	2795	7	4	3	7	4	79725	3145	76901	2799	0.0%	0.1%	
36	A259, West of Church Street	25535	548	24920	488	40	2019	1.0305	1.0075	26623	552	25680	491	2026	1.0746	1.075	28609	594	27596	528	9	0	9	9	0	28618	594	27605	528	0.0%	0.0%	
37	A259 East of Wick	24757	469	23880	417	40	2019	1.0305	1.0075	25512	473	24608	420	2026	1.0746	1.075	27415	508	26444	452	12	0	12	12	0	27427	508	26456	452	0.0%	0.0%	

Section 3

Receptor Number	Receptor Location	Base Traffic - Historic Counts						Growth Rate to 2021	2021 Base Year of Assessment				Future Assessment Year	Growth Rate to Future Year (2021 - 2026/27)		Future Year of Assessment				Peak Development Traffic				Future Year + Development Peak				Development Traffic % Impact (2026/27)								
		24 Hour		18 Hour		Speed (85th%)	Base Year		Total Vehicles	HGVs	24 Hour			18 Hour		Total Vehicles	HGVs	24 Hour		18 Hour		24 Hour		18 Hour		24 Hour		18 Hour		24 Hour		18 Hour				
		Total	HGV	Total	HGV						Total	HGV		Total	HGV			Total	HGV	Total	HGV	Total	HGV	Total	HGV	Total	HGV	Total	HGV	Total	HGV	Total	HGV	Total	HGV	Total
1	Ferry Road	2022 ATC						60.0	2022			1925	314	1907	310	2026	1.0746	1.075	2069	338	2049	334	0	0	0	0	0	0	2069	338	2049	334	0.0%	0.0%		
2	Church Lane	9859	1106	9644	1072	41.9	2017	1.0607	1.027	10458	1135	10229	1101	2026	1.0746	1.075	11238	1221	10993	1183	0	0	0	0	0	0	11238	1221	10993	1183	0.0%	0.0%				
3	Ford Road	6025	253	5869	237	25.6	2019	1.0305	1.0075	6209	255	6048	239	2026	1.0746	1.075	6672	274	6499	257	0	0	0	0	0	0	6672	274	6499	257	0.0%	0.0%				
4	A27 West of Arundel	23618	1302	22781	1159	40	2019	1.0305	1.0075	24338	1312	23476	1167	2026	1.0746	1.075	26154	1410	25228	1255	32	32	0	32	32	26186	1442	25260	1287	0.1%	2.3%					
5	A259 West of Wick	22420	857	11083	809	43	2019	1.0305	1.0075	23083	863	11421	815	2026	1.0746	1.075	24805	928	12273	876	0	0	0	0	0	24805	928	12273	876	0.0%	0.0%					
6	A284 North of Wick	13248	551	12779	490	30	2019	1.0305	1.0075	13652	555	13168	494	2026	1.0746	1.075	14671	597	14151	531	9	0	9	9	0	14679	597	14160	531	0.1%	0.0%					
7	A284 Lyminster	13548	692	13075	651	42	2019	1.0305	1.0075	13959	698	13473	656	2026	1.0746	1.075	15000	750	14478	705	9	0	9	9	0	15009	750	14487	705	0.1%	0.0%					
8	Crossbush Lane, Crossbush	2022 ATC						40	2019																											
9	A27, Arundel Station	32734	1613	31574	1435	40	2019	1.0305	1.0075	33732	1625	32538	1446	2026	1.0746	1.075	36249	1747	34965	1554	32	32	0	32	32	36281	1779	34997	1587	0.1%	1.9%					
10	Crossbush Lane, Warning Camp	2022 ATC						40	2022																											
11	A27, South of Crossbush	31936	1757	30805	1563	60	2019	1.0305	1.0075	32910	1770	31744	1575	2026	1.0746	1.075	35365	1903	34112	1693	41	32	9	41	32	35406	1935	34154	1726	0.1%	1.7%					
12	A27 High Salvington	22776	923	21969	821	30	2019	1.0306	1.0075	23473	930	22641	827	2026	1.0788	1.075	25323	1000	24426	890	0	0	0	0	0	25323	1000	24426	890	0.0%	0.0%					
13	A24/A27 Offington (Warren Road)	30777	1012	29687	900	40	2019	1.0306	1.0075	31719	1020	30595	907	2026	1.0788	1.075	34218	1096	33006	975	0	0	0	0	0	34218	1096	33006	975	0.0%	0.0%					
14	A24 Findon	25731	627	24820	558	40	2018	1.0454	1.016	26899	637	25946	567	2026	1.0788	1.075	29019	685	27991	609	26	0	26	26	0	29045	685	28017	609	0.1%	0.0%					
15	A280 Long Furlong	2022 ATC						40.0	2022			18580	3653	17883	3479	2026	1.0788	1.075	20044	3927	19292	3740	43	34	9	43	34	20067	3961	19335	3774	0.2%	0.9%			
