

# A27 Chichester Bypass

## Traffic Forecasting Report

(updated 27 July 2016)



# Traffic Forecast Report – List of Amendments

The following changes have been made since the version issue don 14 July 2016.

## Corrections

| Version      | Page    | Para/Table/Figure | Comment                                                                                                                                                                                                                                                                                                         |
|--------------|---------|-------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 14 July 2016 | 37      | Table 4-3         | Option 4 costs inconsistently presented in market prices and discounted to 2010 prices used in Economic Appraisal. Now revised to be consistent with other Option costs in the table which are presented in 2014 Q1 prices and then inflated to outturn costs using HE projected construction related inflation |
|              | 52 & 60 | 6.11.1 & 6.12.1   | Incorrect Appendix Reference                                                                                                                                                                                                                                                                                    |
|              | --      | Appendix I        | Missing in original issue – now included within document                                                                                                                                                                                                                                                        |
|              | --      | Appendix J        | Missing in original issue – now included within document                                                                                                                                                                                                                                                        |
|              | --      | Appendix K        | Missing in original issue – now included within document                                                                                                                                                                                                                                                        |
|              | --      | Appendix L        | Missing in original issue – now included within document                                                                                                                                                                                                                                                        |

## Formatting Issues

| Version      | Page | Para/Table/Figure  | Comment                                    |
|--------------|------|--------------------|--------------------------------------------|
| 14 July 2016 | lii  | TOC                | Reference Errors – now corrected           |
|              | 25   | 3.5.7              | Reference Error – now corrected            |
|              | 33   | Para 4.4.3 – 4.4.4 | Blank paragraphs – now corrected           |
|              | 33   | Table 4-5          | Table split over two pages – now corrected |

## Contents

|          |                                                                 |           |
|----------|-----------------------------------------------------------------|-----------|
| <b>1</b> | <b>Study Overview .....</b>                                     | <b>1</b>  |
| 1.1      | Background.....                                                 | 1         |
| 1.2      | Scheme History.....                                             | 2         |
| 1.3      | Scheme Assessment.....                                          | 3         |
| 1.4      | Statement of Scheme Objectives .....                            | 3         |
| 1.5      | Purpose and Use of Model .....                                  | 5         |
| 1.6      | Structure of Report.....                                        | 5         |
| <b>2</b> | <b>Overview of Current Base Year Model.....</b>                 | <b>6</b>  |
| 2.1      | Overview .....                                                  | 6         |
| 2.2      | Study Area .....                                                | 6         |
| 2.3      | Time Periods .....                                              | 7         |
| 2.4      | User Class Segmentation.....                                    | 8         |
| 2.5      | Journey Purpose Segmentation .....                              | 8         |
| 2.6      | Assignment Procedure .....                                      | 9         |
| 2.7      | Generalised Cost Parameters .....                               | 9         |
| 2.8      | Software Used.....                                              | 9         |
| 2.9      | Model Calibration and validation.....                           | 10        |
| 2.10     | Travel Patterns Analysis.....                                   | 10        |
| <b>3</b> | <b>Forecasting Approach .....</b>                               | <b>12</b> |
| 3.1      | Overview of Approach .....                                      | 12        |
| 3.2      | Traffic Forecasting Guidance .....                              | 13        |
| 3.3      | Uncertainty in Forecasting - OVERVIEW.....                      | 13        |
| 3.4      | Uncertainty Log and the Identification of a Core Scenario ..... | 14        |
| 3.5      | Identification of LOW AND HIGH GROWTH SCENARIOS .....           | 16        |
| 3.6      | The National Transport Model and NTEM .....                     | 17        |
| 3.7      | Variable Demand .....                                           | 17        |
| 3.8      | Strategic Development Sites .....                               | 18        |
| <b>4</b> | <b>Forecast Network Development.....</b>                        | <b>19</b> |
| 4.1      | Overview .....                                                  | 19        |
| 4.2      | Forecast Years.....                                             | 20        |
| 4.3      | Do Minimum Highway Schemes.....                                 | 20        |
| 4.4      | Do Something Highway Options.....                               | 22        |
| 4.5      | Forecast Years Values of Time and Vehicle Operating Costs ..... | 25        |
| 4.6      | Forecast Network Calibration .....                              | 26        |
| <b>5</b> | <b>Forecast Matrix Development.....</b>                         | <b>27</b> |

|                   |                                                                                   |           |
|-------------------|-----------------------------------------------------------------------------------|-----------|
| 5.1               | Overview .....                                                                    | 27        |
| 5.2               | NTEM Growth .....                                                                 | 27        |
| 5.3               | Trip Generation for Future Developments .....                                     | 30        |
| 5.4               | Goods Vehicle Growth .....                                                        | 31        |
| 5.5               | Fixed Trip Matrix Development.....                                                | 31        |
| 5.6               | Matrix Checks .....                                                               | 32        |
| 5.7               | Fixed trip Assignment Checks Prior to Variable Demand.....                        | 33        |
| 5.8               | Derivation of Daily Traffic Flows .....                                           | 33        |
| <b>6</b>          | <b>Variable Demand Model .....</b>                                                | <b>35</b> |
| 6.1               | VDM Methodology .....                                                             | 35        |
| 6.2               | Test for Applying VDM .....                                                       | 35        |
| 6.3               | Methodology.....                                                                  | 35        |
| 6.4               | VDM Convergence Criteria.....                                                     | 37        |
| 6.5               | Assignment Model Convergence.....                                                 | 38        |
| 6.6               | Matrix Total Comparison .....                                                     | 38        |
| 6.7               | Convergence and Scheme Benefits for Economic Robustness .....                     | 42        |
| 6.8               | Variable Demand Forecast Assignment Checks - TUBA .....                           | 43        |
| 6.9               | Impact on Network Performance – Vehicle-Hours for variable demand flows .....     | 44        |
| 6.10              | Impact on Network Performance – Vehicle-Kilometres for variable demand flows..... | 44        |
| 6.11              | Core Scenario: Variable Traffic Flows – Impact on A27 .....                       | 44        |
| 6.12              | Core Scenario: Variable Traffic Flows – Impact on A27 .....                       | 49        |
| 6.13              | Comparison of route times on existing A27 Bypass and within Chichester .....      | 50        |
| 6.14              | Comparison of Journey Times through Chichester .....                              | 53        |
| 6.15              | Economic Assessment.....                                                          | 59        |
| 6.16              | Dependant Development.....                                                        | 59        |
| 6.17              | Provision of traffic data .....                                                   | 60        |
| 6.18              | Summary of Assignment Results.....                                                | 60        |
| <b>7</b>          | <b>High and Low Growth Scenario Results.....</b>                                  | <b>61</b> |
| 7.1               | Overview .....                                                                    | 61        |
| 7.2               | High and Low Growth Variable Demand Convergence.....                              | 61        |
| 7.3               | High and Low Growth Traffic Flows on Strategic Roads .....                        | 62        |
| 7.4               | Matrix Total Comparison .....                                                     | 62        |
| 7.5               | Economic Assessment – high and low growth.....                                    | 71        |
| <b>8</b>          | <b>Summary.....</b>                                                               | <b>72</b> |
| 8.2               | Conclusion .....                                                                  | 73        |
| <b>Appendix A</b> | <b>Uncertainty Log .....</b>                                                      | <b>74</b> |
| <b>Appendix B</b> | <b>Growth Factors for Cars (TEMPRO) and Goods Vehicles (NTM) .....</b>            | <b>80</b> |



|                   |                                                          |            |
|-------------------|----------------------------------------------------------|------------|
| <b>Appendix C</b> | <b>Strategic Development Trip Rates .....</b>            | <b>85</b>  |
| <b>Appendix D</b> | <b>Traffic Flow Factors .....</b>                        | <b>86</b>  |
| <b>Appendix E</b> | <b>Converge Statistics .....</b>                         | <b>87</b>  |
| <b>Appendix F</b> | <b>Vehicle-Hours for Variable Demand Flows.....</b>      | <b>96</b>  |
| <b>Appendix G</b> | <b>Vehicle-Kilometres for Variable Demand Flows.....</b> | <b>108</b> |
| <b>Appendix H</b> | <b>Change in Journey Times.....</b>                      | <b>120</b> |
| <b>Appendix I</b> | <b>Traffic Flow Diagrams – CORE Growth .....</b>         | <b>148</b> |
| <b>Appendix J</b> | <b>Traffic Flow Diagrams – LOW Growth .....</b>          | <b>185</b> |
| <b>Appendix K</b> | <b>Traffic Flow Diagrams – HIGH Growth.....</b>          | <b>222</b> |
| <b>Appendix L</b> | <b>TRAFFIC FLOW PLOT Differences.....</b>                | <b>259</b> |
| <b>Appendix M</b> | <b>A27 Journey Times Low and High Scenarios .....</b>    | <b>350</b> |
| <b>Appendix N</b> | <b>AADT Traffic FLOWS .....</b>                          | <b>357</b> |

## Tables

|                                                                                                                             |    |
|-----------------------------------------------------------------------------------------------------------------------------|----|
| Table 2-1: Purpose, User Class and Vehicle Class Correspondence .....                                                       | 8  |
| Table 2-2: Proportion of Traffic on the Chichester Bypass with Origin and Destination outside the Chichester District ..... | 11 |
| Table 3-1: Summary of Low and High Growth in Relation to Core Scenario .....                                                | 16 |
| Table 4-1: Do Minimum Highway Schemes .....                                                                                 | 20 |
| Table 4-2: Do Something Options .....                                                                                       | 22 |
| Table 4-3: Scheme Costs – Most Likely .....                                                                                 | 23 |
| Table 4-4: A27 Scheme Options – Upgrades to A27 Chichester Bypass Junctions .....                                           | 24 |
| Table 4-5: Generalised Cost Parameters for 2014 in 2010 prices.....                                                         | 25 |
| Table 4-6: Generalised Cost Parameters for 2020 in 2010 prices.....                                                         | 25 |
| Table 4-7: Generalised Cost Parameters for 2035 in 2010 prices.....                                                         | 25 |
| Table 4-8: Generalised Cost Parameters for 2041 in 2010 prices.....                                                         | 25 |
| Table 5-1: Number of Dwellings and Jobs per Development Site .....                                                          | 30 |
| Table 5-2: Fixed Trip Matrix Totals and Growth .....                                                                        | 33 |
| Table 6-1: Calibrated VDM Parameters.....                                                                                   | 36 |
| Table 6-2: VDM Elasticities .....                                                                                           | 36 |
| Table 6-3: DIADEM Convergence – Relative Gap (%) – CORE Scenarios.....                                                      | 37 |
| Table 6-4: Pre-VDM and Post-VDM Matrix Totals - CORE .....                                                                  | 38 |
| Table 6-5: Demand Supply GAP Statistics-Core Scenario.....                                                                  | 42 |
| Table 6-6: User benefits Statistics-Core Scenario .....                                                                     | 42 |
| Table 6-7: % Gap vs % benefits-Core Scenario .....                                                                          | 43 |
| Table 6-8: Demand Supply GAP Statistics-Core Scenario.....                                                                  | 43 |
| Table 6-9: User benefits Statistics-Core Scenario .....                                                                     | 43 |

|                                                                                                                     |    |
|---------------------------------------------------------------------------------------------------------------------|----|
| Table 6-10: % Gap vs % benefits-Core Scenario.....                                                                  | 43 |
| Table 6-11: Comparison of AM Peak Hour Flows on major sections of existing A27 .....                                | 45 |
| Table 6-12: Comparison of PM Peak Hour on major sections of existing A27 .....                                      | 47 |
| Table 6-13: Comparison of Journey Times - 2020 Core .....                                                           | 51 |
| Table 6-14: Comparison of Journey Times - 2035 Core .....                                                           | 52 |
| Table 6-15: Comparison of Journey Times - 2041 Core .....                                                           | 53 |
| Table 6-16: Journey Times through Chichester in 2014 vs 2035 Do Minimum .....                                       | 56 |
| Table 6-17: Comparison of Journey Time through Chichester for All Options 2035 AM Peak<br>Hour .....                | 57 |
| Table 6-18: Comparison of Journey Times on the A27 Chichester Bypass with and without<br>Dependant Development..... | 59 |
| Table 7-1: Low and High Growth DIADEM Convergence – Relative Gap (%).....                                           | 61 |
| Table 7-2: Pre-VDM and Post-VDM Matrix Totals – LOW .....                                                           | 62 |
| Table 7-3: Pre-VDM and Post-VDM Matrix Totals – HIGH.....                                                           | 67 |

## Figures

|                                                                                                      |    |
|------------------------------------------------------------------------------------------------------|----|
| Figure 1-1: Scheme Location - A27 Chichester bypass .....                                            | 1  |
| Figure 2-1: Study Area .....                                                                         | 6  |
| Figure 2-2: Modelled Highway Network .....                                                           | 7  |
| Figure 2-3: Definition of Through Trips on Chichester Bypass .....                                   | 10 |
| Figure 3-1: Forecasting Method.....                                                                  | 13 |
| Figure 3-2: Uncertainty Log Area.....                                                                | 14 |
| Figure 3-3: Strategic Development Sites .....                                                        | 18 |
| Figure 4-1: Flow Diagram Showing Forecast Network Development .....                                  | 19 |
| Figure 4-2: Offline Options Alignment.....                                                           | 23 |
| Figure 5-1: TEMPRO Zones in Modelled Study Area .....                                                | 28 |
| Figure 5-2: Flow Diagram Showing Forecast Trip Matrix Development .....                              | 29 |
| Figure 6-1: Location of journey time routes measured for comparison.....                             | 50 |
| Figure 6-2: Location of modelled zones between which journey time is measured for<br>comparison..... | 54 |

## GLOSSARY OF TERMS

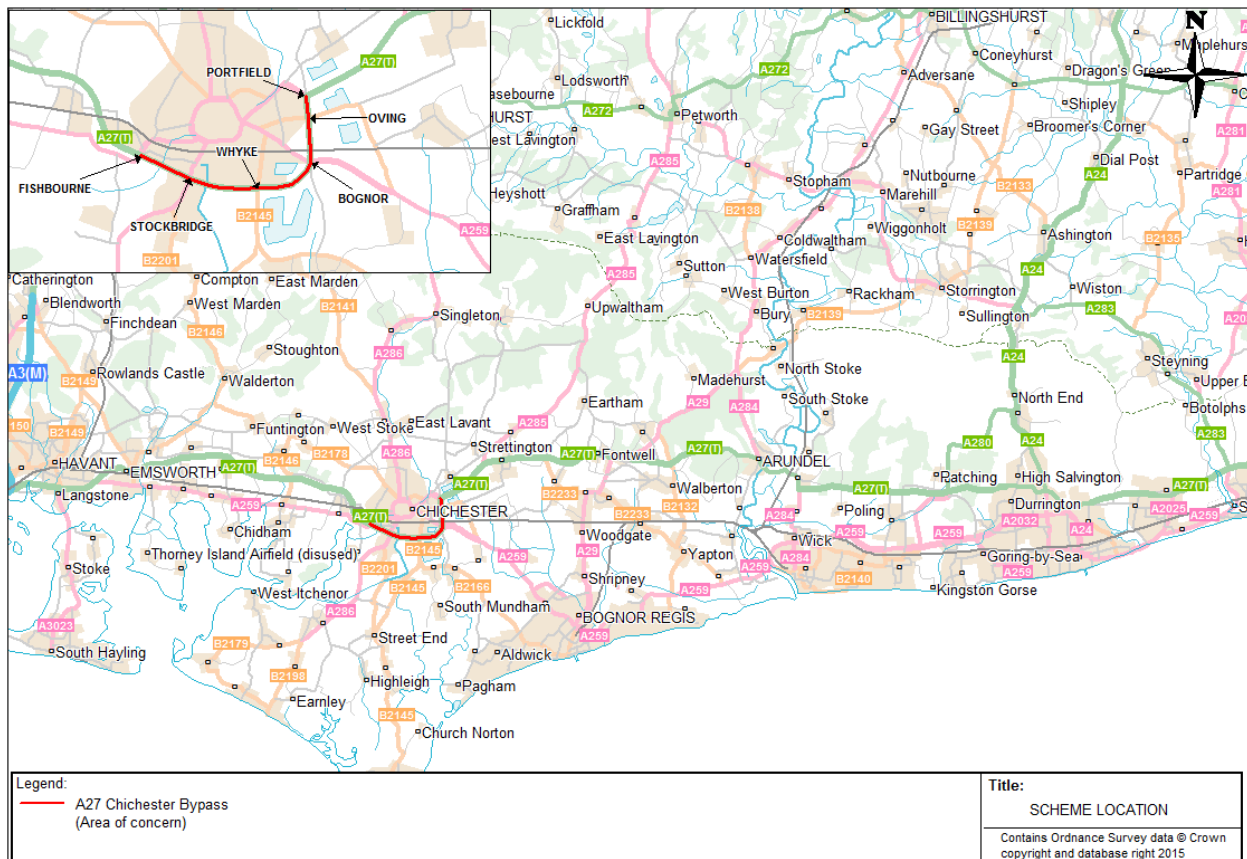
|          |                                                                      |
|----------|----------------------------------------------------------------------|
| AADT     | Annual Average Daily Traffic                                         |
| ASR      | Appraisal Specification Report                                       |
| ATC      | Automatic Traffic Count                                              |
| AQMA     | Air Quality Management Area                                          |
| BCR      | Benefit to Cost Ratio                                                |
| CEC      | Cheshire East Council                                                |
| COBA     | COst Benefit Analysis                                                |
| CTRIPEND | DfT Trip End Program (part of NTEM)                                  |
| DfT      | Department for Transport                                             |
| DM       | Do Minimum                                                           |
| DMRB     | Design Manual for Roads and Bridges                                  |
| DS       | Do Something                                                         |
| FDAR     | Future Development Assumption Report                                 |
| GDP      | Gross Domestic Product                                               |
| GEH      | Geoffrey E. Havers Statistic                                         |
| GPS      | Global Positioning System                                            |
| HA       | Highways Agency                                                      |
| HE       | Highway England                                                      |
| HGV      | Heavy Goods Vehicle                                                  |
| IP       | Inter Peak                                                           |
| JTS      | Journey Time Surveys                                                 |
| LGV      | Light Goods Vehicle                                                  |
| LMVR     | Local Model Validation Report                                        |
| LTP      | Local Transport Plan                                                 |
| MCC      | Manual Classified Count                                              |
| MCTC     | Manual Classified Turning Count                                      |
| NATCOP   | National Car Ownership Program                                       |
| NTEM     | National Trip End Model                                              |
| NTM      | National Transport Model                                             |
| NTS      | National Travel Survey                                               |
| O/D      | Origin and Destination                                               |
| OGV      | Other Goods Vehicle                                                  |
| OS       | Ordnance Survey                                                      |
| P/A      | Production and Attraction                                            |
| PASSQ    | Option within SATURN software                                        |
| PCF      | Project Control Framework                                            |
| PCU      | Passenger Car Unit                                                   |
| Ppk      | Pence per kilometre                                                  |
| Ppm      | Pence per minute                                                     |
| PVC      | Present Value Costs                                                  |
| QUADRO   | Queues and Delays at Roadworks                                       |
| RoS      | Report of Survey                                                     |
| RSI      | Road Side Interviews                                                 |
| SAR      | Scheme Assessment Report                                             |
| SATURN   | Simulation and Assignment of Traffic in Urban Road Networks          |
| SCS      | Sustainable Community Strategy                                       |
| SEMMMS   | South East Manchester Multi-Modal Study                              |
| TASM     | Transport Appraisal and Strategic Modelling                          |
| TEMPRO   | Trip End Model Program                                               |
| TFR      | Traffic Forecasting Report                                           |
| TLDs     | Trip Length Distributions                                            |
| TRAADS   | TRAffic Database System                                              |
| TRIPS    | Commercial Modelling Software                                        |
| TUBA     | Transport User Benefits Appraisal                                    |
| V/C      | Volume to Capacity                                                   |
| VISSIM   | A microscopic simulation tool for modelling multimodal traffic flows |
| VOC      | Vehicle Operating Cost                                               |
| WebTAG   | Web based Transport Analysis Guidance                                |

# 1 Study Overview

## 1.1 Background

- 1.1.1 Highways England<sup>1</sup> has commissioned Jacobs to develop a traffic model which can be used to assess different options proposed for the A27 Chichester Bypass Improvements scheme intended to release congestion.
- 1.1.2 The A27 is the only strategic east-west road along the south coast, directly linking Eastbourne in East Sussex to Portsmouth in Hampshire via Brighton, Worthing, Arundel, Chichester and Havant, and onto Southampton and beyond using the M27. In Chichester the A27 loops around the south of the city, forming the Chichester Bypass. The 5km length of the bypass is dual carriageway and comprises five at-grade roundabouts (Fishbourne, Stockbridge, Whyke, Bognor Road and Portfield), and one signalised junction (Oving). Figure 1-1 shows the location of these key junctions. These junctions are where the radial routes between the south coast (Manhood Peninsula and Bognor Regis) and the city centre cross the bypass, and junction spacing varies from 0.5km to 1.3km.

**Figure 1-1: Scheme Location - A27 Chichester bypass**



<sup>1</sup> Previously known as the Highways Agency.



- 1.1.3 Although a strategic route, the majority of traffic using the bypass is local traffic entering and leaving Chichester itself. It is the combination of the close proximity of the junctions and the conflict between the impeding north-south and east-west traffic flows that generates significant congestion and extensive queuing at most of the junctions at peak times, disrupting the mainline flow of the road and compromising its operation as a strategic route.
- 1.1.4 In addition Chichester District Council Air quality Report 2015 states that “Whilst our District’s air quality is generally good there are some specific areas where vehicle pollution causes us to fail a health based standard for nitrogen dioxide. Some of our roads carry high volumes of traffic through the City and future development poses a challenge from additional vehicle trips”.
- 1.1.5 In 2000, the South Coast Multi Modal Study (SoCoMMS) recommended that these issues be resolved using high level local strategies including grade separation of four of the junctions along the A27. These options were rejected in 2003 by the Secretary of State (SoS) on environmental grounds. By March 2005, HE during public consultation presented new options which were developed with an aim to accommodate the views of all key stakeholders, minimise damage to the environment, support local issues and public transport solutions. Lower cost variations of the options were assessed and developed by HE, culminating in a shortlist of four options being promoted at the end of Project Control Framework (PCF) Stage 1 in 2010.
- 1.1.6 Since 2010, two further studies into the A27 around Chichester have been undertaken independently from HE. One was instigated by Chichester District Council (CDC) in 2012, the other by West Sussex County Council (WSCC) in 2013. The outcome of the studies proposed improvements to the bypass junctions which were designed in conjunction with housing developers or partly funded by local developers. None of the junction improvements identified in the CDC or WSCC reports has been implemented.

## 1.2 Scheme History

- 1.2.1 The previous HE study identified four options for improvements to the A27 Chichester Bypass. These considered different scenarios at each of the six junctions, including grade separation, full or restricted movement signalised junctions, signalisation of the existing roundabout, or to do nothing.
- *i. Option 11 – a mid-range option, including grade-separation of Fishbourne Junction and full signalisation of Bognor Road Junction (preferred option).*
  - *ii. Option 13 – based on the original Option 1 presented for Public Consultation in 2004/2005 but without any improvements to the existing Portfield Junction. This option included grade separation at Fishbourne and Bognor Road Junctions with restricted movements at the intermediate junctions.*
  - *iii. Option 15 – based on the original Option 2 presented for Public Consultation in 2004/2005 but without any improvements to the existing Portfield Junction. This option included grade separation at Fishbourne and Bognor Road Junctions with restricted movements at the intermediate junctions. It also included the SLR (Stockbridge Link Road).*
  - *iv. Option 19 – a least cost option, including grade-separation of Fishbourne Junction but with limited improvements at other junctions*

- 1.2.2 Subsequent to the suspension of the HE scheme in 2010, two further, low-cost, schemes were identified in studies commissioned by Local Authorities:
- *v. Options identified by West Sussex County Council*
  - *vi. Options identified by Chichester District Council*
- 1.2.3 These options recommended junction improvements to all six junctions on the bypass and were envisaged as measures in order to ensure local developments did not cause the levels of congestion and queuing on the bypass to deteriorate beyond those forecasted in 2031 without any developments (but not reducing congestion levels to those experienced in 2009). In addition two other options have been reviewed:
- *vii. a northern bypass*
  - *viii. a southern bypass*

### **1.3 Scheme Assessment**

- 1.3.1 In 2015 a new study was commissioned was by Highways England to assess options for improvements to the Chichester Bypass.
- 1.3.2 During PCF Stage 1 a filtering process has been undertaken to determine the appropriate options to take forward into Stage 2 option selection. Six options, plus sub-options for Options 1, 2 & 3, were taken forward into the PCF Stage 2 assessment. The shortlisted options include online, offline and hybrid options.
- 1.3.3 In February 2016, Highways England decided to exclude the northern and southern bypass options (Options 4, 5 and 6) as they were found to exceed Highways England's £250m budget. At this time the sub option for Option 2 (Option 2A) was also discounted as the economic and environmental assessment found that Option 2 performed better. It is understood that HE will consult on schemes that will meet their objectives to improve traffic flow and safety, that sit at the lower end of the £100m to £250m range. These improvements will be to four junctions on the A27 Chichester Bypass, as stated in the Government's 2014 Roads Investment Strategy.

### **1.4 Statement of Scheme Objectives**

- 1.4.1 We aim to remove conflict and congestion at the bypass junctions and improve access to Chichester, the Bournes, the Manhood and the wider Bognor Regis area, enabling other local transport improvements to be implemented. The objectives of the scheme are presented in the Client scheme requirements and are set out below:

The scheme 'A27 Chichester Bypass - Upgrading 4 junctions on the existing 3.5m bypass' was included in the HM Treasury's June 2013 White Paper 'Investing in Britain's Future', as part of a 'Pipeline of HA road schemes which the government is committed to funding as part of this Spending Round, subject to value for money and deliverability.'

The scheme is also included in the 2014 Roads Investment Strategy and Autumn Statement. At a local level the Scheme aligns with:

#### **The draft Chichester Local Plan**

- by providing capacity to accommodate development, particularly housing, in the draft Plan.

**The West Sussex Transport Plan:**

- to assist introduction of a three-pronged strategy: increasing travel choice in all urban areas, influencing travel behaviour, and ensuring efficient use of the network
- to contribute to efficient, safe, less congested transport networks
- to encourage cycling and walking as real alternatives for short trips
- to facilitate improved priority for buses crossing the A27 on approaches to Chichester

**Transport Objective**

- Reduce congestion on the Chichester bypass
- Improve road safety, during construction, operation and maintenance for all, as defined in DMRB Volume 0 Section 2 Part 3 GD 04/12:
  - Road workers
  - Road users
  - Other parties
- Reduce adverse environmental impacts & eliminate where possible
  - Address existing Air Quality Management Areas (AQMAs) and ensure no further AQMAs are created as a result of selected option
  - Address existing noise priority areas and ensure no further noise priority areas as a result of selected option
- Improve journey time reliability on the Strategic Road Network (SRN).
- Improve capacity and support the growth of regional economies
  - Facilitate timely delivery of the scheme to enable provision of housing demand in line with the Chichester Local Plan
  - Improve regional connectivity
  - Improve accessibility to areas with tourist activity

**Consider buildability, to ensure the design:**

- Facilitates ease of construction within the scheme / land constraints
- Minimises disruption to road users and local residents from construction activities
- Facilitates practical traffic management solutions during construction

Regional and local objectives were agreed at a Workshop on 21 January 2015, and are listed below for information

**Regional - West Sussex County Council (WSCC)**

- Tackling Climate Change
- Promoting economic growth
- Improving Safety, Health and Security
- Improving Accessibility

**Local - Chichester District Council (CDC)**

- Mitigating the impacts of congestion and manage traffic flows, especially on A27
- Encourage and support opportunities for businesses.
- Ensure provision for access to new housing
- Encourage and support opportunities for businesses.
- Improve transport links to support and encourage tourism.

- Maintain and improve connection of areas by footpaths and cycle paths
- Conserve and enhance the historic landscape and natural environment
- Take account of the potential future need for a park and ride site on the eastern and western approaches to the city

## **1.5 Purpose and Use of Model**

- 1.5.1 Throughout the appraisal of an improvement scheme, traffic models are developed and refined. In general, traffic models become more detailed as a scheme progresses. The previous version of the traffic model was developed to assess the junction improvement options as described above, and to present the relevant results.
- 1.5.2 The 2009 Chichester Area Transport Model (CATM) has been revised to bring it up to date and to allow it to provide the traffic forecasts needed for the current stage of option selection. The opportunity is also being taken to use the latest version of the software previously used.
- 1.5.3 The key objective behind development of the CATM 2014 model is to understand the impact of identified options to relieve the congestion on A27 Chichester bypass. The model can be used for:
- Detailed representation of traffic patterns, flows, delays and congestion, and to support both future forecasts, and the Strategic Case for the scheme.
  - Understanding the impacts of different potential scheme options, in order to optimise the proposals;
  - Demonstrating the impacts that the scheme(s) are likely to have on the local and strategic road network;
  - Allow assessment of the benefits of the scheme, and underpin the Value for Money Case for the scheme.
  - Inform the environmental impacts of traffic flow on Noise, Air Quality and other environmental indices;
  - Model the impacts of key strategic housing and nonhousing developments;
  - Support local public/stakeholder consultation.

## **1.6 Structure of Report**

- 1.6.1 This report covers the principles, assumptions and methodology employed to develop the forecasting scenarios. These traffic forecasts will feed into the economic appraisal, setting out the narrative of the comparative impacts of the benefits of each options appraised.
- 1.6.2 The structure of the remainder of this report is as follows:
- Chapter 2 – provides a general overview of the current base year model.
  - Chapter 3 – provides a detailed description of the traffic forecasting approach.
  - Chapter 4 – discusses in detail the development of future network development for do minimum and do something scenarios.
  - Chapter 5 – describes the development of forecast matrices for core scenario.
  - Chapter 6 - describes the Variable Demand modelling and forecast methodology
  - Chapter 7 - presents the Variable Demand forecast high and low growth scenario results
  - Chapter 8 - provides a summary and conclusions

## 2 Overview of Current Base Year Model

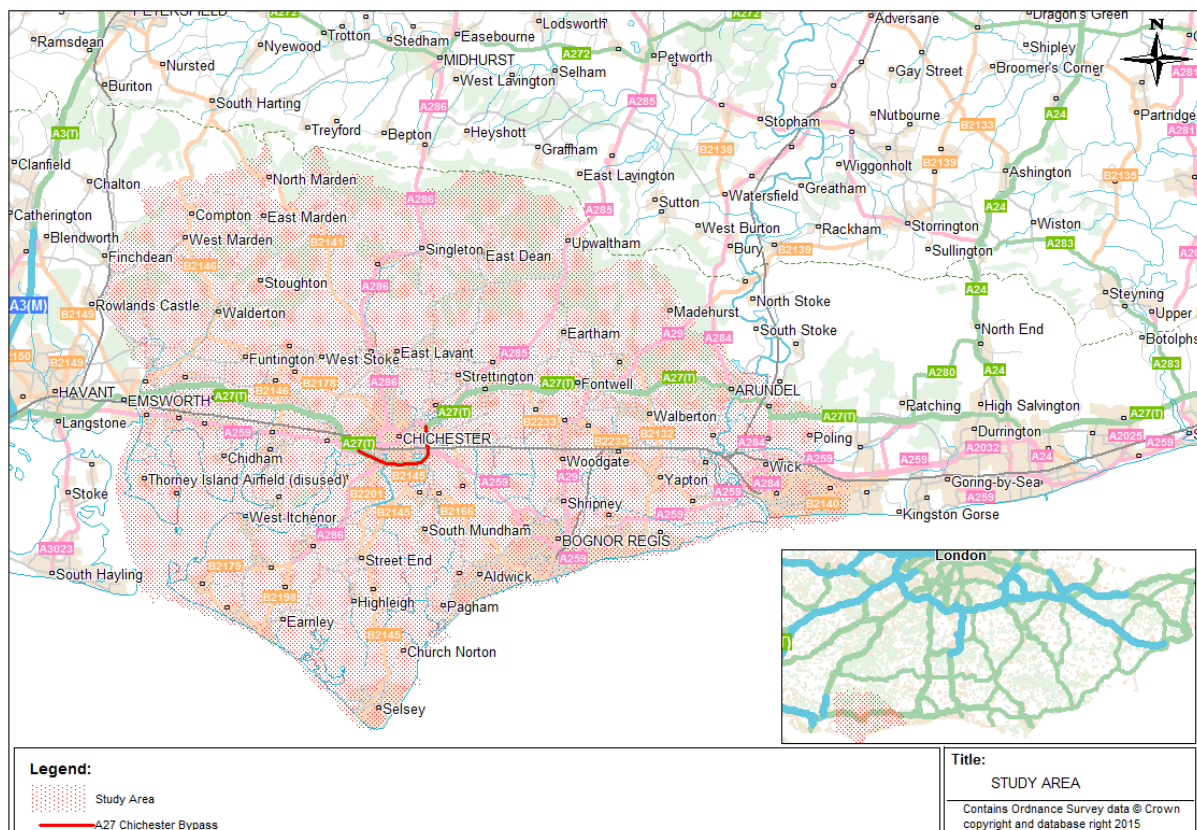
### 2.1 Overview

- 2.1.1 This section gives a brief overview of the Base Year model. This section includes a commentary covering the modelled network structure, time periods, User Classes (vehicle types and journey purposes), assignment technique, generalised cost parameters and the software used.

### 2.2 Study Area

- 2.2.1 The study area for the PCF Stage 2 traffic model, which was defined and agreed with Chichester District Council, was identified in the Local Model Validation Report. This was identified to cover the area directly affected by the proposals being tested, with the potential to assess some peripheral impacts on strategic routes in the vicinity of the affected area.
- 2.2.2 The study area was defined taking into consideration the area which would be affected by the implementation of the scheme and was agreed with stakeholders. The study area comprised the south of Chichester District (to the northern edge of the South Downs) and that portion of Arun District west of Arundel and the River Arun. This is the same area as corresponds to the 2009 CATM Study. This wider area allowed detailed representation (through to actual trip ends) of much of the highways traffic in the centre of Chichester and that using the A27.

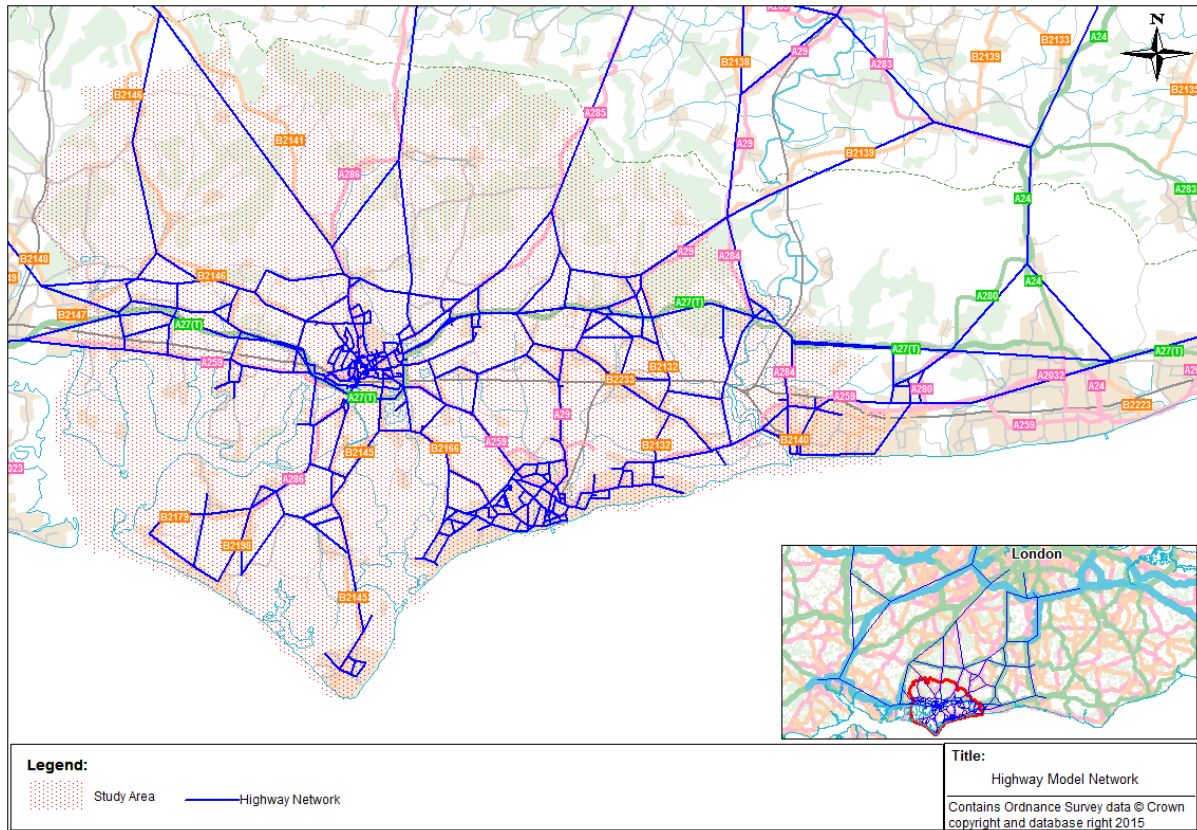
Figure 2-1: Study Area





- 2.2.3 The remainder of West Sussex and immediately surrounding counties were modelled at a medium level of resolution, with more distant areas (e.g. the south west) coded at a regional, or coarser, level of resolution. Figure 2-1 above shows the area covered in the model.

**Figure 2-2: Modelled Highway Network**



## 2.3 Time Periods

- 2.3.1 As mentioned above, traffic models should cover a geographical area beyond which no significant changes in flows are likely to occur as a result of implementing the scheme in question. Similarly, traffic models should also cover those time periods when the most significant flow changes are likely to occur. As traffic flows tend to be higher on weekdays rather than weekends, and tend to be higher during the daytime than evenings or night-time, traffic models usually cover weekday AM and PM peak hours and the period in between (known as the “Inter-Peak”).
- 2.3.2 From previous analysis of the permanent Automatic Traffic Count (ATC) survey information, the following peak hours were identified and have been modelled:
- Weekday AM peak hour = 08:00 – 09:00
  - Weekday Inter-Peak (IP) average hour = average of 10:00 to 16:00
  - Weekday PM peak hour = 17:00 – 18:00

The traffic model has been developed to represent a typical weekday in July 2014, the year and month in which the most recent traffic data was obtained.

## 2.4 User Class Segmentation

- 2.4.1 Journeys are undertaken for a variety of purposes and different journey purposes are associated with different rates of trip making and patterns of travel. The use of journey purpose segments is also consistent with the needs of variable demand forecasting and economic analysis.
- 2.4.2 The highway assignment model groups traffic into “user classes”. These segmentations differentiate between the characteristics of road users, both in terms of their use and their physical attributes. HGVs for example are physically larger than cars, and therefore take up more road space per vehicle. The user classes are summarised as:
- User Class 1 (UC1): Cars used for Commuting
  - User Class 2 (UC2): Cars used for Employer’s Business
  - User Class 3 (UC3): Cars used for Other purposes
  - User Class 4 (UC4): Light Goods Vehicles (LGVs)
  - User Class 5 (UC5): Heavy Goods Vehicles (HGVs)
- 2.4.3 The model aggregates the user classes into “vehicle classes” for use in reporting. The results of the Base Year model will be reported by these vehicle classes, which can be summarised as:
- Vehicle Class 1 (VC1): Cars
  - Vehicle Class 2 (VC2): Light Goods Vehicles (LGVs)
  - Vehicle Class 3 (VC3): Heavy Goods Vehicles (HGVs)

## 2.5 Journey Purpose Segmentation

- 2.5.1 The demand model distinguishes between different journey purposes. The correspondence between journey purposes, user classes, and vehicle classes is provided in Table 2-1.

**Table 2-1: Purpose, User Class and Vehicle Class Correspondence**

| Purpose                                    | User Class (UC) | Vehicle Class (VC) |
|--------------------------------------------|-----------------|--------------------|
| Home Based Work (HBW)                      | UC1             | VC1                |
| Home Based Employer’s Business (HBEB)      | UC2             |                    |
| Non-Home Based Employer’s Business (NHBEB) |                 |                    |
| Home Based Education (HBED)                | UC3             |                    |
| Home Based Shopping (HBS)                  |                 |                    |
| Home Based Other (HBO)                     |                 |                    |
| Non-Home Based Other (NHBO)                |                 |                    |
| LGV                                        | UC4             | VC2                |
| HGV                                        | UC5             | VC3                |

## 2.6 Assignment Procedure

- 2.6.1 For a given trip between an origin zone and destination zone, there are likely to be a number of different routes that road users can choose. The assignment is the process that traffic models use to predict the routes that road users will take between their respective origins and destinations.
- 2.6.2 The assignment procedure used in SATURN for the traffic model aims to satisfy Wardrop's Principle of Traffic Equilibrium, which states that "Drivers choose routes such that, at equilibrium, no individual trip maker can reduce his/her cost of travel by unilaterally changing route".
- 2.6.3 SATURN is built upon two key modelling functions (or sub models); simulation and assignment. These functions combine in an iterative process known as "assignment-simulation loops", and seek to distribute traffic across the network in a way that satisfies Wardrop's Principle of Traffic Equilibrium.
- 2.6.4 Such a model makes a number of assumptions, in particular:
- That network conditions and travel demand do not vary within the modelled period.
  - That travellers in the network have had a long-term experience with these conditions, so that they perceive the travel costs correctly and know the "best" routes to take.
  - That all drivers within a particular User Class perceive costs in the same way. Costs are a combination of time and vehicle running cost, termed 'generalised cost'.
  - The model therefore provides a useful representation of average driver behaviour under long term conditions of recurrent congestion.

## 2.7 Generalised Cost Parameters

- 2.7.1 Generalised cost is the sum of the monetary (e.g. fuel or fare) and non-monetary (e.g. time) travel costs of a journey. TAG Unit M3-1, 2.8.1 provides the formula for the calculation of generalised cost as follows:

$$\text{Generalised Cost} = (\text{VOT} * \text{Time}) + (\text{VOC} * \text{Distance}) + \text{Toll}$$

- 2.7.2 The generalised cost parameters have been calculated for each of the future years/time periods, based on the methodology proposed in TAG Unit M3-1 and values provided in TAG Data book (table A1.3.6, November 2014). VOT and VOC components are fixed values that help to inform the generalised cost formulation in route assignment. VOT and VOC provide values that can be applied as coefficients to the journey distance and journey time of a particular route.

## 2.8 Software Used

- 2.8.1 The following software has been used:
- SATURN Version 11.3.12F – for the assignment of the forecast traffic matrices onto the modelled network.
  - DIADEM Version 5.0 – for modelling traffic induction and suppression using a variable demand approach within the traffic assignment procedure.
  - TEMPRO Version 6.2 Software and NTEM 6.2 Data Set – used to determine traffic growth, including that from development 'allocations' from adopted planning documents.
  - TRICS 7.2.1 – used to determine typical trip rates for development allocations from adopted planning documents.

- 2.8.2 All software has been used in accordance with appropriate guidance. Any deviations from the guidance and assumptions made have been clearly stated within this report.

## 2.9 Model Calibration and validation

- 2.9.1 As demonstrated in the PCF Stage 2 LMVR, the model network was calibrated (adjusted) where appropriate. Once calibration was complete, the modelled flows and journey times were compared to independent surveyed flows, in a process known as validation. The results produced fulfilled the DMRB and WebTAG model validation criteria.
- 2.9.2 Details of the calibration and validation process and outcome is documented in the LMVR. The results of the validation demonstrated that the base traffic model produced a sufficiently accurate representation of existing traffic flows and journey times within the study area such that the model can be used with confidence as the basis from which to forecast future traffic flows and journey times, both with and without the improvement scheme.

## 2.10 Travel Patterns Analysis

- 2.10.1 Origin and Destinations data were collected in the model study area (shown in Figure 2-1) from mobile phone data in 2014. These formed the basis on the traffic model used in the assessment of the various options to improve the bypass route.
- 2.10.2 The following table presents the proportion of traffic using the A27 Chichester bypass that has an origin and destination outside of the Chichester District. Through traffic is defined as traffic using the A27 Chichester Bypass (between Fishbourne and Portfield junctions) that have an origin and destination outside Chichester District and have travelled on the A27 between West of Emsworth and East of Tangmere. These are the two red dots shown on the figure below and coincide with the western and eastern boundary of Chichester District.
- 2.10.3 The analysis shows that between 30% and 40% of daily A27 traffic (7am to 7pm) travelling on the A27 Chichester bypass (between Fishbourne and Portfield junctions) has an origin and destination outside of the Chichester District, and travel on the A27 through Chichester District. The proportion varies dependant on the total traffic travelling between each junction on Chichester bypass.

**Figure 2-3: Definition of Through Trips on Chichester Bypass**



**Table 2-2: Proportion of Traffic on the Chichester Bypass with Origin and Destination outside the Chichester District**

| Eastbound         |             | Total Vehicles | West of Southbourne to East of Tangmere |     |
|-------------------|-------------|----------------|-----------------------------------------|-----|
| Portfield         | Oving       | 19,301         | 5,869                                   | 30% |
| Oving             | Bognor      | 16,190         | 5,869                                   | 36% |
| Bognor            | Whyke       | 17,489         | 5,869                                   | 34% |
| Whyke             | Stockbridge | 14,539         | 5,869                                   | 40% |
| Stockbridge       | Fishbourne  | 16,418         | 5,869                                   | 36% |
|                   |             |                |                                         |     |
| Westbound         |             | Total Vehicles | West of Tangmere to East of Southbourne |     |
| Fishbourne        | Stockbridge | 18,426         | 6,829                                   | 37% |
| Stockbridge       | Whyke       | 17,227         | 6,829                                   | 40% |
| Whyke             | Bognor      | 17,681         | 6,829                                   | 39% |
| Bognor            | Oving       | 17,821         | 6,829                                   | 38% |
| Oving             | Portfield   | 19,601         | 6,829                                   | 35% |
|                   |             |                |                                         |     |
|                   |             |                |                                         |     |
| Eastbound Average |             | 16,787         | 5,869                                   | 35% |
| Westbound Average |             | 18,151         | 6,829                                   | 38% |
|                   |             |                |                                         |     |
| Overall Average   |             | 17,469         | 6,349                                   | 36% |

2.10.4 There are 4 different types of trips for vehicles travelling on the A27 Chichester Bypass identified from the traffic model, these are :

- **12%** Local Trips, with an Origin **and** Destination within the Chichester District.
- **42%** with an Origin **or** Destination within the Chichester District, excluding local trips only.
- **36%** A27 Through Traffic, with an Origin and Destination outside the Chichester District and travelling on the A27 throughout the district.
- **10%** of other Through Traffic, with an Origin and Destination outside the Chichester District, and only travelling on the A27 for part of their journey through the district.

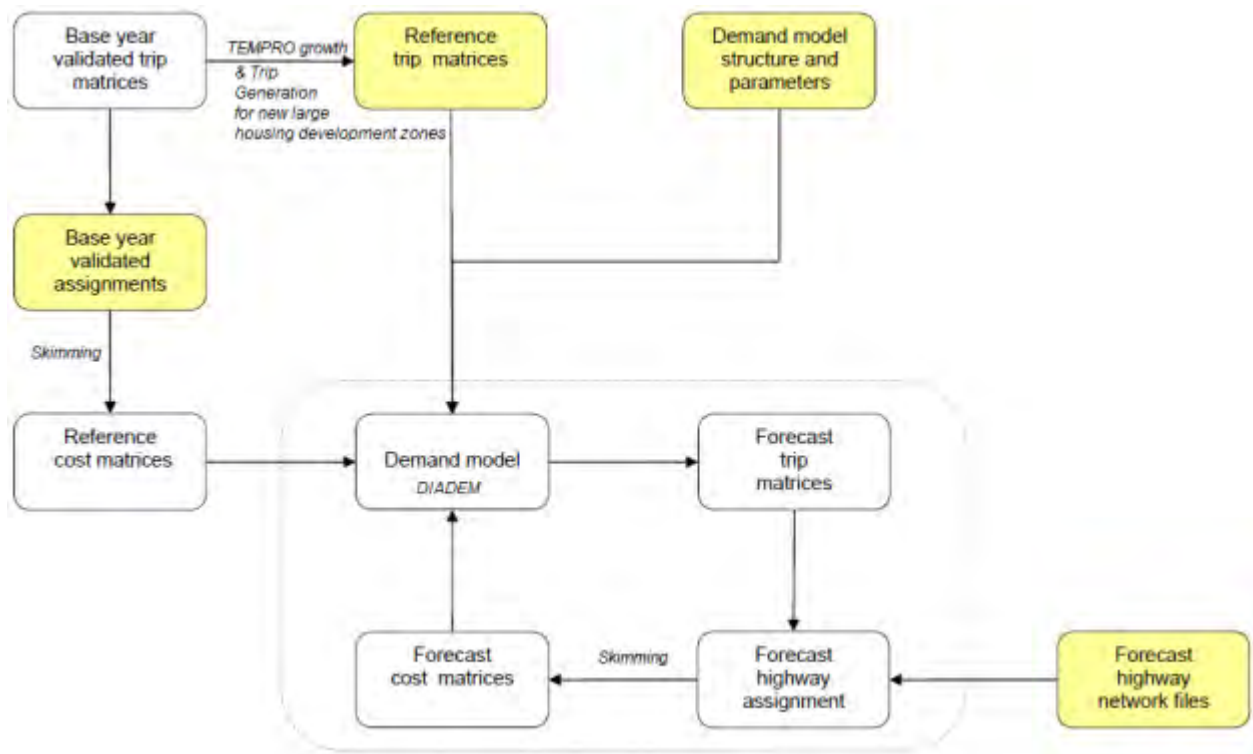


## 3 Forecasting Approach

### 3.1 Overview of Approach

- 3.1.1 The future year traffic flows for the year 2020 (opening year), 2035 (design year) and 2041 (final forecast year) will be used for design development, economic assessments and environmental assessments. In accordance with government guidance, the forecasting approach used involves three basic elements:
- Development of future year network
  - Derivation of future year demand
  - Demand assignment
- 3.1.2 The general method for forecasting future year travel uses factors constrained to TEMPRO growth to update origin and destination trip ends for each zone for each time period/purpose/mode combination. These factors are applied to base year OD demand matrices through a furnishing process to obtain a pivot point demand matrix (which represents updated travel demand in respect of population, car ownership and employment changes under a no travel cost change scenario).
- 3.1.3 The above approach gives uniform growth over NTEM zones and does not necessarily reflect the locations of developments which are often focused at particular sites.
- 3.1.4 Engagement with Chichester District Council, Arun District Council and West Sussex County Council ascertained the latest planning assumptions, drawing on local development. In particular, the latest assumptions for the four largest strategic housing sites included Chichester District Council Local Plan.
- 3.1.5 The strategic sites are large developments close to the A27 Chichester Bypass. These are modelled explicitly as zones in their own right using planning assumptions from the Chichester Local Plan. The number of jobs and households associated with these developments have been removed from the NTEM planning assumptions using TEMPRO prior to extracting growth factors. The explicitly modelled developments have their externally modelled trip generation and distribution which has been then added to the growthed up background matrices. This approach allows estimating the development growth at zone level based on the location of planning data and applies NTEMs adjusted growth to areas for which detailed planning data is not available.
- 3.1.6 Figure 3-1 below provides an overview of the forecasting approach, outlining how the future year network and traffic demand are developed with links to trip generation, trip distribution model components.

**Figure 3-1: Forecasting Method**



## 3.2 Traffic Forecasting Guidance

3.2.1 The HE's Design Manual for Roads and Bridges (DMRB) is used to determine the traffic forecasting methodology used on the project. In particular DMRB Volume 12 Section 2 Part 1 Traffic Appraisal in Urban Areas Chapter 5. DMRB is supplemented by guidance issued in TAG, the DfT's website for Transport Appraisal Guidance. Key TAG Unit references are listed below:

- TAG Unit M4: Forecasting and Uncertainty
- TAG Unit M2: Variable Demand Modelling
- TAG data book, November 2014
- WebTAG Unit 3.15.2: Use of TEMPRO data

## 3.3 Uncertainty in Forecasting - OVERVIEW

3.3.1 The purpose of an 'Uncertainty Log' is to highlight all the local and external uncertainties and factors which could affect traffic/patronage, revenues and delivery of scheme benefits (See Appendix A for details). Typically these factors include proposed developments and transport infrastructure improvements. The role of the log is to assess the certainty/likelihood of each individual factor taking place. The factors which are 'most likely' have been used to derive a 'core scenario', which has been assessed in this report.

3.3.2 The log identifies a number of uncertainties, including factors affecting the traffic and 'demand' e.g. the location, timing, size and nature of developments. These factors determine low, core and high demand scenarios used to determine the robustness of the future year traffic flows.

- 3.3.3 The different scenarios are designed to examine the effects of low and high growth either side of the most likely scenario (known as the Core Scenario), to assess the effects of uncertainty on the scheme appraisal. Sections 3.4 and 3.5 outline the production of the Uncertainty Log, identification of the Core Scenario and the identification of the Low and High scenarios.
- 3.3.4 The uncertainty log covers the area below which includes Chichester and Arun District councils within West Sussex County council. Officers from all three councils have been fully consulted in completion of the uncertainty log.

**Figure 3-2: Uncertainty Log Area**



### **3.4 Uncertainty Log and the Identification of a Core Scenario**

- 3.4.1 The first stage of this process was to produce an 'Uncertainty Log'. The process for creating the Uncertainty Log followed guidance provided in WebTAG Unit M4 section 2.
- 3.4.2 According to the guidance, the Uncertainty log should also contain information on the variable demand model parameters and assumptions. Currently the uncertainty log only includes information on local developments. Sensitivity tests related to model parameters have not been defined at this stage.
- 3.4.3 The initial stage in the production of the Log was to review the Core Strategies for the relevant local authorities. Core Strategies identify all future residential and employment aspirations and are produced as part of the Local Development Framework process.
- 3.4.4 The local district councils in the model study area were consulted and the uncertainty log covers this area. These were Chichester District Council and Arun District council. Officers from West Sussex County Council were also consulted.
- 3.4.5 Developments from the Chichester District council were based upon the Chichester Local Plan, as adopted in July 2015. In consultation with council officers the following documents were used :
- Chichester Local plan key policies 2014
  - Chichester Housing Implementation Strategy

- Chichester District Plan Viability report
  - Chichester Local plan Examination statement
- 3.4.6 Developments from the Arun District council were based upon the Arun Local Plan, as submitted in January 2015. In consultation with council officers the following documents were used :
- Arun District Local Plan
  - Arun District Local Plan- Housing Implementation strategy
- 3.4.7 All the developments and highway schemes that could affect traffic demand in the vicinity of the scheme were identified from those Core Strategies and input into the Uncertainty Log. Key employment and residential developments have been identified in the Uncertainty Log from adopted and emerging Core Strategies and are summarised in Appendix A. All highway schemes are shown in Table 4-1.
- 3.4.8 Each development or highway scheme was then classified into one of the four below uncertainty categories. Liaison with all the relevant local authorities took place as part of this process, and the Uncertainty Log was also approved by the relevant officers from West Sussex County Council, Chichester/Arun District councils and the HE Spatial Planning teams.
- 3.4.9 The role of the log is to assess the certainty/likelihood of each individual factor taking place by placing them into one of the four following categories :
- Near certain – the outcome will happen or there is a high probability that it will happen.
  - More than likely – The outcome is likely to happen but there is some uncertainty.
  - Reasonably foreseeable – The outcome may happen, but there is significant uncertainty.
  - Hypothetical – There is considerable uncertainty whether the outcome will ever happen.
- 3.4.10 The developments in the Local Plan Housing Implementation strategy with approved Planning Permission that have started construction or are scheduled to start in the initial 5 year planning period (2015-2020) as submitted in the Chichester Local Plan Examination to the examining planning inspector were allocated to the Near Certain category.
- 3.4.11 The final task within this stage was to establish a Core Scenario for each modelled year, and append this information to the Uncertainty Log. TAG Unit M4 states that the Core Scenario must be based on planned proposals and represent the outcome that appears most likely given published plans.
- 3.4.12 As stated in TAG Unit M4, some element of judgement is involved, but the identification of the Core Scenario has followed the process recommended in the above guidance by including those developments and highway schemes categorised as ‘near certain’ and ‘more than likely’ in the Uncertainty Log.
- 3.4.13 Full details of how the specific key developments in the Uncertainty Log have been converted to trips for inclusion in the forecast matrices are shown later in Chapter 6.

### 3.5 Identification of LOW AND HIGH GROWTH SCENARIOS

- 3.5.1 The following methodology has been used to identify the low and high growth scenarios, and to specify inputs from the Uncertainty Log to be included within each one. The guidance in TAG Unit M4 recommends that, in addition to the Core Scenario, at least two sensitivity tests must be considered, and it has been agreed with HE that a Low Growth and a High Growth scenario would be considered. The methodology to develop these two scenarios was also discussed and agreed with HE, and is summarised below.
- 3.5.2 The High Growth scenario was developed in two steps. Firstly, the trip matrices were developed and then the networks were developed.
- 3.5.3 To produce the matrices for the High Growth scenario, the uncertainty threshold was lowered so that all the 'reasonably foreseeable' developments from the Uncertainty Log were included, in addition to the 'near certain' and 'more than likely' already present in the Core Scenario. Secondly, national uncertainty, covering such items as GDP growth, fuel price trends, vehicle efficiency changes and other national trends, has been assessed by following the guidance given TAG Unit M4, namely to factor the matrices as follows:
- High Growth scenario, 2014 to 2020 =  $+2.5\% \times \sqrt{(2020-2014)} = +6.1\%$
  - High Growth scenario, 2014 to 2035 =  $+2.5\% \times \sqrt{(2035-2014)} = +11.5\%$
  - High Growth scenario, 2014 to 2041 =  $+2.5\% \times \sqrt{(2041-2014)} = +13.0\%$
- 3.5.4 To produce the network for the High Growth scenario, all relevant 'reasonably foreseeable' highway schemes from the Uncertainty Log were included; the matrices were then assigned to the network following the same process as that for the Core Scenario, including Variable Demand.
- 3.5.5 The Low Growth scenario was developed in a similar way. For the matrices, the uncertainty threshold was unchanged from the Core scenario. The national uncertainty has been assessed in the similar way to the high growth scenario, namely to factor the matrices as follows:
- Low Growth scenario, 2014 to 2020 =  $-2.5\% \times \sqrt{(2020-2014)} = -6.1\%$
  - Low Growth scenario, 2014 to 2035 =  $-2.5\% \times \sqrt{(2035-2014)} = -11.5\%$
  - Low Growth scenario, 2014 to 2041 =  $-2.5\% \times \sqrt{(2041-2014)} = -13.0\%$
- 3.5.6 For the Low Growth scenario the network was unchanged. The matrices were then assigned to the network following the same process as that for the Core Scenario, including Variable Demand.
- 3.5.7 Table 3-1 below summarises the low and high growth scenarios in relation to the Core Scenario.

**Table 3-1: Summary of Low and High Growth in Relation to Core Scenario**

| Certainty              | Developments and Highway Schemes Included/Excluded |               |             |
|------------------------|----------------------------------------------------|---------------|-------------|
|                        | Low Growth                                         | Core Scenario | High Growth |
| Near Certain           | ✓                                                  | ✓             | ✓           |
| More Than Likely       | ✓                                                  | ✓             | ✓           |
| Reasonably Foreseeable | ✗                                                  | ✗             | ✓           |
| Hypothetical           | ✗                                                  | ✗             | ✗           |
| National Uncertainty   | Lower                                              | Standard      | Higher      |



- 3.5.8 All the developments and highway schemes that could affect traffic demand in the vicinity of the scheme were identified from those Core Strategies and input into the Uncertainty Log. Key employment and residential developments have been identified in the Uncertainty Log from adopted and emerging Core Strategies and are summarised in Appendix A. All highway schemes are shown in Table 4-1.
- 3.5.9 Officers from the local planning authorities, Chichester District council, Arun District Council and West Sussex Council were consulted on their level of certainty and incorporated into the log.
- 3.5.10 Full details of how the specific key developments in the Uncertainty Log have been converted to trips for inclusion in the forecast matrices are shown later in Chapter 6.
- 3.5.11 It is recognised that various model parameters may be subject to error; this includes parameters like choice model sensitivity, and national growth. However, at this stage, no sensitivity tests were conducted beyond the low and high growth scenarios described here.

### **3.6 The National Transport Model and NTEM**

- 3.6.1 The forecast published by the Department for Transport (DfT) using the National Transport Model (NTM) has been used to derive growth forecasts for LGVs and HGVs. The National Trip End Model (NTEM) has been used to derive growth forecasts for cars, with the model growth constrained to the relevant NTEM growth.

### **3.7 Variable Demand**

- 3.7.1 Variable Demand Modelling (VDM) captures the principle that demand will be potentially affected by any proposed policy/scheme. TAG unit M2 specifies that variable demand assessment be applied if:
- the scheme is not spatially or financially modest or not modest in terms of its effect on travel costs.
  - there is congestion on the forecast year network in the absence of the scheme or
  - the scheme will have significant effect on travel choices along corridors containing the scheme.
- 3.7.2 DIADEM is a computer software package that was developed to assess variable demand for traffic models. Highways England has confirmed that traffic forecasting and economic assessment based on a SATURN traffic model would meet their requirements. DIADEM is used to model variable demand responses. TAG Unit M2 Appendix H states that “The DIADEM framework controls iteration within assignment and between demand and assignment, to ensure that the calculations reaches an acceptable equilibrium”.
- 3.7.3 The Variable Demand model is an incremental Origin-Destination based model using the same purpose definitions as the assignment model. The distribution response (destination choice) is included in the Variable Demand Model, together with a frequency response for optional (other purpose) trips. The spatial coverage of the Variable Demand model is the same as for the Assignment model and they use the same zone system and generalised cost parameters.
- 3.7.4 More details on the VDM are included in chapter 6.

### 3.8 Strategic Development Sites

- 3.8.1 Strategic Developments are potential larger opportunities for housing growth under consideration as part of the planned development strategy for Chichester district. Chichester Local Plan has identified 4 key strategic sites with good prospects – strategic, commercial and practical – for delivering a substantial contribution to long term growth in the Chichester Local Plan area.
- 3.8.2 They are large developments close to Chichester and therefore the A27. For this reason they have been modelled explicitly as zones in their own right using planning assumptions from the Chichester Local Plan. Details of the size of the developments are shown in Table 5-1.
- 3.8.3 The four sites are :
- Tangmere
  - North East of Chichester (Westhampnett)
  - West of Chichester
  - Shopwyke Lakes\*

\* Shopwyke Lakes has planning consent from Chichester district council.

**Figure 3-3: Strategic Development Sites**



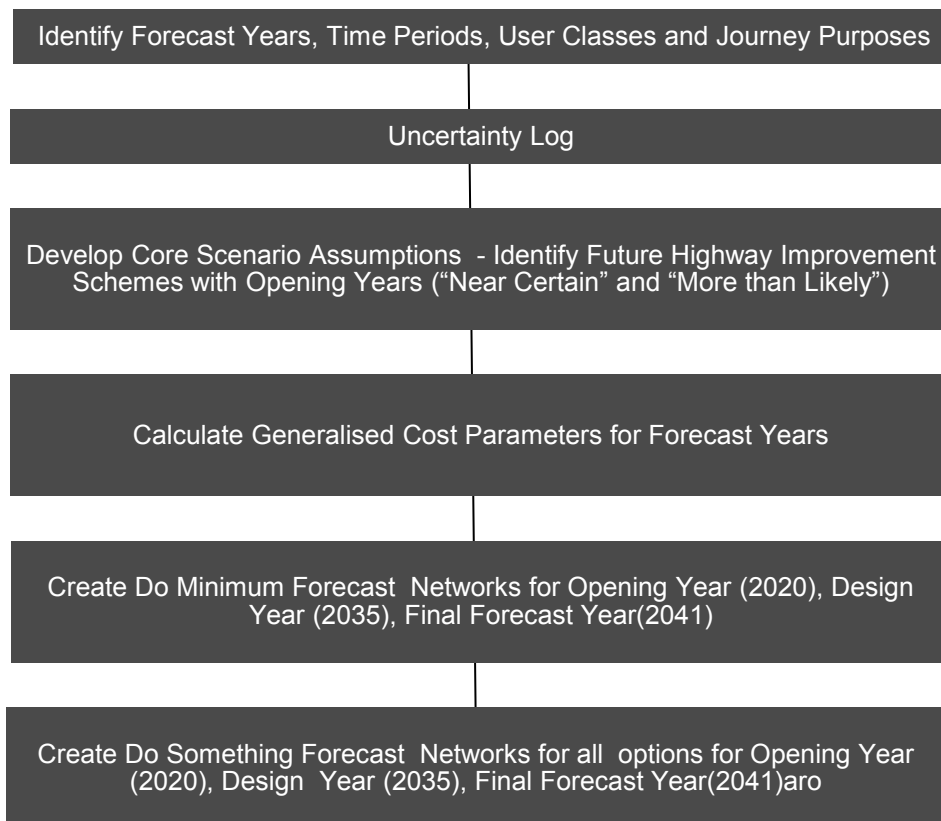
- 3.8.4 All except Shopwyke Lakes, which has planning consent and has started construction, are classed as dependant development. Due to their proximity to the A27 they are dependent on reduction in delays on the congested Chichester Bypass.

## 4 Forecast Network Development

### 4.1 Overview

- 4.1.1 For the purpose of economic and environmental appraisal, a comparison should be made between the traffic simulation with and without the scheme. Thus, a 'do-minimum' and 'do-something' network must be prepared for each modelled forecast year.
- 4.1.2 The 'do-minimum' network for each forecast year is based on the validated base year network and includes additional schemes (except the schemes being appraised) that are expected to be in place by the forecast year. Local schemes within the area shown in Figure 3-2 are included in local authority plans and Highways England road programmes and are included in the 'do-minimum' scenarios. They have been allocated an Uncertainty level as shown in Table 4-1 and applied to Core, Low and High scenarios based on the allocation shown in Table 3-1.
- 4.1.3 The 'do-something' network is based on the 'do-minimum' network however, including the road scheme being appraised. Figure 4-1 gives an overview how the networks have been developed for the future years.

**Figure 4-1: Flow Diagram Showing Forecast Network Development**



## 4.2 Forecast Years

- 4.2.1 Future year traffic flows and journey times are required for design development, economic analysis and environmental assessment purposes. WebTAG Unit M4 states additional forecast years between the scheme opening year and the final forecast year are desirable.
- 4.2.2 The opening year for the scheme is assumed to be 2020, in accordance with the HE delivery plan, and the design year is 2035. The final year to be modelled will be 2041 which is the latest year for which forecasts are available from NTEM. The Chichester Local Plan defines housing development up to 2031. As this is close to the design year it was decided that 2035 will be the intermediate year and 2041 the final forecast year.

## 4.3 Do Minimum Highway Schemes

- 4.3.1 The Do Minimum networks have been prepared for each of the future years. They contain the current highway network from the 2014 base year traffic model together with any other highway changes identified in adopted planning documents that are expected to be in place by each forecast year.
- 4.3.2 Following consultation with West Sussex County Council, Chichester District council and Highways England the following highway schemes are included in the Do Minimum networks. They have been allocated to the Low, Core and High scenarios in accordance with Table 3-1 based on their level of certainty
- 4.3.3 It should be noted the only Highways England scheme in the RIS programme or designated Funds scheme within the area shown in Figure 3-2 was the A27 Chichester Bypass improvement scheme itself.

**Table 4-1: Do Minimum Highway Schemes**

| Scheme                                                                                                       | Forecast Year  | Level of Uncertainty   | Comments                             |
|--------------------------------------------------------------------------------------------------------------|----------------|------------------------|--------------------------------------|
| Junction improvement at A259 Cathedral Way /Fishbourne Road East                                             | 2020,2035,2041 | Near Certain           |                                      |
| West of Chichester Link Road                                                                                 | 2035,2041      | Near Certain           | Opening in 2024                      |
| Junction improvement at the "Comet Corner" staggered junction of A259 / B2132                                | 2020,2035,2041 | Hypothetical           |                                      |
| Junction improvement at A259/Church Lane, Climping                                                           | 2020,2035,2041 | Reasonably Foreseeable |                                      |
| A284 Lyminster Bypass                                                                                        | 2020,2035,2041 | Near Certain           |                                      |
| Road from Westhampnett Road / Church Road to Barnfield Drive                                                 | 2020,2035,2041 | Near Certain           |                                      |
| Interim improvements to support the shopwhyke/portfield development site.                                    | 2020,2035,2041 | Near Certain           |                                      |
| Upgrades at the A27 Portfield Roundabout and Oving Road to support the shopwhyke/portfield development site. | 2035,2041      | Near Certain           | Opening after 2020 and prior to 2035 |
| Upgrades at the Bognor Road junction                                                                         | 2035,2041      | Near Certain           | Opening after 2020 and prior to 2035 |
| Roundabout on Westhampnett Road at Church Road                                                               | 2020,2035,2041 | Near Certain           |                                      |
| Disconnecting Church Road from A27                                                                           | 2035,2041      | Near Certain           | Opening in 2021                      |
| Improvements at Sainsbury's roundabout                                                                       | 2035,2041      | Near Certain           | Opening in 2021                      |
| Connections to Graylingwell site                                                                             | 2020,2035,2041 | Near Certain           |                                      |
| Connections to West of Tangmere development site to A27 / A285 junction West of Tangmere                     | 2035,2041      | Near Certain           |                                      |
| Bognor Regis Relief Road - North Bersted                                                                     | 2020,2035,2041 | Near Certain           |                                      |

## A27 Chichester Bypass Improvement Scheme

### Traffic Forecasting Report

| Scheme                                                               | Forecast Year  | Level of Uncertainty   | Comments                    |
|----------------------------------------------------------------------|----------------|------------------------|-----------------------------|
| Bognor Regis Relief Road – Felpham                                   | 2020,2035,2041 | Near Certain           |                             |
| A29 Realignment Scheme Route 6 and D                                 | 2035,2041      | Near Certain           | Opening in 2021             |
| A29 Realignment Scheme Route 12                                      | 2035,2041      | Reasonably Foreseeable | Opening in 2021             |
| A27/A29 Fontwell Western Roundabout                                  | 2020,2035,2041 | Near Certain           |                             |
| Rowan way cycle route scheme                                         | 2020,2035,2041 | Near Certain           |                             |
| A29 Shripney Road cycle route scheme                                 | 2020,2035,2041 | Near Certain           |                             |
| Westbourne 20mph Scheme                                              | 2020,2035,2041 | Near Certain           | Outside detailed model area |
| Improvement at the A259/Bridge Road junction at Littlehampton Bypass | 2020,2035,2041 | Reasonably Foreseeable | Outside detailed model area |
| Felpham Traffic Management A259 road mitigation scheme               | 2020,2035,2041 | Near Certain           | No impact on network        |
| Climping Traffic Management                                          | 2020,2035,2041 | Near Certain           | No impact on network        |
| Bersted Traffic Management Scheme                                    | 2020,2035,2041 | Near Certain           | No impact on network        |
| Bognor High Street Improvement                                       | 2020,2035,2041 | Near Certain           | No impact on network        |
| Safer Routes to Schools Project - Nyewood Infant & Junior Schools    | 2020,2035,2041 | Near Certain           | No impact on network        |
| Safer Routes to Schools - Rose Green Infant & Junior Schools         | 2020,2035,2041 | Near Certain           | No impact on network        |



#### 4.4 Do Something Highway Options

- 4.4.1 Nine options were shortlisted for the option selection stage. They include four online, two offline and three hybrid options. These are detailed in Table 4-2 and Figure 4-2.
- 4.4.2 The total estimated costs of the online, offline and hybrid schemes, based on a two-stage Road Investment Strategy, are given in Table 4-3.

**Table 4-2: Do Something Options**

| Option | Type           | Route                                                                                                                                       | Note                                                                                                                                                                                                                                       | Stockbridge Link Road*                                  |
|--------|----------------|---------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------|
| 1      | Online option  | Upgrade of existing A27 route                                                                                                               | Reduced connectivity with radial routes on existing online route.                                                                                                                                                                          | No                                                      |
| 1A     | Online option  | Upgrade of existing A27 route                                                                                                               |                                                                                                                                                                                                                                            | No                                                      |
| 2      | Hybrid option  | Upgrade of existing A27 route                                                                                                               | Reduced connectivity with radial routes on existing online route. Additional of Stockbridge link road to compensate                                                                                                                        | Yes                                                     |
| 2A     | Hybrid option  | Upgrade of existing A27 route                                                                                                               | Reduced connectivity with radial routes on existing online route. Additional link road to compensate parallel to the A27. (alternative to Option 2 above)                                                                                  | Link Road realigned to run parallel to A27 bypass route |
| 3      | Online option  | Upgrade of existing A27 route                                                                                                               | Low Cost At Grade Upgrade Option. Reduced connectivity with radial routes on existing online route.                                                                                                                                        | No                                                      |
| 3A     | Online option  | Upgrade of existing A27 route                                                                                                               | Increase to 3 lanes on mainline. Reduced connectivity with radial routes on existing online route.                                                                                                                                         | No                                                      |
| 4      | Offline option | 2 lane Dual carriageway (70mph speed limit) Northern Route – Only one intermediate junction near East Lavant                                | High Speed Interchange West of Fishbourne Roundabout to high speed interchange prior Boxgrove Roundabout, with grade separate junction at Lavant. Assumes closure of Boxgrove rbt, access to A27 from Tangmere Rd.                         | No                                                      |
| 5      | Offline option | 2 lane Dual carriageway (70mph speed limit) Northern Route– Only one intermediate junction near East Lavant                                 | As option 4 with alternate alignment west of Chichester where the new A27 diverts to the new alignment.                                                                                                                                    | No                                                      |
| 6      | Hybrid option  | Upgrade of existing A27 route, diverting away from existing Oving and Portfield junctions as 2 lane dual carriageway with 70mph speed limit | New A27 diverges away from existing A27 and crosses over the A259 and railway. Dumbbell arrangement created by using the existing Bognor Roundabout and creating a new roundabout on the A259. Vinnetrov Road diverted onto new roundabout | Yes                                                     |

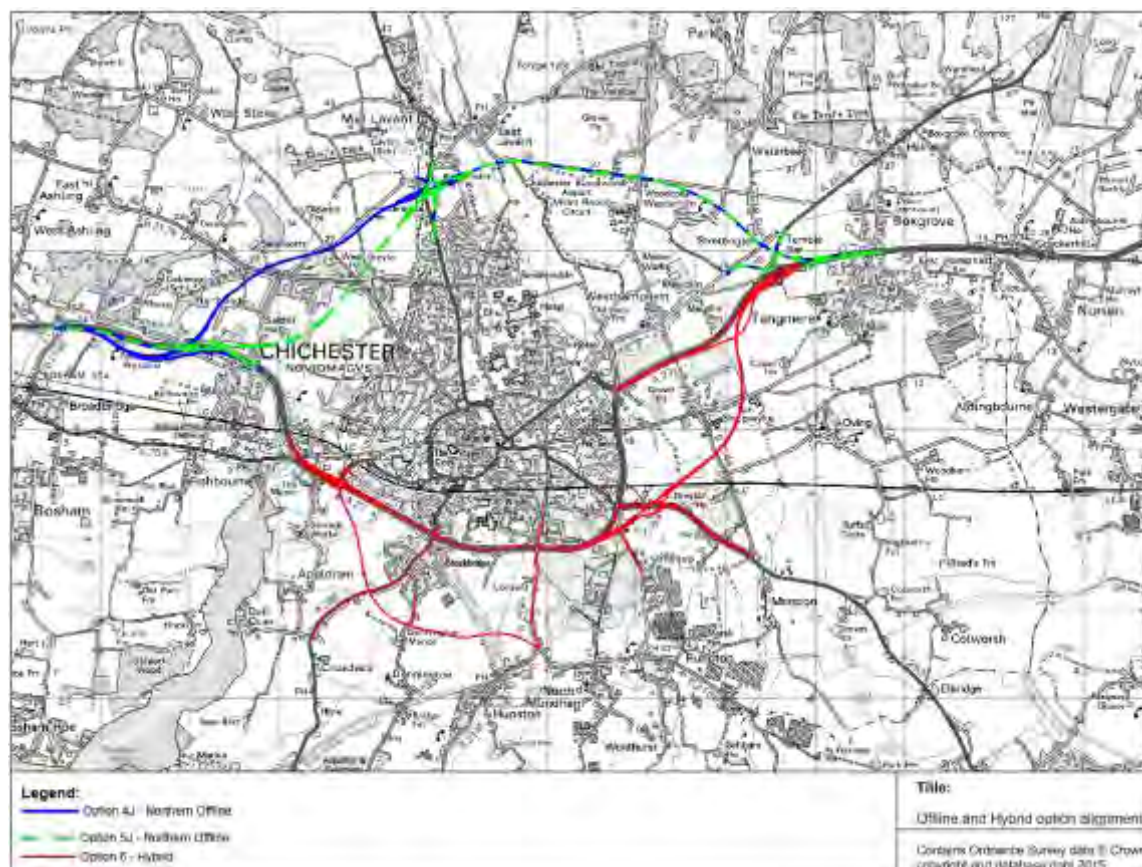
\* - Provision of new link road (60 mph speed limit) to run from Fishbourne roundabout around Stockbridge to east of B3126 to compensate for loss of connectivity at the Stockbridge and Whyke junctions.

**Table 4-3: Scheme Costs – Most Likely**

| Option | Type           | Route                                                                                                                                       | Total Cost* |
|--------|----------------|---------------------------------------------------------------------------------------------------------------------------------------------|-------------|
| 1      | Online option  | Upgrade of existing A27 route                                                                                                               | £182m       |
| 1A*    | Online option  | Upgrade of existing A27 route                                                                                                               | £139m       |
| 2      | Hybrid option  | Upgrade of existing A27 route, with Stockbridge Link Road                                                                                   | £280m       |
| 2A     | Hybrid option  | Upgrade of existing A27 route, with Alternate Link Road                                                                                     | £242m       |
| 3      | Online option  | Upgrade of existing A27 route                                                                                                               | £47m        |
| 3A*    | Online option  | Upgrade of existing A27 route                                                                                                               | £171m       |
| 4      | Offline option | 2 lane Dual carriageway (70mph speed limit) Northern Route – Only one intermediate junction near East Lavant                                | £332m       |
| 5      | Offline option | 2 lane Dual carriageway (70mph speed limit) Northern Route– Only one intermediate junction near East Lavant. Alternate alignment            | £307m       |
| 6      | Hybrid option  | Upgrade of existing A27 route, diverting away from existing Oving and Portfield junctions as 2 lane dual carriageway with 70mph speed limit | £583m       |

*Note costs are presented 2014 Q1 Prices inflated to outturn costs using HE projected construction related inflation*

**Figure 4-2: Offline Options Alignment**



4.4.3 Table 4-4 gives a brief description of each option and alignment of the offline options.

**Table 4-4: A27 Scheme Options – Upgrades to A27 Chichester Bypass Junctions**

| Option          | Fishbourne             | Stockbridge                                         | Whyke                                               | Bognor                                           | Oving                                                                      | Portfield                             |
|-----------------|------------------------|-----------------------------------------------------|-----------------------------------------------------|--------------------------------------------------|----------------------------------------------------------------------------|---------------------------------------|
| 1               | Grade Separation       | Signals & banned right turns and radial straight on | Signals & banned right turns and radial straight on | Grade Separation                                 | No Signal & closure of Oving Rd East                                       | As Do Min <sup>‡</sup>                |
| 1A              | Grade Separation       | As Do Min                                           | As Do Min                                           | Grade Separation                                 | No Signal & closure of Oving Rd East                                       | As Do Min <sup>‡</sup>                |
| 2               | Grade Separation       | Mainline elevated. No connection to radial route    | Mainline elevated. No connection to radial route    | Grade Separation                                 | No Signal & closure of Oving Rd East                                       | As Do Min <sup>‡</sup>                |
| 2A*             | Grade Separation       | Mainline elevated. No connection to radial route    | Mainline elevated. No connection to radial route    | Grade Separation                                 | No Signal & closure of Oving Rd East                                       | As Do Min <sup>‡</sup>                |
| 3               | Signalised 'Hamburger' | Signals & banned right turns                        | Signals & banned right turns                        | Signalised Roundabout                            | Signalised with banned right turns & Oving Rd East closed except for buses | Segregated left turn lane for A27 SB. |
| 3A <sup>†</sup> | Signalised 'Hamburger' | Signals & banned right turns                        | Signals & banned right turns                        | Grade Separation                                 | Signalised with banned right turns & Oving Rd East closed except for buses | As Do Min <sup>‡‡</sup>               |
| 4**             | As Do Min              | As Do Min                                           | As Do Min                                           | As Do Min                                        | As Do Min                                                                  | As Do Min                             |
| 5**             | As Do Min              | As Do Min                                           | As Do Min                                           | As Do Min                                        | As Do Min                                                                  | As Do Min                             |
| 6               | Grade Separation       | Mainline elevated. No connection to radial route    | Mainline elevated. No connection to radial route    | Dumbbell arrangement with new roundabout on A259 | As Do Min                                                                  | As Do Min                             |

\* Option 2A is the same as Option 2 along the existing Chichester Bypass Junctions

\*\* Assumes closure of Boxgrove Rbt and access to A27 from Tangmere Rd, with compensating access road from Tangmere to A285/A27 junction

\*\* Both Options 4 & 5 have no improvements to the existing Chichester Bypass Options

<sup>†</sup> Includes widening of main line A27 carriageway from dual to three lane (D3AP) in each direction from Fishbourne Rbt to Bognor Rbt

<sup>‡</sup> As per Do Minimum 2035/2041

<sup>‡‡</sup> As per Do Minimum 2020

## 4.5 Forecast Years Values of Time and Vehicle Operating Costs

4.5.1 Standard values have been taken from TAG data book, November 2014 and presented in Table 4-5 to Table 4-8 below.

**Table 4-5: Generalised Cost Parameters for 2014 in 2010 prices**

| User Class  | Period |       |            |       |       |       |
|-------------|--------|-------|------------|-------|-------|-------|
|             | AM     |       | Inter peak |       | PM    |       |
|             | PPM    | PPK   | PPM        | PPK   | PPM   | PPK   |
| Car Commute | 13.52  | 6.73  | 13.42      | 6.73  | 13.23 | 6.73  |
| Car Work    | 45.84  | 12.51 | 44.78      | 12.51 | 44.07 | 12.51 |
| Car other   | 17.25  | 6.73  | 17.93      | 6.73  | 18.45 | 6.73  |
| LGV         | 21.84  | 15.23 | 21.84      | 15.23 | 21.84 | 15.23 |
| HGV         | 41.80  | 39.45 | 41.80      | 39.45 | 41.80 | 39.45 |

PPM = Pence per Minute – VOT coefficient, PPK = Pence per Kilometre – VOC coefficient

**Table 4-6: Generalised Cost Parameters for 2020 in 2010 prices**

| User Class  | Period |       |            |       |       |       |
|-------------|--------|-------|------------|-------|-------|-------|
|             | AM     |       | Inter peak |       | PM    |       |
|             | PPM    | PPK   | PPM        | PPK   | PPM   | PPK   |
| Car Commute | 15.05  | 5.65  | 14.94      | 5.65  | 14.75 | 5.65  |
| Car Work    | 51.07  | 11.58 | 49.95      | 11.58 | 49.11 | 11.58 |
| Car other   | 18.99  | 5.65  | 19.74      | 5.65  | 20.36 | 5.65  |
| LGV         | 24.43  | 14.21 | 24.43      | 14.21 | 24.43 | 14.21 |
| HGV         | 46.76  | 39.52 | 46.76      | 39.52 | 46.76 | 39.52 |

PPM = Pence per Minute – VOT coefficient, PPK = Pence per Kilometre – VOC coefficient

**Table 4-7: Generalised Cost Parameters for 2035 in 2010 prices**

| User Class  | Period |       |            |       |       |       |
|-------------|--------|-------|------------|-------|-------|-------|
|             | AM     |       | Inter peak |       | PM    |       |
|             | PPM    | PPK   | PPM        | PPK   | PPM   | PPK   |
| Car Commute | 19.93  | 5.50  | 19.81      | 5.50  | 19.60 | 5.50  |
| Car Work    | 67.79  | 11.30 | 66.48      | 11.30 | 65.21 | 11.30 |
| Car other   | 24.52  | 5.50  | 25.45      | 5.50  | 26.40 | 5.50  |
| LGV         | 32.74  | 14.80 | 32.74      | 14.80 | 32.74 | 14.80 |
| HGV         | 62.66  | 45.81 | 62.66      | 45.81 | 62.66 | 45.81 |

PPM = Pence per Minute – VOT coefficient, PPK = Pence per Kilometre – VOC coefficient

**Table 4-8: Generalised Cost Parameters for 2041 in 2010 prices**

| User Class  | Period |       |            |       |       |       |
|-------------|--------|-------|------------|-------|-------|-------|
|             | AM     |       | Inter peak |       | PM    |       |
|             | PPM    | PPK   | PPM        | PPK   | PPM   | PPK   |
| Car Commute | 22.58  | 5.68  | 22.43      | 5.68  | 22.21 | 5.68  |
| Car Work    | 76.79  | 11.46 | 75.30      | 11.46 | 73.86 | 11.46 |
| Car other   | 27.77  | 5.68  | 28.83      | 5.68  | 29.90 | 5.68  |
| LGV         | 37.08  | 15.03 | 37.08      | 15.03 | 37.08 | 15.03 |
| HGV         | 70.98  | 46.87 | 70.98      | 46.87 | 70.98 | 46.87 |

PPM = Pence per Minute – VOT coefficient, PPK = Pence per Kilometre – VOC coefficient

## **4.6 Forecast Network Calibration**

- 4.6.1 The coded networks were first graphically reviewed to check if there were any links missing in the modelled network. Curved lines were adopted in SATURN to relate the model to drawings and for easy identification of errors.
- 4.6.2 Link lengths of the new links introduced in the scheme were checked against the drawings. Two nodes were identified beyond which the network does not change in any future year DM and DS scenario; overall distance between these two points via the old bypass was checked for all options to make sure that any network edits have not introduced errors.
- 4.6.3 The networks were in general checked for junction type, number of lanes, any restriction, speed limits, etc. The networks were then checked for logical routes and illogical delays and calibrated to reduce the delays.
- 4.6.4 Interactive network check meetings between the model developing team and design team further ensured the robustness of the network coding.
- 4.6.5 Turn saturation flows are calculated based on the junction geometry and standard speed flow curves have been used for future network development.



## **5 Forecast Matrix Development**

### **5.1 Overview**

- 5.1.1 This section describes how future year matrices have been developed using fixed trip demand forecasting techniques, including traffic growth from future developments, and how variable demand is then incorporated.
- 5.1.2 With variable demand modelling, the fixed trip matrices produced are used as inputs to a demand model which assesses individuals' responses to changes associated with the operation of the transport network and modifies the matrices accordingly.
- 5.1.3 For each future year (opening year - 2020, design year - 2035 and final forecast year - 2041), matrices have been produced for the AM peak, inter peak and PM peak. Figure 5-2 provides an overview of how the matrices have been developed for the future years.

### **5.2 NTEM Growth**

- 5.2.1 Origin and Destination growth rates were extracted using the TEMPRO software for the relevant TEMPRO zones (as shown in the figure below) and aggregation of zones in the modelled external area for each modelled time period and journey purpose and applied to the base year matrices.
- 5.2.2 The number of households and jobs from large developments (as discussed in the following section) were removed from the NTEM planning assumptions and the growth rates extracted. The growth rates were applied to the base year matrices.
- 5.2.3 A table summarising TEMPRO growth rates used for each year, purpose and time period is included in Appendix B.
- 5.2.4 Figure 5-1 shows the zoning systems used by NTEM and the model. The most recently available NTEM boundaries are for version 5.2, but data from NTEM version 6 is used throughout this study. The model study area comprises Chichester District zones, plus Arun District zones excluding the eastern parts of 45UC0 and 45UC1
- 5.2.5 There is a difference between NTEM versions, with three zones in the version 5 zones (45UD0a, 45UD0b and 45UD1) merged, to form the two zones in version 6 (comprising 46UD0a and 45UD0b). Zone 45UD1 represents the Chichester City centre separately from the surrounding rural area. The merging of the zones means that separate growth rates for rural and City NTEM zones are no longer available from NTEM.