16	A283 West of A24	21977	750	21374	727	41	2019	1.0306	1.0075	22649	755	22028	732	2026	1.0788	1.075	24434	812	23764	787	0	0	0	0	0	24434	812	23764	787	0.0%	0.0%					
17	A283 East of A24	2022 ATC						52.60	2022			11430	2326	11295	2292	2027	1.0868	1.093	12422	2543	12275	2506	23	0	23	23	0	12445	2543	12298	2506	0.2%	0.0%			
19	B2135, South of Ashurst	3444	105	3399	104	48	2019	1.0306	1.0075	3550	106	3502	105	2027	1.0868	1.093	3858	116	3807	115	0	0	0	0	0	3858	116	3807	115	0.0%	0.0%					
20	A283, Steyning	20485	585	20230	570	52	2019	1.0306	1.0075	21112	589	20849	574	2026	1.0788	1.075	22776	633	22491	617	0	0	0	0	0	22776	633	22491	617	0.0%	0.0%					
21	A24, South of A272	35481	1636	33991	1481	40	2019	1.0306	1.0075	36567	1648	35032	1493	2026	1.0788	1.075	39448	1772	37792	1604	90	32	58	90	32	39538	1804	37882	1637	0.2%	1.8%					
22	B2116 Patridge Green Road	6374	362	6264	353	29	2019	1.0306	1.0075	6569	364	6455	355	2027	1.0868	1.093	7140	398	7015	388	4	4	0	4	4	7143	402	7019	392	0.1%	0.9%					
23	A281, South Shermanbury	7739	341	7652	334	40	2018	1.0454	1.016	8090	346	7999	340	2027	1.0868	1.093	8792	378	8693	371	6	6	0	6	6	8798	384	8699	377	0.1%	1.6%					
24	A281, South of Cowfold	6081	141	5866	125	30	2019	1.0306	1.0075	6267	142	6045	126	2027	1.0868	1.093	6811	155	6570	138	4	4	0	4	4	6815	159	6573	142	0.1%	2.3%					
25	A281, Cowfold Center	22388	991	21596	882	30	2019	1.0306	1.0075	23074	998	22257	888	2027	1.0868	1.093	25077	1091	24189	971	159	32	127	159	32	25236	1124	24348	1003	0.6%	3.0%					
26	A272, Station Road, Cowfold	18904	745	18305	663	30	2019	1.0306	1.0075	17421	751	16804	668	2027	1.0868	1.093	18933	820	18263	730	159	32	127	159	32	19093	853	18422	762	0.8%	3.9%					
27	Wineham Lane, South of A272	853	16	823	14	60	2019	1.0306	1.0075	879	16	848	14	2026	1.0788	1.075	948	17	915	15	70	41	29	70	41	1019	59	985	57	7.4%	237.8%					
29	A272, West of A23	16869	724	16291	644	40	2019	1.0306	1.0075	17406	729	16789	649	2027	1.0868	1.093	18917	797	18247	709	254	89	166	254	89	19171	886	18501	798	1.3%	11.1%					
30	A23, North of the A272	71894	4024	69347	3581	60	2019	1.0306	1.0075	74094	4054	71469	3607	2027	1.0868	1.093	80525	4431	77673	3943	85	36	49	85	36	80610	4467	77758	3979	0.1%	0.8%					
31	B2188, Sayers Common	2022 ATC						37.6	2022			7356	1497	7212	1461	2027	1.0868	1.093	7995	1636	7838	1597	0	0	0	0	7995	1636	7838	1597	0.0%	0.0%				
32	B2116, Henfield Road, Albourne	3147	149	3036	133	30	2019	1.0306	1.0075	3243	150	3128	134	2027	1.0868	1.093	3525	164	3400	146	0	0	0	0	0	3525	164	3400	146	0.0%	0.0%					
33	A23, North of the A272	78611	3118	75826	2774	60	2019	1.0306	1.0075	81016	3141	78147	2795	2027	1.0868	1.093	88049	3434	84930	3055	92	27	65	92	27	88141	3461	85022	3082	0.1%	0.8%					
34	A27, West of A23	68048	2421	62763	2154	60	2019	1.0306	1.0075	67059	2439	64684	2170	2027	1.0868	1.093	72880	2666	70298	2372	42	0	42	42	0	72922	2666	70340	2372	0.1%	0.0%					
35	A27, East of A23	71173	2852	68652	2538	60	2019	1.0306	1.0075	73351	2873	70753	2567	2027	1.0868	1.093	79718	3141	76894	2795	54	27	27	54	27	79772	3168	76948	2822	0.1%	0.9%					
36	A259, West of Church Street	25835	548	24920	488	40	2019	1.0305	1.0075	26623	552	25680	491	2026	1.0746	1.075	28609	594	27596	528	0	0	0	0	0	28609	594	27596	528	0.0%	0.0%					
37	A259 East of Wick	34757	469	23880	417	40	2019	1.0305	1.0075	25512	473	24608	420	2026	1.0746	1.075	27415	508	26444	452	6	0	6	6	0	27422	508	26450	452	0.0%	0.0%					