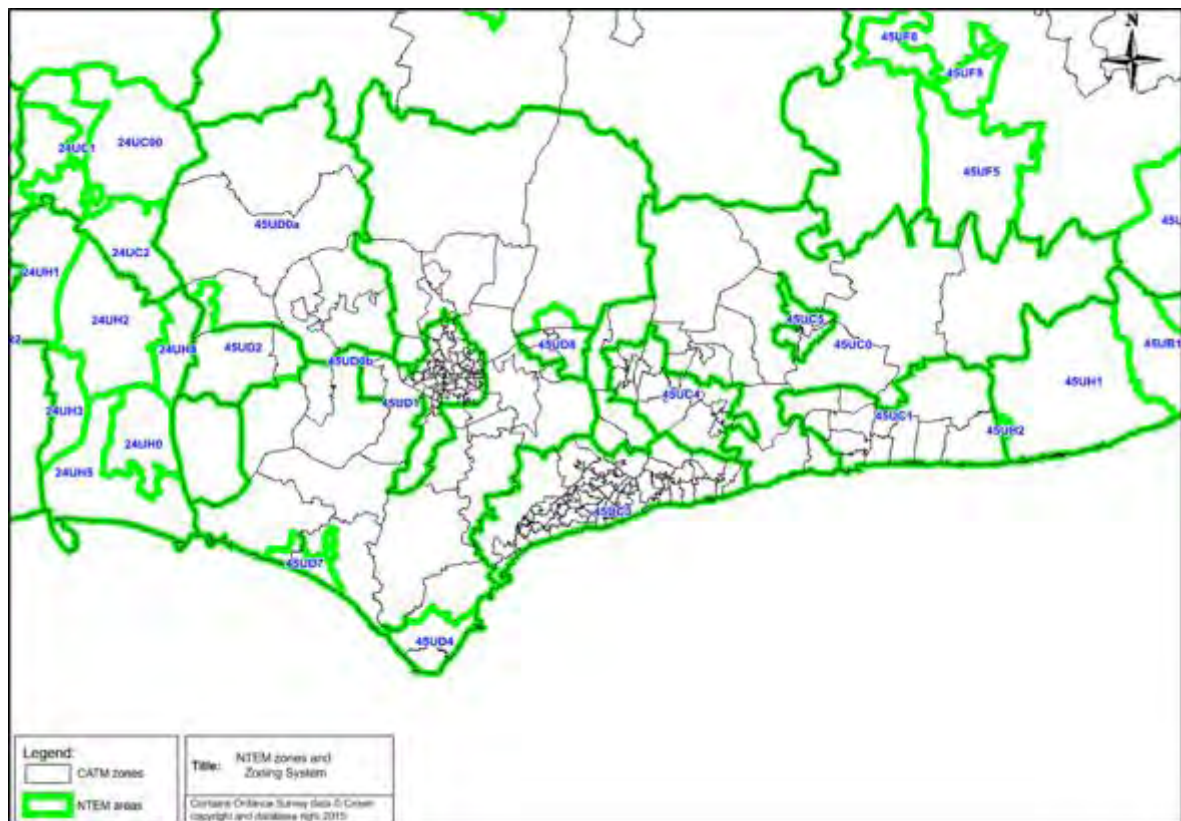
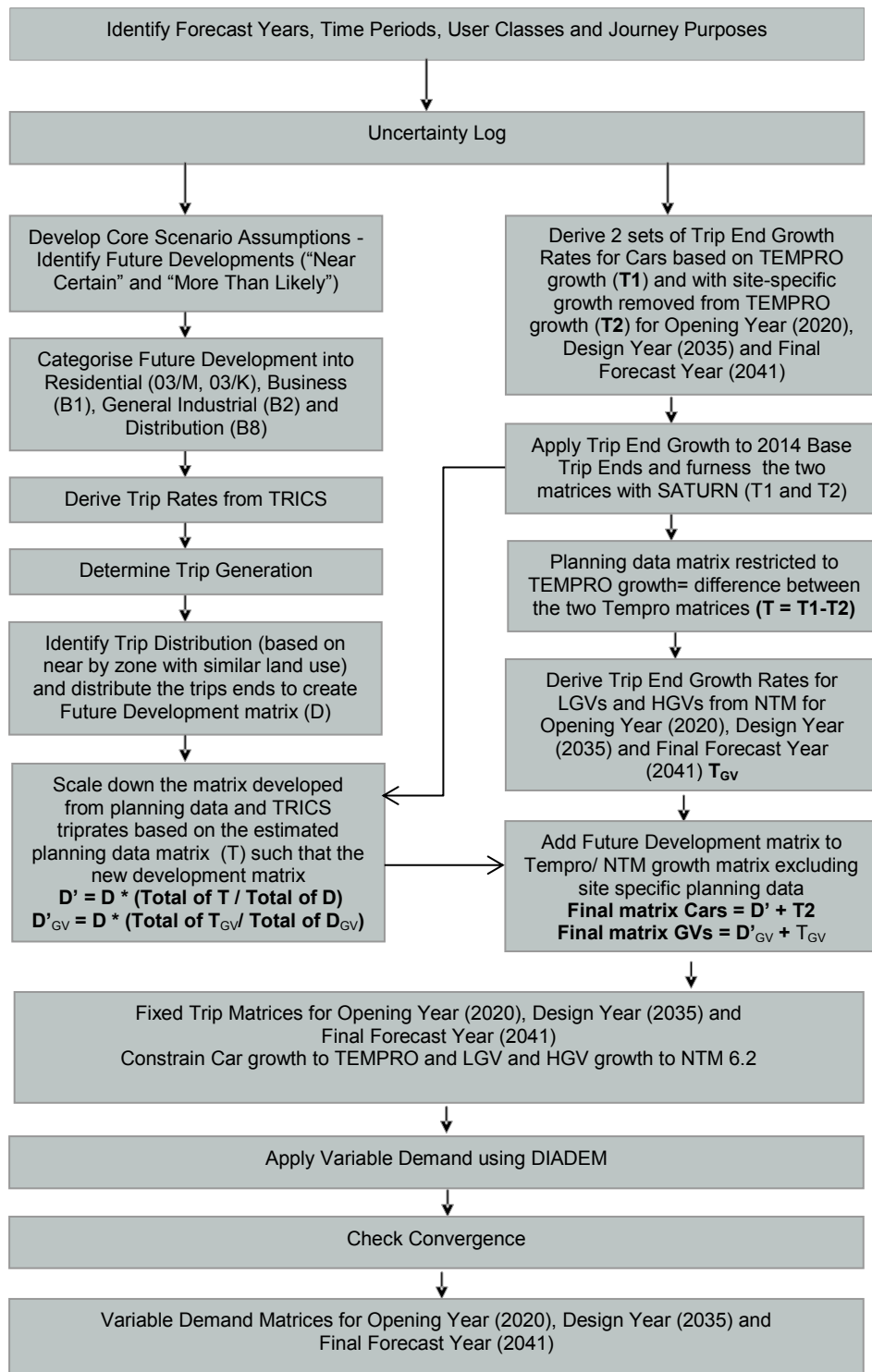


**Figure 5-2: Flow Diagram Showing Forecast Trip Matrix Development**



### 5.3 Trip Generation for Future Developments

- 5.3.1 Land-use data were obtained from the local planning authorities, Chichester District Council, Arun District Council and West Sussex County Council. Initially with reference to published documents such as Local Development Plans. The relevant local authorities were given the opportunity to comment on the assumptions made, and their responses incorporated.
- 5.3.2 The following thresholds were assumed for explicitly modelling new developments:
- Housing developments of above 120 dwellings;
  - B1 office and B8 warehousing developments of above 5,000m<sup>2</sup> Gross Floor Area;
  - B2 industrial Estate developments of above 1,500m<sup>2</sup> Gross Floor Area;
- 5.3.3 Such developments are likely to generate more than 1,000 additional vehicle trips per weekday and therefore were modelled explicitly.
- 5.3.4 Trip rates were derived from the TRICS database and trips applied to the appropriate zones in the base year matrices in combination with the TEMPRO growth rates derived above. Trips for large development sites (Shopwyke Lakes, West of Chichester, NE Chichester, Tangmere) were modelled in new zones representing the developments only. Typical trip rates used in the above process have been summarised in Appendix C. Table 5-1 shows the number of dwellings and jobs each development would create in each forecast year and the corresponding trip rate class which has been used to create the local growth matrix.

**Table 5-1: Number of Dwellings and Jobs per Development Site**

| INPUT (Site)                           | Type      | Trip Rate Class | Number of Dwellings / Jobs |      |      |
|----------------------------------------|-----------|-----------------|----------------------------|------|------|
|                                        |           |                 | 2020                       | 2035 | 2041 |
| Chichester                             |           |                 |                            |      |      |
| Shopwyke Lakes                         | Dwellings | 03/M            | 280                        | 500  | 500  |
| West of Chichester City-phase 1        | Dwellings | 03/M            | 125                        | 750  | 750  |
| West of Chichester City-phase 2        | Dwellings | 03/M            | 0                          | 250  | 250  |
| NE Chichester /Westhampnett            | Dwellings | 03/M            | 100                        | 500  | 500  |
| Tangmere                               | Dwellings | 03/M            | 100                        | 1000 | 1000 |
| Southbourne village                    | Dwellings | 03/K            | 247                        | 300  | 300  |
| Selsey                                 | Dwellings | 03/M            | 168                        | 150  | 150  |
| East Wittering                         | Dwellings | 03/M            | 67                         | 180  | 180  |
| Graylingwell                           | Dwellings | 03/K            | 322                        | 419  | 419  |
| Rousillon Barracks                     | Dwellings | 03/M            | 126                        | 126  | 126  |
| Former Tangmere Airfield Hanger        | Dwellings | 03/M            | 160                        | 160  | 160  |
| Land South of Graylingwell Drive       | Dwellings | 03/K            | 130                        | 130  | 130  |
| Chichester Marina                      | Jobs      | B1              | 308                        | 308  | 308  |
| Tangmere Road                          | Jobs      | B1              | 81                         | 81   | 81   |
| Covers, Sussex House, Quarry Lane      | Jobs      | B8              | 15                         | 15   | 15   |
| Graylingwell Hospital, College Lane    | Jobs      | B1a             | 44                         | 44   | 44   |
| Marshalls Mono Ltd Broad Road Hambrook | Jobs      | B1              | 208                        | 208  | 208  |
| Birdham Business Pk (Allmans)          | Jobs      | B1c             | 21                         | 21   | 21   |
| Southern Sidings -Stockbridge Rd       | Jobs      | B1a             | 150                        | 150  | 150  |
| 41 Terminus Road                       | Jobs      | B1a             | 201                        | 201  | 201  |
| Unit 5 Portfield Way                   | Jobs      | A1              | 39                         | 39   | 39   |
| Unit 1 Portfield Way                   | Jobs      | A1              | 77                         | 77   | 77   |
| Chichester College Terminus Road       | Jobs      | B8              | 41                         | 41   | 41   |
| Barnfield Drive                        | Jobs      | A1              | 315                        | 315  | 315  |
| Royal Oak Stocks Lane                  | Jobs      | A1              | 41                         | 41   | 41   |

| INPUT (Site)                                | Type      | Trip Rate Class | Number of Dwellings / Jobs |      |      |
|---------------------------------------------|-----------|-----------------|----------------------------|------|------|
|                                             |           |                 | 2020                       | 2035 | 2041 |
| Portfield Quarry Chichester Bypass 1        | Jobs      | B1              | 622                        | 622  | 622  |
| Portfield Quarry Chichester Bypass 2        | Jobs      | B1              | 842                        | 842  | 842  |
| Chichester Food Park:                       | Jobs      | B1              | 208                        | 208  | 208  |
| Chichester Food Park, Runcton               | Jobs      | B1              | 233                        | 233  | 233  |
| Land Between Westhampnett Rd & Barnfield Dr | Jobs      | A1              | 428                        | 428  | 428  |
| West of Chichester                          | Jobs      | B1              | 2000                       | 2000 | 2000 |
| Chichester Business Park                    | Jobs      | B1/B8           | 178                        | 178  | 178  |
| <b>Arun</b>                                 |           |                 |                            |      |      |
| Barnham/Eastergate/Westergate               | Dwellings | 03/M            | 400                        | 2000 | 2000 |
| Angmering                                   | Dwellings | 03/K            | 370                        | 600  | 600  |
| Littlehampton/West Bank                     | Dwellings | 03/M            | 0                          | 1000 | 1000 |
| Toddington Nursery Littlehampton            | Dwellings | 03/M            | 388                        | 1295 | 1295 |
| Courtwick Lane Littlehampton                | Dwellings | 03/M            | 373                        | 560  | 560  |
| Bersted Phase NWS Policy Site 6             | Dwellings | 03/M            | 248                        | 293  | 293  |
| Site 6                                      | Dwellings | 03/M            | 326                        | 300  | 300  |
| Land north of Burndell Road Yapton          | Dwellings | 03/M            | 173                        | 173  | 173  |
| Angmering pps May 2014                      | Dwellings | 03/M            | 290                        | 370  | 370  |
| North Littlehampton                         | Jobs      | B1              | 0                          | 1083 | 1083 |
| Oldlands Farm - 1                           | Jobs      | B2              | 1058                       | 1058 | 1058 |
| Oldlands Farm - 2                           | Jobs      | B1              | 0                          | 2760 | 2760 |
| Mill Lane, Rustington                       | Jobs      | A1              | 187                        | 187  | 187  |

## 5.4 Goods Vehicle Growth

- 5.4.1 As stated above in the overview, NTM data has been used to work out the overall growth and control back the numbers estimated based on local planning data specified in the Uncertainty Log for LGV and HGV. The values are included in Appendix B.

## 5.5 Fixed Trip Matrix Development

- 5.5.1 The Core scenario case was developed from the base year case by taking into account the growth in demand arising from changes in development, demographics and economic factors between 2014 and the forecast years (2020, 2035 and 2041).
- 5.5.2 Guidance states that the forecast trip end growth should be consistent with TEMPRO at the study area level in order to allow consistency between various geographical locations when assessing transport proposals. To accord with this the growth in demand between the base year and the forecast years was derived using three datasets
- National Trip End Model (NTEM) forecasts using dataset v6.2 extracted using TEMPRO software v6.2
  - National Traffic Model (NTM) Dataset
  - Local planning data as described in the Uncertainty Log



- 5.5.3 The growth forecasts for cars were calculated using TEMPRO v6.2 to extract the data from NTEM dataset v6.2. The growth forecasts for LGVs and HGVs were calculated using NTM. The car, LGV and HGV growth factors are shown in Appendix B. Fuel Price/Income adjustments have not been applied, as matrices were subject to variable demand.
- 5.5.4 The car and LGV/HGV trip end growth was controlled to TEMPRO and NTM growth forecasts at the district level within the model study area and county and national levels for trip ends outside the model area.
- 5.5.5 The local planning data specified in the Uncertainty Log was converted to trips using the TRICS trip rates. These trips from the future development allocations have been assigned to individual zones, as follows:
- Information available from the Uncertainty Log has been used to support the zoning process
  - Large strategic developments which have different phases have different zones.
- 5.5.6 The trips for the new developments were distributed based on the distribution taken from a nearby zone with similar land use.
- 5.5.7 The distributed Uncertainty Log trips form a development matrix for each user class and therefore a set of origin and destination trip ends. To avoid double counting, the background data for housing and employment in TEMPRO has been adjusted to remove any site specific planning data before calculating the growth factor.
- 5.5.8 Scaling factors were developed for each user class and forecast year to constrain the number of trips estimated using TRICS trip rates to TEMPRO. Details related to its calculation are included in Figure 5-2. This ensured the resultant matrices were constrained to NTEM growth.
- 5.5.9 A similar process was used for creation of the low and high growth scenarios with following adjustments. The uncertainty log (**Uncertainty Log** Appendix A) shows the local planning data that was used for low and high growth for each local development. The TEMPRO and NTM growth forecasts were adjusted to the low and high growth levels shown in section 3.5.

## **5.6 Matrix Checks**

- 5.6.1 The fixed trip matrices are the same for the Do Minimum and Do Something scenarios. Checks have been carried out to compare the trip end totals between the 2014 base year and the future years for all time periods to ensure the expected, overall growth between the base year and the future years is in line with that estimated by TEMPRO and NTM. These matrix total checks are shown in Table 5-2.
- 5.6.2 The above table gives a summary of matrix trip end totals for each trip purpose, time period and future modelled year. In the 2020 opening year there is forecast to have been 6% overall growth over and above the 2014 base. The corresponding figure by the 2041 final forecast year is predicted to be 27%. This growth exactly matches the target NTEM and NTM growth showing the traffic growth has been properly constrained to NTEM and NTM.
- 5.6.3 Given the above, the matrix totals are considered robust and suitable for use in the Stage 2 traffic model.

**Table 5-2: Fixed Trip Matrix Totals and Growth**

| Matrix totals Core      | BASE         |              |              | 2020         |              |              | 2035         |              |              | 2041         |              |              |
|-------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
|                         | AM           | IP           | PM           | AM           | IP           | PM           | AM           | IP           | PM           | AM           | IP           | PM           |
| Car Comm - UC1          | 16405        | 4588         | 15310        | 17092        | 4765         | 15915        | 18002        | 5005         | 16770        | 18469        | 5132         | 17200        |
| Car Bus - UC2           | 1833         | 1628         | 1790         | 1909         | 1697         | 1867         | 2005         | 1785         | 1972         | 2056         | 1832         | 2026         |
| Car Other - UC3         | 10848        | 15568        | 17047        | 11467        | 16567        | 18061        | 12931        | 19043        | 20534        | 13559        | 20023        | 21297        |
| LGV - UC4               | 4345         | 3388         | 3653         | 4987         | 3889         | 4192         | 6920         | 5397         | 5818         | 7755         | 6047         | 6519         |
| HGV - UC5               | 5125         | 3855         | 2510         | 5434         | 4087         | 2662         | 6207         | 4669         | 3040         | 6507         | 4894         | 3187         |
| <b>Total</b>            | <b>38555</b> | <b>29028</b> | <b>40311</b> | <b>40888</b> | <b>31005</b> | <b>42697</b> | <b>46066</b> | <b>35899</b> | <b>48133</b> | <b>48346</b> | <b>37928</b> | <b>50230</b> |
|                         |              |              |              |              |              |              |              |              |              |              |              |              |
| Growth relative to 2014 |              |              |              | 2020         |              |              | 2035         |              |              | 2041         |              |              |
|                         |              |              |              | AM           | IP           | PM           | AM           | IP           | PM           | AM           | IP           | PM           |
| UC1                     |              |              |              | 4%           | 4%           | 4%           | 10%          | 9%           | 10%          | 13%          | 12%          | 12%          |
| UC2                     |              |              |              | 4%           | 4%           | 4%           | 9%           | 10%          | 10%          | 12%          | 13%          | 13%          |
| UC3                     |              |              |              | 6%           | 6%           | 6%           | 19%          | 22%          | 20%          | 25%          | 29%          | 25%          |
| UC4                     |              |              |              | 15%          | 15%          | 15%          | 59%          | 59%          | 59%          | 78%          | 78%          | 78%          |
| UC5                     |              |              |              | 6%           | 6%           | 6%           | 21%          | 21%          | 21%          | 27%          | 27%          | 27%          |
| <b>Total</b>            |              |              |              | 6%           | 7%           | 6%           | 19%          | 24%          | 19%          | 25%          | 31%          | 25%          |

## 5.7 Fixed trip Assignment Checks Prior to Variable Demand

- 5.7.1 Fixed trip matrices were assigned to Do Minimum and all Do Something options. The networks were then checked for logical routes and illogical delays and calibrated as required prior to the variable demand run.

## 5.8 Derivation of Daily Traffic Flows

- 5.8.1 Although traffic modelling is undertaken on representative hourly flows (AM, Inter-peak and PM), for economic assessment, and the derivation of certain environmental impacts, traffic flows are required for longer periods, such as 06:00 – 24:00 or the average day, for example to inform Noise and Air Quality impacts.
- 5.8.2 Daily traffic flows have been derived from the modelled hourly period (post VDM runs) using factors based on an analysis of TRADS and West Sussex County Council (WSCC) data from locally monitored automatic traffic count (ATC) sites as detailed in the Traffic Data Collection Report.
- 5.8.3 Data from these sites were segregated by road types and have been averaged to provide coefficients for conversion of peak hour modelled flows to 12 Hour annual average weekday traffic (12 Hr AAWT) flows for a Tuesday to Thursday. Overnight factors were also derived from ATC data based on 24hr flow / 12 hour flow factors and 18hr flow / 12 hour flow factors.
- 5.8.4 12hr AAWT flow is calculated as:  

$$12 \text{ Hr AAWT} = (\text{AM flow} * \text{AM factor}) + (\text{IP flow} * \text{IP factor}) + (\text{PM flow} * \text{PM factor})$$
- 5.8.5 18hr AAWT is derived as:  

$$18 \text{ Hr AAWT} = 12 \text{ Hr AAWT} + (6 * \text{weekday overnight flows})$$

5.8.6 The formulae to derive the 24hr AAWT and 24hr AADT are:

24 Hr AAWT = 12 Hr AAWT + (12\*weekday overnight flows)

24 Hr AADT = 24hr AAWT \* AAWT to AADT factor by road type

5.8.7 All the factors are road type specific and average values have been calculated for those links for which long term data specific to that road type is not available. These factors are specified in Appendix D.

## **6 Variable Demand Model**

### **6.1 VDM Methodology**

- 6.1.1 TAG unit M2 states that “any change to transport conditions will, in principle, cause a change in demand. The purpose of variable demand modelling is to predict and quantify these changes.”
- 6.1.2 A scheme can provide extra capacity to the road network and can lead to traffic being induced through reassignment, redistribution, trip generation, modal switch, change in land use. In the same way, if there is shortage of capacity in future (as modelled in Do Minimum Scenario) the traffic gets suppressed.
- 6.1.3 To take into account these impacts, a variable demand model was developed to estimate the future year traffic matrices.

### **6.2 Test for Applying VDM**

- 6.2.1 It was agreed with HE that, given the strategic location of the Improvement scheme and the scale of improvement, Variable Demand would be undertaken. The test for applying VDM has therefore not been carried out.

### **6.3 Methodology**

- 6.3.1 An Origin-Destination based Variable Demand Model was developed using DIADEM software. The process consists of a series of iterations between DIADEM and SATURN (assignment model) during which demand matrices are assigned, skimmed cost matrices are extracted and, based on comparative travel costs, the demand matrices are updated.
- 6.3.2 Key features of the model include:
  - Same purpose definitions as the assignment model.
  - The spatial coverage of the Variable Demand model is the same as for the Assignment model and they use the same zone system and generalised cost parameters.
  - The cost difference for all future year are calculated in reference to the base year assignment. Hence the model pivots on the base year to determine the demand changes.
  - The distribution response (destination choice) is included in the Variable Demand Model, together with a frequency response for optional (other purpose) trips.
- 6.3.3 Before the VDM is used, it is tested through a set of realism tests as stated in guidance. Realism testing involves measuring the response of the model to changes in the assumed value of key parameters such as fuel price and value of time in order to ensure that the model behaves ‘realistically’. The sensitivity (or demand elasticity) exhibited by the model should fall within a range of expected values.
- 6.3.4 Realism testing has been undertaken for the variable demand traffic model to compare the modelled elasticities with standard published values, and to ensure that the responses are in line with expectations. Where they are not, the guidance recommends that the parameter values controlling the model’s response should be adjusted until an acceptable response is achieved. This follows the variable demand modelling guidance outlined in TAG Unit M2 and is the standard approach when using DIADEM. Details on the realism test are included in the Stage 2, LMVR section 9.9.

- 6.3.5 Calibration of the demand model parameters was conducted in line with guidance from WebTAG M2 para 6.6.5 using median values taken from Table 5.1 of the same document. A sequence of model runs were conducted, as described in Stage 2 LMVR section 9.9, in order to achieve calibration. The final calibrated parameters for the VDM are shown in Table 6-1 and resultant elasticities in Table 6-2.
- 6.3.6 The resulting matrix elasticities (based on all trips except external to external, which are not fully represented and responsive) have:
- all purpose all day elasticities on the right side of -0.3 (result -0.35, is in range -0.3 to -0.35);
  - inter peak elasticities more sensitive than peak period;
  - commute elasticity (by period and all day) close to the all-purpose values;
  - employers business elasticities close to -0.10;
  - other purpose elasticities close to -0.38.

**Table 6-1: Calibrated VDM Parameters**

| Period | Distribution Parameter |                    |        | Trip frequency | Cost damping – k & d' |                    |       | Cost damping - alpha |                    |       |
|--------|------------------------|--------------------|--------|----------------|-----------------------|--------------------|-------|----------------------|--------------------|-------|
|        | Commute                | Employers business | Other  |                | Commute               | Employers business | Other | Commute              | Employers business | Other |
| AM     | -12.5%                 | 25.0%              | -12.5% | 0.08           | 16k                   | 22k                | 14k   | 0.5                  | 0.2                | 0.3   |
| IP     | -12.5%                 | 25.0%              | -12.5% | 0.08           | 16k                   | 22k                | 14k   | 0.5                  | 0.5                | 0.4   |
| PM     | -12.5%                 | 25.0%              | -12.5% | 0.08           | 16k                   | 22k                | 14k   | 0.3                  | 0.5                | 0.4   |

**Table 6-2: VDM Elasticities**

| Matrix based elasticity results  |         |                    |       |       |
|----------------------------------|---------|--------------------|-------|-------|
| Period                           | Purpose |                    |       |       |
|                                  | Commute | Employers business | Other | All   |
| AM                               | -0.31   | -0.09              | -0.37 | -0.32 |
| IP                               | -0.35   | -0.1               | -0.39 | -0.36 |
| PM                               | -0.27   | -0.1               | -0.41 | -0.33 |
| 24hr AADT                        | -0.31   | -0.1               | -0.39 | -0.35 |
| Network based elasticity results |         |                    |       |       |
| Period                           | Purpose |                    |       |       |
|                                  | Commute | Employers business | Other | All   |
| AM                               | -0.23   | -0.08              | -0.31 | -0.25 |
| IP                               | -0.26   | -0.09              | -0.32 | -0.29 |
| PM                               | -0.32   | -0.07              | -0.32 | -0.3  |
| 24hr AADT                        | -0.27   | -0.08              | -0.32 | -0.29 |
| Journey time elasticity results  |         |                    |       |       |
| Period                           | Purpose |                    |       |       |
|                                  | Commute | Employers business | Other | All   |
| AM                               | -0.77   | -0.41              | -1.15 | -0.94 |
| IP                               | -0.91   | -0.48              | -1.29 | -1.24 |
| PM                               | -0.69   | -0.51              | -1.34 | -1.06 |

## 6.4 VDM Convergence Criteria

- 6.4.1 Convergence is the measurement of the stability of the traffic model, whereby the spread (or “distribution”) of trips does not vary significantly between iterations and so the model is said to be in “equilibrium”. A converged model is therefore stable and produces results that are consistent and robust.
- 6.4.2 Good convergence is the key to achieving a stable model, which will provide robust traffic forecasts, and high levels of convergence should be achieved in any assignment modelling.
- 6.4.3 A measure of convergence is the demand - supply convergence and it is monitored by using the convergence parameter ‘percentage relative gap’. The ultimate aim is for the convergence level to be linked to the scale of the benefits of the scheme being appraised, relative to the network size. If that cannot be reached, then a convergence level of 0.2% or less is recommended. For A27 Bypass Improvement Scheme a value of 0.1% has been adopted.
- 6.4.4 Three convergence methodologies are available in DIADEM. These are:
- Method of Successive Averages: This is the traditional ‘slow but sure’ method. Research showed that it would take a long time to achieve convergence levels
  - Algorithm 1: This tends to converge quite quickly to acceptable levels
  - Fixed Step Length: This can be useful if Algorithm 1 does not converge well.
- 6.4.5 Use of the Fixed Step Length (with parameter value 0.5) resulted in convergence of 0.2% or less in all cases and converged faster than the Method of Successive Averages; it also gave better convergence than Algorithm 1. The convergence parameters within DIADEM required one of the following to be achieved:
- percentage relative gap = 0.05%
  - maximum flow change = 0
- 6.4.6 The model was stopped when the convergence stabilised and was not improving any further. However, the convergence achieved exceeded that required by WebTAG guidance. The final convergences achieved when the iterations were completed are given in Table 6-3.
- 6.4.7 The percentage relative gap achieved a convergence level of 0.1% or less in all cases, which suggests the demand - supply convergence of the variable demand traffic model is acceptable. It has therefore been shown that the traffic model is stable and has converged to an acceptable standard.

**Table 6-3: DIADEM Convergence – Relative Gap (%) – CORE Scenarios**

| AM   | DoMin | 1     | 1A    | 2     | 2A    | 3     | 3A    | 4     | 5     | 6     |
|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| 2020 | 0.06% | 0.06% | 0.06% | 0.10% | 0.07% | 0.06% | 0.10% | 0.08% | 0.07% | 0.07% |
| 2035 | 0.08% | 0.09% | 0.07% | 0.08% | 0.15% | 0.09% | 0.09% | 0.08% | 0.10% | 0.09% |
| 2041 | 0.06% | 0.10% | 0.08% | 0.09% | 0.08% | 0.08% | 0.09% | 0.07% | 0.10% | 0.09% |
| IP   | DoMin | 1     | 1A    | 2     | 2A    | 3     | 3     | 4     | 5     | 6     |
| 2020 | 0.09% | 0.07% | 0.10% | 0.07% | 0.09% | 0.09% | 0.10% | 0.06% | 0.06% | 0.10% |
| 2035 | 0.07% | 0.07% | 0.07% | 0.07% | 0.08% | 0.07% | 0.08% | 0.07% | 0.07% | 0.09% |
| 2041 | 0.08% | 0.08% | 0.09% | 0.07% | 0.09% | 0.07% | 0.08% | 0.08% | 0.09% | 0.08% |
| PM   | DoMin | 1     | 1A    | 2     | 2A    | 3     | 3     | 4     | 5     | 6     |
| 2020 | 0.10% | 0.09% | 0.06% | 0.08% | 0.10% | 0.08% | 0.09% | 0.09% | 0.09% | 0.05% |
| 2035 | 0.07% | 0.08% | 0.07% | 0.07% | 0.09% | 0.06% | 0.06% | 0.09% | 0.06% | 0.05% |
| 2041 | 0.07% | 0.10% | 0.08% | 0.10% | 0.09% | 0.10% | 0.10% | 0.10% | 0.06% | 0.07% |



## 6.5 Assignment Model Convergence

- 6.5.1 Achieving model convergence is important when using the model for the purpose of scheme assessment. By ensuring that the forecast models are well converged it is assured that the differences between 'without scheme' and 'with scheme' model runs arise from the scheme, and not from the noise in the modelling process.
- 6.5.2 The summary convergence statistics for the assignment model post variable demand model runs are presented in Appendix E for the forecast years 2020, 2035 and 2041 for Do Minimum and all Do Something options. The assignment statistics for all the models meet the acceptability guidelines and so are considered to represent a good level of convergence.

## 6.6 Matrix Total Comparison

- 6.6.1 The impact of applying the variable demand model can be assessed by comparing the pre-VDM and post-VDM matrices for Do Minimum and for each option. The results of this are presented in Table 6-4 below for the opening year 2020, design year 2035 and final forecast year 2041.
- 6.6.2 The comparison of the matrices indicate that both Do Minimum and Do Something scheme options induce additional car trips on the network in each forecast year. The additional trips are in the 'Other' purpose category, as Commute and Employer's business trips do not have a trip frequency response. Similarly LGV and HGV trips remain constant for any year, as the demand does not respond to any cost changes.

**Table 6-4: Pre-VDM and Post-VDM Matrix Totals - CORE**

| Fixed                                         | 2020  |       |       | 2035  |       |       | 2041  |       |       |
|-----------------------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
|                                               | AM    | IP    | PM    | AM    | IP    | PM    | AM    | IP    | PM    |
| <b>Total</b>                                  | 40888 | 31005 | 42697 | 46066 | 35899 | 48133 | 48346 | 37928 | 50230 |
| <b>Commute</b>                                | 17092 | 4765  | 15915 | 18002 | 5005  | 16770 | 18469 | 5132  | 17200 |
| <b>Business</b>                               | 1909  | 1697  | 1867  | 2005  | 1785  | 1972  | 2056  | 1832  | 2026  |
| <b>Other</b>                                  | 11467 | 16567 | 18061 | 12931 | 19043 | 20534 | 13559 | 20023 | 21297 |
| <b>LGV</b>                                    | 4987  | 3889  | 4192  | 6920  | 5397  | 5818  | 7755  | 6047  | 6519  |
| <b>HGV</b>                                    | 5434  | 4087  | 2662  | 6207  | 4669  | 3040  | 6507  | 4894  | 3187  |
| Do Minimum                                    | 2020  |       |       | 2035  |       |       | 2041  |       |       |
|                                               | AM    | IP    | PM    | AM    | IP    | PM    | AM    | IP    | PM    |
| <b>Total</b>                                  | 40971 | 31140 | 42809 | 46197 | 36136 | 48291 | 48481 | 38187 | 50389 |
| <b>Commute</b>                                | 17092 | 4765  | 15915 | 18002 | 5005  | 16770 | 18469 | 5132  | 17200 |
| <b>Business</b>                               | 1909  | 1697  | 1867  | 2005  | 1785  | 1972  | 2056  | 1832  | 2026  |
| <b>Other</b>                                  | 11550 | 16702 | 18173 | 13062 | 19280 | 20691 | 13694 | 20282 | 21457 |
| <b>LGV</b>                                    | 4987  | 3889  | 4192  | 6920  | 5397  | 5818  | 7755  | 6047  | 6519  |
| <b>HGV</b>                                    | 5434  | 4087  | 2662  | 6207  | 4669  | 3040  | 6507  | 4894  | 3187  |
| Changes in DM relative to Fixed trip matrices |       |       |       |       |       |       |       |       |       |
| <b>Total</b>                                  | 0.20% | 0.44% | 0.26% | 0.28% | 0.66% | 0.33% | 0.28% | 0.68% | 0.32% |
| <b>Commute</b>                                | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% |
| <b>Business</b>                               | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% |
| <b>Other</b>                                  | 0.73% | 0.82% | 0.62% | 1.01% | 1.24% | 0.77% | 1.00% | 1.29% | 0.75% |
| <b>LGV</b>                                    | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% |
| <b>HGV</b>                                    | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% |

A27 Chichester Bypass Improvement Scheme  
Traffic Forecasting Report

| Option1                                                    | 2020  |       |       | 2035  |       |       | 2041  |       |       |
|------------------------------------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
|                                                            | AM    | IP    | PM    | AM    | IP    | PM    | AM    | IP    | PM    |
| <b>Total</b>                                               | 40990 | 31155 | 42842 | 46216 | 36153 | 48336 | 48501 | 38203 | 50433 |
| <b>Commute</b>                                             | 17092 | 4765  | 15915 | 18002 | 5005  | 16770 | 18469 | 5132  | 17200 |
| <b>Business</b>                                            | 1909  | 1697  | 1867  | 2005  | 1785  | 1972  | 2056  | 1832  | 2026  |
| <b>Other</b>                                               | 11569 | 16717 | 18205 | 13082 | 19297 | 20736 | 13714 | 20298 | 21501 |
| <b>LGV</b>                                                 | 4987  | 3889  | 4192  | 6920  | 5397  | 5818  | 7755  | 6047  | 6519  |
| <b>HGV</b>                                                 | 5434  | 4087  | 2662  | 6207  | 4669  | 3040  | 6507  | 4894  | 3187  |
| <b>Changes in Option1 relative to Fixed trip matrices</b>  |       |       |       |       |       |       |       |       |       |
| <b>Total</b>                                               | 0.25% | 0.48% | 0.34% | 0.33% | 0.71% | 0.42% | 0.32% | 0.73% | 0.40% |
| <b>Commute</b>                                             | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% |
| <b>Business</b>                                            | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% |
| <b>Other</b>                                               | 0.89% | 0.90% | 0.80% | 1.16% | 1.33% | 0.99% | 1.15% | 1.38% | 0.95% |
| <b>LGV</b>                                                 | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% |
| <b>HGV</b>                                                 | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% |
| Option1A                                                   | 2020  |       |       | 2035  |       |       | 2041  |       |       |
|                                                            | AM    | IP    | PM    | AM    | IP    | PM    | AM    | IP    | PM    |
| <b>Total</b>                                               | 40993 | 31163 | 42848 | 46222 | 36175 | 48351 | 48507 | 38225 | 50450 |
| <b>Commute</b>                                             | 17092 | 4765  | 15915 | 18002 | 5005  | 16770 | 18469 | 5132  | 17200 |
| <b>Business</b>                                            | 1909  | 1697  | 1867  | 2005  | 1785  | 1972  | 2056  | 1832  | 2026  |
| <b>Other</b>                                               | 11572 | 16725 | 18211 | 13088 | 19319 | 20751 | 13720 | 20320 | 21517 |
| <b>LGV</b>                                                 | 4987  | 3889  | 4192  | 6920  | 5397  | 5818  | 7755  | 6047  | 6519  |
| <b>HGV</b>                                                 | 5434  | 4087  | 2662  | 6207  | 4669  | 3040  | 6507  | 4894  | 3187  |
| <b>Changes in Option1A relative to Fixed trip matrices</b> |       |       |       |       |       |       |       |       |       |
| <b>Total</b>                                               | 0.26% | 0.51% | 0.35% | 0.34% | 0.77% | 0.45% | 0.33% | 0.78% | 0.44% |
| <b>Commute</b>                                             | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% |
| <b>Business</b>                                            | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% |
| <b>Other</b>                                               | 0.92% | 0.95% | 0.83% | 1.21% | 1.45% | 1.06% | 1.19% | 1.48% | 1.03% |
| <b>LGV</b>                                                 | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% |
| <b>HGV</b>                                                 | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% |
| Option2                                                    | 2020  |       |       | 2035  |       |       | 2041  |       |       |
|                                                            | AM    | IP    | PM    | AM    | IP    | PM    | AM    | IP    | PM    |
| <b>Total</b>                                               | 41009 | 31186 | 42883 | 46240 | 36203 | 48402 | 48529 | 38263 | 50510 |
| <b>Commute</b>                                             | 17092 | 4765  | 15915 | 18002 | 5005  | 16770 | 18469 | 5132  | 17200 |
| <b>Business</b>                                            | 1909  | 1697  | 1867  | 2005  | 1785  | 1972  | 2056  | 1832  | 2026  |
| <b>Other</b>                                               | 11588 | 16748 | 18247 | 13106 | 19348 | 20803 | 13742 | 20358 | 21577 |
| <b>LGV</b>                                                 | 4987  | 3889  | 4192  | 6920  | 5397  | 5818  | 7755  | 6047  | 6519  |
| <b>HGV</b>                                                 | 5434  | 4087  | 2662  | 6207  | 4669  | 3040  | 6507  | 4894  | 3187  |
| <b>Changes in Option2 relative to Fixed trip matrices</b>  |       |       |       |       |       |       |       |       |       |
| <b>Total</b>                                               | 0.30% | 0.58% | 0.44% | 0.38% | 0.85% | 0.56% | 0.38% | 0.88% | 0.56% |
| <b>Commute</b>                                             | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% |
| <b>Business</b>                                            | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% |
| <b>Other</b>                                               | 1.06% | 1.09% | 1.03% | 1.35% | 1.60% | 1.31% | 1.35% | 1.67% | 1.31% |
| <b>LGV</b>                                                 | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% |
| <b>HGV</b>                                                 | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% |

A27 Chichester Bypass Improvement Scheme  
Traffic Forecasting Report

| Option2A                                                   | 2020  |       |       | 2035  |       |       | 2041  |       |       |
|------------------------------------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
|                                                            | AM    | IP    | PM    | AM    | IP    | PM    | AM    | IP    | PM    |
| <b>Total</b>                                               | 40994 | 31165 | 42851 | 46220 | 36169 | 48352 | 48422 | 38222 | 50451 |
| <b>Commute</b>                                             | 17092 | 4765  | 15915 | 18002 | 5005  | 16770 | 18469 | 5132  | 17200 |
| <b>Business</b>                                            | 1909  | 1697  | 1867  | 2005  | 1785  | 1972  | 2056  | 1832  | 2026  |
| <b>Other</b>                                               | 11573 | 16727 | 18214 | 13085 | 19314 | 20752 | 13636 | 20317 | 21519 |
| <b>LGV</b>                                                 | 4987  | 3889  | 4192  | 6920  | 5397  | 5818  | 7755  | 6047  | 6519  |
| <b>HGV</b>                                                 | 5434  | 4087  | 2662  | 6207  | 4669  | 3040  | 6507  | 4894  | 3187  |
| <b>Changes in Option2A relative to Fixed trip matrices</b> |       |       |       |       |       |       |       |       |       |
| <b>Total</b>                                               | 0.26% | 0.52% | 0.36% | 0.33% | 0.75% | 0.45% | 0.16% | 0.78% | 0.44% |
| <b>Commute</b>                                             | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% |
| <b>Business</b>                                            | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% |
| <b>Other</b>                                               | 0.93% | 0.96% | 0.85% | 1.19% | 1.42% | 1.06% | 0.56% | 1.47% | 1.04% |
| <b>LGV</b>                                                 | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% |
| <b>HGV</b>                                                 | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% |
| Option3                                                    | 2020  |       |       | 2035  |       |       | 2041  |       |       |
|                                                            | AM    | IP    | PM    | AM    | IP    | PM    | AM    | IP    | PM    |
| <b>Total</b>                                               | 40975 | 31139 | 42836 | 46202 | 36135 | 48317 | 48487 | 38186 | 50410 |
| <b>Commute</b>                                             | 17092 | 4765  | 15915 | 18002 | 5005  | 16770 | 18469 | 5132  | 17200 |
| <b>Business</b>                                            | 1909  | 1697  | 1867  | 2005  | 1785  | 1972  | 2056  | 1832  | 2026  |
| <b>Other</b>                                               | 11553 | 16701 | 18199 | 13067 | 19279 | 20718 | 13700 | 20281 | 21477 |
| <b>LGV</b>                                                 | 4987  | 3889  | 4192  | 6920  | 5397  | 5818  | 7755  | 6047  | 6519  |
| <b>HGV</b>                                                 | 5434  | 4087  | 2662  | 6207  | 4669  | 3040  | 6507  | 4894  | 3187  |
| <b>Changes in Option3 relative to Fixed trip matrices</b>  |       |       |       |       |       |       |       |       |       |
| <b>Total</b>                                               | 0.21% | 0.43% | 0.32% | 0.29% | 0.66% | 0.38% | 0.29% | 0.68% | 0.36% |
| <b>Commute</b>                                             | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% |
| <b>Business</b>                                            | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% |
| <b>Other</b>                                               | 0.76% | 0.81% | 0.77% | 1.05% | 1.24% | 0.90% | 1.04% | 1.29% | 0.84% |
| <b>LGV</b>                                                 | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% |
| <b>HGV</b>                                                 | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% |
| Option3A                                                   | 2020  |       |       | 2035  |       |       | 2041  |       |       |
|                                                            | AM    | IP    | PM    | AM    | IP    | PM    | AM    | IP    | PM    |
| <b>Total</b>                                               | 41000 | 31166 | 42848 | 46231 | 36176 | 48351 | 48519 | 38228 | 50450 |
| <b>Commute</b>                                             | 17092 | 4765  | 15915 | 18002 | 5005  | 16770 | 18469 | 5132  | 17200 |
| <b>Business</b>                                            | 1909  | 1697  | 1867  | 2005  | 1785  | 1972  | 2056  | 1832  | 2026  |
| <b>Other</b>                                               | 11579 | 16728 | 18212 | 13097 | 19320 | 20751 | 13732 | 20323 | 21518 |
| <b>LGV</b>                                                 | 4987  | 3889  | 4192  | 6920  | 5397  | 5818  | 7755  | 6047  | 6519  |
| <b>HGV</b>                                                 | 5434  | 4087  | 2662  | 6207  | 4669  | 3040  | 6507  | 4894  | 3187  |
| <b>Changes in Option3A relative to Fixed trip matrices</b> |       |       |       |       |       |       |       |       |       |
| <b>Total</b>                                               | 0.27% | 0.52% | 0.35% | 0.36% | 0.77% | 0.45% | 0.36% | 0.79% | 0.44% |
| <b>Commute</b>                                             | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% |
| <b>Business</b>                                            | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% |
| <b>Other</b>                                               | 0.98% | 0.97% | 0.84% | 1.28% | 1.45% | 1.06% | 1.28% | 1.50% | 1.04% |
| <b>LGV</b>                                                 | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% |
| <b>HGV</b>                                                 | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% |

A27 Chichester Bypass Improvement Scheme  
Traffic Forecasting Report

| Option4                                                   | 2020  |       |       | 2035  |       |       | 2041  |       |       |
|-----------------------------------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
|                                                           | AM    | IP    | PM    | AM    | IP    | PM    | AM    | IP    | PM    |
| <b>Total</b>                                              | 41011 | 31179 | 42864 | 46250 | 36200 | 48395 | 48538 | 38261 | 50495 |
| <b>Commute</b>                                            | 17092 | 4765  | 15915 | 18002 | 5005  | 16770 | 18469 | 5132  | 17200 |
| <b>Business</b>                                           | 1909  | 1697  | 1867  | 2005  | 1785  | 1972  | 2056  | 1832  | 2026  |
| <b>Other</b>                                              | 11590 | 16741 | 18227 | 13116 | 19344 | 20795 | 13751 | 20355 | 21562 |
| <b>LGV</b>                                                | 4987  | 3889  | 4192  | 6920  | 5397  | 5818  | 7755  | 6047  | 6519  |
| <b>HGV</b>                                                | 5434  | 4087  | 2662  | 6207  | 4669  | 3040  | 6507  | 4894  | 3187  |
| <b>Changes in Option4 relative to Fixed trip matrices</b> |       |       |       |       |       |       |       |       |       |
| <b>Total</b>                                              | 0.30% | 0.56% | 0.39% | 0.40% | 0.84% | 0.54% | 0.40% | 0.88% | 0.53% |
| <b>Commute</b>                                            | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% |
| <b>Business</b>                                           | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% |
| <b>Other</b>                                              | 1.07% | 1.05% | 0.92% | 1.43% | 1.58% | 1.27% | 1.42% | 1.66% | 1.24% |
| <b>LGV</b>                                                | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% |
| <b>HGV</b>                                                | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% |
| Option 5                                                  | 2020  |       |       | 2035  |       |       | 2041  |       |       |
|                                                           | AM    | IP    | PM    | AM    | IP    | PM    | AM    | IP    | PM    |
| <b>Total</b>                                              | 41011 | 31179 | 42856 | 46250 | 36200 | 48386 | 48538 | 38261 | 50486 |
| <b>Commute</b>                                            | 17092 | 4765  | 15915 | 18002 | 5005  | 16770 | 18469 | 5132  | 17200 |
| <b>Business</b>                                           | 1909  | 1697  | 1867  | 2005  | 1785  | 1972  | 2056  | 1832  | 2026  |
| <b>Other</b>                                              | 11589 | 16741 | 18219 | 13115 | 19344 | 20786 | 13752 | 20355 | 21554 |
| <b>LGV</b>                                                | 4987  | 3889  | 4192  | 6920  | 5397  | 5818  | 7755  | 6047  | 6519  |
| <b>HGV</b>                                                | 5434  | 4087  | 2662  | 6207  | 4669  | 3040  | 6507  | 4894  | 3187  |
| <b>Changes in Option5 relative to Fixed trip matrices</b> |       |       |       |       |       |       |       |       |       |
| <b>Total</b>                                              | 0.30% | 0.56% | 0.37% | 0.40% | 0.84% | 0.52% | 0.40% | 0.88% | 0.51% |
| <b>Commute</b>                                            | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% |
| <b>Business</b>                                           | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% |
| <b>Other</b>                                              | 1.07% | 1.05% | 0.88% | 1.42% | 1.58% | 1.23% | 1.42% | 1.66% | 1.20% |
| <b>LGV</b>                                                | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% |
| <b>HGV</b>                                                | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% |
| Option6                                                   | 2020  |       |       | 2035  |       |       | 2041  |       |       |
|                                                           | AM    | IP    | PM    | AM    | IP    | PM    | AM    | IP    | PM    |
| <b>Total</b>                                              | 41011 | 31194 | 42892 | 46248 | 36212 | 48412 | 48538 | 38274 | 50519 |
| <b>Commute</b>                                            | 17092 | 4765  | 15915 | 18002 | 5005  | 16770 | 18469 | 5132  | 17200 |
| <b>Business</b>                                           | 1909  | 1697  | 1867  | 2005  | 1785  | 1972  | 2056  | 1832  | 2026  |
| <b>Other</b>                                              | 11590 | 16755 | 18256 | 13113 | 19356 | 20812 | 13751 | 20369 | 21587 |
| <b>LGV</b>                                                | 4987  | 3889  | 4192  | 6920  | 5397  | 5818  | 7755  | 6047  | 6519  |
| <b>HGV</b>                                                | 5434  | 4087  | 2662  | 6207  | 4669  | 3040  | 6507  | 4894  | 3187  |
| <b>Changes in Option6 relative to Fixed trip matrices</b> |       |       |       |       |       |       |       |       |       |
| <b>Total</b>                                              | 0.30% | 0.61% | 0.46% | 0.39% | 0.87% | 0.58% | 0.40% | 0.91% | 0.58% |
| <b>Commute</b>                                            | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% |
| <b>Business</b>                                           | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% |
| <b>Other</b>                                              | 1.07% | 1.14% | 1.08% | 1.40% | 1.64% | 1.36% | 1.41% | 1.73% | 1.36% |
| <b>LGV</b>                                                | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% |
| <b>HGV</b>                                                | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% |

## 6.7 Convergence and Scheme Benefits for Economic Robustness

- 6.7.1 This section outlines the assessments that have been undertaken to determine the stability of the model by assessing the model convergence against forecast benefits.
- 6.7.2 The stability of the traffic model has been determined by assessing the changes in monetised costs and benefits from TUBA results. The total user benefits as a percentage of total network costs is compared to the percentage gap values from the variable demand model to assess the stability of the SATURN model.
- 6.7.3 The required level of model convergence needs to be linked to the scale of the benefits of the scheme being appraised, relative to the network size. For the basis of testing, TAG Unit M2 recommends that ideally the 'user benefits', as a percentage of network costs, should be at least 10 times the percentage relative gap achieved in the Do Minimum and Do Something scenarios.
- 6.7.4 The estimation of 'user benefits' has been derived using the DfT's TUBA program and the worst case convergence of Do Something and Do Minimum scenarios was taken as the one to compare with the size of the benefits. The results from the test are shown in Table 6-5 to Table 6-7. It should be noted that the convergence gap did not further decrease with more iterations and the best converged models were selected.
- 6.7.5 Table 6-5 to Table 6-7 show the test results for all options. The results in \* first **year of economic assessment is 2021**
- 6.7.6 Table 6-7 show that options 1, 2A and 3 do not achieve the TAG criteria because the percentage of user benefits is not greater than 10 times the percentage gap value. Further assessment on the benefits of all options is in the Economic Assessment Report.

**Table 6-5: Demand Supply GAP Statistics-Core Scenario**

| Option | Demand Supply GAP |       |       |       |       |       |
|--------|-------------------|-------|-------|-------|-------|-------|
|        | 2020              |       | 2035  |       | 2041  |       |
|        | DM                | DS    | DM    | DS    | DM    | DS    |
| Op1*   | 0.10%             | 0.09% | 0.08% | 0.09% | 0.08% | 0.10% |
| Op1A   | 0.10%             | 0.10% | 0.08% | 0.07% | 0.08% | 0.09% |
| Op2*   | 0.10%             | 0.10% | 0.08% | 0.08% | 0.08% | 0.10% |
| Op3    | 0.10%             | 0.09% | 0.08% | 0.09% | 0.08% | 0.10% |
| Op3A   | 0.10%             | 0.10% | 0.08% | 0.09% | 0.08% | 0.10% |

\* first year of economic assessment is 2021

**Table 6-6: User benefits Statistics-Core Scenario**

| Option | User Cost Benefits |               |           |            |               |           |            |               |           |
|--------|--------------------|---------------|-----------|------------|---------------|-----------|------------|---------------|-----------|
|        | 2020               |               |           | 2035       |               |           | 2041       |               |           |
|        | Cost, £000         | Benefit, £000 | % Benefit | Cost, £000 | Benefit, £000 | % Benefit | Cost, £000 | Benefit, £000 | % Benefit |
| Op1*   | 890552             | 6430          | 0.72%     | 821806     | 7197          | 0.88%     | 796034     | 6936          | 0.87%     |
| Op1A   | 909390             | 5072          | 0.56%     | 821806     | 6064          | 0.74%     | 796034     | 5592          | 0.70%     |
| Op2*   | 890552             | 9379          | 1.05%     | 821806     | 10841         | 1.32%     | 796034     | 10803         | 1.36%     |
| Op3    | 909390             | 2727          | 0.30%     | 821806     | 3504          | 0.43%     | 796034     | 3593          | 0.45%     |
| Op3A   | 909390             | 5885          | 0.65%     | 821806     | 6672          | 0.81%     | 796034     | 6633          | 0.83%     |

\* first year of economic assessment is 2021

**Table 6-7: % Gap vs % benefits-Core Scenario**

| Option | 2020 | 2035 | 2041 |
|--------|------|------|------|
| Op1*   | 7.2  | 9.7  | 8.7  |
| Op1A   | 5.6  | 9.2  | 7.8  |
| Op2*   | 10.5 | 16.5 | 13.6 |
| Op3    | 3.0  | 4.7  | 4.5  |
| Op3A   | 6.5  | 9.0  | 8.3  |

\* first year of assessment is 2021

**Table 6-8: Demand Supply GAP Statistics-Core Scenario**

| Option | Demand Supply GAP |       |       |       |       |       |
|--------|-------------------|-------|-------|-------|-------|-------|
|        | 2020              |       | 2035  |       | 2041  |       |
|        | DM                | DS    | DM    | DS    | DM    | DS    |
| Op2A   | 0.10%             | 0.10% | 0.08% | 0.15% | 0.08% | 0.09% |
| Op4    | 0.10%             | 0.09% | 0.08% | 0.09% | 0.08% | 0.10% |
| Op5    | 0.10%             | 0.09% | 0.08% | 0.10% | 0.08% | 0.10% |
| Op6    | 0.10%             | 0.10% | 0.08% | 0.09% | 0.08% | 0.09% |

**Table 6-9: User benefits Statistics-Core Scenario**

| Option | User Cost Benefits |               |           |            |               |           |            |               |           |
|--------|--------------------|---------------|-----------|------------|---------------|-----------|------------|---------------|-----------|
|        | 2020               |               |           | 2035       |               |           | 2041       |               |           |
|        | Cost, £000         | Benefit, £000 | % Benefit | Cost, £000 | Benefit, £000 | % Benefit | Cost, £000 | Benefit, £000 | % Benefit |
| Op2A   | 926186             | 5575          | 0.60%     | 854029     | 5897          | 0.69%     | 826903     | 6908          | 0.84%     |
| Op4    | 926186             | 8519          | 0.92%     | 854029     | 11932         | 1.40%     | 826903     | 11901         | 1.44%     |
| Op5    | 926186             | 8127          | 0.88%     | 854029     | 11480         | 1.34%     | 826903     | 11668         | 1.41%     |
| Op6    | 926186             | 10984         | 1.19%     | 854029     | 12505         | 1.46%     | 826903     | 12882         | 1.56%     |

**Table 6-10: % Gap vs % benefits-Core Scenario**

| Option | 2020  | 2035  | 2041  |
|--------|-------|-------|-------|
| Op2A   | 5.99  | 4.77  | 8.94  |
| Op4    | 9.54  | 16.22 | 13.91 |
| Op5    | 9.10  | 13.56 | 13.55 |
| Op6    | 11.41 | 15.86 | 17.07 |

## 6.8 Variable Demand Forecast Assignment Checks - TUBA

- 6.8.1 As discussed above, it was noted that a TUBA analysis was undertaken to provide an estimate of 'user benefits'. Although these will be refined in the Economics Assessment Report to be produced later, they do provide a good test of how robust the future year traffic assignments are, through a series of warning messages that are provided in the output file. An example warning message might be the Ratio of Do Minimum to Do Something travel time lower than limit or the Do Minimum speeds less than limit. These have been reviewed to provide confidence that the traffic model is behaving in a way that would be expected.
- 6.8.2 The review of the warnings has identified no significant problems with the future year traffic assignment and therefore they can be used with confidence for Stage 2 economic assessments, environmental assessments and for design development.



## **6.9 Impact on Network Performance – Vehicle-Hours for variable demand flows**

- 6.9.1 A comparison of overall vehicle-hours travelled on the modelled option networks for the AM, IP and PM peak and 24 hour periods is provided in Appendix F. Comparison of vehicle-hours between Do Minimum and Do Something over the 24 hour period shows a slight decrease in the number of vehicle hours travelled for all trip purposes. This change seems logical as the Do Something options should improve the journey time. However this gets dampened by the slight increase in number of trips post VDM.

## **6.10 Impact on Network Performance – Vehicle-Kilometres for variable demand flows**

- 6.10.1 A comparison of overall vehicle-km's travelled on the modelled option networks for the AM, IP and PM peak and 24 hour periods is provided in Appendix G. Comparison of vehicle-kilometres between Do Minimum and Do Something over the 24 hour period shows a slight increase in the number of vehicle-kilometres travelled for all trip purposes. This change seems logical as the number of trips is the same for all except 'other' purpose trips, but the addition of new link roads and change in alignment in different options increases the travel length for certain trips.

## **6.11 Core Scenario: Variable Traffic Flows – Impact on A27**

- 6.11.1 Appendix I shows the variable demand traffic flows (AADT, AM Peak, Interpeak, PM Peak hour) for core growth scenario on the strategic road network for all options in the opening year (2020), design years (2035) and final forecast year (2041) respectively. Appendix J & K show flows for the Low and High scenarios respectively.
- 6.11.2 A summary of flows on the A27 is presented in Table 6-11 and Table 6-12 below for the AM and PM peak hours respectively. The table compares the Do minimum scenario with other options on key strategic sections of existing A27. The comparison shows that the junction improvements increase the capacity significantly allowing significant increases in traffic flow.
- The grade separation of Bognor Roundabout in option 1, 1A, 2, 2A and 3A results in a significant increase in traffic through the junction.
  - In the online options (1,1A,2,2A,3,3A) the through put of Fishbourne, Stockbridge, Whyke and Oving junction is greatest in Option 1 in both directions during the PM Peaks. In the AM Peaks, there is less distinction and the greatest through puts are found with the online options at these junctions. However, the offline options have greater through put flows if you consider the existing bypass route plus the new alignment routes in these options.
  - Since the main corridor traffic on A27 splits between the old and new alignment in options 4, 5 and 6 the flow comparison shows a reduction. The total traffic on the new bypass and Portfield roundabout to A285/A27 junction shows that together, from 2035-onwards, the traffic increases by at least 29% (averaged over all offline options) in the AM Peak in each direction. In the PM Peak, the increase in traffic is a minimum of 42% across all offline options from 2035-onwards.

A27 Chichester Bypass Improvement Scheme  
Traffic Forecasting Report

**Table 6-11: Comparison of AM Peak Hour Flows on major sections of existing A27**

| EB_2020                              | AM PEAK HOUR for each option |      |      |      |      |      |      |      |      |      | % change relative to DM |      |      |      |     |      |      |      |      |  |
|--------------------------------------|------------------------------|------|------|------|------|------|------|------|------|------|-------------------------|------|------|------|-----|------|------|------|------|--|
| Junction to Junction section         | DM                           | 1    | 1A   | 2    | 2A   | 3    | 3A   | 4    | 5    | 6    | 1                       | 1A   | 2    | 2A   | 3   | 3A   | 4    | 5    | 6    |  |
| A27 to Fishbourne Rdabt              | 2099                         | 2137 | 2137 | 2135 | 2066 | 2155 | 2138 | 1191 | 1199 | 2127 | 2%                      | 2%   | 2%   | -2%  | 3%  | 2%   | -43% | -43% | 1%   |  |
| Fishbourne to Stockbridge            | 1473                         | 1961 | 1934 | 1880 | 1726 | 1645 | 1830 | 1201 | 1192 | 1867 | 33%                     | 31%  | 28%  | 17%  | 12% | 24%  | -18% | -19% | 27%  |  |
| Stockbridge to Whyke                 | 1403                         | 1851 | 1614 | 1880 | 1726 | 1625 | 1802 | 1063 | 1061 | 1867 | 32%                     | 15%  | 34%  | 23%  | 16% | 28%  | -24% | -24% | 33%  |  |
| Whyke to Bognor Roundabout           | 1221                         | 1881 | 2078 | 1880 | 1726 | 1662 | 1933 | 1170 | 1173 | 690  | 54%                     | 70%  | 54%  | 41%  | 36% | 58%  | -4%  | -4%  | -44% |  |
| Bognor Roundabout to Oving           | 835                          | 1795 | 1723 | 1821 | 1707 | 1178 | 1832 | 903  | 905  | 826  | 115%                    | 106% | 118% | 105% | 41% | 119% | 8%   | 8%   | -1%  |  |
| Oving to Portfield                   | 682                          | 1579 | 1497 | 1595 | 1549 | 1147 | 1697 | 877  | 885  | 733  | 131%                    | 120% | 134% | 127% | 68% | 149% | 29%  | 30%  | 7%   |  |
| Portfield to A285/A27                | 1392                         | 1771 | 1704 | 1755 | 1757 | 1635 | 1808 | 779  | 802  | 643  | 27%                     | 22%  | 26%  | 26%  | 17% | 30%  | -44% | -42% | -54% |  |
| Tangmere to Arundel                  | 1545                         | 1670 | 1632 | 1685 | 1651 | 1697 | 1689 | 1824 | 1832 | 1731 | 8%                      | 6%   | 9%   | 7%   | 10% | 9%   | 18%  | 19%  | 12%  |  |
| New Bypass - A27 to Lavant           |                              |      |      |      |      |      |      | 1050 | 1036 |      |                         |      |      |      |     |      |      |      |      |  |
| New Bypass - Lavant to A27           |                              |      |      |      |      |      |      | 1224 | 1229 |      |                         |      |      |      |     |      |      |      |      |  |
| New Bypass - New Bognor Rdabt to A27 |                              |      |      |      |      |      |      |      |      | 1177 |                         |      |      |      |     |      |      |      |      |  |
| Portfield to A285/A27 + New Bypass   |                              |      |      |      |      |      |      | 2003 | 2030 | 1821 |                         |      |      |      |     |      | 44%  | 46%  | 31%  |  |
| EB_2035                              | AM PEAK HOUR for each option |      |      |      |      |      |      |      |      |      | % change relative to DM |      |      |      |     |      |      |      |      |  |
| Junction to Junction section         | DM                           | 1    | 1A   | 2    | 2A   | 3    | 3A   | 4    | 5    | 6    | 1                       | 1A   | 2    | 2A   | 3   | 3A   | 4    | 5    | 6    |  |
| A27 to Fishbourne Rdabt              | 2376                         | 2420 | 2427 | 2395 | 2338 | 2437 | 2560 | 1347 | 1364 | 2395 | 2%                      | 2%   | 1%   | -2%  | 3%  | 8%   | -43% | -43% | 1%   |  |
| Fishbourne to Stockbridge            | 1532                         | 2171 | 1930 | 1764 | 1896 | 1881 | 2139 | 1376 | 1364 | 2042 | 42%                     | 26%  | 15%  | 24%  | 23% | 40%  | -10% | -11% | 33%  |  |
| Stockbridge to Whyke                 | 1404                         | 1876 | 1577 | 1764 | 1896 | 1799 | 1890 | 1070 | 1061 | 2042 | 34%                     | 12%  | 26%  | 35%  | 28% | 35%  | -24% | -24% | 45%  |  |
| Whyke to Bognor Roundabout           | 1240                         | 1798 | 1602 | 1764 | 1896 | 1812 | 1949 | 1203 | 1201 | 647  | 45%                     | 29%  | 42%  | 53%  | 46% | 57%  | -3%  | -3%  | -48% |  |
| Bognor Roundabout to Oving           | 678                          | 1749 | 1838 | 1943 | 1555 | 1054 | 1600 | 835  | 836  | 865  | 158%                    | 171% | 187% | 129% | 56% | 136% | 23%  | 23%  | 28%  |  |
| Oving to Portfield                   | 605                          | 1572 | 1496 | 1582 | 1459 | 1033 | 1944 | 944  | 946  | 929  | 160%                    | 147% | 162% | 141% | 71% | 221% | 56%  | 56%  | 54%  |  |
| Portfield to A285/A27                | 1534                         | 1917 | 1865 | 1928 | 1869 | 1781 | 1812 | 1051 | 1086 | 808  | 25%                     | 22%  | 26%  | 22%  | 16% | 18%  | -31% | -29% | -47% |  |
| Tangmere to Arundel                  | 1739                         | 1876 | 1834 | 1882 | 1840 | 1857 | 1787 | 2190 | 2191 | 2008 | 8%                      | 5%   | 8%   | 6%   | 7%  | 3%   | 26%  | 26%  | 15%  |  |
| New Bypass - A27 to Lavant           |                              |      |      |      |      |      |      | 1225 | 1199 |      |                         |      |      |      |     |      |      |      |      |  |
| New Bypass - Lavant to A27           |                              |      |      |      |      |      |      | 1459 | 1464 |      |                         |      |      |      |     |      |      |      |      |  |
| New Bypass - New Bognor Rdabt to A27 |                              |      |      |      |      |      |      |      |      | 1395 |                         |      |      |      |     |      |      |      |      |  |
| Portfield to A285/A27 + New Bypass   |                              |      |      |      |      |      |      | 2511 | 2550 | 2203 |                         |      |      |      |     |      | 64%  | 66%  | 44%  |  |
| EB_2041                              | AM PEAK HOUR for each option |      |      |      |      |      |      |      |      |      | % change relative to DM |      |      |      |     |      |      |      |      |  |
| Junction to Junction section         | DM                           | 1    | 1A   | 2    | 2A   | 3    | 3A   | 4    | 5    | 6    | 1                       | 1A   | 2    | 2A   | 3   | 3A   | 4    | 5    | 6    |  |
| A27 to Fishbourne Rdabt              | 2492                         | 2482 | 2538 | 2506 | 2384 | 2548 | 2675 | 1406 | 1417 | 2504 | 0%                      | 2%   | 1%   | -4%  | 2%  | 7%   | -44% | -43% | 0%   |  |
| Fishbourne to Stockbridge            | 1647                         | 2269 | 1936 | 1782 | 1943 | 2042 | 2235 | 1456 | 1451 | 2073 | 38%                     | 18%  | 8%   | 18%  | 24% | 36%  | -12% | -12% | 26%  |  |
| Stockbridge to Whyke                 | 1335                         | 1847 | 1566 | 1782 | 1943 | 1858 | 1948 | 1099 | 1100 | 2073 | 38%                     | 17%  | 33%  | 46%  | 39% | 46%  | -18% | -18% | 55%  |  |
| Whyke to Bognor Roundabout           | 1229                         | 1722 | 1610 | 1782 | 1943 | 1870 | 1917 | 1177 | 1177 | 612  | 40%                     | 31%  | 45%  | 58%  | 52% | 56%  | -4%  | -4%  | -50% |  |
| Bognor Roundabout to Oving           | 618                          | 1772 | 1827 | 1999 | 1553 | 1021 | 1628 | 837  | 840  | 887  | 187%                    | 195% | 223% | 151% | 65% | 163% | 35%  | 36%  | 43%  |  |
| Oving to Portfield                   | 534                          | 1546 | 1480 | 1559 | 1422 | 989  | 1940 | 949  | 951  | 947  | 189%                    | 177% | 192% | 166% | 85% | 263% | 78%  | 78%  | 77%  |  |
| Portfield to A285/A27                | 1575                         | 1912 | 1903 | 1913 | 1854 | 1808 | 1821 | 1087 | 1128 | 839  | 21%                     | 21%  | 21%  | 18%  | 15% | 16%  | -31% | -28% | -47% |  |
| Tangmere to Arundel                  | 1771                         | 1920 | 1892 | 1925 | 1839 | 1902 | 1847 | 2267 | 2272 | 2066 | 8%                      | 7%   | 9%   | 4%   | 7%  | 4%   | 28%  | 28%  | 17%  |  |
| New Bypass - A27 to Lavant           |                              |      |      |      |      |      |      | 1288 | 1268 |      |                         |      |      |      |     |      |      |      |      |  |
| New Bypass - Lavant to A27           |                              |      |      |      |      |      |      | 1529 | 1534 |      |                         |      |      |      |     |      |      |      |      |  |
| New Bypass - New Bognor Rdabt to A27 |                              |      |      |      |      |      |      |      |      | 1461 |                         |      |      |      |     |      |      |      |      |  |
| Portfield to A285/A27 + New Bypass   |                              |      |      |      |      |      |      | 2616 | 2662 | 2300 |                         |      |      |      |     |      | 66%  | 69%  | 46%  |  |

A27 Chichester Bypass Improvement Scheme  
Traffic Forecasting Report

| WB_2020                              | AM PEAK HOUR for each option |      |      |      |      |      |      |      |      |      | % change relative to DM |     |      |     |      |      |      |      |      |
|--------------------------------------|------------------------------|------|------|------|------|------|------|------|------|------|-------------------------|-----|------|-----|------|------|------|------|------|
| Junction to Junction section         | DM                           | 1    | 1A   | 2    | 2A   | 3    | 3A   | 4    | 5    | 6    | 1                       | 1A  | 2    | 2A  | 3    | 3A   | 4    | 5    | 6    |
| A285/A27 to Portfield + New Bypass   |                              |      |      |      |      |      |      | 2930 | 2907 | 2542 |                         |     |      |     |      |      | 25%  | 24%  | 9%   |
| New Bypass - A27 to New Bognor Rdabt |                              |      |      |      |      |      |      |      |      | 1604 |                         |     |      |     |      |      |      |      |      |
| New Bypass - A27 to Lavant           |                              |      |      |      |      |      |      | 1278 | 1286 |      |                         |     |      |     |      |      |      |      |      |
| New Bypass - Lavant to A27           |                              |      |      |      |      |      |      | 1185 | 1164 |      |                         |     |      |     |      |      |      |      |      |
| Arundel to Tangmere                  | 2329                         | 2360 | 2368 | 2347 | 2379 | 2371 | 2259 | 2680 | 2644 | 2488 | 1%                      | 2%  | 1%   | 2%  | 2%   | -3%  | 15%  | 14%  | 7%   |
| A285/A27 to Portfield                | 2340                         | 2352 | 2344 | 2348 | 2352 | 1754 | 2200 | 1652 | 1621 | 938  | 1%                      | 0%  | 0%   | 0%  | -25% | -6%  | -29% | -31% | -60% |
| Portfield to Oving                   | 1289                         | 2056 | 1909 | 1999 | 1862 | 792  | 1973 | 1235 | 1227 | 548  | 60%                     | 48% | 55%  | 45% | -39% | 53%  | -4%  | -5%  | -57% |
| Oving to Bognor Rd                   | 1255                         | 2096 | 1950 | 2040 | 1902 | 1514 | 2013 | 1288 | 1287 | 632  | 67%                     | 55% | 63%  | 52% | 21%  | 60%  | 3%   | 3%   | -50% |
| Bognor Rd to Whyke                   | 1434                         | 2366 | 2304 | 2179 | 2226 | 1725 | 2482 | 1293 | 1298 | 2104 | 65%                     | 61% | 52%  | 55% | 20%  | 73%  | -10% | -9%  | 47%  |
| Whyke to Stockbridge                 | 1896                         | 2493 | 1904 | 2179 | 2226 | 2067 | 2587 | 1793 | 1804 | 2105 | 31%                     | 0%  | 15%  | 17% | 9%   | 36%  | -5%  | -5%  | 11%  |
| Stockbridge to Fishbourne            | 1637                         | 2820 | 2290 | 2179 | 2226 | 2353 | 2801 | 1876 | 1883 | 2105 | 72%                     | 40% | 33%  | 36% | 44%  | 71%  | 15%  | 15%  | 29%  |
| Fishbourne Rdabt to A27              | 1912                         | 2263 | 2124 | 2276 | 2127 | 2089 | 2253 | 1222 | 1233 | 2263 | 18%                     | 11% | 19%  | 11% | 9%   | 18%  | -36% | -36% | 18%  |
| WB_2035                              | AM PEAK HOUR for each option |      |      |      |      |      |      |      |      |      | % change relative to DM |     |      |     |      |      |      |      |      |
| Junction to Junction section         | DM                           | 1    | 1A   | 2    | 2A   | 3    | 3A   | 4    | 5    | 6    | 1                       | 1A  | 2    | 2A  | 3    | 3A   | 4    | 5    | 6    |
| A285/A27 to Portfield + New Bypass   |                              |      |      |      |      |      |      | 3414 | 3408 | 2845 |                         |     |      |     |      |      | 37%  | 37%  | 14%  |
| New Bypass - A27 to New Bognor Rdabt |                              |      |      |      |      |      |      |      |      | 1711 |                         |     |      |     |      |      |      |      |      |
| New Bypass - A27 to Lavant           |                              |      |      |      |      |      |      | 1571 | 1583 |      |                         |     |      |     |      |      |      |      |      |
| New Bypass - Lavant to A27           |                              |      |      |      |      |      |      | 1454 | 1421 |      |                         |     |      |     |      |      |      |      |      |
| Arundel to Tangmere                  | 2533                         | 2641 | 2642 | 2655 | 2677 | 2638 | 2584 | 2883 | 2889 | 2791 | 4%                      | 4%  | 5%   | 6%  | 4%   | 0%   | 14%  | 14%  | 10%  |
| A285/A27 to Portfield                | 2491                         | 2561 | 2478 | 2568 | 2516 | 1740 | 1740 | 1843 | 1825 | 1134 | 3%                      | -1% | 3%   | 1%  | -30% | -23% | -26% | -27% | -54% |
| Portfield to Oving                   | 1257                         | 2245 | 2078 | 2259 | 1994 | 707  | 707  | 1142 | 1132 | 754  | 79%                     | 65% | 80%  | 59% | -44% | 65%  | -9%  | -10% | -40% |
| Oving to Bognor Rd                   | 1177                         | 2313 | 2132 | 2308 | 1994 | 1531 | 1531 | 1246 | 1249 | 788  | 97%                     | 81% | 96%  | 69% | 30%  | 84%  | 6%   | 6%   | -33% |
| Bognor Rd to Whyke                   | 1491                         | 2549 | 2132 | 2401 | 2509 | 1898 | 1898 | 1305 | 1306 | 2410 | 71%                     | 43% | 61%  | 68% | 27%  | 79%  | -12% | -12% | 62%  |
| Whyke to Stockbridge                 | 1894                         | 2636 | 1837 | 2401 | 2509 | 2351 | 2351 | 1807 | 1811 | 2410 | 39%                     | -3% | 27%  | 32% | 24%  | 51%  | -5%  | -4%  | 27%  |
| Stockbridge to Fishbourne            | 1731                         | 3111 | 2257 | 2401 | 2509 | 2609 | 2609 | 1961 | 1954 | 2410 | 80%                     | 30% | 39%  | 45% | 51%  | 79%  | 13%  | 13%  | 39%  |
| Fishbourne Rdabt to A27              | 2107                         | 2509 | 2324 | 2531 | 2330 | 2355 | 2355 | 1273 | 1318 | 2514 | 19%                     | 10% | 20%  | 11% | 12%  | 18%  | -40% | -37% | 19%  |
| WB_2041                              | AM PEAK HOUR for each option |      |      |      |      |      |      |      |      |      | % change relative to DM |     |      |     |      |      |      |      |      |
| Junction to Junction section         | DM                           | 1    | 1A   | 2    | 2A   | 3    | 3A   | 4    | 5    | 6    | 1                       | 1A  | 2    | 2A  | 3    | 3A   | 4    | 5    | 6    |
| A285/A27 to Portfield + New Bypass   |                              |      |      |      |      |      |      | 3448 | 3449 | 2978 |                         |     |      |     |      |      | 35%  | 35%  | 17%  |
| New Bypass - A27 to New Bognor Rdabt |                              |      |      |      |      |      |      |      |      | 1759 |                         |     |      |     |      |      |      |      |      |
| New Bypass - A27 to Lavant           |                              |      |      |      |      |      |      | 1571 | 1583 |      |                         |     |      |     |      |      |      |      |      |
| New Bypass - Lavant to A27           |                              |      |      |      |      |      |      | 1454 | 1421 |      |                         |     |      |     |      |      |      |      |      |
| Arundel to Tangmere                  | 2671                         | 2800 | 2799 | 2816 | 2714 | 2783 | 2682 | 2909 | 2905 | 2950 | 5%                      | 5%  | 5%   | 2%  | 4%   | 0%   | 9%   | 9%   | 10%  |
| A285/A27 to Portfield                | 2556                         | 2665 | 2548 | 2673 | 2523 | 1783 | 1908 | 1877 | 1866 | 1220 | 4%                      | 0%  | 5%   | -1% | -30% | -25% | -27% | -27% | -52% |
| Portfield to Oving                   | 1243                         | 2342 | 2107 | 2372 | 1990 | 700  | 2064 | 1139 | 1133 | 887  | 88%                     | 70% | 91%  | 60% | -44% | 66%  | -8%  | -9%  | -29% |
| Oving to Bognor Rd                   | 1121                         | 2408 | 2167 | 2426 | 1986 | 1547 | 2155 | 1258 | 1258 | 914  | 115%                    | 93% | 116% | 77% | 38%  | 92%  | 12%  | 12%  | -18% |
| Bognor Rd to Whyke                   | 1479                         | 2559 | 2135 | 2503 | 2490 | 1936 | 2677 | 1300 | 1299 | 2503 | 73%                     | 44% | 69%  | 68% | 31%  | 81%  | -12% | -12% | 69%  |
| Whyke to Stockbridge                 | 1856                         | 2671 | 1809 | 2503 | 2490 | 2468 | 2909 | 1751 | 1755 | 2503 | 44%                     | -3% | 35%  | 34% | 33%  | 57%  | -6%  | -5%  | 35%  |
| Stockbridge to Fishbourne            | 1897                         | 3268 | 2227 | 2503 | 2490 | 2710 | 3121 | 1958 | 1949 | 2503 | 72%                     | 17% | 32%  | 31% | 43%  | 64%  | 3%   | 3%   | 32%  |
| Fishbourne Rdabt to A27              | 2092                         | 2566 | 2353 | 2623 | 2284 | 2429 | 2561 | 1325 | 1345 | 2587 | 23%                     | 12% | 25%  | 9%  | 16%  | 22%  | -37% | -36% | 24%  |

A27 Chichester Bypass Improvement Scheme  
Traffic Forecasting Report

**Table 6-12: Comparison of PM Peak Hour on major sections of existing A27**

| EB_2020                              | PM PEAK HOUR for each option |      |      |      |      |      |      |      |      |      | % change relative to DM |     |     |     |     |      |      |      |      |  |
|--------------------------------------|------------------------------|------|------|------|------|------|------|------|------|------|-------------------------|-----|-----|-----|-----|------|------|------|------|--|
| Junction to Junction section         | DM                           | 1    | 1A   | 2    | 2A   | 3    | 3A   | 4    | 5    | 6    | 1                       | 1A  | 2   | 2A  | 3   | 3A   | 4    | 5    | 6    |  |
| A27 to Fishbourne Rdabt              | 2248                         | 2273 | 2261 | 2365 | 2223 | 2272 | 2265 | 1310 | 1315 | 2353 | 1%                      | 1%  | 5%  | -1% | 1%  | 1%   | -42% | -42% | 5%   |  |
| Fishbourne to Stockbridge            | 1846                         | 2450 | 2101 | 2130 | 2262 | 2303 | 2303 | 1785 | 1776 | 2017 | 33%                     | 14% | 15% | 23% | 25% | 25%  | -3%  | -4%  | 9%   |  |
| Stockbridge to Whyke                 | 1713                         | 2359 | 1865 | 2130 | 2262 | 2280 | 2282 | 1529 | 1526 | 2017 | 38%                     | 9%  | 24% | 32% | 33% | 33%  | -11% | -11% | 18%  |  |
| Whyke to Bognor Roundabout           | 1398                         | 2809 | 1973 | 2130 | 2262 | 2320 | 2859 | 1306 | 1287 | 771  | 101%                    | 41% | 52% | 62% | 66% | 105% | -7%  | -8%  | -45% |  |
| Bognor Roundabout to Oving           | 1117                         | 1891 | 1529 | 1663 | 1687 | 1237 | 1776 | 944  | 936  | 744  | 69%                     | 37% | 49% | 51% | 11% | 59%  | -15% | -16% | -33% |  |
| Oving to Portfield                   | 1333                         | 1999 | 1610 | 1720 | 1741 | 1405 | 1948 | 930  | 929  | 717  | 50%                     | 21% | 29% | 31% | 5%  | 46%  | -30% | -30% | -46% |  |
| Portfield to A285/A27                | 1866                         | 2120 | 2264 | 2265 | 2300 | 2142 | 2064 | 1234 | 1242 | 979  | 14%                     | 21% | 21% | 23% | 15% | 11%  | -34% | -33% | -48% |  |
| Tangmere to Arundel                  | 2041                         | 2183 | 2145 | 2162 | 2185 | 2194 | 2155 | 2158 | 2165 | 2132 | 7%                      | 5%  | 6%  | 7%  | 8%  | 6%   | 6%   | 6%   | 4%   |  |
| New Bypass - A27 to Lavant           |                              |      |      |      |      |      |      | 1119 | 1096 |      |                         |     |     |     |     |      |      |      |      |  |
| New Bypass - Lavant to A27           |                              |      |      |      |      |      |      | 1148 | 1159 |      |                         |     |     |     |     |      |      |      |      |  |
| New Bypass - New Bognor Rdabt to A27 |                              |      |      |      |      |      |      |      |      | 1246 |                         |     |     |     |     |      |      |      |      |  |
| Portfield to A285/A27 + New Bypass   |                              |      |      |      |      |      |      | 2382 | 2402 | 2225 |                         |     |     |     |     |      | 28%  | 29%  | 19%  |  |
| EB _ 2035                            | PM PEAK HOUR for each option |      |      |      |      |      |      |      |      |      | % change relative to DM |     |     |     |     |      |      |      |      |  |
| Junction to Junction section         | DM                           | 1    | 1A   | 2    | 2A   | 3    | 3A   | 4    | 5    | 6    | 1                       | 1A  | 2   | 2A  | 3   | 3A   | 4    | 5    | 6    |  |
| A27 to Fishbourne Rdabt              | 2502                         | 2594 | 2559 | 2714 | 2546 | 2567 | 2552 | 1522 | 1516 | 2717 | 4%                      | 2%  | 8%  | 2%  | 3%  | 2%   | -39% | -39% | 9%   |  |
| Fishbourne to Stockbridge            | 1859                         | 2811 | 2219 | 2285 | 2493 | 2355 | 2356 | 1849 | 1833 | 2181 | 51%                     | 19% | 23% | 34% | 27% | 27%  | -1%  | -1%  | 17%  |  |
| Stockbridge to Whyke                 | 1687                         | 2662 | 1855 | 2285 | 2493 | 2334 | 2276 | 1522 | 1546 | 2181 | 58%                     | 10% | 35% | 48% | 38% | 35%  | -10% | -8%  | 29%  |  |
| Whyke to Bognor Roundabout           | 1468                         | 2826 | 2087 | 2285 | 2493 | 2373 | 2733 | 1255 | 1263 | 749  | 93%                     | 42% | 56% | 70% | 62% | 86%  | -15% | -14% | -49% |  |
| Bognor Roundabout to Oving           | 1093                         | 2366 | 1652 | 1988 | 2056 | 1283 | 2000 | 894  | 895  | 753  | 117%                    | 51% | 82% | 88% | 17% | 83%  | -18% | -18% | -31% |  |
| Oving to Portfield                   | 1373                         | 2415 | 2009 | 2167 | 2205 | 1542 | 2227 | 1085 | 1102 | 976  | 76%                     | 46% | 58% | 61% | 12% | 62%  | -21% | -20% | -29% |  |
| Portfield to A285/A27                | 1967                         | 1923 | 1956 | 2113 | 2179 | 1965 | 1856 | 1551 | 1558 | 1041 | -2%                     | -1% | 7%  | 11% | 0%  | -6%  | -21% | -21% | -47% |  |
| Tangmere to Arundel                  | 2306                         | 2414 | 2284 | 2377 | 2449 | 2394 | 2372 | 2593 | 2600 | 2455 | 5%                      | -1% | 3%  | 6%  | 4%  | 3%   | 12%  | 13%  | 6%   |  |
| New Bypass - A27 to Lavant           |                              |      |      |      |      |      |      | 1222 | 1231 |      |                         |     |     |     |     |      |      |      |      |  |
| New Bypass - Lavant to A27           |                              |      |      |      |      |      |      | 1388 | 1416 |      |                         |     |     |     |     |      |      |      |      |  |
| New Bypass - New Bognor Rdabt to A27 |                              |      |      |      |      |      |      |      |      | 1432 |                         |     |     |     |     |      |      |      |      |  |
| Portfield to A285/A27 + New Bypass   |                              |      |      |      |      |      |      | 2939 | 2974 | 2473 |                         |     |     |     |     |      | 49%  | 51%  | 26%  |  |
| EB_2041                              | PM PEAK HOUR for each option |      |      |      |      |      |      |      |      |      | % change relative to DM |     |     |     |     |      |      |      |      |  |
| Junction to Junction section         | DM                           | 1    | 1A   | 2    | 2A   | 3    | 3A   | 4    | 5    | 6    | 1                       | 1A  | 2   | 2A  | 3   | 3A   | 4    | 5    | 6    |  |
| A27 to Fishbourne Rdabt              | 2597                         | 2699 | 2647 | 2835 | 2640 | 2670 | 2634 | 1570 | 1556 | 2842 | 4%                      | 2%  | 9%  | 2%  | 3%  | 1%   | -40% | -40% | 9%   |  |
| Fishbourne to Stockbridge            | 1902                         | 2933 | 2267 | 2342 | 2601 | 2354 | 2354 | 1838 | 1827 | 2250 | 54%                     | 19% | 23% | 37% | 24% | 24%  | -3%  | -4%  | 18%  |  |
| Stockbridge to Whyke                 | 1677                         | 2738 | 1856 | 2342 | 2601 | 2331 | 2324 | 1510 | 1528 | 2250 | 63%                     | 11% | 40% | 55% | 39% | 39%  | -10% | -9%  | 34%  |  |
| Whyke to Bognor Roundabout           | 1497                         | 2831 | 2096 | 2342 | 2601 | 2493 | 2699 | 1256 | 1256 | 763  | 89%                     | 40% | 56% | 74% | 66% | 80%  | -16% | -16% | -49% |  |
| Bognor Roundabout to Oving           | 1110                         | 2273 | 1675 | 2050 | 2154 | 1506 | 1994 | 877  | 892  | 775  | 105%                    | 51% | 85% | 94% | 36% | 80%  | -21% | -20% | -30% |  |
| Oving to Portfield                   | 1390                         | 2365 | 2015 | 2214 | 2270 | 1762 | 2228 | 1119 | 1135 | 984  | 70%                     | 45% | 59% | 63% | 27% | 60%  | -19% | -18% | -29% |  |
| Portfield to A285/A27                | 1899                         | 1967 | 1939 | 2141 | 2202 | 1898 | 1903 | 1620 | 1625 | 1031 | 4%                      | 2%  | 13% | 16% | 0%  | 0%   | -15% | -14% | -46% |  |
| Tangmere to Arundel                  | 2335                         | 2452 | 2353 | 2479 | 2555 | 2399 | 2392 | 2720 | 2733 | 2532 | 5%                      | 1%  | 6%  | 9%  | 3%  | 2%   | 16%  | 17%  | 8%   |  |
| New Bypass - A27 to Lavant           |                              |      |      |      |      |      |      | 1276 | 1280 |      |                         |     |     |     |     |      |      |      |      |  |
| New Bypass - Lavant to A27           |                              |      |      |      |      |      |      | 1497 | 1543 |      |                         |     |     |     |     |      |      |      |      |  |
| New Bypass - New Bognor Rdabt to A27 |                              |      |      |      |      |      |      |      |      | 1487 |                         |     |     |     |     |      |      |      |      |  |
| Portfield to A285/A27 + New Bypass   |                              |      |      |      |      |      |      | 3116 | 3168 | 2518 |                         |     |     |     |     |      | 64%  | 67%  | 33%  |  |

A27 Chichester Bypass Improvement Scheme  
Traffic Forecasting Report

| WB_2020                              | PM PEAK HOUR for each option |      |      |      |      |      |      |      |      |      | % change relative to DM |     |      |      |      |      |      |      |      |
|--------------------------------------|------------------------------|------|------|------|------|------|------|------|------|------|-------------------------|-----|------|------|------|------|------|------|------|
| Junction to Junction section         | DM                           | 1    | 1A   | 2    | 2A   | 3    | 3A   | 4    | 5    | 6    | 1                       | 1A  | 2    | 2A   | 3    | 3A   | 4    | 5    | 6    |
| A285/A27 to Portfield + New Bypass   |                              |      |      |      |      |      |      | 2531 | 2490 | 2282 |                         |     |      |      |      |      | 43%  | 41%  | 29%  |
| New Bypass - A27 to New Bognor Rdabt |                              |      |      |      |      |      |      |      |      | 1599 |                         |     |      |      |      |      |      |      |      |
| New Bypass - A27 to Lavant           |                              |      |      |      |      |      |      | 1472 | 1425 |      |                         |     |      |      |      |      |      |      |      |
| New Bypass - Lavant to A27           |                              |      |      |      |      |      |      | 1438 | 1274 |      |                         |     |      |      |      |      |      |      |      |
| Arundel to Tangmere                  | 2001                         | 2081 | 2031 | 2068 | 2071 | 2062 | 2035 | 2313 | 2252 | 2232 | 4%                      | 1%  | 3%   | 3%   | 3%   | 2%   | 16%  | 13%  | 12%  |
| A285/A27 to Portfield                | 1769                         | 2266 | 2088 | 2210 | 2034 | 1309 | 2118 | 1059 | 1065 | 683  | 28%                     | 18% | 25%  | 15%  | -26% | 20%  | -40% | -40% | -61% |
| Portfield to Oving                   | 1600                         | 2287 | 1642 | 1853 | 1562 | 904  | 2130 | 1223 | 1226 | 977  | 43%                     | 3%  | 16%  | -2%  | -43% | 33%  | -24% | -23% | -39% |
| Oving to Bognor Rd                   | 983                          | 2257 | 1611 | 1823 | 1531 | 1452 | 2101 | 770  | 765  | 864  | 130%                    | 64% | 86%  | 56%  | 48%  | 114% | -22% | -22% | -12% |
| Bognor Rd to Whyke                   | 1237                         | 2785 | 1853 | 2240 | 2257 | 1835 | 2755 | 1091 | 1076 | 2011 | 125%                    | 50% | 81%  | 82%  | 48%  | 123% | -12% | -13% | 63%  |
| Whyke to Stockbridge                 | 1429                         | 2435 | 1662 | 2240 | 2257 | 1895 | 2425 | 1131 | 1107 | 2011 | 70%                     | 16% | 57%  | 58%  | 33%  | 70%  | -21% | -23% | 41%  |
| Stockbridge to Fishbourne            | 1695                         | 2676 | 2028 | 2240 | 2257 | 2177 | 2499 | 1538 | 1479 | 2011 | 58%                     | 20% | 32%  | 33%  | 28%  | 47%  | -9%  | -13% | 19%  |
| Fishbourne Rdabt to A27              | 1999                         | 2508 | 2314 | 2537 | 2411 | 2296 | 2429 | 1542 | 1389 | 2520 | 25%                     | 16% | 27%  | 21%  | 15%  | 22%  | -23% | -31% | 26%  |
| WB_2035                              | PM PEAK HOUR for each option |      |      |      |      |      |      |      |      |      | % change relative to DM |     |      |      |      |      |      |      |      |
| Junction to Junction section         | DM                           | 1    | 1A   | 2    | 2A   | 3    | 3A   | 4    | 5    | 6    | 1                       | 1A  | 2    | 2A   | 3    | 3A   | 4    | 5    | 6    |
| A285/A27 to Portfield + New Bypass   |                              |      |      |      |      |      |      | 3121 | 3094 | 2657 |                         |     |      |      |      |      | 62%  | 60%  | 37%  |
| New Bypass - A27 to New Bognor Rdabt |                              |      |      |      |      |      |      |      |      | 1781 |                         |     |      |      |      |      |      |      |      |
| New Bypass - A27 to Lavant           |                              |      |      |      |      |      |      | 1828 | 1776 |      |                         |     |      |      |      |      |      |      |      |
| New Bypass - Lavant to A27           |                              |      |      |      |      |      |      | 1798 | 1552 |      |                         |     |      |      |      |      |      |      |      |
| Arundel to Tangmere                  | 2255                         | 2430 | 2342 | 2374 | 2381 | 2424 | 2326 | 2698 | 2632 | 2563 | 8%                      | 4%  | 5%   | 6%   | 8%   | 3%   | 20%  | 17%  | 14%  |
| A285/A27 to Portfield                | 1933                         | 2301 | 2179 | 2338 | 2237 | 1219 | 1815 | 1294 | 1318 | 876  | 19%                     | 13% | 21%  | 16%  | -37% | -6%  | -33% | -32% | -55% |
| Portfield to Oving                   | 1692                         | 2589 | 2220 | 2294 | 2107 | 1010 | 2264 | 1247 | 1279 | 1230 | 53%                     | 31% | 36%  | 24%  | -40% | 34%  | -26% | -24% | -27% |
| Oving to Bognor Rd                   | 998                          | 2215 | 1660 | 2041 | 1743 | 1441 | 2019 | 743  | 743  | 938  | 122%                    | 66% | 105% | 75%  | 44%  | 102% | -25% | -26% | -6%  |
| Bognor Rd to Whyke                   | 1298                         | 2892 | 1969 | 2469 | 2514 | 2009 | 2712 | 1018 | 1032 | 2198 | 123%                    | 52% | 90%  | 94%  | 55%  | 109% | -22% | -20% | 69%  |
| Whyke to Stockbridge                 | 1507                         | 2609 | 1758 | 2469 | 2514 | 2108 | 2466 | 1106 | 1120 | 2198 | 73%                     | 17% | 64%  | 67%  | 40%  | 64%  | -27% | -26% | 46%  |
| Stockbridge to Fishbourne            | 1746                         | 2917 | 2172 | 2469 | 2514 | 2444 | 2545 | 1564 | 1535 | 2198 | 67%                     | 24% | 41%  | 44%  | 40%  | 46%  | -10% | -12% | 26%  |
| Fishbourne Rdabt to A27              | 2144                         | 2847 | 2555 | 2864 | 2689 | 2560 | 2656 | 1561 | 1474 | 2795 | 33%                     | 19% | 34%  | 25%  | 19%  | 24%  | -27% | -31% | 30%  |
| WB_2041                              | PM PEAK HOUR for each option |      |      |      |      |      |      |      |      |      | % change relative to DM |     |      |      |      |      |      |      |      |
| Junction to Junction section         | DM                           | 1    | 1A   | 2    | 2A   | 3    | 3A   | 4    | 5    | 6    | 1                       | 1A  | 2    | 2A   | 3    | 3A   | 4    | 5    | 6    |
| A285/A27 to Portfield + New Bypass   |                              |      |      |      |      |      |      | 3166 | 3125 | 2735 |                         |     |      |      |      |      | 55%  | 53%  | 34%  |
| New Bypass - A27 to New Bognor Rdabt |                              |      |      |      |      |      |      |      |      | 1825 |                         |     |      |      |      |      |      |      |      |
| New Bypass - A27 to Lavant           |                              |      |      |      |      |      |      | 1828 | 1776 |      |                         |     |      |      |      |      |      |      |      |
| New Bypass - Lavant to A27           |                              |      |      |      |      |      |      | 1798 | 1552 |      |                         |     |      |      |      |      |      |      |      |
| Arundel to Tangmere                  | 2351                         | 2504 | 2405 | 2454 | 2444 | 2483 | 2406 | 2803 | 2752 | 2654 | 7%                      | 2%  | 4%   | 4%   | 6%   | 2%   | 19%  | 17%  | 13%  |
| A285/A27 to Portfield                | 2038                         | 2389 | 2210 | 2395 | 2301 | 1172 | 1876 | 1338 | 1349 | 910  | 17%                     | 8%  | 17%  | 13%  | -43% | -8%  | -34% | -34% | -55% |
| Portfield to Oving                   | 1775                         | 2599 | 2242 | 2321 | 2159 | 1079 | 2258 | 1306 | 1328 | 1288 | 46%                     | 26% | 31%  | 22%  | -39% | 27%  | -26% | -25% | -27% |
| Oving to Bognor Rd                   | 1030                         | 2212 | 1675 | 2098 | 1805 | 1649 | 2021 | 741  | 755  | 975  | 115%                    | 63% | 104% | 75%  | 60%  | 96%  | -28% | -27% | -5%  |
| Bognor Rd to Whyke                   | 1308                         | 2929 | 1998 | 2535 | 2621 | 2261 | 2726 | 1014 | 1021 | 2253 | 124%                    | 53% | 94%  | 100% | 73%  | 108% | -22% | -22% | 72%  |
| Whyke to Stockbridge                 | 1552                         | 2659 | 1771 | 2535 | 2621 | 2269 | 2491 | 1136 | 1154 | 2253 | 71%                     | 14% | 63%  | 69%  | 46%  | 61%  | -27% | -26% | 45%  |
| Stockbridge to Fishbourne            | 1796                         | 2979 | 2183 | 2535 | 2621 | 2505 | 2557 | 1589 | 1576 | 2253 | 66%                     | 22% | 41%  | 46%  | 39%  | 42%  | -12% | -12% | 25%  |
| Fishbourne Rdabt to A27              | 2204                         | 2920 | 2594 | 2961 | 2760 | 2584 | 2688 | 1569 | 1527 | 2879 | 33%                     | 18% | 34%  | 25%  | 17%  | 22%  | -29% | -31% | 31%  |

## **6.12 Core Scenario: Variable Traffic Flows – Impact on A27**

- 6.12.1 A comparison of link flows across the Chichester network is provided in Appendix L. In general, it can be seen that the increase in capacity on the A27 in each option increases traffic flows and reduces delays on the strategic route compared to the Do Minimum scenario.
- 6.12.2 There are also reductions in traffic flows on the Chichester local road network. There is a reduction in traffic travelling through Chichester City, to the North via East Lavant, to the east via Drayton Lane and via Whyke Rd to the south that had been previously used as diversion routes to avoid the delays on the A27.
- 6.12.3 There are also increases in traffic where the reduction in congestion at key junctions increases the amount of traffic through these junctions and away from the diversionary routes mentioned above. These specifically are all the roads approaching the Bognor Rd A27 junctions, where the increase in capacity allows higher traffic flows and a reduction in delays.
- 6.12.4 However, there are specific differences between the options. In Option 2 & 6 the A285 and B2145 south of Chichester will see an increase in traffic from Chichester city as traffic travels to the new junctions south of the city to access the Stockbridge Link Road. It can also be seen that the new Stockbridge link road in these options also experiences over 1000 vehicles per hour in the AM Peak hour from Stockbridge to the Fishbourne junction and there is a reduction in flow on Appledram Lane.
- 6.12.5 In Option 2A the different alignment of the Stockbridge Link Road means that Terminus Road experiences increases in traffic as it becomes the main route linking A27 Fishbourne junction and the Stockbridge Road.
- 6.12.6 In Option 4&5 the A286 experiences an increase in traffic between Chichester City and the new northern junction on the northern alignment of the bypass. However, traffic flows on the approaches entering the current bypass route from East and West and through the City are lower than other options due to the through traffic using the new alignment to the north of the City.
- 6.12.7 The following has also been noted :
- Option 3 would benefit from some refinements to increase the capacity at Fishbourne Roundabout by introducing an additional lane for Cathedral Way.
  - Lane allocations in Options 1, 1A, 2 and 3A could also be refined at Bognor Roundabout to assist with the traffic flow into and out of Chichester
  - In Option 2 the traffic on the single lane approach to Fishbourne roundabout via Stockbridge Link Road is approaching capacity in the 2035 design year, and may benefit from an additional lane for this section of the link road.



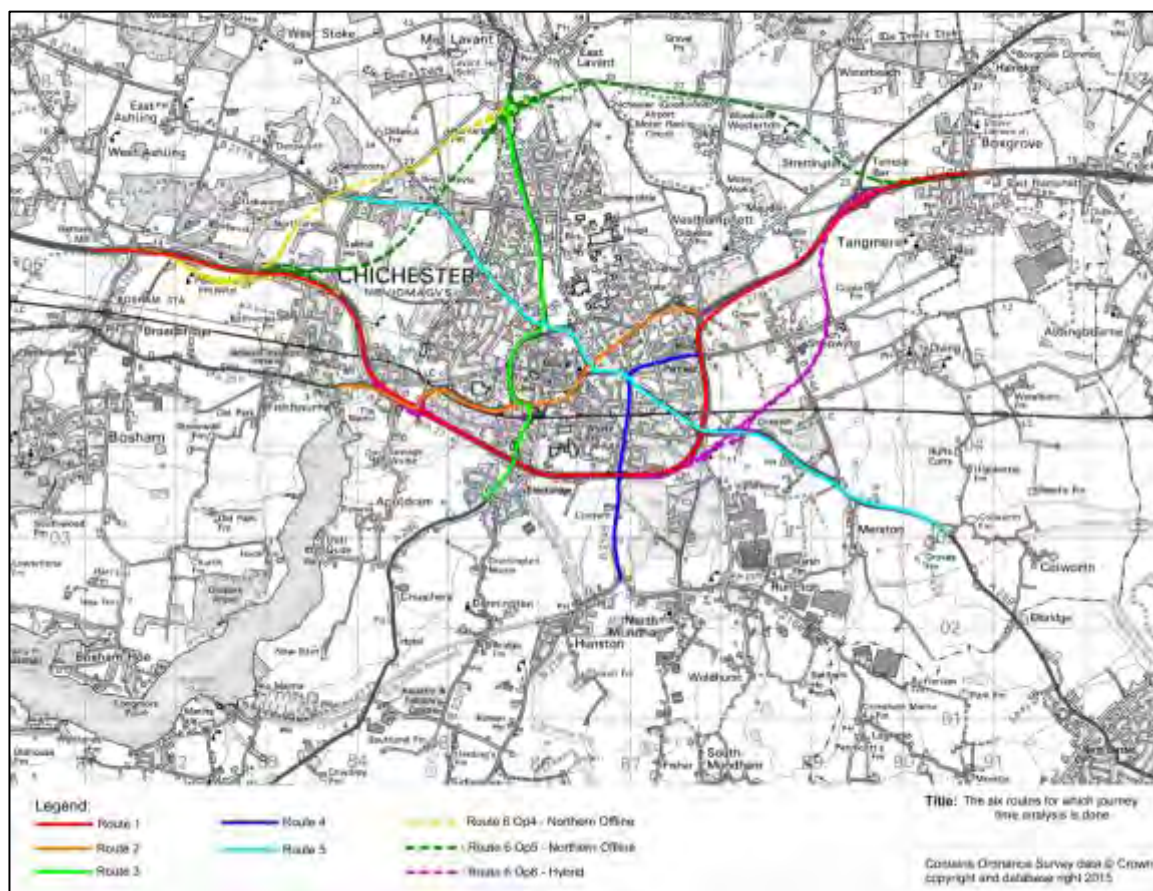
## 6.13 Comparison of route times on existing A27 Bypass and within Chichester

6.13.1 The following section compares the journey times between fixed points on the existing A27 and others that pass through Chichester via junctions on the A27 for 2014, the forecast year do minimum and do something scenarios. The five routes are as follows:

- Route 1 represents a journey on the A27 Bypass between a fixed point 4.2km west of Fishbourne roundabout on A27 and Tangmere/Boxgrove roundabout east of Chichester.
- Route 2 represents a journey between a point just west of Fishbourne roundabout and Portfield roundabout.
- Route 3 represents a journey between a fixed point 3.4km south of Whyke roundabout and Oving junction.
- Route 4 represents a journey between a fixed point 3.5km south of Stockbridge roundabout and a point near East Lavant.
- Route 5 represents a journey between a fixed point 3km northwest of Chichester and a fixed point 2.8km east of Bognor roundabout.
- Route 6 represents a journey with the same start and end locations as Route 1, however the route is via the new offline/hybrid alignments as oppose to the A27

6.13.2 The locations of these routes are shown in Figure 6-1. All the network changes for do something scenarios occur between these points and the network beyond these points are the same for all options.

**Figure 6-1: Location of journey time routes measured for comparison**



6.13.3 The journey times for each route are tabulated in Table 6-13 to Table 6-15 for 2020, 2035 and 2041 for all time periods. Journey times for High and Low scenarios are available in Appendix M.

- 6.13.4 The comparison of 2014 with the Do Minimum scenario shows that journey times will increase considerably by 2035 & 2041 in the Do Minimum scenario. All options up to 2041, except Options 1A, 3, are quicker than the 2014 situation.
- 6.13.5 For route 1, Option 2 and 2A perform very well in reducing the journey time considerably in peaks. On the other hand Option 3 shows least improvements when compared against base as well as Do minimum. Option 3 in 2035 is slower than the 2014 journey time.
- 6.13.6 On all other routes, Options 2 and 2A show substantial improvements in journey times compared to the Do Minimum scenario and rank particularly high compared to the other online options. However considering all options, Options 4 and 5 show the highest overall journey time improvements across all routes over the three years. On routes 2 to 5, Option 3 shows the least improvements over the three years.
- 6.13.7 The offline Options 4 and 5 take away a considerable amount of stress from the existing bypass in both directions in morning and evening peak. The use of the new bypass is significantly quicker (50 to 60%) than base year 2014 and even more so when compared to Do Minimum scenario in 2035 & 2041.

**Table 6-13: Comparison of Journey Times - 2020 Core**

|                         | Base<br>2014 | 2020  |      |      |      |      |      |      |      |      |      |
|-------------------------|--------------|-------|------|------|------|------|------|------|------|------|------|
|                         |              | DoMin | Op1  | Op1A | Op2  | Op2A | Op3  | Op3A | Op4  | Op5  | Op6  |
| Eastbound AM            |              |       |      |      |      |      |      |      |      |      |      |
| Route 1 - Minutes       | 12.5         | 13.6  | 10.5 | 11.6 | 10.0 | 9.8  | 11.0 | 10.0 | 10.3 | 10.3 | 10.1 |
| Route 2 - Minutes       | 12.4         | 13.0  | 10.2 | 8.2  | 13.1 | 8.7  | 12.2 | 10.7 | 10.7 | 10.7 | 13.3 |
| Route 3 - Minutes       | 10.1         | 10.2  | 10.1 | 9.9  | 9.4  | 9.7  | 10.5 | 10.1 | 9.7  | 9.6  | 9.4  |
| Route 4 - Minutes       | 6.4          | 6.3   | 6.1  | 6.4  | 5.7  | 6.0  | 6.2  | 6.1  | 6.3  | 6.3  | 5.7  |
| Route 5 - Minutes       | 11.3         | 11.6  | 10.7 | 10.3 | 11.2 | 11.0 | 12.1 | 10.9 | 10.6 | 10.5 | 11.2 |
| New Alignment - Minutes | n/a          | n/a   | n/a  | n/a  | n/a  | n/a  | n/a  | n/a  | 5.8  | 6.0  | 9.0  |
| Westbound AM            |              |       |      |      |      |      |      |      |      |      |      |
| Route 1 - Minutes       | 13.7         | 15.6  | 11.2 | 12.2 | 10.2 | 10.1 | 13.4 | 11.4 | 10.9 | 11.0 | 11.2 |
| Route 2 - Minutes       | 9.2          | 10.0  | 8.2  | 8.4  | 8.3  | 8.5  | 10.0 | 8.7  | 8.1  | 8.1  | 8.4  |
| Route 3 - Minutes       | 9.5          | 9.8   | 9.1  | 12.3 | 8.3  | 10.9 | 9.5  | 9.4  | 9.0  | 9.0  | 8.3  |
| Route 4 - Minutes       | 7.5          | 7.1   | 6.8  | 8.7  | 6.3  | 7.4  | 7.0  | 7.3  | 6.8  | 6.8  | 6.3  |
| Route 5 - Minutes       | 13.5         | 14.2  | 10.4 | 10.7 | 10.4 | 11.1 | 14.5 | 10.4 | 13.3 | 13.3 | 10.4 |
| New Alignment - Minutes | n/a          | n/a   | n/a  | n/a  | n/a  | n/a  | n/a  | n/a  | 6.0  | 6.4  | 9.2  |
| Eastbound PM            |              |       |      |      |      |      |      |      |      |      |      |
| Route 1 - Minutes       | 12.7         | 13.4  | 10.6 | 12.6 | 9.9  | 10.0 | 11.2 | 10.4 | 10.6 | 10.8 | 9.9  |
| Route 2 - Minutes       | 10.0         | 10.4  | 8.7  | 8.2  | 9.3  | 8.0  | 10.3 | 10.9 | 8.3  | 8.2  | 9.6  |
| Route 3 - Minutes       | 11.2         | 11.5  | 13.3 | 11.6 | 9.1  | 9.9  | 13.5 | 12.6 | 9.9  | 9.9  | 9.1  |
| Route 4 - Minutes       | 6.6          | 7.0   | 8.6  | 8.4  | 5.8  | 6.4  | 8.9  | 8.5  | 6.0  | 6.0  | 5.6  |
| Route 5 - Minutes       | 13.7         | 14.2  | 15.6 | 14.9 | 13.0 | 13.9 | 14.0 | 15.4 | 12.2 | 12.1 | 11.5 |
| New Alignment - Minutes | n/a          | n/a   | n/a  | n/a  | n/a  | n/a  | n/a  | n/a  | 5.8  | 6.0  | 9.2  |
| Westbound PM            |              |       |      |      |      |      |      |      |      |      |      |
| Route 1 - Minutes       | 15.5         | 17.2  | 11.6 | 13.6 | 10.5 | 10.3 | 14.5 | 12.2 | 13.1 | 13.2 | 12.4 |
| Route 2 - Minutes       | 10.7         | 12.0  | 8.0  | 8.8  | 9.1  | 8.8  | 9.2  | 8.4  | 8.0  | 8.0  | 8.8  |
| Route 3 - Minutes       | 9.4          | 9.5   | 9.5  | 9.5  | 8.6  | 10.9 | 9.5  | 9.6  | 9.3  | 9.2  | 8.6  |
| Route 4 - Minutes       | 6.6          | 6.5   | 6.7  | 6.0  | 5.6  | 6.9  | 6.5  | 6.9  | 5.9  | 5.9  | 5.6  |
| Route 5 - Minutes       | 11.6         | 12.5  | 9.8  | 9.8  | 9.7  | 10.0 | 12.7 | 9.8  | 10.5 | 10.6 | 9.8  |
| New Alignment - Minutes | n/a          | n/a   | n/a  | n/a  | n/a  | n/a  | n/a  | n/a  | 6.1  | 6.4  | 9.4  |
| Eastbound IP            |              |       |      |      |      |      |      |      |      |      |      |
| Route 1 - Minutes       | 11.2         | 11.6  | 9.1  | 10.2 | 8.6  | 8.5  | 9.6  | 9.1  | 10.3 | 10.2 | 9.0  |
| Route 2 - Minutes       | 8.0          | 8.6   | 7.3  | 7.3  | 8.3  | 7.3  | 8.4  | 8.0  | 7.6  | 7.6  | 8.6  |
| Route 3 - Minutes       | 9.9          | 10.1  | 10.3 | 10.3 | 9.0  | 9.4  | 10.8 | 9.7  | 9.4  | 9.4  | 9.0  |
| Route 4 - Minutes       | 6.6          | 6.6   | 6.3  | 7.3  | 5.8  | 6.3  | 6.5  | 6.4  | 6.5  | 6.5  | 5.8  |
| Route 5 - Minutes       | 11.1         | 11.9  | 11.7 | 11.9 | 11.5 | 11.7 | 11.7 | 11.8 | 11.1 | 11.1 | 10.1 |
| New Alignment - Minutes | n/a          | n/a   | n/a  | n/a  | n/a  | n/a  | n/a  | n/a  | 5.7  | 5.9  | 8.3  |
| Westbound IP            |              |       |      |      |      |      |      |      |      |      |      |
| Route 1 - Minutes       | 11.2         | 11.6  | 9.5  | 11.4 | 8.8  | 8.6  | 11.9 | 9.6  | 10.7 | 10.8 | 10.3 |
| Route 2 - Minutes       | 8.0          | 8.6   | 7.7  | 7.8  | 7.8  | 7.8  | 8.2  | 8.1  | 7.5  | 7.6  | 7.8  |
| Route 3 - Minutes       | 9.9          | 10.1  | 8.9  | 9.1  | 8.3  | 9.1  | 9.1  | 9.0  | 8.8  | 8.8  | 8.3  |
| Route 4 - Minutes       | 6.6          | 6.6   | 6.3  | 6.5  | 5.9  | 6.4  | 6.7  | 6.8  | 6.5  | 6.5  | 6.2  |
| Route 5 - Minutes       | 11.1         | 11.9  | 9.8  | 9.8  | 9.7  | 9.8  | 11.8 | 9.8  | 11.0 | 11.0 | 9.8  |
| New Alignment - Minutes | n/a          | n/a   | n/a  | n/a  | n/a  | n/a  | n/a  | n/a  | 5.8  | 6.1  | 8.2  |

A27 Chichester Bypass Improvement Scheme  
Traffic Forecasting Report

**Table 6-14: Comparison of Journey Times - 2035 Core**

|                         | Base<br>2014 | 2035  |      |      |      |      |      |      |      |      |      |
|-------------------------|--------------|-------|------|------|------|------|------|------|------|------|------|
|                         |              | DoMin | Op1  | Op1A | Op2  | Op2A | Op3  | Op3A | Op4  | Op5  | Op6  |
| Eastbound AM            |              |       |      |      |      |      |      |      |      |      |      |
| Route 1 - Minutes       | 12.5         | 15.3  | 12.1 | 13.3 | 11.4 | 11.2 | 12.7 | 11.4 | 11.1 | 11.1 | 11.6 |
| Route 2 - Minutes       | 12.4         | 14.5  | 11.4 | 9.3  | 13.7 | 9.9  | 13.3 | 12.5 | 11.9 | 12.4 | 14.4 |
| Route 3 - Minutes       | 10.1         | 11.3  | 11.1 | 11.0 | 9.8  | 10.2 | 12.1 | 10.8 | 10.2 | 10.2 | 9.8  |
| Route 4 - Minutes       | 6.4          | 6.4   | 6.2  | 6.5  | 5.8  | 6.1  | 6.4  | 6.2  | 6.3  | 6.3  | 5.8  |
| Route 5 - Minutes       | 11.3         | 12.8  | 12.0 | 11.5 | 12.1 | 12.5 | 13.0 | 12.1 | 11.5 | 11.3 | 12.4 |
| New Alignment - Minutes | n/a          | n/a   | n/a  | n/a  | n/a  | n/a  | n/a  | n/a  | 5.9  | 6.1  | 9.7  |
| Westbound AM            |              |       |      |      |      |      |      |      |      |      |      |
| Route 1 - Minutes       | 13.7         | 17.3  | 12.7 | 13.9 | 11.3 | 11.1 | 14.8 | 13.0 | 11.7 | 11.9 | 12.3 |
| Route 2 - Minutes       | 9.2          | 11.5  | 8.8  | 9.2  | 9.0  | 9.4  | 10.7 | 9.1  | 8.6  | 8.6  | 9.4  |
| Route 3 - Minutes       | 9.5          | 10.9  | 9.5  | 12.8 | 8.6  | 12.6 | 10.3 | 10.0 | 10.1 | 10.1 | 8.5  |
| Route 4 - Minutes       | 7.5          | 8.1   | 7.2  | 9.4  | 6.6  | 8.6  | 7.5  | 7.7  | 7.2  | 7.2  | 6.6  |
| Route 5 - Minutes       | 13.5         | 15.9  | 11.2 | 11.5 | 11.1 | 11.5 | 15.9 | 11.3 | 14.0 | 14.1 | 11.1 |
| New Alignment - Minutes | n/a          | n/a   | n/a  | n/a  | n/a  | n/a  | n/a  | n/a  | 6.2  | 6.7  | 10.1 |
| Eastbound PM            |              |       |      |      |      |      |      |      |      |      |      |
| Route 1 - Minutes       | 12.7         | 15.5  | 12.4 | 14.2 | 10.8 | 11.1 | 12.9 | 13.1 | 11.7 | 11.8 | 10.8 |
| Route 2 - Minutes       | 10.0         | 13.2  | 11.3 | 10.4 | 12.7 | 9.4  | 12.2 | 13.9 | 9.0  | 8.8  | 12.2 |
| Route 3 - Minutes       | 11.2         | 13.9  | 15.0 | 13.6 | 9.3  | 10.8 | 15.0 | 14.1 | 10.8 | 10.8 | 9.4  |
| Route 4 - Minutes       | 6.6          | 9.0   | 10.0 | 9.5  | 5.9  | 6.7  | 10.1 | 8.8  | 6.6  | 6.6  | 5.9  |
| Route 5 - Minutes       | 13.7         | 16.8  | 17.5 | 16.0 | 14.5 | 15.3 | 15.9 | 16.9 | 14.1 | 14.0 | 13.6 |
| New Alignment - Minutes | n/a          | n/a   | n/a  | n/a  | n/a  | n/a  | n/a  | n/a  | 5.9  | 6.1  | 10.2 |
| Westbound PM            |              |       |      |      |      |      |      |      |      |      |      |
| Route 1 - Minutes       | 15.5         | 19.8  | 13.1 | 14.7 | 11.8 | 11.5 | 15.8 | 14.1 | 14.3 | 14.2 | 13.6 |
| Route 2 - Minutes       | 10.7         | 14.3  | 9.6  | 10.5 | 10.7 | 10.7 | 10.9 | 9.1  | 9.4  | 9.3  | 10.5 |
| Route 3 - Minutes       | 9.4          | 10.1  | 9.9  | 11.5 | 9.0  | 12.8 | 10.0 | 10.1 | 10.0 | 9.6  | 8.9  |
| Route 4 - Minutes       | 6.6          | 7.6   | 7.4  | 8.7  | 6.4  | 8.3  | 7.5  | 7.5  | 6.1  | 6.1  | 5.8  |
| Route 5 - Minutes       | 11.6         | 14.0  | 10.4 | 10.5 | 10.3 | 10.7 | 13.6 | 10.4 | 11.3 | 11.5 | 10.5 |
| New Alignment - Minutes | n/a          | n/a   | n/a  | n/a  | n/a  | n/a  | n/a  | n/a  | 6.4  | 6.8  | 10.4 |
| Eastbound IP            |              |       |      |      |      |      |      |      |      |      |      |
| Route 1 - Minutes       | 11.2         | 12.8  | 10.2 | 11.9 | 9.4  | 9.4  | 10.6 | 10.0 | 11.1 | 11.0 | 9.6  |
| Route 2 - Minutes       | 8.0          | 9.8   | 8.1  | 7.8  | 10.6 | 7.8  | 9.6  | 9.1  | 7.9  | 7.9  | 10.9 |
| Route 3 - Minutes       | 9.9          | 11.5  | 11.1 | 10.7 | 9.1  | 9.7  | 11.6 | 10.6 | 10.2 | 10.2 | 9.1  |
| Route 4 - Minutes       | 6.6          | 7.2   | 6.6  | 7.4  | 5.9  | 6.4  | 6.9  | 6.6  | 6.7  | 6.7  | 6.0  |
| Route 5 - Minutes       | 11.1         | 13.2  | 12.2 | 12.0 | 11.9 | 12.2 | 12.4 | 12.4 | 12.1 | 12.0 | 10.9 |
| New Alignment - Minutes | n/a          | n/a   | n/a  | n/a  | n/a  | n/a  | n/a  | n/a  | 5.8  | 5.9  | 8.8  |
| Westbound IP            |              |       |      |      |      |      |      |      |      |      |      |
| Route 1 - Minutes       | 12.2         | 15.8  | 10.7 | 13.4 | 9.8  | 9.6  | 13.0 | 11.2 | 11.3 | 11.6 | 11.2 |
| Route 2 - Minutes       | 8.0          | 10.4  | 8.1  | 8.3  | 8.5  | 8.1  | 8.6  | 8.4  | 7.9  | 7.9  | 8.7  |
| Route 3 - Minutes       | 9.2          | 9.8   | 9.1  | 9.6  | 8.4  | 11.3 | 9.5  | 9.2  | 9.2  | 9.1  | 8.4  |
| Route 4 - Minutes       | 6.9          | 6.8   | 6.5  | 6.7  | 6.1  | 6.9  | 6.9  | 6.9  | 6.5  | 6.5  | 6.3  |
| Route 5 - Minutes       | 11.3         | 12.9  | 10.1 | 10.2 | 10.1 | 10.4 | 12.4 | 10.2 | 11.4 | 11.4 | 10.2 |
| New Alignment - Minutes | n/a          | n/a   | n/a  | n/a  | n/a  | n/a  | n/a  | n/a  | 6.0  | 6.3  | 8.9  |

**Table 6-15: Comparison of Journey Times - 2041 Core**

|                        | Base<br>2014 | 2041  |      |      |      |      |      |      |      |      |      |
|------------------------|--------------|-------|------|------|------|------|------|------|------|------|------|
|                        |              | DoMin | Op1  | Op1A | Op2  | Op2A | Op3  | Op3A | Op4  | Op5  | Op6  |
| Eastbound AM 2041      |              |       |      |      |      |      |      |      |      |      |      |
| Route 1 - Minutes      | 12.5         | 16.1  | 12.9 | 13.9 | 12.1 | 11.4 | 13.6 | 12.0 | 11.4 | 11.6 | 12.1 |
| Route 2 - Minutes      | 12.4         | 15.2  | 12.6 | 9.8  | 14.4 | 9.8  | 13.7 | 13.1 | 11.8 | 12.1 | 14.1 |
| Route 3 - Minutes      | 10.1         | 11.5  | 11.7 | 11.6 | 10.0 | 10.5 | 12.7 | 11.3 | 10.5 | 10.5 | 9.9  |
| Route 4 - Minutes      | 6.4          | 6.5   | 6.3  | 6.5  | 5.9  | 6.6  | 6.6  | 6.3  | 6.3  | 6.3  | 5.9  |
| Route 5 - Minutes      | 11.3         | 13.3  | 12.3 | 12.0 | 12.5 | 12.8 | 13.6 | 12.4 | 11.9 | 11.7 | 12.7 |
| New Alignment - inutes | n/a          | n/a   | n/a  | n/a  | n/a  | n/a  | n/a  | n/a  | 6.0  | 6.2  | 10.0 |
| Westbound AM 2041      |              |       |      |      |      |      |      |      |      |      |      |
| Route 1 - Minutes      | 13.7         | 18.1  | 13.4 | 14.9 | 11.8 | 11.1 | 15.6 | 13.6 | 12.2 | 12.3 | 12.8 |
| Route 2 - Minutes      | 9.2          | 12.8  | 9.0  | 9.9  | 9.4  | 10.0 | 11.2 | 9.4  | 9.0  | 9.0  | 9.9  |
| Route 3 - Minutes      | 9.5          | 11.8  | 10.0 | 13.4 | 8.7  | 14.1 | 10.8 | 10.4 | 10.4 | 10.3 | 8.6  |
| Route 4 - Minutes      | 7.5          | 8.7   | 7.7  | 10.0 | 6.9  | 9.8  | 7.8  | 8.2  | 7.4  | 7.4  | 6.7  |
| Route 5 - Minutes      | 13.5         | 15.8  | 11.3 | 12.0 | 11.3 | 11.8 | 16.5 | 11.5 | 14.5 | 14.6 | 11.3 |
| New Alignment - inutes | n/a          | n/a   | n/a  | n/a  | n/a  | n/a  | n/a  | n/a  | 6.3  | 6.8  | 10.5 |
| Eastbound PM 2041      |              |       |      |      |      |      |      |      |      |      |      |
| Route 1 - Minutes      | 12.7         | 16.2  | 13.0 | 14.8 | 11.2 | 11.7 | 13.5 | 13.7 | 12.2 | 12.4 | 11.2 |
| Route 2 - Minutes      | 10.0         | 14.9  | 12.5 | 11.1 | 13.9 | 10.4 | 13.9 | 16.2 | 9.4  | 9.2  | 12.9 |
| Route 3 - Minutes      | 11.2         | 15.0  | 16.0 | 14.6 | 9.5  | 11.6 | 15.4 | 15.1 | 11.4 | 11.4 | 9.5  |
| Route 4 - Minutes      | 6.6          | 9.6   | 10.8 | 10.4 | 6.2  | 7.2  | 10.2 | 9.8  | 7.1  | 7.1  | 6.2  |
| Route 5 - Minutes      | 13.7         | 17.8  | 18.6 | 16.9 | 15.0 | 16.3 | 16.8 | 17.8 | 14.9 | 14.8 | 14.2 |
| New Alignment - inutes | n/a          | n/a   | n/a  | n/a  | n/a  | n/a  | n/a  | n/a  | 5.9  | 6.2  | 10.6 |
| Westbound PM 2041      |              |       |      |      |      |      |      |      |      |      |      |
| Route 1 - Minutes      | 15.5         | 20.5  | 13.4 | 15.2 | 12.2 | 11.9 | 15.7 | 14.4 | 14.8 | 14.7 | 14.0 |
| Route 2 - Minutes      | 10.7         | 15.5  | 10.1 | 11.1 | 11.2 | 11.3 | 12.0 | 9.7  | 9.8  | 9.6  | 10.9 |
| Route 3 - Minutes      | 9.4          | 10.6  | 10.1 | 12.4 | 9.1  | 13.1 | 10.4 | 10.4 | 10.2 | 9.8  | 9.0  |
| Route 4 - Minutes      | 6.6          | 8.3   | 8.7  | 9.7  | 6.8  | 8.1  | 8.0  | 8.8  | 6.1  | 6.1  | 6.1  |
| Route 5 - Minutes      | 11.6         | 14.6  | 10.6 | 10.7 | 10.5 | 10.9 | 12.4 | 10.6 | 12.0 | 12.0 | 10.6 |
| New Alignment - inutes | n/a          | n/a   | n/a  | n/a  | n/a  | n/a  | n/a  | n/a  | 6.5  | 6.9  | 10.7 |
| Eastbound IP 2041      |              |       |      |      |      |      |      |      |      |      |      |
| Route 1 - Minutes      | 11.2         | 13.4  | 10.7 | 12.7 | 9.8  | 10.0 | 11.2 | 10.4 | 11.5 | 11.4 | 9.9  |
| Route 2 - Minutes      | 8.0          | 10.3  | 8.7  | 8.3  | 11.7 | 8.2  | 10.0 | 9.9  | 8.0  | 8.0  | 11.7 |
| Route 3 - Minutes      | 9.9          | 12.3  | 11.6 | 11.6 | 9.2  | 10.0 | 12.0 | 11.1 | 10.4 | 10.6 | 9.2  |
| Route 4 - Minutes      | 6.6          | 7.8   | 6.7  | 7.7  | 6.0  | 6.5  | 7.0  | 6.8  | 6.8  | 6.8  | 6.1  |
| Route 5 - Minutes      | 11.1         | 13.7  | 12.7 | 12.6 | 12.2 | 12.6 | 12.9 | 13.1 | 12.3 | 12.3 | 11.1 |
| New Alignment - inutes | n/a          | n/a   | n/a  | n/a  | n/a  | n/a  | n/a  | n/a  | 5.8  | 6.0  | 9.0  |
| Westbound IP 2041      |              |       |      |      |      |      |      |      |      |      |      |
| Route 1 - Minutes      | 12.2         | 16.7  | 11.3 | 14.3 | 10.2 | 9.9  | 13.7 | 11.9 | 11.8 | 12.1 | 11.7 |
| Route 2 - Minutes      | 8.0          | 11.1  | 8.2  | 8.9  | 8.9  | 8.4  | 8.9  | 8.5  | 8.1  | 8.1  | 9.0  |
| Route 3 - Minutes      | 9.2          | 10.0  | 9.2  | 10.1 | 8.5  | 11.9 | 9.6  | 9.5  | 9.4  | 9.3  | 8.5  |
| Route 4 - Minutes      | 6.9          | 7.0   | 6.5  | 6.9  | 6.1  | 7.1  | 6.9  | 7.1  | 6.6  | 6.6  | 6.3  |
| Route 5 - Minutes      | 11.3         | 13.3  | 10.3 | 10.4 | 10.2 | 10.9 | 12.8 | 10.4 | 11.5 | 11.6 | 10.3 |
| New Alignment - inutes | n/a          | n/a   | n/a  | n/a  | n/a  | n/a  | n/a  | n/a  | 6.1  | 6.4  | 9.2  |

## 6.14 Comparison of Journey Times through Chichester

- 6.14.1 The following tables present average journey times in the modelled time periods between the modelled zones shown in Option 2A has similar long distance improvements to Option 2 but improvements in local journey times are smaller, and to/from the Birdham area there is an increase in delay due to the different alignment of the Stockbridge link road close to the A27, and increased reliance on the already congested Terminus Road to link traffic between Fishbourne road and Stockbridge Road
- 6.14.2 . Table 6-16 presents a comparison of the Base Year (2014) with the 2035 Do minimum scenario. Table 6-17 presents a comparison of the 2035 Do minimum scenario with each Option tested in the AM Peak hour.
- 6.14.3 Appendix H.contains a comparison of average journey times on movements to/from and through Chichester for each time period and scenario.



**Figure 6-2: Location of modelled zones between which journey time is measured for comparison**



- 6.14.4 Comparison of journey times between Do Minimum and Do Something shows that there is generally a significant journey time reduction in trips to Chichester, Havant, Fontwell, Bognor Regis, Lavant, North Mundham, Apuldrum, Fishbourne and West Broyle. However its magnitude varies according to the option.
- 6.14.5 The comparison shows compared with the 2035 Do Minimum AM Peak hour scenario that Option 1 has long distance savings (between Havant and Fontwell) but showed some minor delays in local journeys to the south and minor improvements elsewhere.
- 6.14.6 Option 1A shows similar journey time savings as Option 1, but generally the overall savings are smaller and there are slight delays in some long distance journeys, due to the increased congestion at the Stockbridge and Whyke Roundabouts which are not improved in this option.
- 6.14.7 Option 2A has similar long distance improvements to Option 2 but improvements in local journey times are smaller, and to/from the Birdham area there is an increase in delay due to the different alignment of the Stockbridge link road close to the A27, and increased reliance on the already congested Terminus Road to link traffic between Fishbourne road and Stockbridge Road
- 6.14.8 Option 3 shows minor improvements in journey times between most areas. However a few local movements show small increases, due to the removal of right turns at Stockbridge and Whyke junctions reducing accessibility between areas. It can be seen the improvements are generally smaller than the increases seen in Do Minimum compared to the Base Year. Showing that Option 3 doesn't represent an improvement on the 2014 situation.
- 6.14.9 Option 3A shows some improvement in journey times compared to Option 3 particularly on some long distance journeys, for example between Oving and Fishbourne, Oving and Havant and Bognor Regis and Fishbourne. The savings from Fishbourne are created by the improvement to Terminus Road which reduces congestion at Fishbourne roundabout. Local movements remain problematic and show increases in journey times.

- 6.14.10 The offline options Options 4 & 5 each show significant saving on long distance journeys, and improvements for most local movements. There is an increase in journey times for certain movements from Tangmere especially in forecast year 2020. This is because Tangmere's connection to Boxgrove/Tangmere roundabout via Meadow way and left in and out movement for A27 westbound through Tangmere Rd is closed in these options; and connectivity of Tangmere is limited to the Tangmere Rd and Shopwhyke Rd south of the village. After 2020, when the link road between the new development in Tangmere and A27 / A285 junction is established; connectivity improves and the journey times reduce.
- 6.14.11 Boxgrove residents will now access the A27 via the A285 and the existing A27/A285 junction to the east of Boxgrove. Tangmere residents will also access the A27 via the existing A27/A285 junction to the east of Boxgrove. It is assumed that a new access road will be built as part of the new housing development to the West of Tangmere as part of the Chichester Local Plan. The Chichester Local Plan states the new development will be completed between 2020 and 2029.
- 6.14.12 In Options 4 & 5 the 'New Road' will also close and be replaced with the new northern alignment of the A27. This will change the access between Lavant area and Tangmere/Boxgrove area. Trips making this movement will need to travel via the A286 and A285 through central Chichester. This is shown in the comparison below where the average journey times increase by over 5 minutes between these areas.
- 6.14.13 Option 6 also shows significant savings on long distance journeys, with general improvements to local traffic movements. However, some local journeys also showed small delays



# A27 Chichester Bypass Improvement Scheme Traffic Forecasting Report

**Table 6-16: Journey Times through Chichester in 2014 vs 2035 Do Minimum**

| BASE YEAR    |      | AM Peak Hour |        |          |              |        |          |       |              |            |        | Do Minimum   |      | AM Peak Hour |            |        |          |              |        |          |       |              |            |              |             |     |      |            |        |          |              |        |          |       |              |            |        |             |
|--------------|------|--------------|--------|----------|--------------|--------|----------|-------|--------------|------------|--------|--------------|------|--------------|------------|--------|----------|--------------|--------|----------|-------|--------------|------------|--------------|-------------|-----|------|------------|--------|----------|--------------|--------|----------|-------|--------------|------------|--------|-------------|
|              |      | Chichester   | Havant | Fontwell | Bognor Regis | Lavant | Tangmere | Oving | North Mundon | Fishbourne | Birham | West Broyle  |      |              | Chichester | Havant | Fontwell | Bognor Regis | Lavant | Tangmere | Oving | North Mundon | Fishbourne | Birham       | West Broyle |     |      | Chichester | Havant | Fontwell | Bognor Regis | Lavant | Tangmere | Oving | North Mundon | Fishbourne | Birham | West Broyle |
| Chichester   | -    | 22.1         | 9.7    | 10.8     | 7.0          | 6.4    | 7.2      | 7.3   | 7.2          | 8.1        | 7.8    | Chichester   | -    | 23.3         | 10.0       | 11.0   | 7.0      | 6.7          | 7.9    | 7.5      | 7.8   | 8.7          | 8.0        | Chichester   | 0.0         | 1.2 | 0.3  | 0.2        | 0.0    | 0.3      | 0.7          | 0.1    | 0.6      | 0.6   | 0.2          |            |        |             |
| Havant       | 22.8 | -            | 31.6   | 29.3     | 28.7         | 28.4   | 26.6     | 25.7  | 20.4         | 21.3       | 28.5   | Havant       | 24.7 | -            | 33.9       | 30.5   | 30.7     | 29.6         | 27.9   | 26.9     | 21.4  | 22.3         | 28.9       | Havant       | 1.9         | 0.0 | 2.2  | 1.2        | 1.9    | 1.2      | 1.3          | 1.2    | 1.0      | 1.0   | 0.4          |            |        |             |
| Fontwell     | 12.9 | 33.7         | -      | 10.9     | 13.2         | 4.2    | 7.1      | 12.1  | 18.7         | 15.8       | 17.3   | Fontwell     | 13.9 | 35.8         | -          | 10.4   | 13.5     | 4.3          | 7.1    | 12.3     | 18.5  | 18.0         | 18.0       | Fontwell     | 1.0         | 2.1 | 0.0  | -0.5       | 0.3    | 0.1      | 0.0          | 0.2    | -0.2     | 2.1   | 0.6          |            |        |             |
| Bognor Regis | 16.6 | 33.7         | 11.6   | -        | 20.9         | 10.8   | 7.1      | 7.1   | 18.7         | 15.8       | 23.4   | Bognor Regis | 18.5 | 36.3         | 11.3       | -      | 21.8     | 11.6         | 8.0    | 8.1      | 20.7  | 17.7         | 25.5       | Bognor Regis | 1.9         | 2.6 | -0.3 | 0.0        | 0.9    | 0.8      | 0.9          | 1.0    | 2.0      | 1.9   | 2.1          |            |        |             |
| Lavant       | 7.5  | 29.3         | 11.8   | 17.2     | -            | 8.6    | 11.2     | 14.8  | 10.7         | 14.0       | 8.8    | Lavant       | 8.4  | 31.3         | 12.1       | 17.9   | -        | 8.9          | 11.8   | 15.8     | 11.0  | 14.5         | 8.8        | Lavant       | 0.9         | 2.1 | 0.4  | 0.8        | 0.0    | 0.3      | 0.6          | 1.0    | 0.3      | 0.5   | 0.0          |            |        |             |
| Tangmere     | 8.8  | 29.6         | 5.4    | 9.7      | 9.1          | -      | 3.7      | 7.4   | 14.6         | 11.8       | 13.3   | Tangmere     | 9.7  | 31.7         | 6.1        | 9.9    | 9.4      | -            | 3.8    | 7.6      | 14.3  | 13.8         | 13.8       | Tangmere     | 0.9         | 2.1 | 0.7  | 0.2        | 0.3    | 0.0      | 0.1          | 0.2    | -0.3     | 2.1   | 0.6          |            |        |             |
| Oving        | 11.1 | 29.8         | 7.1    | 6.5      | 13.9         | 3.8    | -        | 5.8   | 14.9         | 12.0       | 17.8   | Oving        | 12.1 | 32.5         | 7.1        | 7.1    | 14.1     | 3.9          | -      | 5.9      | 17.0  | 14.7         | 18.2       | Oving        | 1.0         | 2.7 | 0.0  | 0.5        | 0.2    | 0.1      | 0.0          | 0.2    | 2.1      | 2.7   | 0.4          |            |        |             |
| North Mundon | 12.5 | 27.8         | 13.1   | 6.2      | 18.4         | 7.6    | 6.0      | -     | 12.8         | 9.9        | 19.2   | North Mundon | 13.8 | 29.7         | 14.1       | 6.4    | 18.5     | 8.3          | 6.6    | -        | 14.2  | 11.2         | 20.8       | North Mundon | 1.3         | 2.0 | 1.0  | 0.2        | 0.1    | 0.7      | 0.6          | 0.0    | 1.3      | 1.3   | 1.6          |            |        |             |
| Fishbourne   | 9.9  | 24.1         | 17.4   | 18.4     | 10.8         | 14.2   | 15.7     | 14.8  | -            | 5.4        | 9.5    | Fishbourne   | 11.8 | 24.5         | 18.7       | 19.0   | 11.7     | 15.4         | 16.4   | 15.4     | -     | 5.6          | 10.2       | Fishbourne   | 1.9         | 0.4 | 1.3  | 0.6        | 0.9    | 1.2      | 0.7          | 0.6    | 0.0      | 0.2   | 0.7          |            |        |             |
| Birham       | 10.2 | 25.0         | 16.9   | 14.6     | 13.7         | 13.7   | 12.0     | 11.0  | 5.0          | -          | 12.4   | Birham       | 11.8 | 25.9         | 19.5       | 16.2   | 14.6     | 15.3         | 13.6   | 11.4     | 5.0   | -            | 13.7       | Birham       | 1.6         | 0.9 | 2.6  | 1.6        | 0.9    | 1.6      | 1.7          | 0.4    | 0.0      | 0.0   | 1.3          |            |        |             |
| West Broyle  | 9.4  | 27.9         | 16.8   | 20.1     | 9.1          | 13.6   | 16.4     | 16.6  | 9.0          | 13.2       | -      | West Broyle  | 10.4 | 28.4         | 17.3       | 21.3   | 9.2      | 14.0         | 16.9   | 17.8     | 9.1   | 13.4         | -          | West Broyle  | 1.0         | 0.5 | 0.5  | 1.2        | 0.1    | 0.4      | 0.5          | 1.2    | 0.1      | 0.3   | 0.0          |            |        |             |

| BASE YEAR    |      | INTER Peak Hour |        |          |              |        |          |       |              |            |        | Do Minimum   |      | INTER Peak Hour |            |        |          |              |        |          |       |              |            |              |             |     |      |            |        |          |              |        |          |       |              |            |        |             |
|--------------|------|-----------------|--------|----------|--------------|--------|----------|-------|--------------|------------|--------|--------------|------|-----------------|------------|--------|----------|--------------|--------|----------|-------|--------------|------------|--------------|-------------|-----|------|------------|--------|----------|--------------|--------|----------|-------|--------------|------------|--------|-------------|
|              |      | Chichester      | Havant | Fontwell | Bognor Regis | Lavant | Tangmere | Oving | North Mundon | Fishbourne | Birham | West Broyle  |      |                 | Chichester | Havant | Fontwell | Bognor Regis | Lavant | Tangmere | Oving | North Mundon | Fishbourne | Birham       | West Broyle |     |      | Chichester | Havant | Fontwell | Bognor Regis | Lavant | Tangmere | Oving | North Mundon | Fishbourne | Birham | West Broyle |
| Chichester   | -    | 21.7            | 9.6    | 12.7     | 6.9          | 6.4    | 7.2      | 9.3   | 7.3          | 8.1        | 7.7    | Chichester   | -    | 23.7            | 10.1       | 13.7   | 7.0      | 6.7          | 7.9    | 10.0     | 8.6   | 9.5          | 8.0        | Chichester   | 0.0         | 2.1 | 0.4  | 1.0        | 0.1    | 0.4      | 0.7          | 0.7    | 1.4      | 1.4   | 0.3          |            |        |             |
| Havant       | 21.3 | -               | 29.0   | 28.6     | 27.2         | 25.8   | 24.8     | 24.7  | 19.5         | 20.3       | 28.6   | Havant       | 22.2 | -               | 30.7       | 30.1   | 28.1     | 27.4         | 26.2   | 26.0     | 20.3  | 21.2         | 28.7       | Havant       | 0.9         | 0.0 | 1.7  | 1.6        | 0.9    | 1.7      | 1.4          | 1.3    | 0.9      | 0.9   | 0.1          |            |        |             |
| Fontwell     | 10.7 | 30.8            | -      | 10.7     | 12.8         | 4.0    | 7.0      | 11.4  | 16.4         | 14.8       | 16.8   | Fontwell     | 11.4 | 33.8            | -          | 10.3   | 13.0     | 4.1          | 7.0    | 11.5     | 17.7  | 16.6         | 17.2       | Fontwell     | 0.6         | 3.1 | 0.0  | -0.4       | 0.2    | 0.1      | 0.0          | 0.2    | 1.4      | 1.9   | 0.3          |            |        |             |
| Bognor Regis | 14.4 | 31.5            | 11.0   | -        | 19.5         | 9.6    | 6.6      | 6.4   | 17.1         | 15.5       | 21.1   | Bognor Regis | 14.9 | 33.6            | 10.6       | -      | 19.7     | 9.9          | 6.8    | 6.5      | 18.5  | 16.4         | 21.9       | Bognor Regis | 0.5         | 2.1 | -0.4 | 0.0        | 0.2    | 0.4      | 0.2          | 0.1    | 1.5      | 0.9   | 0.8          |            |        |             |
| Lavant       | 6.7  | 28.0            | 11.5   | 16.8     | -            | 8.3    | 11.2     | 13.8  | 10.5         | 14.3       | 8.7    | Lavant       | 6.8  | 30.2            | 11.8       | 17.8   | -        | 8.5          | 11.9   | 15.1     | 10.7  | 14.3         | 8.7        | Lavant       | 0.1         | 2.2 | 0.2  | 0.9        | 0.0    | 0.2      | 0.7          | 1.3    | 0.2      | 0.0   | 0.0          |            |        |             |
| Tangmere     | 6.8  | 26.9            | 4.9    | 9.4      | 8.9          | -      | 3.8      | 6.8   | 12.5         | 10.9       | 12.9   | Tangmere     | 7.4  | 29.9            | 5.1        | 9.8    | 9.1      | -            | 3.8    | 6.9      | 13.8  | 12.7         | 13.2       | Tangmere     | 0.6         | 3.0 | 0.2  | 0.3        | 0.1    | 0.0      | 0.1          | 0.2    | 1.3      | 1.8   | 0.3          |            |        |             |
| Oving        | 9.3  | 27.4            | 7.0    | 6.7      | 13.6         | 3.8    | -        | 5.1   | 13.0         | 11.4       | 16.0   | Oving        | 9.9  | 29.7            | 7.0        | 7.1    | 13.7     | 3.9          | -      | 5.2      | 14.6  | 12.5         | 16.9       | Oving        | 0.6         | 2.3 | 0.0  | 0.4        | 0.1    | 0.1      | 0.0          | 0.1    | 1.6      | 1.1   | 0.8          |            |        |             |
| North Mundon | 10.0 | 26.1            | 11.6   | 6.2      | 15.2         | 6.7    | 5.1      | -     | 11.7         | 10.1       | 16.8   | North Mundon | 10.5 | 28.1            | 11.8       | 6.4    | 15.7     | 6.8          | 5.1    | -        | 13.0  | 10.9         | 17.5       | North Mundon | 0.5         | 2.0 | 0.2  | 0.2        | 0.5    | 0.1      | 0.0          | 0.0    | 1.3      | 0.8   | 0.7          |            |        |             |
| Fishbourne   | 7.8  | 19.9            | 15.5   | 15.1     | 10.2         | 12.3   | 11.4     | 11.2  | -            | 5.9        | 9.3    | Fishbourne   | 8.7  | 21.5            | 17.2       | 16.7   | 10.3     | 13.9         | 12.7   | 12.5     | -     | 5.7          | 9.4        | Fishbourne   | 0.9         | 1.5 | 1.7  | 1.6        | 0.1    | 1.6      | 1.3          | 1.3    | 0.0      | -0.1  | 0.1          |            |        |             |
| Birham       | 9.6  | 22.3            | 14.9   | 14.5     | 14.6         | 11.7   | 10.8     | 10.6  | 6.5          | -          | 13.7   | Birham       | 10.5 | 23.8            | 16.2       | 15.6   | 14.6     | 12.9         | 11.6   | 11.4     | 6.4   | -            | 13.7       | Birham       | 0.9         | 1.4 | 1.2  | 1.1        | 0.0    | 1.2      | 0.9          | 0.8    | -0.1     | 0.0   | 0.0          |            |        |             |
| West Broyle  | 7.6  | 27.6            | 16.2   | 20.2     | 8.8          | 13.0   | 14.6     | 16.8  | 8.9          | 13.3       | -      | West Broyle  | 8.1  | 27.9            | 16.5       | 21.7   | 8.8      | 13.2         | 15.9   | 18.0     | 8.9   | 13.3         | -          | West Broyle  | 0.5         | 0.3 | 0.3  | 1.5        | 0.0    | 0.2      | 1.2          | 1.3    | 0.1      | 0.0   | 0.0          |            |        |             |

| BASE YEAR    |      | PM Peak Hour |        |          |              |        |          |       |              |            |        | Do Minimum   |      | PM Peak Hour |            |        |          |              |        |          |       |              |            | Option       |             |     |      |            |        |          |              |        |          |       |              |            |        |             |
|--------------|------|--------------|--------|----------|--------------|--------|----------|-------|--------------|------------|--------|--------------|------|--------------|------------|--------|----------|--------------|--------|----------|-------|--------------|------------|--------------|-------------|-----|------|------------|--------|----------|--------------|--------|----------|-------|--------------|------------|--------|-------------|
|              |      | Chichester   | Havant | Fontwell | Bognor Regis | Lavant | Tangmere | Oving | North Mundon | Fishbourne | Birham | West Broyle  |      |              | Chichester | Havant | Fontwell | Bognor Regis | Lavant | Tangmere | Oving | North Mundon | Fishbourne | Birham       | West Broyle |     |      | Chichester | Havant | Fontwell | Bognor Regis | Lavant | Tangmere | Oving | North Mundon | Fishbourne | Birham | West Broyle |
| Chichester   | -    | 26.8         | 10.7   | 15.5     | 7.1          | 7.4    | 8.1      | 11.2  | 8.5          | 10.5       | 8.1    | Chichester   | -    | 29.1         | 12.2       | 17.7   | 7.3      | 8.7          | 9.8    | 13.3     | 8.8   | 12.1         | 8.5        | Chichester   | 0.0         | 2.3 | 1.4  | 2.2        | 0.2    | 1.3      | 1.8          | 2.1    | 0.3      | 1.6   | 0.4          |            |        |             |
| Havant       | 22.8 | -            | 31.6   | 31.6     | 28.5         | 28.2   | 27.6     | 26.0  | 20.6         | 21.6       | 29.1   | Havant       | 24.0 | -            | 34.2       | 34.4   | 29.6     | 30.8         | 30.2   | 28.9     | 21.5  | 22.5         | 29.0       | Havant       | 1.3         | 0.0 | 2.7  | 2.7        | 1.1    | 2.5      | 2.5          | 2.9    | 0.9      | 0.9   | -0.1         |            |        |             |
| Fontwell     | 12.1 | 37.3         | -      | 11.4     | 13.8         | 4.1    | 7.2      | 12.6  | 18.7         | 17.6       | 18.3   | Fontwell     | 12.9 | 40.5         | -          | 11.1   | 14.1     | 4.2          | 7.2    | 13.9     | 19.6  | 19.1         | 19.2       | Fontwell     | 0.8         | 3.1 | 0.0  | -0.3       | 0.4    | 0.1      | 0.0          | 1.3    | 0.9      | 1.5   | 0.9          |            |        |             |
| Bognor Regis | 14.2 | 34.4         | 11.2   | -        | 20.3         | 9.8    | 6.6      | 6.5   | 17.2         | 14.6       | 21.3   | Bognor Regis | 15.5 | 36.3         | 10.7       | -      | 20.8     | 10.0         | 6.7    | 6.7      | 18.4  | 14.9         | 22.9       | Bognor Regis | 1.3         | 1.9 | -0.5 | 0.0        | 0.5    | 0.2      | 0.1          | 0.2    | 1.2      | 0.3   | 1.6          |            |        |             |
| Lavant       | 6.7  | 32.2         | 11.9   | 19.1     | -            | 8.6    | 11.9     | 15.9  | 10.9         | 14.2       | 8.8    | Lavant       | 6.8  | 35.0         | 12.4       | 20.6   | -        | 8.9          | 12.9   | 18.1     | 11.5  | 14.7         | 8.9        | Lavant       | 0.1         | 2.8 | 0.5  | 1.6        | 0.0    | 0.4      | 1.0          | 2.1    | 0.6      | 0.6   | 0.2          |            |        |             |
| Tangmere     | 8.1  | 33.4         | 5.3    | 11.1     | 9.8          | -      | 3.9      | 8.0   | 14.7         | 13.6       | 14.3   | Tangmere     | 8.9  | 36.4         | 6.1        | 11.8   | 10.1     | -            | 4.1    | 9.3      | 15.5  | 15.1         | 15.2       | Tangmere     | 0.8         | 3.1 | 0.9  | 0.8        | 0.3    | 0.0      | 0.2          | 1.3    | 0.8      | 1.5   | 0.9          |            |        |             |
| Oving        | 10.6 | 32.2         | 7.0    | 7.6      | 14.4         | 3.9    | -        | 6.2   | 15.0         | 12.4       | 17.7   | Oving        | 11.4 | 35.0         | 7.1        | 8.8    | 14.5     | 4.0          | -      | 7.4      | 17.1  | 13.6         | 18.5       | Oving        | 0.8         | 2.8 | 0.0  | 1.2        | 0.2    | 0.1      | 0.0          | 1.2    | 2.1      | 1.2   | 0.8          |            |        |             |
| North Mundon | 9.9  | 29.3         | 12.5   | 7.1      | 16.0         | 7.2    | 5.5      | -     | 12.1         | 9.5        | 17.0   | North Mundon | 11.2 | 31.3         | 13.5       | 7.4    | 16.5     | 7.3          | 5.6    | -        | 13.4  | 10.0         | 18.7       | North Mundon | 1.3         | 2.1 | 1.1  | 0.3        | 0.5    | 0.1      | 0.1          | 0.0    | 1.4      | 0.5   | 1.6          |            |        |             |
| Fishbourne   | 8.0  | 23.3         | 17.5   | 17.6     | 10.3         | 14.2   | 13.6     | 11.9  | -            | 5.3        | 9.6    | Fishbourne   | 8.6  | 26.0         | 17.7       | 20.4   | 10.5     | 14.2         | 16.2   | 14.9     | -     | 5.3          | 9.7        | Fishbourne   | 0.5         | 2.7 | 0.2  | 2.8        | 0.2    | 0.1      | 2.6          | 3.0    | 0.0      | 0.0   | 0.1          |            |        |             |
| Birham       | 10.4 | 25.7         | 16.1   | 16.1     | 14.6         | 12.7   | 12.1     | 10.5  | 6.4          | -          | 13.9   | Birham       | 12.5 | 27.5         | 18.1       | 18.3   | 14.9     | 14.7         | 14.1   | 12.8     | 6.4   | -            | 14.0       | Birham       | 2.1         | 1.8 | 2.1  | 2.1        | 0.3    | 1.9      | 1.9          | 2.3    | 0.0      | 0.0   | 0.2          |            |        |             |
| West Broyle  | 7.6  | 29.6         | 16.6   | 23.1     | 8.8          | 13.3   | 15.6     | 18.7  | 9.0          | 12.9       | -      | West Broyle  | 8.1  | 29.9         | 17.2       | 25.8   | 8.9      | 13.8         | 17.8   | 21.3     | 9.0   | 13.0         | -          | West Broyle  | 0.5         | 0.3 | 0.6  | 2.7        | 0.1    | 0.5      | 2.2          | 2.6    | 0.0      | 0.1   | 0.0          |            |        |             |

# A27 Chichester Bypass Improvement Scheme

## Traffic Forecasting Report

**Table 6-17: Comparison of Journey Time through Chichester for All Options 2035 AM Peak Hour**

| Average Journey Times (mins) |            |        |          |              |        |          |       |              |            |         |             |
|------------------------------|------------|--------|----------|--------------|--------|----------|-------|--------------|------------|---------|-------------|
| Year 2035 CORE               |            |        |          |              |        |          |       |              |            |         |             |
| Peak AM                      |            |        |          |              |        |          |       |              |            |         |             |
| Option                       | Do Minimum |        |          |              |        |          |       |              |            |         |             |
|                              | Chichester | Havant | Fontwell | Bognor Regis | Lavant | Tangmere | Oving | North Mundon | Fishbourne | Birdham | West Broyle |
| Chichester                   | -          | 23.3   | 10.0     | 11.0         | 7.0    | 6.7      | 7.9   | 7.5          | 7.8        | 8.7     | 8.0         |
| Havant                       | 24.7       | -      | 33.9     | 30.5         | 30.7   | 29.6     | 27.9  | 26.9         | 21.4       | 22.3    | 28.9        |
| Fontwell                     | 13.9       | 35.8   | -        | 10.4         | 13.5   | 4.3      | 7.1   | 12.3         | 18.5       | 18.0    | 18.0        |
| Bognor Regis                 | 18.5       | 36.3   | 11.3     | -            | 21.8   | 11.6     | 8.0   | 8.1          | 20.7       | 17.7    | 25.5        |
| Lavant                       | 8.4        | 31.3   | 12.1     | 17.9         | -      | 8.9      | 11.8  | 15.8         | 11.0       | 14.5    | 8.8         |
| Tangmere                     | 9.7        | 31.7   | 6.1      | 9.9          | 9.4    | -        | 3.8   | 7.6          | 14.3       | 13.8    | 13.8        |
| Oving                        | 12.1       | 32.5   | 7.1      | 7.1          | 14.1   | 3.9      | -     | 5.9          | 17.0       | 14.7    | 18.2        |
| North Mundon                 | 13.8       | 29.7   | 14.1     | 6.4          | 18.5   | 8.3      | 6.6   | -            | 14.2       | 11.2    | 20.8        |
| Fishbourne                   | 11.8       | 24.5   | 18.7     | 19.0         | 11.7   | 15.4     | 16.4  | 15.4         | -          | 5.6     | 10.2        |
| Birdham                      | 11.8       | 25.9   | 19.5     | 16.2         | 14.6   | 15.3     | 13.6  | 11.4         | 5.0        | -       | 13.7        |
| West Broyle                  | 10.4       | 28.4   | 17.3     | 21.3         | 9.2    | 14.0     | 16.9  | 17.8         | 9.1        | 13.4    | -           |

| Option       | 1          |        |          |              |        |          |       |              |            |         |             |
|--------------|------------|--------|----------|--------------|--------|----------|-------|--------------|------------|---------|-------------|
|              | Chichester | Havant | Fontwell | Bognor Regis | Lavant | Tangmere | Oving | North Mundon | Fishbourne | Birdham | West Broyle |
| Chichester   | -          | 23.5   | 10.1     | 10.4         | 7.0    | 6.7      | 7.6   | 7.0          | 6.9        | 7.8     | 8.0         |
| Havant       | 24.9       | -      | 30.7     | 30.9         | 30.9   | 27.4     | 28.2  | 27.5         | 22.8       | 23.6    | 28.8        |
| Fontwell     | 12.2       | 31.8   | -        | 10.3         | 13.3   | 4.3      | 7.1   | 11.5         | 15.3       | 14.3    | 17.5        |
| Bognor Regis | 15.4       | 33.6   | 11.1     | -            | 21.3   | 13.3     | 8.9   | 8.2          | 17.2       | 16.1    | 22.3        |
| Lavant       | 7.5        | 30.6   | 12.0     | 15.8         | -      | 8.7      | 11.9  | 12.4         | 10.7       | 14.9    | 8.8         |
| Tangmere     | 8.0        | 27.6   | 6.1      | 9.7          | 9.1    | -        | 3.8   | 7.3          | 11.1       | 10.1    | 13.3        |
| Oving        | 9.3        | 27.5   | 7.1      | 7.4          | 13.7   | 3.8      | -     | 5.9          | 11.1       | 10.1    | 16.2        |
| North Mundon | 9.9        | 27.3   | 14.0     | 6.2          | 15.9   | 8.6      | 7.0   | -            | 10.8       | 9.8     | 16.9        |
| Fishbourne   | 10.8       | 24.4   | 17.9     | 19.3         | 11.1   | 14.6     | 16.6  | 15.9         | -          | 7.3     | 9.6         |
| Birdham      | 11.3       | 25.6   | 18.9     | 18.0         | 14.0   | 15.6     | 16.5  | 12.7         | 5.0        | -       | 12.5        |
| West Broyle  | 10.2       | 28.2   | 17.2     | 20.4         | 9.1    | 13.8     | 17.7  | 17.1         | 9.0        | 14.8    | -           |

| Option       | 1A         |        |          |              |        |          |       |              |            |         |             |
|--------------|------------|--------|----------|--------------|--------|----------|-------|--------------|------------|---------|-------------|
|              | Chichester | Havant | Fontwell | Bognor Regis | Lavant | Tangmere | Oving | North Mundon | Fishbourne | Birdham | West Broyle |
| Chichester   | -          | 23.2   | 9.9      | 10.2         | 7.0    | 6.6      | 7.5   | 7.0          | 7.0        | 7.9     | 8.0         |
| Havant       | 24.4       | -      | 32.0     | 32.4         | 30.1   | 28.7     | 29.6  | 27.1         | 21.6       | 22.5    | 28.8        |
| Fontwell     | 12.4       | 32.8   | -        | 10.3         | 13.3   | 4.3      | 7.1   | 11.3         | 16.8       | 16.2    | 17.5        |
| Bognor Regis | 15.5       | 34.7   | 11.1     | -            | 21.4   | 13.1     | 8.8   | 7.5          | 18.7       | 16.6    | 22.4        |
| Lavant       | 7.9        | 30.6   | 12.0     | 15.4         | -      | 8.7      | 11.8  | 12.2         | 10.7       | 15.3    | 8.8         |
| Tangmere     | 8.2        | 28.7   | 6.1      | 9.6          | 9.1    | -        | 3.8   | 7.1          | 12.6       | 12.0    | 13.3        |
| Oving        | 9.6        | 28.8   | 7.1      | 7.2          | 13.6   | 3.8      | -     | 5.9          | 12.7       | 12.1    | 16.5        |
| North Mundon | 10.9       | 29.9   | 14.5     | 6.2          | 16.9   | 8.8      | 7.2   | -            | 13.9       | 10.4    | 17.9        |
| Fishbourne   | 10.1       | 24.3   | 17.6     | 18.9         | 10.8   | 14.3     | 16.0  | 13.6         | -          | 7.9     | 9.5         |
| Birdham      | 12.9       | 26.5   | 19.2     | 16.2         | 17.6   | 15.9     | 16.8  | 11.0         | 9.0        | -       | 16.4        |
| West Broyle  | 9.7        | 28.0   | 17.1     | 19.9         | 9.1    | 13.8     | 17.2  | 16.6         | 8.9        | 14.5    | -           |

| Option       | 2          |        |          |              |        |          |       |              |            |         |             |
|--------------|------------|--------|----------|--------------|--------|----------|-------|--------------|------------|---------|-------------|
|              | Chichester | Havant | Fontwell | Bognor Regis | Lavant | Tangmere | Oving | North Mundon | Fishbourne | Birdham | West Broyle |
| Chichester   | -          | 23.9   | 10.1     | 10.2         | 7.0    | 6.8      | 7.7   | 7.0          | 7.2        | 7.4     | 7.9         |
| Havant       | 26.0       | -      | 30.0     | 31.2         | 32.0   | 26.7     | 27.6  | 27.6         | 24.1       | 24.0    | 29.0        |
| Fontwell     | 12.3       | 30.4   | -        | 10.3         | 13.3   | 4.3      | 7.1   | 11.5         | 14.0       | 14.2    | 17.4        |
| Bognor Regis | 15.4       | 32.2   | 11.0     | -            | 21.4   | 13.3     | 9.1   | 8.6          | 15.8       | 13.9    | 22.3        |
| Lavant       | 7.6        | 31.1   | 12.1     | 15.6         | -      | 8.7      | 11.9  | 12.4         | 10.7       | 14.6    | 8.8         |
| Tangmere     | 8.1        | 26.2   | 6.1      | 9.6          | 9.1    | -        | 3.8   | 7.3          | 9.8        | 10.0    | 13.2        |
| Oving        | 9.3        | 26.1   | 7.1      | 7.5          | 13.7   | 3.8      | -     | 5.9          | 9.7        | 9.9     | 16.2        |
| North Mundon | 9.7        | 26.1   | 13.4     | 6.3          | 15.7   | 8.5      | 6.9   | -            | 9.4        | 6.6     | 16.6        |
| Fishbourne   | 11.8       | 24.7   | 18.6     | 19.2         | 11.8   | 15.3     | 18.2  | 14.0         | -          | 7.0     | 10.1        |
| Birdham      | 9.2        | 23.7   | 16.3     | 13.3         | 14.6   | 13.0     | 13.0  | 8.0          | 5.0        | -       | 13.7        |
| West Broyle  | 10.4       | 28.3   | 17.3     | 20.5         | 9.1    | 14.0     | 17.9  | 17.2         | 8.9        | 14.9    | -           |

| Option       | 2A         |        |          |              |        |          |       |              |            |         |             |
|--------------|------------|--------|----------|--------------|--------|----------|-------|--------------|------------|---------|-------------|
|              | Chichester | Havant | Fontwell | Bognor Regis | Lavant | Tangmere | Oving | North Mundon | Fishbourne | Birdham | West Broyle |
| Chichester   | -          | 23.7   | 9.8      | 10.7         | 7.0    | 6.5      | 7.4   | 7.5          | 7.3        | 8.2     | 8.0         |
| Havant       | 24.9       | -      | 29.9     | 28.2         | 30.9   | 26.6     | 25.4  | 25.0         | 22.8       | 23.5    | 28.8        |
| Fontwell     | 12.3       | 30.2   | -        | 10.3         | 13.3   | 4.3      | 7.1   | 12.5         | 13.9       | 14.8    | 17.5        |
| Bognor Regis | 16.1       | 33.1   | 11.2     | -            | 22.1   | 13.0     | 9.4   | 7.2          | 16.9       | 15.8    | 23.1        |
| Lavant       | 7.5        | 30.9   | 12.0     | 16.8         | -      | 8.6      | 11.6  | 13.6         | 10.6       | 15.4    | 8.8         |
| Tangmere     | 8.1        | 25.9   | 6.2      | 9.9          | 9.1    | -        | 3.8   | 7.7          | 9.7        | 10.6    | 13.3        |
| Oving        | 9.3        | 26.3   | 7.1      | 7.0          | 13.6   | 3.8      | -     | 6.1          | 10.0       | 11.1    | 16.2        |
| North Mundon | 12.5       | 29.5   | 15.6     | 6.2          | 18.5   | 10.5     | 8.5   | -            | 13.2       | 9.8     | 19.5        |
| Fishbourne   | 10.8       | 24.5   | 18.0     | 16.4         | 10.9   | 14.7     | 13.6  | 13.2         | -          | 8.6     | 9.6         |
| Birdham      | 13.5       | 28.4   | 21.2     | 16.4         | 18.2   | 17.8     | 16.6  | 11.1         | 9.4        | -       | 16.8        |
| West Broyle  | 10.4       | 28.2   | 17.1     | 20.9         | 9.1    | 13.7     | 16.7  | 17.7         | 9.0        | 15.7    | -           |

| Option       |            |        |          |              |        |          |       |              |            |         |             |
|--------------|------------|--------|----------|--------------|--------|----------|-------|--------------|------------|---------|-------------|
|              | Chichester | Havant | Fontwell | Bognor Regis | Lavant | Tangmere | Oving | North Mundon | Fishbourne | Birdham | West Broyle |
| Chichester   | 0.0        | 0.4    | -0.2     | -0.3         | 0.0    | -0.2     | -0.5  | 0.0          | -0.4       | -0.4    | 0.0         |
| Havant       | 0.2        | 0.0    | -4.0     | -2.3         | 0.3    | -3.1     | -2.5  | -1.9         | 1.3        | 1.2     | -0.1        |
| Fontwell     | -1.6       | -5.7   | 0.0      | 0.0          | -0.2   | 0.1      | 0.0   | 0.2          | -4.6       | -3.1    | -0.5        |
| Bognor Regis | -2.4       | -3.2   | -0.1     | 0.0          | 0.3    | 1.4      | 1.4   | -0.9         | -3.8       | -1.9    | -2.4        |
| Lavant       | -0.9       | -0.5   | -0.2     | -1.1         | 0.0    | -0.2     | -0.2  | -2.2         | -0.4       | 0.9     | 0.0         |
| Tangmere     | -1.7       | -5.8   | 0.1      | 0.0          | -0.3   | 0.0      | 0.1   | -4.6         | -3.2       | -0.5    | -1.9        |
| Oving        | -2.8       | -6.3   | 0.0      | 0.0          | -0.5   | -0.1     | 0.0   | 0.1          | -6.9       | -3.6    | -1.9        |
| North Mundon | -1.3       | -0.3   | 1.5      | -0.2         | 0.1    | 2.3      | 1.9   | 0.0          | -0.9       | -1.4    | -1.3        |
| Fishbourne   | -1.0       | 0.0    | -0.6     | -2.6         | -0.8   | -0.7     | -2.8  | -2.3         | 0.0        | 3.0     | -0.6        |
| Birdham      | 1.7        | 2.5    | 1.6      | 0.2          | 3.6    | 2.5      | 2.9   | -0.3         | 4.4        | 0.0     | 3.1         |
| West Broyle  | -0.1       | -0.1   | -0.2     | -0.4         | -0.1   | -0.2     | -0.2  | -0.1         | -0.1       | 2.2     | 0.0         |