Year 1 AAWT

Receptor Number	Receptor Location	Base Traffic - Historic Counts					Growth Rate to 2021	2021 Base Year of Assessment				Future Assessment Year	Growth Rate to Future Year (2021 - 2026/27)		Future Year of Assessment				Peak Development Traffic				Future Year + Development Peak				Development Traffic % Impact (2026/27)								
		24 Hour		18 Hour		Speed (85th%)		Base Year	Total Vehicles	HGVs	24 Hour		18 Hour		24 Hour		18 Hour		24 Hour		18 Hour		24 Hour		18 Hour										
		Total	HGV	Total	HGV						Total		HGV	Total	HGV	Total	HGV	Total	HGV	Total	HGV	Total	HGV	Total	HGV	Total	HGV	Total	HGV						
1	Ferry Road	2022 ATC				60.0	2022			1925	314	1907	310	2026	1.0746	1.075	2069	338	2049	334	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
2	Church Lane	9859	1106	9644	1072	41.9	2017	1.0607	1.027	10458	1135	10229	1101	2026	1.0746	1.075	11238	1221	10993	1183	8	0	8	8	0	11246	1221	11000	1183	0.1%	0.0%				
3	Ford Road	8025	253	5869	237	25.6	2019	1.0305	1.0075	6209	255	6048	239	2026	1.0746	1.075	6672	274	6499	257	10	6	4	10	6	6682	280	6509	262	0.2%	2.1%				
4	A27 West of Arundel	23618	1302	22781	1159	40	2019	1.0305	1.0075	24338	1312	23476	1167	2026	1.0746	1.075	26154	1410	25228	1255	6	5	2	6	5	26160	1415	25234	1260	0.0%	0.3%				
5	A259 West of Wick	22400	857	11083	809	43	2019	1.0305	1.0075	23083	863	11421	815	2026	1.0746	1.075	24805	928	12273	876	14	1	13	14	1	24819	929	12286	877	0.1%	0.1%				
6	A284 North of Wick	13248	551	12779	490	30	2019	1.0305	1.0075	13652	555	13168	494	2026	1.0746	1.075	14671	597	14151	531	4	1	4	4	1	14675	598	14155	532	0.0%	0.1%				
7	A284 Lyminster	13546	692	13075	651	42	2019	1.0305	1.0075	13959	698	13473	656	2026	1.0746	1.075	15000	750	14478	705	7	4	4	7	4	15008	754	14486	708	0.0%	0.5%				
8	Crossbush Lane, Crossbush	2022 ATC					2019							2026			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	
9	A27, Arundel Station	32734	1613	31574	1435	40	2019	1.0305	1.0075	33732	1625	32538	1446	2026	1.0746	1.075	36249	1747	34965	1554	10	7	2	10	7	36258	1754	34974	1562	0.0%	0.4%				
10	Crossbush Lane, Warning Camp	2022 ATC					2022							2026			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	
11	A27, South of Crossbush	31936	1757	30805	1563	60	2019	1.0305	1.0075	32910	1770	31744	1575	2026	1.0746	1.075	35365	1903	34112	1693	15	9	6	15	9	35380	1912	34128	1703	0.0%	0.5%				
12	A27 High Salvington	22776	923	21969	821	30	2019	1.0306	1.0075	23473	930	22641	827	2026	1.0788	1.075	25323	1000	24426	890	13	10	3	13	10	25335	1009	24438	899	0.0%	1.0%				
13	A24/A27 Offington (Warren Road)	30777	1012	29687	900	40	2019	1.0306	1.0075	31719	1020	30595	907	2026	1.0788	1.075	34218	1096	33006	975	14	12	1	14	12	34232	1109	33020	988	0.0%	1.1%				
14	A24 Findon	25731	627	24820	558	40	2018	1.0454	1.016	26899	637	25946	567	2026	1.0788	1.075	29019	685	27991	609	5	3	2	5	3	29024	688	27996	612	0.0%	0.4%				
15	A280 Long Furlong	2022 ATC				40.0	2022			18580	3653	17883	3479	2026	1.0788	1.075	20044	3927	19292	3740	4	1	3	4	1	20048	3928	19296	3741	0.0%	0.0%				
16	A283 West of A24	21977	750	21374	727	41	2019	1.0306	1.0075	22649	755	22028	732	2026	1.0788	1.075	24434	812	23764	787	1	0	1	1	0	24435	812	23765	787	0.0%	0.0%				
17	A283 East of A24	2022 ATC				52.60	2022			11430	2326	11295	2292	2027	1.0868	1.093	12422	2543	12275	2506	6	4	2	6	4	12428	2546	12281	2509	0.0%	0.1%				
19	B2135, South of Ashurst	3444	105	3399	104	48	2019	1.0306	1.0075	3550	106	3502	105	2027	1.0868	1.093	3858	116	3807	115	0	0	0	0	0	3858	116	3807	115	0.0%	0.0%				
20	A283, Steyning	20485	585	20230	570	52	2019	1.0306	1.0075	21112	589	20849	574	2026	1.0788	1.075	22776	633	22491	617	1	0	1	1	0	22776	633	22492	617	0.0%	0.0%				
21	A24, South of A272	35491	1636	33991	1481	40	2019	1.0306	1.0075	36567	1648	35032	1493	2026	1.0788	1.075	39448	1772	37792	1604	2	0	2	2	0	39450	1772	37794	1605	0.0%	0.0%				
22	B2116 Patridge Green Road	6374	362	6264	353	29	2019	1.0306	1.0075	6569	364	6455	355	2027	1.0868	1.093	7140	398	7015	388	0	0	0	0	0	7140	398	7016	388	0.0%	0.0%				
23	A281, South Shermanbury	7739	341	7652	334	40	2018	1.0454	1.016	8090	346	7999	340	2027	1.0868	1.093	8792	378	8693	371	0	0	0	0	0	8793	378	8694	371	0.0%	0.0%				
24	A281, South of Cowfold	8991	141	8866	125	30	2019	1.0306	1.0075	9267	142	9045	126	2027	1.0868	1.093	10111	155	9916	138	0	0	0	0	0	10111	155	9916	138	0.0%	0.0%				
25	A281, Cowfold Center	22369	991	21596	882	30	2019	1.0306	1.0075	23074	998	22257	888	2027	1.0868	1.093	25077	1091	24189	971	1	0	1	1	0	25078	1092	24190	971	0.0%	0.0%				
26	A272, Station Road, Cowfold	16904	745	16305	663	30	2019	1.0306	1.0075	17421	751	16804	668	2027	1.0868	1.093	18933	820	18263	730	1	0	1	1	0	18934	821	18264	730	0.0%	0.0%				
27	Wineham Lane, South of A272	853	16	823	14	60	2019	1.0306	1.0075	879	16	848	14	2026	1.0788	1.075	948	17	915	15	0	0	0	0	0	949	17	915	15	0.0%	0.0%				
29	A272, West of A23	18989	724	18291	644	40	2019	1.0306	1.0075	19406	729	18789	649	2027	1.0868	1.093	21001	797	20247	709	2	1	1	2	1	21001	798	20248	710	0.0%	0.1%				
30	A23, North of the A272	71894	4024	69347	3581	60	2019	1.0306	1.0075	74094	4054	71469	3607	2027	1.0868	1.093	80525	4431	77673	3943	1	0	0	1	0	80526	4432	77674	3943	0.0%	0.0%				
31	B2188, Sayers Common	2022 ATC				37.6	2022			7356	1497	7212	1461	2027	1.0868	1.093	7995	1636	7838	1597	0	0	0	0	0	7995	1636	7838	1597	0.0%	0.0%				
32	B2116, Henfield Road, Albourne	3147	149	3036	133	30	2019	1.0306	1.0075	3243	150	3128	134	2027	1.0868	1.093	3525	164	3400	146	0	0	0	0	0	3525	164	3400	146	0.0%	0.0%				
33	A23, North of the A272	79611	3118	75826	2774	60	2019	1.0306	1.0075	81016	3141	78147	2795	2027	1.0868	1.093	88049	3434	84930	3055	10	9	1	10	9	88059	3443	84940	3064	0.0%	0.3%				
34	A27, West of A23	65068	2421	62763	2154	60	2019	1.0306	1.0075	67059	2439	64684	2170	2027	1.0868	1.093	72880	2666	70298	2372	14	12	2	14	12	72894	2678	70312	2385	0.0%	0.5%				
35	A27, East of A23	71173	2852	68652	2538	60	2019	1.0306	1.0075	73351	2873	70753	2557	2027	1.0868	1.093	79718	3141	76894	2795	5	4	1	5	4	79722	3144	76899	2798	0.0%	0.1%				
36	A259, West of Church Street	25835	548	24920	488	40	2019	1.0305	1.0075	26623	552	25680	491	2026	1.0746	1.075	28609	594	27596	528	2	0	1	2	0	28611	594	27597	528	0.0%	0.0%				
37	A259 East of Wick	24757	469	23880	417	40	2019	1.0305	1.0075	25512	473	24608	420	2026	1.0746	1.075	27415	508	26444	452	4	0	4	4	0	27420	508	26449	452	0.0%	0.0%				