# A27 Chichester Bypass Improvement Scheme Traffic Forecasting Report

| Option       | 3          |        |          |              |        |          |       |              |            |        |             | Option       |            |        |          |              |        |          |       |              |            |        |             |
|--------------|------------|--------|----------|--------------|--------|----------|-------|--------------|------------|--------|-------------|--------------|------------|--------|----------|--------------|--------|----------|-------|--------------|------------|--------|-------------|
|              | Chichester | Havant | Fontwell | Bognor Regis | Lavant | Tangmere | Oving | North Mundem | Fishbourne | Birham | West Broyle |              | Chichester | Havant | Fontwell | Bognor Regis | Lavant | Tangmere | Oving | North Mundem | Fishbourne | Birham | West Broyle |
| Chichester   | -          | 23.7   | 9.8      | 11.3         | 7.0    | 6.5      | 7.5   | 8.0          | 7.3        | 8.2    | 8.0         | Chichester   | 0.0        | 0.4    | -0.2     | 0.3          | 0.0    | -0.2     | -0.4  | 0.5          | -0.4       | -0.4   | 0.0         |
| Havant       | 24.6       | -      | 31.4     | 29.3         | 30.5   | 28.1     | 26.7  | 26.0         | 22.3       | 23.1   | 28.8        | Havant       | -0.1       | 0.0    | -2.5     | -1.2         | -0.2   | -1.5     | -1.2  | -0.9         | 0.8        | 0.8    | -0.1        |
| Fontwell     | 13.5       | 33.7   | -        | 10.4         | 13.4   | 4.3      | 7.1   | 12.2         | 17.5       | 16.5   | 17.6        | Fontwell     | -0.4       | -2.2   | 0.0      | 0.0          | -0.2   | 0.0      | 0.0   | -0.1         | -1.0       | -1.5   | -0.3        |
| Bognor Regis | 18.4       | 34.8   | 11.2     | -            | 21.3   | 11.4     | 7.7   | 9.0          | 18.6       | 17.6   | 25.4        | Bognor Regis | -0.1       | -1.5   | -0.2     | 0.0          | -0.5   | -0.2     | -0.2  | 0.9          | -2.1       | -0.1   | -0.1        |
| Lavant       | 8.1        | 31.4   | 12.0     | 17.6         | -      | 8.7      | 11.5  | 14.3         | 10.8       | 15.9   | 8.8         | Lavant       | -0.3       | 0.1    | -0.1     | -0.3         | 0.0    | -0.2     | -0.3  | -1.5         | -0.3       | 1.5    | 0.0         |
| Tangmere     | 9.3        | 29.5   | 6.0      | 9.8          | 9.2    | -        | 3.8   | 7.5          | 13.3       | 12.3   | 13.5        | Tangmere     | -0.4       | -2.2   | -0.1     | -0.1         | -0.2   | 0.0      | 0.0   | -0.1         | -1.0       | -1.5   | -0.4        |
| Oving        | 11.6       | 30.3   | 7.1      | 6.7          | 13.8   | 3.9      | -     | 5.8          | 14.1       | 13.1   | 17.9        | Oving        | -0.5       | -2.2   | 0.0      | -0.4         | -0.3   | 0.0      | 0.0   | -0.1         | -2.9       | -1.5   | -0.3        |
| North Mundem | 10.9       | 27.3   | 14.0     | 6.4          | 16.8   | 8.1      | 6.4   | -            | 11.1       | 10.2   | 17.8        | North Mundem | -2.9       | -2.4   | 0.0      | 0.0          | -1.6   | -0.2     | -0.1  | 0.0          | -3.0       | -1.0   | -3.0        |
| Fishbourne   | 11.1       | 24.5   | 18.1     | 17.7         | 11.3   | 14.8     | 15.1  | 14.4         | -          | 10.9   | 9.7         | Fishbourne   | -0.7       | 0.0    | -0.6     | -1.3         | -0.5   | -0.6     | -1.4  | -1.1         | 0.0        | 5.4    | -0.5        |
| Birham       | 11.8       | 24.6   | 19.7     | 17.2         | 14.1   | 16.4     | 14.5  | 12.0         | 5.0        | -      | 12.6        | Birham       | 0.0        | -1.4   | 0.2      | 1.0          | -0.5   | 1.1      | 0.9   | 0.5          | 0.0        | 0.0    | -1.1        |
| West Broyle  | 10.3       | 28.2   | 17.2     | 21.6         | 9.1    | 13.9     | 16.7  | 18.2         | 8.9        | 16.0   | -           | West Broyle  | -0.1       | -0.2   | -0.1     | 0.2          | 0.0    | -0.1     | -0.2  | 0.4          | -0.2       | 2.6    | 0.0         |

| Option       | 3A         |        |          |              |        |          |       |              |            |        |             | Option       |            |        |          |              |        |          |       |              |            |        |             |
|--------------|------------|--------|----------|--------------|--------|----------|-------|--------------|------------|--------|-------------|--------------|------------|--------|----------|--------------|--------|----------|-------|--------------|------------|--------|-------------|
|              | Chichester | Havant | Fontwell | Bognor Regis | Lavant | Tangmere | Oving | North Mundem | Fishbourne | Birham | West Broyle |              | Chichester | Havant | Fontwell | Bognor Regis | Lavant | Tangmere | Oving | North Mundem | Fishbourne | Birham | West Broyle |
| Chichester   | -          | 24.2   | 10.2     | 10.4         | 7.0    | 6.9      | 7.7   | 7.1          | 7.3        | 8.2    | 8.0         | Chichester   | 0.0        | 0.9    | 0.3      | -0.6         | 0.0    | 0.2      | -0.1  | -0.4         | -0.4       | -0.4   | 0.0         |
| Havant       | 24.6       | -      | 30.1     | 30.9         | 30.5   | 26.7     | 27.6  | 27.6         | 22.2       | 23.1   | 28.8        | Havant       | -0.1       | 0.0    | -3.8     | 0.4          | -0.1   | -2.9     | -0.3  | 0.6          | 0.8        | 0.7    | -0.1        |
| Fontwell     | 12.9       | 32.0   | -        | 10.4         | 13.3   | 4.3      | 7.1   | 12.4         | 15.2       | 14.3   | 17.5        | Fontwell     | -1.0       | -3.8   | 0.0      | 0.0          | -0.2   | 0.0      | 0.0   | 0.0          | -3.3       | -3.6   | -0.5        |
| Bognor Regis | 15.9       | 33.4   | 11.1     | -            | 21.2   | 12.8     | 9.3   | 7.7          | 16.5       | 15.7   | 22.8        | Bognor Regis | -2.7       | -2.8   | -0.3     | 0.0          | -0.6   | 1.2      | 1.3   | -0.4         | -4.1       | -2.0   | -2.7        |
| Lavant       | 7.5        | 31.1   | 12.0     | 16.2         | -      | 8.7      | 12.3  | 12.9         | 10.7       | 15.1   | 8.8         | Lavant       | -1.0       | -0.2   | -0.1     | -1.7         | 0.0    | -0.2     | 0.5   | -3.0         | -0.3       | 0.7    | 0.0         |
| Tangmere     | 8.7        | 27.9   | 5.8      | 9.7          | 9.1    | -        | 3.8   | 7.6          | 11.0       | 10.2   | 13.3        | Tangmere     | -1.0       | -3.8   | -0.3     | -0.3         | -0.3   | 0.0      | 0.0   | 0.0          | -3.3       | -3.6   | -0.5        |
| Oving        | 9.3        | 26.8   | 7.1      | 7.2          | 13.5   | 3.8      | -     | 6.0          | 10.0       | 9.2    | 16.2        | Oving        | -2.8       | -5.7   | -0.1     | 0.1          | -0.7   | -0.1     | 0.0   | 0.0          | -7.0       | -5.5   | -1.9        |
| North Mundem | 10.3       | 27.1   | 13.5     | 6.2          | 15.7   | 8.9      | 7.2   | -            | 10.2       | 9.4    | 17.2        | North Mundem | -3.5       | -2.6   | -0.6     | -0.2         | -2.8   | 0.6      | 0.7   | 0.0          | -3.9       | -1.7   | -3.6        |
| Fishbourne   | 10.7       | 24.4   | 18.1     | 18.9         | 11.0   | 14.7     | 15.6  | 15.6         | -          | 9.8    | 9.6         | Fishbourne   | -1.1       | -0.1   | -0.6     | -0.1         | -0.8   | -0.7     | -0.9  | 0.1          | 0.0        | 4.3    | -0.6        |
| Birham       | 12.3       | 25.5   | 19.0     | 18.2         | 13.9   | 15.7     | 16.5  | 13.0         | 5.1        | -      | 12.5        | Birham       | 0.5        | -0.4   | -0.5     | 2.0          | -0.7   | 0.3      | 2.9   | 1.5          | 0.1        | 0.0    | -1.2        |
| West Broyle  | 10.2       | 28.1   | 17.2     | 20.5         | 9.1    | 13.8     | 17.8  | 17.1         | 8.9        | 14.4   | -           | West Broyle  | -0.2       | -0.3   | -0.1     | -0.9         | -0.1   | -0.2     | 0.9   | -0.7         | -0.2       | 1.0    | 0.0         |

| Option       | 4          |        |          |              |        |          |       |              |            |        |             | Option       |            |        |          |              |        |          |       |              |            |        |             |
|--------------|------------|--------|----------|--------------|--------|----------|-------|--------------|------------|--------|-------------|--------------|------------|--------|----------|--------------|--------|----------|-------|--------------|------------|--------|-------------|
|              | Chichester | Havant | Fontwell | Bognor Regis | Lavant | Tangmere | Oving | North Mundem | Fishbourne | Birham | West Broyle |              | Chichester | Havant | Fontwell | Bognor Regis | Lavant | Tangmere | Oving | North Mundem | Fishbourne | Birham | West Broyle |
| Chichester   | -          | 22.4   | 9.7      | 10.6         | 7.0    | 7.3      | 7.4   | 7.3          | 6.8        | 7.7    | 7.9         | Chichester   | 0.0        | -1.0   | -0.3     | -0.4         | 0.0    | 0.6      | -0.5  | -0.2         | -1.0       | -1.0   | -0.1        |
| Havant       | 24.2       | -      | 26.5     | 30.4         | 22.9   | 29.2     | 27.8  | 27.0         | 22.4       | 23.2   | 26.4        | Havant       | -0.6       | 0.0    | -7.4     | -0.1         | -7.7   | -0.4     | -0.1  | 0.1          | 0.9        | 0.9    | -2.5        |
| Fontwell     | 12.7       | 26.6   | -        | 10.3         | 11.5   | 7.6      | 7.2   | 12.8         | 15.6       | 15.3   | 15.0        | Fontwell     | -1.2       | -9.2   | 0.0      | -0.1         | -2.0   | 3.4      | 0.1   | 0.5          | -2.9       | -2.7   | -2.9        |
| Bognor Regis | 16.6       | 33.9   | 11.3     | -            | 19.9   | 11.8     | 7.4   | 7.6          | 17.6       | 17.1   | 23.5        | Bognor Regis | -1.9       | -2.3   | -0.1     | 0.0          | -1.9   | 0.1      | -0.5  | -0.5         | -3.1       | -0.6   | -2.0        |
| Lavant       | 7.7        | 22.3   | 10.4     | 18.2         | -      | 14.6     | 12.7  | 14.9         | 11.0       | 14.8   | 8.8         | Lavant       | -0.7       | -9.0   | -1.8     | 0.3          | 0.0    | 5.8      | 0.9   | -0.9         | -0.1       | 0.3    | -0.1        |
| Tangmere     | 8.8        | 28.2   | 7.4      | 10.2         | 14.5   | -        | 4.4   | 8.0          | 12.0       | 11.4   | 15.7        | Tangmere     | -0.9       | -3.4   | 1.3      | 0.3          | 5.2    | 0.0      | 0.6   | 0.4          | -2.4       | -2.4   | 1.9         |
| Oving        | 10.0       | 28.1   | 7.1      | 6.2          | 12.5   | 4.5      | -     | 5.7          | 11.8       | 11.3   | 16.8        | Oving        | -2.2       | -4.5   | 0.0      | -0.8         | -1.6   | 0.5      | 0.0   | -0.2         | -5.2       | -3.4   | -1.3        |
| North Mundem | 12.2       | 27.5   | 13.7     | 6.2          | 18.2   | 8.4      | 6.1   | -            | 11.2       | 10.6   | 19.1        | North Mundem | -1.6       | -2.3   | -0.3     | -0.2         | -0.3   | 0.1      | -0.5  | 0.0          | -3.0       | -0.5   | -1.7        |
| Fishbourne   | 10.3       | 24.5   | 15.0     | 17.1         | 11.1   | 15.9     | 14.5  | 13.8         | -          | 5.9    | 9.7         | Fishbourne   | -1.6       | -0.1   | -3.7     | -2.0         | -0.6   | 0.5      | -1.9  | -1.7         | 0.0        | 0.4    | -0.5        |
| Birham       | 10.4       | 24.6   | 15.7     | 14.5         | 14.0   | 13.4     | 12.0  | 11.2         | 5.0        | -      | 12.5        | Birham       | -1.4       | -1.3   | -3.8     | -1.7         | -0.6   | -1.9     | -1.7  | -0.2         | 0.0        | 0.0    | -1.1        |
| West Broyle  | 9.5        | 26.1   | 14.1     | 20.0         | 8.9    | 16.7     | 16.8  | 16.7         | 9.0        | 13.8   | -           | West Broyle  | -1.0       | -2.3   | -3.1     | -1.4         | -0.3   | 2.7      | -0.1  | -1.1         | -0.1       | 0.4    | 0.0         |

| Option       | 5          |        |          |              |        |          |       |              |            |        |             | Option       |            |        |          |              |        |          |       |              |            |        |             |
|--------------|------------|--------|----------|--------------|--------|----------|-------|--------------|------------|--------|-------------|--------------|------------|--------|----------|--------------|--------|----------|-------|--------------|------------|--------|-------------|
|              | Chichester | Havant | Fontwell | Bognor Regis | Lavant | Tangmere | Oving | North Mundem | Fishbourne | Birham | West Broyle |              | Chichester | Havant | Fontwell | Bognor Regis | Lavant | Tangmere | Oving | North Mundem | Fishbourne | Birham | West Broyle |
| Chichester   | -          | 22.5   | 9.7      | 10.6         | 6.9    | 7.3      | 7.4   | 7.3          | 6.8        | 7.7    | 7.9         | Chichester   | 0.0        | -0.8   | -0.3     | -0.4         | -0.1   | 0.6      | -0.5  | -0.2         | -1.0       | -1.0   | -0.1        |
| Havant       | 24.4       | -      | 26.6     | 30.4         | 23.1   | 29.2     | 27.8  | 27.1         | 22.4       | 23.3   | 26.5        | Havant       | -0.3       | 0.0    | -7.2     | -0.1         | -7.6   | -0.4     | -0.1  | 0.2          | 1.0        | 1.0    | -2.4        |
| Fontwell     | 12.6       | 26.7   | -        | 10.3         | 11.4   | 7.5      | 7.2   | 12.7         | 15.4       | 15.2   | 14.8        | Fontwell     | -1.2       | -9.1   | 0.0      | -0.1         | -2.1   | 3.3      | 0.1   | 0.4          | -3.1       | -2.8   | -3.1        |
| Bognor Regis | 16.6       | 33.9   | 11.2     | -            | 20.0   | 11.8     | 7.5   | 7.6          | 17.6       | 17.1   | 23.5        | Bognor Regis | -1.9       | -2.4   | -0.1     | 0.0          | -1.8   | 0.2      | -0.5  | -0.5         | -3.1       | -0.6   | -2.0        |
| Lavant       | 7.7        | 22.5   | 10.4     | 18.2         | -      | 14.5     | 12.8  | 14.9         | 11.0       | 14.8   | 8.8         | Lavant       | -0.7       | -8.8   | -1.8     | 0.3          | 0.0    | 5.6      | 1.0   | -0.9         | 0.0        | 0.3    | -0.1        |
| Tangmere     | 8.8        | 28.2   | 7.4      | 10.2         | 14.5   | -        | 4.4   | 8.0          | 11.9       | 11.4   | 15.7        | Tangmere     | -0.9       | -3.5   | 1.3      | 0.3          | 5.1    | 0.0      | 0.6   | 0.4          | -2.4       | -2.4   | 1.9         |
| Oving        | 9.9        | 28.0   | 7.1      | 6.1          | 12.5   | 4.5      | -     | 5.7          | 11.7       | 11.2   | 16.8        | Oving        | -2.2       | -4.5   | 0.0      | -0.9         | -1.6   | 0.5      | 0.0   | -0.2         | -5.2       | -3.4   | -1.4        |
| North Mundem | 12.3       | 27.4   | 13.7     | 6.2          | 18.2   | 8.4      | 6.1   | -            | 11.1       | 10.6   | 19.1        | North Mundem | -1.5       | -2.3   | -0.4     | -0.2         | -0.3   | 0.1      | -0.5  | 0.0          | -3.0       | -0.5   | -1.7        |
| Fishbourne   | 11.2       | 24.5   | 15.6     | 17.3         | 11.8   | 16.1     | 14.7  | 14.0         | -          | 6.0    | 10.1        | Fishbourne   | -0.6       | -0.1   | -3.1     | -1.8         | 0.0    | 0.7      | -1.7  | -1.5         | 0.0        | 0.4    | -0.1        |
| Birham       | 10.4       | 24.6   | 15.7     | 14.5         | 14.6   | 13.3     | 12.0  | 11.2         | 5.0        | -      | 14.2        | Birham       | -1.4       | -1.3   | -3.8     | -1.7         | 0.0    | -2.0     | -1.7  | -0.2         | 0.0        | 0.0    | 0.5         |
| West Broyle  | 9.3        | 25.8   | 13.6     | 19.8         | 8.9    | 16.5     | 16.6  | 16.5         | 9.0        | 13.8   | -           | West Broyle  | -1.2       | -2.6   | -3.6     | -1.6         | -0.3   | 2.5      | -0.4  | -1.3         | -0.1       | 0.4    | 0.0         |

| Option       | 6          |        |          |              |        |          |       |              |            |        |             | Option       |            |        |          |              |        |          |       |              |            |        |             |
|--------------|------------|--------|----------|--------------|--------|----------|-------|--------------|------------|--------|-------------|--------------|------------|--------|----------|--------------|--------|----------|-------|--------------|------------|--------|-------------|
|              | Chichester | Havant | Fontwell | Bognor Regis | Lavant | Tangmere | Oving | North Mundem | Fishbourne | Birham | West Broyle |              | Chichester | Havant | Fontwell | Bognor Regis | Lavant | Tangmere | Oving | North Mundem | Fishbourne | Birham | West Broyle |
| Chichester   | -          | 24.1   | 9.9      | 10.5         | 7.0    | 7.4      | 7.0   | 8.4          | 7.6        | 7.7    | 8.0         | Chichester   | 0.0        | 0.8    | -0.1     | -0.6         | 0.0    | 0.7      | -0.8  | 0.9          | -0.2       | -1.0   | 0.0         |
| Havant       | 26.5       | -      | 28.1     | 29.2         | 32.5   | 25.9     | 26.5  | 26.8         | 24.2       | 24.3   | 28.9        | Havant       | 1.8        | 0.0    | -5.8     | -1.3         | 1.8    | -3.7     | -1.4  | -0.1         | 2.7        | 2.0    | 0.0         |
| Fontwell     | 11.8       | 29.3   | -        | 10.3         | 13.4   | 5.6      | 7.1   | 11.2         | 12.9       | 13.0   | 17.6        | Fontwell     | -2.1       | -6.6   | 0.0      | -0.1         | -0.1   | 1.3      | 0.0   | -1.1         | -5.6       | -5.0   | -0.3        |
| Bognor Regis | 15.1       | 32.8   | 11.0     | -            | 19.6   | 13.6     | 8.8   | 8.5          | 16.2       | 13.6   | 22.1        | Bognor Regis | -3.4       | -3.5   | -0.4     | 0.0          | -2.2   | 2.0      | 0.8   | 0.4          | -4.5       | -4.1   | -3.4        |
| Lavant       | 7.5        | 31.3   | 12.1     | 15.1         | -      | 9.6      | 11.3  | 12.9         | 10.7       | 14.6   | 8.8         | Lavant       | -0.9       | -0.1   | 0.0      | -2.9         | 0.0    | 0.7      | -0.5  | -2.9         | -0.3       | 0.1    | 0.0         |
| Tangmere     | 8.7        | 28.4   | 7.8      | 10.3         | 10.3   | -        | 4.4   | 8.2          | 12.0       | 12.1   | 14.5        | Tangmere     | -1.1       | -3.3   | 1.7      | 0.4          | 0.9    | 0.0      | 0.6   | 0.6          | -2.3       | -1.7   | 0.7         |
| Oving        | 9.3        | 26.9   | 7.1      | 7.4          | 13.2   | 4.4      | -     | 5.9          |            |        |             |              |            |        |          |              |        |          |       |              |            |        |             |

## 6.15 Economic Assessment

- 6.15.1 The full economic assessment is shown in the Economic Assessment Report. The proposed options can be broadly classified into online junction improvements (Option 1, Option 1A, Option 3 and Option 3A), online plus link road (Options 2, 2A), offline options (option 4 and 5) and hybrid option (option 6) which is a combination of junction improvements and small newly built sections. The TUBA results show that user benefits from offline options and hybrid option without signalised junctions are considerably higher than the online options.
- 6.15.2 The online plus link road also offer high user benefit in Option 2, but not in Option 2A where a number of additional signal junctions connecting the link cause additional delays and reduce user benefits.
- 6.15.3 The online options have signals and movement restrictions controlling the traffic entering A27. These restraints cause the traffic to reroute itself and stress some of the local roads. It was observed that this caused considerable delays on some of the local roads connecting Chichester and surrounding towns and A27. This results in a decrease in time benefits over the years as the capacity gets consumed with the increasing traffic.

## 6.16 Dependant Development

- 6.16.1 TAG unit A2.3 sets out the approach to be used to estimate the benefits of the dependent development. In summary, this is a two part process which firstly includes estimation of the 'planning gain' arising from the dependent new homes; then secondly subtracting the net external costs caused by the dependent new homes. To assess the transport external costs of the land use development, two transport model runs are required:
1. Without the new housing but with the transport scheme; and
  2. With the new housing and with the transport scheme.
- 6.16.2 As described in section 3.8 the dependant developments are the strategic developments Tangmere, North East Chichester and West of Chichester. Without the strategic developments housing and without any form of transport scheme the transport network does not provide a reasonable level of service. This can be seen in the table below where the A27 Chichester bypass, which has a poor level of service in the base year due to congestion all along the route, experiences large increases in journey times in the 2035 Do Minimum scenario compared to the base for both with and without dependant development scenarios.

**Table 6-18: Comparison of Journey Times on the A27 Chichester Bypass with and without Dependant Development**

| Eastbound     | AM   | PM   | IP   | Westbound     | AM   | PM   | IP   |
|---------------|------|------|------|---------------|------|------|------|
| Base 2014     | 12.5 | 12.7 | 11.2 | Base 2014     | 13.7 | 15.5 | 12.2 |
| DoMin with DD | 15.3 | 15.5 | 12.8 | DoMin with DD | 17.3 | 19.8 | 15.8 |
| DoMin (XDD)   | 15.2 | 15.3 | 12.6 | DoMin (XDD)   | 16.8 | 19.5 | 15.5 |

| %age difference from Base Year |     |     |     |
|--------------------------------|-----|-----|-----|
| DoMin with DD                  | 22% | 22% | 14% |
| DoMin (XDD)                    | 21% | 20% | 13% |

| %age difference from Base Year |     |     |     |
|--------------------------------|-----|-----|-----|
| DoMin with DD                  | 26% | 28% | 30% |
| DoMin (XDD)                    | 23% | 26% | 27% |

## **6.17 Provision of traffic data**

- 6.17.1 Peak hour flows, AADT flows, 24hr and 18hr AAWT flows and speeds have been calculated using the model outputs and have been made available to the highway design and environmental noise and air quality modelling teams as part of the design development and environmental assessments processes. Traffic flows have also been fed into the economic assessment process.
- 6.17.2 Appendix N shows the AADT 24hr traffic flow along the Chichester Bypass for all options, forecasts and scenarios. Total traffic and HGV flows are shown.

## **6.18 Summary of Assignment Results**

- 6.18.1 The following is a summary of the key points resulting from the variable demand assignments:
- The variable demand model and the SATURN assignments converge as expected and hence can be considered robust for further analysis.
  - Comparison of journey times through the existing A27 for all Do Something options shows that options 2, 2A, 4, 5 and 6 will bring considerable reductions in delays and the offline options 4 and 5 will reduce the journey time significantly for through traffic.
  - The schemes which include northern bypass construction increase the journey times between areas near the villages of Tangmere and Lavant due to the closure of New Road.
  - Comparison of vehicle flows for all forecast years shows that through put of Fishbourne, Stockbridge, Whyke and Oving junction is maximum in Option 1 in both directions.
  - The local network needs additional capacity in future years and hence option 2, 4, 5 and 6 show comparatively better user benefits, due to larger capacity provided in these options.

## 7 High and Low Growth Scenario Results

### 7.1 Overview

- 7.1.1 Tag Unit M4 states that schemes should be tested to incorporate national economic uncertainties. This is done by reducing or increasing core scenario highway growth to create a highest and a lowest benefit scenario.
- 7.1.2 The methodology used to establish the Highest and Lowest Benefit scenarios is as follows
- Highest Benefits – add Reasonably Foreseeable development trips, as defined in Uncertainty Log, to the core scenario matrices then apply the relevant national uncertainty.
  - Lowest Benefits – apply the relevant national uncertainty.
- 7.1.3 Variable demand modelling was undertaken on the high and low growth matrices using the same methodology as the core scenario.

### 7.2 High and Low Growth Variable Demand Convergence

- 7.2.1 Final convergences achieved when the high and low growth variable demand iterations were completed are given in Table 7-1.

**Table 7-1: Low and High Growth DIADEM Convergence – Relative Gap (%)**

| LOW Growth Scenario Convergence Relative Gap  |        |       |       |       |       |       |       |       |       |       |
|-----------------------------------------------|--------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| AM                                            | Do Min | 1     | 1A    | 2     | 2A    | 3     | 3A    | 4     | 5     | 6     |
| 2020                                          | 0.05%  | 0.06% | 0.08% | 0.06% | 0.08% | 0.10% | 0.10% | 0.07% | 0.07% | 0.09% |
| 2035                                          | 0.08%  | 0.08% | 0.10% | 0.05% | 0.12% | 0.07% | 0.08% | 0.08% | 0.08% | 0.04% |
| 2041                                          | 0.08%  | 0.10% | 0.10% | 0.08% | 0.09% | 0.09% | 0.08% | 0.09% | 0.09% | 0.06% |
| IP                                            | Do Min | 1     | 1A    | 2     | 2A    | 3     | 3A    | 4     | 5     | 6     |
| 2020                                          | 0.09%  | 0.06% | 0.09% | 0.05% | 0.05% | 0.09% | 0.06% | 0.06% | 0.06% | 0.05% |
| 2035                                          | 0.08%  | 0.07% | 0.07% | 0.07% | 0.09% | 0.07% | 0.07% | 0.07% | 0.07% | 0.07% |
| 2041                                          | 0.08%  | 0.08% | 0.07% | 0.07% | 0.05% | 0.07% | 0.08% | 0.08% | 0.08% | 0.08% |
| PM                                            | Do Min | 1     | 1A    | 2     | 2A    | 3     | 3A    | 4     | 5     | 6     |
| 2020                                          | 0.05%  | 0.09% | 0.07% | 0.07% | 0.08% | 0.07% | 0.08% | 0.08% | 0.08% | 0.08% |
| 2035                                          | 0.10%  | 0.06% | 0.09% | 0.07% | 0.04% | 0.06% | 0.06% | 0.06% | 0.07% | 0.10% |
| 2041                                          | 0.07%  | 0.07% | 0.07% | 0.07% | 0.08% | 0.06% | 0.07% | 0.08% | 0.07% | 0.06% |
| HIGH Growth Scenario Convergence Relative Gap |        |       |       |       |       |       |       |       |       |       |
| AM                                            | Do Min | 1     | 1A    | 2     | 2A    | 3     | 3A    | 4     | 5     | 6     |
| 2020                                          | 0.06%  | 0.08% | 0.07% | 0.10% | 0.07% | 0.05% | 0.07% | 0.06% | 0.07% | 0.06% |
| 2035                                          | 0.10%  | 0.06% | 0.09% | 0.09% | 0.09% | 0.10% | 0.07% | 0.07% | 0.09% | 0.10% |
| 2041                                          | 0.09%  | 0.10% | 0.06% | 0.08% | 0.07% | 0.09% | 0.09% | 0.06% | 0.09% | 0.10% |
| IP                                            | Do Min | 1     | 1A    | 2     | 2A    | 3     | 3A    | 4     | 5     | 6     |
| 2020                                          | 0.10%  | 0.06% | 0.09% | 0.06% | 0.09% | 0.10% | 0.07% | 0.06% | 0.06% | 0.10% |
| 2035                                          | 0.10%  | 0.09% | 0.06% | 0.08% | 0.09% | 0.08% | 0.05% | 0.09% | 0.10% | 0.07% |
| 2041                                          | 0.10%  | 0.09% | 0.10% | 0.10% | 0.08% | 0.08% | 0.10% | 0.09% | 0.08% | 0.10% |
| PM                                            | Do Min | 1     | 1A    | 2     | 2A    | 3     | 3A    | 4     | 5     | 6     |
| 2020                                          | 0.08%  | 0.08% | 0.09% | 0.07% | 0.10% | 0.08% | 0.08% | 0.10% | 0.10% | 0.07% |
| 2035                                          | 0.07%  | 0.07% | 0.07% | 0.08% | 0.10% | 0.09% | 0.09% | 0.09% | 0.07% | 0.07% |
| 2041                                          | 0.10%  | 0.08% | 0.09% | 0.07% | 0.08% | 0.07% | 0.10% | 0.05% | 0.08% | 0.08% |

- 7.2.2 The percentage relative gap achieved a convergence level of 0.2% or less in all cases, which suggests the demand - supply convergence of the variable demand traffic model is acceptable. It has therefore been shown that the high and low traffic models are stable and have converged to an acceptable standard.



### 7.3 High and Low Growth Traffic Flows on Strategic Roads

7.3.1 High growth traffic flows are shown in Appendix K and low growth traffic flows are shown in Appendix J. Base year (2014) flows are also given for comparison purposes.

### 7.4 Matrix Total Comparison

7.4.1 The impact of applying the variable demand model can be assessed by comparing the pre-VDM and post-VDM matrices for Do Minimum and for each option. The results of this are presented in Table 7-2 and Table 7-3 for the Low and High scenarios respectively for each year and Option.

7.4.2 The comparison of the matrices indicate that both Do Minimum and Do Something scheme options induce additional car trips on the network in each forecast year. The additional trips are in the 'Other' purpose category, as Commute and Employer's business trips do not have a trip frequency response. Similarly LGV and HGV trips remain constant for any year, as the demand does not respond to any cost changes.

**Table 7-2: Pre-VDM and Post-VDM Matrix Totals – LOW**

|                                        | 2020- Pre VDM |        |        | 2035 - Pre VDM |        |        | 2041 - Pre VDM |        |        |
|----------------------------------------|---------------|--------|--------|----------------|--------|--------|----------------|--------|--------|
|                                        | AM            | IP     | PM     | AM             | IP     | PM     | AM             | IP     | PM     |
| <b>Total</b>                           | 38,336        | 29,069 | 40,048 | 40,424         | 31,506 | 42,350 | 41,524         | 32,583 | 43,304 |
| <b>Commute</b>                         | 16,046        | 4,473  | 14,941 | 15,939         | 4,432  | 14,848 | 16,070         | 4,465  | 14,966 |
| <b>Business</b>                        | 1,792         | 1,593  | 1,753  | 1,775          | 1,581  | 1,746  | 1,789          | 1,594  | 1,762  |
| <b>Other</b>                           | 10,766        | 15,553 | 16,956 | 11,449         | 16,861 | 18,180 | 11,798         | 17,422 | 18,531 |
| <b>LGV</b>                             | 4,648         | 3,624  | 3,907  | 5,872          | 4,579  | 4,936  | 6,362          | 4,961  | 5,348  |
| <b>HGV</b>                             | 5,085         | 3,825  | 2,491  | 5,389          | 4,053  | 2,639  | 5,505          | 4,141  | 2,697  |
| <b>Do Minimum</b>                      |               |        |        |                |        |        |                |        |        |
|                                        | 2020          |        |        | 2035           |        |        | 2041           |        |        |
|                                        | AM            | IP     | PM     | AM             | IP     | PM     | AM             | IP     | PM     |
| <b>Total</b>                           | 38,432        | 29,216 | 40,188 | 40,589         | 31,765 | 42,578 | 41,709         | 32,873 | 43,552 |
| <b>Commute</b>                         | 16,046        | 4,473  | 14,941 | 15,939         | 4,432  | 14,848 | 16,070         | 4,465  | 14,966 |
| <b>Business</b>                        | 1,792         | 1,593  | 1,753  | 1,775          | 1,581  | 1,746  | 1,789          | 1,594  | 1,762  |
| <b>Other</b>                           | 10,862        | 15,699 | 17,096 | 11,615         | 17,120 | 18,408 | 11,983         | 17,712 | 18,779 |
| <b>LGV</b>                             | 4,648         | 3,624  | 3,907  | 5,872          | 4,579  | 4,936  | 6,362          | 4,961  | 5,348  |
| <b>HGV</b>                             | 5,085         | 3,825  | 2,491  | 5,389          | 4,053  | 2,639  | 5,505          | 4,141  | 2,697  |
| <b>Changes in DM relative to Fixed</b> |               |        |        |                |        |        |                |        |        |
|                                        | 2020          |        |        | 2035           |        |        | 2041           |        |        |
|                                        | AM            | IP     | PM     | AM             | IP     | PM     | AM             | IP     | PM     |
| <b>Total</b>                           | 0.2%          | 0.5%   | 0.4%   | 0.4%           | 0.8%   | 0.5%   | 0.4%           | 0.9%   | 0.6%   |
| <b>Commute</b>                         | 0.0%          | 0.0%   | 0.0%   | 0.0%           | 0.0%   | 0.0%   | 0.0%           | 0.0%   | 0.0%   |
| <b>Business</b>                        | 0.0%          | 0.0%   | 0.0%   | 0.0%           | 0.0%   | 0.0%   | 0.0%           | 0.0%   | 0.0%   |
| <b>Other</b>                           | 0.9%          | 0.9%   | 0.8%   | 1.4%           | 1.5%   | 1.3%   | 1.6%           | 1.7%   | 1.3%   |
| <b>LGV</b>                             | 0.0%          | 0.0%   | 0.0%   | 0.0%           | 0.0%   | 0.0%   | 0.0%           | 0.0%   | 0.0%   |
| <b>HGV</b>                             | 0.0%          | 0.0%   | 0.0%   | 0.0%           | 0.0%   | 0.0%   | 0.0%           | 0.0%   | 0.0%   |
| <b>Option1</b>                         |               |        |        |                |        |        |                |        |        |
|                                        | 2020          |        |        | 2035           |        |        | 2041           |        |        |
|                                        | AM            | IP     | PM     | AM             | IP     | PM     | AM             | IP     | PM     |
| <b>Total</b>                           | 38,461        | 29,242 | 40,219 | 40,622         | 31,800 | 42,631 | 41,742         | 32,912 | 43,611 |
| <b>Commute</b>                         | 16,046        | 4,473  | 14,941 | 15,939         | 4,432  | 14,848 | 16,070         | 4,465  | 14,966 |
| <b>Business</b>                        | 1,792         | 1,593  | 1,753  | 1,775          | 1,581  | 1,746  | 1,789          | 1,594  | 1,762  |
| <b>Other</b>                           | 10,890        | 15,726 | 17,127 | 11,648         | 17,155 | 18,462 | 12,016         | 17,751 | 18,838 |
| <b>LGV</b>                             | 4,648         | 3,624  | 3,907  | 5,872          | 4,579  | 4,936  | 6,362          | 4,961  | 5,348  |
| <b>HGV</b>                             | 5,085         | 3,825  | 2,491  | 5,389          | 4,053  | 2,639  | 5,505          | 4,141  | 2,697  |

A27 Chichester Bypass Improvement Scheme  
Traffic Forecasting Report

| Changes in Option1 relative to DM  |        |        |        |        |        |        |        |        |        |
|------------------------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
|                                    | 2020   |        |        | 2035   |        |        | 2041   |        |        |
|                                    | AM     | IP     | PM     | AM     | IP     | PM     | AM     | IP     | PM     |
| <b>Total</b>                       | 0.1%   | 0.1%   | 0.1%   | 0.1%   | 0.1%   | 0.1%   | 0.1%   | 0.1%   | 0.1%   |
| <b>Commute</b>                     | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   |
| <b>Business</b>                    | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   |
| <b>Other</b>                       | 0.3%   | 0.2%   | 0.2%   | 0.3%   | 0.2%   | 0.3%   | 0.3%   | 0.2%   | 0.3%   |
| <b>LGV</b>                         | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   |
| <b>HGV</b>                         | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   |
| Option1A                           |        |        |        |        |        |        |        |        |        |
|                                    | 2020   |        |        | 2035   |        |        | 2041   |        |        |
|                                    | AM     | IP     | PM     | AM     | IP     | PM     | AM     | IP     | PM     |
| <b>Total</b>                       | 38,454 | 29,238 | 40,217 | 40,612 | 31,798 | 42,626 | 41,732 | 32,909 | 43,603 |
| <b>Commute</b>                     | 16,046 | 4,473  | 14,941 | 15,939 | 4,432  | 14,848 | 16,070 | 4,465  | 14,966 |
| <b>Business</b>                    | 1,792  | 1,593  | 1,753  | 1,775  | 1,581  | 1,746  | 1,789  | 1,594  | 1,762  |
| <b>Other</b>                       | 10,884 | 15,722 | 17,125 | 11,638 | 17,154 | 18,456 | 12,007 | 17,748 | 18,830 |
| <b>LGV</b>                         | 4,648  | 3,624  | 3,907  | 5,872  | 4,579  | 4,936  | 6,362  | 4,961  | 5,348  |
| <b>HGV</b>                         | 5,085  | 3,825  | 2,491  | 5,389  | 4,053  | 2,639  | 5,505  | 4,141  | 2,697  |
| Changes in Option1A relative to DM |        |        |        |        |        |        |        |        |        |
|                                    | 2020   |        |        | 2035   |        |        | 2041   |        |        |
|                                    | AM     | IP     | PM     | AM     | IP     | PM     | AM     | IP     | PM     |
| <b>Total</b>                       | 0.1%   | 0.1%   | 0.1%   | 0.1%   | 0.1%   | 0.1%   | 0.1%   | 0.1%   | 0.1%   |
| <b>Commute</b>                     | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   |
| <b>Business</b>                    | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   |
| <b>Other</b>                       | 0.2%   | 0.1%   | 0.2%   | 0.2%   | 0.2%   | 0.3%   | 0.2%   | 0.2%   | 0.3%   |
| <b>LGV</b>                         | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   |
| <b>HGV</b>                         | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   |
| Option2                            |        |        |        |        |        |        |        |        |        |
|                                    | 2020   |        |        | 2035   |        |        | 2041   |        |        |
|                                    | AM     | IP     | PM     | AM     | IP     | PM     | AM     | IP     | PM     |
| <b>Total</b>                       | 38,465 | 29,257 | 40,246 | 40,628 | 31,817 | 42,659 | 41,747 | 32,930 | 43,641 |
| <b>Commute</b>                     | 16,046 | 4,473  | 14,941 | 15,939 | 4,432  | 14,848 | 16,070 | 4,465  | 14,966 |
| <b>Business</b>                    | 1,792  | 1,593  | 1,753  | 1,775  | 1,581  | 1,746  | 1,789  | 1,594  | 1,762  |
| <b>Other</b>                       | 10,895 | 15,740 | 17,154 | 11,653 | 17,173 | 18,490 | 12,022 | 17,769 | 18,867 |
| <b>LGV</b>                         | 4,648  | 3,624  | 3,907  | 5,872  | 4,579  | 4,936  | 6,362  | 4,961  | 5,348  |
| <b>HGV</b>                         | 5,085  | 3,825  | 2,491  | 5,389  | 4,053  | 2,639  | 5,505  | 4,141  | 2,697  |
| Changes in Option2 relative to DM  |        |        |        |        |        |        |        |        |        |
|                                    | 2020   |        |        | 2035   |        |        | 2041   |        |        |
|                                    | AM     | IP     | PM     | AM     | IP     | PM     | AM     | IP     | PM     |
| <b>Total</b>                       | 0.1%   | 0.1%   | 0.1%   | 0.1%   | 0.2%   | 0.2%   | 0.1%   | 0.2%   | 0.2%   |
| <b>Commute</b>                     | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   |
| <b>Business</b>                    | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   |
| <b>Other</b>                       | 0.3%   | 0.3%   | 0.3%   | 0.3%   | 0.3%   | 0.4%   | 0.3%   | 0.3%   | 0.5%   |
| <b>LGV</b>                         | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   |
| <b>HGV</b>                         | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   |

A27 Chichester Bypass Improvement Scheme  
Traffic Forecasting Report

| Option2A                           |        |        |        |        |        |        |        |        |        |
|------------------------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
|                                    | 2020   |        |        | 2035   |        |        | 2041   |        |        |
|                                    | AM     | IP     | PM     | AM     | IP     | PM     | AM     | IP     | PM     |
| <b>Total</b>                       | 38,453 | 29,239 | 40,218 | 40,613 | 31,795 | 42,629 | 41,628 | 32,905 | 43,606 |
| <b>Commute</b>                     | 16,046 | 4,473  | 14,941 | 15,939 | 4,432  | 14,848 | 16,070 | 4,465  | 14,966 |
| <b>Business</b>                    | 1,792  | 1,593  | 1,753  | 1,775  | 1,581  | 1,746  | 1,789  | 1,594  | 1,762  |
| <b>Other</b>                       | 10,883 | 15,722 | 17,126 | 11,639 | 17,150 | 18,459 | 11,902 | 17,744 | 18,833 |
| <b>LGV</b>                         | 4,648  | 3,624  | 3,907  | 5,872  | 4,579  | 4,936  | 6,362  | 4,961  | 5,348  |
| <b>HGV</b>                         | 5,085  | 3,825  | 2,491  | 5,389  | 4,053  | 2,639  | 5,505  | 4,141  | 2,697  |
| Changes in Option2A relative to DM |        |        |        |        |        |        |        |        |        |
|                                    | 2020   |        |        | 2035   |        |        | 2041   |        |        |
|                                    | AM     | IP     | PM     | AM     | IP     | PM     | AM     | IP     | PM     |
| <b>Total</b>                       | 0.1%   | 0.1%   | 0.1%   | 0.1%   | 0.1%   | 0.1%   | -0.2%  | 0.1%   | 0.1%   |
| <b>Commute</b>                     | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   |
| <b>Business</b>                    | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   |
| <b>Other</b>                       | 0.2%   | 0.1%   | 0.2%   | 0.2%   | 0.2%   | 0.3%   | -0.7%  | 0.2%   | 0.3%   |
| <b>LGV</b>                         | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   |
| <b>HGV</b>                         | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   |
| Option3                            |        |        |        |        |        |        |        |        |        |
|                                    | 2020   |        |        | 2035   |        |        | 2041   |        |        |
|                                    | AM     | IP     | PM     | AM     | IP     | PM     | AM     | IP     | PM     |
| <b>Total</b>                       | 38,441 | 29,223 | 40,204 | 40,602 | 31,778 | 42,610 | 41,721 | 32,889 | 43,593 |
| <b>Commute</b>                     | 16,046 | 4,473  | 14,941 | 15,939 | 4,432  | 14,848 | 16,070 | 4,465  | 14,966 |
| <b>Business</b>                    | 1,792  | 1,593  | 1,753  | 1,775  | 1,581  | 1,746  | 1,789  | 1,594  | 1,762  |
| <b>Other</b>                       | 10,870 | 15,707 | 17,112 | 11,627 | 17,133 | 18,440 | 11,995 | 17,728 | 18,820 |
| <b>LGV</b>                         | 4,648  | 3,624  | 3,907  | 5,872  | 4,579  | 4,936  | 6,362  | 4,961  | 5,348  |
| <b>HGV</b>                         | 5,085  | 3,825  | 2,491  | 5,389  | 4,053  | 2,639  | 5,505  | 4,141  | 2,697  |
| Changes in Option3 relative to DM  |        |        |        |        |        |        |        |        |        |
|                                    | 2020   |        |        | 2035   |        |        | 2041   |        |        |
|                                    | AM     | IP     | PM     | AM     | IP     | PM     | AM     | IP     | PM     |
| <b>Total</b>                       | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.1%   | 0.0%   | 0.0%   | 0.1%   |
| <b>Commute</b>                     | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   |
| <b>Business</b>                    | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   |
| <b>Other</b>                       | 0.1%   | 0.1%   | 0.1%   | 0.1%   | 0.1%   | 0.2%   | 0.1%   | 0.1%   | 0.2%   |
| <b>LGV</b>                         | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   |
| <b>HGV</b>                         | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   |
| Option3A                           |        |        |        |        |        |        |        |        |        |
|                                    | 2020   |        |        | 2035   |        |        | 2041   |        |        |
|                                    | AM     | IP     | PM     | AM     | IP     | PM     | AM     | IP     | PM     |
| <b>Total</b>                       | 38,458 | 29,238 | 40,216 | 40,619 | 31,797 | 42,624 | 41,738 | 32,909 | 43,603 |
| <b>Commute</b>                     | 16,046 | 4,473  | 14,941 | 15,939 | 4,432  | 14,848 | 16,070 | 4,465  | 14,966 |
| <b>Business</b>                    | 1,792  | 1,593  | 1,753  | 1,775  | 1,581  | 1,746  | 1,789  | 1,594  | 1,762  |
| <b>Other</b>                       | 10,888 | 15,722 | 17,124 | 11,645 | 17,152 | 18,455 | 12,012 | 17,748 | 18,830 |
| <b>LGV</b>                         | 4,648  | 3,624  | 3,907  | 5,872  | 4,579  | 4,936  | 6,362  | 4,961  | 5,348  |
| <b>HGV</b>                         | 5,085  | 3,825  | 2,491  | 5,389  | 4,053  | 2,639  | 5,505  | 4,141  | 2,697  |

A27 Chichester Bypass Improvement Scheme  
Traffic Forecasting Report

| Changes in Option3A relative to DM |        |        |        |        |        |        |        |        |        |
|------------------------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
|                                    | 2020   |        |        | 2035   |        |        | 2041   |        |        |
|                                    | AM     | IP     | PM     | AM     | IP     | PM     | AM     | IP     | PM     |
| <b>Total</b>                       | 0.1%   | 0.1%   | 0.1%   | 0.1%   | 0.1%   | 0.1%   | 0.1%   | 0.1%   | 0.1%   |
| <b>Commute</b>                     | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   |
| <b>Business</b>                    | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   |
| <b>Other</b>                       | 0.2%   | 0.1%   | 0.2%   | 0.3%   | 0.2%   | 0.3%   | 0.2%   | 0.2%   | 0.3%   |
| <b>LGV</b>                         | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   |
| <b>HGV</b>                         | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   |
| Option4                            |        |        |        |        |        |        |        |        |        |
|                                    | 2020   |        |        | 2035   |        |        | 2041   |        |        |
|                                    | AM     | IP     | PM     | AM     | IP     | PM     | AM     | IP     | PM     |
| <b>Total</b>                       | 38,466 | 29,247 | 40,234 | 40,634 | 31,812 | 42,666 | 41,756 | 32,926 | 43,646 |
| <b>Commute</b>                     | 16,046 | 4,473  | 14,941 | 15,939 | 4,432  | 14,848 | 16,070 | 4,465  | 14,966 |
| <b>Business</b>                    | 1,792  | 1,593  | 1,753  | 1,775  | 1,581  | 1,746  | 1,789  | 1,594  | 1,762  |
| <b>Other</b>                       | 10,896 | 15,731 | 17,142 | 11,660 | 17,167 | 18,496 | 12,030 | 17,764 | 18,873 |
| <b>LGV</b>                         | 4,648  | 3,624  | 3,907  | 5,872  | 4,579  | 4,936  | 6,362  | 4,961  | 5,348  |
| <b>HGV</b>                         | 5,085  | 3,825  | 2,491  | 5,389  | 4,053  | 2,639  | 5,505  | 4,141  | 2,697  |
| Changes in Option4 relative to DM  |        |        |        |        |        |        |        |        |        |
|                                    | 2020   |        |        | 2035   |        |        | 2041   |        |        |
|                                    | AM     | IP     | PM     | AM     | IP     | PM     | AM     | IP     | PM     |
| <b>Total</b>                       | 0.1%   | 0.1%   | 0.1%   | 0.1%   | 0.1%   | 0.2%   | 0.1%   | 0.2%   | 0.2%   |
| <b>Commute</b>                     | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   |
| <b>Business</b>                    | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   |
| <b>Other</b>                       | 0.3%   | 0.2%   | 0.3%   | 0.4%   | 0.3%   | 0.5%   | 0.4%   | 0.3%   | 0.5%   |
| <b>LGV</b>                         | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   |
| <b>HGV</b>                         | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   |
| Option5                            |        |        |        |        |        |        |        |        |        |
|                                    | 2020   |        |        | 2035   |        |        | 2041   |        |        |
|                                    | AM     | IP     | PM     | AM     | IP     | PM     | AM     | IP     | PM     |
| <b>Total</b>                       | 38,466 | 29,247 | 40,223 | 40,634 | 31,812 | 42,657 | 41,755 | 32,926 | 43,636 |
| <b>Commute</b>                     | 16,046 | 4,473  | 14,941 | 15,939 | 4,432  | 14,848 | 16,070 | 4,465  | 14,966 |
| <b>Business</b>                    | 1,792  | 1,593  | 1,753  | 1,775  | 1,581  | 1,746  | 1,789  | 1,594  | 1,762  |
| <b>Other</b>                       | 10,895 | 15,731 | 17,131 | 11,660 | 17,168 | 18,488 | 12,029 | 17,765 | 18,863 |
| <b>LGV</b>                         | 4,648  | 3,624  | 3,907  | 5,872  | 4,579  | 4,936  | 6,362  | 4,961  | 5,348  |
| <b>HGV</b>                         | 5,085  | 3,825  | 2,491  | 5,389  | 4,053  | 2,639  | 5,505  | 4,141  | 2,697  |
| Changes in Option5 relative to DM  |        |        |        |        |        |        |        |        |        |
|                                    | 2020   |        |        | 2035   |        |        | 2041   |        |        |
|                                    | AM     | IP     | PM     | AM     | IP     | PM     | AM     | IP     | PM     |
| <b>Total</b>                       | 0.1%   | 0.1%   | 0.1%   | 0.1%   | 0.1%   | 0.2%   | 0.1%   | 0.2%   | 0.2%   |
| <b>Commute</b>                     | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   |
| <b>Business</b>                    | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   |
| <b>Other</b>                       | 0.3%   | 0.2%   | 0.2%   | 0.4%   | 0.3%   | 0.4%   | 0.4%   | 0.3%   | 0.4%   |
| <b>LGV</b>                         | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   |
| <b>HGV</b>                         | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   |

A27 Chichester Bypass Improvement Scheme  
Traffic Forecasting Report

| Option6                           |        |        |        |        |        |        |        |        |        |
|-----------------------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
|                                   | 2020   |        |        | 2035   |        |        | 2041   |        |        |
|                                   | AM     | IP     | PM     | AM     | IP     | PM     | AM     | IP     | PM     |
| <b>Total</b>                      | 38,467 | 29,261 | 40,254 | 40,633 | 31,823 | 42,668 | 41,753 | 32,938 | 43,650 |
| <b>Commute</b>                    | 16,046 | 4,473  | 14,941 | 15,939 | 4,432  | 14,848 | 16,070 | 4,465  | 14,966 |
| <b>Business</b>                   | 1,792  | 1,593  | 1,753  | 1,775  | 1,581  | 1,746  | 1,789  | 1,594  | 1,762  |
| <b>Other</b>                      | 10,897 | 15,745 | 17,162 | 11,658 | 17,178 | 18,498 | 12,027 | 17,777 | 18,877 |
| <b>LGV</b>                        | 4,648  | 3,624  | 3,907  | 5,872  | 4,579  | 4,936  | 6,362  | 4,961  | 5,348  |
| <b>HGV</b>                        | 5,085  | 3,825  | 2,491  | 5,389  | 4,053  | 2,639  | 5,505  | 4,141  | 2,697  |
| Changes in Option6 relative to DM |        |        |        |        |        |        |        |        |        |
|                                   | 2020   |        |        | 2035   |        |        | 2041   |        |        |
|                                   | AM     | IP     | PM     | AM     | IP     | PM     | AM     | IP     | PM     |
| <b>Total</b>                      | 0.1%   | 0.2%   | 0.2%   | 0.1%   | 0.2%   | 0.2%   | 0.1%   | 0.2%   | 0.2%   |
| <b>Commute</b>                    | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   |
| <b>Business</b>                   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   |
| <b>Other</b>                      | 0.3%   | 0.3%   | 0.4%   | 0.4%   | 0.3%   | 0.5%   | 0.4%   | 0.4%   | 0.5%   |
| <b>LGV</b>                        | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   |
| <b>HGV</b>                        | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   |

**Table 7-3: Pre-VDM and Post-VDM Matrix Totals – HIGH**

| Fixed                             |        |        |        |        |        |        |        |        |        |
|-----------------------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
|                                   | 2020   |        |        | 2035   |        |        | 2041   |        |        |
|                                   | AM     | IP     | PM     | AM     | IP     | PM     | AM     | IP     | PM     |
| <b>Total</b>                      | 43,449 | 32,946 | 45,351 | 51,573 | 40,189 | 53,818 | 54,930 | 43,089 | 56,979 |
| <b>Commute</b>                    | 18,138 | 5,057  | 16,889 | 20,065 | 5,579  | 18,692 | 20,868 | 5,798  | 19,434 |
| <b>Business</b>                   | 2,027  | 1,801  | 1,982  | 2,234  | 1,989  | 2,198  | 2,323  | 2,070  | 2,289  |
| <b>Other</b>                      | 12,169 | 17,581 | 19,166 | 14,414 | 21,226 | 22,887 | 15,321 | 22,623 | 24,064 |
| <b>LGV</b>                        | 5,330  | 4,156  | 4,481  | 7,874  | 6,140  | 6,620  | 8,978  | 7,001  | 7,548  |
| <b>HGV</b>                        | 5,785  | 4,351  | 2,834  | 6,986  | 5,255  | 3,422  | 7,439  | 5,596  | 3,644  |
| Do Minimum                        |        |        |        |        |        |        |        |        |        |
|                                   | 2020   |        |        | 2035   |        |        | 2041   |        |        |
|                                   | AM     | IP     | PM     | AM     | IP     | PM     | AM     | IP     | PM     |
| <b>Total</b>                      | 43,515 | 33,068 | 45,429 | 51,643 | 40,389 | 53,886 | 54,947 | 43,285 | 56,970 |
| <b>Commute</b>                    | 18,138 | 5,057  | 16,889 | 20,065 | 5,579  | 18,692 | 20,868 | 5,798  | 19,434 |
| <b>Business</b>                   | 2,027  | 1,801  | 1,982  | 2,234  | 1,989  | 2,198  | 2,323  | 2,070  | 2,289  |
| <b>Other</b>                      | 12,235 | 17,703 | 19,244 | 14,483 | 21,426 | 22,955 | 15,338 | 22,819 | 24,055 |
| <b>LGV</b>                        | 5,330  | 4,156  | 4,481  | 7,874  | 6,140  | 6,620  | 8,978  | 7,001  | 7,548  |
| <b>HGV</b>                        | 5,785  | 4,351  | 2,834  | 6,986  | 5,255  | 3,422  | 7,439  | 5,596  | 3,644  |
| Changes in DM relative to Fixed   |        |        |        |        |        |        |        |        |        |
|                                   | 2020   |        |        | 2035   |        |        | 2041   |        |        |
|                                   | AM     | IP     | PM     | AM     | IP     | PM     | AM     | IP     | PM     |
| <b>Total</b>                      | 0.2%   | 0.4%   | 0.2%   | 0.1%   | 0.5%   | 0.1%   | 0.0%   | 0.5%   | 0.0%   |
| <b>Commute</b>                    | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   |
| <b>Business</b>                   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   |
| <b>Other</b>                      | 0.5%   | 0.7%   | 0.4%   | 0.5%   | 0.9%   | 0.3%   | 0.1%   | 0.9%   | 0.0%   |
| <b>LGV</b>                        | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   |
| <b>HGV</b>                        | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   |
| Option1                           |        |        |        |        |        |        |        |        |        |
|                                   | 2020   |        |        | 2035   |        |        | 2041   |        |        |
|                                   | AM     | IP     | PM     | AM     | IP     | PM     | AM     | IP     | PM     |
| <b>Total</b>                      | 43,549 | 33,100 | 45,484 | 51,659 | 40,442 | 53,925 | 54,988 | 43,344 | 57,060 |
| <b>Commute</b>                    | 18,138 | 5,057  | 16,889 | 20,065 | 5,579  | 18,692 | 20,868 | 5,798  | 19,434 |
| <b>Business</b>                   | 2,027  | 1,801  | 1,982  | 2,234  | 1,989  | 2,198  | 2,323  | 2,070  | 2,289  |
| <b>Other</b>                      | 12,269 | 17,735 | 19,299 | 14,499 | 21,479 | 22,994 | 15,379 | 22,879 | 24,145 |
| <b>LGV</b>                        | 5,330  | 4,156  | 4,481  | 7,874  | 6,140  | 6,620  | 8,978  | 7,001  | 7,548  |
| <b>HGV</b>                        | 5,785  | 4,351  | 2,834  | 6,986  | 5,255  | 3,422  | 7,439  | 5,596  | 3,644  |
| Changes in Option1 relative to DM |        |        |        |        |        |        |        |        |        |
|                                   | 2020   |        |        | 2035   |        |        | 2041   |        |        |
|                                   | AM     | IP     | PM     | AM     | IP     | PM     | AM     | IP     | PM     |
| <b>Total</b>                      | 0.1%   | 0.1%   | 0.1%   | 0.0%   | 0.1%   | 0.1%   | 0.1%   | 0.1%   | 0.2%   |
| <b>Commute</b>                    | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   |
| <b>Business</b>                   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   |
| <b>Other</b>                      | 0.3%   | 0.2%   | 0.3%   | 0.1%   | 0.2%   | 0.2%   | 0.3%   | 0.3%   | 0.4%   |
| <b>LGV</b>                        | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   |
| <b>HGV</b>                        | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   |



A27 Chichester Bypass Improvement Scheme  
Traffic Forecasting Report

| Option1A                           |        |        |        |        |        |        |        |        |        |
|------------------------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
|                                    | 2020   |        |        | 2035   |        |        | 2041   |        |        |
|                                    | AM     | IP     | PM     | AM     | IP     | PM     | AM     | IP     | PM     |
| <b>Total</b>                       | 43,538 | 33,092 | 45,476 | 51,552 | 40,276 | 53,795 | 54,849 | 43,121 | 56,884 |
| <b>Commute</b>                     | 18,138 | 5,057  | 16,889 | 20,065 | 5,579  | 18,692 | 20,868 | 5,798  | 19,434 |
| <b>Business</b>                    | 2,027  | 1,801  | 1,982  | 2,234  | 1,989  | 2,198  | 2,323  | 2,070  | 2,289  |
| <b>Other</b>                       | 12,258 | 17,727 | 19,291 | 14,392 | 21,312 | 22,864 | 15,240 | 22,656 | 23,970 |
| <b>LGV</b>                         | 5,330  | 4,156  | 4,481  | 7,874  | 6,140  | 6,620  | 8,978  | 7,001  | 7,548  |
| <b>HGV</b>                         | 5,785  | 4,351  | 2,834  | 6,986  | 5,255  | 3,422  | 7,439  | 5,596  | 3,644  |
| Changes in Option1A relative to DM |        |        |        |        |        |        |        |        |        |
|                                    | 2020   |        |        | 2035   |        |        | 2041   |        |        |
|                                    | AM     | IP     | PM     | AM     | IP     | PM     | AM     | IP     | PM     |
| <b>Total</b>                       | 0.1%   | 0.1%   | 0.1%   | -0.2%  | -0.3%  | -0.2%  | -0.2%  | -0.4%  | -0.2%  |
| <b>Commute</b>                     | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   |
| <b>Business</b>                    | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   |
| <b>Other</b>                       | 0.2%   | 0.1%   | 0.2%   | -0.6%  | -0.5%  | -0.4%  | -0.6%  | -0.7%  | -0.4%  |
| <b>LGV</b>                         | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   |
| <b>HGV</b>                         | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   |
| Option2                            |        |        |        |        |        |        |        |        |        |
|                                    | 2020   |        |        | 2035   |        |        | 2041   |        |        |
|                                    | AM     | IP     | PM     | AM     | IP     | PM     | AM     | IP     | PM     |
| <b>Total</b>                       | 43,554 | 33,120 | 45,518 | 51,663 | 40,467 | 53,990 | 55,007 | 43,386 | 57,136 |
| <b>Commute</b>                     | 18,138 | 5,057  | 16,889 | 20,065 | 5,579  | 18,692 | 20,868 | 5,798  | 19,434 |
| <b>Business</b>                    | 2,027  | 1,801  | 1,982  | 2,234  | 1,989  | 2,198  | 2,323  | 2,070  | 2,289  |
| <b>Other</b>                       | 12,274 | 17,755 | 19,333 | 14,504 | 21,503 | 23,059 | 15,398 | 22,921 | 24,221 |
| <b>LGV</b>                         | 5,330  | 4,156  | 4,481  | 7,874  | 6,140  | 6,620  | 8,978  | 7,001  | 7,548  |
| <b>HGV</b>                         | 5,785  | 4,351  | 2,834  | 6,986  | 5,255  | 3,422  | 7,439  | 5,596  | 3,644  |
| Changes in Option2 relative to DM  |        |        |        |        |        |        |        |        |        |
|                                    | 2020   |        |        | 2035   |        |        | 2041   |        |        |
|                                    | AM     | IP     | PM     | AM     | IP     | PM     | AM     | IP     | PM     |
| <b>Total</b>                       | 0.1%   | 0.2%   | 0.2%   | 0.0%   | 0.2%   | 0.2%   | 0.1%   | 0.2%   | 0.3%   |
| <b>Commute</b>                     | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   |
| <b>Business</b>                    | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   |
| <b>Other</b>                       | 0.3%   | 0.3%   | 0.5%   | 0.1%   | 0.4%   | 0.5%   | 0.4%   | 0.4%   | 0.7%   |
| <b>LGV</b>                         | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   |
| <b>HGV</b>                         | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   |
| Option2A                           |        |        |        |        |        |        |        |        |        |
|                                    | 2020   |        |        | 2035   |        |        | 2041   |        |        |
|                                    | AM     | IP     | PM     | AM     | IP     | PM     | AM     | IP     | PM     |
| <b>Total</b>                       | 43,536 | 33,094 | 45,478 | 51,657 | 40,424 | 53,915 | 54,939 | 43,322 | 57,045 |
| <b>Commute</b>                     | 18,138 | 5,057  | 16,889 | 20,065 | 5,579  | 18,692 | 20,868 | 5,798  | 19,434 |
| <b>Business</b>                    | 2,027  | 1,801  | 1,982  | 2,234  | 1,989  | 2,198  | 2,323  | 2,070  | 2,289  |
| <b>Other</b>                       | 12,257 | 17,728 | 19,293 | 14,497 | 21,461 | 22,985 | 15,331 | 22,857 | 24,130 |
| <b>LGV</b>                         | 5,330  | 4,156  | 4,481  | 7,874  | 6,140  | 6,620  | 8,978  | 7,001  | 7,548  |
| <b>HGV</b>                         | 5,785  | 4,351  | 2,834  | 6,986  | 5,255  | 3,422  | 7,439  | 5,596  | 3,644  |

A27 Chichester Bypass Improvement Scheme  
Traffic Forecasting Report

| Changes in Option2A relative to DM |        |        |        |        |        |        |        |        |        |
|------------------------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
|                                    | 2020   |        |        | 2035   |        |        | 2041   |        |        |
|                                    | AM     | IP     | PM     | AM     | IP     | PM     | AM     | IP     | PM     |
| <b>Total</b>                       | 0.0%   | 0.1%   | 0.1%   | 0.0%   | 0.1%   | 0.1%   | 0.0%   | 0.1%   | 0.1%   |
| <b>Commute</b>                     | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   |
| <b>Business</b>                    | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   |
| <b>Other</b>                       | 0.2%   | 0.1%   | 0.3%   | 0.1%   | 0.2%   | 0.1%   | 0.0%   | 0.2%   | 0.3%   |
| <b>LGV</b>                         | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   |
| <b>HGV</b>                         | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   |
| Option3                            |        |        |        |        |        |        |        |        |        |
|                                    | 2020   |        |        | 2035   |        |        | 2041   |        |        |
|                                    | AM     | IP     | PM     | AM     | IP     | PM     | AM     | IP     | PM     |
| <b>Total</b>                       | 43,525 | 33,077 | 45,457 | 51,666 | 40,415 | 53,880 | 54,973 | 43,320 | 57,004 |
| <b>Commute</b>                     | 18,138 | 5,057  | 16,889 | 20,065 | 5,579  | 18,692 | 20,868 | 5,798  | 19,434 |
| <b>Business</b>                    | 2,027  | 1,801  | 1,982  | 2,234  | 1,989  | 2,198  | 2,323  | 2,070  | 2,289  |
| <b>Other</b>                       | 12,245 | 17,711 | 19,272 | 14,506 | 21,452 | 22,950 | 15,364 | 22,855 | 24,089 |
| <b>LGV</b>                         | 5,330  | 4,156  | 4,481  | 7,874  | 6,140  | 6,620  | 8,978  | 7,001  | 7,548  |
| <b>HGV</b>                         | 5,785  | 4,351  | 2,834  | 6,986  | 5,255  | 3,422  | 7,439  | 5,596  | 3,644  |
| Changes in Option3 relative to DM  |        |        |        |        |        |        |        |        |        |
|                                    | 2020   |        |        | 2035   |        |        | 2041   |        |        |
|                                    | AM     | IP     | PM     | AM     | IP     | PM     | AM     | IP     | PM     |
| <b>Total</b>                       | 0.0%   | 0.0%   | 0.1%   | 0.0%   | 0.1%   | 0.0%   | 0.0%   | 0.1%   | 0.1%   |
| <b>Commute</b>                     | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   |
| <b>Business</b>                    | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   |
| <b>Other</b>                       | 0.1%   | 0.0%   | 0.1%   | 0.2%   | 0.1%   | 0.0%   | 0.2%   | 0.2%   | 0.1%   |
| <b>LGV</b>                         | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   |
| <b>HGV</b>                         | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   |
| Option3A                           |        |        |        |        |        |        |        |        |        |
|                                    | 2020   |        |        | 2035   |        |        | 2041   |        |        |
|                                    | AM     | IP     | PM     | AM     | IP     | PM     | AM     | IP     | PM     |
| <b>Total</b>                       | 43,545 | 33,097 | 45,477 | 51,566 | 40,280 | 53,788 | 54,865 | 43,129 | 56,880 |
| <b>Commute</b>                     | 18,138 | 5,057  | 16,889 | 20,065 | 5,579  | 18,692 | 20,868 | 5,798  | 19,434 |
| <b>Business</b>                    | 2,027  | 1,801  | 1,982  | 2,234  | 1,989  | 2,198  | 2,323  | 2,070  | 2,289  |
| <b>Other</b>                       | 12,266 | 17,732 | 19,292 | 14,407 | 21,316 | 22,857 | 15,257 | 22,664 | 23,966 |
| <b>LGV</b>                         | 5,330  | 4,156  | 4,481  | 7,874  | 6,140  | 6,620  | 8,978  | 7,001  | 7,548  |
| <b>HGV</b>                         | 5,785  | 4,351  | 2,834  | 6,986  | 5,255  | 3,422  | 7,439  | 5,596  | 3,644  |
| Changes in Option3A relative to DM |        |        |        |        |        |        |        |        |        |
|                                    | 2020   |        |        | 2035   |        |        | 2041   |        |        |
|                                    | AM     | IP     | PM     | AM     | IP     | PM     | AM     | IP     | PM     |
| <b>Total</b>                       | 0.1%   | 0.1%   | 0.1%   | -0.1%  | -0.3%  | -0.2%  | -0.1%  | -0.4%  | -0.2%  |
| <b>Commute</b>                     | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   |
| <b>Business</b>                    | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   |
| <b>Other</b>                       | 0.3%   | 0.2%   | 0.2%   | -0.5%  | -0.5%  | -0.4%  | -0.5%  | -0.7%  | -0.4%  |
| <b>LGV</b>                         | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   |
| <b>HGV</b>                         | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   |

A27 Chichester Bypass Improvement Scheme  
Traffic Forecasting Report

| Option4                           |        |        |        |        |        |        |        |        |        |
|-----------------------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
|                                   | 2020   |        |        | 2035   |        |        | 2041   |        |        |
|                                   | AM     | IP     | PM     | AM     | IP     | PM     | AM     | IP     | PM     |
| <b>Total</b>                      | 43,559 | 33,113 | 45,489 | 51,680 | 40,472 | 53,960 | 55,011 | 43,384 | 57,099 |
| <b>Commute</b>                    | 18,138 | 5,057  | 16,889 | 20,065 | 5,579  | 18,692 | 20,868 | 5,798  | 19,434 |
| <b>Business</b>                   | 2,027  | 1,801  | 1,982  | 2,234  | 1,989  | 2,198  | 2,323  | 2,070  | 2,289  |
| <b>Other</b>                      | 12,279 | 17,748 | 19,304 | 14,520 | 21,508 | 23,029 | 15,402 | 22,919 | 24,184 |
| <b>LGV</b>                        | 5,330  | 4,156  | 4,481  | 7,874  | 6,140  | 6,620  | 8,978  | 7,001  | 7,548  |
| <b>HGV</b>                        | 5,785  | 4,351  | 2,834  | 6,986  | 5,255  | 3,422  | 7,439  | 5,596  | 3,644  |
| Changes in Option4 relative to DM |        |        |        |        |        |        |        |        |        |
|                                   | 2020   |        |        | 2035   |        |        | 2041   |        |        |
|                                   | AM     | IP     | PM     | AM     | IP     | PM     | AM     | IP     | PM     |
| <b>Total</b>                      | 0.1%   | 0.1%   | 0.1%   | 0.1%   | 0.2%   | 0.1%   | 0.1%   | 0.2%   | 0.2%   |
| <b>Commute</b>                    | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   |
| <b>Business</b>                   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   |
| <b>Other</b>                      | 0.4%   | 0.3%   | 0.3%   | 0.3%   | 0.4%   | 0.3%   | 0.4%   | 0.4%   | 0.5%   |
| <b>LGV</b>                        | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   |
| <b>HGV</b>                        | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   |
| Option5                           |        |        |        |        |        |        |        |        |        |
|                                   | 2020   |        |        | 2035   |        |        | 2041   |        |        |
|                                   | AM     | IP     | PM     | AM     | IP     | PM     | AM     | IP     | PM     |
| <b>Total</b>                      | 43,558 | 33,114 | 45,478 | 51,679 | 40,470 | 53,963 | 55,010 | 43,383 | 57,097 |
| <b>Commute</b>                    | 18,138 | 5,057  | 16,889 | 20,065 | 5,579  | 18,692 | 20,868 | 5,798  | 19,434 |
| <b>Business</b>                   | 2,027  | 1,801  | 1,982  | 2,234  | 1,989  | 2,198  | 2,323  | 2,070  | 2,289  |
| <b>Other</b>                      | 12,278 | 17,748 | 19,293 | 14,519 | 21,507 | 23,032 | 15,401 | 22,918 | 24,182 |
| <b>LGV</b>                        | 5,330  | 4,156  | 4,481  | 7,874  | 6,140  | 6,620  | 8,978  | 7,001  | 7,548  |
| <b>HGV</b>                        | 5,785  | 4,351  | 2,834  | 6,986  | 5,255  | 3,422  | 7,439  | 5,596  | 3,644  |
| Changes in Option5 relative to DM |        |        |        |        |        |        |        |        |        |
|                                   | 2020   |        |        | 2035   |        |        | 2041   |        |        |
|                                   | AM     | IP     | PM     | AM     | IP     | PM     | AM     | IP     | PM     |
| <b>Total</b>                      | 0.1%   | 0.1%   | 0.1%   | 0.1%   | 0.2%   | 0.1%   | 0.1%   | 0.2%   | 0.2%   |
| <b>Commute</b>                    | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   |
| <b>Business</b>                   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   |
| <b>Other</b>                      | 0.4%   | 0.3%   | 0.3%   | 0.2%   | 0.4%   | 0.3%   | 0.4%   | 0.4%   | 0.5%   |
| <b>LGV</b>                        | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   |
| <b>HGV</b>                        | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   | 0.0%   |
| Option6                           |        |        |        |        |        |        |        |        |        |
|                                   | 2020   |        |        | 2035   |        |        | 2041   |        |        |
|                                   | AM     | IP     | PM     | AM     | IP     | PM     | AM     | IP     | PM     |
| <b>Total</b>                      | 43,559 | 33,129 | 45,525 | 51,676 | 40,484 | 53,998 | 55,019 | 43,402 | 57,145 |
| <b>Commute</b>                    | 18,138 | 5,057  | 16,889 | 20,065 | 5,579  | 18,692 | 20,868 | 5,798  | 19,434 |
| <b>Business</b>                   | 2,027  | 1,801  | 1,982  | 2,234  | 1,989  | 2,198  | 2,323  | 2,070  | 2,289  |
| <b>Other</b>                      | 12,279 | 17,764 | 19,340 | 14,517 | 21,520 | 23,067 | 15,410 | 22,936 | 24,230 |
| <b>LGV</b>                        | 5,330  | 4,156  | 4,481  | 7,874  | 6,140  | 6,620  | 8,978  | 7,001  | 7,548  |
| <b>HGV</b>                        | 5,785  | 4,351  | 2,834  | 6,986  | 5,255  | 3,422  | 7,439  | 5,596  | 3,644  |

| Changes in Option6 relative to DM |      |      |      |      |      |      |      |      |      |
|-----------------------------------|------|------|------|------|------|------|------|------|------|
|                                   | 2020 |      |      | 2035 |      |      | 2041 |      |      |
|                                   | AM   | IP   | PM   | AM   | IP   | PM   | AM   | IP   | PM   |
| <b>Total</b>                      | 0.1% | 0.2% | 0.2% | 0.1% | 0.2% | 0.2% | 0.1% | 0.3% | 0.3% |
| <b>Commute</b>                    | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| <b>Business</b>                   | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| <b>Other</b>                      | 0.4% | 0.3% | 0.5% | 0.2% | 0.4% | 0.5% | 0.5% | 0.5% | 0.7% |
| <b>LGV</b>                        | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| <b>HGV</b>                        | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |

## 7.5 Economic Assessment – high and low growth

- 7.5.1 As stated earlier, the economic assessment shown in the Economic Assessment report indicates that the network performs better with additional capacity introduced on construction of new roads in Option 2, 4, 5 and 6. The improvements introduced in options 1, 1A, 2A 3 and 3A are not enough to cope up with the increase in traffic under high growth that occurs towards the design year.

## 8 Summary

- 8.1.1 A27 Chichester Bypass is part of a strategic highway route connecting east and west coastal towns of Portsmouth and Brighton and it experiences considerable traffic congestion and delays. Without any improvement, and given the likely increases in traffic, the above problems are likely to be exacerbated in the future.
- 8.1.2 The PCF Stage 2 Local Model Validation Report demonstrated that the traffic model is robust enough to satisfactorily replicate existing flows and journey times for the existing situation and can therefore be used to provide the future traffic flows needed for the development of the scheme. These future traffic flows can in turn therefore be used to allow environmental and economic assessments to be undertaken to confirm the choice of the Preferred Route.
- 8.1.3 The purpose of this report has been to derive future traffic flows for A27 Chichester bypass and on the surrounding network with and without the proposed improvement schemes. The following future years have been assessed:
- Opening Year 2020
  - Design Year 2035
  - Final Forecast Year 2041
- 8.1.4 The methodology used for developing the forecast networks and forecast matrices is summarised below:

Development of the networks in the future years:

- The Do Minimum networks have been prepared for each of the future years. They contain the current highway network from the 2014 base year traffic model together with any other significant highway changes identified in adopted planning documents that are expected to be in place by each forecast year.
- The Do Something networks have been prepared for each option and all forecast years. The Do Something network contained the Do Minimum network together with the proposed scheme coded in.
- Outside the immediate area of the proposed scheme the Do Minimum and Do Something networks are identical in all other respects.
- Generalised cost parameters (values of time and vehicle operating costs) have been calculated for each of future years/time periods.
- Network Checking - The additional information required to produce the Do Minimum and Do Something networks has been independently checked for link length, link classification and junction coding.

Development of the matrices in future years:

- Matrices have been developed through liaison with the relevant planning authorities and have been constrained to national targets (NTEM)
- Office (B1), industry (B2), warehouse (B8) and residential (C3) developments have been included in the trip generation because employment and residential developments are the main generators of traffic
- Trip Assignment and Distribution (For Fixed Trip Matrices) - Trips from the future development allocations have been assigned to individual zones
- Fixed Trip Matrix (Trip End Totals) – Core Scenario growth rates have been calculated for each future year, time period and trip purpose

- Fixed Trip Matrix Development - Trip end growth factors were calculated by using TEMPRO growth factors and site specific planning data and constraining them to NTEM and NTM growth.
- Variable Demand Matrix Development - The approach adopted for including variable demand during the PCF Stage 2 assessment includes distribution (destination choice) effects, together with a frequency response for optional (other purpose) trips. The spatial coverage of the Variable Demand model is the same as for the Assignment model and they use the same zone system and generalised cost parameters.
- Derivation of Daily Traffic Flows – Daily traffic flows have been derived from the hourly period models (AM, IP, PM, Night and Weekend) using factors based on an analysis of automatic traffic count (ATC) data.
- Logic checks show that matrix trip end totals are sensible.

8.1.5 A review of the gap convergence criteria showed that the variable demand traffic model converged to acceptable levels.

## **8.2 Conclusion**

8.2.1 The future year traffic flows presented in this report provide a robust estimate of the traffic flows likely to occur at A27 Chichester bypass and on the surrounding network. These future traffic flows can therefore be used to allow environmental and economic assessments to be undertaken to confirm the choice of the Preferred Route.



## APPENDIX A UNCERTAINTY LOG

### SHEET 1 : Uncertainty Log for Non-housing Developments

| SITE                                              | TYPE                       | AREA               | Net<br>Floorspace<br>Change (m<br>sq)) | FORECAST<br>YEAR | LEVEL OF<br>UNCERTAINTY | SCENARIO        |
|---------------------------------------------------|----------------------------|--------------------|----------------------------------------|------------------|-------------------------|-----------------|
| <b>CHICHESTER DISTRICT</b>                        |                            |                    |                                        |                  |                         |                 |
| <b>Chichester Marina</b>                          | B1: Mixed uses             | Birdham            | 3,690                                  | 2020, 2035, 2041 | Near certain            | CORE/ LOW/ HIGH |
| <b>Tangmere Road</b>                              | B1: Mixed uses             | Oving              | 970                                    | 2020, 2035, 2041 | Near certain            | CORE/ LOW/ HIGH |
| <b>Covers, Sussex House, Quarry Lane</b>          | B8: Storage & Distribution | Chichester         | 1,070                                  | 2020, 2035, 2041 | Near certain            | CORE/ LOW/ HIGH |
| <b>Graylingwell Hospital, College Lane</b>        | B1a: Offices               | Chichester         | 528                                    | 2020, 2035, 2041 | Near certain            | CORE/ LOW/ HIGH |
| <b>Marshalls Mono Ltd Broad Road Hambrook</b>     | B1: Mixed uses             | Chidham & Hambrook | 2,500                                  | 2020, 2035, 2041 | Near certain            | CORE/ LOW/ HIGH |
| <b>Birdham Business Pk (Allmans) Birdham Road</b> | B1c: Light Industry        | Birdham            | 975                                    | 2020, 2035, 2041 | Near certain            | CORE/ LOW/ HIGH |
| <b>Southern Sidings (B1-3) Stockbridge Road</b>   | B1a: Offices               | Chichester         | 1,795                                  | 2020, 2035, 2041 | Near certain            | CORE/ LOW/ HIGH |
| <b>41 Terminus Road</b>                           | B1a: Offices               | Chichester         | 2,414                                  | 2020, 2035, 2041 | Near certain            | CORE/ LOW/ HIGH |
| <b>Unit 5 Portfield Way</b>                       | A1: Retailing              | Chichester         | 697                                    | 2020, 2035, 2041 | Near certain            | CORE/ LOW/ HIGH |
| <b>Unit 1 Portfield Way</b>                       | A1: Retailing              | Chichester         | 1,394                                  | 2020, 2035, 2041 | Near certain            | CORE/ LOW/ HIGH |
| <b>(Plot 22) Chichester College Terminus Road</b> | B8: Storage & Distribution | Chichester         | 2,868                                  | 2020, 2035, 2041 | Near certain            | CORE/ LOW/ HIGH |
| <b>Land Adjacent To Homebase Barnfield Drive</b>  | A1: Retailing              | Chichester         | 5,667                                  | 2020, 2035, 2041 | Near certain            | CORE/ LOW/ HIGH |
| <b>Royal Oak Stocks Lane</b>                      | A1: Retailing              | East Wittering     | 745                                    | 2020, 2035, 2041 | Near certain            | CORE/ LOW/ HIGH |
| <b>Portfield Quarry Chichester Bypass(1)</b>      | B1: Mixed uses             | Oving              | 7,469                                  | 2020, 2035, 2041 | Near certain            | CORE/ LOW/ HIGH |
| <b>Portfield Quarry Chichester Bypass(2)</b>      | B1: Mixed uses             | Oving              | 10,107                                 | 2020, 2035, 2041 | Near certain            | CORE/ LOW/ HIGH |
| <b>Donnington Park, Birdham Road</b>              | B1: Mixed uses             | Donnington         | 2,358                                  | 2035, 2041       | Reasonably foreseeable  | HIGH            |

A27 Chichester Bypass Improvement Scheme  
Traffic Forecasting Report

| SITE                                                                             | TYPE                                                             | AREA          | Net<br>Floorspace<br>Change (m<br>sq)) | FORECAST<br>YEAR | LEVEL OF<br>UNCERTAINTY | SCENARIO        |
|----------------------------------------------------------------------------------|------------------------------------------------------------------|---------------|----------------------------------------|------------------|-------------------------|-----------------|
| <b>North of Shopwyke Road, Westhampnett Bypass</b>                               | B2: General Industry                                             | Oving         | 2,000                                  | 2035, 2041       | Reasonably foreseeable  | HIGH            |
| <b>Selsey Gate, Chichester Road</b>                                              | B1: Mixed uses                                                   | Selsey        | 12,146                                 | 2035, 2041       | Reasonably foreseeable  | HIGH            |
| <b>City Fields (phase 3) Meadow Road</b>                                         | B2: General Industry                                             | Tangmere      | 5,293                                  | 2035, 2041       | Reasonably foreseeable  | HIGH            |
| <b>Goodwood Airfield</b>                                                         | B2: General Industry                                             | Westhampnett  | 2,240                                  | 2035, 2041       | Reasonably foreseeable  | HIGH            |
| <b>Chichester Food Park: Glasshouse growing facility, packhouse and offices.</b> | B1: Mixed uses                                                   | Chichester    | 2500                                   | 2020, 2035, 2041 | Near certain            | CORE/ LOW/ HIGH |
| <b>Chichester Food Park, Runcton</b>                                             | Horticulture/B1a : Offices                                       | North Mundham | 2,800 (B1 offices)                     | 2020, 2035, 2041 | Near certain            | CORE/ LOW/ HIGH |
| <b>Land Between Westhampnett Road And Barnfield Drive</b>                        | A1: Retailing                                                    | Chichester    | 7,704                                  | 2020, 2035, 2041 | Near certain            | CORE/ LOW/ HIGH |
| <b>West of Chichester</b>                                                        | B1: Mixed uses                                                   | Chichester    | 24,000                                 | 2020, 2035, 2041 | Near certain            | CORE/ LOW/ HIGH |
| <b>Chichester Business Park (additional land)</b>                                | B1-B8: Mixed uses                                                | Tangmere      | 11,200                                 | 2020, 2035, 2041 | Reasonably foreseeable  | HIGH            |
| <b>ARUN DISTRICT</b>                                                             |                                                                  |               |                                        |                  |                         |                 |
| <b>North Littlehampton</b>                                                       | B1 employment floorspace (including 3,000 sqm Enterprise Centre) | Littlehampton | 13,000                                 | 2035, 2041       | Near certain            | CORE/ LOW/ HIGH |
| <b>Oldlands Farm – 1</b>                                                         | industrial / distribution units                                  | Bognor Regis  | 38,099                                 | 2020, 2035, 2041 | Near certain            | CORE/ LOW/ HIGH |
| <b>Oldlands Farm - 2</b>                                                         | mixed commercial and industrial uses                             | Bognor Regis  | 33,116                                 | 2035, 2041       | Near certain            | CORE/ LOW/ HIGH |
| <b>Mill Lane, Rustington</b>                                                     | A1 retail use (including parking)                                | Bognor Regis  | 3,365                                  | 2020, 2035, 2041 | Near certain            | CORE/ LOW/ HIGH |

## SHEET 2 : Uncertainty Log for Housing Developments

| INPUT                        | AREA        | 2020                                                                                                |                                                                     | 2035 onwards                                                                      |                                                                                               | LEVEL OF UNCERTAINTY | TYPE OF DEVELOPMENT     |
|------------------------------|-------------|-----------------------------------------------------------------------------------------------------|---------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------|----------------------|-------------------------|
|                              |             | Assumption for CORE scenario                                                                        | Variation in alternative scenario (LOW / HIGH)                      | Assumption for CORE scenario                                                      | Variation in alternative scenario (LOW / HIGH)                                                |                      |                         |
| CHICHESTER DISTRICT          |             |                                                                                                     |                                                                     |                                                                                   |                                                                                               |                      |                         |
| Shopwyke                     | Oving       | 280 housing units to be built between 2015-2020                                                     | No                                                                  | 500 housing units to be built 2024 onwards                                        | No                                                                                            | Near certain         | 03/M - Mixed dwellings  |
| West of Chichester City      | Chichester  | 125 housing units to be built and then continues at a rate of 125 houses per year from 2020 onwards | 0 housing units assuming a delay to the Tangmere WwTW upgrade – LOW | 1250 housing units to be built between 2019-2029 at a rate of 125 houses per year | +350 housing units assuming receive planning permission for additional homes post 2029 – HIGH | Near certain         | 03/M - Mixed dwellings  |
| NE Chichester / Westhampnett | Chichester  | 100 housing units to be built and continues at a rate of 100 houses per year from 2020 onwards      | 0 housing units assuming a delay to the Tangmere WwTW upgrade – LOW | 500 housing units to be built between 2019-2024 at a rate of 100 houses per year  | +500 housing units assuming additional proposed allocation is approved – HIGH                 | Near certain         | 03/M - Mixed dwellings  |
| Tangmere                     | Tangmere    | 100 housing units to be built and continues at a rate of 100 houses per year from 2020 onwards      | 0 housing units assuming a delay to the Tangmere WwTW upgrade – LOW | 1000 housing units to be built between 2019-2029 at a rate of 100 houses per year | No                                                                                            | Near certain         | 03/M - Mixed dwellings  |
| Southbourne village          | Southbourne | 247 housing units to be built between 2015-2020                                                     | ±20 housing units assuming meet or surpass local plans – LOW, HIGH  | 300 housing units to be built between 2015 and 2026                               | No                                                                                            | Near certain         | 03/K - Market dwellings |
| Selsey                       | Sesley      | 168 housing units to be built between 2015-2020                                                     | No                                                                  | 150 housing units to be built between 2015-2029                                   | No                                                                                            | Near certain         | 03/M - Mixed dwellings  |

A27 Chichester Bypass Improvement Scheme  
Traffic Forecasting Report

| INPUT                                       | AREA           | 2020                                              |                                                                                 | 2035 onwards                                      |                                                | LEVEL OF UNCERTAINTY | TYPE OF DEVELOPMENT     |
|---------------------------------------------|----------------|---------------------------------------------------|---------------------------------------------------------------------------------|---------------------------------------------------|------------------------------------------------|----------------------|-------------------------|
|                                             |                | Assumption for CORE scenario                      | Variation in alternative scenario (LOW / HIGH)                                  | Assumption for CORE scenario                      | Variation in alternative scenario (LOW / HIGH) |                      |                         |
| <b>East Wittering</b>                       | East Wittering | 67 housing units to be built between 2015-2020    | No                                                                              | 180 housing units to be built between 2015-2029   | No                                             | Near certain         | 03/M - Mixed dwellings  |
| <b>Graylingwell</b>                         | Chichester     | 322 housing units to be built between 2015-2020   | - 22 housing units assuming a slow rate of no more than 50 housing a year – LOW | 419 housing units to be built between 2015-2029   | No                                             | Near certain         | 03/K - Market dwellings |
| <b>Rousillon Barracks</b>                   | Chichester     | 126 housing units to be built between 2015 - 2020 | No                                                                              | 126 housing units to be built between 2015 - 2019 | No                                             | Near certain         | 03/M - Mixed dwellings  |
| <b>Former Tangmere Airfield Hanger Area</b> | Tangmere       | 160 housing units to be built between 2015 - 2020 | No                                                                              | 160 housing units to be built between 2015 - 2019 | No                                             | Near certain         | 03/M - Mixed dwellings  |
| <b>Land South of Graylingwell Drive</b>     | Chichester     | 130 housing units to be built between 2015-2020   | No                                                                              | 130 housing units to be built between 2015-2019   | No                                             | Near certain         | 03/K - Market dwellings |
| <b>ARUN DISTRICT</b>                        |                |                                                   |                                                                                 |                                                   |                                                |                      |                         |
| <b>Barnham / Eastergate / Westergate</b>    | Arun           | 400 housing units to be built between 2015-2020   | No                                                                              | 2000 housing units to be built between 2015-2031  | No                                             | Near certain         | 03/M - Mixed dwellings  |
| <b>Angmering</b>                            | Arun           | 370 housing units to be built between 2015-2020   | No                                                                              | 600 housing units to be built between 2015-2031   | No                                             | Near certain         | 03/K - Market dwellings |

A27 Chichester Bypass Improvement Scheme  
Traffic Forecasting Report

| INPUT                                                       | AREA                   | 2020                                            |                                                                                  | 2035 onwards                                     |                                                                  | LEVEL OF UNCERTAINTY   | TYPE OF DEVELOPMENT    |
|-------------------------------------------------------------|------------------------|-------------------------------------------------|----------------------------------------------------------------------------------|--------------------------------------------------|------------------------------------------------------------------|------------------------|------------------------|
|                                                             |                        | Assumption for CORE scenario                    | Variation in alternative scenario (LOW / HIGH)                                   | Assumption for CORE scenario                     | Variation in alternative scenario (LOW / HIGH)                   |                        |                        |
| <b>Littlehampton / West Bank</b>                            | Arun                   | 0 housing units to be built between 2015-2020   | No                                                                               | 1000 housing units to be built between 2015-2031 | No                                                               | Near certain           | 03/M - Mixed dwellings |
| <b>Toddington Nursery Littlehampton (Hollyacre Phase 2)</b> | Littlehampton and area | 388 housing units to be built between 2015-2020 | + 60 housing units assuming a fast rate of no more than 60 housing a year – HIGH | 1295 housing units to be built between 2015-2031 | No                                                               | Near certain           | 03/M - Mixed dwellings |
| <b>Courtwick Lane Littlehampton</b>                         | Littlehampton and area | 373 housing units to be built between 2015-2020 | No                                                                               | 560 housing units to be built between 2015-2031  | No                                                               | Near certain           | 03/M - Mixed dwellings |
| <b>Toddington 'island' site</b>                             | Littlehampton and area | 0 housing units to be built between 2015-2020   | No                                                                               | 0 housing units to be built between 2015-2031    | + 200 housing units assuming planning permission is given – HIGH | Reasonably foreseeable | 03/M - Mixed dwellings |
| <b>Bersted Phase NWS Policy Site 6</b>                      | Bognor Regis and Area  | 248 housing units to be built between 2015-2020 | No                                                                               | 293 housing units to be built between 2015-2031  | No                                                               | Near certain           | 03/M - Mixed dwellings |
| <b>Site 6</b>                                               | Bognor Regis and Area  | 326 housing units to be built between 2015-2020 | No                                                                               | 300 housing units to be built between 2015-2031  | No                                                               | Near certain           | 03/M - Mixed dwellings |
| <b>Land north of Burndell Road Yapton</b>                   | Arundel and villages   | 173 housing units to be built between 2015-2020 | No                                                                               | 173 housing units to be built between 2015-2031  | No                                                               | Near certain           | 03/M - Mixed dwellings |

A27 Chichester Bypass Improvement Scheme  
Traffic Forecasting Report

| INPUT                         | AREA                 | 2020                                            |                                                | 2035 onwards                                    |                                                | LEVEL OF UNCERTAINTY | TYPE OF DEVELOPMENT    |
|-------------------------------|----------------------|-------------------------------------------------|------------------------------------------------|-------------------------------------------------|------------------------------------------------|----------------------|------------------------|
|                               |                      | Assumption for CORE scenario                    | Variation in alternative scenario (LOW / HIGH) | Assumption for CORE scenario                    | Variation in alternative scenario (LOW / HIGH) |                      |                        |
| <b>Angmering pps May 2014</b> | Arundel and villages | 290 housing units to be built between 2015-2020 | No                                             | 370 housing units to be built between 2015-2031 | No                                             | Near certain         | 03/M - Mixed dwellings |



## **APPENDIX B   GROWTH FACTORS FOR CARS (TEMPRO) AND GOODS VEHICLES (NTM)**

# A27 Chichester Bypass Improvement Scheme

## Traffic Forecasting Report

| NTEM Zone                   | Growth factors 2014 to 2020 (after adjusting the background growth) |        |              |        |           |        |               |        |              |        |           |        |               |        |              |        |           |        |
|-----------------------------|---------------------------------------------------------------------|--------|--------------|--------|-----------|--------|---------------|--------|--------------|--------|-----------|--------|---------------|--------|--------------|--------|-----------|--------|
|                             | AM                                                                  |        |              |        |           |        | IP            |        |              |        |           |        | PM            |        |              |        |           |        |
|                             | UC1 Commuting                                                       |        | UC2 Business |        | UC3 Other |        | UC1 Commuting |        | UC2 Business |        | UC3 Other |        | UC1 Commuting |        | UC2 Business |        | UC3 Other |        |
|                             | O                                                                   | D      | O            | D      | O         | D      | O             | D      | O            | D      | O         | D      | O             | D      | O            | D      | O         | D      |
| GB                          | 1.04                                                                | 1.0399 | 1.0418       | 1.0417 | 1.0558    | 1.0557 | 1.0383        | 1.0384 | 1.0401       | 1.0401 | 1.0623    | 1.0623 | 1.0379        | 1.038  | 1.0422       | 1.0422 | 1.0554    | 1.0554 |
| EAST (Region)               | 1.0395                                                              | 1.0495 | 1.0432       | 1.0508 | 1.073     | 1.0774 | 1.0454        | 1.0433 | 1.0394       | 1.0494 | 1.0825    | 1.0823 | 1.0483        | 1.0392 | 1.0511       | 1.0443 | 1.0716    | 1.0708 |
| LON (Region)                | 1.0602                                                              | 1.0425 | 1.0577       | 1.0441 | 1.064     | 1.06   | 1.0462        | 1.0501 | 1.0601       | 1.0425 | 1.0654    | 1.0661 | 1.0407        | 1.056  | 1.0459       | 1.0559 | 1.0586    | 1.0586 |
| East Sussex (County)        | 1.042                                                               | 1.0421 | 1.0422       | 1.0438 | 1.0491    | 1.0479 | 1.0402        | 1.04   | 1.042        | 1.042  | 1.0545    | 1.0546 | 1.0397        | 1.0397 | 1.0434       | 1.0435 | 1.05      | 1.0499 |
| Hampshire (County)          | 1.0341                                                              | 1.04   | 1.0354       | 1.04   | 1.0438    | 1.0443 | 1.0359        | 1.0346 | 1.034        | 1.04   | 1.0512    | 1.0512 | 1.0375        | 1.0321 | 1.0401       | 1.0363 | 1.0464    | 1.0465 |
| Isle of Wight (County)      | 1.0471                                                              | 1.0494 | 1.0509       | 1.0553 | 1.0631    | 1.0649 | 1.0466        | 1.046  | 1.047        | 1.0493 | 1.0711    | 1.0704 | 1.0468        | 1.0448 | 1.0532       | 1.0531 | 1.0646    | 1.0643 |
| Kent (County)               | 1.032                                                               | 1.0355 | 1.0367       | 1.0442 | 1.0665    | 1.0666 | 1.0341        | 1.0327 | 1.0319       | 1.0354 | 1.0757    | 1.0754 | 1.0344        | 1.0313 | 1.0419       | 1.0389 | 1.0637    | 1.0654 |
| Surrey (County)             | 1.0308                                                              | 1.0469 | 1.0343       | 1.0492 | 1.0424    | 1.0455 | 1.0391        | 1.0358 | 1.0308       | 1.0469 | 1.0495    | 1.0488 | 1.0445        | 1.0296 | 1.0475       | 1.0358 | 1.0451    | 1.0434 |
| West Sussex (County)        | 1.0219                                                              | 1.0176 | 1.0199       | 1.0162 | 1.0322    | 1.0315 | 1.0179        | 1.0188 | 1.0343       | 1.0346 | 1.0392    | 1.0391 | 1.0159        | 1.0199 | 1.0179       | 1.0203 | 1.0336    | 1.0345 |
| Adur (Authority)            | 1.024                                                               | 1.0382 | 1.0288       | 1.0382 | 1.0375    | 1.0452 | 1.0305        | 1.0277 | 1.024        | 1.0382 | 1.0469    | 1.0467 | 1.0354        | 1.0225 | 1.0379       | 1.0294 | 1.0425    | 1.04   |
| Arun (Authority)            | 1.0088                                                              | 1.0141 | 1.012        | 1.0171 | 1.0305    | 1.0342 | 1.011         | 1.0094 | 1.0441       | 1.0369 | 1.0413    | 1.0402 | 1.0121        | 1.0076 | 1.0165       | 1.0133 | 1.0332    | 1.0339 |
| Rural Arun                  | 1.044                                                               | 1.0354 | 1.0411       | 1.0374 | 1.0574    | 1.0586 | 1.0366        | 1.0387 | 1.044        | 1.0353 | 1.0662    | 1.0665 | 1.0341        | 1.0415 | 1.0379       | 1.0422 | 1.061     | 1.0614 |
| Littlehampton (main)        | 1.0005                                                              | 1.0343 | 1.0131       | 1.0382 | 1.0312    | 1.0458 | 1.0182        | 1.0111 | 1.0479       | 1.038  | 1.0464    | 1.0451 | 1.0307        | 1.0003 | 1.0349       | 1.0145 | 1.0394    | 1.0361 |
| Bognor Regis                | 1.0216                                                              | 0.9868 | 1.0124       | 0.989  | 1.033     | 1.019  | 1.003         | 1.0084 | 1.0413       | 1.0369 | 1.0367    | 1.0354 | 0.9872        | 1.0192 | 0.9922       | 1.0137 | 1.0257    | 1.033  |
| Westergate/ Barnham/ Yapton | 0.9359                                                              | 1.0233 | 0.9592       | 1.0275 | 0.9712    | 1.0161 | 0.9768        | 0.9606 | 1.0394       | 1.0339 | 0.9992    | 0.998  | 1.016         | 0.9368 | 1.0176       | 0.9601 | 0.9961    | 0.983  |
| Arundel                     | 1.0507                                                              | 1.0388 | 1.0485       | 1.0419 | 1.0679    | 1.0651 | 1.0431        | 1.0449 | 1.0506       | 1.0387 | 1.0755    | 1.0747 | 1.0376        | 1.0488 | 1.0426       | 1.0499 | 1.067     | 1.0698 |
| Chichester (Authority)      | 1.0039                                                              | 0.9418 | 0.9802       | 0.9447 | 0.9931    | 0.9672 | 0.9651        | 0.9765 | 1.0417       | 1.0381 | 0.9887    | 0.9894 | 0.9424        | 0.9995 | 0.9475       | 0.9827 | 0.9814    | 0.992  |
| Rural Chichester (45UD0)    | 1.0233                                                              | 1.0288 | 1.0236       | 1.0369 | 1.0291    | 1.0292 | 1.0254        | 1.0236 | 1.0232       | 1.0288 | 1.0368    | 1.0362 | 1.0269        | 1.0218 | 1.0322       | 1.0276 | 1.0332    | 1.0344 |
| Rural Chichester (45UD0a)   | 0.9941                                                              | 0.7085 | 0.897        | 0.7058 | 0.9132    | 0.7931 | 0.8283        | 0.8814 | 1.0354       | 1.0352 | 0.8669    | 0.8705 | 0.7183        | 0.9815 | 0.729        | 0.8996 | 0.8512    | 0.897  |
| Rural Chichester (45UD0b)   | 0.9821                                                              | 0.9957 | 0.9897       | 0.9996 | 1.0013    | 1.0046 | 0.9901        | 0.9882 | 1.0447       | 1.0422 | 1.0094    | 1.0095 | 0.9936        | 0.9802 | 0.9975       | 0.9928 | 1.0044    | 1.0033 |
| Southbourne                 | 1.0041                                                              | 1.0323 | 1.0098       | 1.035  | 1.0244    | 1.0417 | 1.0157        | 1.0097 | 1.0565       | 1.0387 | 1.0389    | 1.0373 | 1.0277        | 1.0033 | 1.031        | 1.0112 | 1.0331    | 1.0293 |
| Haslemere                   | 1.0214                                                              | 1.0281 | 1.0199       | 1.0351 | 1.0226    | 1.0309 | 1.023         | 1.0217 | 1.0214       | 1.0281 | 1.0336    | 1.0323 | 1.0257        | 1.0207 | 1.0297       | 1.0222 | 1.0318    | 1.0299 |
| Selsey                      | 1.0678                                                              | 1.0439 | 1.062        | 1.0474 | 1.0783    | 1.0717 | 1.0577        | 1.0599 | 1.0678       | 1.0439 | 1.0829    | 1.0815 | 1.0437        | 1.0659 | 1.0495       | 1.0643 | 1.0744    | 1.0787 |
| Liss                        | 1.0245                                                              | 1.0293 | 1.0236       | 1.0372 | 1.029     | 1.0311 | 1.0264        | 1.0251 | 1.0244       | 1.0293 | 1.0366    | 1.0364 | 1.0277        | 1.023  | 1.0326       | 1.0281 | 1.0343    | 1.0343 |
| Midhurst                    | 1.0508                                                              | 1.0376 | 1.0475       | 1.0474 | 1.0579    | 1.0491 | 1.0424        | 1.0442 | 1.0508       | 1.0375 | 1.0612    | 1.0602 | 1.0363        | 1.0488 | 1.0436       | 1.0515 | 1.0545    | 1.0597 |
| East Witterin               | 1.0413                                                              | 1.0095 | 1.0332       | 1.0118 | 1.0505    | 1.042  | 1.028         | 1.0316 | 1.0648       | 1.0425 | 1.054     | 1.0524 | 1.0101        | 1.0393 | 1.0157       | 1.0357 | 1.0448    | 1.0502 |
| Tangmere/ Boxgrove          | 0.8522                                                              | 0.854  | 0.8517       | 0.8557 | 0.8599    | 0.8658 | 0.8518        | 0.8511 | 1.0287       | 1.036  | 0.8688    | 0.8685 | 0.8518        | 0.8506 | 0.8551       | 0.8531 | 0.8657    | 0.8641 |
| Crawley                     | 1.032                                                               | 1.0273 | 1.0275       | 1.0147 | 1.0399    | 1.0479 | 1.0263        | 1.0279 | 1.032        | 1.0272 | 1.0462    | 1.0472 | 1.0253        | 1.0286 | 1.0222       | 1.0221 | 1.0435    | 1.0411 |
| Horsham (Authority)         | 1.0283                                                              | 1.0285 | 1.0277       | 1.0287 | 1.0437    | 1.0411 | 1.0278        | 1.0276 | 1.0283       | 1.0284 | 1.0538    | 1.0537 | 1.0271        | 1.0273 | 1.0295       | 1.0288 | 1.0468    | 1.0487 |
| Mid Sussex (Authority)      | 1.0245                                                              | 1.0418 | 1.0296       | 1.0457 | 1.0395    | 1.0459 | 1.0331        | 1.0299 | 1.0244       | 1.0417 | 1.0511    | 1.0507 | 1.0393        | 1.0236 | 1.0427       | 1.0319 | 1.0465    | 1.044  |
| Worthing (Authority)        | 1.0442                                                              | 1.0402 | 1.0434       | 1.0395 | 1.0435    | 1.0375 | 1.0398        | 1.041  | 1.0442       | 1.0401 | 1.0452    | 1.045  | 1.0379        | 1.0419 | 1.0404       | 1.044  | 1.0407    | 1.042  |
| SW (Region)                 | 1.0288                                                              | 1.0288 | 1.0301       | 1.0301 | 1.0613    | 1.0613 | 1.0295        | 1.0295 | 1.0287       | 1.0287 | 1.0702    | 1.0702 | 1.0287        | 1.0287 | 1.0312       | 1.0312 | 1.058     | 1.058  |

# A27 Chichester Bypass Improvement Scheme

## Traffic Forecasting Report

| NTEM Zone                   | Growth factors 2014 to 2035 (after adjusting the background growth) |        |              |        |           |        |               |        |              |        |           |        |               |        |              |        |           |        |
|-----------------------------|---------------------------------------------------------------------|--------|--------------|--------|-----------|--------|---------------|--------|--------------|--------|-----------|--------|---------------|--------|--------------|--------|-----------|--------|
|                             | AM                                                                  |        |              |        |           |        | IP            |        |              |        |           |        | PM            |        |              |        |           |        |
|                             | UC1 Commuting                                                       |        | UC2 Business |        | UC3 Other |        | UC1 Commuting |        | UC2 Business |        | UC3 Other |        | UC1 Commuting |        | UC2 Business |        | UC3 Other |        |
|                             | O                                                                   | D      | O            | D      | O         | D      | O             | D      | O            | D      | O         | D      | O             | D      | O            | D      | O         | D      |
| GB                          | 1.1124                                                              | 1.1124 | 1.1178       | 1.1179 | 1.1831    | 1.1831 | 1.1094        | 1.1094 | 1.1219       | 1.1219 | 1.2089    | 1.2089 | 1.1082        | 1.1082 | 1.1204       | 1.1204 | 1.18      | 1.18   |
| EAST (Region)               | 1.0999                                                              | 1.1274 | 1.111        | 1.1309 | 1.2514    | 1.2637 | 1.1208        | 1.1149 | 1.1361       | 1.1348 | 1.2903    | 1.2897 | 1.1277        | 1.1027 | 1.1353       | 1.1159 | 1.2393    | 1.2378 |
| LON (Region)                | 1.1602                                                              | 1.1158 | 1.1565       | 1.1217 | 1.2143    | 1.2061 | 1.1264        | 1.1363 | 1.1353       | 1.1313 | 1.2307    | 1.2327 | 1.1129        | 1.1508 | 1.1284       | 1.1534 | 1.1924    | 1.1901 |
| East Sussex (County)        | 1.0843                                                              | 1.0923 | 1.0874       | 1.0985 | 1.1556    | 1.1571 | 1.0885        | 1.0863 | 1.1001       | 1.1058 | 1.1855    | 1.1858 | 1.0894        | 1.0817 | 1.0988       | 1.0941 | 1.1562    | 1.1534 |
| Hampshire (County)          | 1.0768                                                              | 1.0882 | 1.0798       | 1.089  | 1.1409    | 1.1401 | 1.0827        | 1.08   | 1.0913       | 1.0922 | 1.1694    | 1.1694 | 1.0852        | 1.0749 | 1.0916       | 1.0842 | 1.1424    | 1.1443 |
| Isle of Wight (County)      | 1.0875                                                              | 1.1221 | 1.1123       | 1.1447 | 1.1873    | 1.2001 | 1.1075        | 1.0999 | 1.1359       | 1.1507 | 1.2243    | 1.2212 | 1.1175        | 1.0866 | 1.1366       | 1.1215 | 1.1932    | 1.1893 |
| Kent (County)               | 1.0681                                                              | 1.0686 | 1.0805       | 1.0939 | 1.2123    | 1.2081 | 1.0718        | 1.0695 | 1.0914       | 1.0983 | 1.2467    | 1.2454 | 1.0686        | 1.0688 | 1.0911       | 1.0878 | 1.1928    | 1.2007 |
| Surrey (County)             | 1.0658                                                              | 1.1108 | 1.0766       | 1.1197 | 1.1431    | 1.1518 | 1.0928        | 1.0842 | 1.1098       | 1.1151 | 1.174     | 1.1719 | 1.1077        | 1.0663 | 1.1162       | 1.0836 | 1.1439    | 1.1384 |
| West Sussex (County)        | 1.0352                                                              | 1.0323 | 1.0335       | 1.0279 | 1.1202    | 1.1203 | 1.0348        | 1.0356 | 1.0386       | 1.0349 | 1.1535    | 1.153  | 1.0315        | 1.0346 | 1.035        | 1.0367 | 1.1196    | 1.1221 |
| Adur (Authority)            | 1.0316                                                              | 1.0777 | 1.0488       | 1.0779 | 1.1262    | 1.1522 | 1.0588        | 1.0495 | 1.0775       | 1.0789 | 1.1678    | 1.1666 | 1.0739        | 1.0317 | 1.0793       | 1.0526 | 1.1361    | 1.1285 |
| Arun (Authority)            | 1.0107                                                              | 0.9724 | 1.0043       | 0.9789 | 1.1147    | 1.1022 | 0.9943        | 0.998  | 0.9949       | 0.9927 | 1.1483    | 1.1445 | 0.9746        | 1.0099 | 0.9856       | 1.0096 | 1.1041    | 1.1158 |
| Rural Arun                  | 0.8825                                                              | 1.0472 | 0.9618       | 1.0534 | 1.0499    | 1.1341 | 0.9969        | 0.9712 | 1.0399       | 1.0451 | 1.1236    | 1.1256 | 1.0427        | 0.8932 | 1.0486       | 0.9657 | 1.1062    | 1.0744 |
| Littlehampton (main)        | 1.0188                                                              | 1.0123 | 1.0244       | 1.0205 | 1.1374    | 1.1363 | 1.0199        | 1.0175 | 1.0304       | 1.0301 | 1.176     | 1.172  | 1.0127        | 1.0191 | 1.0243       | 1.0298 | 1.1318    | 1.1395 |
| Bognor Regis                | 1.0659                                                              | 0.9025 | 1.0218       | 0.9059 | 1.1405    | 1.0687 | 0.9862        | 1.011  | 0.9503       | 0.9408 | 1.151     | 1.1461 | 0.9125        | 1.0615 | 0.9249       | 1.0271 | 1.096     | 1.1309 |
| Westergate/ Barnham/ Yapton | 0.7189                                                              | 1.0144 | 0.7971       | 1.0254 | 0.8688    | 1.0274 | 0.8623        | 0.808  | 0.9562       | 0.9712 | 0.9675    | 0.9651 | 0.9965        | 0.7264 | 0.9956       | 0.8006 | 0.9502    | 0.9019 |
| Arundel                     | 1.1131                                                              | 1.0686 | 1.1056       | 1.0774 | 1.2302    | 1.2148 | 1.0919        | 1.0976 | 1.0941       | 1.093  | 1.2646    | 1.2616 | 1.0707        | 1.1118 | 1.0838       | 1.1116 | 1.2168    | 1.2291 |
| Chichester (Authority)      | 1.0232                                                              | 0.9846 | 1.0096       | 0.9969 | 1.0828    | 1.0652 | 1.0006        | 1.008  | 1.0011       | 1.0104 | 1.1078    | 1.1083 | 0.985         | 1.0207 | 0.9964       | 1.0193 | 1.0778    | 1.0866 |
| Rural Chichester (45UD0)    | 1.0356                                                              | 1.0551 | 1.041        | 1.0823 | 1.1019    | 1.1005 | 1.0486        | 1.0429 | 1.0642       | 1.0859 | 1.1368    | 1.1349 | 1.0537        | 1.0359 | 1.0688       | 1.0553 | 1.1092    | 1.1142 |
| Rural Chichester (45UD0a)   | 0.9804                                                              | 0.738  | 0.8956       | 0.7382 | 0.966     | 0.8665 | 0.8424        | 0.8865 | 0.7877       | 0.7797 | 0.952     | 0.9545 | 0.7472        | 0.9707 | 0.7591       | 0.9026 | 0.9184    | 0.9589 |
| Rural Chichester (45UD0b)   | 1.0164                                                              | 1.0498 | 1.0383       | 1.0627 | 1.1072    | 1.114  | 1.0386        | 1.0374 | 1.057        | 1.0713 | 1.1411    | 1.1443 | 1.0471        | 1.0162 | 1.0582       | 1.0497 | 1.115     | 1.11   |
| Southbourne                 | 1.0944                                                              | 1.0794 | 1.0931       | 1.0876 | 1.1698    | 1.1813 | 1.09          | 1.0884 | 1.0964       | 1.0977 | 1.2103    | 1.2054 | 1.0778        | 1.0927 | 1.0908       | 1.099  | 1.1757    | 1.1802 |
| Haslemere                   | 1.0293                                                              | 1.0536 | 1.0276       | 1.0772 | 1.0834    | 1.1081 | 1.0418        | 1.0351 | 1.0531       | 1.0692 | 1.1287    | 1.1239 | 1.0541        | 1.0307 | 1.0615       | 1.0361 | 1.1017    | 1.0994 |
| Selsey                      | 1.1807                                                              | 1.1022 | 1.1673       | 1.1134 | 1.2686    | 1.2414 | 1.1545        | 1.1595 | 1.1434       | 1.1425 | 1.2948    | 1.2897 | 1.1086        | 1.1786 | 1.1249       | 1.1758 | 1.2495    | 1.2667 |
| Liss                        | 1.0408                                                              | 1.0568 | 1.0439       | 1.0836 | 1.1017    | 1.1064 | 1.0519        | 1.0488 | 1.0658       | 1.0882 | 1.1353    | 1.1358 | 1.0562        | 1.0417 | 1.0705       | 1.0591 | 1.1133    | 1.1128 |
| Midhurst                    | 1.1279                                                              | 1.0835 | 1.1235       | 1.1182 | 1.2035    | 1.1669 | 1.1047        | 1.1108 | 1.1115       | 1.1353 | 1.2235    | 1.2197 | 1.0838        | 1.1257 | 1.1073       | 1.138  | 1.1814    | 1.2026 |
| East Witterin               | 1.1212                                                              | 1.0613 | 1.1094       | 1.0704 | 1.2084    | 1.1958 | 1.1024        | 1.1048 | 1.0978       | 1.0941 | 1.2375    | 1.2327 | 1.0658        | 1.1195 | 1.0814       | 1.1174 | 1.1984    | 1.2089 |
| Tangmere/ Boxgrove          | 0.3513                                                              | 0.8454 | 0.4828       | 0.859  | 0.5108    | 0.745  | 0.5967        | 0.508  | 0.7374       | 0.7654 | 0.6273    | 0.6179 | 0.8183        | 0.3644 | 0.8055       | 0.4827 | 0.6268    | 0.5437 |
| Crawley                     | 1.0655                                                              | 1.0326 | 1.0418       | 0.988  | 1.1231    | 1.1386 | 1.0393        | 1.0496 | 1.0258       | 0.9884 | 1.1473    | 1.1525 | 1.0308        | 1.06   | 1.017        | 1.0249 | 1.1243    | 1.1198 |
| Horsham (Authority)         | 1.0543                                                              | 1.0412 | 1.0497       | 1.0418 | 1.1541    | 1.144  | 1.0507        | 1.0521 | 1.0533       | 1.0509 | 1.1945    | 1.1934 | 1.0424        | 1.0551 | 1.0483       | 1.0552 | 1.1545    | 1.162  |
| Mid Sussex (Authority)      | 1.0165                                                              | 1.0769 | 1.0329       | 1.0888 | 1.1081    | 1.1286 | 1.0526        | 1.041  | 1.0742       | 1.088  | 1.1519    | 1.1506 | 1.074         | 1.0184 | 1.081        | 1.0426 | 1.1223    | 1.1137 |
| Worthing (Authority)        | 1.0748                                                              | 1.0728 | 1.0751       | 1.0775 | 1.1381    | 1.1146 | 1.0745        | 1.0751 | 1.0792       | 1.0868 | 1.1569    | 1.1546 | 1.0713        | 1.0738 | 1.0781       | 1.0822 | 1.1195    | 1.1279 |
| SW (Region)                 | 1.074                                                               | 1.074  | 1.0784       | 1.0784 | 1.2084    | 1.2084 | 1.0796        | 1.0796 | 1.0881       | 1.0881 | 1.2429    | 1.2429 | 1.077         | 1.077  | 1.0833       | 1.0833 | 1.1944    | 1.1944 |

A27 Chichester Bypass Improvement Scheme  
Traffic Forecasting Report

| NTEM Zone                      | Growth factors 2014 to 2041 (after adjusting the background growth) |        |              |        |           |        |               |        |              |        |           |        |               |        |              |        |           |        |
|--------------------------------|---------------------------------------------------------------------|--------|--------------|--------|-----------|--------|---------------|--------|--------------|--------|-----------|--------|---------------|--------|--------------|--------|-----------|--------|
|                                | AM                                                                  |        |              |        |           |        | IP            |        |              |        |           |        | PM            |        |              |        |           |        |
|                                | UC1<br>Commuting                                                    |        | UC2 Business |        | UC3 Other |        | UC1 Commuting |        | UC2 Business |        | UC3 Other |        | UC1 Commuting |        | UC2 Business |        | UC3 Other |        |
|                                | O                                                                   | D      | O            | O      | D         | O      | O             | D      | O            | D      | O         | D      | O             | D      | O            | D      | O         | D      |
| GB                             | 1.1506                                                              | 1.1506 | 1.1582       | 1.1582 | 1.238     | 1.238  | 1.1455        | 1.1455 | 1.1628       | 1.1628 | 1.2669    | 1.2669 | 1.144         | 1.144  | 1.1612       | 1.1612 | 1.2322    | 1.2322 |
| EAST (Region)                  | 1.1323                                                              | 1.1673 | 1.1468       | 1.172  | 1.3241    | 1.3399 | 1.1578        | 1.1503 | 1.1784       | 1.1762 | 1.3709    | 1.3699 | 1.1666        | 1.135  | 1.1778       | 1.1528 | 1.3076    | 1.3054 |
| LON (Region)                   | 1.2112                                                              | 1.1552 | 1.2078       | 1.1633 | 1.2782    | 1.2683 | 1.1666        | 1.1793 | 1.1801       | 1.1749 | 1.2958    | 1.2987 | 1.15          | 1.1975 | 1.1717       | 1.2034 | 1.2486    | 1.2459 |
| East Sussex<br>(County)        | 1.1099                                                              | 1.122  | 1.1153       | 1.1301 | 1.2065    | 1.2097 | 1.1164        | 1.1131 | 1.1321       | 1.1392 | 1.2405    | 1.2409 | 1.1182        | 1.1066 | 1.1308       | 1.1237 | 1.2037    | 1.1997 |
| Hampshire<br>(County)          | 1.1015                                                              | 1.1167 | 1.1063       | 1.1186 | 1.1872    | 1.1856 | 1.1094        | 1.1058 | 1.1212       | 1.1224 | 1.2205    | 1.2205 | 1.1128        | 1.0991 | 1.1217       | 1.1119 | 1.186     | 1.1887 |
| Isle of Wight<br>(County)      | 1.1159                                                              | 1.162  | 1.1496       | 1.1921 | 1.2469    | 1.2648 | 1.1424        | 1.1326 | 1.1803       | 1.1998 | 1.2921    | 1.2882 | 1.1559        | 1.1148 | 1.1813       | 1.1614 | 1.2528    | 1.2473 |
| Kent (County)                  | 1.0916                                                              | 1.0905 | 1.1076       | 1.1234 | 1.274     | 1.2675 | 1.0943        | 1.0915 | 1.1201       | 1.1282 | 1.3146    | 1.3126 | 1.0896        | 1.0915 | 1.1199       | 1.1164 | 1.2473    | 1.2573 |
| Surrey (County)                | 1.0914                                                              | 1.1384 | 1.1022       | 1.1507 | 1.1841    | 1.1925 | 1.1186        | 1.1099 | 1.1392       | 1.1462 | 1.2184    | 1.216  | 1.134         | 1.0909 | 1.1467       | 1.1113 | 1.1826    | 1.1759 |
| West Sussex<br>(County)        | 1.0565                                                              | 1.0521 | 1.0545       | 1.0468 | 1.1682    | 1.1676 | 1.0555        | 1.0566 | 1.0606       | 1.0557 | 1.2066    | 1.206  | 1.0509        | 1.0556 | 1.056        | 1.0586 | 1.1638    | 1.1671 |
| Adur (Authority)               | 1.0499                                                              | 1.1016 | 1.0705       | 1.1015 | 1.1695    | 1.202  | 1.0801        | 1.0699 | 1.1029       | 1.1037 | 1.2171    | 1.2157 | 1.0967        | 1.0494 | 1.1043       | 1.0747 | 1.1781    | 1.1684 |
| Arun (Authority)               | 1.041                                                               | 0.9886 | 1.0322       | 0.997  | 1.1757    | 1.159  | 1.0181        | 1.0234 | 1.0184       | 1.0152 | 1.2144    | 1.21   | 0.9914        | 1.0397 | 1.006        | 1.0388 | 1.1591    | 1.1739 |
| Rural Arun                     | 0.91                                                                | 1.062  | 0.9846       | 1.0694 | 1.1022    | 1.1882 | 1.0157        | 0.9936 | 1.0595       | 1.0641 | 1.1825    | 1.1849 | 1.0578        | 0.9201 | 1.0665       | 0.9896 | 1.1581    | 1.1255 |
| Littlehampton<br>(main)        | 1.0529                                                              | 1.0301 | 1.0559       | 1.0406 | 1.2028    | 1.1967 | 1.0462        | 1.0458 | 1.0564       | 1.0551 | 1.2462    | 1.2415 | 1.0312        | 1.0525 | 1.0469       | 1.0627 | 1.1904    | 1.2016 |
| Bognor Regis                   | 1.093                                                               | 0.9178 | 1.0475       | 0.9232 | 1.2005    | 1.1227 | 1.0086        | 1.034  | 0.9728       | 0.9623 | 1.2158    | 1.2099 | 0.9285        | 1.0882 | 0.9445       | 1.0543 | 1.1486    | 1.1876 |
| Westergate/<br>Barnham/ Yapton | 0.7519                                                              | 1.029  | 0.8261       | 1.0404 | 0.9239    | 1.0846 | 0.8872        | 0.8357 | 0.9786       | 0.9915 | 1.0296    | 1.0268 | 1.0121        | 0.7589 | 1.0143       | 0.8303 | 1.0037    | 0.9561 |
| Arundel                        | 1.1466                                                              | 1.0873 | 1.1365       | 1.0987 | 1.298     | 1.2787 | 1.118         | 1.1258 | 1.1206       | 1.119  | 1.3378    | 1.3343 | 1.0899        | 1.1447 | 1.1073       | 1.1442 | 1.2782    | 1.2933 |
| Chichester<br>(Authority)      | 1.0535                                                              | 1.0107 | 1.0391       | 1.0267 | 1.1334    | 1.1149 | 1.0283        | 1.0367 | 1.031        | 1.043  | 1.1631    | 1.1638 | 1.0108        | 1.0504 | 1.0257       | 1.0514 | 1.1264    | 1.1357 |
| Rural Chichester<br>(45UD0)    | 1.053                                                               | 1.0728 | 1.0583       | 1.1063 | 1.1297    | 1.1284 | 1.0656        | 1.0598 | 1.0845       | 1.1114 | 1.1697    | 1.1677 | 1.0705        | 1.0526 | 1.09         | 1.0758 | 1.1384    | 1.1435 |
| Rural Chichester<br>(45UD0a)   | 1.0024                                                              | 0.7587 | 0.9163       | 0.76   | 1.0085    | 0.9094 | 0.8644        | 0.9084 | 0.8105       | 0.8031 | 0.9995    | 1.0021 | 0.7681        | 0.9928 | 0.7815       | 0.9251 | 0.96      | 1.0007 |
| Rural Chichester<br>(45UD0b)   | 1.0488                                                              | 1.0805 | 1.0721       | 1.0973 | 1.1637    | 1.1693 | 1.069         | 1.0698 | 1.0912       | 1.1094 | 1.2018    | 1.2054 | 1.0773        | 1.0478 | 1.0921       | 1.0867 | 1.1684    | 1.163  |
| Southbourne                    | 1.1409                                                              | 1.1072 | 1.1369       | 1.1175 | 1.2346    | 1.2446 | 1.1285        | 1.129  | 1.1333       | 1.1339 | 1.2799    | 1.2747 | 1.1058        | 1.138  | 1.1238       | 1.1442 | 1.2377    | 1.2441 |
| Haslemere                      | 1.0466                                                              | 1.0717 | 1.044        | 1.1009 | 1.1124    | 1.1399 | 1.0599        | 1.0523 | 1.0728       | 1.0926 | 1.164     | 1.1587 | 1.0721        | 1.0479 | 1.0824       | 1.0545 | 1.132     | 1.1296 |
| Selsey                         | 1.2288                                                              | 1.1332 | 1.2132       | 1.1484 | 1.344     | 1.3129 | 1.1968        | 1.2024 | 1.1851       | 1.1844 | 1.3739    | 1.3684 | 1.1404        | 1.2257 | 1.1624       | 1.224  | 1.3191    | 1.3387 |
| Liss                           | 1.0599                                                              | 1.0749 | 1.0621       | 1.108  | 1.1311    | 1.1362 | 1.0699        | 1.0672 | 1.0865       | 1.1143 | 1.1695    | 1.1703 | 1.0737        | 1.0601 | 1.0921       | 1.0807 | 1.144     | 1.1431 |
| Midhurst                       | 1.171                                                               | 1.1088 | 1.164        | 1.1524 | 1.2597    | 1.2133 | 1.1372        | 1.1463 | 1.145        | 1.1748 | 1.2807    | 1.2764 | 1.1084        | 1.167  | 1.1392       | 1.1819 | 1.2309    | 1.2567 |
| East Witterin                  | 1.1678                                                              | 1.0913 | 1.1537       | 1.1035 | 1.2824    | 1.2675 | 1.1436        | 1.1467 | 1.1387       | 1.134  | 1.3154    | 1.3103 | 1.0969        | 1.1654 | 1.1179       | 1.1638 | 1.2678    | 1.28   |
| Tangmere/<br>Boxgrove          | 0.3822                                                              | 0.871  | 0.5125       | 0.886  | 0.5528    | 0.7908 | 0.6247        | 0.5376 | 0.7661       | 0.7952 | 0.6746    | 0.6653 | 0.8439        | 0.3949 | 0.8333       | 0.5135 | 0.6698    | 0.5854 |
| Crawley                        | 1.0943                                                              | 1.0516 | 1.0639       | 0.9951 | 1.1699    | 1.1889 | 1.0602        | 1.0736 | 1.0433       | 0.9952 | 1.1962    | 1.2025 | 1.0492        | 1.0872 | 1.0323       | 1.0425 | 1.1672    | 1.1615 |
| Horsham<br>(Authority)         | 1.0674                                                              | 1.0541 | 1.0629       | 1.0561 | 1.2038    | 1.1891 | 1.0653        | 1.0661 | 1.0698       | 1.0671 | 1.2526    | 1.2512 | 1.0558        | 1.0689 | 1.0639       | 1.0703 | 1.2006    | 1.211  |
| Mid Sussex<br>(Authority)      | 1.0208                                                              | 1.0989 | 1.0429       | 1.116  | 1.144     | 1.1691 | 1.0678        | 1.0528 | 1.0963       | 1.1151 | 1.1965    | 1.1945 | 1.0953        | 1.0235 | 1.1054       | 1.0559 | 1.1578    | 1.1476 |
| Worthing<br>(Authority)        | 1.1023                                                              | 1.0935 | 1.1009       | 1.0994 | 1.1839    | 1.1524 | 1.0981        | 1.1    | 1.103        | 1.112  | 1.2018    | 1.1992 | 1.0916        | 1.1005 | 1.1009       | 1.11   | 1.1553    | 1.1666 |
| SW (Region)                    | 1.1                                                                 | 1.1    | 1.1061       | 1.1061 | 1.2699    | 1.2699 | 1.1064        | 1.1064 | 1.118        | 1.118  | 1.3098    | 1.3098 | 1.1031        | 1.1031 | 1.1122       | 1.1122 | 1.2501    | 1.2501 |

**Growth factors for Goods Vehicle relative to base year 2014, (NTM)**

| Year | LGV   | HGV   |
|------|-------|-------|
| 2020 | 1.148 | 1.060 |
| 2035 | 1.593 | 1.211 |
| 2041 | 1.785 | 1.270 |

## APPENDIX C STRATEGIC DEVELOPMENT TRIP RATES

| Land Use Class | Calculation Factors | CARS     |        |        |            |        |        |
|----------------|---------------------|----------|--------|--------|------------|--------|--------|
|                |                     | Arrivals |        |        | Departures |        |        |
|                |                     | AM       | IP     | PM     | AM         | IP     | PM     |
| 03/M           | 1 Dwells            | 0.1025   | 0.1068 | 0.2471 | 0.3212     | 0.1073 | 0.1118 |
| 03/K           | 1 Dwells            | 0.0690   | 0.1115 | 0.2793 | 0.2322     | 0.1104 | 0.1200 |
| A1             | 100 sqm             | 0.0025   | 0.0158 | 0.0030 | 0.0019     | 0.0181 | 0.0037 |
| B1             | 100 sqm             | 0.0284   | 0.0083 | 0.0169 | 0.0241     | 0.0083 | 0.0236 |
| B1a            | 100 sqm             | 0.6720   | 0.1833 | 0.0502 | 0.0880     | 0.1739 | 0.5743 |
| B1c            | 100 sqm             | 0.7370   | 0.0656 | 0.0237 | 0.0830     | 0.0790 | 0.5740 |
| B2             | 100 sqm             | 0.0022   | 0.0009 | 0.0023 | 0.0019     | 0.0010 | 0.0019 |
| B8             | 100 sqm             | 0.0158   | 0.0023 | 0.0094 | 0.0000     | 0.0070 | 0.0323 |
| Land Use Class | Calculation Factors | LGV      |        |        |            |        |        |
|                |                     | Arrivals |        |        | Departures |        |        |
|                |                     | AM       | IP     | AM     | IP         | AM     | IP     |
| 03/M           | 1 Dwells            | 0.0135   | 0.0157 | 0.0065 | 0.0106     | 0.0165 | 0.0099 |
| 03/K           | 1 Dwells            | 0.0094   | 0.0215 | 0.0156 | 0.0097     | 0.0213 | 0.0130 |
| A1             | 100 sqm             | 0.0925   | 0.1617 | 0.0790 | 0.0710     | 0.1693 | 0.0762 |
| B1             | 100 sqm             | 0.0607   | 0.0320 | 0.0084 | 0.0531     | 0.0293 | 0.0225 |
| B1a            | 100 sqm             | 0.0074   | 0.0089 | 0.0048 | 0.0000     | 0.0089 | 0.0035 |
| B1c            | 100 sqm             | 0.0044   | 0.0537 | 0.0363 | 0.0000     | 0.0569 | 0.0328 |
| B2             | 100 sqm             | 0.1035   | 0.0917 | 0.0320 | 0.0821     | 0.0993 | 0.0792 |
| B8             | 100 sqm             | 0.0039   | 0.0076 | 0.0016 | 0.0025     | 0.0083 | 0.0023 |
| Land Use Class | Calculation Factors | OGV      |        |        |            |        |        |
|                |                     | Arrivals |        |        | Departures |        |        |
|                |                     | AM       | IP     | AM     | IP         | AM     | IP     |
| 03/M           | 1 Dwells            | 0.0000   | 0.0016 | 0.0011 | 0.0011     | 0.0015 | 0.0012 |
| 03/K           | 1 Dwells            | 0.0094   | 0.0055 | 0.0000 | 0.0049     | 0.0066 | 0.0000 |
| A1             | 100 sqm             | 0.0049   | 0.0027 | 0.0000 | 0.0111     | 0.0042 | 0.0000 |
| B1             | 100 sqm             | 0.0078   | 0.0036 | 0.0051 | 0.0048     | 0.0037 | 0.0041 |
| B1a            | 100 sqm             | 0.0074   | 0.0007 | 0.0000 | 0.0100     | 0.0006 | 0.0000 |
| B1c            | 100 sqm             | 0.0083   | 0.0214 | 0.0126 | 0.0175     | 0.0227 | 0.0044 |
| B2             | 100 sqm             | 0.0176   | 0.0272 | 0.0000 | 0.0075     | 0.0328 | 0.0075 |
| B8             | 100 sqm             | 0.0385   | 0.0499 | 0.0153 | 0.0288     | 0.0530 | 0.0252 |



## APPENDIX D TRAFFIC FLOW FACTORS

| Road Type               | 5 yr Avg - Weekday Peak hour to<br>Weekday Peak period |      |      |      | 12<br>hours<br>to 24<br>hours<br>(AADT) | 12<br>hours<br>to 18<br>hours<br>(AAWT) | AAWT<br>(24<br>hour)<br>to<br>AADT | IP PERIOD TO |      |
|-------------------------|--------------------------------------------------------|------|------|------|-----------------------------------------|-----------------------------------------|------------------------------------|--------------|------|
|                         | AM                                                     | PM   | OP   | IP   |                                         |                                         |                                    | OP1          | OP2  |
| <b>B Road_Urban</b>     | 2.40                                                   | 2.63 | 0.38 | 6.00 | 1.06                                    | 1.16                                    | 1.11                               | 0.27         | 0.10 |
| <b>B Road_Rural</b>     | 2.53                                                   | 2.63 | 0.37 | 6.00 | 1.09                                    | 1.15                                    | 1.08                               | 0.24         | 0.14 |
| <b>A Road_Urban</b>     | 2.63                                                   | 2.78 | 0.39 | 6.00 | 1.12                                    | 1.18                                    | 1.07                               | 0.28         | 0.10 |
| <b>A Road_Rural</b>     | 2.71                                                   | 2.68 | 0.41 | 6.00 | 1.15                                    | 1.17                                    | 1.04                               | 0.26         | 0.15 |
| <b>Dual_Rural</b>       | 2.84                                                   | 2.77 | 0.45 | 6.00 | 1.15                                    | 1.18                                    | 1.05                               | 0.28         | 0.17 |
| <b>Dual_Urban</b>       | 2.97                                                   | 2.85 | 0.47 | 6.00 | 1.17                                    | 1.19                                    | 1.05                               | 0.29         | 0.18 |
| <b>Avg of all sites</b> | 2.66                                                   | 2.70 | 0.40 | 6.00 | 1.12                                    | 1.17                                    | 1.06                               | 0.26         | 0.14 |

## APPENDIX E CONVERGENCE STATISTICS

### Core Scenarios

| Option     | Criteria                     | 2020  |       |       |       |       |       |       |       |       |       |       |       |
|------------|------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
|            |                              | AM    |       |       |       | IP    |       |       |       | PM    |       |       |       |
|            |                              | F-3   | F-2   | F-1   | F     | F-3   | F-2   | F-1   | F     | F-3   | F-2   | F-1   | F     |
| Do Minimum | Assignment / Simulation Loop | 23    | 24    | 25    | 26    | 24    | 25    | 26    | 27    | 42    | 43    | 44    | 45    |
|            | Gap (%)                      | 0.001 | 0.002 | 0.003 | 0.001 | 0.001 | 0.001 | 0.001 | 0.000 | 0.002 | 0.001 | 0.001 | 0.001 |
|            | % Flow Change <1%            | 99    | 99    | 99    | 100   | 99    | 100   | 100   | 99    | 100   | 100   | 100   | 100   |
| Option 1   | Assignment / Simulation Loop | 391   | 392   | 393   | 394   | 27    | 28    | 29    | 30    | 35    | 36    | 37    | 38    |
|            | Gap (%)                      | 0.002 | 0.002 | 0.001 | 0.001 | 0.005 | 0.004 | 0.004 | 0.004 | 0.002 | 0.002 | 0.002 | 0.002 |
|            | % Flow Change <1%            | 99    | 100   | 99    | 100   | 99    | 100   | 100   | 100   | 99    | 99    | 99    | 99    |
| Option 1A  | Assignment / Simulation Loop | 28    | 29    | 30    | 31    | 27    | 28    | 29    | 30    | 36    | 37    | 38    | 39    |
|            | Gap (%)                      | 0.002 | 0.002 | 0.002 | 0.002 | 0.001 | 0.000 | 0.000 | 0.000 | 0.003 | 0.002 | 0.002 | 0.002 |
|            | % Flow Change <1%            | 99    | 100   | 100   | 100   | 99    | 100   | 100   | 100   | 99    | 100   | 100   | 100   |
| Option 2   | Assignment / Simulation Loop | 15    | 16    | 17    | 18    | 38    | 39    | 40    | 41    | 32    | 33    | 34    | 35    |
|            | Gap (%)                      | 0.012 | 0.013 | 0.010 | 0.009 | 0.000 | 0.001 | 0.000 | 0.001 | 0.002 | 0.003 | 0.003 | 0.004 |
|            | % Flow Change <1%            | 99    | 99    | 100   | 100   | 99    | 100   | 100   | 99    | 99    | 100   | 100   | 99    |
| Option 2A  | Assignment / Simulation Loop | 49    | 50    | 51    | 52    | 45    | 46    | 47    | 48    | 60    | 61    | 62    | 63    |
|            | Gap (%)                      | 0.002 | 0.003 | 0.002 | 0.002 | 0.002 | 0.002 | 0.001 | 0.003 | 0.003 | 0.003 | 0.002 | 0.003 |
|            | % Flow Change <1%            | 100   | 100   | 99    | 100   | 100   | 100   | 100   | 99    | 99    | 99    | 99    | 99    |
| Option 3   | Assignment / Simulation Loop | 24    | 25    | 26    | 27    | 16    | 17    | 18    | 19    | 19    | 20    | 21    | 22    |
|            | Gap (%)                      | 0.001 | 0.001 | 0.001 | 0.001 | 0.001 | 0.001 | 0.001 | 0.000 | 0.003 | 0.003 | 0.003 | 0.002 |
|            | % Flow Change <1%            | 99    | 99    | 100   | 100   | 99    | 100   | 100   | 100   | 99    | 99    | 99    | 100   |
| Option 3A  | Assignment / Simulation Loop | 19    | 20    | 21    | 22    | 40    | 41    | 42    | 43    | 39    | 40    | 41    | 42    |
|            | Gap (%)                      | 0.001 | 0.001 | 0.001 | 0.000 | 0.002 | 0.001 | 0.001 | 0.001 | 0.008 | 0.018 | 0.007 | 0.023 |
|            | % Flow Change <1%            | 99    | 100   | 100   | 99    | 99    | 99    | 100   | 100   | 100   | 99    | 99    | 99    |
| Option 4   | Assignment / Simulation Loop | 16    | 17    | 18    | 19    | 14    | 15    | 16    | 17    | 21    | 22    | 23    | 24    |
|            | Gap (%)                      | 0.001 | 0.001 | 0.001 | 0.001 | 0.000 | 0.000 | 0.000 | 0.000 | 0.009 | 0.008 | 0.007 | 0.007 |
|            | % Flow Change <1%            | 99    | 100   | 100   | 100   | 99    | 99    | 100   | 100   | 99    | 99    | 100   | 100   |
| Option 5   | Assignment / Simulation Loop | 11    | 12    | 13    | 14    | 15    | 16    | 17    | 18    | 20    | 21    | 22    | 23    |
|            | Gap (%)                      | 0.003 | 0.001 | 0.001 | 0.001 | 0.000 | 0.000 | 0.000 | 0.000 | 0.008 | 0.008 | 0.010 | 0.006 |
|            | % Flow Change <1%            | 99    | 100   | 99    | 99    | 99    | 99    | 100   | 100   | 99    | 99    | 99    | 99    |
| Option 6   | Assignment / Simulation Loop | 18    | 19    | 20    | 21    | 16    | 17    | 18    | 19    | 18    | 19    | 20    | 21    |
|            | Gap (%)                      | 0.014 | 0.012 | 0.011 | 0.010 | 0.000 | 0.000 | 0.000 | 0.000 | 0.002 | 0.002 | 0.002 | 0.002 |
|            | % Flow Change <1%            | 99    | 99    | 99    | 99    | 100   | 100   | 100   | 100   | 99    | 99    | 99    | 99    |

# A27 Chichester Bypass Improvement Scheme

## Traffic Forecasting Report

| Option     | Criteria                     | 2035  |       |       |       |       |       |       |       |       |       |       |       |
|------------|------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
|            |                              | AM    |       |       |       | IP    |       |       |       | PM    |       |       |       |
|            |                              | F-3   | F-2   | F-1   | F     | F-3   | F-2   | F-1   | F     | F-3   | F-2   | F-1   | F     |
| Do Minimum | Assignment / Simulation Loop | 29    | 30    | 31    | 32    | 29    | 30    | 31    | 32    | 35    | 36    | 37    | 38    |
|            | Gap (%)                      | 0.004 | 0.003 | 0.005 | 0.002 | 0.001 | 0.001 | 0.001 | 0.001 | 0.003 | 0.004 | 0.003 | 0.003 |
|            | % Flow Change <1%            | 99    | 99    | 99    | 99    | 99    | 99    | 100   | 100   | 99    | 99    | 99    | 99    |
| Option 1   | Assignment / Simulation Loop | 66    | 67    | 68    | 69    | 23    | 24    | 25    | 26    | 32    | 33    | 34    | 35    |
|            | Gap (%)                      | 0.004 | 0.002 | 0.001 | 0.001 | 0.002 | 0.002 | 0.002 | 0.004 | 0.002 | 0.003 | 0.003 | 0.004 |
|            | % Flow Change <1%            | 99    | 100   | 99    | 100   | 99    | 99    | 100   | 99    | 99    | 100   | 100   | 99    |
| Option 1A  | Assignment / Simulation Loop | 36    | 37    | 38    | 39    | 29    | 30    | 31    | 32    | 27    | 28    | 29    | 30    |
|            | Gap (%)                      | 0.003 | 0.003 | 0.003 | 0.002 | 0.001 | 0.001 | 0.001 | 0.001 | 0.005 | 0.005 | 0.005 | 0.006 |
|            | % Flow Change <1%            | 99    | 99    | 99    | 99    | 99    | 99    | 99    | 99    | 99    | 99    | 99    | 99    |
| Option 2   | Assignment / Simulation Loop | 68    | 69    | 70    | 71    | 35    | 36    | 37    | 38    | 37    | 38    | 39    | 40    |
|            | Gap (%)                      | 0.004 | 0.004 | 0.004 | 0.005 | 0.000 | 0.000 | 0.000 | 0.000 | 0.003 | 0.002 | 0.003 | 0.002 |
|            | % Flow Change <1%            | 99    | 100   | 100   | 99    | 99    | 99    | 100   | 100   | 99    | 99    | 99    | 99    |
| Option 2A  | Assignment / Simulation Loop | 99    | 100   | 101   | 102   | 39    | 40    | 41    | 42    | 224   | 225   | 226   | 227   |
|            | Gap (%)                      | 0.025 | 0.025 | 0.018 | 0.024 | 0.005 | 0.007 | 0.004 | 0.003 | 0.010 | 0.007 | 0.009 | 0.008 |
|            | % Flow Change <1%            | 99    | 99    | 99    | 100   | 99    | 99    | 99    | 100   | 99    | 100   | 100   | 100   |
| Option 3   | Assignment / Simulation Loop | 29    | 30    | 31    | 32    | 260   | 261   | 262   | 263   | 26    | 27    | 28    | 29    |
|            | Gap (%)                      | 0.003 | 0.003 | 0.003 | 0.002 | 0.001 | 0.002 | 0.002 | 0.001 | 0.007 | 0.009 | 0.009 | 0.013 |
|            | % Flow Change <1%            | 100   | 99    | 100   | 100   | 99    | 99    | 99    | 100   | 99    | 99    | 99    | 99    |
| Option 3A  | Assignment / Simulation Loop | 41    | 42    | 43    | 44    | 31    | 32    | 33    | 34    | 40    | 41    | 42    | 43    |
|            | Gap (%)                      | 0.001 | 0.004 | 0.001 | 0.002 | 0.001 | 0.001 | 0.000 | 0.001 | 0.004 | 0.010 | 0.003 | 0.003 |
|            | % Flow Change <1%            | 99    | 100   | 100   | 100   | 99    | 99    | 100   | 100   | 99    | 99    | 99    | 99    |
| Option 4   | Assignment / Simulation Loop | 29    | 30    | 31    | 32    | 17    | 18    | 19    | 20    | 28    | 29    | 30    | 31    |
|            | Gap (%)                      | 0.001 | 0.001 | 0.000 | 0.001 | 0.001 | 0.000 | 0.000 | 0.000 | 0.004 | 0.003 | 0.003 | 0.004 |
|            | % Flow Change <1%            | 99    | 100   | 100   | 100   | 99    | 99    | 99    | 100   | 99    | 99    | 99    | 99    |
| Option 5   | Assignment / Simulation Loop | 59    | 60    | 61    | 62    | 31    | 31    | 33    | 34    | 23    | 24    | 25    | 26    |
|            | Gap (%)                      | 0.002 | 0.001 | 0.001 | 0.001 | 0.001 | 0.000 | 0.000 | 0.000 | 0.002 | 0.003 | 0.003 | 0.002 |
|            | % Flow Change <1%            | 99    | 100   | 99    | 99    | 99    | 99    | 100   | 100   | 99    | 99    | 100   | 100   |
| Option 6   | Assignment / Simulation Loop | 21    | 22    | 23    | 24    | 22    | 23    | 24    | 25    | 29    | 30    | 31    | 32    |
|            | Gap (%)                      | 0.012 | 0.010 | 0.010 | 0.009 | 0.001 | 0.000 | 0.000 | 0.000 | 0.002 | 0.001 | 0.002 | 0.002 |
|            | % Flow Change <1%            | 99    | 99    | 99    | 99    | 99    | 99    | 99    | 100   | 99    | 99    | 99    | 99    |

# A27 Chichester Bypass Improvement Scheme

## Traffic Forecasting Report

| Option     | Criteria                     | 2041  |       |       |       |       |       |       |       |       |       |       |       |
|------------|------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
|            |                              | AM    |       |       |       | IP    |       |       |       | PM    |       |       |       |
|            |                              | F-3   | F-2   | F-1   | F     | F-3   | F-2   | F-1   | F     | F-3   | F-2   | F-1   | F     |
| Do Minimum | Assignment / Simulation Loop | 398   | 399   | 400   | 401   | 28    | 29    | 30    | 31    | 32    | 33    | 34    | 35    |
|            | Gap (%)                      | 0.006 | 0.004 | 0.005 | 0.013 | 0.001 | 0.001 | 0.000 | 0.000 | 0.005 | 0.005 | 0.006 | 0.005 |
|            | % Flow Change <1%            | 96    | 96    | 98    | 98    | 99    | 100   | 100   | 100   | 99    | 99    | 99    | 99    |
| Option 1   | Assignment / Simulation Loop | 43    | 44    | 45    | 46    | 21    | 22    | 23    | 24    | 34    | 35    | 36    | 37    |
|            | Gap (%)                      | 0.005 | 0.004 | 0.004 | 0.004 | 0.005 | 0.002 | 0.002 | 0.002 | 0.007 | 0.007 | 0.005 | 0.006 |
|            | % Flow Change <1%            | 99    | 99    | 99    | 99    | 99    | 99    | 100   | 99    | 99    | 99    | 99    | 99    |
| Option 1A  | Assignment / Simulation Loop | 29    | 30    | 31    | 32    | 37    | 38    | 39    | 40    | 36    | 37    | 38    | 39    |
|            | Gap (%)                      | 0.007 | 0.005 | 0.006 | 0.006 | 0.003 | 0.001 | 0.002 | 0.001 | 0.006 | 0.004 | 0.003 | 0.003 |
|            | % Flow Change <1%            | 100   | 100   | 100   | 99    | 100   | 99    | 99    | 99    | 99    | 99    | 99    | 99    |
| Option 2   | Assignment / Simulation Loop | 26    | 27    | 28    | 29    | 31    | 32    | 33    | 34    | 36    | 37    | 38    | 39    |
|            | Gap (%)                      | 0.011 | 0.010 | 0.008 | 0.007 | 0.002 | 0.001 | 0.001 | 0.001 | 0.004 | 0.003 | 0.002 | 0.003 |
|            | % Flow Change <1%            | 99    | 99    | 99    | 99    | 99    | 99    | 99    | 99    | 99    | 99    | 99    | 99    |
| Option 2A  | Assignment / Simulation Loop | 31    | 32    | 33    | 34    | 47    | 48    | 49    | 50    | 100   | 101   | 102   | 103   |
|            | Gap (%)                      | 0.015 | 0.015 | 0.011 | 0.017 | 0.004 | 0.003 | 0.005 | 0.003 | 0.005 | 0.005 | 0.005 | 0.005 |
|            | % Flow Change <1%            | 99    | 99    | 99    | 99    | 99    | 99    | 99    | 99    | 99    | 99    | 99    | 99    |
| Option 3   | Assignment / Simulation Loop | 28    | 29    | 30    | 31    | 21    | 22    | 23    | 24    | 28    | 29    | 30    | 31    |
|            | Gap (%)                      | 0.005 | 0.004 | 0.008 | 0.005 | 0.003 | 0.004 | 0.003 | 0.002 | 0.017 | 0.008 | 0.009 | 0.007 |
|            | % Flow Change <1%            | 99    | 99    | 99    | 100   | 99    | 99    | 99    | 99    | 99    | 99    | 99    | 99    |
| Option 3A  | Assignment / Simulation Loop | 35    | 36    | 37    | 38    | 114   | 115   | 116   | 117   | 33    | 34    | 35    | 36    |
|            | Gap (%)                      | 0.007 | 0.005 | 0.013 | 0.004 | 0.003 | 0.002 | 0.002 | 0.002 | 0.026 | 0.022 | 0.025 | 0.018 |
|            | % Flow Change <1%            | 99    | 99    | 100   | 99    | 99    | 99    | 100   | 100   | 99    | 100   | 100   | 100   |
| Option 4   | Assignment / Simulation Loop | 281   | 282   | 283   | 284   | 22    | 23    | 24    | 25    | 31    | 32    | 33    | 34    |
|            | Gap (%)                      | 0.001 | 0.001 | 0.001 | 0.012 | 0.001 | 0.000 | 0.001 | 0.000 | 0.004 | 0.004 | 0.004 | 0.004 |
|            | % Flow Change <1%            | 99    | 99    | 100   | 100   | 99    | 99    | 100   | 99    | 100   | 99    | 99    | 100   |
| Option 5   | Assignment / Simulation Loop | 21    | 22    | 23    | 24    | 23    | 24    | 25    | 26    | 31    | 32    | 33    | 34    |
|            | Gap (%)                      | 0.009 | 0.013 | 0.012 | 0.008 | 0.001 | 0.001 | 0.000 | 0.001 | 0.007 | 0.006 | 0.006 | 0.006 |
|            | % Flow Change <1%            | 99    | 99    | 99    | 99    | 100   | 100   | 99    | 100   | 99    | 99    | 100   | 100   |
| Option 6   | Assignment / Simulation Loop | 25    | 26    | 27    | 28    | 23    | 24    | 25    | 26    | 34    | 35    | 36    | 37    |
|            | Gap (%)                      | 0.010 | 0.009 | 0.008 | 0.007 | 0.001 | 0.000 | 0.000 | 0.000 | 0.002 | 0.002 | 0.002 | 0.002 |
|            | % Flow Change <1%            | 99    | 99    | 100   | 99    | 99    | 99    | 100   | 100   | 99    | 99    | 100   | 100   |

# A27 Chichester Bypass Improvement Scheme

## Traffic Forecasting Report

### Low Scenario

| Option     | Criteria                     | 2020  |       |       |       |       |       |       |       |       |       |       |       |
|------------|------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
|            |                              | AM    |       |       |       | IP    |       |       |       | PM    |       |       |       |
|            |                              | F-3   | F-2   | F-1   | F     | F-3   | F-2   | F-1   | F     | F-3   | F-2   | F-1   | F     |
| Do Minimum | Assignment / Simulation Loop | 25    | 26    | 27    | 28    | 31    | 32    | 33    | 34    | 24    | 25    | 26    | 27    |
|            | Gap (%)                      | 0.002 | 0.001 | 0.001 | 0.001 | 0.001 | 0.000 | 0.000 | 0.000 | 0.003 | 0.004 | 0.003 | 0.003 |
|            | % Flow Change <1%            | 99    | 100   | 100   | 100   | 100   | 99    | 99    | 99    | 99    | 100   | 99    | 100   |
| Option 1   | Assignment / Simulation Loop | 16    | 17    | 18    | 19    | 27    | 28    | 29    | 30    | 29    | 30    | 31    | 32    |
|            | Gap (%)                      | 0.001 | 0.001 | 0.001 | 0.001 | 0.000 | 0.000 | 0.000 | 0.000 | 0.006 | 0.007 | 0.004 | 0.004 |
|            | % Flow Change <1%            | 99    | 99    | 99    | 99    | 99    | 100   | 100   | 100   | 99    | 99    | 99    | 99    |
| Option 1A  | Assignment / Simulation Loop | 24    | 25    | 26    | 27    | 22    | 23    | 24    | 25    | 24    | 25    | 26    | 27    |
|            | Gap (%)                      | 0.002 | 0.004 | 0.002 | 0.004 | 0.000 | 0.000 | 0.000 | 0.000 | 0.002 | 0.002 | 0.002 | 0.002 |
|            | % Flow Change <1%            | 99    | 99    | 99    | 99    | 99    | 99    | 99    | 100   | 99    | 99    | 99    | 99    |
| Option 2   | Assignment / Simulation Loop | 16    | 17    | 18    | 19    | 31    | 32    | 33    | 34    | 25    | 26    | 27    | 28    |
|            | Gap (%)                      | 0.015 | 0.012 | 0.012 | 0.010 | 0.000 | 0.000 | 0.000 | 0.000 | 0.003 | 0.002 | 0.002 | 0.006 |
|            | % Flow Change <1%            | 100   | 100   | 100   | 100   | 99    | 99    | 100   | 100   | 99    | 100   | 100   | 99    |
| Option 2A  | Assignment / Simulation Loop | 20    | 21    | 22    | 23    | 22    | 23    | 24    | 25    | 90    | 91    | 92    | 93    |
|            | Gap (%)                      | 0.003 | 0.003 | 0.002 | 0.002 | 0.006 | 0.012 | 0.005 | 0.010 | 0.003 | 0.003 | 0.003 | 0.002 |
|            | % Flow Change <1%            | 99    | 99    | 99    | 99    | 99    | 100   | 99    | 100   | 99    | 99    | 99    | 99    |
| Option 3   | Assignment / Simulation Loop | 22    | 23    | 24    | 25    | 13    | 14    | 15    | 16    | 17    | 18    | 19    | 20    |
|            | Gap (%)                      | 0.003 | 0.002 | 0.002 | 0.002 | 0.000 | 0.001 | 0.000 | 0.000 | 0.004 | 0.003 | 0.003 | 0.008 |
|            | % Flow Change <1%            | 99    | 100   | 100   | 100   | 99    | 99    | 99    | 100   | 99    | 99    | 99    | 99    |
| Option 3A  | Assignment / Simulation Loop | 11    | 12    | 13    | 14    | 18    | 19    | 20    | 21    | 30    | 31    | 32    | 33    |
|            | Gap (%)                      | 0.002 | 0.002 | 0.001 | 0.001 | 0.001 | 0.001 | 0.001 | 0.002 | 0.008 | 0.022 | 0.007 | 0.008 |
|            | % Flow Change <1%            | 100   | 99    | 100   | 100   | 99    | 99    | 99    | 100   | 100   | 99    | 99    | 99    |
| Option 4   | Assignment / Simulation Loop | 12    | 13    | 14    | 15    | 15    | 16    | 17    | 18    | 15    | 16    | 17    | 18    |
|            | Gap (%)                      | 0.002 | 0.001 | 0.001 | 0.001 | 0.000 | 0.000 | 0.000 | 0.000 | 0.008 | 0.007 | 0.007 | 0.006 |
|            | % Flow Change <1%            | 99    | 99    | 100   | 100   | 100   | 99    | 100   | 100   | 99    | 99    | 100   | 99    |
| Option 5   | Assignment / Simulation Loop | 13    | 14    | 15    | 16    | 14    | 15    | 16    | 17    | 18    | 19    | 20    | 21    |
|            | Gap (%)                      | 0.001 | 0.001 | 0.001 | 0.001 | 0.000 | 0.000 | 0.000 | 0.000 | 0.008 | 0.007 | 0.006 | 0.006 |
|            | % Flow Change <1%            | 100   | 99    | 100   | 100   | 99    | 99    | 100   | 100   | 99    | 99    | 99    | 99    |
| Option 6   | Assignment / Simulation Loop | 18    | 19    | 20    | 21    | 13    | 14    | 15    | 16    | 19    | 20    | 21    | 22    |
|            | Gap (%)                      | 0.013 | 0.012 | 0.010 | 0.009 | 0.000 | 0.000 | 0.000 | 0.000 | 0.001 | 0.001 | 0.001 | 0.001 |
|            | % Flow Change <1%            | 99    | 99    | 100   | 100   | 99    | 100   | 99    | 100   | 99    | 99    | 99    | 100   |

# A27 Chichester Bypass Improvement Scheme

## Traffic Forecasting Report

| Option            | Criteria                     | 2035  |       |       |       |       |       |       |       |       |       |       |       |
|-------------------|------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
|                   |                              | AM    |       |       |       | IP    |       |       |       | PM    |       |       |       |
|                   |                              | F-3   | F-2   | F-1   | F     | F-3   | F-2   | F-1   | F     | F-3   | F-2   | F-1   | F     |
| <b>Do Minimum</b> | Assignment / Simulation Loop | 22    | 23    | 24    | 25    | 21    | 22    | 23    | 24    | 41    | 42    | 43    | 44    |
|                   | Gap (%)                      | 0.002 | 0.003 | 0.002 | 0.002 | 0.001 | 0.001 | 0.001 | 0.000 | 0.003 | 0.003 | 0.002 | 0.002 |
|                   | % Flow Change <1%            | 100   | 99    | 99    | 99    | 99    | 100   | 99    | 100   | 99    | 100   | 100   | 100   |
| <b>Option 1</b>   | Assignment / Simulation Loop | 24    | 25    | 26    | 27    | 21    | 22    | 23    | 24    | 30    | 31    | 32    | 33    |
|                   | Gap (%)                      | 0.002 | 0.001 | 0.002 | 0.001 | 0.002 | 0.003 | 0.003 | 0.003 | 0.003 | 0.002 | 0.002 | 0.002 |
|                   | % Flow Change <1%            | 99    | 100   | 99    | 100   | 99    | 99    | 99    | 99    | 99    | 99    | 100   | 100   |
| <b>Option 1A</b>  | Assignment / Simulation Loop | 23    | 24    | 25    | 26    | 20    | 21    | 22    | 23    | 26    | 27    | 28    | 29    |
|                   | Gap (%)                      | 0.005 | 0.002 | 0.002 | 0.002 | 0.001 | 0.000 | 0.001 | 0.000 | 0.003 | 0.003 | 0.005 | 0.003 |
|                   | % Flow Change <1%            | 99    | 99    | 99    | 99    | 99    | 99    | 100   | 100   | 99    | 99    | 99    | 99    |
| <b>Option 2</b>   | Assignment / Simulation Loop | 13    | 14    | 15    | 16    | 19    | 20    | 21    | 22    | 53    | 54    | 55    | 56    |
|                   | Gap (%)                      | 0.018 | 0.016 | 0.014 | 0.013 | 0.001 | 0.000 | 0.000 | 0.000 | 0.003 | 0.003 | 0.002 | 0.003 |
|                   | % Flow Change <1%            | 99    | 99    | 100   | 100   | 99    | 100   | 99    | 99    | 99    | 99    | 99    | 99    |
| <b>Option 2A</b>  | Assignment / Simulation Loop | 398   | 399   | 400   | 401   | 23    | 24    | 25    | 26    | 37    | 38    | 39    | 40    |
|                   | Gap (%)                      | 0.010 | 0.009 | 0.012 | 0.008 | 0.008 | 0.007 | 0.005 | 0.009 | 0.006 | 0.003 | 0.004 | 0.004 |
|                   | % Flow Change <1%            | 98    | 98    | 98    | 98    | 99    | 100   | 99    | 100   | 99    | 99    | 99    | 100   |
| <b>Option 3</b>   | Assignment / Simulation Loop | 395   | 396   | 397   | 398   | 18    | 19    | 20    | 21    | 18    | 19    | 20    | 21    |
|                   | Gap (%)                      | 0.009 | 0.008 | 0.008 | 0.015 | 0.001 | 0.001 | 0.001 | 0.000 | 0.005 | 0.004 | 0.011 | 0.006 |
|                   | % Flow Change <1%            | 98    | 96    | 97    | 97    | 100   | 100   | 100   | 100   | 99    | 99    | 99    | 99    |
| <b>Option 3A</b>  | Assignment / Simulation Loop | 13    | 14    | 15    | 16    | 28    | 29    | 30    | 31    | 32    | 33    | 34    | 35    |
|                   | Gap (%)                      | 0.002 | 0.001 | 0.001 | 0.001 | 0.001 | 0.002 | 0.001 | 0.002 | 0.005 | 0.005 | 0.004 | 0.004 |
|                   | % Flow Change <1%            | 99    | 100   | 100   | 100   | 99    | 99    | 99    | 99    | 99    | 99    | 99    | 99    |
| <b>Option 4</b>   | Assignment / Simulation Loop | 14    | 15    | 16    | 17    | 16    | 17    | 18    | 19    | 22    | 23    | 24    | 25    |
|                   | Gap (%)                      | 0.002 | 0.001 | 0.001 | 0.001 | 0.000 | 0.000 | 0.000 | 0.000 | 0.005 | 0.004 | 0.004 | 0.004 |
|                   | % Flow Change <1%            | 99    | 99    | 100   | 100   | 99    | 100   | 100   | 100   | 99    | 99    | 99    | 99    |
| <b>Option 5</b>   | Assignment / Simulation Loop | 13    | 14    | 15    | 16    | 17    | 18    | 19    | 20    | 25    | 26    | 27    | 28    |
|                   | Gap (%)                      | 0.002 | 0.001 | 0.001 | 0.001 | 0.000 | 0.000 | 0.000 | 0.000 | 0.004 | 0.003 | 0.003 | 0.002 |
|                   | % Flow Change <1%            | 99    | 100   | 100   | 100   | 100   | 100   | 100   | 100   | 100   | 99    | 99    | 99    |
| <b>Option 6</b>   | Assignment / Simulation Loop | 24    | 25    | 26    | 27    | 17    | 18    | 19    | 20    | 30    | 31    | 32    | 33    |
|                   | Gap (%)                      | 0.010 | 0.009 | 0.008 | 0.007 | 0.000 | 0.000 | 0.000 | 0.000 | 0.001 | 0.001 | 0.001 | 0.001 |
|                   | % Flow Change <1%            | 100   | 99    | 100   | 100   | 99    | 99    | 99    | 100   | 99    | 100   | 100   | 100   |

# A27 Chichester Bypass Improvement Scheme

## Traffic Forecasting Report

| Option     | Criteria                     | 2041  |       |       |       |       |       |       |       |       |       |       |       |
|------------|------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
|            |                              | AM    |       |       |       | IP    |       |       |       | PM    |       |       |       |
|            |                              | F-3   | F-2   | F-1   | F     | F-3   | F-2   | F-1   | F     | F-3   | F-2   | F-1   | F     |
| Do Minimum | Assignment / Simulation Loop | 22    | 23    | 24    | 25    | 32    | 33    | 34    | 35    | 43    | 44    | 45    | 46    |
|            | Gap (%)                      | 0.003 | 0.003 | 0.002 | 0.002 | 0.001 | 0.000 | 0.001 | 0.000 | 0.003 | 0.002 | 0.003 | 0.002 |
|            | % Flow Change <1%            | 99    | 100   | 100   | 100   | 99    | 99    | 99    | 100   | 99    | 99    | 99    | 99    |
| Option 1   | Assignment / Simulation Loop | 28    | 29    | 30    | 31    | 36    | 37    | 38    | 39    | 42    | 43    | 44    | 45    |
|            | Gap (%)                      | 0.003 | 0.003 | 0.002 | 0.003 | 0.002 | 0.002 | 0.002 | 0.002 | 0.004 | 0.002 | 0.003 | 0.002 |
|            | % Flow Change <1%            | 99    | 100   | 99    | 100   | 99    | 99    | 99    | 99    | 99    | 99    | 99    | 99    |
| Option 1A  | Assignment / Simulation Loop | 54    | 55    | 56    | 57    | 21    | 22    | 23    | 24    | 26    | 27    | 28    | 29    |
|            | Gap (%)                      | 0.003 | 0.002 | 0.002 | 0.005 | 0.000 | 0.000 | 0.000 | 0.000 | 0.004 | 0.005 | 0.003 | 0.003 |
|            | % Flow Change <1%            | 99    | 99    | 99    | 99    | 100   | 100   | 100   | 100   | 99    | 100   | 99    | 100   |
| Option 2   | Assignment / Simulation Loop | 26    | 27    | 28    | 29    | 26    | 27    | 28    | 29    | 31    | 32    | 33    | 34    |
|            | Gap (%)                      | 0.010 | 0.007 | 0.007 | 0.008 | 0.000 | 0.000 | 0.000 | 0.000 | 0.004 | 0.004 | 0.003 | 0.004 |
|            | % Flow Change <1%            | 100   | 99    | 100   | 100   | 99    | 100   | 100   | 100   | 99    | 99    | 99    | 99    |
| Option 2A  | Assignment / Simulation Loop | 398   | 399   | 400   | 401   | 29    | 30    | 31    | 32    | 38    | 39    | 40    | 41    |
|            | Gap (%)                      | 0.011 | 0.011 | 0.011 | 0.011 | 0.008 | 0.005 | 0.008 | 0.007 | 0.005 | 0.005 | 0.006 | 0.005 |
|            | % Flow Change <1%            | 98    | 98    | 98    | 98    | 99    | 99    | 99    | 99    | 99    | 99    | 99    | 99    |
| Option 3   | Assignment / Simulation Loop | 62    | 63    | 64    | 65    | 22    | 23    | 24    | 25    | 19    | 20    | 21    | 22    |
|            | Gap (%)                      | 0.004 | 0.002 | 0.002 | 0.002 | 0.001 | 0.001 | 0.001 | 0.001 | 0.006 | 0.005 | 0.004 | 0.007 |
|            | % Flow Change <1%            | 99    | 99    | 99    | 100   | 99    | 100   | 99    | 100   | 99    | 99    | 100   | 100   |
| Option 3A  | Assignment / Simulation Loop | 398   | 399   | 400   | 401   | 35    | 36    | 37    | 38    | 37    | 38    | 39    | 40    |
|            | Gap (%)                      | 0.001 | 0.003 | 0.001 | 0.003 | 0.001 | 0.001 | 0.001 | 0.001 | 0.005 | 0.009 | 0.004 | 0.004 |
|            | % Flow Change <1%            | 99    | 100   | 99    | 100   | 99    | 100   | 100   | 99    | 99    | 100   | 99    | 99    |
| Option 4   | Assignment / Simulation Loop | 18    | 19    | 20    | 21    | 17    | 18    | 19    | 20    | 26    | 27    | 28    | 29    |
|            | Gap (%)                      | 0.001 | 0.001 | 0.001 | 0.000 | 0.001 | 0.000 | 0.001 | 0.000 | 0.005 | 0.004 | 0.003 | 0.003 |
|            | % Flow Change <1%            | 99    | 100   | 100   | 100   | 99    | 99    | 100   | 100   | 100   | 99    | 100   | 100   |
| Option 5   | Assignment / Simulation Loop | 15    | 16    | 17    | 18    | 15    | 16    | 17    | 18    | 27    | 28    | 29    | 30    |
|            | Gap (%)                      | 0.002 | 0.002 | 0.001 | 0.001 | 0.000 | 0.000 | 0.000 | 0.000 | 0.003 | 0.002 | 0.002 | 0.002 |
|            | % Flow Change <1%            | 99    | 99    | 99    | 100   | 99    | 100   | 100   | 100   | 100   | 100   | 99    | 100   |
| Option 6   | Assignment / Simulation Loop | 22    | 23    | 24    | 25    | 16    | 17    | 18    | 19    | 22    | 23    | 24    | 25    |
|            | Gap (%)                      | 0.010 | 0.010 | 0.009 | 0.009 | 0.000 | 0.000 | 0.000 | 0.000 | 0.002 | 0.002 | 0.002 | 0.002 |
|            | % Flow Change <1%            | 99    | 99    | 100   | 100   | 99    | 99    | 100   | 100   | 99    | 99    | 99    | 99    |



# A27 Chichester Bypass Improvement Scheme

## Traffic Forecasting Report

### High Scenario

| Option     | Criteria                     | 2020  |       |       |       |       |       |       |       |       |       |       |       |
|------------|------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
|            |                              | AM    |       |       |       | IP    |       |       |       | PM    |       |       |       |
|            |                              | F-3   | F-2   | F-1   | F     | F-3   | F-2   | F-1   | F     | F-3   | F-2   | F-1   | F     |
| Do Minimum | Assignment / Simulation Loop | 22    | 23    | 24    | 25    | 24    | 25    | 26    | 27    | 36    | 37    | 38    | 39    |
|            | Gap (%)                      | 0.004 | 0.003 | 0.003 | 0.002 | 0.001 | 0.001 | 0.001 | 0.001 | 0.006 | 0.006 | 0.006 | 0.004 |
|            | % Flow Change <1%            | 99    | 99    | 99    | 99    | 99    | 99    | 99    | 99    | 99    | 99    | 99    | 99    |
| Option 1   | Assignment / Simulation Loop | 20    | 21    | 22    | 23    | 38    | 39    | 40    | 41    | 31    | 32    | 33    | 34    |
|            | Gap (%)                      | 0.005 | 0.005 | 0.005 | 0.004 | 0.006 | 0.002 | 0.002 | 0.002 | 0.018 | 0.012 | 0.010 | 0.010 |
|            | % Flow Change <1%            | 99    | 99    | 100   | 100   | 99    | 99    | 100   | 99    | 99    | 99    | 99    | 99    |
| Option 1A  | Assignment / Simulation Loop | 30    | 31    | 32    | 33    | 31    | 32    | 33    | 34    | 29    | 30    | 31    | 32    |
|            | Gap (%)                      | 0.003 | 0.003 | 0.004 | 0.002 | 0.001 | 0.001 | 0.001 | 0.000 | 0.004 | 0.005 | 0.004 | 0.004 |
|            | % Flow Change <1%            | 99    | 100   | 99    | 99    | 100   | 100   | 100   | 100   | 99    | 99    | 99    | 99    |
| Option 2   | Assignment / Simulation Loop | 18    | 19    | 20    | 21    | 32    | 33    | 34    | 35    | 37    | 38    | 39    | 40    |
|            | Gap (%)                      | 0.014 | 0.011 | 0.010 | 0.009 | 0.002 | 0.002 | 0.003 | 0.003 | 0.002 | 0.001 | 0.001 | 0.001 |
|            | % Flow Change <1%            | 99    | 99    | 100   | 100   | 100   | 99    | 100   | 100   | 99    | 100   | 100   | 100   |
| Option 2A  | Assignment / Simulation Loop | 32    | 33    | 34    | 35    | 57    | 58    | 59    | 60    | 116   | 117   | 118   | 119   |
|            | Gap (%)                      | 0.008 | 0.006 | 0.007 | 0.008 | 0.006 | 0.006 | 0.003 | 0.004 | 0.005 | 0.005 | 0.005 | 0.005 |
|            | % Flow Change <1%            | 99    | 100   | 99    | 99    | 99    | 100   | 100   | 100   | 99    | 99    | 99    | 99    |
| Option 3   | Assignment / Simulation Loop | 398   | 399   | 400   | 401   | 19    | 20    | 21    | 22    | 29    | 30    | 31    | 32    |
|            | Gap (%)                      | 0.011 | 0.012 | 0.011 | 0.047 | 0.000 | 0.000 | 0.000 | 0.001 | 0.004 | 0.003 | 0.006 | 0.004 |
|            | % Flow Change <1%            | 92    | 97    | 97    | 97    | 99    | 100   | 100   | 100   | 99    | 100   | 99    | 100   |
| Option 3A  | Assignment / Simulation Loop | 35    | 36    | 37    | 38    | 110   | 111   | 112   | 113   | 31    | 32    | 33    | 34    |
|            | Gap (%)                      | 0.001 | 0.003 | 0.001 | 0.004 | 0.001 | 0.001 | 0.001 | 0.001 | 0.007 | 0.007 | 0.017 | 0.007 |
|            | % Flow Change <1%            | 99    | 99    | 99    | 99    | 100   | 99    | 99    | 99    | 99    | 99    | 99    | 99    |
| Option 4   | Assignment / Simulation Loop | 19    | 20    | 21    | 22    | 15    | 16    | 17    | 18    | 25    | 26    | 27    | 28    |
|            | Gap (%)                      | 0.001 | 0.001 | 0.001 | 0.002 | 0.001 | 0.001 | 0.001 | 0.001 | 0.010 | 0.013 | 0.014 | 0.011 |
|            | % Flow Change <1%            | 100   | 100   | 100   | 99    | 99    | 99    | 99    | 99    | 99    | 99    | 100   | 99    |
| Option 5   | Assignment / Simulation Loop | 17    | 18    | 19    | 20    | 24    | 25    | 26    | 27    | 19    | 20    | 21    | 22    |
|            | Gap (%)                      | 0.001 | 0.001 | 0.001 | 0.001 | 0.000 | 0.000 | 0.000 | 0.000 | 0.012 | 0.010 | 0.008 | 0.009 |
|            | % Flow Change <1%            | 100   | 100   | 100   | 100   | 99    | 100   | 100   | 99    | 99    | 99    | 99    | 99    |
| Option 6   | Assignment / Simulation Loop | 17    | 18    | 19    | 20    | 18    | 19    | 20    | 21    | 22    | 23    | 24    | 25    |
|            | Gap (%)                      | 0.013 | 0.012 | 0.011 | 0.010 | 0.000 | 0.000 | 0.000 | 0.000 | 0.003 | 0.002 | 0.003 | 0.002 |
|            | % Flow Change <1%            | 99    | 99    | 99    | 100   | 99    | 99    | 99    | 99    | 99    | 99    | 99    | 99    |

# A27 Chichester Bypass Improvement Scheme

## Traffic Forecasting Report

| Option            | Criteria                     | 2035  |       |       |       |       |       |       |       |       |       |       |       |
|-------------------|------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
|                   |                              | AM    |       |       |       | IP    |       |       |       | PM    |       |       |       |
|                   |                              | F-3   | F-2   | F-1   | F     | F-3   | F-2   | F-1   | F     | F-3   | F-2   | F-1   | F     |
| <b>Do Minimum</b> | Assignment / Simulation Loop | 32    | 33    | 34    | 35    | 25    | 26    | 27    | 28    | 30    | 31    | 32    | 33    |
|                   | Gap (%)                      | 0.006 | 0.008 | 0.007 | 0.006 | 0.002 | 0.001 | 0.001 | 0.001 | 0.009 | 0.008 | 0.008 | 0.005 |
|                   | % Flow Change <1%            | 99    | 99    | 99    | 99    | 99    | 99    | 99    | 100   | 99    | 99    | 99    | 99    |
| <b>Option 1</b>   | Assignment / Simulation Loop | 39    | 40    | 41    | 42    | 30    | 31    | 32    | 33    | 39    | 40    | 41    | 42    |
|                   | Gap (%)                      | 0.008 | 0.012 | 0.009 | 0.010 | 0.002 | 0.002 | 0.002 | 0.002 | 0.008 | 0.009 | 0.010 | 0.005 |
|                   | % Flow Change <1%            | 99    | 99    | 99    | 99    | 99    | 100   | 100   | 100   | 99    | 99    | 99    | 99    |
| <b>Option 1A</b>  | Assignment / Simulation Loop | 32    | 33    | 34    | 35    | 35    | 36    | 37    | 38    | 34    | 35    | 36    | 37    |
|                   | Gap (%)                      | 0.009 | 0.009 | 0.008 | 0.007 | 0.002 | 0.002 | 0.002 | 0.002 | 0.009 | 0.007 | 0.009 | 0.006 |
|                   | % Flow Change <1%            | 100   | 99    | 99    | 100   | 99    | 99    | 99    | 99    | 99    | 99    | 99    | 99    |
| <b>Option 2</b>   | Assignment / Simulation Loop | 34    | 35    | 36    | 37    | 26    | 27    | 28    | 29    | 40    | 41    | 42    | 43    |
|                   | Gap (%)                      | 0.008 | 0.007 | 0.006 | 0.006 | 0.002 | 0.001 | 0.002 | 0.002 | 0.005 | 0.005 | 0.005 | 0.005 |
|                   | % Flow Change <1%            | 99    | 99    | 99    | 99    | 99    | 99    | 99    | 99    | 99    | 99    | 99    | 99    |
| <b>Option 2A</b>  | Assignment / Simulation Loop | 32    | 33    | 34    | 35    | 34    | 35    | 36    | 37    | 55    | 56    | 57    | 58    |
|                   | Gap (%)                      | 0.014 | 0.013 | 0.012 | 0.012 | 0.004 | 0.003 | 0.003 | 0.003 | 0.007 | 0.008 | 0.009 | 0.012 |
|                   | % Flow Change <1%            | 99    | 99    | 99    | 100   | 99    | 99    | 99    | 99    | 99    | 99    | 99    | 99    |
| <b>Option 3</b>   | Assignment / Simulation Loop | 33    | 34    | 35    | 36    | 23    | 24    | 25    | 26    | 30    | 31    | 32    | 33    |
|                   | Gap (%)                      | 0.006 | 0.007 | 0.006 | 0.005 | 0.002 | 0.002 | 0.001 | 0.001 | 0.012 | 0.009 | 0.008 | 0.009 |
|                   | % Flow Change <1%            | 99    | 100   | 99    | 100   | 99    | 99    | 100   | 100   | 99    | 99    | 99    | 99    |
| <b>Option 3A</b>  | Assignment / Simulation Loop | 398   | 399   | 400   | 401   | 66    | 67    | 68    | 69    | 105   | 106   | 107   | 108   |
|                   | Gap (%)                      | 0.008 | 0.008 | 0.008 | 0.008 | 0.005 | 0.004 | 0.006 | 0.004 | 0.006 | 0.008 | 0.006 | 0.005 |
|                   | % Flow Change <1%            | 98    | 98    | 98    | 97    | 99    | 99    | 100   | 99    | 99    | 99    | 99    | 99    |
| <b>Option 4</b>   | Assignment / Simulation Loop | 33    | 34    | 35    | 36    | 32    | 33    | 34    | 35    | 37    | 38    | 39    | 40    |
|                   | Gap (%)                      | 0.001 | 0.001 | 0.001 | 0.001 | 0.000 | 0.000 | 0.001 | 0.000 | 0.003 | 0.003 | 0.003 | 0.003 |
|                   | % Flow Change <1%            | 100   | 100   | 100   | 100   | 100   | 100   | 100   | 99    | 100   | 99    | 100   | 100   |
| <b>Option 5</b>   | Assignment / Simulation Loop | 69    | 70    | 71    | 72    | 26    | 27    | 28    | 29    | 40    | 41    | 42    | 43    |
|                   | Gap (%)                      | 0.001 | 0.001 | 0.000 | 0.000 | 0.001 | 0.001 | 0.001 | 0.001 | 0.004 | 0.003 | 0.004 | 0.005 |
|                   | % Flow Change <1%            | 100   | 100   | 100   | 100   | 99    | 99    | 100   | 99    | 99    | 99    | 99    | 99    |
| <b>Option 6</b>   | Assignment / Simulation Loop | 38    | 39    | 40    | 41    | 23    | 24    | 25    | 26    | 31    | 32    | 33    | 34    |
|                   | Gap (%)                      | 0.008 | 0.008 | 0.005 | 0.006 | 0.001 | 0.001 | 0.000 | 0.000 | 0.003 | 0.002 | 0.003 | 0.002 |
|                   | % Flow Change <1%            | 99    | 100   | 99    | 100   | 99    | 100   | 99    | 100   | 99    | 99    | 99    | 99    |