Year 2 AAWT

Receptor Number	Receptor Location	Base Traffic - Historic Counts						Base Year	Growth Rate to 2021		2021 Base Year of Assessment				Future Assessment Year	Growth Rate to Future Year (2021 - 2026/27)		Future Year of Assessment				Peak Development Traffic				Future Year + Development Peak		Development Traffic % Impact (2026/27)				
		24 Hour		18 Hour		Speed (85th%)	Total Vehicles		HGVs	Total	HGV	Total	HGV	Total		HGV	Total	HGV	Total	HGV	Total	HGV	Total	HGV	Total	HGV	Total	HGV	Total	HGV		
		Total	HGV	Total	HGV																										Total	HGV
1	Ferry Road	2022 ATC				60.0	2022			1925	314	1907	310	2026	1.0746	1.075	2069	338	2049	334	7	7	0	7	7	0	2076	344	2056	340	0.3%	2.0%
2	Church Lane	9859	1106	9644	1072	41.9	2017	1.0607	1.027	10458	1135	10229	1101	2026	1.0746	1.075	11238	1221	10993	1183	75	0	75	75	0	11313	1221	11067	1183	0.7%	0.0%	
3	Ford Road	6025	253	5869	237	25.6	2019	1.0305	1.0075	6209	255	6048	239	2026	1.0746	1.075	6672	274	6499	257	67	25	42	67	25	6740	299	6567	282	1.0%	9.2%	
4	A27 West of Arundel	23618	1302	22781	1159	40	2019	1.0305	1.0075	24338	1312	23476	1167	2026	1.0746	1.075	26154	1410	25228	1255	51	34	18	51	34	26205	1444	25279	1288	0.2%	2.4%	
5	A259 West of Wick	22490	857	11083	809	43	2019	1.0305	1.0075	23083	863	11421	815	2026	1.0746	1.075	24805	928	12273	876	136	7	129	136	7	24941	935	12409	884	0.5%	0.8%	
6	A284 North of Wick	13248	551	12779	490	30	2019	1.0305	1.0075	13652	555	13168	494	2026	1.0746	1.075	14671	597	14151	531	59	7	51	59	7	14729	604	14210	538	0.4%	1.2%	
7	A284 Lyminster	13548	692	13075	651	42	2019	1.0305	1.0075	13959	698	13473	656	2026	1.0746	1.075	15000	750	14478	705	77	26	51	77	26	15078	776	14556	731	0.5%	3.4%	
8	Crossbush Lane, Crossbush	2022 ATC				40	2019							2026			0	0	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	
9	A27, Arundel Station	32734	1613	31574	1435	40	2019	1.0305	1.0075	33732	1625	32538	1446	2026	1.0746	1.075	36249	1747	34965	1554	68	45	23	68	45	36317	1792	35033	1599	0.2%	2.6%	
10	Crossbush Lane, Warning Camp	2022 ATC				40	2022							2026			0	0	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	
11	A27, South of Crossbush	31936	1757	30805	1563	60	2019	1.0305	1.0075	32910	1770	31744	1575	2026	1.0746	1.075	35365	1903	34112	1693	135	61	75	135	61	35501	1964	34248	1754	0.4%	3.2%	
12	A27 High Salvington	22776	923	21969	821	30	2019	1.0306	1.0075	23473	930	22641	827	2026	1.0788	1.075	25323	1000	24426	890	77	49	28	77	49	25400	1049	24503	939	0.3%	4.9%	
13	A24/A27 Offington (Warren Road)	30777	1012	29687	900	40	2019	1.0306	1.0075	31719	1020	30595	907	2026	1.0788	1.075	34218	1096	33006	975	76	64	12	76	64	34294	1160	33082	1040	0.2%	5.9%	
14	A24 Findon	25731	627	24820	558	40	2018	1.0454	1.016	26899	637	25946	567	2026	1.0788	1.075	29019	685	27991	609	71	15	56	71	15	29090	700	28062	624	0.2%	2.2%	
15	A280 Long Furlong	2022 ATC				40.0	2022			18580	3653	17883	3479	2026	1.0788	1.075	20044	3927	19292	3740	76	29	47	76	29	20119	3955	19367	3769	0.4%	0.7%	
16	A283 West of A24	21977	750	21374	727	41	2019	1.0306	1.0075	22649	755	22028	732	2026	1.0788	1.075	24434	812	23764	787	70	12	58	70	12	24504	824	23833	799	0.3%	1.5%	
17	A283 East of A24	2022 ATC				52.60	2022			11430	2326	11295	2292	2027	1.0868	1.093	12422	2543	12275	2506	142	9	133	142	9	12565	2551	12417	2514	1.1%	0.3%	
19	B2135, South of Ashurst	3444	105	3399	104	48	2019	1.0306	1.0075	3550	106	3502	105	2027	1.0868	1.093	3858	116	3807	115	5	5	0	5	5	3862	120	3811	119	0.1%	4.1%	
20	A283, Steyning	20485	585	20230	570	52	2019	1.0306	1.0075	21112	589	20849	574	2026	1.0788	1.075	22776	633	22491	617	44	0	44	44	0	22820	633	22536	617	0.2%	0.0%	
21	A24, South of A272	35481	1636	33991	1481	40	2019	1.0306	1.0075	36567	1648	35032	1493	2026	1.0788	1.075	39448	1772	37792	1604	78	12	66	78	12	39526	1784	37870	1616	0.2%	0.7%	
22	B2116 Patridge Green Road	6374	362	6264	353	29	2019	1.0306	1.0075	6569	364	6455	355	2027	1.0868	1.093	7140	398	7015	388	23	6	17	23	6	7163	405	7039	395	0.3%	1.6%	
23	A281, South Shermanbury	7739	341	7652	334	40	2018	1.0454	1.016	8090	346	7999	340	2027	1.0868	1.093	8792	378	8693	371	23	6	17	23	6	8815	384	8716	377	0.3%	1.5%	
24	A281, South of Cowfold	6091	141	5866	125	30	2019	1.0306	1.0075	6267	142	6045	126	2027	1.0868	1.093	6811	155	6570	138	4	4	0	4	4	6815	159	6573	142	0.1%	2.3%	
25	A281, Cowfold Center	22389	991	21596	882	30	2019	1.0306	1.0075	23074	998	22257	888	2027	1.0868	1.093	25077	1091	24189	971	72	12	60	72	12	25149	1103	24261	983	0.3%	1.1%	
26	A272, Station Road, Cowfold	18904	745	18305	663	30	2019	1.0306	1.0075	17421	751	16804	668	2027	1.0868	1.093	18933	820	18263	730	69	12	57	69	12	19003	832	18332	742	0.4%	1.5%	
27	Wineham Lane, South of A272	853	16	823	14	60	2019	1.0306	1.0075	879	16	848	14	2026	1.0788	1.075	948	17	915	15	3	1	3	3	1	952	18	918	16	0.4%	3.5%	
29	A272, West of A23	16869	724	16291	644	40	2019	1.0306	1.0075	17406	729	16789	649	2027	1.0868	1.093	18917	797	18247	709	109	35	74	109	35	19026	832	18356	745	0.6%	4.4%	
30	A23, North of the A272	71894	4024	69347	3581	60	2019	1.0306	1.0075	74094	4054	71469	3607	2027	1.0868	1.093	80525	4431	77673	3943	40	16	24	40	16	80565	4447	77713	3959	0.0%	0.4%	
31	B2188, Sayers Common	2022 ATC				37.6	2022			7356	1497	7212	1461	2027	1.0868	1.093	7995	1636	7838	1597	0	0	0	0	0	7995	1636	7838	1597	0.0%	0.0%	
32	B2116, Henfield Road, Albourne	3147	149	3036	133	30	2019	1.0306	1.0075	3243	150	3128	134	2027	1.0868	1.093	3525	164	3400	146	0	0	0	0	0	3525	164	3400	146	0.0%	0.0%	
33	A23, North of the A272	78611	3118	75826	2774	60	2019	1.0306	1.0075	81016	3141	78147	2795	2027	1.0868	1.093	88049	3434	84930	3055	90	56	34	90	56	88139	3489	85020	3111	0.1%	1.6%	
34	A27, West of A23	66048	2421	62763	2154	60	2019	1.0306	1.0075	67059	2439	64684	2170	2027	1.0868	1.093	72880	2666	70298	2372	95	62	33	95	62	72974	2728	70393	2434	0.1%	2.3%	
35	A27, East of A23	71173	2852	68652	2538	60	2019	1.0306	1.0075	73351	2873	70753	2567	2027	1.0868	1.093	79718	3141	76894	2795	48	29	19	48	29	79766	3170	76942	2824	0.1%	0.9%	
36	A259, West of Church Street	25835	548	24920	488	40	2019	1.0305	1.0075	26623	552	25680	491	2026	1.0746	1.075	28609	594	27596	528	20	3	17	20	3	28629	596	27616	531	0.1%	0.5%	
37	A259 East of Wick	24757	469	23880	417	40	2019	1.0305	1.0075	25512	473	24608	420	2026	1.0746	1.075	27415	508	26444	452	49	0	49	49	0	27464	508	26493	452	0.2%	0.0%	