# A27 Chichester Bypass Improvement Scheme

## Traffic Forecasting Report

| Option     | Criteria                     | 2041  |       |       |       |       |       |       |       |       |       |       |       |
|------------|------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
|            |                              | AM    |       |       |       | IP    |       |       |       | PM    |       |       |       |
|            |                              | F-3   | F-2   | F-1   | F     | F-3   | F-2   | F-1   | F     | F-3   | F-2   | F-1   | F     |
| Do Minimum | Assignment / Simulation Loop | 42    | 43    | 44    | 45    | 28    | 29    | 30    | 31    | 52    | 53    | 54    | 55    |
|            | Gap (%)                      | 0.006 | 0.010 | 0.005 | 0.008 | 0.004 | 0.003 | 0.003 | 0.003 | 0.007 | 0.006 | 0.005 | 0.006 |
|            | % Flow Change <1%            | 99    | 99    | 99    | 100   | 99    | 99    | 100   | 99    | 99    | 99    | 99    | 99    |
| Option 1   | Assignment / Simulation Loop | 37    | 38    | 39    | 40    | 27    | 28    | 29    | 30    | 54    | 55    | 56    | 57    |
|            | Gap (%)                      | 0.008 | 0.009 | 0.006 | 0.006 | 0.002 | 0.003 | 0.002 | 0.002 | 0.004 | 0.004 | 0.004 | 0.004 |
|            | % Flow Change <1%            | 99    | 99    | 99    | 100   | 99    | 99    | 99    | 99    | 99    | 99    | 99    | 99    |
| Option 1A  | Assignment / Simulation Loop | 67    | 68    | 69    | 70    | 32    | 33    | 34    | 35    | 34    | 35    | 36    | 37    |
|            | Gap (%)                      | 0.008 | 0.007 | 0.008 | 0.007 | 0.005 | 0.004 | 0.004 | 0.004 | 0.007 | 0.007 | 0.006 | 0.009 |
|            | % Flow Change <1%            | 99    | 99    | 99    | 99    | 99    | 99    | 99    | 99    | 99    | 99    | 99    | 99    |
| Option 2   | Assignment / Simulation Loop | 101   | 102   | 103   | 104   | 47    | 48    | 49    | 50    | 46    | 47    | 48    | 49    |
|            | Gap (%)                      | 0.009 | 0.006 | 0.006 | 0.027 | 0.003 | 0.003 | 0.002 | 0.002 | 0.004 | 0.004 | 0.003 | 0.004 |
|            | % Flow Change <1%            | 99    | 99    | 100   | 99    | 100   | 100   | 99    | 100   | 100   | 99    | 99    | 100   |
| Option 2A  | Assignment / Simulation Loop | 45    | 46    | 47    | 48    | 52    | 53    | 54    | 55    | 52    | 53    | 54    | 55    |
|            | Gap (%)                      | 0.018 | 0.015 | 0.019 | 0.012 | 0.003 | 0.002 | 0.002 | 0.002 | 0.019 | 0.012 | 0.010 | 0.009 |
|            | % Flow Change <1%            | 99    | 99    | 99    | 99    | 99    | 100   | 99    | 100   | 99    | 99    | 99    | 99    |
| Option 3   | Assignment / Simulation Loop | 34    | 35    | 36    | 37    | 21    | 22    | 23    | 24    | 34    | 35    | 36    | 37    |
|            | Gap (%)                      | 0.006 | 0.006 | 0.007 | 0.004 | 0.003 | 0.002 | 0.002 | 0.002 | 0.018 | 0.007 | 0.006 | 0.006 |
|            | % Flow Change <1%            | 99    | 99    | 99    | 99    | 99    | 99    | 99    | 99    | 99    | 99    | 100   | 100   |
| Option 3A  | Assignment / Simulation Loop | 45    | 46    | 47    | 48    | 35    | 36    | 37    | 38    | 42    | 43    | 44    | 45    |
|            | Gap (%)                      | 0.005 | 0.006 | 0.006 | 0.004 | 0.006 | 0.003 | 0.004 | 0.002 | 0.014 | 0.014 | 0.012 | 0.010 |
|            | % Flow Change <1%            | 99    | 99    | 99    | 100   | 99    | 99    | 99    | 100   | 99    | 99    | 99    | 99    |
| Option 4   | Assignment / Simulation Loop | 106   | 107   | 108   | 109   | 30    | 31    | 32    | 33    | 39    | 40    | 41    | 42    |
|            | Gap (%)                      | 0.001 | 0.001 | 0.001 | 0.001 | 0.001 | 0.001 | 0.001 | 0.001 | 0.009 | 0.009 | 0.007 | 0.009 |
|            | % Flow Change <1%            | 99    | 100   | 100   | 100   | 99    | 99    | 99    | 100   | 99    | 99    | 99    | 99    |
| Option 5   | Assignment / Simulation Loop | 304   | 305   | 306   | 307   | 27    | 28    | 29    | 30    | 33    | 34    | 35    | 36    |
|            | Gap (%)                      | 0.001 | 0.001 | 0.001 | 0.001 | 0.001 | 0.001 | 0.001 | 0.001 | 0.005 | 0.005 | 0.005 | 0.006 |
|            | % Flow Change <1%            | 99    | 100   | 100   | 100   | 99    | 99    | 99    | 99    | 99    | 99    | 99    | 99    |
| Option 6   | Assignment / Simulation Loop | 48    | 49    | 50    | 51    | 24    | 25    | 26    | 27    | 26    | 27    | 28    | 29    |
|            | Gap (%)                      | 0.007 | 0.006 | 0.007 | 0.005 | 0.001 | 0.001 | 0.001 | 0.000 | 0.005 | 0.004 | 0.004 | 0.005 |
|            | % Flow Change <1%            | 99    | 99    | 99    | 99    | 99    | 100   | 100   | 100   | 99    | 99    | 100   | 99    |

## APPENDIX F VEHICLE-HOURS FOR VARIABLE DEMAND FLOWS

### CORE

| Do Minimum                         |        |        |        |        |        |        |        |        |        |
|------------------------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
|                                    | 2020   |        |        | 2035   |        |        | 2041   |        |        |
|                                    | AM     | IP     | PM     | AM     | IP     | PM     | AM     | IP     | PM     |
| <b>Total</b>                       | 22,199 | 25,248 | 30,012 | 27,547 | 31,926 | 38,380 | 29,747 | 34,454 | 41,368 |
| <b>Commute</b>                     | 8,741  | 3,231  | 11,151 | 10,236 | 3,872  | 14,324 | 10,833 | 4,105  | 15,379 |
| <b>Business</b>                    | 1,035  | 1,407  | 1,315  | 1,271  | 1,659  | 1,543  | 1,369  | 1,749  | 1,637  |
| <b>Other</b>                       | 6,359  | 13,647 | 12,670 | 8,264  | 17,531 | 16,073 | 9,010  | 18,911 | 17,220 |
| <b>LGV</b>                         | 2,715  | 3,129  | 2,908  | 3,851  | 4,414  | 4,135  | 4,374  | 4,992  | 4,692  |
| <b>HGV</b>                         | 3,349  | 3,834  | 1,967  | 3,925  | 4,449  | 2,305  | 4,161  | 4,698  | 2,441  |
| Option1                            |        |        |        |        |        |        |        |        |        |
|                                    | 2020   |        |        | 2035   |        |        | 2041   |        |        |
|                                    | AM     | IP     | PM     | AM     | IP     | PM     | AM     | IP     | PM     |
| <b>Total</b>                       | 21,941 | 25,147 | 29,790 | 27,224 | 31,726 | 37,982 | 29,413 | 34,223 | 40,886 |
| <b>Commute</b>                     | 8,609  | 3,216  | 11,087 | 10,083 | 3,844  | 14,231 | 10,660 | 4,074  | 15,278 |
| <b>Business</b>                    | 1,035  | 1,403  | 1,303  | 1,266  | 1,649  | 1,519  | 1,368  | 1,737  | 1,606  |
| <b>Other</b>                       | 6,333  | 13,624 | 12,585 | 8,219  | 17,458 | 15,889 | 8,973  | 18,824 | 16,974 |
| <b>LGV</b>                         | 2,670  | 3,102  | 2,871  | 3,792  | 4,369  | 4,071  | 4,312  | 4,939  | 4,620  |
| <b>HGV</b>                         | 3,293  | 3,803  | 1,943  | 3,864  | 4,405  | 2,272  | 4,099  | 4,649  | 2,407  |
| Changes in Option1 relative to DM  |        |        |        |        |        |        |        |        |        |
|                                    | 2020   |        |        | 2035   |        |        | 2041   |        |        |
|                                    | AM     | IP     | PM     | AM     | IP     | PM     | AM     | IP     | PM     |
| <b>Total</b>                       | -1.2%  | -0.4%  | -0.7%  | -1.2%  | -0.6%  | -1.0%  | -1.1%  | -0.7%  | -1.2%  |
| <b>Commute</b>                     | -1.5%  | -0.5%  | -0.6%  | -1.5%  | -0.7%  | -0.6%  | -1.6%  | -0.8%  | -0.7%  |
| <b>Business</b>                    | 0.0%   | -0.3%  | -0.9%  | -0.4%  | -0.6%  | -1.5%  | -0.1%  | -0.7%  | -1.9%  |
| <b>Other</b>                       | -0.4%  | -0.2%  | -0.7%  | -0.5%  | -0.4%  | -1.1%  | -0.4%  | -0.5%  | -1.4%  |
| <b>LGV</b>                         | -1.7%  | -0.9%  | -1.3%  | -1.5%  | -1.0%  | -1.5%  | -1.4%  | -1.1%  | -1.5%  |
| <b>HGV</b>                         | -1.7%  | -0.8%  | -1.2%  | -1.6%  | -1.0%  | -1.4%  | -1.5%  | -1.0%  | -1.4%  |
| Option1A                           |        |        |        |        |        |        |        |        |        |
|                                    | 2020   |        |        | 2035   |        |        | 2041   |        |        |
|                                    | AM     | IP     | PM     | AM     | IP     | PM     | AM     | IP     | PM     |
| <b>Total</b>                       | 22,023 | 25,144 | 29,809 | 27,319 | 31,714 | 38,012 | 29,523 | 34,247 | 40,932 |
| <b>Commute</b>                     | 8,661  | 3,214  | 11,082 | 10,139 | 3,843  | 14,225 | 10,733 | 4,076  | 15,272 |
| <b>Business</b>                    | 1,034  | 1,402  | 1,305  | 1,266  | 1,648  | 1,522  | 1,365  | 1,738  | 1,610  |
| <b>Other</b>                       | 6,337  | 13,608 | 12,594 | 8,225  | 17,429 | 15,911 | 8,975  | 18,810 | 17,010 |
| <b>LGV</b>                         | 2,683  | 3,107  | 2,878  | 3,809  | 4,375  | 4,078  | 4,331  | 4,953  | 4,628  |
| <b>HGV</b>                         | 3,307  | 3,813  | 1,949  | 3,880  | 4,419  | 2,277  | 4,118  | 4,670  | 2,412  |
| Changes in Option1A relative to DM |        |        |        |        |        |        |        |        |        |
|                                    | 2020   |        |        | 2035   |        |        | 2041   |        |        |
|                                    | AM     | IP     | PM     | AM     | IP     | PM     | AM     | IP     | PM     |
| <b>Total</b>                       | -0.8%  | -0.4%  | -0.7%  | -0.8%  | -0.7%  | -1.0%  | -0.8%  | -0.6%  | -1.1%  |
| <b>Commute</b>                     | -0.9%  | -0.5%  | -0.6%  | -0.9%  | -0.7%  | -0.7%  | -0.9%  | -0.7%  | -0.7%  |
| <b>Business</b>                    | -0.1%  | -0.4%  | -0.8%  | -0.4%  | -0.7%  | -1.4%  | -0.3%  | -0.6%  | -1.6%  |
| <b>Other</b>                       | -0.3%  | -0.3%  | -0.6%  | -0.5%  | -0.6%  | -1.0%  | -0.4%  | -0.5%  | -1.2%  |
| <b>LGV</b>                         | -1.2%  | -0.7%  | -1.0%  | -1.1%  | -0.9%  | -1.4%  | -1.0%  | -0.8%  | -1.4%  |
| <b>HGV</b>                         | -1.3%  | -0.5%  | -0.9%  | -1.1%  | -0.7%  | -1.2%  | -1.0%  | -0.6%  | -1.2%  |

A27 Chichester Bypass Improvement Scheme  
Traffic Forecasting Report

| Option2                            |        |        |        |        |        |        |        |        |        |
|------------------------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
|                                    | 2020   |        |        | 2035   |        |        | 2041   |        |        |
|                                    | AM     | IP     | PM     | AM     | IP     | PM     | AM     | IP     | PM     |
| <b>Total</b>                       | 21,946 | 25,066 | 29,582 | 27,202 | 31,592 | 37,623 | 29,357 | 34,069 | 40,436 |
| <b>Commute</b>                     | 8,601  | 3,206  | 11,029 | 10,062 | 3,833  | 14,142 | 10,634 | 4,061  | 15,164 |
| <b>Business</b>                    | 1,040  | 1,398  | 1,291  | 1,272  | 1,642  | 1,498  | 1,371  | 1,729  | 1,580  |
| <b>Other</b>                       | 6,355  | 13,583 | 12,483 | 8,236  | 17,387 | 15,707 | 8,978  | 18,743 | 16,746 |
| <b>LGV</b>                         | 2,664  | 3,088  | 2,848  | 3,781  | 4,343  | 4,025  | 4,292  | 4,907  | 4,563  |
| <b>HGV</b>                         | 3,286  | 3,791  | 1,931  | 3,851  | 4,387  | 2,251  | 4,083  | 4,629  | 2,383  |
| Changes in Option2 relative to DM  |        |        |        |        |        |        |        |        |        |
|                                    | 2020   |        |        | 2035   |        |        | 2041   |        |        |
|                                    | AM     | IP     | PM     | AM     | IP     | PM     | AM     | IP     | PM     |
| <b>Total</b>                       | -1.1%  | -0.7%  | -1.4%  | -1.3%  | -1.1%  | -2.0%  | -1.3%  | -1.1%  | -2.3%  |
| <b>Commute</b>                     | -1.6%  | -0.8%  | -1.1%  | -1.7%  | -1.0%  | -1.3%  | -1.8%  | -1.1%  | -1.4%  |
| <b>Business</b>                    | 0.5%   | -0.7%  | -1.9%  | 0.1%   | -1.0%  | -3.0%  | 0.1%   | -1.1%  | -3.5%  |
| <b>Other</b>                       | -0.1%  | -0.5%  | -1.5%  | -0.3%  | -0.8%  | -2.3%  | -0.4%  | -0.9%  | -2.8%  |
| <b>LGV</b>                         | -1.9%  | -1.3%  | -2.1%  | -1.8%  | -1.6%  | -2.7%  | -1.9%  | -1.7%  | -2.7%  |
| <b>HGV</b>                         | -1.9%  | -1.1%  | -1.9%  | -1.9%  | -1.4%  | -2.3%  | -1.9%  | -1.5%  | -2.4%  |
| Option2A                           |        |        |        |        |        |        |        |        |        |
|                                    | 2020   |        |        | 2035   |        |        | 2041   |        |        |
|                                    | AM     | IP     | PM     | AM     | IP     | PM     | AM     | IP     | PM     |
| <b>Total</b>                       | 22,040 | 25,182 | 29,804 | 27,407 | 31,805 | 37,999 | 27,262 | 34,321 | 40,907 |
| <b>Commute</b>                     | 8,664  | 3,221  | 11,088 | 10,180 | 3,855  | 14,236 | 9,838  | 4,088  | 15,280 |
| <b>Business</b>                    | 1,038  | 1,406  | 1,304  | 1,274  | 1,654  | 1,519  | 1,223  | 1,743  | 1,607  |
| <b>Other</b>                       | 6,361  | 13,648 | 12,594 | 8,272  | 17,509 | 15,896 | 7,798  | 18,883 | 16,988 |
| <b>LGV</b>                         | 2,680  | 3,107  | 2,872  | 3,812  | 4,381  | 4,074  | 4,317  | 4,956  | 4,624  |
| <b>HGV</b>                         | 3,296  | 3,801  | 1,945  | 3,868  | 4,405  | 2,273  | 4,086  | 4,650  | 2,408  |
| Changes in Option2A relative to DM |        |        |        |        |        |        |        |        |        |
|                                    | 2020   |        |        | 2035   |        |        | 2041   |        |        |
|                                    | AM     | IP     | PM     | AM     | IP     | PM     | AM     | IP     | PM     |
| <b>Total</b>                       | -0.7%  | -0.3%  | -0.7%  | -0.5%  | -0.4%  | -1.0%  | -8.4%  | -0.4%  | -1.1%  |
| <b>Commute</b>                     | -0.9%  | -0.3%  | -0.6%  | -0.6%  | -0.4%  | -0.6%  | -9.2%  | -0.4%  | -0.6%  |
| <b>Business</b>                    | 0.3%   | -0.1%  | -0.8%  | 0.2%   | -0.3%  | -1.6%  | -10.7% | -0.3%  | -1.9%  |
| <b>Other</b>                       | 0.0%   | 0.0%   | -0.6%  | 0.1%   | -0.1%  | -1.1%  | -13.5% | -0.2%  | -1.4%  |
| <b>LGV</b>                         | -1.3%  | -0.7%  | -1.2%  | -1.0%  | -0.8%  | -1.5%  | -1.3%  | -0.7%  | -1.4%  |
| <b>HGV</b>                         | -1.6%  | -0.9%  | -1.1%  | -1.5%  | -1.0%  | -1.4%  | -1.8%  | -1.0%  | -1.3%  |
| Option3                            |        |        |        |        |        |        |        |        |        |
|                                    | 2020   |        |        | 2035   |        |        | 2041   |        |        |
|                                    | AM     | IP     | PM     | AM     | IP     | PM     | AM     | IP     | PM     |
| <b>Total</b>                       | 22,140 | 25,242 | 29,902 | 27,432 | 31,865 | 38,244 | 29,620 | 34,386 | 41,142 |
| <b>Commute</b>                     | 8,706  | 3,228  | 11,123 | 10,177 | 3,862  | 14,301 | 10,760 | 4,095  | 15,343 |
| <b>Business</b>                    | 1,040  | 1,408  | 1,308  | 1,273  | 1,657  | 1,535  | 1,372  | 1,746  | 1,622  |
| <b>Other</b>                       | 6,375  | 13,665 | 12,630 | 8,268  | 17,527 | 16,020 | 9,015  | 18,904 | 17,111 |
| <b>LGV</b>                         | 2,698  | 3,120  | 2,887  | 3,825  | 4,394  | 4,102  | 4,346  | 4,968  | 4,647  |
| <b>HGV</b>                         | 3,320  | 3,821  | 1,955  | 3,890  | 4,425  | 2,287  | 4,128  | 4,672  | 2,418  |
| Changes in Option3 relative to DM  |        |        |        |        |        |        |        |        |        |
|                                    | 2020   |        |        | 2035   |        |        | 2041   |        |        |
|                                    | AM     | IP     | PM     | AM     | IP     | PM     | AM     | IP     | PM     |
| <b>Total</b>                       | -0.3%  | 0.0%   | -0.4%  | -0.4%  | -0.2%  | -0.4%  | -0.4%  | -0.2%  | -0.5%  |
| <b>Commute</b>                     | -0.4%  | -0.1%  | -0.3%  | -0.6%  | -0.3%  | -0.2%  | -0.7%  | -0.2%  | -0.2%  |
| <b>Business</b>                    | 0.5%   | 0.1%   | -0.5%  | 0.2%   | -0.1%  | -0.5%  | 0.2%   | -0.2%  | -0.9%  |
| <b>Other</b>                       | 0.3%   | 0.1%   | -0.3%  | 0.0%   | 0.0%   | -0.3%  | 0.1%   | 0.0%   | -0.6%  |
| <b>LGV</b>                         | -0.6%  | -0.3%  | -0.7%  | -0.7%  | -0.5%  | -0.8%  | -0.6%  | -0.5%  | -1.0%  |
| <b>HGV</b>                         | -0.9%  | -0.3%  | -0.6%  | -0.9%  | -0.5%  | -0.8%  | -0.8%  | -0.5%  | -0.9%  |

A27 Chichester Bypass Improvement Scheme  
Traffic Forecasting Report

| Option3A                           |        |        |        |        |        |        |        |        |        |
|------------------------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
|                                    | 2020   |        |        | 2035   |        |        | 2041   |        |        |
|                                    | AM     | IP     | PM     | AM     | IP     | PM     | AM     | IP     | PM     |
| <b>Total</b>                       | 21,973 | 25,149 | 29,826 | 27,246 | 31,743 | 37,994 | 29,415 | 34,288 | 40,920 |
| <b>Commute</b>                     | 8,623  | 3,214  | 11,099 | 10,096 | 3,847  | 14,222 | 10,671 | 4,081  | 15,278 |
| <b>Business</b>                    | 1,038  | 1,403  | 1,305  | 1,268  | 1,650  | 1,520  | 1,367  | 1,741  | 1,608  |
| <b>Other</b>                       | 6,345  | 13,622 | 12,600 | 8,228  | 17,465 | 15,899 | 8,973  | 18,863 | 16,994 |
| <b>LGV</b>                         | 2,673  | 3,105  | 2,876  | 3,792  | 4,373  | 4,077  | 4,308  | 4,948  | 4,628  |
| <b>HGV</b>                         | 3,294  | 3,804  | 1,946  | 3,861  | 4,408  | 2,275  | 4,095  | 4,654  | 2,411  |
| Changes in Option3A relative to DM |        |        |        |        |        |        |        |        |        |
|                                    | 2020   |        |        | 2035   |        |        | 2041   |        |        |
|                                    | AM     | IP     | PM     | AM     | IP     | PM     | AM     | IP     | PM     |
| <b>Total</b>                       | -1.0%  | -0.4%  | -0.6%  | -1.1%  | -0.6%  | -1.0%  | -1.1%  | -0.5%  | -1.1%  |
| <b>Commute</b>                     | -1.3%  | -0.5%  | -0.5%  | -1.4%  | -0.6%  | -0.7%  | -1.5%  | -0.6%  | -0.7%  |
| <b>Business</b>                    | 0.3%   | -0.3%  | -0.8%  | -0.2%  | -0.5%  | -1.5%  | -0.1%  | -0.5%  | -1.8%  |
| <b>Other</b>                       | -0.2%  | -0.2%  | -0.6%  | -0.4%  | -0.4%  | -1.1%  | -0.4%  | -0.3%  | -1.3%  |
| <b>LGV</b>                         | -1.5%  | -0.8%  | -1.1%  | -1.5%  | -0.9%  | -1.4%  | -1.5%  | -0.9%  | -1.4%  |
| <b>HGV</b>                         | -1.6%  | -0.8%  | -1.1%  | -1.6%  | -0.9%  | -1.3%  | -1.6%  | -0.9%  | -1.2%  |
| Option4                            |        |        |        |        |        |        |        |        |        |
|                                    | 2020   |        |        | 2035   |        |        | 2041   |        |        |
|                                    | AM     | IP     | PM     | AM     | IP     | PM     | AM     | IP     | PM     |
| <b>Total</b>                       | 21,971 | 25,153 | 30,137 | 27,174 | 31,707 | 37,914 | 29,357 | 34,176 | 40,791 |
| <b>Commute</b>                     | 8,629  | 3,222  | 11,189 | 10,080 | 3,849  | 14,232 | 10,669 | 4,077  | 15,272 |
| <b>Business</b>                    | 1,047  | 1,405  | 1,328  | 1,277  | 1,652  | 1,517  | 1,375  | 1,738  | 1,603  |
| <b>Other</b>                       | 6,386  | 13,643 | 12,792 | 8,260  | 17,484 | 15,877 | 9,009  | 18,834 | 16,949 |
| <b>LGV</b>                         | 2,654  | 3,097  | 2,882  | 3,753  | 4,350  | 4,035  | 4,266  | 4,914  | 4,580  |
| <b>HGV</b>                         | 3,257  | 3,786  | 1,945  | 3,805  | 4,373  | 2,252  | 4,038  | 4,612  | 2,387  |
| Changes in Option4 relative to DM  |        |        |        |        |        |        |        |        |        |
|                                    | 2020   |        |        | 2035   |        |        | 2041   |        |        |
|                                    | AM     | IP     | PM     | AM     | IP     | PM     | AM     | IP     | PM     |
| <b>Total</b>                       | -1.0%  | -0.4%  | 0.4%   | -1.4%  | -0.7%  | -1.2%  | -1.3%  | -0.8%  | -1.4%  |
| <b>Commute</b>                     | -1.3%  | -0.3%  | 0.3%   | -1.5%  | -0.6%  | -0.6%  | -1.5%  | -0.7%  | -0.7%  |
| <b>Business</b>                    | 1.1%   | -0.2%  | 1.0%   | 0.4%   | -0.5%  | -1.7%  | 0.4%   | -0.6%  | -2.1%  |
| <b>Other</b>                       | 0.4%   | 0.0%   | 1.0%   | -0.1%  | -0.3%  | -1.2%  | 0.0%   | -0.4%  | -1.6%  |
| <b>LGV</b>                         | -2.3%  | -1.0%  | -0.9%  | -2.5%  | -1.5%  | -2.4%  | -2.5%  | -1.6%  | -2.4%  |
| <b>HGV</b>                         | -2.8%  | -1.3%  | -1.1%  | -3.1%  | -1.7%  | -2.3%  | -3.0%  | -1.8%  | -2.2%  |
| Option5                            |        |        |        |        |        |        |        |        |        |
|                                    | 2020   |        |        | 2035   |        |        | 2041   |        |        |
|                                    | AM     | IP     | PM     | AM     | IP     | PM     | AM     | IP     | PM     |
| <b>Total</b>                       | 21,975 | 25,154 | 30,098 | 27,187 | 31,709 | 37,900 | 29,348 | 34,175 | 40,777 |
| <b>Commute</b>                     | 8,630  | 3,222  | 11,189 | 10,083 | 3,850  | 14,232 | 10,663 | 4,077  | 15,269 |
| <b>Business</b>                    | 1,046  | 1,405  | 1,324  | 1,277  | 1,652  | 1,516  | 1,375  | 1,738  | 1,602  |
| <b>Other</b>                       | 6,386  | 13,643 | 12,754 | 8,262  | 17,483 | 15,860 | 9,005  | 18,833 | 16,936 |
| <b>LGV</b>                         | 2,654  | 3,097  | 2,890  | 3,756  | 4,351  | 4,045  | 4,266  | 4,914  | 4,589  |
| <b>HGV</b>                         | 3,259  | 3,786  | 1,941  | 3,809  | 4,374  | 2,248  | 4,040  | 4,613  | 2,381  |
| Changes in Option5 relative to DM  |        |        |        |        |        |        |        |        |        |
|                                    | 2020   |        |        | 2035   |        |        | 2041   |        |        |
|                                    | AM     | IP     | PM     | AM     | IP     | PM     | AM     | IP     | PM     |
| <b>Total</b>                       | -1.0%  | -0.4%  | 0.3%   | -1.3%  | -0.7%  | -1.3%  | -1.3%  | -0.8%  | -1.4%  |
| <b>Commute</b>                     | -1.3%  | -0.3%  | 0.3%   | -1.5%  | -0.6%  | -0.6%  | -1.6%  | -0.7%  | -0.7%  |
| <b>Business</b>                    | 1.1%   | -0.1%  | 0.7%   | 0.5%   | -0.5%  | -1.8%  | 0.4%   | -0.6%  | -2.2%  |
| <b>Other</b>                       | 0.4%   | 0.0%   | 0.7%   | 0.0%   | -0.3%  | -1.3%  | -0.1%  | -0.4%  | -1.6%  |
| <b>LGV</b>                         | -2.3%  | -1.0%  | -0.6%  | -2.5%  | -1.5%  | -2.2%  | -2.5%  | -1.6%  | -2.2%  |
| <b>HGV</b>                         | -2.7%  | -1.3%  | -1.3%  | -3.0%  | -1.7%  | -2.5%  | -2.9%  | -1.8%  | -2.5%  |

A27 Chichester Bypass Improvement Scheme  
Traffic Forecasting Report

| Option6                           |        |        |        |        |        |        |        |        |        |
|-----------------------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
|                                   | 2020   |        |        | 2035   |        |        | 2041   |        |        |
|                                   | AM     | IP     | PM     | AM     | IP     | PM     | AM     | IP     | PM     |
| <b>Total</b>                      | 21,919 | 24,996 | 29,536 | 27,139 | 31,540 | 37,572 | 29,288 | 33,997 | 40,386 |
| <b>Commute</b>                    | 8,590  | 3,199  | 11,024 | 10,044 | 3,830  | 14,133 | 10,614 | 4,056  | 15,156 |
| <b>Business</b>                   | 1,040  | 1,393  | 1,287  | 1,271  | 1,639  | 1,494  | 1,370  | 1,725  | 1,576  |
| <b>Other</b>                      | 6,352  | 13,538 | 12,454 | 8,228  | 17,356 | 15,680 | 8,970  | 18,701 | 16,720 |
| <b>LGV</b>                        | 2,659  | 3,082  | 2,844  | 3,763  | 4,335  | 4,019  | 4,271  | 4,896  | 4,556  |
| <b>HGV</b>                        | 3,278  | 3,784  | 1,927  | 3,833  | 4,380  | 2,246  | 4,063  | 4,618  | 2,378  |
| Changes in Option6 relative to DM |        |        |        |        |        |        |        |        |        |
|                                   | 2020   |        |        | 2035   |        |        | 2041   |        |        |
|                                   | AM     | IP     | PM     | AM     | IP     | PM     | AM     | IP     | PM     |
| <b>Total</b>                      | -1.3%  | -1.0%  | -1.6%  | -1.5%  | -1.2%  | -2.1%  | -1.5%  | -1.3%  | -2.4%  |
| <b>Commute</b>                    | -1.7%  | -1.0%  | -1.1%  | -1.9%  | -1.1%  | -1.3%  | -2.0%  | -1.2%  | -1.5%  |
| <b>Business</b>                   | 0.5%   | -1.0%  | -2.2%  | 0.0%   | -1.2%  | -3.2%  | 0.1%   | -1.4%  | -3.7%  |
| <b>Other</b>                      | -0.1%  | -0.8%  | -1.7%  | -0.4%  | -1.0%  | -2.5%  | -0.5%  | -1.1%  | -2.9%  |
| <b>LGV</b>                        | -2.1%  | -1.5%  | -2.2%  | -2.3%  | -1.8%  | -2.8%  | -2.3%  | -1.9%  | -2.9%  |
| <b>HGV</b>                        | -2.1%  | -1.3%  | -2.0%  | -2.3%  | -1.6%  | -2.6%  | -2.4%  | -1.7%  | -2.6%  |



## LOW

| Do Minimum                        |          |        |        |        |        |        |        |        |        |
|-----------------------------------|----------|--------|--------|--------|--------|--------|--------|--------|--------|
|                                   | 2020     |        |        | 2035   |        |        | 2041   |        |        |
|                                   | AM       | IP     | PM     | AM     | IP     | PM     | AM     | IP     | PM     |
| <b>Total</b>                      | 20,694   | 23,563 | 27,995 | 23,839 | 27,893 | 33,434 | 25,111 | 29,427 | 35,272 |
| <b>Commute</b>                    | 8,153    | 3,026  | 10,460 | 8,918  | 3,423  | 12,663 | 9,226  | 3,564  | 13,370 |
| <b>Business</b>                   | 972      | 1,330  | 1,222  | 1,125  | 1,462  | 1,341  | 1,194  | 1,511  | 1,392  |
| <b>Other</b>                      | 5,959    | 12,746 | 11,804 | 7,283  | 15,502 | 14,051 | 7,800  | 16,416 | 14,763 |
| <b>LGV</b>                        | 2,506    | 2,894  | 2,684  | 3,188  | 3,692  | 3,423  | 3,476  | 4,023  | 3,737  |
| <b>HGV</b>                        | 3,104    | 3,567  | 1,824  | 3,325  | 3,814  | 1,955  | 3,415  | 3,913  | 2,010  |
| Option1                           |          |        |        |        |        |        |        |        |        |
|                                   | 2020     |        |        | 2035   |        |        | 2041   |        |        |
|                                   | AM       | IP     | PM     | AM     | IP     | PM     | AM     | IP     | PM     |
| <b>Total</b>                      | 20,470   | 23,467 | 27,848 | 23,568 | 27,729 | 33,155 | 24,825 | 29,247 | 34,927 |
| <b>Commute</b>                    | 8,039    | 3,012  | 10,416 | 8,786  | 3,401  | 12,603 | 9,089  | 3,540  | 13,293 |
| <b>Business</b>                   | 971.4847 | 1,325  | 1,216  | 1,123  | 1,453  | 1,324  | 1,191  | 1,501  | 1,372  |
| <b>Other</b>                      | 5,938    | 12,718 | 11,757 | 7,250  | 15,438 | 13,926 | 7,762  | 16,347 | 14,604 |
| <b>LGV</b>                        | 2,466    | 2,871  | 2,654  | 3,137  | 3,658  | 3,373  | 3,422  | 3,984  | 3,678  |
| <b>HGV</b>                        | 3,055    | 3,540  | 1,805  | 3,271  | 3,779  | 1,929  | 3,361  | 3,875  | 1,980  |
| Changes in Option1 relative to DM |          |        |        |        |        |        |        |        |        |
|                                   | 2020     |        |        | 2035   |        |        | 2041   |        |        |
|                                   | AM       | IP     | PM     | AM     | IP     | PM     | AM     | IP     | PM     |
| <b>Total</b>                      | -1.1%    | -0.4%  | -0.5%  | -1.1%  | -0.6%  | -0.8%  | -1.1%  | -0.6%  | -1.0%  |
| <b>Commute</b>                    | -1.4%    | -0.5%  | -0.4%  | -1.5%  | -0.6%  | -0.5%  | -1.5%  | -0.7%  | -0.6%  |
| <b>Business</b>                   | -0.1%    | -0.3%  | -0.5%  | -0.2%  | -0.6%  | -1.3%  | -0.2%  | -0.6%  | -1.5%  |
| <b>Other</b>                      | -0.4%    | -0.2%  | -0.4%  | -0.4%  | -0.4%  | -0.9%  | -0.5%  | -0.4%  | -1.1%  |
| <b>LGV</b>                        | -1.6%    | -0.8%  | -1.1%  | -1.6%  | -0.9%  | -1.5%  | -1.6%  | -1.0%  | -1.6%  |
| <b>HGV</b>                        | -1.6%    | -0.8%  | -1.0%  | -1.6%  | -0.9%  | -1.4%  | -1.6%  | -1.0%  | -1.5%  |
| Option1A                          |          |        |        |        |        |        |        |        |        |
|                                   | 2020     |        |        | 2035   |        |        | 2041   |        |        |
|                                   | AM       | IP     | PM     | AM     | IP     | PM     | AM     | IP     | PM     |
| <b>Total</b>                      | 20,533   | 23,455 | 27,842 | 23,645 | 27,712 | 33,176 | 24,914 | 29,229 | 34,974 |
| <b>Commute</b>                    | 8,078    | 3,010  | 10,407 | 8,834  | 3,400  | 12,596 | 9,139  | 3,539  | 13,290 |
| <b>Business</b>                   | 971      | 1,325  | 1,216  | 1,122  | 1,452  | 1,326  | 1,191  | 1,500  | 1,375  |
| <b>Other</b>                      | 5,943    | 12,700 | 11,750 | 7,254  | 15,414 | 13,938 | 7,771  | 16,319 | 14,633 |
| <b>LGV</b>                        | 2,475    | 2,874  | 2,659  | 3,151  | 3,660  | 3,382  | 3,438  | 3,987  | 3,689  |
| <b>HGV</b>                        | 3,065    | 3,546  | 1,809  | 3,284  | 3,786  | 1,934  | 3,375  | 3,884  | 1,986  |
| Changes in Option1 relative to DM |          |        |        |        |        |        |        |        |        |
|                                   | 2020     |        |        | 2035   |        |        | 2041   |        |        |
|                                   | AM       | IP     | PM     | AM     | IP     | PM     | AM     | IP     | PM     |
| <b>Total</b>                      | -0.8%    | -0.5%  | -0.5%  | -0.8%  | -0.6%  | -0.8%  | -0.8%  | -0.7%  | -0.8%  |
| <b>Commute</b>                    | -0.9%    | -0.5%  | -0.5%  | -0.9%  | -0.7%  | -0.5%  | -0.9%  | -0.7%  | -0.6%  |
| <b>Business</b>                   | -0.1%    | -0.4%  | -0.5%  | -0.3%  | -0.7%  | -1.1%  | -0.3%  | -0.7%  | -1.2%  |
| <b>Other</b>                      | -0.3%    | -0.4%  | -0.5%  | -0.4%  | -0.6%  | -0.8%  | -0.4%  | -0.6%  | -0.9%  |
| <b>LGV</b>                        | -1.2%    | -0.7%  | -0.9%  | -1.2%  | -0.9%  | -1.2%  | -1.1%  | -0.9%  | -1.3%  |
| <b>HGV</b>                        | -1.3%    | -0.6%  | -0.8%  | -1.2%  | -0.7%  | -1.1%  | -1.2%  | -0.7%  | -1.2%  |

A27 Chichester Bypass Improvement Scheme  
Traffic Forecasting Report

| Option2                            |        |        |        |        |        |        |        |        |        |
|------------------------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
|                                    | 2020   |        |        | 2035   |        |        | 2041   |        |        |
|                                    | AM     | IP     | PM     | AM     | IP     | PM     | AM     | IP     | PM     |
| <b>Total</b>                       | 20,467 | 23,398 | 27,663 | 23,563 | 27,635 | 32,946 | 24,814 | 29,143 | 34,706 |
| <b>Commute</b>                     | 8,028  | 3,004  | 10,365 | 8,775  | 3,392  | 12,553 | 9,074  | 3,531  | 13,242 |
| <b>Business</b>                    | 976    | 1,322  | 1,205  | 1,128  | 1,448  | 1,311  | 1,197  | 1,496  | 1,358  |
| <b>Other</b>                       | 5,955  | 12,684 | 11,664 | 7,269  | 15,387 | 13,816 | 7,780  | 16,292 | 14,488 |
| <b>LGV</b>                         | 2,460  | 2,859  | 2,635  | 3,128  | 3,640  | 3,349  | 3,412  | 3,962  | 3,650  |
| <b>HGV</b>                         | 3,048  | 3,530  | 1,795  | 3,263  | 3,767  | 1,917  | 3,351  | 3,863  | 1,968  |
| Changes in Option2 relative to DM  |        |        |        |        |        |        |        |        |        |
|                                    | 2020   |        |        | 2035   |        |        | 2041   |        |        |
|                                    | AM     | IP     | PM     | AM     | IP     | PM     | AM     | IP     | PM     |
| <b>Total</b>                       | -1.1%  | -0.7%  | -1.2%  | -1.2%  | -0.9%  | -1.5%  | -1.2%  | -1.0%  | -1.6%  |
| <b>Commute</b>                     | -1.5%  | -0.7%  | -0.9%  | -1.6%  | -0.9%  | -0.9%  | -1.6%  | -0.9%  | -1.0%  |
| <b>Business</b>                    | 0.4%   | -0.6%  | -1.4%  | 0.3%   | -1.0%  | -2.2%  | 0.3%   | -1.0%  | -2.4%  |
| <b>Other</b>                       | -0.1%  | -0.5%  | -1.2%  | -0.2%  | -0.7%  | -1.7%  | -0.3%  | -0.8%  | -1.9%  |
| <b>LGV</b>                         | -1.8%  | -1.2%  | -1.8%  | -1.9%  | -1.4%  | -2.2%  | -1.8%  | -1.5%  | -2.3%  |
| <b>HGV</b>                         | -1.8%  | -1.0%  | -1.6%  | -1.9%  | -1.2%  | -1.9%  | -1.9%  | -1.3%  | -2.1%  |
| Option2A                           |        |        |        |        |        |        |        |        |        |
|                                    | 2020   |        |        | 2035   |        |        | 2041   |        |        |
|                                    | AM     | IP     | PM     | AM     | IP     | PM     | AM     | IP     | PM     |
| <b>Total</b>                       | 20,552 | 23,511 | 27,853 | 23,650 | 27,789 | 33,179 | 22,696 | 29,317 | 34,958 |
| <b>Commute</b>                     | 8,084  | 3,018  | 10,416 | 8,832  | 3,410  | 12,612 | 8,284  | 3,550  | 13,301 |
| <b>Business</b>                    | 975    | 1,328  | 1,216  | 1,127  | 1,457  | 1,325  | 1,041  | 1,505  | 1,373  |
| <b>Other</b>                       | 5,962  | 12,750 | 11,759 | 7,276  | 15,479 | 13,936 | 6,620  | 16,394 | 14,620 |
| <b>LGV</b>                         | 2,474  | 2,875  | 2,655  | 3,144  | 3,665  | 3,376  | 3,411  | 3,993  | 3,683  |
| <b>HGV</b>                         | 3,058  | 3,539  | 1,806  | 3,271  | 3,779  | 1,930  | 3,339  | 3,875  | 1,982  |
| Changes in Option2A relative to DM |        |        |        |        |        |        |        |        |        |
|                                    | 2020   |        |        | 2035   |        |        | 2041   |        |        |
|                                    | AM     | IP     | PM     | AM     | IP     | PM     | AM     | IP     | PM     |
| <b>Total</b>                       | -0.7%  | -0.2%  | -0.5%  | -0.8%  | -0.4%  | -0.8%  | -9.6%  | -0.4%  | -0.9%  |
| <b>Commute</b>                     | -0.8%  | -0.3%  | -0.4%  | -1.0%  | -0.4%  | -0.4%  | -10.2% | -0.4%  | -0.5%  |
| <b>Business</b>                    | 0.3%   | -0.2%  | -0.5%  | 0.2%   | -0.3%  | -1.2%  | -12.8% | -0.4%  | -1.4%  |
| <b>Other</b>                       | 0.1%   | 0.0%   | -0.4%  | -0.1%  | -0.1%  | -0.8%  | -15.1% | -0.1%  | -1.0%  |
| <b>LGV</b>                         | -1.3%  | -0.7%  | -1.1%  | -1.4%  | -0.7%  | -1.4%  | -1.9%  | -0.7%  | -1.4%  |
| <b>HGV</b>                         | -1.5%  | -0.8%  | -1.0%  | -1.6%  | -0.9%  | -1.3%  | -2.2%  | -1.0%  | -1.4%  |
| Option3                            |        |        |        |        |        |        |        |        |        |
|                                    | 2020   |        |        | 2035   |        |        | 2041   |        |        |
|                                    | AM     | IP     | PM     | AM     | IP     | PM     | AM     | IP     | PM     |
| <b>Total</b>                       | 20,638 | 23,556 | 27,940 | 23,761 | 27,864 | 33,278 | 25,031 | 29,388 | 35,035 |
| <b>Commute</b>                     | 8,118  | 3,023  | 10,445 | 8,872  | 3,418  | 12,633 | 9,177  | 3,557  | 13,316 |
| <b>Business</b>                    | 976    | 1,331  | 1,220  | 1,130  | 1,461  | 1,330  | 1,199  | 1,509  | 1,377  |
| <b>Other</b>                       | 5,972  | 12,759 | 11,791 | 7,297  | 15,507 | 13,981 | 7,815  | 16,419 | 14,657 |
| <b>LGV</b>                         | 2,491  | 2,887  | 2,669  | 3,167  | 3,680  | 3,393  | 3,455  | 4,008  | 3,696  |
| <b>HGV</b>                         | 3,080  | 3,555  | 1,815  | 3,295  | 3,798  | 1,940  | 3,385  | 3,895  | 1,989  |
| Changes in Option3 relative to DM  |        |        |        |        |        |        |        |        |        |
|                                    | 2020   |        |        | 2035   |        |        | 2041   |        |        |
|                                    | AM     | IP     | PM     | AM     | IP     | PM     | AM     | IP     | PM     |
| <b>Total</b>                       | -0.3%  | 0.0%   | -0.2%  | -0.3%  | -0.1%  | -0.5%  | -0.3%  | -0.1%  | -0.7%  |
| <b>Commute</b>                     | -0.4%  | -0.1%  | -0.1%  | -0.5%  | -0.1%  | -0.2%  | -0.5%  | -0.2%  | -0.4%  |
| <b>Business</b>                    | 0.4%   | 0.1%   | -0.2%  | 0.4%   | -0.1%  | -0.8%  | 0.4%   | -0.1%  | -1.0%  |
| <b>Other</b>                       | 0.2%   | 0.1%   | -0.1%  | 0.2%   | 0.0%   | -0.5%  | 0.2%   | 0.0%   | -0.7%  |
| <b>LGV</b>                         | -0.6%  | -0.2%  | -0.6%  | -0.7%  | -0.3%  | -0.9%  | -0.6%  | -0.4%  | -1.1%  |
| <b>HGV</b>                         | -0.8%  | -0.3%  | -0.5%  | -0.9%  | -0.4%  | -0.8%  | -0.9%  | -0.5%  | -1.0%  |

A27 Chichester Bypass Improvement Scheme  
Traffic Forecasting Report

| Option3A                           |        |        |        |        |        |        |        |        |        |
|------------------------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
|                                    | 2020   |        |        | 2035   |        |        | 2041   |        |        |
|                                    | AM     | IP     | PM     | AM     | IP     | PM     | AM     | IP     | PM     |
| <b>Total</b>                       | 20,494 | 23,490 | 27,859 | 23,602 | 27,742 | 33,186 | 24,870 | 29,260 | 34,964 |
| <b>Commute</b>                     | 8,049  | 3,015  | 10,418 | 8,802  | 3,403  | 12,608 | 9,109  | 3,542  | 13,295 |
| <b>Business</b>                    | 974    | 1,327  | 1,217  | 1,126  | 1,454  | 1,326  | 1,194  | 1,502  | 1,374  |
| <b>Other</b>                       | 5,946  | 12,732 | 11,760 | 7,264  | 15,444 | 13,940 | 7,778  | 16,353 | 14,623 |
| <b>LGV</b>                         | 2,469  | 2,875  | 2,657  | 3,139  | 3,661  | 3,380  | 3,426  | 3,986  | 3,687  |
| <b>HGV</b>                         | 3,057  | 3,542  | 1,806  | 3,271  | 3,781  | 1,932  | 3,362  | 3,877  | 1,984  |
| Changes in Option3A relative to DM |        |        |        |        |        |        |        |        |        |
|                                    | 2020   |        |        | 2035   |        |        | 2041   |        |        |
|                                    | AM     | IP     | PM     | AM     | IP     | PM     | AM     | IP     | PM     |
| <b>Total</b>                       | -1.0%  | -0.3%  | -0.5%  | -1.0%  | -0.5%  | -0.7%  | -1.0%  | -0.6%  | -0.9%  |
| <b>Commute</b>                     | -1.3%  | -0.4%  | -0.4%  | -1.3%  | -0.6%  | -0.4%  | -1.3%  | -0.6%  | -0.6%  |
| <b>Business</b>                    | 0.2%   | -0.2%  | -0.4%  | 0.1%   | -0.5%  | -1.1%  | 0.0%   | -0.6%  | -1.3%  |
| <b>Other</b>                       | -0.2%  | -0.1%  | -0.4%  | -0.3%  | -0.4%  | -0.8%  | -0.3%  | -0.4%  | -0.9%  |
| <b>LGV</b>                         | -1.5%  | -0.7%  | -1.0%  | -1.5%  | -0.8%  | -1.3%  | -1.4%  | -0.9%  | -1.3%  |
| <b>HGV</b>                         | -1.5%  | -0.7%  | -1.0%  | -1.6%  | -0.9%  | -1.2%  | -1.6%  | -0.9%  | -1.3%  |
| Option4                            |        |        |        |        |        |        |        |        |        |
|                                    | 2020   |        |        | 2035   |        |        | 2041   |        |        |
|                                    | AM     | IP     | PM     | AM     | IP     | PM     | AM     | IP     | PM     |
| <b>Total</b>                       | 20,505 | 23,499 | 28,083 | 23,558 | 27,748 | 33,148 | 24,805 | 29,261 | 34,922 |
| <b>Commute</b>                     | 8,060  | 3,021  | 10,488 | 8,789  | 3,408  | 12,616 | 9,089  | 3,547  | 13,311 |
| <b>Business</b>                    | 981    | 1,329  | 1,232  | 1,134  | 1,456  | 1,325  | 1,202  | 1,505  | 1,373  |
| <b>Other</b>                       | 5,985  | 12,753 | 11,905 | 7,296  | 15,477 | 13,948 | 7,808  | 16,386 | 14,627 |
| <b>LGV</b>                         | 2,454  | 2,869  | 2,655  | 3,110  | 3,648  | 3,345  | 3,391  | 3,972  | 3,647  |
| <b>HGV</b>                         | 3,024  | 3,527  | 1,803  | 3,228  | 3,757  | 1,914  | 3,314  | 3,852  | 1,964  |
| Changes in Option4 relative to DM  |        |        |        |        |        |        |        |        |        |
|                                    | 2020   |        |        | 2035   |        |        | 2041   |        |        |
|                                    | AM     | IP     | PM     | AM     | IP     | PM     | AM     | IP     | PM     |
| <b>Total</b>                       | -0.9%  | -0.3%  | 0.3%   | -1.2%  | -0.5%  | -0.9%  | -1.2%  | -0.6%  | -1.0%  |
| <b>Commute</b>                     | -1.1%  | -0.2%  | 0.3%   | -1.4%  | -0.4%  | -0.4%  | -1.5%  | -0.5%  | -0.4%  |
| <b>Business</b>                    | 0.9%   | -0.1%  | 0.8%   | 0.8%   | -0.4%  | -1.2%  | 0.7%   | -0.4%  | -1.4%  |
| <b>Other</b>                       | 0.4%   | 0.1%   | 0.9%   | 0.2%   | -0.2%  | -0.7%  | 0.1%   | -0.2%  | -0.9%  |
| <b>LGV</b>                         | -2.1%  | -0.9%  | -1.1%  | -2.4%  | -1.2%  | -2.3%  | -2.4%  | -1.3%  | -2.4%  |
| <b>HGV</b>                         | -2.6%  | -1.1%  | -1.2%  | -2.9%  | -1.5%  | -2.1%  | -3.0%  | -1.6%  | -2.3%  |
| Option5                            |        |        |        |        |        |        |        |        |        |
|                                    | 2020   |        |        | 2035   |        |        | 2041   |        |        |
|                                    | AM     | IP     | PM     | AM     | IP     | PM     | AM     | IP     | PM     |
| <b>Total</b>                       | 20,510 | 23,503 | 28,063 | 23,564 | 27,746 | 33,098 | 24,813 | 29,258 | 34,896 |
| <b>Commute</b>                     | 8,062  | 3,021  | 10,488 | 8,791  | 3,408  | 12,606 | 9,093  | 3,546  | 13,306 |
| <b>Business</b>                    | 982    | 1,330  | 1,230  | 1,134  | 1,456  | 1,321  | 1,202  | 1,504  | 1,370  |
| <b>Other</b>                       | 5,986  | 12,755 | 11,880 | 7,296  | 15,476 | 13,907 | 7,809  | 16,384 | 14,601 |
| <b>LGV</b>                         | 2,454  | 2,869  | 2,665  | 3,111  | 3,648  | 3,353  | 3,392  | 3,972  | 3,658  |
| <b>HGV</b>                         | 3,026  | 3,528  | 1,800  | 3,231  | 3,758  | 1,910  | 3,317  | 3,852  | 1,960  |
| Changes in Option5 relative to DM  |        |        |        |        |        |        |        |        |        |
|                                    | 2020   |        |        | 2035   |        |        | 2041   |        |        |
|                                    | AM     | IP     | PM     | AM     | IP     | PM     | AM     | IP     | PM     |
| <b>Total</b>                       | -0.9%  | -0.3%  | 0.2%   | -1.2%  | -0.5%  | -1.0%  | -1.2%  | -0.6%  | -1.1%  |
| <b>Commute</b>                     | -1.1%  | -0.2%  | 0.3%   | -1.4%  | -0.4%  | -0.5%  | -1.4%  | -0.5%  | -0.5%  |
| <b>Business</b>                    | 1.0%   | 0.0%   | 0.7%   | 0.8%   | -0.4%  | -1.5%  | 0.7%   | -0.5%  | -1.6%  |
| <b>Other</b>                       | 0.5%   | 0.1%   | 0.6%   | 0.2%   | -0.2%  | -1.0%  | 0.1%   | -0.2%  | -1.1%  |
| <b>LGV</b>                         | -2.1%  | -0.9%  | -0.7%  | -2.4%  | -1.2%  | -2.0%  | -2.4%  | -1.3%  | -2.1%  |
| <b>HGV</b>                         | -2.5%  | -1.1%  | -1.3%  | -2.8%  | -1.5%  | -2.3%  | -2.9%  | -1.6%  | -2.5%  |

A27 Chichester Bypass Improvement Scheme  
Traffic Forecasting Report

| Option6                                  |        |        |        |        |        |        |        |        |        |
|------------------------------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
|                                          | 2020   |        |        | 2035   |        |        | 2041   |        |        |
|                                          | AM     | IP     | PM     | AM     | IP     | PM     | AM     | IP     | PM     |
| <b>Total</b>                             | 20,452 | 23,364 | 27,613 | 23,529 | 27,600 | 32,876 | 24,768 | 29,095 | 34,649 |
| <b>Commute</b>                           | 8,024  | 3,002  | 10,355 | 8,765  | 3,391  | 12,533 | 9,061  | 3,528  | 13,234 |
| <b>Business</b>                          | 976    | 1,319  | 1,201  | 1,127  | 1,446  | 1,307  | 1,195  | 1,493  | 1,354  |
| <b>Other</b>                             | 5,953  | 12,662 | 11,634 | 7,266  | 15,367 | 13,780 | 7,774  | 16,262 | 14,454 |
| <b>LGV</b>                               | 2,456  | 2,856  | 2,631  | 3,118  | 3,635  | 3,343  | 3,399  | 3,956  | 3,644  |
| <b>HGV</b>                               | 3,042  | 3,525  | 1,791  | 3,253  | 3,762  | 1,913  | 3,339  | 3,855  | 1,963  |
| <b>Changes in Option6 relative to DM</b> |        |        |        |        |        |        |        |        |        |
|                                          | 2020   |        |        | 2035   |        |        | 2041   |        |        |
|                                          | AM     | IP     | PM     | AM     | IP     | PM     | AM     | IP     | PM     |
| <b>Total</b>                             | -1.2%  | -0.8%  | -1.4%  | -1.3%  | -1.1%  | -1.7%  | -1.4%  | -1.1%  | -1.8%  |
| <b>Commute</b>                           | -1.6%  | -0.8%  | -1.0%  | -1.7%  | -0.9%  | -1.0%  | -1.8%  | -1.0%  | -1.0%  |
| <b>Business</b>                          | 0.4%   | -0.8%  | -1.7%  | 0.2%   | -1.1%  | -2.5%  | 0.1%   | -1.2%  | -2.7%  |
| <b>Other</b>                             | -0.1%  | -0.7%  | -1.4%  | -0.2%  | -0.9%  | -1.9%  | -0.3%  | -0.9%  | -2.1%  |
| <b>LGV</b>                               | -2.0%  | -1.3%  | -2.0%  | -2.2%  | -1.5%  | -2.3%  | -2.2%  | -1.7%  | -2.5%  |
| <b>HGV</b>                               | -2.0%  | -1.2%  | -1.8%  | -2.2%  | -1.4%  | -2.1%  | -2.2%  | -1.5%  | -2.3%  |

## HIGH

| Do Minimum                         |        |        |        |        |        |        |        |        |        |
|------------------------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
|                                    | 2020   |        |        | 2035   |        |        | 2041   |        |        |
|                                    | AM     | IP     | PM     | AM     | IP     | PM     | AM     | IP     | PM     |
| <b>Total</b>                       | 23,763 | 26,936 | 32,037 | 31,411 | 36,086 | 43,394 | 35,077 | 39,652 | 47,898 |
| <b>Commute</b>                     | 9,345  | 3,432  | 11,847 | 11,635 | 4,323  | 15,969 | 12,720 | 4,656  | 17,504 |
| <b>Business</b>                    | 1,104  | 1,523  | 1,408  | 1,425  | 1,874  | 1,761  | 1,582  | 2,010  | 1,926  |
| <b>Other</b>                       | 6,776  | 14,514 | 13,527 | 9,305  | 19,723 | 18,206 | 10,462 | 21,624 | 19,964 |
| <b>LGV</b>                         | 2,933  | 3,364  | 3,140  | 4,505  | 5,093  | 4,809  | 5,297  | 5,895  | 5,612  |
| <b>HGV</b>                         | 3,606  | 4,104  | 2,115  | 4,541  | 5,072  | 2,649  | 5,016  | 5,468  | 2,892  |
| Option1                            |        |        |        |        |        |        |        |        |        |
|                                    | 2020   |        |        | 2035   |        |        | 2041   |        |        |
|                                    | AM     | IP     | PM     | AM     | IP     | PM     | AM     | IP     | PM     |
| <b>Total</b>                       | 23,480 | 26,825 | 31,748 | 31,428 | 35,841 | 43,116 | 34,701 | 39,356 | 47,146 |
| <b>Commute</b>                     | 9,204  | 3,415  | 11,765 | 11,600 | 4,288  | 15,936 | 12,541 | 4,617  | 17,351 |
| <b>Business</b>                    | 1,102  | 1,518  | 1,392  | 1,440  | 1,862  | 1,743  | 1,577  | 1,995  | 1,873  |
| <b>Other</b>                       | 6,744  | 14,489 | 13,409 | 9,376  | 19,632 | 18,053 | 10,415 | 21,505 | 19,563 |
| <b>LGV</b>                         | 2,885  | 3,334  | 3,095  | 4,470  | 5,039  | 4,751  | 5,219  | 5,830  | 5,512  |
| <b>HGV</b>                         | 3,545  | 4,069  | 2,087  | 4,543  | 5,019  | 2,633  | 4,949  | 5,409  | 2,848  |
| Changes in Option1 relative to DM  |        |        |        |        |        |        |        |        |        |
|                                    | 2020   |        |        | 2035   |        |        | 2041   |        |        |
|                                    | AM     | IP     | PM     | AM     | IP     | PM     | AM     | IP     | PM     |
| <b>Total</b>                       | -1.2%  | -0.4%  | -0.9%  | 0.1%   | -0.7%  | -0.6%  | -1.1%  | -0.7%  | -1.6%  |
| <b>Commute</b>                     | -1.5%  | -0.5%  | -0.7%  | -0.3%  | -0.8%  | -0.2%  | -1.4%  | -0.8%  | -0.9%  |
| <b>Business</b>                    | -0.2%  | -0.4%  | -1.2%  | 1.0%   | -0.6%  | -1.0%  | -0.3%  | -0.8%  | -2.8%  |
| <b>Other</b>                       | -0.5%  | -0.2%  | -0.9%  | 0.8%   | -0.5%  | -0.8%  | -0.5%  | -0.6%  | -2.0%  |
| <b>LGV</b>                         | -1.6%  | -0.9%  | -1.4%  | -0.8%  | -1.1%  | -1.2%  | -1.5%  | -1.1%  | -1.8%  |
| <b>HGV</b>                         | -1.7%  | -0.9%  | -1.3%  | 0.0%   | -1.0%  | -0.6%  | -1.3%  | -1.1%  | -1.5%  |
| Option1A                           |        |        |        |        |        |        |        |        |        |
|                                    | 2020   |        |        | 2035   |        |        | 2041   |        |        |
|                                    | AM     | IP     | PM     | AM     | IP     | PM     | AM     | IP     | PM     |
| <b>Total</b>                       | 23,568 | 26,819 | 31,788 | 29,234 | 33,473 | 38,695 | 31,661 | 36,101 | 41,269 |
| <b>Commute</b>                     | 9,260  | 3,414  | 11,761 | 10,765 | 3,792  | 13,190 | 11,410 | 3,960  | 13,747 |
| <b>Business</b>                    | 1,100  | 1,517  | 1,395  | 1,256  | 1,750  | 1,635  | 1,321  | 1,841  | 1,724  |
| <b>Other</b>                       | 6,748  | 14,467 | 13,433 | 8,224  | 17,876 | 16,544 | 8,810  | 19,081 | 17,521 |
| <b>LGV</b>                         | 2,899  | 3,340  | 3,105  | 4,458  | 5,033  | 4,711  | 5,197  | 5,815  | 5,456  |
| <b>HGV</b>                         | 3,560  | 4,082  | 2,094  | 4,530  | 5,021  | 2,614  | 4,923  | 5,404  | 2,821  |
| Changes in Option1A relative to DM |        |        |        |        |        |        |        |        |        |
|                                    | 2020   |        |        | 2035   |        |        | 2041   |        |        |
|                                    | AM     | IP     | PM     | AM     | IP     | PM     | AM     | IP     | PM     |
| <b>Total</b>                       | -0.8%  | -0.4%  | -0.8%  | -6.9%  | -7.2%  | -10.8% | -9.7%  | -9.0%  | -13.8% |
| <b>Commute</b>                     | -0.9%  | -0.5%  | -0.7%  | -7.5%  | -12.3% | -17.4% | -10.3% | -14.9% | -21.5% |
| <b>Business</b>                    | -0.4%  | -0.4%  | -0.9%  | -11.9% | -6.6%  | -7.2%  | -16.5% | -8.4%  | -10.5% |
| <b>Other</b>                       | -0.4%  | -0.3%  | -0.7%  | -11.6% | -9.4%  | -9.1%  | -15.8% | -11.8% | -12.2% |
| <b>LGV</b>                         | -1.2%  | -0.7%  | -1.1%  | -1.0%  | -1.2%  | -2.0%  | -1.9%  | -1.4%  | -2.8%  |
| <b>HGV</b>                         | -1.3%  | -0.5%  | -1.0%  | -0.2%  | -1.0%  | -1.3%  | -1.9%  | -1.2%  | -2.5%  |

A27 Chichester Bypass Improvement Scheme  
Traffic Forecasting Report

| Option2                            |        |        |        |        |        |        |        |        |        |
|------------------------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
|                                    | 2020   |        |        | 2035   |        |        | 2041   |        |        |
|                                    | AM     | IP     | PM     | AM     | IP     | PM     | AM     | IP     | PM     |
| <b>Total</b>                       | 23,473 | 26,713 | 31,499 | 31,345 | 35,668 | 42,555 | 34,581 | 39,094 | 46,471 |
| <b>Commute</b>                     | 9,187  | 3,403  | 11,691 | 11,546 | 4,274  | 15,773 | 12,476 | 4,596  | 17,160 |
| <b>Business</b>                    | 1,107  | 1,511  | 1,377  | 1,447  | 1,854  | 1,712  | 1,582  | 1,981  | 1,834  |
| <b>Other</b>                       | 6,763  | 14,429 | 13,290 | 9,389  | 19,542 | 17,784 | 10,423 | 21,367 | 19,234 |
| <b>LGV</b>                         | 2,878  | 3,316  | 3,068  | 4,445  | 5,003  | 4,683  | 5,183  | 5,775  | 5,429  |
| <b>HGV</b>                         | 3,537  | 4,054  | 2,072  | 4,517  | 4,994  | 2,603  | 4,917  | 5,374  | 2,814  |
| Changes in Option2 relative to DM  |        |        |        |        |        |        |        |        |        |
|                                    | 2020   |        |        | 2035   |        |        | 2041   |        |        |
|                                    | AM     | IP     | PM     | AM     | IP     | PM     | AM     | IP     | PM     |
| <b>Total</b>                       | -1.2%  | -0.8%  | -1.7%  | -0.2%  | -1.2%  | -1.9%  | -1.4%  | -1.4%  | -3.0%  |
| <b>Commute</b>                     | -1.7%  | -0.8%  | -1.3%  | -0.8%  | -1.1%  | -1.2%  | -1.9%  | -1.3%  | -2.0%  |
| <b>Business</b>                    | 0.3%   | -0.8%  | -2.2%  | 1.5%   | -1.1%  | -2.8%  | 0.0%   | -1.4%  | -4.8%  |
| <b>Other</b>                       | -0.2%  | -0.6%  | -1.8%  | 0.9%   | -0.9%  | -2.3%  | -0.4%  | -1.2%  | -3.7%  |
| <b>LGV</b>                         | -1.9%  | -1.4%  | -2.3%  | -1.3%  | -1.8%  | -2.6%  | -2.2%  | -2.0%  | -3.3%  |
| <b>HGV</b>                         | -1.9%  | -1.2%  | -2.0%  | -0.5%  | -1.5%  | -1.7%  | -2.0%  | -1.7%  | -2.7%  |
| Option2A                           |        |        |        |        |        |        |        |        |        |
|                                    | 2020   |        |        | 2035   |        |        | 2041   |        |        |
|                                    | AM     | IP     | PM     | AM     | IP     | PM     | AM     | IP     | PM     |
| <b>Total</b>                       | 23,614 | 26,866 | 31,790 | 31,307 | 35,947 | 43,098 | 32,464 | 39,521 | 47,178 |
| <b>Commute</b>                     | 9,277  | 3,422  | 11,775 | 11,579 | 4,305  | 15,909 | 11,658 | 4,644  | 17,331 |
| <b>Business</b>                    | 1,107  | 1,521  | 1,394  | 1,432  | 1,869  | 1,743  | 1,438  | 2,004  | 1,875  |
| <b>Other</b>                       | 6,783  | 14,517 | 13,432 | 9,337  | 19,694 | 18,055 | 9,186  | 21,604 | 19,588 |
| <b>LGV</b>                         | 2,898  | 3,340  | 3,099  | 4,478  | 5,057  | 4,755  | 5,244  | 5,856  | 5,527  |
| <b>HGV</b>                         | 3,549  | 4,067  | 2,090  | 4,480  | 5,021  | 2,636  | 4,938  | 5,413  | 2,856  |
| Changes in Option2A relative to DM |        |        |        |        |        |        |        |        |        |
|                                    | 2020   |        |        | 2035   |        |        | 2041   |        |        |
|                                    | AM     | IP     | PM     | AM     | IP     | PM     | AM     | IP     | PM     |
| <b>Total</b>                       | -0.6%  | -0.3%  | -0.8%  | -0.3%  | -0.4%  | -0.7%  | -7.4%  | -0.3%  | -1.5%  |
| <b>Commute</b>                     | -0.7%  | -0.3%  | -0.6%  | -0.5%  | -0.4%  | -0.4%  | -8.3%  | -0.3%  | -1.0%  |
| <b>Business</b>                    | 0.3%   | -0.1%  | -1.0%  | 0.5%   | -0.3%  | -1.0%  | -9.1%  | -0.3%  | -2.6%  |
| <b>Other</b>                       | 0.1%   | 0.0%   | -0.7%  | 0.3%   | -0.1%  | -0.8%  | -12.2% | -0.1%  | -1.9%  |
| <b>LGV</b>                         | -1.2%  | -0.7%  | -1.3%  | -0.6%  | -0.7%  | -1.1%  | -1.0%  | -0.7%  | -1.5%  |
| <b>HGV</b>                         | -1.6%  | -0.9%  | -1.2%  | -1.3%  | -1.0%  | -0.5%  | -1.6%  | -1.0%  | -1.2%  |
| Option3                            |        |        |        |        |        |        |        |        |        |
|                                    | 2020   |        |        | 2035   |        |        | 2041   |        |        |
|                                    | AM     | IP     | PM     | AM     | IP     | PM     | AM     | IP     | PM     |
| <b>Total</b>                       | 23,676 | 26,933 | 31,918 | 31,218 | 35,994 | 43,528 | 34,862 | 39,494 | 47,680 |
| <b>Commute</b>                     | 9,298  | 3,430  | 11,813 | 11,537 | 4,310  | 16,033 | 12,625 | 4,637  | 17,462 |
| <b>Business</b>                    | 1,107  | 1,524  | 1,401  | 1,424  | 1,870  | 1,773  | 1,580  | 2,002  | 1,915  |
| <b>Other</b>                       | 6,783  | 14,535 | 13,486 | 9,293  | 19,700 | 18,277 | 10,445 | 21,565 | 19,858 |
| <b>LGV</b>                         | 2,914  | 3,355  | 3,117  | 4,464  | 5,069  | 4,793  | 5,242  | 5,857  | 5,572  |
| <b>HGV</b>                         | 3,573  | 4,090  | 2,101  | 4,498  | 5,045  | 2,653  | 4,969  | 5,433  | 2,875  |
| Changes in Option3 relative to DM  |        |        |        |        |        |        |        |        |        |
|                                    | 2020   |        |        | 2035   |        |        | 2041   |        |        |
|                                    | AM     | IP     | PM     | AM     | IP     | PM     | AM     | IP     | PM     |
| <b>Total</b>                       | -0.4%  | 0.0%   | -0.4%  | -0.6%  | -0.3%  | 0.3%   | -0.6%  | -0.4%  | -0.5%  |
| <b>Commute</b>                     | -0.5%  | -0.1%  | -0.3%  | -0.8%  | -0.3%  | 0.4%   | -0.7%  | -0.4%  | -0.2%  |
| <b>Business</b>                    | 0.3%   | 0.1%   | -0.5%  | 0.0%   | -0.2%  | 0.7%   | -0.1%  | -0.4%  | -0.6%  |
| <b>Other</b>                       | 0.1%   | 0.1%   | -0.3%  | -0.1%  | -0.1%  | 0.4%   | -0.2%  | -0.3%  | -0.5%  |
| <b>LGV</b>                         | -0.6%  | -0.3%  | -0.7%  | -0.9%  | -0.5%  | -0.3%  | -1.0%  | -0.6%  | -0.7%  |
| <b>HGV</b>                         | -0.9%  | -0.3%  | -0.7%  | -0.9%  | -0.5%  | 0.2%   | -0.9%  | -0.6%  | -0.6%  |

A27 Chichester Bypass Improvement Scheme  
Traffic Forecasting Report

| Option3A                           |        |        |        |        |        |        |        |        |        |
|------------------------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
|                                    | 2020   |        |        | 2035   |        |        | 2041   |        |        |
|                                    | AM     | IP     | PM     | AM     | IP     | PM     | AM     | IP     | PM     |
| <b>Total</b>                       | 23,522 | 26,831 | 31,775 | 29,108 | 33,506 | 38,710 | 31,521 | 36,128 | 41,261 |
| <b>Commute</b>                     | 9,225  | 3,416  | 11,767 | 10,693 | 3,796  | 13,210 | 11,331 | 3,967  | 13,782 |
| <b>Business</b>                    | 1,104  | 1,518  | 1,394  | 1,258  | 1,754  | 1,634  | 1,324  | 1,844  | 1,720  |
| <b>Other</b>                       | 6,760  | 14,491 | 13,423 | 8,223  | 17,926 | 16,535 | 8,814  | 19,131 | 17,482 |
| <b>LGV</b>                         | 2,888  | 3,336  | 3,101  | 4,432  | 5,027  | 4,717  | 5,164  | 5,803  | 5,460  |
| <b>HGV</b>                         | 3,545  | 4,070  | 2,090  | 4,501  | 5,003  | 2,614  | 4,888  | 5,383  | 2,818  |
| Changes in Option3A relative to DM |        |        |        |        |        |        |        |        |        |
|                                    | 2020   |        |        | 2035   |        |        | 2041   |        |        |
|                                    | AM     | IP     | PM     | AM     | IP     | PM     | AM     | IP     | PM     |
| <b>Total</b>                       | -1.0%  | -0.4%  | -0.8%  | -7.3%  | -7.1%  | -10.8% | -10.1% | -8.9%  | -13.9% |
| <b>Commute</b>                     | -1.3%  | -0.5%  | -0.7%  | -8.1%  | -12.2% | -17.3% | -10.9% | -14.8% | -21.3% |
| <b>Business</b>                    | 0.0%   | -0.3%  | -1.0%  | -11.7% | -6.4%  | -7.2%  | -16.3% | -8.3%  | -10.7% |
| <b>Other</b>                       | -0.2%  | -0.2%  | -0.8%  | -11.6% | -9.1%  | -9.2%  | -15.8% | -11.5% | -12.4% |
| <b>LGV</b>                         | -1.5%  | -0.8%  | -1.2%  | -1.6%  | -1.3%  | -1.9%  | -2.5%  | -1.6%  | -2.7%  |
| <b>HGV</b>                         | -1.7%  | -0.8%  | -1.2%  | -0.9%  | -1.4%  | -1.3%  | -2.6%  | -1.6%  | -2.6%  |
| Option4                            |        |        |        |        |        |        |        |        |        |
|                                    | 2020   |        |        | 2035   |        |        | 2041   |        |        |
|                                    | AM     | IP     | PM     | AM     | IP     | PM     | AM     | IP     | PM     |
| <b>Total</b>                       | 23,496 | 26,806 | 32,208 | 31,323 | 35,778 | 43,100 | 34,587 | 39,218 | 47,001 |
| <b>Commute</b>                     | 9,220  | 3,420  | 11,903 | 11,583 | 4,293  | 15,945 | 12,524 | 4,614  | 17,315 |
| <b>Business</b>                    | 1,114  | 1,519  | 1,424  | 1,447  | 1,862  | 1,748  | 1,586  | 1,992  | 1,868  |
| <b>Other</b>                       | 6,798  | 14,494 | 13,674 | 9,404  | 19,637 | 18,075 | 10,453 | 21,474 | 19,520 |
| <b>LGV</b>                         | 2,864  | 3,325  | 3,115  | 4,415  | 5,010  | 4,717  | 5,155  | 5,784  | 5,469  |
| <b>HGV</b>                         | 3,501  | 4,047  | 2,092  | 4,474  | 4,977  | 2,616  | 4,868  | 5,354  | 2,830  |
| Changes in Option4 relative to DM  |        |        |        |        |        |        |        |        |        |
|                                    | 2020   |        |        | 2035   |        |        | 2041   |        |        |
|                                    | AM     | IP     | PM     | AM     | IP     | PM     | AM     | IP     | PM     |
| <b>Total</b>                       | -1.1%  | -0.5%  | 0.5%   | -0.3%  | -0.9%  | -0.7%  | -1.4%  | -1.1%  | -1.9%  |
| <b>Commute</b>                     | -1.3%  | -0.3%  | 0.5%   | -0.4%  | -0.7%  | -0.2%  | -1.5%  | -0.9%  | -1.1%  |
| <b>Business</b>                    | 0.9%   | -0.3%  | 1.1%   | 1.5%   | -0.6%  | -0.7%  | 0.3%   | -0.9%  | -3.0%  |
| <b>Other</b>                       | 0.3%   | -0.1%  | 1.1%   | 1.1%   | -0.4%  | -0.7%  | -0.1%  | -0.7%  | -2.2%  |
| <b>LGV</b>                         | -2.4%  | -1.2%  | -0.8%  | -2.0%  | -1.6%  | -1.9%  | -2.7%  | -1.9%  | -2.5%  |
| <b>HGV</b>                         | -2.9%  | -1.4%  | -1.1%  | -1.5%  | -1.9%  | -1.2%  | -3.0%  | -2.1%  | -2.1%  |
| Option5                            |        |        |        |        |        |        |        |        |        |
|                                    | 2020   |        |        | 2035   |        |        | 2041   |        |        |
|                                    | AM     | IP     | PM     | AM     | IP     | PM     | AM     | IP     | PM     |
| <b>Total</b>                       | 23,501 | 26,805 | 32,212 | 31,335 | 35,775 | 42,965 | 34,598 | 39,219 | 46,986 |
| <b>Commute</b>                     | 9,222  | 3,420  | 11,909 | 11,588 | 4,290  | 15,900 | 12,529 | 4,613  | 17,302 |
| <b>Business</b>                    | 1,113  | 1,519  | 1,423  | 1,447  | 1,862  | 1,739  | 1,586  | 1,992  | 1,869  |
| <b>Other</b>                       | 6,798  | 14,494 | 13,661 | 9,403  | 19,633 | 18,005 | 10,451 | 21,473 | 19,524 |
| <b>LGV</b>                         | 2,865  | 3,325  | 3,128  | 4,419  | 5,011  | 4,716  | 5,158  | 5,785  | 5,472  |
| <b>HGV</b>                         | 3,504  | 4,048  | 2,090  | 4,478  | 4,979  | 2,605  | 4,874  | 5,357  | 2,819  |
| Changes in Option5 relative to DM  |        |        |        |        |        |        |        |        |        |
|                                    | 2020   |        |        | 2035   |        |        | 2041   |        |        |
|                                    | AM     | IP     | PM     | AM     | IP     | PM     | AM     | IP     | PM     |
| <b>Total</b>                       | -1.1%  | -0.5%  | 0.5%   | -0.2%  | -0.9%  | -1.0%  | -1.4%  | -1.1%  | -1.9%  |
| <b>Commute</b>                     | -1.3%  | -0.3%  | 0.5%   | -0.4%  | -0.8%  | -0.4%  | -1.5%  | -0.9%  | -1.2%  |
| <b>Business</b>                    | 0.8%   | -0.3%  | 1.1%   | 1.5%   | -0.6%  | -1.2%  | 0.3%   | -0.9%  | -3.0%  |
| <b>Other</b>                       | 0.3%   | -0.1%  | 1.0%   | 1.1%   | -0.5%  | -1.1%  | -0.1%  | -0.7%  | -2.2%  |
| <b>LGV</b>                         | -2.3%  | -1.2%  | -0.4%  | -1.9%  | -1.6%  | -1.9%  | -2.6%  | -1.9%  | -2.5%  |
| <b>HGV</b>                         | -2.8%  | -1.4%  | -1.2%  | -1.4%  | -1.8%  | -1.7%  | -2.8%  | -2.0%  | -2.5%  |



A27 Chichester Bypass Improvement Scheme  
Traffic Forecasting Report

| Option6                                  |        |        |        |        |        |        |        |        |        |
|------------------------------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
|                                          | 2020   |        |        | 2035   |        |        | 2041   |        |        |
|                                          | AM     | IP     | PM     | AM     | IP     | PM     | AM     | IP     | PM     |
| <b>Total</b>                             | 23,438 | 26,639 | 31,508 | 31,247 | 35,579 | 42,515 | 34,418 | 39,000 | 46,443 |
| <b>Commute</b>                           | 9,175  | 3,395  | 11,702 | 11,517 | 4,267  | 15,770 | 12,427 | 4,588  | 17,153 |
| <b>Business</b>                          | 1,107  | 1,506  | 1,377  | 1,443  | 1,848  | 1,709  | 1,576  | 1,976  | 1,833  |
| <b>Other</b>                             | 6,762  | 14,382 | 13,290 | 9,370  | 19,489 | 17,759 | 10,383 | 21,314 | 19,224 |
| <b>LGV</b>                               | 2,869  | 3,309  | 3,069  | 4,420  | 4,992  | 4,677  | 5,150  | 5,761  | 5,424  |
| <b>HGV</b>                               | 3,524  | 4,046  | 2,070  | 4,496  | 4,983  | 2,600  | 4,883  | 5,361  | 2,810  |
| <b>Changes in Option6 relative to DM</b> |        |        |        |        |        |        |        |        |        |
|                                          | 2020   |        |        | 2035   |        |        | 2041   |        |        |
|                                          | AM     | IP     | PM     | AM     | IP     | PM     | AM     | IP     | PM     |
| <b>Total</b>                             | -1.4%  | -1.1%  | -1.7%  | -0.5%  | -1.4%  | -2.0%  | -1.9%  | -1.6%  | -3.0%  |
| <b>Commute</b>                           | -1.8%  | -1.1%  | -1.2%  | -1.0%  | -1.3%  | -1.2%  | -2.3%  | -1.5%  | -2.0%  |
| <b>Business</b>                          | 0.3%   | -1.1%  | -2.2%  | 1.3%   | -1.4%  | -3.0%  | -0.4%  | -1.7%  | -4.8%  |
| <b>Other</b>                             | -0.2%  | -0.9%  | -1.8%  | 0.7%   | -1.2%  | -2.5%  | -0.8%  | -1.4%  | -3.7%  |
| <b>LGV</b>                               | -2.2%  | -1.6%  | -2.3%  | -1.9%  | -2.0%  | -2.7%  | -2.8%  | -2.3%  | -3.3%  |
| <b>HGV</b>                               | -2.3%  | -1.4%  | -2.1%  | -1.0%  | -1.8%  | -1.8%  | -2.7%  | -2.0%  | -2.8%  |

## APPENDIX G VEHICLE-KILOMETRES FOR VARIABLE DEMAND FLOWS

### CORE

| Do Minimum                         |         |         |           |           |           |           |           |           |           |
|------------------------------------|---------|---------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
|                                    | 2020    |         |           | 2035      |           |           | 2041      |           |           |
|                                    | AM      | IP      | PM        | AM        | IP        | PM        | AM        | IP        | PM        |
| <b>Total</b>                       | 914,013 | 982,783 | 1,163,293 | 1,098,513 | 1,213,862 | 1,433,539 | 1,171,391 | 1,299,126 | 1,529,898 |
| <b>Commute</b>                     | 358,416 | 122,545 | 421,128   | 407,738   | 143,328   | 521,525   | 426,422   | 150,658   | 556,091   |
| <b>Business</b>                    | 43,626  | 55,777  | 52,273    | 51,152    | 64,008    | 59,056    | 54,132    | 66,815    | 61,917    |
| <b>Other</b>                       | 264,324 | 537,860 | 501,292   | 329,583   | 672,180   | 610,196   | 353,979   | 718,125   | 645,628   |
| <b>LGV</b>                         | 112,765 | 121,833 | 113,137   | 156,433   | 169,097   | 156,724   | 175,572   | 190,160   | 175,952   |
| <b>HGV</b>                         | 134,883 | 144,769 | 75,463    | 153,606   | 165,249   | 86,036    | 161,286   | 173,368   | 90,310    |
| Option1                            |         |         |           |           |           |           |           |           |           |
|                                    | 2020    |         |           | 2035      |           |           | 2041      |           |           |
|                                    | AM      | IP      | PM        | AM        | IP        | PM        | AM        | IP        | PM        |
| <b>Total</b>                       | 922,948 | 991,581 | 1,175,948 | 1,105,451 | 1,222,605 | 1,446,693 | 1,177,942 | 1,307,975 | 1,539,110 |
| <b>Commute</b>                     | 360,705 | 123,375 | 426,160   | 408,748   | 144,020   | 527,403   | 426,473   | 151,420   | 560,842   |
| <b>Business</b>                    | 44,522  | 56,411  | 52,999    | 51,830    | 64,574    | 59,477    | 54,906    | 67,324    | 62,027    |
| <b>Other</b>                       | 269,281 | 544,614 | 507,412   | 333,582   | 678,983   | 616,170   | 358,141   | 725,153   | 649,004   |
| <b>LGV</b>                         | 113,140 | 122,351 | 113,723   | 156,780   | 169,617   | 157,453   | 176,047   | 190,552   | 176,765   |
| <b>HGV</b>                         | 135,300 | 144,829 | 75,654    | 154,511   | 165,411   | 86,191    | 162,376   | 173,526   | 90,472    |
| Changes in Option1 relative to DM  |         |         |           |           |           |           |           |           |           |
|                                    | 2020    |         |           | 2035      |           |           | 2041      |           |           |
|                                    | AM      | IP      | PM        | AM        | IP        | PM        | AM        | IP        | PM        |
| <b>Total</b>                       | 1.0%    | 0.9%    | 1.1%      | 0.6%      | 0.7%      | 0.9%      | 0.6%      | 0.7%      | 0.6%      |
| <b>Commute</b>                     | 0.6%    | 0.7%    | 1.2%      | 0.2%      | 0.5%      | 1.1%      | 0.0%      | 0.5%      | 0.9%      |
| <b>Business</b>                    | 2.1%    | 1.1%    | 1.4%      | 1.3%      | 0.9%      | 0.7%      | 1.4%      | 0.8%      | 0.2%      |
| <b>Other</b>                       | 1.9%    | 1.3%    | 1.2%      | 1.2%      | 1.0%      | 1.0%      | 1.2%      | 1.0%      | 0.5%      |
| <b>LGV</b>                         | 0.3%    | 0.4%    | 0.5%      | 0.2%      | 0.3%      | 0.5%      | 0.3%      | 0.2%      | 0.5%      |
| <b>HGV</b>                         | 0.3%    | 0.0%    | 0.3%      | 0.6%      | 0.1%      | 0.2%      | 0.7%      | 0.1%      | 0.2%      |
| Option1A                           |         |         |           |           |           |           |           |           |           |
|                                    | 2020    |         |           | 2035      |           |           | 2041      |           |           |
|                                    | AM      | IP      | PM        | AM        | IP        | PM        | AM        | IP        | PM        |
| <b>Total</b>                       | 920,049 | 987,934 | 1,169,443 | 1,103,113 | 1,217,368 | 1,439,578 | 1,175,076 | 1,301,891 | 1,532,707 |
| <b>Commute</b>                     | 359,962 | 122,933 | 423,337   | 408,658   | 143,411   | 524,191   | 426,656   | 150,658   | 557,858   |
| <b>Business</b>                    | 44,179  | 56,143  | 52,670    | 51,455    | 64,218    | 59,197    | 54,414    | 66,914    | 61,806    |
| <b>Other</b>                       | 267,559 | 541,759 | 504,490   | 331,898   | 674,992   | 613,087   | 355,949   | 720,603   | 646,360   |
| <b>LGV</b>                         | 113,073 | 122,189 | 113,386   | 156,556   | 169,375   | 156,991   | 175,803   | 190,264   | 176,280   |
| <b>HGV</b>                         | 135,276 | 144,911 | 75,561    | 154,546   | 165,372   | 86,111    | 162,255   | 173,452   | 90,403    |
| Changes in Option1A relative to DM |         |         |           |           |           |           |           |           |           |
|                                    | 2020    |         |           | 2035      |           |           | 2041      |           |           |
|                                    | AM      | IP      | PM        | AM        | IP        | PM        | AM        | IP        | PM        |
| <b>Total</b>                       | 0.7%    | 0.5%    | 0.5%      | 0.4%      | 0.3%      | 0.4%      | 0.3%      | 0.2%      | 0.2%      |
| <b>Commute</b>                     | 0.4%    | 0.3%    | 0.5%      | 0.2%      | 0.1%      | 0.5%      | 0.1%      | 0.0%      | 0.3%      |
| <b>Business</b>                    | 1.3%    | 0.7%    | 0.8%      | 0.6%      | 0.3%      | 0.2%      | 0.5%      | 0.1%      | -0.2%     |
| <b>Other</b>                       | 1.2%    | 0.7%    | 0.6%      | 0.7%      | 0.4%      | 0.5%      | 0.6%      | 0.3%      | 0.1%      |
| <b>LGV</b>                         | 0.3%    | 0.3%    | 0.2%      | 0.1%      | 0.2%      | 0.2%      | 0.1%      | 0.1%      | 0.2%      |
| <b>HGV</b>                         | 0.3%    | 0.1%    | 0.1%      | 0.6%      | 0.1%      | 0.1%      | 0.6%      | 0.0%      | 0.1%      |