Year 3 AAWT

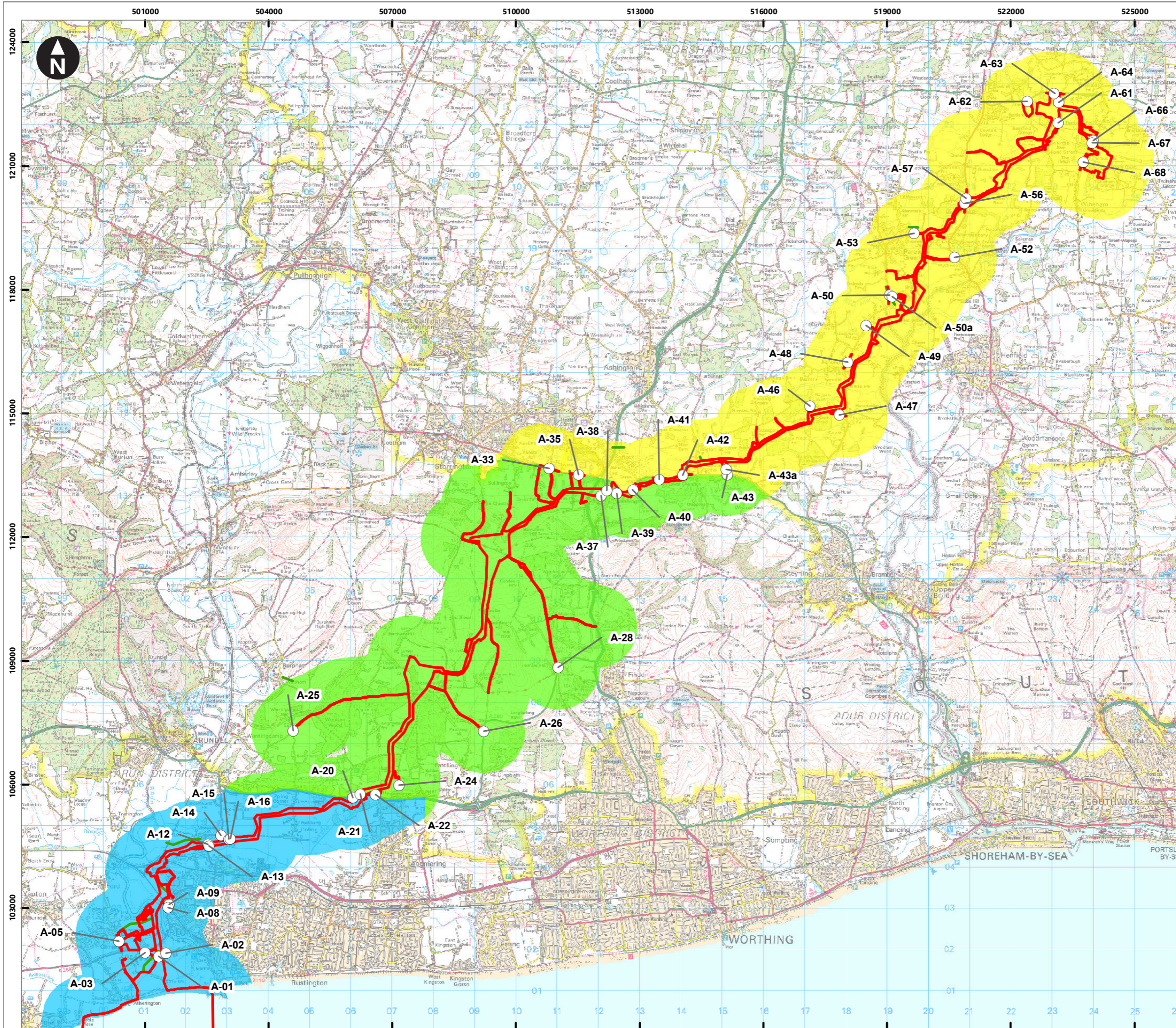
Receptor Number	Receptor Location	Base Traffic - Historic Counts						Base Year	Growth Rate to 2021		2021 Base Year of Assessment				Future Assessment Year	Growth Rate to Future Year (2021 - 2026/27)		Future Year of Assessment				Peak Development Traffic				Future Year + Development Peak				Development Traffic % Impact (2026/27)		
		24 Hour		18 Hour		Speed (85th%)	Total Vehicles		HGVs	24 Hour		18 Hour		24 Hour		18 Hour		24 Hour		18 Hour		24 Hour		18 Hour		24 Hour						
		Total	HGV	Total	HGV					Total	HGV	Total	HGV	Total		HGV	Total	HGV	Total	HGV	Total	HGV	Total	HGV	Total	HGV	Total	HGV	Total	HGV		
1	Ferry Road	2022 ATC				60.0	2022			1925	314	1907	310	2026	1.0746	1.075	2069	338	2049	334	0	0	0	0	0	0	2069	338	2049	334	0.0%	0.1%
2	Church Lane	9859	1106	9644	1072	41.9	2017	1.0607	1.027	10458	1135	10229	1101	2026	1.0746	1.075	11238	1221	10993	1183	1	0	1	1	0	11239	1221	10994	1183	0.0%	0.0%	
3	Ford Road	6025	253	5869	237	25.6	2019	1.0305	1.0075	6209	255	6048	239	2026	1.0746	1.075	6672	274	6499	257	6	6	1	6	6	6679	280	6505	262	0.1%	2.1%	
4	A27 West of Arundel	23618	1302	22781	1159	40	2019	1.0305	1.0075	24338	1312	23476	1167	2026	1.0746	1.075	26154	1410	25228	1255	24	22	1	24	22	26178	1432	25251	1277	0.1%	1.6%	
5	A259 West of Wick	22490	857	11083	809	43	2019	1.0305	1.0075	23083	863	11421	815	2026	1.0746	1.075	24805	928	12273	876	4	0	4	4	0	24810	928	12277	876	0.0%	0.0%	
6	A284 North of Wick	13248	551	12779	490	30	2019	1.0305	1.0075	13652	555	13168	494	2026	1.0746	1.075	14671	597	14151	531	14	0	13	14	0	14684	597	14165	531	0.1%	0.0%	
7	A284 Lyminster	13548	692	13075	651	42	2019	1.0305	1.0075	13959	698	13473	656	2026	1.0746	1.075	15000	750	14478	705	14	0	13	14	0	15014	750	14492	705	0.1%	0.0%	
8	Crossbush Lane, Crossbush	2022 ATC				40	2019							2026			0	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!		
9	A27, Arundel Station	32734	1613	31574	1435	40	2019	1.0305	1.0075	33732	1625	32538	1446	2026	1.0746	1.075	36249	1747	34965	1554	26	25	2	26	25	36275	1772	34991	1579	0.1%	1.4%	
10	Crossbush Lane, Warning Camp	2022 ATC				40	2022							2026			0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!			
11	A27, South of Crossbush	31936	1757	30805	1563	60	2019	1.0305	1.0075	32910	1770	31744	1575	2026	1.0746	1.075	35365	1903	34112	1693	40	25	15	40	25	35405	1928	34152	1718	0.1%	1.3%	
12	A27 High Salvington	22776	923	21969	821	30	2019	1.0306	1.0075	23473	930	22641	827	2026	1.0788	1.075	25323	1000	24426	890	5	4	0	5	4	25327	1004	24430	894	0.0%	0.4%	
13	A24/A27 Offington (Warren Road)	30777	1012	29687	900	40	2019	1.0306	1.0075	31719	1020	30595	907	2026	1.0788	1.075	34218	1096	33006	975	30	30	0	30	30	34248	1126	33036	1005	0.1%	2.7%	
14	A24 Findon	25731	627	24820	558	40	2018	1.0454	1.016	26899	637	25946	567	2026	1.0788	1.075	29019	685	27991	609	56	25	30	56	25	29074	710	28047	635	0.2%	3.7%	
15	A280 Long Furlong	2022 ATC				40.0	2022			18580	3653	17883	3479	2026	1.0788	1.075	20044	3927	19292	3740	37	22	15	37	22	20081	3949	19329	3762	0.2%	0.6%	
16	A283 West of A24	21977	750	21374	727	41	2019	1.0306	1.0075	22649	755	22028	732	2026	1.0788	1.075	24434	812	23764	787	29	0	29	29	0	24463	812	23792	787	0.1%	0.0%	
17	A283 East of A24	2022 ATC				52.60	2022			11430	2326	11295	2292	2027	1.0868	1.093	12422	2543	12275	2506	109	35	74	109	35	12531	2578	12384	2541	0.9%	1.4%	
19	B2135, South of Ashurst	3444	105	3399	104	48	2019	1.0306	1.0075	3550	106	3502	105	2027	1.0868	1.093	3858	116	3807	115	4	4	4	4	4	3862	120	3811	119	0.1%	3.9%	
20	A283, Steyning	20485	585	20230	570	52	2019	1.0306	1.0075	21112	589	20849	574	2026	1.0788	1.075	22776	633	22491	617	22	0	22	22	0	22798	633	22513	617	0.1%	0.0%	
21	A24, South of A272	35481	1636	33991	1481	40	2019	1.0306	1.0075	36567	1648	35032	1493	2026	1.0788	1.075	39448	1772	37792	1604	62	11	51	62	11	39510	1783	37854	1615	0.2%	0.6%	
22	B2116 Patridge Green Road	6374	362	6264	353	29	2019	1.0306	1.0075	6569	364	6455	355	2027	1.0868	1.093	7140	398	7015	388	14	6	8	14	6	7154	404	7030	394	0.2%	1.5%	
23	A281, South Shermanbury	7739	341	7652	334	40	2018	1.0454	1.016	8090	346	7999	340	2027	1.0868	1.093	8792	378	8693	371	14	5	8	14	5	8806	384	8707	376	0.2%	1.4%	
24	A281, South of Cowfold	6081	141	5866	125	30	2019	1.0306	1.0075	6267	142	6045	126	2027	1.0868	1.093	6811	155	6570	138	3	3	0	3	3	6814	159	6573	141	0.0%	2.1%	
25	A281, Cowfold Center	22389	991	21596	882	30	2019	1.0306	1.0075	23074	998	22257	888	2027	1.0868	1.093	25077	1091	24189	971	89	11	78	89	11	25166	1102	24278	982	0.4%	1.0%	
26	A272, Station Road, Cowfold	18904	745	18305	663	30	2019	1.0306	1.0075	17421	751	16804	668	2027	1.0868	1.093	18933	820	18263	730	89	11	78	89	11	19022	831	18352	741	0.5%	1.3%	
27	Wineham Lane, South of A272	853	16	823	14	60	2019	1.0306	1.0075	879	16	848	14	2026	1.0788	1.075	948	17	915	15	15	5	10	15	5	964	23	930	21	1.6%	39.4%	
29	A272, West of A23	16869	724	16291	644	40	2019	1.0306	1.0075	17406	729	16789	649	2027	1.0868	1.093	18917	797	18247	709	129	29	100	129	29	19046	826	18376	739	0.7%	3.7%	
30	A23, North of the A272	71894	4024	69347	3581	60	2019	1.0306	1.0075	74094	4054	71469	3607	2027	1.0868	1.093	80525	4431	77673	3943	45	14	31	45	14	80570	4445	77718	3957	0.1%	0.3%	
31	B2188, Sayers Common	2022 ATC				37.6	2022			7356	1497	7212	1461	2027	1.0868	1.093	7995	1636	7838	1597	0	0	0	0	0	7995	1636	7838	1597	0.0%	0.0%	
32	B2116, Henfield Road, Albourne	3147	149	3036	133	30	2019	1.0306	1.0075	3243	150	3128	134	2027	1.0868	1.093	3525	164	3400	146	0	0	0	0	0	3525	164	3400	146	0.0%	0.0%	
33	A23, North of the A272	78611	3118	75826	2774	60	2019	1.0306	1.0075	81016	3141	78147	2795	2027	1.0868	1.093	88049	3434	84930	3055	71	32	39	71	32	88119	3465	85000	3087	0.1%	0.9%	
34	A27, West of A23	66048	2421	62763	2154	60	2019	1.0306	1.0075	67059	2439	64684	2170	2027	1.0868	1.093	72880	2666	70298	2372	55	30	25	55	30	72935	2696	70353	2402	0.1%	1.1%	
35	A27, East of A23	71173	2852	68652	2538	60	2019	1.0306	1.0075	73351	2873	70753	2567	2027	1.0868	1.093	79718	3141	76894	2795	36	19	16	36	19	79753	3160	76930	2814	0.0%	0.6%	
36	A259, West of Church Street	25835	548	24920	488	40	2019	1.0305	1.0075	26623	552	25680	491	2026	1.0746	1.075	28609	594	27596	528	2	0	2	2	0	28612	594	27598	528	0.0%	0.0%	
37	A259 East of Wick	24757	469	23880	417	40	2019	1.0305	1.0075	25512	473	24608	420	2026	1.0746	1.075	27415	508	26444	452	7	0	7	7	0	27422	508	26451	452	0.0%	0.0%	