A27 Chichester Bypass Improvement Scheme  
Traffic Forecasting Report

| Option2                            |         |         |           |           |           |           |           |           |           |
|------------------------------------|---------|---------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
|                                    | 2020    |         |           | 2035      |           |           | 2041      |           |           |
|                                    | AM      | IP      | PM        | AM        | IP        | PM        | AM        | IP        | PM        |
| <b>Total</b>                       | 926,639 | 992,849 | 1,176,915 | 1,109,312 | 1,223,995 | 1,445,934 | 1,181,703 | 1,309,254 | 1,538,354 |
| <b>Commute</b>                     | 361,451 | 123,558 | 427,269   | 409,505   | 144,241   | 528,400   | 427,316   | 151,620   | 562,057   |
| <b>Business</b>                    | 44,963  | 56,488  | 52,858    | 52,247    | 64,617    | 59,247    | 55,263    | 67,302    | 61,728    |
| <b>Other</b>                       | 271,574 | 545,552 | 507,500   | 335,890   | 680,049   | 614,787   | 360,274   | 726,031   | 647,415   |
| <b>LGV</b>                         | 113,315 | 122,318 | 113,710   | 156,944   | 169,704   | 157,399   | 176,342   | 190,820   | 176,742   |
| <b>HGV</b>                         | 135,336 | 144,933 | 75,577    | 154,726   | 165,383   | 86,101    | 162,508   | 173,482   | 90,412    |
| Changes in Option2 relative to DM  |         |         |           |           |           |           |           |           |           |
|                                    | 2020    |         |           | 2035      |           |           | 2041      |           |           |
|                                    | AM      | IP      | PM        | AM        | IP        | PM        | AM        | IP        | PM        |
| <b>Total</b>                       | 1.4%    | 1.0%    | 1.2%      | 1.0%      | 0.8%      | 0.9%      | 0.9%      | 0.8%      | 0.6%      |
| <b>Commute</b>                     | 0.9%    | 0.8%    | 1.5%      | 0.4%      | 0.6%      | 1.3%      | 0.2%      | 0.6%      | 1.1%      |
| <b>Business</b>                    | 3.1%    | 1.3%    | 1.1%      | 2.1%      | 1.0%      | 0.3%      | 2.1%      | 0.7%      | -0.3%     |
| <b>Other</b>                       | 2.7%    | 1.4%    | 1.2%      | 1.9%      | 1.2%      | 0.8%      | 1.8%      | 1.1%      | 0.3%      |
| <b>LGV</b>                         | 0.5%    | 0.4%    | 0.5%      | 0.3%      | 0.4%      | 0.4%      | 0.4%      | 0.4%      | 0.5%      |
| <b>HGV</b>                         | 0.3%    | 0.1%    | 0.2%      | 0.7%      | 0.1%      | 0.1%      | 0.8%      | 0.1%      | 0.1%      |
| Option2A                           |         |         |           |           |           |           |           |           |           |
|                                    | 2020    |         |           | 2035      |           |           | 2041      |           |           |
|                                    | AM      | IP      | PM        | AM        | IP        | PM        | AM        | IP        | PM        |
| <b>Total</b>                       | 924,217 | 991,977 | 1,175,318 | 1,108,369 | 1,223,633 | 1,445,125 | 1,101,774 | 1,308,953 | 1,537,914 |
| <b>Commute</b>                     | 361,707 | 123,392 | 426,002   | 410,637   | 144,231   | 527,153   | 396,353   | 151,661   | 560,682   |
| <b>Business</b>                    | 44,560  | 56,475  | 52,981    | 51,917    | 64,755    | 59,437    | 49,964    | 67,482    | 62,039    |
| <b>Other</b>                       | 269,376 | 544,858 | 506,923   | 334,322   | 679,601   | 614,872   | 316,806   | 725,696   | 647,911   |
| <b>LGV</b>                         | 113,248 | 122,303 | 113,812   | 156,988   | 169,624   | 157,494   | 176,439   | 190,588   | 176,802   |
| <b>HGV</b>                         | 135,326 | 144,951 | 75,599    | 154,505   | 165,421   | 86,169    | 162,212   | 173,526   | 90,480    |
| Changes in Option2A relative to DM |         |         |           |           |           |           |           |           |           |
|                                    | 2020    |         |           | 2035      |           |           | 2041      |           |           |
|                                    | AM      | IP      | PM        | AM        | IP        | PM        | AM        | IP        | PM        |
| <b>Total</b>                       | 1.1%    | 0.9%    | 1.0%      | 0.9%      | 0.8%      | 0.8%      | -5.9%     | 0.8%      | 0.5%      |
| <b>Commute</b>                     | 0.9%    | 0.7%    | 1.2%      | 0.7%      | 0.6%      | 1.1%      | -7.1%     | 0.7%      | 0.8%      |
| <b>Business</b>                    | 2.1%    | 1.3%    | 1.4%      | 1.5%      | 1.2%      | 0.6%      | -7.7%     | 1.0%      | 0.2%      |
| <b>Other</b>                       | 1.9%    | 1.3%    | 1.1%      | 1.4%      | 1.1%      | 0.8%      | -10.5%    | 1.1%      | 0.4%      |
| <b>LGV</b>                         | 0.4%    | 0.4%    | 0.6%      | 0.4%      | 0.3%      | 0.5%      | 0.5%      | 0.2%      | 0.5%      |
| <b>HGV</b>                         | 0.3%    | 0.1%    | 0.2%      | 0.6%      | 0.1%      | 0.2%      | 0.6%      | 0.1%      | 0.2%      |
| Option3                            |         |         |           |           |           |           |           |           |           |
|                                    | 2020    |         |           | 2035      |           |           | 2041      |           |           |
|                                    | AM      | IP      | PM        | AM        | IP        | PM        | AM        | IP        | PM        |
| <b>Total</b>                       | 919,827 | 987,636 | 1,170,626 | 1,104,178 | 1,219,973 | 1,442,395 | 1,176,561 | 1,305,299 | 1,536,635 |
| <b>Commute</b>                     | 359,795 | 123,060 | 424,184   | 408,944   | 143,897   | 525,213   | 427,010   | 151,306   | 559,394   |
| <b>Business</b>                    | 44,239  | 56,156  | 52,682    | 51,664    | 64,481    | 59,430    | 54,716    | 67,268    | 62,077    |
| <b>Other</b>                       | 267,289 | 541,414 | 504,779   | 332,605   | 676,956   | 614,472   | 356,881   | 722,973   | 648,334   |
| <b>LGV</b>                         | 113,153 | 122,137 | 113,452   | 156,561   | 169,331   | 157,169   | 175,901   | 190,341   | 176,442   |
| <b>HGV</b>                         | 135,351 | 144,868 | 75,530    | 154,404   | 165,309   | 86,110    | 162,053   | 173,410   | 90,387    |
| Changes in Option3 relative to DM  |         |         |           |           |           |           |           |           |           |
|                                    | 2020    |         |           | 2035      |           |           | 2041      |           |           |
|                                    | AM      | IP      | PM        | AM        | IP        | PM        | AM        | IP        | PM        |
| <b>Total</b>                       | 0.6%    | 0.5%    | 0.6%      | 0.5%      | 0.5%      | 0.6%      | 0.4%      | 0.5%      | 0.4%      |
| <b>Commute</b>                     | 0.4%    | 0.4%    | 0.7%      | 0.3%      | 0.4%      | 0.7%      | 0.1%      | 0.4%      | 0.6%      |
| <b>Business</b>                    | 1.4%    | 0.7%    | 0.8%      | 1.0%      | 0.7%      | 0.6%      | 1.1%      | 0.7%      | 0.3%      |
| <b>Other</b>                       | 1.1%    | 0.7%    | 0.7%      | 0.9%      | 0.7%      | 0.7%      | 0.8%      | 0.7%      | 0.4%      |
| <b>LGV</b>                         | 0.3%    | 0.2%    | 0.3%      | 0.1%      | 0.1%      | 0.3%      | 0.2%      | 0.1%      | 0.3%      |
| <b>HGV</b>                         | 0.3%    | 0.1%    | 0.1%      | 0.5%      | 0.0%      | 0.1%      | 0.5%      | 0.0%      | 0.1%      |

A27 Chichester Bypass Improvement Scheme  
Traffic Forecasting Report

| Option3A                           |         |         |           |           |           |           |           |           |           |
|------------------------------------|---------|---------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
|                                    | 2020    |         |           | 2035      |           |           | 2041      |           |           |
|                                    | AM      | IP      | PM        | AM        | IP        | PM        | AM        | IP        | PM        |
| <b>Total</b>                       | 923,121 | 990,956 | 1,175,020 | 1,105,910 | 1,222,090 | 1,443,008 | 1,178,228 | 1,307,961 | 1,536,048 |
| <b>Commute</b>                     | 360,699 | 123,264 | 426,113   | 408,887   | 143,977   | 525,685   | 426,785   | 151,422   | 559,671   |
| <b>Business</b>                    | 44,571  | 56,399  | 52,907    | 51,856    | 64,591    | 59,385    | 54,873    | 67,432    | 61,936    |
| <b>Other</b>                       | 269,356 | 543,999 | 506,626   | 333,668   | 678,470   | 614,509   | 357,953   | 724,860   | 647,292   |
| <b>LGV</b>                         | 113,151 | 122,348 | 113,723   | 156,880   | 169,633   | 157,261   | 176,149   | 190,649   | 176,703   |
| <b>HGV</b>                         | 135,345 | 144,946 | 75,650    | 154,619   | 165,420   | 86,167    | 162,467   | 173,598   | 90,446    |
| Changes in Option3A relative to DM |         |         |           |           |           |           |           |           |           |
|                                    | 2020    |         |           | 2035      |           |           | 2041      |           |           |
|                                    | AM      | IP      | PM        | AM        | IP        | PM        | AM        | IP        | PM        |
| <b>Total</b>                       | 1.0%    | 0.8%    | 1.0%      | 0.7%      | 0.7%      | 0.7%      | 0.6%      | 0.7%      | 0.4%      |
| <b>Commute</b>                     | 0.6%    | 0.6%    | 1.2%      | 0.3%      | 0.5%      | 0.8%      | 0.1%      | 0.5%      | 0.6%      |
| <b>Business</b>                    | 2.2%    | 1.1%    | 1.2%      | 1.4%      | 0.9%      | 0.6%      | 1.4%      | 0.9%      | 0.0%      |
| <b>Other</b>                       | 1.9%    | 1.1%    | 1.1%      | 1.2%      | 0.9%      | 0.7%      | 1.1%      | 0.9%      | 0.3%      |
| <b>LGV</b>                         | 0.3%    | 0.4%    | 0.5%      | 0.3%      | 0.3%      | 0.3%      | 0.3%      | 0.3%      | 0.4%      |
| <b>HGV</b>                         | 0.3%    | 0.1%    | 0.2%      | 0.7%      | 0.1%      | 0.2%      | 0.7%      | 0.1%      | 0.2%      |
| Option4                            |         |         |           |           |           |           |           |           |           |
|                                    | 2020    |         |           | 2035      |           |           | 2041      |           |           |
|                                    | AM      | IP      | PM        | AM        | IP        | PM        | AM        | IP        | PM        |
| <b>Total</b>                       | 928,778 | 993,257 | 1,192,386 | 1,112,891 | 1,225,591 | 1,457,755 | 1,185,476 | 1,310,903 | 1,550,190 |
| <b>Commute</b>                     | 362,565 | 123,715 | 431,483   | 411,212   | 144,519   | 531,812   | 429,580   | 151,901   | 565,613   |
| <b>Business</b>                    | 45,272  | 56,702  | 54,264    | 52,799    | 65,009    | 60,270    | 55,665    | 67,831    | 62,723    |
| <b>Other</b>                       | 272,798 | 546,022 | 517,603   | 338,320   | 682,023   | 622,964   | 362,776   | 728,163   | 655,551   |
| <b>LGV</b>                         | 113,131 | 122,145 | 113,688   | 156,489   | 169,183   | 156,958   | 175,680   | 190,040   | 176,278   |
| <b>HGV</b>                         | 135,012 | 144,673 | 75,348    | 154,071   | 164,858   | 85,753    | 161,776   | 172,970   | 90,026    |
| Changes in Option4 relative to DM  |         |         |           |           |           |           |           |           |           |
|                                    | 2020    |         |           | 2035      |           |           | 2041      |           |           |
|                                    | AM      | IP      | PM        | AM        | IP        | PM        | AM        | IP        | PM        |
| <b>Total</b>                       | 1.6%    | 1.1%    | 2.5%      | 1.3%      | 1.0%      | 1.7%      | 1.2%      | 0.9%      | 1.3%      |
| <b>Commute</b>                     | 1.2%    | 1.0%    | 2.5%      | 0.9%      | 0.8%      | 2.0%      | 0.7%      | 0.8%      | 1.7%      |
| <b>Business</b>                    | 3.8%    | 1.7%    | 3.8%      | 3.2%      | 1.6%      | 2.1%      | 2.8%      | 1.5%      | 1.3%      |
| <b>Other</b>                       | 3.2%    | 1.5%    | 3.3%      | 2.7%      | 1.5%      | 2.1%      | 2.5%      | 1.4%      | 1.5%      |
| <b>LGV</b>                         | 0.3%    | 0.3%    | 0.5%      | 0.0%      | 0.1%      | 0.2%      | 0.1%      | -0.1%     | 0.2%      |
| <b>HGV</b>                         | 0.1%    | -0.1%   | -0.2%     | 0.3%      | -0.2%     | -0.3%     | 0.3%      | -0.2%     | -0.3%     |
| Option5                            |         |         |           |           |           |           |           |           |           |
|                                    | 2020    |         |           | 2035      |           |           | 2041      |           |           |
|                                    | AM      | IP      | PM        | AM        | IP        | PM        | AM        | IP        | PM        |
| <b>Total</b>                       | 928,556 | 993,241 | 1,185,043 | 1,112,799 | 1,225,566 | 1,449,930 | 1,185,095 | 1,310,798 | 1,542,856 |
| <b>Commute</b>                     | 362,599 | 123,697 | 429,727   | 411,374   | 144,489   | 529,649   | 429,426   | 151,910   | 563,333   |
| <b>Business</b>                    | 45,236  | 56,695  | 53,654    | 52,737    | 64,963    | 59,765    | 55,689    | 67,780    | 62,380    |
| <b>Other</b>                       | 272,586 | 545,971 | 512,637   | 338,201   | 681,998   | 617,732   | 362,690   | 728,027   | 650,801   |
| <b>LGV</b>                         | 113,139 | 122,130 | 113,560   | 156,488   | 169,163   | 156,887   | 175,645   | 190,025   | 176,160   |
| <b>HGV</b>                         | 134,996 | 144,748 | 75,465    | 154,000   | 164,953   | 85,897    | 161,645   | 173,056   | 90,182    |
| Changes in Option5 relative to DM  |         |         |           |           |           |           |           |           |           |
|                                    | 2020    |         |           | 2035      |           |           | 2041      |           |           |
|                                    | AM      | IP      | PM        | AM        | IP        | PM        | AM        | IP        | PM        |
| <b>Total</b>                       | 1.6%    | 1.1%    | 1.9%      | 1.3%      | 1.0%      | 1.1%      | 1.2%      | 0.9%      | 0.9%      |
| <b>Commute</b>                     | 1.2%    | 0.9%    | 2.0%      | 0.9%      | 0.8%      | 1.6%      | 0.7%      | 0.8%      | 1.3%      |
| <b>Business</b>                    | 3.7%    | 1.7%    | 2.6%      | 3.1%      | 1.5%      | 1.2%      | 2.9%      | 1.4%      | 0.8%      |
| <b>Other</b>                       | 3.1%    | 1.5%    | 2.3%      | 2.6%      | 1.5%      | 1.2%      | 2.5%      | 1.4%      | 0.8%      |
| <b>LGV</b>                         | 0.3%    | 0.2%    | 0.4%      | 0.0%      | 0.0%      | 0.1%      | 0.0%      | -0.1%     | 0.1%      |
| <b>HGV</b>                         | 0.1%    | 0.0%    | 0.0%      | 0.3%      | -0.2%     | -0.2%     | 0.2%      | -0.2%     | -0.1%     |

A27 Chichester Bypass Improvement Scheme  
Traffic Forecasting Report

| Option6                           |         |         |           |           |           |           |           |           |           |
|-----------------------------------|---------|---------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
|                                   | 2020    |         |           | 2035      |           |           | 2041      |           |           |
|                                   | AM      | IP      | PM        | AM        | IP        | PM        | AM        | IP        | PM        |
| <b>Total</b>                      | 927,191 | 991,516 | 1,176,728 | 1,111,342 | 1,224,019 | 1,447,255 | 1,184,003 | 1,309,367 | 1,539,216 |
| <b>Commute</b>                    | 361,649 | 123,459 | 427,470   | 410,397   | 144,327   | 529,497   | 428,362   | 151,699   | 562,889   |
| <b>Business</b>                   | 45,086  | 56,396  | 52,799    | 52,445    | 64,576    | 59,313    | 55,486    | 67,339    | 61,757    |
| <b>Other</b>                      | 271,884 | 544,513 | 507,299   | 336,925   | 680,015   | 614,925   | 361,630   | 725,962   | 647,396   |
| <b>LGV</b>                        | 113,241 | 122,256 | 113,586   | 156,994   | 169,683   | 157,344   | 176,234   | 190,766   | 176,676   |
| <b>HGV</b>                        | 135,331 | 144,891 | 75,574    | 154,581   | 165,417   | 86,177    | 162,292   | 173,600   | 90,498    |
| Changes in Option6 relative to DM |         |         |           |           |           |           |           |           |           |
|                                   | 2020    |         |           | 2035      |           |           | 2041      |           |           |
|                                   | AM      | IP      | PM        | AM        | IP        | PM        | AM        | IP        | PM        |
| <b>Total</b>                      | 1.4%    | 0.9%    | 1.2%      | 1.2%      | 0.8%      | 1.0%      | 1.1%      | 0.8%      | 0.6%      |
| <b>Commute</b>                    | 0.9%    | 0.8%    | 1.5%      | 0.7%      | 0.7%      | 1.5%      | 0.5%      | 0.7%      | 1.2%      |
| <b>Business</b>                   | 3.4%    | 1.1%    | 1.0%      | 2.5%      | 0.9%      | 0.4%      | 2.5%      | 0.8%      | -0.3%     |
| <b>Other</b>                      | 2.9%    | 1.2%    | 1.2%      | 2.2%      | 1.2%      | 0.8%      | 2.2%      | 1.1%      | 0.3%      |
| <b>LGV</b>                        | 0.4%    | 0.4%    | 0.4%      | 0.4%      | 0.4%      | 0.4%      | 0.4%      | 0.3%      | 0.4%      |
| <b>HGV</b>                        | 0.3%    | 0.1%    | 0.2%      | 0.6%      | 0.1%      | 0.2%      | 0.6%      | 0.1%      | 0.2%      |

## LOW

| Do Minimum                         |         |         |           |         |           |           |           |           |           |
|------------------------------------|---------|---------|-----------|---------|-----------|-----------|-----------|-----------|-----------|
|                                    | 2020    |         |           | 2035    |           |           | 2041      |           |           |
|                                    | AM      | IP      | PM        | AM      | IP        | PM        | AM        | IP        | PM        |
| <b>Total</b>                       | 860,862 | 924,108 | 1,096,477 | 972,737 | 1,075,506 | 1,278,621 | 1,017,663 | 1,128,288 | 1,339,564 |
| <b>Commute</b>                     | 337,722 | 115,505 | 398,934   | 363,469 | 128,282   | 470,572   | 374,000   | 132,775   | 494,628   |
| <b>Business</b>                    | 41,388  | 53,148  | 49,134    | 46,296  | 57,236    | 52,674    | 48,518    | 58,773    | 54,313    |
| <b>Other</b>                       | 250,239 | 506,461 | 472,367   | 297,028 | 603,093   | 547,712   | 314,797   | 634,269   | 569,949   |
| <b>LGV</b>                         | 105,132 | 113,506 | 105,429   | 132,347 | 143,467   | 132,987   | 143,776   | 155,842   | 144,340   |
| <b>HGV</b>                         | 126,380 | 135,488 | 70,613    | 133,598 | 143,427   | 74,676    | 136,572   | 146,630   | 76,336    |
| Option1                            |         |         |           |         |           |           |           |           |           |
|                                    | 2020    |         |           | 2035    |           |           | 2041      |           |           |
|                                    | AM      | IP      | PM        | AM      | IP        | PM        | AM        | IP        | PM        |
| <b>Total</b>                       | 869,306 | 931,195 | 1,108,571 | 980,664 | 1,082,751 | 1,291,416 | 1,024,950 | 1,136,408 | 1,352,058 |
| <b>Commute</b>                     | 340,018 | 116,230 | 403,271   | 365,408 | 128,874   | 475,786   | 375,551   | 133,515   | 499,781   |
| <b>Business</b>                    | 42,237  | 53,669  | 49,880    | 47,061  | 57,731    | 53,162    | 49,255    | 59,309    | 54,680    |
| <b>Other</b>                       | 254,882 | 511,898 | 478,521   | 301,400 | 608,725   | 554,116   | 318,941   | 640,522   | 576,213   |
| <b>LGV</b>                         | 105,525 | 113,888 | 106,102   | 132,763 | 143,846   | 133,545   | 144,136   | 156,287   | 144,897   |
| <b>HGV</b>                         | 126,644 | 135,510 | 70,797    | 134,033 | 143,575   | 74,807    | 137,068   | 146,774   | 76,486    |
| Changes in Option1 relative to DM  |         |         |           |         |           |           |           |           |           |
|                                    | 2020    |         |           | 2035    |           |           | 2041      |           |           |
|                                    | AM      | IP      | PM        | AM      | IP        | PM        | AM        | IP        | PM        |
| <b>Total</b>                       | 1.0%    | 0.8%    | 1.1%      | 0.8%    | 0.7%      | 1.0%      | 0.7%      | 0.7%      | 0.9%      |
| <b>Commute</b>                     | 0.7%    | 0.6%    | 1.1%      | 0.5%    | 0.5%      | 1.1%      | 0.4%      | 0.6%      | 1.0%      |
| <b>Business</b>                    | 2.1%    | 1.0%    | 1.5%      | 1.7%    | 0.9%      | 0.9%      | 1.5%      | 0.9%      | 0.7%      |
| <b>Other</b>                       | 1.9%    | 1.1%    | 1.3%      | 1.5%    | 0.9%      | 1.2%      | 1.3%      | 1.0%      | 1.1%      |
| <b>LGV</b>                         | 0.4%    | 0.3%    | 0.6%      | 0.3%    | 0.3%      | 0.4%      | 0.3%      | 0.3%      | 0.4%      |
| <b>HGV</b>                         | 0.2%    | 0.0%    | 0.3%      | 0.3%    | 0.1%      | 0.2%      | 0.4%      | 0.1%      | 0.2%      |
| Option1A                           |         |         |           |         |           |           |           |           |           |
|                                    | 2020    |         |           | 2035    |           |           | 2041      |           |           |
|                                    | AM      | IP      | PM        | AM      | IP        | PM        | AM        | IP        | PM        |
| <b>Total</b>                       | 867,138 | 928,490 | 1,102,804 | 978,132 | 1,079,364 | 1,284,491 | 1,022,200 | 1,132,185 | 1,345,185 |
| <b>Commute</b>                     | 339,420 | 115,868 | 400,947   | 364,925 | 128,595   | 472,806   | 374,904   | 133,052   | 496,750   |
| <b>Business</b>                    | 41,992  | 53,454  | 49,556    | 46,752  | 57,454    | 52,878    | 48,962    | 58,987    | 54,436    |
| <b>Other</b>                       | 253,616 | 509,811 | 475,908   | 299,784 | 606,091   | 551,038   | 317,302   | 637,377   | 573,152   |
| <b>LGV</b>                         | 105,493 | 113,773 | 105,697   | 132,664 | 143,654   | 133,052   | 143,963   | 156,007   | 144,434   |
| <b>HGV</b>                         | 126,618 | 135,584 | 70,696    | 134,006 | 143,570   | 74,716    | 137,069   | 146,761   | 76,414    |
| Changes in Option1A relative to DM |         |         |           |         |           |           |           |           |           |
|                                    | 2020    |         |           | 2035    |           |           | 2041      |           |           |
|                                    | AM      | IP      | PM        | AM      | IP        | PM        | AM        | IP        | PM        |
| <b>Total</b>                       | 0.7%    | 0.5%    | 0.6%      | 0.6%    | 0.4%      | 0.5%      | 0.4%      | 0.3%      | 0.4%      |
| <b>Commute</b>                     | 0.5%    | 0.3%    | 0.5%      | 0.4%    | 0.2%      | 0.5%      | 0.2%      | 0.2%      | 0.4%      |
| <b>Business</b>                    | 1.5%    | 0.6%    | 0.9%      | 1.0%    | 0.4%      | 0.4%      | 0.9%      | 0.4%      | 0.2%      |
| <b>Other</b>                       | 1.3%    | 0.7%    | 0.7%      | 0.9%    | 0.5%      | 0.6%      | 0.8%      | 0.5%      | 0.6%      |
| <b>LGV</b>                         | 0.3%    | 0.2%    | 0.3%      | 0.2%    | 0.1%      | 0.0%      | 0.1%      | 0.1%      | 0.1%      |
| <b>HGV</b>                         | 0.2%    | 0.1%    | 0.1%      | 0.3%    | 0.1%      | 0.1%      | 0.4%      | 0.1%      | 0.1%      |

A27 Chichester Bypass Improvement Scheme  
Traffic Forecasting Report

| Option2                            |         |         |           |         |           |           |           |           |           |
|------------------------------------|---------|---------|-----------|---------|-----------|-----------|-----------|-----------|-----------|
|                                    | 2020    |         |           | 2035    |           |           | 2041      |           |           |
|                                    | AM      | IP      | PM        | AM      | IP        | PM        | AM        | IP        | PM        |
| <b>Total</b>                       | 872,679 | 932,584 | 1,109,556 | 984,295 | 1,084,075 | 1,291,474 | 1,028,349 | 1,137,789 | 1,352,184 |
| <b>Commute</b>                     | 340,893 | 116,414 | 404,203   | 366,319 | 129,079   | 476,927   | 376,198   | 133,753   | 501,079   |
| <b>Business</b>                    | 42,622  | 53,732  | 49,806    | 47,439  | 57,797    | 53,032    | 49,657    | 59,356    | 54,518    |
| <b>Other</b>                       | 256,809 | 512,966 | 478,847   | 303,488 | 609,675   | 553,373   | 321,039   | 641,422   | 575,290   |
| <b>LGV</b>                         | 105,679 | 113,871 | 105,981   | 133,008 | 143,966   | 133,394   | 144,373   | 156,500   | 144,838   |
| <b>HGV</b>                         | 126,677 | 135,601 | 70,718    | 134,040 | 143,559   | 74,748    | 137,082   | 146,758   | 76,459    |
| Changes in Option2 relative to DM  |         |         |           |         |           |           |           |           |           |
|                                    | 2020    |         |           | 2035    |           |           | 2041      |           |           |
|                                    | AM      | IP      | PM        | AM      | IP        | PM        | AM        | IP        | PM        |
| <b>Total</b>                       | 1.4%    | 0.9%    | 1.2%      | 1.2%    | 0.8%      | 1.0%      | 1.1%      | 0.8%      | 0.9%      |
| <b>Commute</b>                     | 0.9%    | 0.8%    | 1.3%      | 0.8%    | 0.6%      | 1.4%      | 0.6%      | 0.7%      | 1.3%      |
| <b>Business</b>                    | 3.0%    | 1.1%    | 1.4%      | 2.5%    | 1.0%      | 0.7%      | 2.3%      | 1.0%      | 0.4%      |
| <b>Other</b>                       | 2.6%    | 1.3%    | 1.4%      | 2.2%    | 1.1%      | 1.0%      | 2.0%      | 1.1%      | 0.9%      |
| <b>LGV</b>                         | 0.5%    | 0.3%    | 0.5%      | 0.5%    | 0.3%      | 0.3%      | 0.4%      | 0.4%      | 0.3%      |
| <b>HGV</b>                         | 0.2%    | 0.1%    | 0.1%      | 0.3%    | 0.1%      | 0.1%      | 0.4%      | 0.1%      | 0.2%      |
| Option2A                           |         |         |           |         |           |           |           |           |           |
|                                    | 2020    |         |           | 2035    |           |           | 2041      |           |           |
|                                    | AM      | IP      | PM        | AM      | IP        | PM        | AM        | IP        | PM        |
| <b>Total</b>                       | 870,235 | 932,096 | 1,108,428 | 982,126 | 1,083,979 | 1,290,471 | 951,108   | 1,137,665 | 1,350,827 |
| <b>Commute</b>                     | 340,733 | 116,278 | 403,187   | 366,330 | 129,103   | 475,773   | 346,546   | 133,773   | 499,697   |
| <b>Business</b>                    | 42,295  | 53,780  | 49,884    | 47,153  | 57,879    | 53,157    | 44,127    | 59,438    | 54,684    |
| <b>Other</b>                       | 254,848 | 512,522 | 478,563   | 301,683 | 609,550   | 553,287   | 278,839   | 641,401   | 575,053   |
| <b>LGV</b>                         | 105,700 | 113,888 | 106,054   | 132,916 | 143,854   | 133,480   | 144,405   | 156,243   | 144,888   |
| <b>HGV</b>                         | 126,659 | 135,629 | 70,740    | 134,044 | 143,594   | 74,774    | 137,191   | 146,810   | 76,505    |
| Changes in Option2A relative to DM |         |         |           |         |           |           |           |           |           |
|                                    | 2020    |         |           | 2035    |           |           | 2041      |           |           |
|                                    | AM      | IP      | PM        | AM      | IP        | PM        | AM        | IP        | PM        |
| <b>Total</b>                       | 1.1%    | 0.9%    | 1.1%      | 1.0%    | 0.8%      | 0.9%      | -6.5%     | 0.8%      | 0.8%      |
| <b>Commute</b>                     | 0.9%    | 0.7%    | 1.1%      | 0.8%    | 0.6%      | 1.1%      | -7.3%     | 0.8%      | 1.0%      |
| <b>Business</b>                    | 2.2%    | 1.2%    | 1.5%      | 1.9%    | 1.1%      | 0.9%      | -9.1%     | 1.1%      | 0.7%      |
| <b>Other</b>                       | 1.8%    | 1.2%    | 1.3%      | 1.6%    | 1.1%      | 1.0%      | -11.4%    | 1.1%      | 0.9%      |
| <b>LGV</b>                         | 0.5%    | 0.3%    | 0.6%      | 0.4%    | 0.3%      | 0.4%      | 0.4%      | 0.3%      | 0.4%      |
| <b>HGV</b>                         | 0.2%    | 0.1%    | 0.2%      | 0.3%    | 0.1%      | 0.1%      | 0.5%      | 0.1%      | 0.2%      |
| Option3                            |         |         |           |         |           |           |           |           |           |
|                                    | 2020    |         |           | 2035    |           |           | 2041      |           |           |
|                                    | AM      | IP      | PM        | AM      | IP        | PM        | AM        | IP        | PM        |
| <b>Total</b>                       | 865,829 | 928,144 | 1,103,328 | 978,518 | 1,080,215 | 1,285,980 | 1,022,978 | 1,133,724 | 1,347,179 |
| <b>Commute</b>                     | 338,871 | 115,901 | 401,082   | 364,917 | 128,672   | 473,531   | 374,957   | 133,279   | 497,580   |
| <b>Business</b>                    | 41,937  | 53,462  | 49,621    | 46,854  | 57,604    | 52,974    | 49,119    | 59,174    | 54,533    |
| <b>Other</b>                       | 252,843 | 509,460 | 476,168   | 299,983 | 606,783   | 551,507   | 317,762   | 638,506   | 574,031   |
| <b>LGV</b>                         | 105,519 | 113,738 | 105,777   | 132,732 | 143,636   | 133,253   | 144,062   | 156,059   | 144,602   |
| <b>HGV</b>                         | 126,658 | 135,583 | 70,680    | 134,032 | 143,520   | 74,714    | 137,077   | 146,706   | 76,433    |
| Changes in Option3 relative to DM  |         |         |           |         |           |           |           |           |           |
|                                    | 2020    |         |           | 2035    |           |           | 2041      |           |           |
|                                    | AM      | IP      | PM        | AM      | IP        | PM        | AM        | IP        | PM        |
| <b>Total</b>                       | 0.6%    | 0.4%    | 0.6%      | 0.6%    | 0.4%      | 0.6%      | 0.5%      | 0.5%      | 0.6%      |
| <b>Commute</b>                     | 0.3%    | 0.3%    | 0.5%      | 0.4%    | 0.3%      | 0.6%      | 0.3%      | 0.4%      | 0.6%      |
| <b>Business</b>                    | 1.3%    | 0.6%    | 1.0%      | 1.2%    | 0.6%      | 0.6%      | 1.2%      | 0.7%      | 0.4%      |
| <b>Other</b>                       | 1.0%    | 0.6%    | 0.8%      | 1.0%    | 0.6%      | 0.7%      | 0.9%      | 0.7%      | 0.7%      |
| <b>LGV</b>                         | 0.4%    | 0.2%    | 0.3%      | 0.3%    | 0.1%      | 0.2%      | 0.2%      | 0.1%      | 0.2%      |
| <b>HGV</b>                         | 0.2%    | 0.1%    | 0.1%      | 0.3%    | 0.1%      | 0.1%      | 0.4%      | 0.1%      | 0.1%      |



A27 Chichester Bypass Improvement Scheme  
Traffic Forecasting Report

| Option3A                           |         |         |           |         |           |           |           |           |           |
|------------------------------------|---------|---------|-----------|---------|-----------|-----------|-----------|-----------|-----------|
|                                    | 2020    |         |           | 2035    |           |           | 2041      |           |           |
|                                    | AM      | IP      | PM        | AM      | IP        | PM        | AM        | IP        | PM        |
| <b>Total</b>                       | 869,441 | 930,989 | 1,107,730 | 981,186 | 1,082,415 | 1,288,884 | 1,025,242 | 1,136,105 | 1,349,353 |
| <b>Commute</b>                     | 339,869 | 116,186 | 403,009   | 365,513 | 128,854   | 474,784   | 375,539   | 133,505   | 498,644   |
| <b>Business</b>                    | 42,298  | 53,634  | 49,834    | 47,084  | 57,730    | 53,108    | 49,258    | 59,292    | 54,639    |
| <b>Other</b>                       | 255,018 | 511,663 | 477,993   | 301,665 | 608,425   | 552,724   | 319,138   | 640,283   | 574,770   |
| <b>LGV</b>                         | 105,594 | 113,899 | 106,098   | 132,850 | 143,826   | 133,476   | 144,227   | 156,243   | 144,836   |
| <b>HGV</b>                         | 126,663 | 135,607 | 70,796    | 134,074 | 143,579   | 74,792    | 137,080   | 146,782   | 76,465    |
| Changes in Option3A relative to DM |         |         |           |         |           |           |           |           |           |
|                                    | 2020    |         |           | 2035    |           |           | 2041      |           |           |
|                                    | AM      | IP      | PM        | AM      | IP        | PM        | AM        | IP        | PM        |
| <b>Total</b>                       | 1.0%    | 0.7%    | 1.0%      | 0.9%    | 0.6%      | 0.8%      | 0.7%      | 0.7%      | 0.7%      |
| <b>Commute</b>                     | 0.6%    | 0.6%    | 1.0%      | 0.6%    | 0.4%      | 0.9%      | 0.4%      | 0.5%      | 0.8%      |
| <b>Business</b>                    | 2.2%    | 0.9%    | 1.4%      | 1.7%    | 0.9%      | 0.8%      | 1.5%      | 0.9%      | 0.6%      |
| <b>Other</b>                       | 1.9%    | 1.0%    | 1.2%      | 1.6%    | 0.9%      | 0.9%      | 1.4%      | 0.9%      | 0.8%      |
| <b>LGV</b>                         | 0.4%    | 0.3%    | 0.6%      | 0.4%    | 0.3%      | 0.4%      | 0.3%      | 0.3%      | 0.3%      |
| <b>HGV</b>                         | 0.2%    | 0.1%    | 0.3%      | 0.4%    | 0.1%      | 0.2%      | 0.4%      | 0.1%      | 0.2%      |
| Option4                            |         |         |           |         |           |           |           |           |           |
|                                    | 2020    |         |           | 2035    |           |           | 2041      |           |           |
|                                    | AM      | IP      | PM        | AM      | IP        | PM        | AM        | IP        | PM        |
| <b>Total</b>                       | 874,374 | 933,181 | 1,123,113 | 987,188 | 1,085,493 | 1,303,271 | 1,031,965 | 1,139,106 | 1,364,566 |
| <b>Commute</b>                     | 341,732 | 116,531 | 407,998   | 367,166 | 129,320   | 480,157   | 377,522   | 133,949   | 504,507   |
| <b>Business</b>                    | 43,024  | 53,982  | 50,976    | 48,046  | 58,156    | 54,036    | 50,201    | 59,734    | 55,567    |
| <b>Other</b>                       | 257,782 | 513,541 | 487,636   | 305,596 | 611,415   | 561,464   | 323,492   | 643,239   | 583,845   |
| <b>LGV</b>                         | 105,458 | 113,747 | 105,971   | 132,717 | 143,505   | 133,145   | 144,069   | 155,890   | 144,486   |
| <b>HGV</b>                         | 126,377 | 135,380 | 70,532    | 133,663 | 143,097   | 74,469    | 136,682   | 146,293   | 76,162    |
| Changes in Option4 relative to DM  |         |         |           |         |           |           |           |           |           |
|                                    | 2020    |         |           | 2035    |           |           | 2041      |           |           |
|                                    | AM      | IP      | PM        | AM      | IP        | PM        | AM        | IP        | PM        |
| <b>Total</b>                       | 1.6%    | 1.0%    | 2.4%      | 1.5%    | 0.9%      | 1.9%      | 1.4%      | 1.0%      | 1.9%      |
| <b>Commute</b>                     | 1.2%    | 0.9%    | 2.3%      | 1.0%    | 0.8%      | 2.0%      | 0.9%      | 0.9%      | 2.0%      |
| <b>Business</b>                    | 4.0%    | 1.6%    | 3.7%      | 3.8%    | 1.6%      | 2.6%      | 3.5%      | 1.6%      | 2.3%      |
| <b>Other</b>                       | 3.0%    | 1.4%    | 3.2%      | 2.9%    | 1.4%      | 2.5%      | 2.8%      | 1.4%      | 2.4%      |
| <b>LGV</b>                         | 0.3%    | 0.2%    | 0.5%      | 0.3%    | 0.0%      | 0.1%      | 0.2%      | 0.0%      | 0.1%      |
| <b>HGV</b>                         | 0.0%    | -0.1%   | -0.1%     | 0.0%    | -0.2%     | -0.3%     | 0.1%      | -0.2%     | -0.2%     |
| Option5                            |         |         |           |         |           |           |           |           |           |
|                                    | 2020    |         |           | 2035    |           |           | 2041      |           |           |
|                                    | AM      | IP      | PM        | AM      | IP        | PM        | AM        | IP        | PM        |
| <b>Total</b>                       | 874,204 | 933,234 | 1,115,969 | 986,971 | 1,085,379 | 1,294,927 | 1,031,658 | 1,139,013 | 1,356,343 |
| <b>Commute</b>                     | 341,787 | 116,515 | 406,044   | 367,187 | 129,317   | 477,962   | 377,307   | 133,941   | 502,398   |
| <b>Business</b>                    | 42,899  | 53,965  | 50,417    | 48,006  | 58,156    | 53,479    | 50,161    | 59,730    | 55,104    |
| <b>Other</b>                       | 257,706 | 513,591 | 483,005   | 305,454 | 611,301   | 555,860   | 323,449   | 643,157   | 578,209   |
| <b>LGV</b>                         | 105,462 | 113,724 | 105,886   | 132,691 | 143,454   | 133,029   | 144,057   | 155,833   | 144,350   |
| <b>HGV</b>                         | 126,350 | 135,438 | 70,616    | 133,634 | 143,150   | 74,597    | 136,684   | 146,352   | 76,283    |
| Changes in Option5 relative to DM  |         |         |           |         |           |           |           |           |           |
|                                    | 2020    |         |           | 2035    |           |           | 2041      |           |           |
|                                    | AM      | IP      | PM        | AM      | IP        | PM        | AM        | IP        | PM        |
| <b>Total</b>                       | 1.5%    | 1.0%    | 1.8%      | 1.5%    | 0.9%      | 1.3%      | 1.4%      | 1.0%      | 1.3%      |
| <b>Commute</b>                     | 1.2%    | 0.9%    | 1.8%      | 1.0%    | 0.8%      | 1.6%      | 0.9%      | 0.9%      | 1.6%      |
| <b>Business</b>                    | 3.7%    | 1.5%    | 2.6%      | 3.7%    | 1.6%      | 1.5%      | 3.4%      | 1.6%      | 1.5%      |
| <b>Other</b>                       | 3.0%    | 1.4%    | 2.3%      | 2.8%    | 1.4%      | 1.5%      | 2.7%      | 1.4%      | 1.4%      |
| <b>LGV</b>                         | 0.3%    | 0.2%    | 0.4%      | 0.3%    | 0.0%      | 0.0%      | 0.2%      | 0.0%      | 0.0%      |
| <b>HGV</b>                         | 0.0%    | 0.0%    | 0.0%      | 0.0%    | -0.2%     | -0.1%     | 0.1%      | -0.2%     | -0.1%     |

A27 Chichester Bypass Improvement Scheme  
Traffic Forecasting Report

| Option6                           |         |         |           |         |           |           |           |           |           |
|-----------------------------------|---------|---------|-----------|---------|-----------|-----------|-----------|-----------|-----------|
|                                   | 2020    |         |           | 2035    |           |           | 2041      |           |           |
|                                   | AM      | IP      | PM        | AM      | IP        | PM        | AM        | IP        | PM        |
| <b>Total</b>                      | 873,292 | 932,002 | 1,109,219 | 986,077 | 1,084,245 | 1,291,372 | 1,030,355 | 1,137,776 | 1,352,884 |
| <b>Commute</b>                    | 341,238 | 116,377 | 404,273   | 366,959 | 129,138   | 477,193   | 377,027   | 133,774   | 501,839   |
| <b>Business</b>                   | 42,709  | 53,700  | 49,736    | 47,602  | 57,890    | 53,064    | 49,759    | 59,430    | 54,630    |
| <b>Other</b>                      | 257,055 | 512,530 | 478,627   | 304,360 | 609,656   | 553,050   | 321,917   | 641,314   | 575,253   |
| <b>LGV</b>                        | 105,631 | 113,815 | 105,876   | 133,115 | 143,947   | 133,291   | 144,544   | 156,403   | 144,704   |
| <b>HGV</b>                        | 126,659 | 135,579 | 70,708    | 134,041 | 143,615   | 74,774    | 137,107   | 146,855   | 76,459    |
| Changes in Option6 relative to DM |         |         |           |         |           |           |           |           |           |
|                                   | 2020    |         |           | 2035    |           |           | 2041      |           |           |
|                                   | AM      | IP      | PM        | AM      | IP        | PM        | AM        | IP        | PM        |
| <b>Total</b>                      | 1.4%    | 0.9%    | 1.2%      | 1.4%    | 0.8%      | 1.0%      | 1.2%      | 0.8%      | 1.0%      |
| <b>Commute</b>                    | 1.0%    | 0.8%    | 1.3%      | 1.0%    | 0.7%      | 1.4%      | 0.8%      | 0.8%      | 1.5%      |
| <b>Business</b>                   | 3.2%    | 1.0%    | 1.2%      | 2.8%    | 1.1%      | 0.7%      | 2.6%      | 1.1%      | 0.6%      |
| <b>Other</b>                      | 2.7%    | 1.2%    | 1.3%      | 2.5%    | 1.1%      | 1.0%      | 2.3%      | 1.1%      | 0.9%      |
| <b>LGV</b>                        | 0.5%    | 0.3%    | 0.4%      | 0.6%    | 0.3%      | 0.2%      | 0.5%      | 0.4%      | 0.3%      |
| <b>HGV</b>                        | 0.2%    | 0.1%    | 0.1%      | 0.3%    | 0.1%      | 0.1%      | 0.4%      | 0.2%      | 0.2%      |

## HIGH

| Do Minimum                         |         |           |           |           |           |           |           |           |           |
|------------------------------------|---------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
|                                    | 2020    |           |           | 2035      |           |           | 2041      |           |           |
|                                    | AM      | IP        | PM        | AM        | IP        | PM        | AM        | IP        | PM        |
| <b>Total</b>                       | 967,686 | 1,041,633 | 1,228,603 | 1,217,919 | 1,352,150 | 1,587,242 | 1,317,493 | 1,465,654 | 1,714,658 |
| <b>Commute</b>                     | 378,991 | 129,324   | 443,410   | 449,822   | 157,952   | 571,020   | 476,106   | 167,920   | 614,692   |
| <b>Business</b>                    | 45,890  | 59,993    | 55,310    | 55,781    | 71,068    | 65,749    | 59,767    | 75,086    | 69,972    |
| <b>Other</b>                       | 278,848 | 568,067   | 528,615   | 361,756   | 744,617   | 675,408   | 393,850   | 804,279   | 722,846   |
| <b>LGV</b>                         | 120,556 | 130,154   | 120,941   | 177,648   | 192,510   | 178,290   | 203,154   | 220,099   | 203,899   |
| <b>HGV</b>                         | 143,401 | 154,094   | 80,327    | 172,912   | 186,003   | 96,775    | 184,617   | 198,269   | 103,248   |
| Option1                            |         |           |           |           |           |           |           |           |           |
|                                    | 2020    |           |           | 2035      |           |           | 2041      |           |           |
|                                    | AM      | IP        | PM        | AM        | IP        | PM        | AM        | IP        | PM        |
| <b>Total</b>                       | 976,218 | 1,051,751 | 1,241,792 | 1,229,634 | 1,360,981 | 1,596,970 | 1,326,700 | 1,473,896 | 1,719,629 |
| <b>Commute</b>                     | 381,131 | 130,355   | 448,973   | 452,530   | 158,638   | 575,818   | 478,469   | 168,550   | 619,415   |
| <b>Business</b>                    | 46,743  | 60,732    | 55,989    | 56,728    | 71,667    | 66,068    | 60,533    | 75,666    | 69,524    |
| <b>Other</b>                       | 283,356 | 575,729   | 534,700   | 367,936   | 751,675   | 679,103   | 398,229   | 810,884   | 722,458   |
| <b>LGV</b>                         | 120,954 | 130,745   | 121,606   | 178,223   | 192,913   | 179,038   | 203,809   | 220,419   | 204,798   |
| <b>HGV</b>                         | 144,034 | 154,190   | 80,524    | 174,217   | 186,087   | 96,942    | 185,659   | 198,376   | 103,435   |
| Changes in Option1 relative to DM  |         |           |           |           |           |           |           |           |           |
|                                    | 2020    |           |           | 2035      |           |           | 2041      |           |           |
|                                    | AM      | IP        | PM        | AM        | IP        | PM        | AM        | IP        | PM        |
| <b>Total</b>                       | 0.9%    | 1.0%      | 1.1%      | 1.0%      | 0.7%      | 0.6%      | 0.7%      | 0.6%      | 0.3%      |
| <b>Commute</b>                     | 0.6%    | 0.8%      | 1.3%      | 0.6%      | 0.4%      | 0.8%      | 0.5%      | 0.4%      | 0.8%      |
| <b>Business</b>                    | 1.9%    | 1.2%      | 1.2%      | 1.7%      | 0.8%      | 0.5%      | 1.3%      | 0.8%      | -0.6%     |
| <b>Other</b>                       | 1.6%    | 1.3%      | 1.2%      | 1.7%      | 0.9%      | 0.5%      | 1.1%      | 0.8%      | -0.1%     |
| <b>LGV</b>                         | 0.3%    | 0.5%      | 0.5%      | 0.3%      | 0.2%      | 0.4%      | 0.3%      | 0.1%      | 0.4%      |
| <b>HGV</b>                         | 0.4%    | 0.1%      | 0.2%      | 0.8%      | 0.0%      | 0.2%      | 0.6%      | 0.1%      | 0.2%      |
| Option1A                           |         |           |           |           |           |           |           |           |           |
|                                    | 2020    |           |           | 2035      |           |           | 2041      |           |           |
|                                    | AM      | IP        | PM        | AM        | IP        | PM        | AM        | IP        | PM        |
| <b>Total</b>                       | 973,375 | 1,046,975 | 1,234,536 | 1,151,365 | 1,275,347 | 1,450,637 | 1,221,187 | 1,359,798 | 1,528,120 |
| <b>Commute</b>                     | 380,809 | 129,658   | 445,468   | 422,653   | 141,172   | 484,851   | 438,347   | 146,029   | 500,610   |
| <b>Business</b>                    | 46,373  | 60,359    | 55,695    | 50,211    | 67,426    | 62,414    | 51,615    | 70,004    | 64,773    |
| <b>Other</b>                       | 281,488 | 572,154   | 531,729   | 326,839   | 688,050   | 627,923   | 342,324   | 725,075   | 655,268   |
| <b>LGV</b>                         | 120,737 | 130,562   | 121,198   | 177,930   | 192,649   | 178,595   | 203,632   | 220,330   | 204,174   |
| <b>HGV</b>                         | 143,968 | 154,241   | 80,446    | 173,732   | 186,050   | 96,853    | 185,270   | 198,360   | 103,295   |
| Changes in Option1A relative to DM |         |           |           |           |           |           |           |           |           |
|                                    | 2020    |           |           | 2035      |           |           | 2041      |           |           |
|                                    | AM      | IP        | PM        | AM        | IP        | PM        | AM        | IP        | PM        |
| <b>Total</b>                       | 0.6%    | 0.5%      | 0.5%      | -5.5%     | -5.7%     | -8.6%     | -7.3%     | -7.2%     | -10.9%    |
| <b>Commute</b>                     | 0.5%    | 0.3%      | 0.5%      | -6.0%     | -10.6%    | -15.1%    | -7.9%     | -13.0%    | -18.6%    |
| <b>Business</b>                    | 1.1%    | 0.6%      | 0.7%      | -10.0%    | -5.1%     | -5.1%     | -13.6%    | -6.8%     | -7.4%     |
| <b>Other</b>                       | 0.9%    | 0.7%      | 0.6%      | -9.7%     | -7.6%     | -7.0%     | -13.1%    | -9.8%     | -9.3%     |
| <b>LGV</b>                         | 0.2%    | 0.3%      | 0.2%      | 0.2%      | 0.1%      | 0.2%      | 0.2%      | 0.1%      | 0.1%      |
| <b>HGV</b>                         | 0.4%    | 0.1%      | 0.1%      | 0.5%      | 0.0%      | 0.1%      | 0.4%      | 0.0%      | 0.0%      |

A27 Chichester Bypass Improvement Scheme  
Traffic Forecasting Report

| Option2                            |         |           |           |           |           |           |           |           |           |
|------------------------------------|---------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
|                                    | 2020    |           |           | 2035      |           |           | 2041      |           |           |
|                                    | AM      | IP        | PM        | AM        | IP        | PM        | AM        | IP        | PM        |
| <b>Total</b>                       | 979,550 | 1,052,707 | 1,242,300 | 1,233,614 | 1,362,613 | 1,596,107 | 1,331,098 | 1,475,581 | 1,717,748 |
| <b>Commute</b>                     | 381,690 | 130,490   | 449,644   | 452,670   | 158,959   | 576,762   | 479,164   | 168,872   | 620,001   |
| <b>Business</b>                    | 47,205  | 60,738    | 55,840    | 57,407    | 71,709    | 65,744    | 61,153    | 75,628    | 69,132    |
| <b>Other</b>                       | 285,576 | 576,483   | 534,776   | 370,928   | 752,961   | 677,973   | 401,139   | 812,033   | 720,690   |
| <b>LGV</b>                         | 121,041 | 130,715   | 121,563   | 178,268   | 192,923   | 178,768   | 203,798   | 220,725   | 204,566   |
| <b>HGV</b>                         | 144,038 | 154,281   | 80,477    | 174,341   | 186,061   | 96,860    | 185,844   | 198,323   | 103,359   |
| Changes in Option2 relative to DM  |         |           |           |           |           |           |           |           |           |
|                                    | 2020    |           |           | 2035      |           |           | 2041      |           |           |
|                                    | AM      | IP        | PM        | AM        | IP        | PM        | AM        | IP        | PM        |
| <b>Total</b>                       | 1.2%    | 1.1%      | 1.1%      | 1.3%      | 0.8%      | 0.6%      | 1.0%      | 0.7%      | 0.2%      |
| <b>Commute</b>                     | 0.7%    | 0.9%      | 1.4%      | 0.6%      | 0.6%      | 1.0%      | 0.6%      | 0.6%      | 0.9%      |
| <b>Business</b>                    | 2.9%    | 1.2%      | 1.0%      | 2.9%      | 0.9%      | 0.0%      | 2.3%      | 0.7%      | -1.2%     |
| <b>Other</b>                       | 2.4%    | 1.5%      | 1.2%      | 2.5%      | 1.1%      | 0.4%      | 1.9%      | 1.0%      | -0.3%     |
| <b>LGV</b>                         | 0.4%    | 0.4%      | 0.5%      | 0.3%      | 0.2%      | 0.3%      | 0.3%      | 0.3%      | 0.3%      |
| <b>HGV</b>                         | 0.4%    | 0.1%      | 0.2%      | 0.8%      | 0.0%      | 0.1%      | 0.7%      | 0.0%      | 0.1%      |
| Option2A                           |         |           |           |           |           |           |           |           |           |
|                                    | 2020    |           |           | 2035      |           |           | 2041      |           |           |
|                                    | AM      | IP        | PM        | AM        | IP        | PM        | AM        | IP        | PM        |
| <b>Total</b>                       | 977,967 | 1,051,894 | 1,241,123 | 1,228,844 | 1,362,264 | 1,595,727 | 1,245,199 | 1,476,102 | 1,718,477 |
| <b>Commute</b>                     | 382,502 | 130,281   | 448,783   | 452,822   | 158,923   | 575,284   | 444,902   | 169,180   | 618,671   |
| <b>Business</b>                    | 46,832  | 60,797    | 55,980    | 56,703    | 71,874    | 66,085    | 55,850    | 75,884    | 69,608    |
| <b>Other</b>                       | 283,534 | 575,782   | 534,182   | 366,785   | 752,382   | 678,454   | 354,504   | 812,142   | 721,896   |
| <b>LGV</b>                         | 121,051 | 130,734   | 121,686   | 178,370   | 192,996   | 179,004   | 204,011   | 220,534   | 204,885   |
| <b>HGV</b>                         | 144,049 | 154,300   | 80,491    | 174,164   | 186,089   | 96,901    | 185,932   | 198,361   | 103,418   |
| Changes in Option2A relative to DM |         |           |           |           |           |           |           |           |           |
|                                    | 2020    |           |           | 2035      |           |           | 2041      |           |           |
|                                    | AM      | IP        | PM        | AM        | IP        | PM        | AM        | IP        | PM        |
| <b>Total</b>                       | 1.1%    | 1.0%      | 1.0%      | 0.9%      | 0.7%      | 0.5%      | -5.5%     | 0.7%      | 0.2%      |
| <b>Commute</b>                     | 0.9%    | 0.7%      | 1.2%      | 0.7%      | 0.6%      | 0.7%      | -6.6%     | 0.8%      | 0.6%      |
| <b>Business</b>                    | 2.1%    | 1.3%      | 1.2%      | 1.7%      | 1.1%      | 0.5%      | -6.6%     | 1.1%      | -0.5%     |
| <b>Other</b>                       | 1.7%    | 1.4%      | 1.1%      | 1.4%      | 1.0%      | 0.5%      | -10.0%    | 1.0%      | -0.1%     |
| <b>LGV</b>                         | 0.4%    | 0.4%      | 0.6%      | 0.4%      | 0.3%      | 0.4%      | 0.4%      | 0.2%      | 0.5%      |
| <b>HGV</b>                         | 0.5%    | 0.1%      | 0.2%      | 0.7%      | 0.0%      | 0.1%      | 0.7%      | 0.0%      | 0.2%      |
| Option3                            |         |           |           |           |           |           |           |           |           |
|                                    | 2020    |           |           | 2035      |           |           | 2041      |           |           |
|                                    | AM      | IP        | PM        | AM        | IP        | PM        | AM        | IP        | PM        |
| <b>Total</b>                       | 973,170 | 1,047,192 | 1,236,146 | 1,223,941 | 1,357,755 | 1,595,911 | 1,325,220 | 1,471,304 | 1,719,178 |
| <b>Commute</b>                     | 380,312 | 129,933   | 446,376   | 451,185   | 158,455   | 574,095   | 479,055   | 168,392   | 616,812   |
| <b>Business</b>                    | 46,447  | 60,430    | 55,718    | 56,329    | 71,481    | 66,340    | 60,425    | 75,560    | 70,016    |
| <b>Other</b>                       | 281,411 | 572,136   | 532,326   | 364,941   | 749,150   | 679,938   | 397,456   | 808,838   | 724,713   |
| <b>LGV</b>                         | 120,949 | 130,500   | 121,320   | 178,030   | 192,689   | 178,698   | 203,531   | 220,295   | 204,346   |
| <b>HGV</b>                         | 144,051 | 154,193   | 80,407    | 173,456   | 185,980   | 96,839    | 184,753   | 198,218   | 103,290   |
| Changes in Option3 relative to DM  |         |           |           |           |           |           |           |           |           |
|                                    | 2020    |           |           | 2035      |           |           | 2041      |           |           |
|                                    | AM      | IP        | PM        | AM        | IP        | PM        | AM        | IP        | PM        |
| <b>Total</b>                       | 0.6%    | 0.5%      | 0.6%      | 0.5%      | 0.4%      | 0.5%      | 0.6%      | 0.4%      | 0.3%      |
| <b>Commute</b>                     | 0.3%    | 0.5%      | 0.7%      | 0.3%      | 0.3%      | 0.5%      | 0.6%      | 0.3%      | 0.3%      |
| <b>Business</b>                    | 1.2%    | 0.7%      | 0.7%      | 1.0%      | 0.6%      | 0.9%      | 1.1%      | 0.6%      | 0.1%      |
| <b>Other</b>                       | 0.9%    | 0.7%      | 0.7%      | 0.9%      | 0.6%      | 0.7%      | 0.9%      | 0.6%      | 0.3%      |
| <b>LGV</b>                         | 0.3%    | 0.3%      | 0.3%      | 0.2%      | 0.1%      | 0.2%      | 0.2%      | 0.1%      | 0.2%      |
| <b>HGV</b>                         | 0.5%    | 0.1%      | 0.1%      | 0.3%      | 0.0%      | 0.1%      | 0.1%      | 0.0%      | 0.0%      |

A27 Chichester Bypass Improvement Scheme  
Traffic Forecasting Report

| Option3A                           |         |           |           |           |           |           |           |           |           |
|------------------------------------|---------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
|                                    | 2020    |           |           | 2035      |           |           | 2041      |           |           |
|                                    | AM      | IP        | PM        | AM        | IP        | PM        | AM        | IP        | PM        |
| <b>Total</b>                       | 977,073 | 1,051,430 | 1,240,308 | 1,155,676 | 1,281,766 | 1,454,870 | 1,227,104 | 1,366,948 | 1,531,107 |
| <b>Commute</b>                     | 381,392 | 130,281   | 448,185   | 423,196   | 141,910   | 486,746   | 439,276   | 146,904   | 502,575   |
| <b>Business</b>                    | 46,841  | 60,696    | 55,864    | 50,688    | 67,936    | 62,566    | 52,271    | 70,501    | 64,771    |
| <b>Other</b>                       | 283,782 | 575,392   | 534,160   | 329,260   | 692,731   | 629,465   | 345,661   | 730,200   | 655,764   |
| <b>LGV</b>                         | 121,000 | 130,760   | 121,589   | 178,225   | 193,016   | 179,108   | 203,925   | 220,905   | 204,563   |
| <b>HGV</b>                         | 144,058 | 154,301   | 80,509    | 174,307   | 186,173   | 96,985    | 185,970   | 198,438   | 103,434   |
| Changes in Option3A relative to DM |         |           |           |           |           |           |           |           |           |
|                                    | 2020    |           |           | 2035      |           |           | 2041      |           |           |
|                                    | AM      | IP        | PM        | AM        | IP        | PM        | AM        | IP        | PM        |
| <b>Total</b>                       | 1.0%    | 0.9%      | 1.0%      | -5.1%     | -5.2%     | -8.3%     | -6.9%     | -6.7%     | -10.7%    |
| <b>Commute</b>                     | 0.6%    | 0.7%      | 1.1%      | -5.9%     | -10.2%    | -14.8%    | -7.7%     | -12.5%    | -18.2%    |
| <b>Business</b>                    | 2.1%    | 1.2%      | 1.0%      | -9.1%     | -4.4%     | -4.8%     | -12.5%    | -6.1%     | -7.4%     |
| <b>Other</b>                       | 1.8%    | 1.3%      | 1.0%      | -9.0%     | -7.0%     | -6.8%     | -12.2%    | -9.2%     | -9.3%     |
| <b>LGV</b>                         | 0.4%    | 0.5%      | 0.5%      | 0.3%      | 0.3%      | 0.5%      | 0.4%      | 0.4%      | 0.3%      |
| <b>HGV</b>                         | 0.5%    | 0.1%      | 0.2%      | 0.8%      | 0.1%      | 0.2%      | 0.7%      | 0.1%      | 0.2%      |
| Option4                            |         |           |           |           |           |           |           |           |           |
|                                    | 2020    |           |           | 2035      |           |           | 2041      |           |           |
|                                    | AM      | IP        | PM        | AM        | IP        | PM        | AM        | IP        | PM        |
| <b>Total</b>                       | 983,042 | 1,053,240 | 1,260,202 | 1,236,051 | 1,364,694 | 1,609,157 | 1,332,731 | 1,478,159 | 1,727,673 |
| <b>Commute</b>                     | 383,485 | 130,690   | 454,965   | 455,390   | 159,322   | 580,660   | 480,972   | 169,333   | 622,451   |
| <b>Business</b>                    | 47,635  | 60,989    | 57,498    | 57,559    | 72,224    | 66,881    | 61,365    | 76,195    | 70,320    |
| <b>Other</b>                       | 287,328 | 577,050   | 546,072   | 372,135   | 755,323   | 686,676   | 402,492   | 815,070   | 727,736   |
| <b>LGV</b>                         | 120,869 | 130,505   | 121,483   | 177,720   | 192,379   | 178,494   | 203,081   | 219,854   | 204,392   |
| <b>HGV</b>                         | 143,726 | 154,005   | 80,184    | 173,247   | 185,446   | 96,447    | 184,820   | 197,706   | 102,775   |
| Changes in Option4 relative to DM  |         |           |           |           |           |           |           |           |           |
|                                    | 2020    |           |           | 2035      |           |           | 2041      |           |           |
|                                    | AM      | IP        | PM        | AM        | IP        | PM        | AM        | IP        | PM        |
| <b>Total</b>                       | 1.6%    | 1.1%      | 2.6%      | 1.5%      | 0.9%      | 1.4%      | 1.2%      | 0.9%      | 0.8%      |
| <b>Commute</b>                     | 1.2%    | 1.1%      | 2.6%      | 1.2%      | 0.9%      | 1.7%      | 1.0%      | 0.8%      | 1.3%      |
| <b>Business</b>                    | 3.8%    | 1.7%      | 4.0%      | 3.2%      | 1.6%      | 1.7%      | 2.7%      | 1.5%      | 0.5%      |
| <b>Other</b>                       | 3.0%    | 1.6%      | 3.3%      | 2.9%      | 1.4%      | 1.7%      | 2.2%      | 1.3%      | 0.7%      |
| <b>LGV</b>                         | 0.3%    | 0.3%      | 0.4%      | 0.0%      | -0.1%     | 0.1%      | 0.0%      | -0.1%     | 0.2%      |
| <b>HGV</b>                         | 0.2%    | -0.1%     | -0.2%     | 0.2%      | -0.3%     | -0.3%     | 0.1%      | -0.3%     | -0.5%     |
| Option5                            |         |           |           |           |           |           |           |           |           |
|                                    | 2020    |           |           | 2035      |           |           | 2041      |           |           |
|                                    | AM      | IP        | PM        | AM        | IP        | PM        | AM        | IP        | PM        |
| <b>Total</b>                       | 982,914 | 1,053,085 | 1,252,999 | 1,235,526 | 1,364,152 | 1,601,426 | 1,332,031 | 1,477,761 | 1,724,336 |
| <b>Commute</b>                     | 383,531 | 130,675   | 452,966   | 455,224   | 159,198   | 578,246   | 480,746   | 169,184   | 621,296   |
| <b>Business</b>                    | 47,611  | 60,900    | 56,939    | 57,520    | 72,094    | 66,289    | 61,300    | 76,184    | 69,949    |
| <b>Other</b>                       | 287,214 | 576,930   | 541,459   | 371,908   | 754,931   | 681,915   | 402,162   | 814,748   | 725,890   |
| <b>LGV</b>                         | 120,869 | 130,493   | 121,330   | 177,695   | 192,381   | 178,383   | 203,062   | 219,875   | 204,185   |
| <b>HGV</b>                         | 143,690 | 154,087   | 80,305    | 173,179   | 185,548   | 96,593    | 184,761   | 197,771   | 103,015   |
| Changes in Option5 relative to DM  |         |           |           |           |           |           |           |           |           |
|                                    | 2020    |           |           | 2035      |           |           | 2041      |           |           |
|                                    | AM      | IP        | PM        | AM        | IP        | PM        | AM        | IP        | PM        |
| <b>Total</b>                       | 1.6%    | 1.1%      | 2.0%      | 1.4%      | 0.9%      | 0.9%      | 1.1%      | 0.8%      | 0.6%      |
| <b>Commute</b>                     | 1.2%    | 1.0%      | 2.2%      | 1.2%      | 0.8%      | 1.3%      | 1.0%      | 0.8%      | 1.1%      |
| <b>Business</b>                    | 3.8%    | 1.5%      | 2.9%      | 3.1%      | 1.4%      | 0.8%      | 2.6%      | 1.5%      | 0.0%      |
| <b>Other</b>                       | 3.0%    | 1.6%      | 2.4%      | 2.8%      | 1.4%      | 1.0%      | 2.1%      | 1.3%      | 0.4%      |
| <b>LGV</b>                         | 0.3%    | 0.3%      | 0.3%      | 0.0%      | -0.1%     | 0.1%      | 0.0%      | -0.1%     | 0.1%      |
| <b>HGV</b>                         | 0.2%    | 0.0%      | 0.0%      | 0.2%      | -0.2%     | -0.2%     | 0.1%      | -0.3%     | -0.2%     |

A27 Chichester Bypass Improvement Scheme  
Traffic Forecasting Report

| Option6                           |         |           |           |           |           |           |           |           |           |
|-----------------------------------|---------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
|                                   | 2020    |           |           | 2035      |           |           | 2041      |           |           |
|                                   | AM      | IP        | PM        | AM        | IP        | PM        | AM        | IP        | PM        |
| <b>Total</b>                      | 981,054 | 1,051,368 | 1,243,304 | 1,235,629 | 1,362,456 | 1,596,778 | 1,331,864 | 1,475,655 | 1,718,771 |
| <b>Commute</b>                    | 382,293 | 130,390   | 450,414   | 453,788   | 159,067   | 577,479   | 479,416   | 168,998   | 620,716   |
| <b>Business</b>                   | 47,378  | 60,672    | 55,877    | 57,527    | 71,686    | 65,738    | 61,218    | 75,651    | 69,155    |
| <b>Other</b>                      | 286,201 | 575,438   | 535,156   | 371,766   | 752,619   | 677,699   | 401,537   | 811,968   | 720,960   |
| <b>LGV</b>                        | 121,116 | 130,614   | 121,397   | 178,429   | 192,927   | 178,955   | 203,767   | 220,563   | 204,535   |
| <b>HGV</b>                        | 144,066 | 154,254   | 80,459    | 174,119   | 186,157   | 96,907    | 185,926   | 198,475   | 103,405   |
| Changes in Option6 relative to DM |         |           |           |           |           |           |           |           |           |
|                                   | 2020    |           |           | 2035      |           |           | 2041      |           |           |
|                                   | AM      | IP        | PM        | AM        | IP        | PM        | AM        | IP        | PM        |
| <b>Total</b>                      | 1.4%    | 0.9%      | 1.2%      | 1.5%      | 0.8%      | 0.6%      | 1.1%      | 0.7%      | 0.2%      |
| <b>Commute</b>                    | 0.9%    | 0.8%      | 1.6%      | 0.9%      | 0.7%      | 1.1%      | 0.7%      | 0.6%      | 1.0%      |
| <b>Business</b>                   | 3.2%    | 1.1%      | 1.0%      | 3.1%      | 0.9%      | 0.0%      | 2.4%      | 0.8%      | -1.2%     |
| <b>Other</b>                      | 2.6%    | 1.3%      | 1.2%      | 2.8%      | 1.1%      | 0.3%      | 2.0%      | 1.0%      | -0.3%     |
| <b>LGV</b>                        | 0.5%    | 0.4%      | 0.4%      | 0.4%      | 0.2%      | 0.4%      | 0.3%      | 0.2%      | 0.3%      |
| <b>HGV</b>                        | 0.5%    | 0.1%      | 0.2%      | 0.7%      | 0.1%      | 0.1%      | 0.7%      | 0.1%      | 0.2%      |

**APPENDIX H   CHANGE IN JOURNEY TIMES**



Average Journey Times (mins)

Year2020 CORE

Peak HourAM

| Option       | Do Minimum |        |          |              |        |          |       |              |            |        |             |
|--------------|------------|--------|----------|--------------|--------|----------|-------|--------------|------------|--------|-------------|
|              | Chichester | Havant | Fontwell | Bognor Regis | Lavant | Tangmere | Oving | North Mundon | Fishbourne | Birham | West Broyle |
| Chichester   | -          | 22.1   | 9.7      | 10.8         | 7.0    | 6.4      | 7.2   | 7.3          | 7.2        | 8.1    | 7.8         |
| Havant       | 22.8       | -      | 31.6     | 29.3         | 28.7   | 28.4     | 26.6  | 25.7         | 20.4       | 21.3   | 28.5        |
| Fontwell     | 12.9       | 33.7   | -        | 10.9         | 13.2   | 4.2      | 7.1   | 12.1         | 18.7       | 15.8   | 17.3        |
| Bognor Regis | 16.6       | 33.7   | 11.6     | -            | 20.9   | 10.8     | 7.1   | 7.1          | 18.7       | 15.8   | 23.4        |
| Lavant       | 7.5        | 29.3   | 11.8     | 17.2         | -      | 8.6      | 11.2  | 14.8         | 10.7       | 14.0   | 8.8         |
| Tangmere     | 8.8        | 29.6   | 5.4      | 9.7          | 9.1    | -        | 3.7   | 7.4          | 14.6       | 11.8   | 13.3        |
| Oving        | 11.1       | 29.8   | 7.1      | 6.5          | 13.9   | 3.8      | -     | 5.8          | 14.9       | 12.0   | 17.8        |
| North Mundon | 12.5       | 27.8   | 13.1     | 6.2          | 18.4   | 7.6      | 6.0   | -            | 12.8       | 9.9    | 19.2        |
| Fishbourne   | 9.9        | 24.1   | 17.4     | 18.4         | 10.8   | 14.2     | 15.7  | 14.8         | -          | 5.4    | 9.5         |
| Birham       | 10.2       | 25.0   | 16.9     | 14.6         | 13.7   | 13.7     | 12.0  | 11.0         | 5.0        | -      | 12.4        |
| West Broyle  | 9.4        | 27.9   | 16.8     | 20.1         | 9.1    | 13.6     | 16.4  | 16.6         | 9.0        | 13.2   | -           |

| Option       | 1          |        |          |              |        |          |       |              |            |        |             |              |        |          |              |        |          |       |              |            |        |             |      |
|--------------|------------|--------|----------|--------------|--------|----------|-------|--------------|------------|--------|-------------|--------------|--------|----------|--------------|--------|----------|-------|--------------|------------|--------|-------------|------|
|              | Chichester | Havant | Fontwell | Bognor Regis | Lavant | Tangmere | Oving | North Mundon | Fishbourne | Birham | West Broyle | Chichester   | Havant | Fontwell | Bognor Regis | Lavant | Tangmere | Oving | North Mundon | Fishbourne | Birham | West Broyle |      |
| Chichester   | -          | 22.4   | 9.6      | 10.3         | 7.0    | 6.3      | 7.6   | 6.9          | 6.8        | 7.7    | 7.7         | Chichester   | 0.0    | 0.3      | -0.1         | -0.5   | 0.0      | -0.1  | 0.5          | -0.4       | -0.4   | -0.4        | 0.0  |
| Havant       | 22.9       | -      | 28.5     | 28.1         | 28.8   | 25.3     | 25.4  | 24.7         | 20.7       | 21.6   | 28.9        | Havant       | 0.1    | 0.0      | -3.1         | -1.1   | 0.1      | -3.1  | -1.2         | -1.0       | 0.2    | 0.2         | 0.4  |
| Fontwell     | 11.4       | 29.6   | -        | 10.9         | 13.1   | 4.2      | 7.1   | 11.1         | 14.2       | 13.3   | 17.2        | Fontwell     | -1.4   | -4.1     | 0.0          | 0.0    | -0.1     | 0.0   | 0.0          | -1.0       | -4.5   | -2.5        | -0.2 |
| Bognor Regis | 13.6       | 30.4   | 11.3     | -            | 19.5   | 11.8     | 7.7   | 6.9          | 15.0       | 14.1   | 20.3        | Bognor Regis | -3.1   | -3.3     | -0.3         | 0.0    | -1.4     | 0.9   | 0.7          | -0.2       | -3.8   | -1.7        | -3.1 |
| Lavant       | 7.2        | 29.1   | 11.7     | 15.3         | -      | 8.5      | 12.6  | 11.9         | 10.6       | 14.4   | 8.8         | Lavant       | -0.4   | -0.1     | -0.1         | -1.8   | 0.0      | -0.1  | 1.5          | -2.8       | -0.1   | 0.4         | 0.0  |
| Tangmere     | 7.3        | 25.5   | 5.3      | 9.7          | 9.0    | -        | 3.7   | 7.0          | 10.0       | 9.2    | 13.1        | Tangmere     | -1.4   | -4.1     | -0.1         | -0.1   | -0.1     | 0.0   | 0.0          | -0.4       | -4.6   | -2.5        | -0.2 |
| Oving        | 8.9        | 25.8   | 7.1      | 7.9          | 13.5   | 3.8      | -     | 5.9          | 10.3       | 9.5    | 15.7        | Oving        | -2.2   | -4.1     | 0.0          | 1.4    | -0.4     | 0.0   | 0.0          | 0.2        | -4.6   | -2.5        | -2.1 |
| North Mundon | 9.1        | 25.7   | 12.2     | 6.1          | 15.1   | 8.2      | 6.6   | -            | 10.3       | 9.5    | 15.9        | North Mundon | -3.3   | -2.0     | -0.9         | 0.0    | -3.4     | 0.6   | 0.6          | 0.0        | -2.5   | -0.5        | -3.4 |
| Fishbourne   | 9.2        | 24.1   | 16.3     | 15.9         | 10.5   | 13.1     | 13.2  | 12.5         | -          | 6.4    | 9.4         | Fishbourne   | -0.8   | 0.0      | -1.1         | -2.5   | -0.3     | -1.1  | -2.5         | -2.3       | 0.0    | 1.0         | -0.1 |
| Birham       | 10.3       | 23.3   | 16.6     | 16.1         | 13.4   | 13.3     | 13.4  | 11.4         | 5.0        | -      | 12.3        | Birham       | 0.1    | -1.7     | -0.4         | 1.5    | -0.3     | -0.4  | 1.5          | 0.3        | 0.0    | 0.0         | -0.1 |
| West Broyle  | 8.8        | 27.9   | 16.7     | 19.1         | 9.0    | 13.4     | 16.3  | 15.6         | 9.0        | 13.9   | -           | West Broyle  | -0.6   | 0.0      | -0.1         | -1.0   | -0.1     | -0.1  | -0.1         | -1.0       | 0.0    | 0.7         | 0.0  |

| Option       | 1A         |        |          |              |        |          |       |              |            |        |             | Option       |            |        |          |              |        |          |       |              |            |        |             |
|--------------|------------|--------|----------|--------------|--------|----------|-------|--------------|------------|--------|-------------|--------------|------------|--------|----------|--------------|--------|----------|-------|--------------|------------|--------|-------------|
|              | Chichester | Havant | Fontwell | Bognor Regis | Lavant | Tangmere | Oving | North Mundon | Fishbourne | Birham | West Broyle |              | Chichester | Havant | Fontwell | Bognor Regis | Lavant | Tangmere | Oving | North Mundon | Fishbourne | Birham | West Broyle |
| Chichester   | -          | 22.2   | 9.5      | 10.4         | 6.9    | 6.2      | 7.6   | 6.9          | 6.8        | 7.7    | 7.7         | Chichester   | 0.0        | 0.0    | -0.2     | -0.4         | 0.0    | -0.2     | 0.5   | -0.4         | -0.4       | -0.4   | 0.0         |
| Havant       | 22.9       | -      | 29.6     | 28.4         | 28.8   | 26.3     | 25.7  | 25.0         | 20.5       | 21.4   | 28.8        | Havant       | 0.1        | 0.0    | -2.0     | -0.8         | 0.1    | -2.1     | -0.9  | -0.7         | 0.0        | 0.0    | 0.3         |
| Fontwell     | 11.7       | 30.5   | -        | 10.9         | 13.1   | 4.2      | 7.1   | 11.2         | 15.3       | 14.7   | 17.2        | Fontwell     | -1.2       | -3.2   | 0.0      | 0.0          | -0.1   | 0.0      | 0.0   | -1.0         | -3.4       | -1.2   | -0.2        |
| Bognor Regis | 14.0       | 31.6   | 11.4     | -            | 19.9   | 12.0     | 7.8   | 6.7          | 16.4       | 15.6   | 20.7        | Bognor Regis | -2.7       | -2.1   | -0.2     | 0.0          | -1.0   | 1.1      | 0.7   | -0.4         | -2.4       | -0.2   | -2.7        |
| Lavant       | 7.2        | 29.0   | 11.7     | 15.4         | -      | 8.4      | 12.6  | 11.9         | 10.6       | 14.5   | 8.8         | Lavant       | -0.4       | -0.2   | -0.1     | -1.8         | 0.0    | -0.1     | 1.5   | -2.8         | -0.1       | 0.5    | 0.0         |
| Tangmere     | 7.6        | 24.4   | 5.3      | 9.7          | 9.0    | -        | 3.7   | 7.1          | 11.2       | 10.6   | 13.1        | Tangmere     | -1.2       | -3.2   | -0.1     | 0.0          | -0.1   | 0.0      | 0.0   | -0.3         | -3.4       | -1.2   | -0.2        |
| Oving        | 9.2        | 26.8   | 7.1      | 7.6          | 13.5   | 3.8      | -     | 5.9          | 11.6       | 10.9   | 15.9        | Oving        | -2.0       | -3.1   | 0.0      | 1.1          | -0.4   | 0.0      | 0.0   | 0.2          | -3.3       | -1.1   | -1.9        |
| North Mundon | 10.1       | 28.1   | 13.1     | 6.1          | 16.0   | 8.3      | 6.7   | -            | 12.8       | 9.4    | 16.8        | North Mundon | -2.4       | 0.3    | 0.1      | 0.0          | -2.4   | 0.7      | 0.7   | 0.0          | 0.0        | -0.5   | -2.4        |
| Fishbourne   | 8.8        | 21.7   | 16.2     | 15.0         | 10.4   | 12.9     | 12.3  | 11.6         | -          | 7.0    | 9.4         | Fishbourne   | -1.1       | -2.4   | -1.2     | -3.4         | -0.4   | -1.3     | -3.5  | -3.2         | 0.0        | 1.7    | -0.1        |
| Birham       | 12.2       | 25.1   | 17.6     | 16.4         | 17.0   | 14.3     | 13.7  | 10.6         | 8.8        | -      | 16.0        | Birham       | 2.1        | 0.1    | 0.7      | 1.7          | 3.4    | 0.6      | 1.7   | -0.4         | 3.8        | 0.0    | 3.7         |
| West Broyle  | 8.4        | 27.6   | 16.6     | 18.7         | 9.0    | 13.6     | 15.9  | 15.2         | 8.9        | 13.7   | -           | West Broyle  | -1.0       | -0.2   | -0.1     | -1.4         | -0.1   | -0.2     | -0.5  | -1.4         | -0.1       | 0.5    | 0.0         |

| Option       | 2          |        |          |              |        |          |       |              |            |        |             | Option       |            |        |          |              |        |          |       |              |            |        |             |
|--------------|------------|--------|----------|--------------|--------|----------|-------|--------------|------------|--------|-------------|--------------|------------|--------|----------|--------------|--------|----------|-------|--------------|------------|--------|-------------|
|              | Chichester | Havant | Fontwell | Bognor Regis | Lavant | Tangmere | Oving | North Mundon | Fishbourne | Birham | West Broyle |              | Chichester | Havant | Fontwell | Bognor Regis | Lavant | Tangmere | Oving | North Mundon | Fishbourne | Birham | West Broyle |
| Chichester   | -          | 22.6   | 9.5      | 10.3         | 7.0    | 6.3      | 7.6   | 6.9          | 6.9        | 7.1    | 7.8         | Chichester   | 0.0        | 0.4    | -0.1     | -0.5         | 0.0    | -0.2     | 0.4   | -0.4         | -0.3       | -1.0   | 0.0         |
| Havant       | 24.3       | -      | 28.0     | 27.4         | 30.2   | 24.7     | 24.6  | 23.9         | 22.3       | 22.2   | 28.6        | Havant       | 1.5        | 0.0    | -3.6     | -1.9         | 1.5    | -3.7     | -2.0  | -1.7         | 1.8        | 0.8    | 0.0         |
| Fontwell     | 11.5       | 28.6   | -        | 10.9         | 13.1   | 4.2      | 7.1   | 11.1         | 13.2       | 13.4   | 17.2        | Fontwell     | -1.4       | -5.1   | 0.0      | 0.0          | -0.1   | 0.0      | 0.0   | -1.1         | -5.5       | -2.5   | -0.2        |
| Bognor Regis | 13.4       | 29.3   | 11.3     | -            | 18.7   | 11.6     | 7.6   | 7.2          | 13.8       | 12.4   | 20.1        | Bognor Regis | -3.2       | -4.4   | -0.3     | 0.0          | -2.2   | 0.7      | 0.5   | 0.1          | -4.9       | -3.5   | -3.3        |
| Lavant       | 7.2        | 29.4   | 11.8     | 15.3         | -      | 8.5      | 12.6  | 11.8         | 10.6       | 13.9   | 8.8         | Lavant       | -0.4       | 0.1    | 0.0      | -1.9         | 0.0    | -0.1     | 1.5   | -2.9         | -0.1       | -0.1   | 0.0         |
| Tangmere     | 7.4        | 24.5   | 5.3      | 9.6          | 9.0    | -        | 3.7   | 7.0          | 9.1        | 9.3    | 13.1        | Tangmere     | -1.4       | -5.1   | -0.1     | -0.1         | -0.1   | 0.0      | 0.0   | -0.4         | -5.5       | -2.5   | -0.2        |
| Oving        | 9.0        | 24.8   | 7.1      | 7.9          | 13.5   | 3.8      | -     | 5.9          | 9.4        | 9.6    | 15.7        | Oving        | -2.2       | -5.0   | 0.0      | 1.4          | -0.4   | 0.0      | 0.0   | 0.1          | -5.5       | -2.4   | -2.1        |
| North Mundon | 9.0        | 24.1   | 11.9     | 6.2          | 14.3   | 8.1      | 6.5   | -            | 8.3        | 6.4    | 15.7        | North Mundon | -3.5       | -3.7   | -1.2     | 0.0          | -4.1   | 0.4      | 0.5   | 0.0          | -4.5       | -3.5   | -3.5        |
| Fishbourne   | 9.9        | 24.2   | 17.6     | 17.8         | 10.9   | 14.3     | 15.1  | 12.5         | -          | 5.9    | 9.5         | Fishbourne   | 0.0        | 0.1    | 0.2      | -0.6         | 0.1    | 0.1      | -0.7  | -2.3         | 0.0        | 0.5    | 0.0         |
| Birham       | 8.0        | 21.6   | 14.0     | 12.9         | 13.8   | 10.8     | 10.7  | 7.7          | 4.9        | -      | 12.3        | Birham       | -2.2       | -3.4   | -2.9     | -1.8         | 0.1    | -2.9     | -1.3  | -3.4         | 0.0        | 0.0    | 0.0         |
| West Broyle  | 9.4        | 27.9   | 16.8     | 19.3         | 9.0    | 13.6     | 16.9  | 16.2         | 8.9        | 13.6   | -           | West Broyle  | 0.0        | 0.0    | 0.0      | -0.5         | 0.0    | 0.0      | 0.4   | -0.5         | -0.1       | 0.4    | 0.0         |

| Option       | 2A         |        |          |              |        |          |       |              |            |        |             | Option       |            |        |          |              |        |          |       |              |            |        |             |
|--------------|------------|--------|----------|--------------|--------|----------|-------|--------------|------------|--------|-------------|--------------|------------|--------|----------|--------------|--------|----------|-------|--------------|------------|--------|-------------|
|              | Chichester | Havant | Fontwell | Bognor Regis | Lavant | Tangmere | Oving | North Mundon | Fishbourne | Birham | West Broyle |              | Chichester | Havant | Fontwell | Bognor Regis | Lavant | Tangmere | Oving | North Mundon | Fishbourne | Birham | West Broyle |
| Chichester   | -          | 22.5   | 9.5      | 10.7         | 7.0    | 6.2      | 8.0   | 7.5          | 6.9        | 7.8    | 7.8         | Chichester   | 0.0        | 0.3    | -0.2     | -0.1         | 0.0    | -0.2     | 0.8   | 0.2          | -0.3       | -0.3   | 0.0         |
| Havant       | 22.9       | -      | 27.9     | 26.9         | 28.8   | 24.6     | 24.2  | 23.7         | 20.6       | 21.5   | 28.9        | Havant       | 0.1        | 0.0    | -3.7     | -2.4         | 0.1    | -3.8     | -2.4  | -1.9         | 0.1        | 0.1    | 0.4         |
| Fontwell     | 11.5       | 28.6   | -        | 10.9         | 13.1   | 4.2      | 7.1   | 12.2         | 13.2       | 14.1   | 17.2        | Fontwell     | -1.4       | -5.1   | 0.0      | 0.0          | -0.1   | 0.0      | 0.0   | 0.0          | -5.5       | -1.7   | -0.2        |
| Bognor Regis | 14.2       | 30.2   | 11.4     | -            | 19.6   | 12.5     | 7.7   | 6.7          | 14.8       | 14.8   | 21.0        | Bognor Regis | -2.4       | -3.5   | -0.2     | 0.0          | -1.3   | 1.6      | 0.6   | -0.4         | -3.9       | -1.1   | -2.4        |
| Lavant       | 7.2        | 29.2   | 11.7     | 16.0         | -      | 8.4      | 12.6  | 12.8         | 10.6       | 14.6   | 8.8         | Lavant       | -0.4       | 0.0    | -0.1     | -1.1         | 0.0    | -0.1     | 1.4   | -1.9         | -0.1       | 0.6    | 0.0         |
| Tangmere     | 7.4        | 24.5   | 5.4      | 9.7          | 9.0    | -        | 3.7   | 7.5          | 9.1        | 10.0   | 13.1        | Tangmere     | -1.4       | -5.2   | -0.1     | -0.1         | -0.1   | 0.0      | 0.0   | 0.2          | -5.5       | -1.8   | -0.2        |
| Oving        | 8.9        | 24.9   | 7.1      | 7.1          | 13.5   | 3.8      | -     | 5.9          | 9.5        | 10.5   | 15.7        | Oving        | -2.2       | -5.0   | 0.0      | 0.6          | -0.4   | 0.0      | 0.0   | 0.2          | -5.4       | -1.5   | -2.1        |
| North Mundon | 10.9       | 26.8   | 14.4     | 6.2          | 16.3   | 9.1      | 7.5   | -            | 11.4       | 9.2    | 17.6        | North Mundon | -1.6       | -1.0   | 1.3      | 0.0          | -2.2   | 1.5      | 1.5   | 0.0          | -1.4       | -0.8   | -1.6        |
| Fishbourne   | 9.1        | 24.1   | 15.3     | 14.3         | 10.4   | 12.0     | 11.6  | 11.1         | -          | 7.6    | 9.4         | Fishbourne   | -0.8       | 0.0    | -2.1     | -4.1         | -0.4   | -2.2     | -4.1  | -3.7         | 0.0        | 2.2    | -0.1        |
| Birham       | 10.9       | 26.0   | 18.0     | 14.9         | 16.9   | 14.8     | 13.9  | 9.7          | 8.7        | -      | 16.0        | Birham       | 0.7        | 1.0    | 1.1      | 0.2          | 3.2    | 1.1      | 2.0   | -1.4         | 3.8        | 0.0    | 3.6         |
| West Broyle  | 8.8        | 27.8   | 16.7     | 19.3         | 9.0    | 13.4     | 16.6  | 16.2         | 9.0        | 14.3   | -           | West Broyle  | -0.6       | -0.1   | -0.1     | -0.8         | -0.1   | -0.2     | 0.2   | -0.5         | 0.0        | 1.2    | 0.0         |

| Option       | 3          |        |          |              |        |          |       |              |            |        |             | Option       |            |        |          |              |        |          |       |              |            |        |             |
|--------------|------------|--------|----------|--------------|--------|----------|-------|--------------|------------|--------|-------------|--------------|------------|--------|----------|--------------|--------|----------|-------|--------------|------------|--------|-------------|
|              | Chichester | Havant | Fontwell | Bognor Regis | Lavant | Tangmere | Oving | North Mundon | Fishbourne | Birham | West Broyle |              | Chichester | Havant | Fontwell | Bognor Regis | Lavant | Tangmere | Oving | North Mundon | Fishbourne | Birham | West Broyle |
| Chichester   | -          | 22.6   | 9.5      | 11.4         | 6.9    | 6.2      | 8.8   | 8.1          | 7.2        | 8.1    | 7.8         | Chichester   | 0.0        | 0.5    | -0.2     | 0.6          | 0.0    | -0.2     | 1.6   | 0.8          | 0.0        | 0.0    | 0.0         |
| Havant       | 22.7       | -      | 29.0     | 27.9         | 28.6   | 25.8     | 25.3  | 24.6         | 21.1       | 22.0   | 28.5        | Havant       | -0.1       | 0.0    | -2.6     | -1.3         | -0.1   | -2.6     | -1.3  | -1.0         | 0.7        | 0.7    | 0.0         |
| Fontwell     | 12.7       | 31.6   | -        | 10.9         | 13.1   | 4.2      | 7.1   | 12.1         | 16.4       | 15.6   | 17.3        | Fontwell     | -0.2       | -2.1   | 0.0      | 0.0          | 0.0    | 0.0      | 0.0   | -0.1         | -2.3       | -0.3   | -0.1        |
| Bognor Regis | 16.9       | 32.1   | 11.5     | -            | 20.5   | 10.8     | 7.1   | 7.8          | 16.9       | 16.1   | 23.7        | Bognor Regis | 0.3        | -1.5   | -0.1     | 0.0          | -0.4   | -0.1     | 0.0   | 0.7          | -1.8       | 0.3    | 0.3         |
| Lavant       | 7.5        | 29.7   | 11.7     | 16.9         | -      | 8.5      | 12.6  | 13.6         | 10.6       | 15.2   | 8.8         | Lavant       | -0.1       | 0.4    | 0.0      | -0.3         | 0.0    | -0.1     | 1.5   | -1.2         | -0.1       | 1.2    | 0.0         |
| Tangmere     | 8.6        | 27.5   | 5.3      | 9.6          | 9.0    | -        | 3.7   | 7.3          | 12.3       | 11.5   | 13.2        | Tangmere     | -0.2       | -2.1   | -0.1     | -0.1         | -0.1   | 0.0      | 0.0   | -0.1         | -2.3       | -0.3   | -0.1        |
| Oving        | 10.9       | 28.6   | 7.1      | 6.4          | 13.5   | 3.8      | -     | 5.7          | 13.3       | 12.6   | 17.6        | Oving        | -0.3       | -1.3   | 0.0      | -0.1         | -0.3   | 0.0      | 0.0   | 0.0          | -1.5       | 0.6    | -0.2        |
| North Mundon | 10.1       | 25.5   | 13.2     | 6.2          | 16.1   | 7.8      | 6.2   | -            | 10.2       | 9.4    | 16.9        | North Mundon | -2.3       | -2.3   | 0.1      | 0.0          | -2.4   | 0.2      | 0.2   | 0.0          | -2.6       | -0.5   | -2.3        |
| Fishbourne   | 9.6        | 24.1   | 17.3     | 17.1         | 10.8   | 14.1     | 14.4  | 13.8         | -          | 10.6   | 9.5         | Fishbourne   | -0.3       | 0.0    | -0.1     | -1.4         | 0.0    | -0.1     | -1.3  | -1.1         | 0.0        | 5.2    | 0.0         |
| Birham       | 10.0       | 22.5   | 17.6     | 15.7         | 13.6   | 14.4     | 13.1  | 10.8         | 5.0        | -      | 12.4        | Birham       | -0.1       | -2.5   | 0.7      | 1.1          | 0.0    | 0.7      | 1.1   | -0.2         | 0.0        | 0.0    | 0.0         |
| West Broyle  | 9.2        | 27.7   | 16.8     | 20.5         | 9.1    | 13.6     | 17.8  | 17.2         | 8.8        | 15.1   | -           | West Broyle  | -0.2       | -0.1   | 0.0      | 0.4          | 0.0    | 0.0      | 1.4   | 0.6          | -0.2       | 1.9    | 0.0         |