Year 4 AAWT

Receptor Number	Receptor Location	Base Traffic - Historic Counts						Growth Rate to 2021	2021 Base Year of Assessment				Future Assessment Year	Growth Rate to Future Year (2021 - 2026/27)		Future Year of Assessment				Peak Development Traffic				Future Year + Development Peak				Development Traffic % Impact (2026/27)					
		24 Hour		18 Hour		Speed (85th%)	Base Year		Total Vehicles	HGVs	24 Hour			18 Hour		Total Vehicles	HGVs	24 Hour		18 Hour		24 Hour		18 Hour		24 Hour		Total	HGV				
		Total	HGV	Total	HGV						Total	HGV		Total	HGV			Total	HGV	Total	HGV	Total	HGV	Total	HGV	Total	HGV			Total	HGV	Total	HGV
1	Ferry Road	2022 ATC						60.0	2022	1925	314	1907	310	2026	1.0746	1.075	2069	338	2049	334	1	1	0	1	1	2070	338	2049	334	0.0%	0.2%		
2	Church Lane	9839	1106	9644	1072	41.9	2017	1.0607	1.027	10458	1135	10229	1101	2026	1.0746	1.075	11238	1221	10993	1183	4	0	4	4	0	11242	1221	10997	1183	0.0%	0.0%		
3	Ford Road	8625	253	5869	237	25.6	2019	1.0305	1.0075	6209	255	6048	239	2026	1.0746	1.075	6672	274	6499	257	5	3	2	5	3	6678	277	6505	260	0.1%	1.1%		
4	A27 West of Arundel	23619	1302	22781	1159	40	2019	1.0305	1.0075	24338	1312	23476	1167	2026	1.0746	1.075	26154	1410	25228	1255	8	7	1	8	7	26162	1417	25236	1262	0.0%	0.5%		
5	A259 West of Wick	22400	857	11083	809	43	2019	1.0305	1.0075	23083	863	11421	815	2026	1.0746	1.075	24805	928	12273	876	8	1	7	8	1	24814	929	12281	877	0.0%	0.1%		
6	A284 North of Wick	13248	551	12779	490	30	2019	1.0305	1.0075	13652	555	13168	494	2026	1.0746	1.075	14671	597	14151	531	5	1	4	5	1	14676	598	14156	532	0.0%	0.2%		
7	A284 Lyminster	13548	692	13075	651	42	2019	1.0305	1.0075	13959	698	13473	656	2026	1.0746	1.075	15000	750	14478	705	10	6	4	10	6	15010	756	14488	711	0.1%	0.8%		
8	Crossbush Lane, Crossbush	2022 ATC						40.0	2022	0	0	0	0	2026	1.0746	1.075	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	0.0%
9	A27, Arundel Station	32734	1613	31574	1435	40	2019	1.0305	1.0075	33732	1625	32538	1446	2026	1.0746	1.075	36249	1747	34965	1554	10	9	1	10	9	36259	1756	34975	1563	0.0%	0.5%		
10	Crossbush Lane, Warring Camp	2022 ATC						2022	0	0	0	0	2026	1.0746	1.075	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	0.0%
11	A27, South of Crossbush	31836	1757	30805	1563	60	2019	1.0305	1.0075	32910	1770	31744	1575	2026	1.0746	1.075	35365	1903	34112	1693	17	12	5	17	12	35382	1915	34129	1705	0.0%	0.6%		
12	A27 High Salvington	22776	923	21969	821	30	2019	1.0306	1.0075	23473	930	22641	827	2026	1.0788	1.075	25323	1000	24426	890	15	13	2	15	13	25337	1013	24440	903	0.1%	1.3%		
13	A24/A27 Offington (Warren Road)	30772	1012	29687	900	40	2019	1.0306	1.0075	31719	1020	30695	907	2026	1.0788	1.075	34218	1096	33006	975	18	17	1	18	17	34236	1113	33024	992	0.1%	1.5%		
14	A24 Findon	25731	627	24820	558	40	2018	1.0454	1.016	26899	637	25946	567	2026	1.0788	1.075	29019	685	27991	609	10	4	7	10	4	29029	689	28001	613	0.0%	0.6%		
15	A280 Long Furlong	2022 ATC						40.0	2022	18580	3653	17883	3479	2026	1.0788	1.075	20044	3927	19292	3740	11	8	4	11	8	20055	3935	19303	3748	0.1%	0.2%		
16	A283 West of A24	21977	750	21374	727	41	2019	1.0306	1.0075	22649	755	22028	732	2026	1.0788	1.075	24434	812	23764	787	2	0	2	2	0	24436	812	23765	787	0.0%	0.0%		
17	A283 East of A24	2022 ATC						52.60	2022	11430	2326	11295	2292	2027	1.0868	1.093	12422	2543	12275	2506	13	5	8	13	5	12435	2548	12288	2511	0.1%	0.2%		
19	B2135, South of Ashurst	3444	105	3399	104	48	2019	1.0306	1.0075	3550	106	3502	105	2027	1.0868	1.093	3858	116	3807	115	3	3	0	3	3	3860	118	3809	117	0.1%	2.3%		
20	A283, Steyning	20495	585	20230	570	52	2019	1.0306	1.0075	21112	589	20849	574	2026	1.0788	1.075	22776	633	22491	617	1	0	1	1	0	22777	633	22493	617	0.0%	0.0%		
21	A24, South of A272	35481	1636	33991	1481	40	2019	1.0306	1.0075	36567	1648	35032	1493	2026	1.0788	1.075	39448	1772	37792	1604	13	1	12	13	1	39461	1773	37805	1606	0.0%	0.1%		
22	B2116 Patridge Green Road	6374	362	6264	353	29	2019	1.0306	1.0075	6569	364	6455	355	2027	1.0868	1.093	7140	398	7015	388	5	4	0	5	4	7144	402	7020	392	0.1%	1.0%		
23	A281, South Shermanbury	7739	341	7652	334	40	2018	1.0454	1.016	8090	346	7999	340	2027	1.0868	1.093	8792	378	8693	371	4	4	0	4	4	8797	382	8698	375	0.1%	1.0%		
24	A281, South of Cowfold	6081	141	5866	125	30	2019	1.0306	1.0075	6267	142	6045	126	2027	1.0868	1.093	6811	155	6670	138	2	2	0	2	2	6813	158	6572	141	0.0%	1.5%		
25	A281, Cowfold Center	22388	991	21596	882	30	2019	1.0306	1.0075	23074	998	22257	888	2027	1.0868	1.093	25077	1091	24189	971	25	1	24	25	1	25102	1092	24214	972	0.1%	0.1%		
26	A272, Station Road, Cowfold	18924	745	18305	663	30	2019	1.0306	1.0075	17421	751	16804	668	2027	1.0868	1.093	18933	820	18263	730	25	1	24	25	1	18958	822	18288	731	0.1%	0.1%		
27	Wineham Lane, South of A272	853	16	823	14	60	2019	1.0306	1.0075	879	16	848	14	2026	1.0788	1.075	948	17	915	15	2	1	1	2	1	950	18	917	16	0.2%	5.3%		
29	A272, West of A23	18899	724	18291	644	40	2019	1.0306	1.0075	17406	729	16789	649	2027	1.0868	1.093	18917	797	18247	709	36	5	31	36	5	18953	803	18283	715	0.2%	0.7%		
30	A23, North of the A272	71898	4024	69347	3581	60	2019	1.0306	1.0075	74094	4054	71469	3607	2027	1.0868	1.093	80525	4431	77673	3943	13	4	9	13	4	80538	4435	77686	3947	0.0%	0.1%		
31	B2188, Sayers Common	2022 ATC						37.6	2022	7356	1497	7212	1461	2027	1.0868	1.093	7995	1636	7838	1597	0	0	0	0	0	7995	1636	7838	1597	0.0%	0.0%		
32	B2116, Henfield Road, Albourne	3147	149	3036	133	30	2019	1.0306	1.0075	3243	150	3128	134	2027	1.0868	1.093	3525	164	3400	146	0	0	0	0	0	3525	164	3400	146	0.0%	0.0%		
33	A23, North of the A272	79511	3118	75826	2774	60	2019	1.0306	1.0075	81016	3141	78147	2795	2027	1.0868	1.093	88049	3434	84930	3055	27	15	12	27	15	88075	3448	84957	3070	0.0%	0.4%		
34	A27, West of A23	65298	2421	62763	2154	60	2019	1.0306	1.0075	67059	2439	64684	2170	2027	1.0868	1.093	72880	2666	70298	2372	25	17	8	25	17	72904	2683	70323	2389	0.0%	0.6%		
35	A27, East of A23	71173	2852	68652	2538	60	2019	1.0306	1.0075	73351	2873	70753	2557	2027	1.0868	1.093	79718	3141	76894	2795	13	7	5	13	7	79730	3148	76907	2802	0.0%	0.2%		
36	A259, West of Church Street	25825	548	24920	488	40	2019	1.0305	1.0075	26623	552	25680	491	2026	1.0746	1.075	28609	594	27596	528	1	0	1	1	0	28610	594	27597	529	0.0%	0.1%		
37	A259 East of Wick	24797	469	23880	417	40	2019	1.0305	1.0075	25512	473	24608	420	2026	1.0746	1.075	27415	508	26444	452	4	0	4	4	0	27419	508	26448	452	0.0%	0.0%		

Annex B Figures

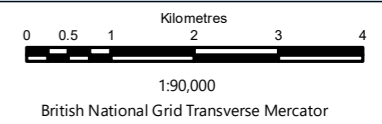
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 Ordnance Survey 0100031673

Key

- Proposed DCO Order Limits
- Access from public highway during construction
- Access track
- TCC A-62, A-63, A-68
- TCC A-39
- TCC A-05



Rampion Extension Development



Rampion 2 Offshore Wind Farm
 Figure 23.2.1 Onshore route Temporary Construction Compound (TCC) Sections and accesses from public highways

Traffic Generation Technical Note
 Environmental Statement

System Identifier: 42285-WSPE-ES-ON-FG-OT-8516	Version: 1.0
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Company: WSP	Drawn By: SHEPS	Chk/Prvrd: SUTET	Drawn Date: 08/08/2023	Status: Draft
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