Average Journey Times (mins)

Year2020

CORE

Peak HourIP

| Option       | Do Minimum |        |          |              |        |          |       |              |            |        |             |
|--------------|------------|--------|----------|--------------|--------|----------|-------|--------------|------------|--------|-------------|
|              | Chichester | Havant | Fontwell | Bognor Regis | Lavant | Tangmere | Oving | North Mundon | Fishbourne | Birham | West Broyle |
| Chichester   | -          | 21.7   | 9.6      | 12.7         | 6.9    | 6.4      | 7.2   | 9.3          | 7.3        | 8.1    | 7.7         |
| Havant       | 21.3       | -      | 29.0     | 28.6         | 27.2   | 25.8     | 24.8  | 24.7         | 19.5       | 20.3   | 28.6        |
| Fontwell     | 10.7       | 30.8   | -        | 10.7         | 12.8   | 4.0      | 7.0   | 11.4         | 16.4       | 14.8   | 16.8        |
| Bognor Regis | 14.4       | 31.5   | 11.0     | -            | 19.5   | 9.6      | 6.6   | 6.4          | 17.1       | 15.5   | 21.1        |
| Lavant       | 6.7        | 28.0   | 11.5     | 16.8         | -      | 8.3      | 11.2  | 13.8         | 10.5       | 14.3   | 8.7         |
| Tangmere     | 6.8        | 26.9   | 4.9      | 9.4          | 8.9    | -        | 3.8   | 6.8          | 12.5       | 10.9   | 12.9        |
| Oving        | 9.3        | 27.4   | 7.0      | 6.7          | 13.6   | 3.8      | -     | 5.1          | 13.0       | 11.4   | 16.0        |
| North Mundon | 10.0       | 26.1   | 11.6     | 6.2          | 15.2   | 6.7      | 5.1   | -            | 11.7       | 10.1   | 16.8        |
| Fishbourne   | 7.8        | 19.9   | 15.5     | 15.1         | 10.2   | 12.3     | 11.4  | 11.2         | -          | 5.9    | 9.3         |
| Birham       | 9.6        | 22.3   | 14.9     | 14.5         | 14.6   | 11.7     | 10.8  | 10.6         | 6.5        | -      | 13.7        |
| West Broyle  | 7.6        | 27.6   | 16.2     | 20.2         | 8.8    | 13.0     | 14.6  | 16.8         | 8.9        | 13.3   | -           |

| Option       | 1          |        |          |              |        |          |       |              |            |        |             |              |        |          |              |        |          |       |              |            |        |             |      |
|--------------|------------|--------|----------|--------------|--------|----------|-------|--------------|------------|--------|-------------|--------------|--------|----------|--------------|--------|----------|-------|--------------|------------|--------|-------------|------|
|              | Chichester | Havant | Fontwell | Bognor Regis | Lavant | Tangmere | Oving | North Mundon | Fishbourne | Birham | West Broyle | Chichester   | Havant | Fontwell | Bognor Regis | Lavant | Tangmere | Oving | North Mundon | Fishbourne | Birham | West Broyle |      |
| Chichester   | -          | 21.4   | 9.3      | 12.5         | 6.9    | 6.1      | 8.8   | 9.1          | 6.7        | 7.6    | 7.7         | Chichester   | 0.0    | -0.2     | -0.3         | -0.2   | 0.0      | -0.3  | 1.6          | -0.2       | -0.5   | -0.5        | 0.0  |
| Havant       | 21.2       | -      | 26.4     | 26.5         | 27.1   | 23.2     | 22.8  | 23.0         | 19.4       | 20.3   | 28.5        | Havant       | -0.1   | 0.0      | -2.6         | -2.1   | -0.1     | -2.6  | -2.0         | -1.6       | 0.0    | 0.0         | -0.1 |
| Fontwell     | 10.5       | 27.2   | -        | 10.8         | 12.8   | 4.1      | 7.0   | 11.4         | 12.8       | 12.2   | 17.2        | Fontwell     | -0.3   | -3.6     | 0.0          | 0.0    | 0.0      | 0.0   | 0.0          | 0.0        | -3.6   | -2.6        | 0.3  |
| Bognor Regis | 12.1       | 27.6   | 10.9     | -            | 17.0   | 10.0     | 7.0   | 6.3          | 13.1       | 12.6   | 18.8        | Bognor Regis | -2.3   | -3.9     | -0.1         | 0.0    | -2.5     | 0.4   | 0.3          | -0.1       | -3.9   | -2.9        | -2.3 |
| Lavant       | 6.7        | 27.8   | 11.6     | 18.3         | -      | 8.3      | 12.4  | 14.5         | 10.5       | 14.0   | 8.7         | Lavant       | 0.0    | -0.2     | 0.0          | 1.4    | 0.0      | 0.0   | 1.2          | 0.7        | -0.1   | -0.3        | 0.0  |
| Tangmere     | 6.5        | 23.3   | 4.9      | 9.3          | 8.9    | -        | 3.7   | 6.7          | 8.8        | 8.3    | 13.2        | Tangmere     | -0.3   | -3.6     | 0.0          | -0.1   | 0.0      | 0.0   | 0.0          | 0.0        | -3.6   | -2.6        | 0.3  |
| Oving        | 7.9        | 23.4   | 7.0      | 7.6          | 13.2   | 3.8      | -     | 5.1          | 9.0        | 8.4    | 14.6        | Oving        | -1.4   | -4.0     | 0.0          | 1.0    | -0.4     | 0.0   | 0.0          | 0.0        | -4.0   | -3.0        | -1.4 |
| North Mundon | 8.3        | 24.0   | 10.7     | 6.2          | 13.2   | 6.8      | 5.2   | -            | 9.6        | 9.0    | 15.0        | North Mundon | -1.8   | -2.1     | -0.8         | 0.0    | -2.0     | 0.1   | 0.2          | 0.0        | -2.1   | -1.1        | -1.8 |
| Fishbourne   | 7.0        | 19.6   | 12.6     | 12.6         | 10.2   | 9.3      | 8.9   | 9.2          | -          | 6.4    | 9.3         | Fishbourne   | -0.8   | -0.3     | -3.0         | -2.5   | 0.0      | -3.0  | -2.4         | -2.0       | 0.0    | 0.6         | 0.0  |
| Birham       | 8.4        | 20.9   | 13.9     | 14.0         | 13.5   | 10.7     | 10.3  | 10.5         | 5.4        | -      | 12.6        | Birham       | -1.2   | -1.4     | -1.0         | -0.5   | -1.1     | -1.0  | -0.5         | -0.1       | -1.1   | 0.0         | -1.1 |
| West Broyle  | 7.6        | 27.6   | 16.2     | 20.0         | 8.8    | 13.0     | 16.3  | 16.5         | 8.8        | 13.1   | -           | West Broyle  | 0.0    | 0.0      | 0.0          | -0.3   | 0.0      | 0.0   | 1.6          | -0.3       | -0.1   | -0.2        | 0.0  |

| Option       | 1A         |        |          |              |        |          |       |              |            |        |             | Option       |            |        |          |              |        |          |       |              |            |        |             |
|--------------|------------|--------|----------|--------------|--------|----------|-------|--------------|------------|--------|-------------|--------------|------------|--------|----------|--------------|--------|----------|-------|--------------|------------|--------|-------------|
|              | Chichester | Havant | Fontwell | Bognor Regis | Lavant | Tangmere | Oving | North Mundon | Fishbourne | Birham | West Broyle |              | Chichester | Havant | Fontwell | Bognor Regis | Lavant | Tangmere | Oving | North Mundon | Fishbourne | Birham | West Broyle |
| Chichester   | -          | 21.4   | 9.3      | 12.8         | 6.9    | 6.1      | 9.0   | 9.2          | 6.9        | 7.8    | 7.7         | Chichester   | 0.0        | -0.2   | -0.3     | 0.0          | 0.0    | -0.3     | 1.8   | -0.1         | -0.3       | -0.3   | 0.0         |
| Havant       | 21.2       | -      | 27.5     | 27.8         | 27.1   | 24.3     | 24.0  | 24.2         | 19.4       | 20.3   | 28.5        | Havant       | -0.1       | 0.0    | -1.4     | -0.8         | -0.1   | -1.4     | -0.8  | -0.5         | -0.1       | -0.1   | -0.1        |
| Fontwell     | 10.5       | 29.1   | -        | 10.8         | 12.8   | 4.0      | 7.0   | 11.4         | 14.8       | 14.3   | 17.2        | Fontwell     | -0.2       | -1.7   | 0.0      | 0.0          | 0.0    | 0.0      | 0.0   | 0.0          | -1.6       | -0.5   | 0.3         |
| Bognor Regis | 12.0       | 29.3   | 10.9     | -            | 16.9   | 9.9      | 6.9   | 6.3          | 15.1       | 14.6   | 18.7        | Bognor Regis | -2.4       | -2.1   | -0.1     | 0.0          | -2.7   | 0.3      | 0.2   | -0.1         | -2.0       | -0.9   | -2.4        |
| Lavant       | 6.7        | 27.8   | 11.6     | 17.6         | -      | 8.3      | 12.3  | 14.1         | 10.5       | 14.1   | 8.7         | Lavant       | 0.0        | -0.2   | 0.0      | 0.7          | 0.0    | 0.0      | 1.2   | 0.3          | 0.0        | -0.2   | 0.0         |
| Tangmere     | 6.5        | 25.1   | 4.9      | 9.4          | 8.9    | -        | 3.7   | 6.7          | 10.9       | 10.4   | 13.3        | Tangmere     | -0.3       | -1.7   | 0.0      | 0.0          | 0.0    | 0.0      | -0.1  | 0.0          | -1.6       | -0.5   | 0.3         |
| Oving        | 8.0        | 25.3   | 7.0      | 7.8          | 13.2   | 3.8      | -     | 5.2          | 11.0       | 10.6   | 14.7        | Oving        | -1.4       | -2.1   | 0.0      | 1.1          | -0.4   | 0.0      | 0.0   | 0.0          | -2.0       | -0.9   | -1.4        |
| North Mundon | 8.3        | 25.2   | 10.7     | 6.1          | 13.1   | 6.7      | 5.1   | -            | 10.9       | 9.3    | 15.0        | North Mundon | -1.8       | -0.9   | -0.9     | -0.1         | -2.0   | 0.0      | 0.0   | 0.0          | -0.8       | -0.8   | -1.8        |
| Fishbourne   | 7.0        | 19.4   | 13.6     | 13.8         | 10.2   | 10.4     | 10.1  | 10.3         | -          | 5.6    | 9.3         | Fishbourne   | -0.8       | -0.6   | -1.9     | -1.3         | 0.0    | -1.9     | -1.3  | -0.9         | 0.0        | -0.2   | 0.0         |
| Birham       | 8.5        | 20.8   | 13.4     | 13.6         | 13.6   | 10.2     | 9.8   | 10.1         | 5.5        | -      | 12.6        | Birham       | -1.1       | -1.5   | -1.5     | -0.9         | -1.0   | -1.5     | -0.9  | -0.5         | -1.0       | 0.0    | -1.0        |
| West Broyle  | 7.5        | 27.6   | 16.2     | 19.8         | 8.8    | 13.0     | 16.5  | 16.7         | 8.8        | 13.0   | -           | West Broyle  | 0.0        | 0.0    | 0.0      | 0.0          | 0.0    | 0.0      | 1.8   | -0.1         | 0.0        | -0.2   | 0.0         |

| Option       | 2          |        |          |              |        |          |       |              |            |        |             | Option       |            |        |          |              |        |          |       |              |            |        |             |
|--------------|------------|--------|----------|--------------|--------|----------|-------|--------------|------------|--------|-------------|--------------|------------|--------|----------|--------------|--------|----------|-------|--------------|------------|--------|-------------|
|              | Chichester | Havant | Fontwell | Bognor Regis | Lavant | Tangmere | Oving | North Mundon | Fishbourne | Birham | West Broyle |              | Chichester | Havant | Fontwell | Bognor Regis | Lavant | Tangmere | Oving | North Mundon | Fishbourne | Birham | West Broyle |
| Chichester   | -          | 21.8   | 9.3      | 12.4         | 6.9    | 6.1      | 8.6   | 8.9          | 7.0        | 7.3    | 7.7         | Chichester   | 0.0        | 0.2    | -0.3     | -0.4         | 0.0    | -0.3     | 1.5   | -0.4         | -0.2       | -0.9   | 0.0         |
| Havant       | 21.3       | -      | 26.0     | 26.1         | 27.2   | 22.8     | 22.4  | 22.7         | 19.5       | 19.7   | 28.6        | Havant       | 0.0        | 0.0    | -2.9     | -2.4         | 0.0    | -3.0     | -2.4  | -2.0         | 0.1        | -0.6   | 0.0         |
| Fontwell     | 10.4       | 26.5   | -        | 10.8         | 12.8   | 4.0      | 7.0   | 11.4         | 12.1       | 12.3   | 17.1        | Fontwell     | -0.3       | -4.3   | 0.0      | 0.0          | 0.0    | 0.0      | 0.0   | 0.0          | -4.3       | -2.5   | 0.3         |
| Bognor Regis | 12.0       | 26.9   | 10.9     | -            | 16.9   | 9.9      | 6.9   | 6.4          | 12.4       | 11.4   | 18.7        | Bognor Regis | -2.4       | -4.6   | -0.1     | 0.0          | -2.7   | 0.3      | 0.3   | 0.0          | -4.6       | -4.1   | -2.4        |
| Lavant       | 6.7        | 28.2   | 11.6     | 17.8         | -      | 8.3      | 12.3  | 14.4         | 10.5       | 13.6   | 8.7         | Lavant       | 0.0        | 0.2    | 0.0      | 1.0          | 0.0    | 0.0      | 1.1   | 0.6          | 0.0        | -0.6   | 0.0         |
| Tangmere     | 6.5        | 22.6   | 4.8      | 9.3          | 8.9    | -        | 3.7   | 6.7          | 8.1        | 8.4    | 13.2        | Tangmere     | -0.3       | -4.3   | 0.0      | -0.1         | 0.0    | 0.0      | -0.1  | 0.0          | -4.3       | -2.5   | 0.3         |
| Oving        | 7.9        | 22.8   | 7.0      | 7.8          | 13.2   | 3.8      | -     | 5.2          | 8.4        | 8.6    | 14.6        | Oving        | -1.4       | -4.6   | 0.0      | 1.1          | -0.4   | 0.0      | 0.0   | 0.0          | -4.6       | -2.8   | -1.4        |
| North Mundon | 8.3        | 22.4   | 10.7     | 6.2          | 13.2   | 6.7      | 5.1   | -            | 7.6        | 6.1    | 14.8        | North Mundon | -1.8       | -3.7   | -0.8     | 0.0          | -2.0   | 0.0      | 0.1   | 0.0          | -4.1       | -4.0   | -2.0        |
| Fishbourne   | 8.0        | 20.6   | 13.1     | 13.2         | 10.2   | 9.9      | 9.5   | 10.0         | -          | 5.3    | 9.3         | Fishbourne   | 0.2        | 0.7    | -2.4     | -1.9         | 0.0    | -2.4     | -1.9  | -1.2         | 0.0        | -0.5   | 0.0         |
| Birham       | 7.1        | 19.8   | 12.2     | 12.5         | 13.0   | 9.0      | 8.6   | 7.3          | 5.0        | -      | 12.1        | Birham       | -2.5       | -2.5   | -2.7     | -2.0         | -1.5   | -2.7     | -2.2  | -3.4         | -1.5       | 0.0    | -1.5        |
| West Broyle  | 7.6        | 27.5   | 16.2     | 19.8         | 8.8    | 13.0     | 16.1  | 16.3         | 8.7        | 12.6   | -           | West Broyle  | 0.0        | -0.1   | 0.0      | -0.4         | 0.0    | 0.0      | 1.5   | -0.4         | -0.1       | -0.7   | 0.0         |

| Option       | 2A         |        |          |              |        |          |       |              |            |        |             | Option       |            |        |          |              |        |          |       |              |            |        |             |
|--------------|------------|--------|----------|--------------|--------|----------|-------|--------------|------------|--------|-------------|--------------|------------|--------|----------|--------------|--------|----------|-------|--------------|------------|--------|-------------|
|              | Chichester | Havant | Fontwell | Bognor Regis | Lavant | Tangmere | Oving | North Mundon | Fishbourne | Birham | West Broyle |              | Chichester | Havant | Fontwell | Bognor Regis | Lavant | Tangmere | Oving | North Mundon | Fishbourne | Birham | West Broyle |
| Chichester   | -          | 21.5   | 9.3      | 12.6         | 6.9    | 6.1      | 8.8   | 9.3          | 6.7        | 7.6    | 7.7         | Chichester   | 0.0        | -0.2   | -0.3     | -0.2         | 0.0    | -0.3     | 1.6   | 0.0          | -0.5       | -0.5   | 0.0         |
| Havant       | 21.1       | -      | 25.9     | 26.1         | 27.0   | 22.6     | 22.3  | 22.8         | 19.5       | 20.4   | 28.5        | Havant       | -0.2       | 0.0    | -3.1     | -2.5         | -0.2   | -3.1     | -2.5  | -1.9         | 0.0        | 0.0    | -0.1        |
| Fontwell     | 10.4       | 26.4   | -        | 10.8         | 12.8   | 4.0      | 7.0   | 11.5         | 11.9       | 12.8   | 17.1        | Fontwell     | -0.3       | -4.4   | 0.0      | 0.0          | 0.0    | 0.0      | 0.0   | 0.1          | -4.5       | -2.0   | 0.3         |
| Bognor Regis | 12.3       | 27.1   | 10.9     | -            | 17.1   | 10.1     | 7.1   | 6.3          | 12.6       | 13.9   | 19.0        | Bognor Regis | -2.1       | -4.4   | -0.1     | 0.0          | -2.4   | 0.6      | 0.5   | -0.1         | -4.4       | -1.6   | -2.1        |
| Lavant       | 6.7        | 27.8   | 11.6     | 17.4         | -      | 8.3      | 12.3  | 14.1         | 10.5       | 14.0   | 8.7         | Lavant       | 0.0        | 0.0    | 0.0      | 0.3          | 0.0    | 0.0      | 1.1   | 0.3          | 0.0        | -0.3   | 0.0         |
| Tangmere     | 6.5        | 22.5   | 4.8      | 9.5          | 8.9    | -        | 3.7   | 6.8          | 8.0        | 8.9    | 13.2        | Tangmere     | -0.3       | -4.4   | 0.0      | 0.1          | 0.0    | 0.0      | 0.0   | 0.1          | -4.5       | -2.0   | 0.3         |
| Oving        | 8.0        | 22.8   | 7.0      | 7.8          | 13.2   | 3.8      | -     | 5.2          | 8.4        | 9.6    | 14.7        | Oving        | -1.3       | -4.6   | 0.0      | 1.1          | -0.4   | 0.0      | 0.0   | 0.1          | -4.6       | -1.8   | -1.3        |
| North Mundon | 8.9        | 23.8   | 11.7     | 6.2          | 13.8   | 6.8      | 5.2   | -            | 9.3        | 8.8    | 15.6        | North Mundon | -1.1       | -2.3   | 0.1      | 0.0          | -1.4   | 0.1      | 0.2   | 0.0          | -2.4       | -1.4   | -1.1        |
| Fishbourne   | 6.8        | 19.6   | 12.0     | 12.2         | 10.2   | 8.7      | 8.4   | 8.9          | -          | 6.3    | 9.3         | Fishbourne   | -1.0       | -0.3   | -3.6     | -2.9         | 0.0    | -3.6     | -3.0  | -2.4         | 0.0        | 0.5    | 0.0         |
| Birham       | 10.7       | 23.4   | 15.8     | 16.0         | 16.1   | 12.6     | 12.2  | 11.8         | 8.0        | -      | 15.2        | Birham       | 1.1        | 1.1    | 0.9      | 1.5          | 1.6    | 0.9      | 1.4   | 1.2          | 1.6        | 0.0    | 1.5         |
| West Broyle  | 7.6        | 27.5   | 16.2     | 19.1         | 8.8    | 13.0     | 16.3  | 16.5         | 8.7        | 14.0   | -           | West Broyle  | 0.0        | 0.0    | 0.0      | -1.1         | 0.0    | 0.0      | 0.7   | -1.0         | 0.0        | -0.2   | 0.0         |

| Option       | 3          |        |          |              |        |          |       |              |            |        |             | Option       |            |        |          |              |        |          |       |              |            |        |             |
|--------------|------------|--------|----------|--------------|--------|----------|-------|--------------|------------|--------|-------------|--------------|------------|--------|----------|--------------|--------|----------|-------|--------------|------------|--------|-------------|
|              | Chichester | Havant | Fontwell | Bognor Regis | Lavant | Tangmere | Oving | North Mundon | Fishbourne | Birham | West Broyle |              | Chichester | Havant | Fontwell | Bognor Regis | Lavant | Tangmere | Oving | North Mundon | Fishbourne | Birham | West Broyle |
| Chichester   | -          | 21.7   | 9.3      | 12.5         | 6.9    | 6.1      | 8.8   | 9.0          | 7.0        | 7.9    | 7.7         | Chichester   | 0.0        | 0.0    | -0.3     | -0.2         | 0.0    | -0.3     | 1.6   | -0.3         | -0.3       | -0.3   | 0.0         |
| Havant       | 21.1       | -      | 26.9     | 27.0         | 27.0   | 23.7     | 23.3  | 23.5         | 19.9       | 20.8   | 28.6        | Havant       | -0.2       | 0.0    | -2.0     | -1.6         | -0.2   | -2.0     | -1.5  | -1.2         | 0.5        | 0.5    | 0.0         |
| Fontwell     | 10.5       | 29.6   | -        | 10.8         | 12.8   | 4.0      | 7.0   | 11.3         | 15.1       | 14.5   | 17.2        | Fontwell     | -0.2       | -1.2   | 0.0      | 0.0          | 0.0    | 0.0      | 0.0   | -0.1         | -1.3       | -0.3   | 0.4         |
| Bognor Regis | 14.0       | 28.8   | 11.0     | -            | 19.0   | 9.7      | 6.8   | 6.4          | 14.3       | 13.7   | 20.7        | Bognor Regis | -0.4       | -2.7   | 0.0      | 0.0          | -0.5   | 0.2      | 0.1   | 0.0          | -2.7       | -1.8   | -0.4        |
| Lavant       | 6.7        | 28.0   | 11.6     | 17.2         | -      | 8.3      | 12.3  | 13.7         | 10.5       | 14.2   | 8.7         | Lavant       | 0.0        | 0.0    | 0.0      | 0.3          | 0.0    | 0.0      | 1.1   | -0.1         | 0.0        | 0.0    | 0.0         |
| Tangmere     | 6.6        | 25.7   | 4.8      | 9.3          | 8.9    | -        | 3.7   | 6.7          | 11.2       | 10.5   | 13.3        | Tangmere     | -0.2       | -1.2   | 0.0      | -0.1         | 0.0    | 0.0      | -0.1  | -0.1         | -1.3       | -0.3   | 0.4         |
| Oving        | 9.1        | 24.9   | 7.0      | 6.8          | 13.2   | 3.8      | -     | 5.1          | 10.4       | 9.8    | 15.8        | Oving        | -0.2       | -2.5   | 0.0      | 0.1          | -0.4   | 0.0      | 0.0   | -2.5         | -1.6       | -0.2   | -0.2        |
| North Mundon | 8.7        | 23.6   | 11.3     | 6.2          | 13.8   | 6.9      | 5.4   | -            | 9.1        | 8.4    | 15.5        | North Mundon | -1.3       | -2.5   | -0.2     | 0.0          | -1.4   | 0.3      | 0.3   | 0.0          | -2.6       | -1.7   | -1.3        |
| Fishbourne   | 7.9        | 20.4   | 14.3     | 14.4         | 10.2   | 11.1     | 10.7  | 10.9         | -          | 7.7    | 9.3         | Fishbourne   | 0.1        | 0.5    | -1.2     | -0.7         | 0.0    | -1.2     | -0.7  | -0.3         | 0.0        | 1.8    | 0.0         |
| Birham       | 9.0        | 21.4   | 15.3     | 15.4         | 13.3   | 12.1     | 11.7  | 11.9         | 5.2        | -      | 12.3        | Birham       | -0.6       | -0.9   | 0.4      | 0.9          | -1.3   | 0.4      | 0.9   | 1.3          | -1.3       | 0.0    | -1.3        |
| West Broyle  | 7.6        | 27.5   | 16.2     | 20.0         | 8.8    | 13.0     | 16.3  | 16.5         | 8.7        | 14.0   | -           | West Broyle  | 0.0        | -0.1   | 0.0      | -0.2         | 0.0    | 0.0      | 1.7   | -0.2         | -0.1       | 0.7    | 0.0         |



Average Journey Times (mins)

Year2020 CORE

Peak HourPM

| Option       | Do Minimum |        |          |              |        |          |       |              |            |         |             |
|--------------|------------|--------|----------|--------------|--------|----------|-------|--------------|------------|---------|-------------|
|              | Chichester | Havant | Fontwell | Bognor Regis | Lavant | Tangmere | Oving | North Mundon | Fishbourne | Birdham | West Broyle |
| Chichester   | -          | 26.8   | 10.7     | 15.5         | 7.1    | 7.4      | 8.1   | 11.2         | 8.5        | 10.5    | 8.1         |
| Havant       | 22.8       | -      | 31.6     | 31.6         | 28.5   | 28.2     | 27.6  | 26.0         | 20.6       | 21.6    | 29.1        |
| Fontwell     | 12.1       | 37.3   | -        | 11.4         | 13.8   | 4.1      | 7.2   | 12.6         | 18.7       | 17.6    | 18.3        |
| Bognor Regis | 14.2       | 34.4   | 11.2     | -            | 20.3   | 9.8      | 6.6   | 6.5          | 17.2       | 14.6    | 21.3        |
| Lavant       | 6.7        | 32.2   | 11.9     | 19.1         | -      | 8.6      | 11.9  | 15.9         | 10.9       | 14.2    | 8.8         |
| Tangmere     | 8.1        | 33.4   | 5.3      | 11.1         | 9.8    | -        | 3.9   | 8.0          | 14.7       | 13.6    | 14.3        |
| Oving        | 10.6       | 32.2   | 7.0      | 7.6          | 14.4   | 3.9      | -     | 6.2          | 15.0       | 12.4    | 17.7        |
| North Mundon | 9.9        | 29.3   | 12.5     | 7.1          | 16.0   | 7.2      | 5.5   | -            | 12.1       | 9.5     | 17.0        |
| Fishbourne   | 8.0        | 23.3   | 17.5     | 17.6         | 10.3   | 14.2     | 13.6  | 11.9         | -          | 5.3     | 9.6         |
| Birdham      | 10.4       | 25.7   | 16.1     | 16.1         | 14.6   | 12.7     | 12.1  | 10.5         | 6.4        | -       | 13.9        |
| West Broyle  | 7.6        | 29.6   | 16.6     | 23.1         | 8.8    | 13.3     | 15.6  | 18.7         | 9.0        | 12.9    | -           |

| Option       | 1          |        |          |              |        |          |       |              |            |         |             |              |        |          |              |        |          |       |              |            |         |             |      |
|--------------|------------|--------|----------|--------------|--------|----------|-------|--------------|------------|---------|-------------|--------------|--------|----------|--------------|--------|----------|-------|--------------|------------|---------|-------------|------|
|              | Chichester | Havant | Fontwell | Bognor Regis | Lavant | Tangmere | Oving | North Mundon | Fishbourne | Birdham | West Broyle | Chichester   | Havant | Fontwell | Bognor Regis | Lavant | Tangmere | Oving | North Mundon | Fishbourne | Birdham | West Broyle |      |
| Chichester   | -          | 25.4   | 11.0     | 16.0         | 7.1    | 7.6      | 12.3  | 12.1         | 7.1        | 8.0     | 7.9         | Chichester   | 0.0    | -1.4     | 0.2          | 0.5    | 0.0      | 0.2   | 4.2          | 0.9        | -1.4    | -2.5        | -0.2 |
| Havant       | 22.6       | -      | 28.8     | 30.7         | 28.4   | 25.4     | 27.0  | 26.6         | 20.6       | 21.5    | 28.9        | Havant       | -0.1   | 0.0      | -2.7         | -0.9   | -0.1     | -2.8  | -0.7         | 0.6        | -0.1    | -0.1        | -0.2 |
| Fontwell     | 11.1       | 32.3   | -        | 11.4         | 13.5   | 4.1      | 7.2   | 12.2         | 14.1       | 13.4    | 18.0        | Fontwell     | -1.0   | -5.0     | 0.0          | 0.0    | -0.3     | 0.0   | 0.0          | -0.5       | -4.6    | -4.2        | -0.3 |
| Bognor Regis | 11.7       | 31.5   | 11.1     | -            | 17.8   | 10.1     | 6.7   | 6.4          | 13.3       | 12.5    | 18.7        | Bognor Regis | -2.4   | -2.9     | -0.2         | 0.0    | -2.4     | 0.3   | 0.2          | -0.2       | -3.9    | -2.1        | -2.6 |
| Lavant       | 6.7        | 31.7   | 12.0     | 19.5         | -      | 8.6      | 12.8  | 15.4         | 10.5       | 14.3    | 8.8         | Lavant       | -0.1   | -0.4     | 0.1          | 0.4    | 0.0      | 0.0   | 0.9          | -0.5       | -0.4    | 0.1         | 0.0  |
| Tangmere     | 7.1        | 28.3   | 5.3      | 10.5         | 9.5    | -        | 3.7   | 7.4          | 10.1       | 9.4     | 14.0        | Tangmere     | -1.0   | -5.1     | 0.0          | -0.6   | -0.3     | 0.0   | -0.2         | -0.5       | -4.6    | -4.2        | -0.3 |
| Oving        | 8.6        | 28.3   | 7.0      | 7.6          | 13.9   | 3.8      | -     | 5.8          | 10.1       | 9.4     | 15.5        | Oving        | -2.0   | -3.9     | 0.0          | 0.0    | -0.4     | -0.1  | 0.0          | -0.4       | -4.9    | -3.1        | -2.2 |
| North Mundon | 8.4        | 27.5   | 11.9     | 6.8          | 14.5   | 7.4      | 5.8   | -            | 9.3        | 8.5     | 15.3        | North Mundon | -1.5   | -1.8     | -0.6         | -0.3   | -1.5     | 0.2   | 0.3          | 0.0        | -2.8    | -1.0        | -1.7 |
| Fishbourne   | 7.3        | 23.2   | 13.7     | 15.6         | 10.3   | 10.3     | 11.9  | 11.5         | -          | 6.4     | 9.5         | Fishbourne   | -0.8   | -0.1     | -3.8         | -2.0   | 0.0      | -3.8  | -1.7         | -0.4       | 0.0     | 1.1         | -0.1 |
| Birdham      | 8.7        | 24.7   | 15.2     | 17.1         | 13.8   | 11.8     | 13.4  | 13.0         | 5.6        | -       | 12.9        | Birdham      | -1.6   | -1.0     | -0.8         | 1.0    | -0.8     | -0.9  | 1.2          | 2.5        | -0.8    | 0.0         | -1.0 |
| West Broyle  | 7.5        | 29.6   | 16.7     | 22.6         | 8.8    | 13.3     | 17.5  | 18.5         | 8.9        | 13.2    | -           | West Broyle  | -0.1   | 0.1      | 0.1          | -0.4   | 0.0      | 0.0   | 1.9          | -0.2       | -0.1    | 0.2         | 0.0  |

| Option | 1A           |        |          |              |        |          |       |              |            |         |             | Option |              |        |          |              |        |          |       |              |            |         |             |      |
|--------|--------------|--------|----------|--------------|--------|----------|-------|--------------|------------|---------|-------------|--------|--------------|--------|----------|--------------|--------|----------|-------|--------------|------------|---------|-------------|------|
|        | Chichester   | Havant | Fontwell | Bognor Regis | Lavant | Tangmere | Oving | North Mundon | Fishbourne | Birdham | West Broyle |        | Chichester   | Havant | Fontwell | Bognor Regis | Lavant | Tangmere | Oving | North Mundon | Fishbourne | Birdham | West Broyle |      |
|        | Chichester   | -      | 25.2     | 10.4         | 16.3   | 7.0      | 7.0   | 11.7         | 11.9       | 7.3     | 8.3         | 8.0    | Chichester   | 0.0    | -1.7     | -0.4         | 0.7    | -0.1     | -0.4  | 3.6          | 0.8        | -1.2    | -2.3        | -0.1 |
|        | Havant       | 22.8   | -        | 30.8         | 31.3   | 28.3     | 27.4  | 27.4         | 27.2       | 20.5    | 21.5        | 29.0   | Havant       | 0.1    | 0.0      | -0.8         | -0.4   | -0.2     | -0.8  | -0.2         | 1.2        | -0.1    | -0.1        | -0.1 |
|        | Fontwell     | 11.3   | 34.1     | -            | 11.5   | 13.5     | 4.1   | 7.2          | 12.3       | 16.4    | 15.8        | 17.9   | Fontwell     | -0.8   | -3.3     | 0.0          | 0.0    | -0.2     | 0.0   | 0.0          | -0.3       | -2.3    | -1.7        | -0.4 |
|        | Bognor Regis | 11.7   | 32.7     | 11.1         | -      | 17.0     | 9.9   | 6.7          | 6.5        | 15.1    | 14.5        | 18.7   | Bognor Regis | -2.5   | -1.7     | -0.1         | 0.0    | -3.3     | 0.1   | 0.1          | -0.1       | -2.1    | -0.1        | -2.6 |
|        | Lavant       | 6.7    | 31.2     | 11.9         | 19.6   | -        | 8.6   | 12.6         | 16.9       | 10.6    | 14.3        | 8.8    | Lavant       | 0.0    | -1.0     | 0.0          | 0.5    | 0.0      | 0.0   | 0.8          | 0.9        | -0.3    | 0.1         | 0.0  |
|        | Tangmere     | 7.3    | 30.1     | 5.2          | 10.6   | 9.5      | -     | 3.7          | 7.6        | 12.4    | 11.8        | 13.9   | Tangmere     | -0.8   | -3.3     | 0.0          | -0.4   | -0.3     | 0.0   | -0.1         | -0.4       | -2.3    | -1.8        | -0.4 |
|        | Oving        | 8.7    | 30.6     | 7.0          | 7.8    | 13.9     | 3.8   | -            | 6.0        | 12.9    | 12.3        | 15.7   | Oving        | -1.9   | -1.6     | 0.0          | 0.1    | -0.5     | -0.1  | 0.0          | -0.2       | -2.1    | -0.1        | -2.0 |
|        | North Mundon | 8.5    | 27.5     | 11.3         | 6.8    | 13.8     | 7.1   | 5.5          | -          | 9.9     | 9.3         | 15.5   | North Mundon | -1.4   | -1.7     | -1.2         | -0.3   | -2.2     | -0.1  | 0.0          | 0.0        | -2.2    | -0.2        | -1.5 |
|        | Fishbourne   | 7.5    | 22.7     | 15.7         | 16.2   | 10.3     | 12.4  | 12.3         | 12.1       | -       | 5.8         | 9.5    | Fishbourne   | -0.5   | -0.6     | -1.8         | -1.4   | 0.0      | -1.8  | -1.3         | 0.2        | 0.0     | 0.5         | -0.1 |
|        | Birdham      | 9.1    | 24.3     | 15.2         | 15.6   | 13.8     | 11.8  | 11.7         | 11.5       | 5.6     | -           | 13.0   | Birdham      | -1.3   | -1.4     | -0.9         | -0.5   | -0.8     | -1.0  | -0.4         | 1.0        | -0.8    | 0.0         | -0.9 |
|        | West Broyle  | 7.5    | 29.6     | 16.6         | 23.7   | 8.8      | 13.2  | 17.3         | 19.4       | 8.9     | 13.3        | -      | West Broyle  | -0.1   | 0.1      | 0.0          | 0.6    | 0.0      | 0.0   | 1.7          | 0.7        | 0.0     | 0.4         | 0.0  |

| Option       | 2          |        |          |              |        |          |       |              |            |         |             | Option       |            |        |          |              |        |          |       |              |            |         |             |
|--------------|------------|--------|----------|--------------|--------|----------|-------|--------------|------------|---------|-------------|--------------|------------|--------|----------|--------------|--------|----------|-------|--------------|------------|---------|-------------|
|              | Chichester | Havant | Fontwell | Bognor Regis | Lavant | Tangmere | Oving | North Mundon | Fishbourne | Birdham | West Broyle |              | Chichester | Havant | Fontwell | Bognor Regis | Lavant | Tangmere | Oving | North Mundon | Fishbourne | Birdham | West Broyle |
| Chichester   | -          | 26.5   | 10.3     | 14.4         | 7.0    | 6.9      | 10.3  | 9.7          | 8.1        | 8.3     | 8.0         | Chichester   | 0.0        | -0.3   | -0.4     | -1.2         | -0.1   | -0.5     | 2.3   | -1.5         | -0.4       | -2.3    | -0.2        |
| Havant       | 22.9       | -      | 28.3     | 28.7         | 28.8   | 24.9     | 24.6  | 24.4         | 20.9       | 21.1    | 29.0        | Havant       | 0.1        | 0.0    | -3.3     | -3.0         | 0.3    | -3.4     | -3.0  | -1.6         | 0.3        | -0.4    | -0.1        |
| Fontwell     | 11.0       | 31.3   | -        | 11.4         | 13.5   | 4.1      | 7.2   | 12.6         | 13.2       | 13.5    | 18.0        | Fontwell     | -1.1       | -6.0   | 0.0      | 0.0          | -0.3   | 0.0      | 0.0   | 0.0          | -5.6       | -4.1    | -0.3        |
| Bognor Regis | 11.6       | 30.8   | 11.1     | -            | 17.1   | 10.1     | 6.8   | 6.5          | 12.6       | 11.5    | 18.6        | Bognor Regis | -2.5       | -3.6   | -0.1     | 0.0          | -3.2   | 0.3      | 0.2   | -0.1         | -4.6       | -3.2    | -2.7        |
| Lavant       | 6.7        | 32.7   | 11.9     | 19.7         | -      | 8.5      | 12.6  | 16.3         | 10.6       | 13.8    | 8.8         | Lavant       | 0.0        | 0.6    | 0.0      | 0.6          | 0.0    | -0.1     | 0.7   | 0.3          | -0.3       | -0.4    | 0.0         |
| Tangmere     | 7.0        | 27.3   | 5.2      | 10.8         | 9.4    | -        | 3.7   | 7.9          | 9.1        | 9.4     | 14.0        | Tangmere     | -1.1       | -6.1   | 0.0      | -0.3         | -0.4   | 0.0      | -0.2  | -0.1         | -5.6       | -4.2    | -0.4        |
| Oving        | 8.5        | 27.6   | 7.0      | 8.8          | 13.9   | 3.8      | -     | 6.3          | 9.5        | 9.8     | 15.5        | Oving        | -2.1       | -4.6   | 0.0      | 1.2          | -0.5   | -0.1     | 0.0   | 0.1          | -5.5       | -2.6    | -2.2        |
| North Mundon | 8.4        | 26.4   | 11.4     | 7.1          | 13.9   | 7.1      | 5.6   | -            | 7.8        | 6.3     | 15.2        | North Mundon | -1.5       | -2.9   | -1.0     | 0.1          | -2.2   | 0.0      | 0.1   | 0.0          | -4.2       | -3.1    | -1.8        |
| Fishbourne   | 7.9        | 26.0   | 14.3     | 14.7         | 10.3   | 10.9     | 10.6  | 10.0         | -          | 5.3     | 9.4         | Fishbourne   | -0.1       | 2.6    | -3.2     | -2.9         | 0.0    | -3.3     | -3.0  | -1.9         | 0.0        | -0.1    | -0.2        |
| Birdham      | 7.5        | 23.6   | 13.2     | 13.0         | 13.2   | 9.9      | 9.6   | 7.1          | 5.0        | -       | 12.3        | Birdham      | -2.9       | -2.0   | -2.8     | -3.1         | -1.4   | -2.9     | -2.6  | -3.4         | -1.4       | 0.0     | -1.6        |
| West Broyle  | 7.6        | 29.6   | 16.6     | 21.8         | 8.8    | 13.2     | 17.8  | 16.6         | 8.8        | 12.8    | -           | West Broyle  | 0.0        | 0.0    | 0.0      | -1.3         | 0.0    | -0.1     | 2.2   | -2.1         | -0.1       | -0.1    | 0.0         |

| Option       | 2A         |        |          |              |        |          |       |              |            |         |             | Option       |        |          |              |        |          |       |              |            |         |             |      |
|--------------|------------|--------|----------|--------------|--------|----------|-------|--------------|------------|---------|-------------|--------------|--------|----------|--------------|--------|----------|-------|--------------|------------|---------|-------------|------|
|              | Chichester | Havant | Fontwell | Bognor Regis | Lavant | Tangmere | Oving | North Mundon | Fishbourne | Birdham | West Broyle | Chichester   | Havant | Fontwell | Bognor Regis | Lavant | Tangmere | Oving | North Mundon | Fishbourne | Birdham | West Broyle |      |
| Chichester   | -          | 25.7   | 10.3     | 15.3         | 7.1    | 6.9      | 11.4  | 10.2         | 7.4        | 8.3     | 8.0         | Chichester   | 0.0    | -1.1     | -0.4         | -0.2   | 0.0      | -0.5  | 3.3          | -1.0       | -1.1    | -2.2        | -0.1 |
| Havant       | 22.9       | -      | 28.3     | 29.4         | 28.4   | 24.9     | 25.4  | 25.3         | 20.6       | 21.5    | 28.9        | Havant       | 0.1    | 0.0      | -3.3         | -2.2   | -0.1     | -3.3  | -2.2         | -0.7       | 0.0     | 0.0         | -0.2 |
| Fontwell     | 11.0       | 31.0   | -        | 11.5         | 13.5   | 4.1      | 7.2   | 12.8         | 12.8       | 13.7    | 18.0        | Fontwell     | -1.0   | -6.4     | 0.0          | 0.0    | -0.3     | 0.0   | 0.0          | 0.2        | -5.9    | -3.8        | -0.3 |
| Bognor Regis | 12.0       | 31.0   | 11.1     | -            | 17.4   | 10.3     | 6.9   | 6.3          | 12.8       | 13.6    | 19.0        | Bognor Regis | -2.2   | -3.4     | -0.1         | 0.0    | -2.9     | 0.5   | 0.3          | -0.2       | -4.3    | -1.0        | -2.3 |
| Lavant       | 6.7        | 31.6   | 11.9     | 19.9         | -      | 8.5      | 12.6  | 16.8         | 10.6       | 14.1    | 8.8         | Lavant       | 0.0    | -0.6     | 0.0          | 0.8    | 0.0      | -0.1  | 0.7          | 0.9        | -0.4    | 0.0         | 0.0  |
| Tangmere     | 7.0        | 27.0   | 5.4      | 11.1         | 9.4    | -        | 3.8   | 8.1          | 8.8        | 9.7     | 14.0        | Tangmere     | -1.1   | -6.4     | 0.1          | 0.0    | -0.4     | 0.0   | -0.1         | 0.1        | -5.9    | -3.9        | -0.4 |
| Oving        | 8.9        | 27.9   | 7.0      | 8.6          | 13.8   | 3.8      | -     | 6.4          | 9.7        | 10.5    | 15.9        | Oving        | -1.7   | -4.3     | 0.0          | 1.0    | -0.5     | -0.1  | 0.0          | 0.2        | -5.3    | -1.9        | -1.8 |
| North Mundon | 9.1        | 28.1   | 12.1     | 6.9          | 14.5   | 7.5      | 5.9   | -            | 10.0       | 9.0     | 16.1        | North Mundon | -0.8   | -1.2     | -0.4         | -0.2   | -1.5     | 0.3   | 0.4          | 0.0        | -2.1    | -0.5        | -0.9 |
| Fishbourne   | 7.4        | 23.2   | 13.1     | 14.2         | 10.3   | 9.7      | 10.2  | 10.1         | -          | 5.7     | 9.4         | Fishbourne   | -0.6   | -0.1     | -4.4         | -3.4   | -0.1     | -4.4  | -3.4         | -1.8       | 0.0     | 0.3         | -0.2 |
| Birdham      | 13.3       | 29.9   | 20.2     | 18.7         | 19.1   | 16.8     | 16.0  | 12.8         | 10.9       | -       | 18.2        | Birdham      | 2.9    | 4.2      | 4.1          | 2.6    | 4.5      | 4.1   | 3.8          | 2.3        | 4.5     | 0.0         | 4.3  |
| West Broyle  | 7.5        | 29.6   | 16.6     | 21.3         | 8.8    | 13.2     | 17.3  | 17.5         | 8.9        | 13.1    | -           | West Broyle  | -0.1   | 0.0      | 0.0          | -1.8   | 0.0      | -0.1  | 1.7          | -1.2       | -0.1    | 0.2         | 0.0  |

| Option       | 3          |        |          |              |        |          |       |              |            |         |             | Option       |            |        |          |              |        |          |       |              |            |         |             |
|--------------|------------|--------|----------|--------------|--------|----------|-------|--------------|------------|---------|-------------|--------------|------------|--------|----------|--------------|--------|----------|-------|--------------|------------|---------|-------------|
|              | Chichester | Havant | Fontwell | Bognor Regis | Lavant | Tangmere | Oving | North Mundon | Fishbourne | Birdham | West Broyle |              | Chichester | Havant | Fontwell | Bognor Regis | Lavant | Tangmere | Oving | North Mundon | Fishbourne | Birdham | West Broyle |
| Chichester   | -          | 25.2   | 10.3     | 15.3         | 7.1    | 6.9      | 11.3  | 11.1         | 7.3        | 8.2     | 8.0         | Chichester   | 0.0        | -1.6   | -0.4     | -0.2         | 0.0    | -0.5     | 3.2   | -0.1         | -1.2       | -2.4    | -0.1        |
| Havant       | 22.7       | -      | 29.4     | 29.9         | 28.6   | 26.0     | 25.9  | 25.6         | 21.3       | 22.2    | 29.0        | Havant       | -0.1       | 0.0    | -2.2     | -1.8         | 0.1    | -2.2     | -1.8  | -0.4         | 0.6        | 0.6     | 0.0         |
| Fontwell     | 11.5       | 34.9   | -        | 11.5         | 13.6   | 4.1      | 7.2   | 12.6         | 17.0       | 16.2    | 17.9        | Fontwell     | -0.6       | -2.4   | 0.0      | 0.0          | -0.2   | 0.0      | 0.0   | -0.1         | -1.7       | -1.4    | -0.4        |
| Bognor Regis | 14.6       | 32.3   | 11.2     | -            | 20.6   | 9.9      | 6.6   | 6.5          | 14.3       | 13.6    | 21.6        | Bognor Regis | 0.4        | -2.1   | 0.0      | 0.0          | 0.3    | 0.0      | 0.0   | 0.0          | -2.9       | -1.1    | 0.3         |
| Lavant       | 6.7        | 31.5   | 11.9     | 20.0         | -      | 8.5      | 12.5  | 15.8         | 10.6       | 14.5    | 8.8         | Lavant       | 0.0        | -0.6   | 0.0      | 0.9          | 0.0    | 0.0      | 0.7   | -0.2         | -0.3       | 0.3     | 0.0         |
| Tangmere     | 7.5        | 30.9   | 5.3      | 10.9         | 9.6    | -        | 3.8   | 7.9          | 13.0       | 12.2    | 13.9        | Tangmere     | -0.6       | -2.4   | 0.0      | -0.1         | -0.2   | 0.0      | -0.1  | -0.1         | -1.7       | -1.4    | -0.4        |
| Oving        | 9.9        | 29.5   | 7.0      | 7.6          | 13.9   | 3.8      | -     | 6.2          | 11.6       | 10.8    | 16.9        | Oving        | -0.7       | -2.7   | 0.0      | 0.0          | -0.5   | -0.1     | 0.0   | 0.0          | -3.4       | -1.7    | -0.8        |
| North Mundon | 9.4        | 27.1   | 12.4     | 7.0          | 15.4   | 7.1      | 5.6   | -            | 9.2        | 8.4     | 16.4        | North Mundon | -0.6       | -2.1   | -0.1     | -0.1         | -0.6   | 0.0      | 0.0   | 0.0          | -2.9       | -1.1    | -0.7        |
| Fishbourne   | 8.1        | 25.9   | 16.6     | 17.1         | 10.4   | 13.2     | 13.1  | 12.8         | -          | 8.8     | 9.5         | Fishbourne   | 0.1        | 2.6    | -0.9     | -0.5         | 0.0    | -1.0     | -0.5  | 0.9          | 0.0        | 3.5     | -0.1        |
| Birdham      | 10.4       | 25.8   | 17.6     | 18.1         | 13.4   | 14.3     | 14.1  | 13.8         | 5.1        | -       | 12.6        | Birdham      | 0.1        | 0.1    | 1.6      | 2.0          | -1.2   | 1.5      | 2.0   | 3.3          | -1.2       | 0.0     | -1.3        |
| West Broyle  | 7.7        | 29.5   | 16.7     | 22.9         | 8.8    | 13.3     | 17.3  | 18.6         | 8.7        | 14.1    | -           | West Broyle  | 0.0        | -0.1   | 0.0      | -0.2         | 0.0    | 0.0      | 1.7   | -0.1         | -0.2       | 1.2     | 0.0         |



Average Journey Times (mins)

Year2035 CORE

Peak HourAM

| Option       |  | Do Minimum |        |          |              |        |          |       |              |            |         |             |
|--------------|--|------------|--------|----------|--------------|--------|----------|-------|--------------|------------|---------|-------------|
|              |  | Chichester | Havant | Fontwell | Bognor Regis | Lavant | Tangmere | Oving | North Mundon | Fishbourne | Birdham | West Broyle |
| Chichester   |  | -          | 23.3   | 10.0     | 11.0         | 7.0    | 6.7      | 7.9   | 7.5          | 7.8        | 8.7     | 8.0         |
| Havant       |  | 24.7       | -      | 33.9     | 30.5         | 30.7   | 29.6     | 27.9  | 26.9         | 21.4       | 22.3    | 28.9        |
| Fontwell     |  | 13.9       | 35.8   | -        | 10.4         | 13.5   | 4.3      | 7.1   | 12.3         | 18.5       | 18.0    | 18.0        |
| Bognor Regis |  | 18.5       | 36.3   | 11.3     | -            | 21.8   | 11.6     | 8.0   | 8.1          | 20.7       | 17.7    | 25.5        |
| Lavant       |  | 8.4        | 31.3   | 12.1     | 17.9         | -      | 8.9      | 11.8  | 15.8         | 11.0       | 14.5    | 8.8         |
| Tangmere     |  | 9.7        | 31.7   | 6.1      | 9.9          | 9.4    | -        | 3.8   | 7.6          | 14.3       | 13.8    | 13.8        |
| Oving        |  | 12.1       | 32.5   | 7.1      | 7.1          | 14.1   | 3.9      | -     | 5.9          | 17.0       | 14.7    | 18.2        |
| North Mundon |  | 13.8       | 29.7   | 14.1     | 6.4          | 18.5   | 8.3      | 6.6   | -            | 14.2       | 11.2    | 20.8        |
| Fishbourne   |  | 11.8       | 24.5   | 18.7     | 19.0         | 11.7   | 15.4     | 16.4  | 15.4         | -          | 5.6     | 10.2        |
| Birdham      |  | 11.8       | 25.9   | 19.5     | 16.2         | 14.6   | 15.3     | 13.6  | 11.4         | 5.0        | -       | 13.7        |
| West Broyle  |  | 10.4       | 28.4   | 17.3     | 21.3         | 9.2    | 14.0     | 16.9  | 17.8         | 9.1        | 13.4    | -           |

| Option       | 1          |        |          |              |        |          |       |              |            |         |             |  |              |        |          |              |        |          |              |            |         |             |      |      |
|--------------|------------|--------|----------|--------------|--------|----------|-------|--------------|------------|---------|-------------|--|--------------|--------|----------|--------------|--------|----------|--------------|------------|---------|-------------|------|------|
|              | Chichester | Havant | Fontwell | Bognor Regis | Lavant | Tangmere | Oving | North Mundon | Fishbourne | Birdham | West Broyle |  | Chichester   | Havant | Fontwell | Bognor Regis | Lavant | Tangmere | North Mundon | Fishbourne | Birdham | West Broyle |      |      |
| Chichester   | -          | 23.5   | 10.1     | 10.4         | 7.0    | 6.7      | 7.6   | 7.0          | 6.9        | 7.8     | 8.0         |  | Chichester   | 0.0    | 0.1      | 0.1          | -0.6   | 0.0      | 0.0          | -0.2       | -0.5    | -0.8        | -0.8 | 0.0  |
| Havant       | 24.9       | -      | 30.7     | 30.9         | 30.9   | 27.4     | 28.2  | 27.5         | 22.8       | 23.6    | 28.8        |  | Havant       | 0.2    | 0.0      | -3.1         | 0.4    | 0.2      | -2.2         | 0.3        | 0.6     | 1.4         | 1.3  | -0.1 |
| Fontwell     | 12.2       | 31.8   | -        | 10.3         | 13.3   | 4.3      | 7.1   | 11.5         | 15.3       | 14.3    | 17.5        |  | Fontwell     | -1.6   | -4.1     | 0.0          | 0.0    | -0.2     | 0.1          | 0.0        | -0.8    | -3.1        | -3.6 | -0.5 |
| Bognor Regis | 15.4       | 33.6   | 11.1     | -            | 21.3   | 13.3     | 8.9   | 8.2          | 17.2       | 16.1    | 22.3        |  | Bognor Regis | -3.2   | -2.7     | -0.3         | 0.0    | -0.5     | 1.7          | 0.9        | 0.1     | -3.5        | -1.6 | -3.2 |
| Lavant       | 7.5        | 30.6   | 12.0     | 15.8         | -      | 8.7      | 11.9  | 12.4         | 10.7       | 14.9    | 8.8         |  | Lavant       | -0.9   | -0.8     | -0.1         | -2.1   | 0.0      | -0.2         | 0.1        | -3.4    | -0.3        | 0.5  | 0.0  |
| Tangmere     | 8.0        | 27.6   | 6.1      | 9.7          | 9.1    | -        | 3.8   | 7.3          | 11.1       | 10.1    | 13.3        |  | Tangmere     | -1.7   | -4.1     | 0.0          | -0.2   | -0.3     | 0.0          | 0.0        | -0.3    | -3.2        | -3.7 | -0.6 |
| Oving        | 9.3        | 27.5   | 7.1      | 7.4          | 13.7   | 3.8      | -     | 5.9          | 11.1       | 10.1    | 16.2        |  | Oving        | -2.8   | -5.0     | 0.0          | 0.3    | -0.4     | -0.1         | 0.0        | 0.0     | -5.9        | -4.6 | -1.9 |
| North Mundon | 9.9        | 27.3   | 14.0     | 6.2          | 15.9   | 8.6      | 7.0   | -            | 10.8       | 9.8     | 16.9        |  | North Mundon | -3.9   | -2.5     | -0.1         | -0.2   | -2.5     | 0.3          | 0.4        | 0.0     | -3.3        | -1.4 | -3.9 |
| Fishbourne   | 10.8       | 24.4   | 17.9     | 19.3         | 11.1   | 14.6     | 16.6  | 15.9         | -          | 7.3     | 9.6         |  | Fishbourne   | -1.0   | -0.1     | -0.8         | 0.2    | -0.7     | -0.8         | 0.1        | 0.4     | 0.0         | 1.7  | -0.6 |
| Birdham      | 11.3       | 25.6   | 18.9     | 18.0         | 14.0   | 15.6     | 16.5  | 12.7         | 5.0        | -       | 12.5        |  | Birdham      | -0.5   | -0.4     | -0.6         | 1.7    | -0.6     | 0.3          | 2.9        | 1.3     | 0.0         | 0.0  | -1.2 |
| West Broyle  | 10.2       | 28.2   | 17.2     | 20.4         | 9.1    | 13.8     | 17.7  | 17.1         | 9.0        | 14.8    | -           |  | West Broyle  | -0.3   | -0.2     | -0.1         | -0.9   | -0.1     | -0.1         | 0.8        | -0.7    | -0.1        | 1.4  | 0.0  |

| Option       |  | 1A         |        |          |              |        |          |       |              |            |         |             | Option       |  |            |        |          |              |        |          |       |              |            |         |             |
|--------------|--|------------|--------|----------|--------------|--------|----------|-------|--------------|------------|---------|-------------|--------------|--|------------|--------|----------|--------------|--------|----------|-------|--------------|------------|---------|-------------|
|              |  | Chichester | Havant | Fontwell | Bognor Regis | Lavant | Tangmere | Oving | North Mundon | Fishbourne | Birdham | West Broyle |              |  | Chichester | Havant | Fontwell | Bognor Regis | Lavant | Tangmere | Oving | North Mundon | Fishbourne | Birdham | West Broyle |
|              |  |            |        |          |              |        |          |       |              |            |         |             |              |  |            |        |          |              |        |          |       |              |            |         |             |
| Chichester   |  | -          | 23.2   | 9.9      | 10.2         | 7.0    | 6.6      | 7.5   | 7.0          | 7.0        | 7.9     | 8.0         | Chichester   |  | 0.0        | -0.2   | 0.0      | -0.8         | 0.0    | -0.1     | -0.3  | -0.5         | -0.7       | -0.7    | -0.1        |
| Havant       |  | 24.4       | -      | 32.0     | 32.4         | 30.1   | 28.7     | 29.6  | 27.1         | 21.6       | 22.5    | 28.8        | Havant       |  | -0.4       | 0.0    | -1.9     | 1.9          | -0.5   | -0.9     | 1.7   | 0.2          | 0.1        | 0.1     | -0.2        |
| Fontwell     |  | 12.4       | 32.8   | -        | 10.3         | 13.3   | 4.3      | 7.1   | 11.3         | 16.8       | 16.2    | 17.5        | Fontwell     |  | -1.4       | -3.0   | 0.0      | 0.0          | -0.2   | 0.1      | 0.0   | -1.0         | -1.7       | -1.8    | -0.5        |
| Bognor Regis |  | 15.5       | 34.7   | 11.1     | -            | 21.4   | 13.1     | 8.8   | 7.5          | 18.7       | 16.6    | 22.4        | Bognor Regis |  | -3.0       | -1.6   | -0.2     | 0.0          | -0.4   | 1.5      | 0.8   | -0.6         | -2.0       | -1.1    | -3.1        |
| Lavant       |  | 7.9        | 30.6   | 12.0     | 15.4         | -      | 8.7      | 11.8  | 12.2         | 10.7       | 15.3    | 8.8         | Lavant       |  | -0.5       | -0.8   | -0.1     | -2.5         | 0.0    | -0.2     | 0.0   | -3.6         | -0.3       | 0.9     | 0.0         |
| Tangmere     |  | 8.2        | 28.7   | 6.1      | 9.6          | 9.1    | -        | 3.8   | 7.1          | 12.6       | 12.0    | 13.3        | Tangmere     |  | -1.5       | -3.0   | 0.0      | -0.3         | -0.3   | 0.0      | 0.0   | -0.5         | -1.7       | -1.8    | -0.5        |
| Oving        |  | 9.6        | 28.8   | 7.1      | 7.2          | 13.6   | 3.8      | -     | 5.9          | 12.7       | 12.1    | 16.5        | Oving        |  | -2.5       | -3.8   | 0.0      | 0.2          | -0.5   | -0.1     | 0.0   | 0.0          | -4.2       | -2.6    | -1.7        |
| North Mundon |  | 10.9       | 29.9   | 14.5     | 6.2          | 16.9   | 8.8      | 7.2   | -            | 13.9       | 10.4    | 17.9        | North Mundon |  | -2.9       | 0.2    | 0.4      | -0.2         | -1.6   | 0.6      | 0.6   | 0.0          | -0.3       | -0.8    | -2.9        |
| Fishbourne   |  | 10.1       | 24.3   | 17.6     | 18.9         | 10.8   | 14.3     | 16.0  | 13.6         | -          | 7.9     | 9.5         | Fishbourne   |  | -1.7       | -0.2   | -1.1     | -0.1         | -1.0   | -1.1     | -0.4  | -1.9         | 0.0        | 2.4     | -0.7        |
| Birdham      |  | 12.9       | 26.5   | 19.2     | 16.2         | 17.6   | 15.9     | 16.8  | 11.0         | 9.0        | -       | 16.4        | Birdham      |  | 1.1        | 0.6    | -0.3     | 0.0          | 3.0    | 0.6      | 3.2   | -0.5         | 4.0        | 0.0     | 2.7         |
| West Broyle  |  | 9.7        | 28.0   | 17.1     | 19.9         | 9.1    | 13.8     | 17.2  | 16.6         | 8.9        | 14.5    | -           | West Broyle  |  | -0.7       | -0.4   | -0.2     | -1.5         | -0.1   | -0.2     | 0.2   | -1.2         | -0.2       | 1.1     | 0.0         |

| Option       |  | 2          |        |          |              |        |          |       |              |            |         |             | Option       |  |            |        |          |              |        |          |       |              |            |         |             |
|--------------|--|------------|--------|----------|--------------|--------|----------|-------|--------------|------------|---------|-------------|--------------|--|------------|--------|----------|--------------|--------|----------|-------|--------------|------------|---------|-------------|
|              |  | Chichester | Havant | Fontwell | Bognor Regis | Lavant | Tangmere | Oving | North Mundon | Fishbourne | Birdham | West Broyle |              |  | Chichester | Havant | Fontwell | Bognor Regis | Lavant | Tangmere | Oving | North Mundon | Fishbourne | Birdham | West Broyle |
| Chichester   |  | -          | 23.9   | 10.1     | 10.2         | 7.0    | 6.8      | 7.7   | 7.0          | 7.2        | 7.4     | 7.9         | Chichester   |  | 0.0        | 0.5    | 0.1      | -0.8         | 0.0    | 0.1      | -0.2  | -0.5         | -0.6       | -1.3    | -0.1        |
| Havant       |  | 26.0       | -      | 30.0     | 31.2         | 32.0   | 26.7     | 27.6  | 27.6         | 24.1       | 24.0    | 29.0        | Havant       |  | 1.3        | 0.0    | -3.8     | 0.7          | 1.3    | -2.9     | -0.3  | 0.7          | 2.7        | 1.6     | 0.1         |
| Fontwell     |  | 12.3       | 30.4   | -        | 10.3         | 13.3   | 4.3      | 7.1   | 11.5         | 14.0       | 14.2    | 17.4        | Fontwell     |  | -1.6       | -5.5   | 0.0      | 0.0          | -0.2   | 0.1      | 0.0   | -0.9         | -4.5       | -3.8    | -0.5        |
| Bognor Regis |  | 15.4       | 32.2   | 11.0     | -            | 21.4   | 13.3     | 9.1   | 8.6          | 15.8       | 13.9    | 22.3        | Bognor Regis |  | -3.2       | -4.1   | -0.3     | 0.0          | -0.4   | 1.6      | 1.1   | 0.5          | -4.9       | -3.8    | -3.2        |
| Lavant       |  | 7.6        | 31.1   | 12.1     | 15.6         | -      | 8.7      | 11.9  | 12.4         | 10.7       | 14.6    | 8.8         | Lavant       |  | -0.8       | -0.3   | -0.1     | -2.3         | 0.0    | -0.1     | 0.1   | -3.5         | -0.3       | 0.2     | 0.0         |
| Tangmere     |  | 8.1        | 26.2   | 6.1      | 9.6          | 9.1    | -        | 3.8   | 7.3          | 9.8        | 10.0    | 13.2        | Tangmere     |  | -1.6       | -5.5   | 0.0      | -0.3         | -0.3   | 0.0      | 0.0   | -0.3         | -4.5       | -3.8    | -0.6        |
| Oving        |  | 9.3        | 26.1   | 7.1      | 7.5          | 13.7   | 3.8      | -     | 5.9          | 9.7        | 9.9     | 16.2        | Oving        |  | -2.8       | -6.4   | -0.1     | 0.4          | -0.5   | -0.1     | 0.0   | 0.0          | -7.2       | -4.7    | -1.9        |
| North Mundon |  | 9.7        | 26.1   | 13.4     | 6.3          | 15.7   | 8.5      | 6.9   | -            | 9.4        | 6.6     | 16.6        | North Mundon |  | -4.1       | -3.6   | -0.6     | -0.1         | -2.8   | 0.3      | 0.3   | 0.0          | -4.7       | -4.5    | -4.2        |
| Fishbourne   |  | 11.8       | 24.7   | 18.6     | 19.2         | 11.8   | 15.3     | 18.2  | 14.0         | -          | 7.0     | 10.1        | Fishbourne   |  | 0.0        | 0.1    | -0.1     | 0.2          | 0.0    | -0.1     | 1.7   | -1.5         | 0.0        | 1.4     | 0.0         |
| Birdham      |  | 9.2        | 23.7   | 16.3     | 13.3         | 14.6   | 13.0     | 13.0  | 8.0          | 5.0        | -       | 13.7        | Birdham      |  | -2.5       | -2.2   | -3.2     | -2.9         | 0.0    | -2.3     | -0.7  | -3.4         | 0.0        | 0.0     | 0.0         |
| West Broyle  |  | 10.4       | 28.3   | 17.3     | 20.5         | 9.1    | 14.0     | 17.9  | 17.2         | 8.9        | 14.9    | -           | West Broyle  |  | 0.0        | -0.1   | 0.0      | -0.8         | 0.0    | 0.0      | 1.0   | -0.6         | -0.2       | 1.4     | 0.0         |

| Option       | 2A         |        |          |              |        |          |       |              |            |         |             |              | Option     |        |          |              |        |          |       |              |            |         |             |  |
|--------------|------------|--------|----------|--------------|--------|----------|-------|--------------|------------|---------|-------------|--------------|------------|--------|----------|--------------|--------|----------|-------|--------------|------------|---------|-------------|--|
|              | Chichester | Havant | Fontwell | Bognor Regis | Lavant | Tangmere | Oving | North Mundon | Fishbourne | Birdham | West Broyle |              | Chichester | Havant | Fontwell | Bognor Regis | Lavant | Tangmere | Oving | North Mundon | Fishbourne | Birdham | West Broyle |  |
| Chichester   | -          | 23.7   | 9.8      | 10.7         | 7.0    | 6.5      | 7.4   | 7.5          | 7.3        | 8.2     | 8.0         | Chichester   | 0.0        | 0.4    | -0.2     | -0.3         | 0.0    | -0.2     | -0.5  | 0.0          | -0.4       | -0.4    | 0.0         |  |
| Havant       | 24.9       | -      | 29.9     | 28.2         | 30.9   | 26.6     | 25.4  | 25.0         | 22.8       | 23.5    | 28.8        | Havant       | 0.2        | 0.0    | -4.0     | -2.3         | 0.3    | -3.1     | -2.5  | -1.9         | 1.3        | 1.2     | -0.1        |  |
| Fontwell     | 12.3       | 30.2   | -        | 10.3         | 13.3   | 4.3      | 7.1   | 12.5         | 13.9       | 14.8    | 17.5        | Fontwell     | -1.6       | -5.7   | 0.0      | 0.0          | -0.2   | 0.1      | 0.0   | 0.2          | -4.6       | -3.1    | -0.5        |  |
| Bognor Regis | 16.1       | 33.1   | 11.2     | -            | 22.1   | 13.0     | 9.4   | 7.2          | 16.9       | 15.8    | 23.1        | Bognor Regis | -2.4       | -3.2   | -0.1     | 0.0          | 0.3    | 1.4      | 1.4   | -0.9         | -3.8       | -1.9    | -2.4        |  |
| Lavant       | 7.5        | 30.9   | 12.0     | 16.8         | -      | 8.6      | 11.6  | 13.6         | 10.6       | 15.4    | 8.8         | Lavant       | -0.9       | -0.5   | -0.2     | -1.1         | 0.0    | -0.2     | -0.2  | -2.2         | -0.4       | 0.9     | 0.0         |  |
| Tangmere     | 8.1        | 25.9   | 6.2      | 9.9          | 9.1    | -        | 3.8   | 7.7          | 9.7        | 10.6    | 13.3        | Tangmere     | -1.7       | -5.8   | 0.1      | 0.0          | -0.3   | 0.0      | 0.0   | 0.1          | -4.6       | -3.2    | -0.5        |  |
| Oving        | 9.3        | 26.3   | 7.1      | 7.0          | 13.6   | 3.8      | -     | 6.1          | 10.0       | 11.1    | 16.2        | Oving        | -2.8       | -6.3   | 0.0      | 0.0          | -0.5   | -0.1     | 0.0   | 0.1          | -6.9       | -3.6    | -1.9        |  |
| North Mundon | 12.5       | 29.5   | 15.6     | 6.2          | 18.5   | 10.5     | 8.5   | -            | 13.2       | 9.8     | 19.5        | North Mundon | -1.3       | -0.3   | 1.5      | -0.2         | 0.1    | 2.3      | 1.9   | 0.0          | -0.9       | -1.4    | -1.3        |  |
| Fishbourne   | 10.8       | 24.5   | 18.0     | 16.4         | 10.9   | 14.7     | 13.6  | 13.2         | -          | 8.6     | 9.6         | Fishbourne   | -1.0       | 0.0    | -0.6     | -2.6         | -0.8   | -0.7     | -2.8  | -2.3         | 0.0        | 3.0     | -0.6        |  |
| Birdham      | 13.5       | 28.4   | 21.2     | 16.4         | 18.2   | 17.8     | 16.6  | 11.1         | 9.4        | -       | 16.8        | Birdham      | 1.7        | 2.5    | 1.6      | 0.2          | 3.6    | 2.5      | 2.9   | -0.3         | 4.4        | 0.0     | 3.1         |  |
| West Broyle  | 10.4       | 28.2   | 17.1     | 20.9         | 9.1    | 13.7     | 16.7  | 17.7         | 9.0        | 15.7    | -           | West Broyle  | -0.1       | -0.1   | -0.2     | -0.4         | -0.1   | -0.2     | -0.2  | -0.1         | -0.1       | 2.2     | 0.0         |  |



Average Journey Times (mins)

Year

2035 CORE

Peak Hour

IP

| Option       | Do Minimum |        |          |              |        |          |       |              |            |         |             |
|--------------|------------|--------|----------|--------------|--------|----------|-------|--------------|------------|---------|-------------|
|              | Chichester | Havant | Fontwell | Bognor Regis | Lavant | Tangmere | Oving | North Mundon | Fishbourne | Birdham | West Broyle |
| Chichester   | -          | 23.7   | 10.1     | 13.7         | 7.0    | 6.7      | 7.9   | 10.0         | 8.6        | 9.5     | 8.0         |
| Havant       | 22.2       | -      | 30.7     | 30.1         | 28.1   | 27.4     | 26.2  | 26.0         | 20.3       | 21.2    | 28.7        |
| Fontwell     | 11.4       | 33.8   | -        | 10.3         | 13.0   | 4.1      | 7.0   | 11.5         | 17.7       | 16.6    | 17.2        |
| Bognor Regis | 14.9       | 33.6   | 10.6     | -            | 19.7   | 9.9      | 6.8   | 6.5          | 18.5       | 16.4    | 21.9        |
| Lavant       | 6.8        | 30.2   | 11.8     | 17.8         | -      | 8.5      | 11.9  | 15.1         | 10.7       | 14.3    | 8.7         |
| Tangmere     | 7.4        | 29.9   | 5.1      | 9.8          | 9.1    | -        | 3.8   | 6.9          | 13.8       | 12.7    | 13.2        |
| Oving        | 9.9        | 29.7   | 7.0      | 7.1          | 13.7   | 3.9      | -     | 5.2          | 14.6       | 12.5    | 16.9        |
| North Mundon | 10.5       | 28.1   | 11.8     | 6.4          | 15.7   | 6.8      | 5.1   | -            | 13.0       | 10.9    | 17.5        |
| Fishbourne   | 8.7        | 21.5   | 17.2     | 16.7         | 10.3   | 13.9     | 12.7  | 12.5         | -          | 5.7     | 9.4         |
| Birdham      | 10.5       | 23.8   | 16.2     | 15.6         | 14.6   | 12.9     | 11.6  | 11.4         | 6.4        | -       | 13.7        |
| West Broyle  | 8.1        | 27.9   | 16.5     | 21.7         | 8.8    | 13.2     | 15.9  | 18.0         | 8.9        | 13.3    | -           |

| Option       | 1          |        |          |              |        |          |       |              |            |         |             |              |        |          |              |        |          |       |              |            |         |             |      |
|--------------|------------|--------|----------|--------------|--------|----------|-------|--------------|------------|---------|-------------|--------------|--------|----------|--------------|--------|----------|-------|--------------|------------|---------|-------------|------|
|              | Chichester | Havant | Fontwell | Bognor Regis | Lavant | Tangmere | Oving | North Mundon | Fishbourne | Birdham | West Broyle | Chichester   | Havant | Fontwell | Bognor Regis | Lavant | Tangmere | Oving | North Mundon | Fishbourne | Birdham | West Broyle |      |
| Chichester   | -          | 22.7   | 10.1     | 12.8         | 7.0    | 6.8      | 7.7   | 9.1          | 6.9        | 7.7     | 7.9         | Chichester   | 0.0    | -1.1     | 0.0          | -0.9   | 0.0      | 0.0   | -0.2         | -0.9       | -1.8    | -1.8        | -0.1 |
| Havant       | 22.0       | -      | 28.1     | 28.0         | 27.9   | 24.8     | 24.0  | 24.3         | 20.2       | 21.1    | 28.8        | Havant       | -0.2   | 0.0      | -2.6         | -2.1   | -0.2     | -2.6  | -2.2         | -1.6       | -0.1    | -0.1        | 0.1  |
| Fontwell     | 10.9       | 29.1   | -        | 10.3         | 12.9   | 4.1      | 7.0   | 11.6         | 13.6       | 12.9    | 17.0        | Fontwell     | -0.4   | -4.7     | 0.0          | 0.0    | -0.1     | 0.0   | 0.0          | 0.1        | -4.2    | -3.8        | -0.2 |
| Bognor Regis | 12.5       | 29.5   | 10.6     | -            | 17.7   | 10.4     | 7.3   | 6.4          | 13.9       | 13.2    | 19.4        | Bognor Regis | -2.4   | -4.1     | 0.0          | 0.0    | -2.1     | 0.5   | 0.5          | -0.1       | -4.6    | -3.2        | -2.5 |
| Lavant       | 6.8        | 29.1   | 11.7     | 17.7         | -      | 8.4      | 11.7  | 15.0         | 10.5       | 14.2    | 8.7         | Lavant       | 0.0    | -1.1     | -0.1         | 0.0    | 0.0      | -0.1  | -0.1         | -0.1       | -0.2    | -0.1        | 0.0  |
| Tangmere     | 6.9        | 25.1   | 5.1      | 9.8          | 8.9    | -        | 3.8   | 7.0          | 9.6        | 8.9     | 13.0        | Tangmere     | -0.5   | -4.7     | 0.0          | 0.1    | -0.1     | 0.0   | 0.0          | 0.1        | -4.2    | -3.8        | -0.2 |
| Oving        | 8.1        | 25.1   | 7.0      | 7.8          | 13.4   | 3.9      | -     | 5.3          | 9.5        | 8.8     | 15.0        | Oving        | -1.7   | -4.6     | 0.0          | 0.7    | -0.3     | 0.0   | 0.0          | 0.1        | -5.1    | -3.7        | -1.9 |
| North Mundon | 8.5        | 25.5   | 11.4     | 6.4          | 13.7   | 6.9      | 5.2   | -            | 10.0       | 9.3     | 15.4        | North Mundon | -2.0   | -2.6     | -0.4         | 0.0    | -2.0     | 0.1   | 0.1          | 0.0        | -3.1    | -1.7        | -2.1 |
| Fishbourne   | 7.2        | 20.9   | 13.7     | 13.6         | 10.2   | 10.4     | 9.6   | 9.9          | -          | 6.5     | 9.3         | Fishbourne   | -1.5   | -0.6     | -3.5         | -3.0   | -0.1     | -3.6  | -3.1         | -2.6       | 0.0     | 0.8         | -0.1 |
| Birdham      | 9.0        | 22.7   | 15.5     | 15.4         | 14.0   | 12.2     | 11.4  | 11.7         | 5.9        | -       | 13.1        | Birdham      | -1.5   | -1.1     | -0.7         | -0.2   | -0.6     | -0.7  | -0.2         | 0.3        | -0.5    | 0.0         | -0.6 |
| West Broyle  | 8.0        | 27.8   | 16.4     | 20.8         | 8.8    | 13.1     | 15.7  | 17.0         | 8.8        | 13.2    | -           | West Broyle  | 0.0    | 0.0      | -0.1         | -0.9   | 0.0      | -0.1  | -0.2         | -1.0       | -0.1    | -0.1        | 0.0  |

| Option       | 1A         |        |          |              |        |          |       |              |            |         |             | Option       |            |        |          |              |        |          |       |              |            |         |             |
|--------------|------------|--------|----------|--------------|--------|----------|-------|--------------|------------|---------|-------------|--------------|------------|--------|----------|--------------|--------|----------|-------|--------------|------------|---------|-------------|
|              | Chichester | Havant | Fontwell | Bognor Regis | Lavant | Tangmere | Oving | North Mundon | Fishbourne | Birdham | West Broyle |              | Chichester | Havant | Fontwell | Bognor Regis | Lavant | Tangmere | Oving | North Mundon | Fishbourne | Birdham | West Broyle |
| Chichester   | -          | 22.4   | 9.9      | 12.7         | 7.0    | 6.6      | 7.6   | 8.9          | 7.1        | 8.0     | 7.9         | Chichester   | 0.0        | -1.3   | -0.1     | -1.0         | 0.0    | -0.1     | -0.3  | -1.1         | -1.5       | -1.5    | -0.1        |
| Havant       | 22.1       | -      | 29.8     | 29.9         | 28.0   | 26.5     | 25.8  | 26.1         | 20.2       | 21.1    | 28.8        | Havant       | -0.1       | 0.0    | -0.9     | -0.3         | -0.1   | -0.9     | -0.4  | 0.1          | -0.1       | -0.1    | 0.1         |
| Fontwell     | 10.9       | 31.6   | -        | 10.3         | 13.0   | 4.1      | 7.0   | 11.6         | 16.6       | 16.0    | 17.0        | Fontwell     | -0.4       | -2.2   | 0.0      | 0.0          | -0.1   | 0.0      | 0.0   | 0.1          | -1.2       | -0.6    | -0.2        |
| Bognor Regis | 12.5       | 32.0   | 10.6     | -            | 17.4   | 10.2     | 7.1   | 6.5          | 16.9       | 15.2    | 19.4        | Bognor Regis | -2.5       | -1.6   | -0.1     | 0.0          | -2.4   | 0.3      | 0.3   | -0.1         | -1.6       | -1.2    | -2.6        |
| Lavant       | 6.8        | 28.6   | 11.7     | 17.6         | -      | 8.4      | 11.6  | 14.9         | 10.6       | 14.2    | 8.7         | Lavant       | 0.0        | -1.5   | -0.1     | -0.2         | 0.0    | -0.1     | -0.3  | -0.2         | -0.1       | -0.1    | 0.0         |
| Tangmere     | 6.9        | 27.6   | 5.1      | 9.8          | 9.0    | -        | 3.8   | 7.0          | 12.6       | 12.1    | 13.0        | Tangmere     | -0.4       | -2.2   | 0.0      | 0.1          | -0.1   | 0.0      | 0.0   | 0.1          | -1.2       | -0.6    | -0.2        |
| Oving        | 8.2        | 27.7   | 7.0      | 7.9          | 13.4   | 3.9      | -     | 5.3          | 12.6       | 12.1    | 15.1        | Oving        | -1.6       | -2.0   | 0.0      | 0.8          | -0.4   | 0.0      | 0.0   | 0.1          | -2.0       | -0.4    | -1.8        |
| North Mundon | 8.6        | 27.8   | 11.2     | 6.3          | 13.5   | 6.8      | 5.1   | -            | 12.7       | 9.9     | 15.5        | North Mundon | -1.9       | -0.3   | -0.6     | -0.1         | -2.2   | 0.0      | 0.1   | 0.0          | -0.3       | -1.0    | -2.0        |
| Fishbourne   | 7.2        | 20.3   | 15.2     | 15.2         | 10.2   | 11.8     | 11.2  | 11.5         | -          | 6.3     | 9.3         | Fishbourne   | -1.5       | -1.2   | -2.1     | -1.5         | -0.1   | -2.1     | -1.6  | -1.0         | 0.0        | 0.6     | -0.1        |
| Birdham      | 9.1        | 22.2   | 15.3     | 15.3         | 14.0   | 12.0     | 11.3  | 11.4         | 5.9        | -       | 13.1        | Birdham      | -1.4       | -1.6   | -0.9     | -0.2         | -0.5   | -0.9     | -0.3  | 0.1          | -0.5       | 0.0     | -0.5        |
| West Broyle  | 8.0        | 27.8   | 16.4     | 20.6         | 8.8    | 13.1     | 15.5  | 16.9         | 8.9        | 13.2    | -           | West Broyle  | -0.1       | 0.0    | -0.1     | -1.1         | 0.0    | -0.1     | -0.4  | -1.2         | -0.1       | -0.1    | 0.0         |

| Option       | 2          |        |          |              |        |          |       |              |            |         |             | Option       |            |        |          |              |        |          |       |              |            |         |             |
|--------------|------------|--------|----------|--------------|--------|----------|-------|--------------|------------|---------|-------------|--------------|------------|--------|----------|--------------|--------|----------|-------|--------------|------------|---------|-------------|
|              | Chichester | Havant | Fontwell | Bognor Regis | Lavant | Tangmere | Oving | North Mundon | Fishbourne | Birdham | West Broyle |              | Chichester | Havant | Fontwell | Bognor Regis | Lavant | Tangmere | Oving | North Mundon | Fishbourne | Birdham | West Broyle |
| Chichester   | -          | 23.2   | 9.9      | 12.4         | 7.0    | 6.6      | 7.5   | 8.7          | 7.4        | 7.6     | 7.9         | Chichester   | 0.0        | -0.5   | -0.2     | -1.3         | 0.0    | -0.2     | -0.4  | -1.3         | -1.3       | -1.9    | -0.1        |
| Havant       | 22.2       | -      | 27.4     | 27.4         | 28.2   | 24.1     | 23.4  | 23.7         | 20.4       | 20.7    | 28.9        | Havant       | 0.0        | 0.0    | -3.3     | -2.7         | 0.0    | -3.3     | -2.8  | -2.2         | 0.1        | -0.6    | 0.2         |
| Fontwell     | 10.9       | 28.2   | -        | 10.3         | 12.9   | 4.1      | 7.0   | 11.5         | 12.7       | 13.0    | 17.0        | Fontwell     | -0.5       | -5.6   | 0.0      | 0.0          | -0.1   | 0.0      | 0.0   | 0.0          | -5.0       | -3.7    | -0.2        |
| Bognor Regis | 12.4       | 28.5   | 10.6     | -            | 17.4   | 10.2     | 7.2   | 6.6          | 13.0       | 11.8    | 19.3        | Bognor Regis | -2.5       | -5.1   | -0.1     | 0.0          | -2.4   | 0.3      | 0.3   | 0.1          | -5.5       | -4.6    | -2.6        |
| Lavant       | 6.8        | 29.5   | 11.7     | 17.5         | -      | 8.4      | 11.5  | 13.9         | 10.6       | 13.9    | 8.7         | Lavant       | 0.0        | -0.7   | -0.1     | -0.3         | 0.0    | -0.1     | -0.3  | -1.2         | -0.1       | -0.4    | 0.0         |
| Tangmere     | 6.9        | 24.2   | 5.1      | 9.7          | 8.9    | -        | 3.8   | 7.0          | 8.7        | 9.0     | 13.0        | Tangmere     | -0.5       | -5.7   | 0.0      | 0.0          | -0.1   | 0.0      | 0.0   | 0.0          | -5.0       | -3.7    | -0.2        |
| Oving        | 8.1        | 24.2   | 7.0      | 7.8          | 13.4   | 3.8      | -     | 5.3          | 8.7        | 8.9     | 15.0        | Oving        | -1.8       | -5.5   | 0.0      | 0.7          | -0.4   | 0.0      | 0.0   | 0.0          | -5.9       | -3.6    | -1.9        |
| North Mundon | 8.5        | 23.7   | 11.2     | 6.4          | 13.5   | 6.8      | 5.2   | -            | 7.9        | 6.4     | 15.1        | North Mundon | -2.0       | -4.4   | -0.6     | 0.0          | -2.2   | 0.0      | 0.1   | 0.0          | -5.2       | -4.6    | -2.4        |
| Fishbourne   | 8.5        | 24.3   | 15.5     | 15.5         | 10.2   | 12.1     | 11.5  | 11.9         | -          | 5.5     | 9.3         | Fishbourne   | -0.2       | 2.9    | -1.8     | -1.2         | 0.0    | -1.8     | -1.2  | -0.6         | 0.0        | -0.2    | -0.1        |
| Birdham      | 7.7        | 21.5   | 13.4     | 13.2         | 13.2   | 10.1     | 9.4   | 7.8          | 5.0        | -       | 12.3        | Birdham      | -2.7       | -2.3   | -2.8     | -2.3         | -1.4   | -2.8     | -2.2  | -3.6         | -1.4       | 0.0     | -1.4        |
| West Broyle  | 8.1        | 27.9   | 16.4     | 20.4         | 8.8    | 13.1     | 15.5  | 16.5         | 8.8        | 13.0    | -           | West Broyle  | 0.0        | 0.0    | -0.1     | -1.3         | 0.0    | -0.1     | -0.4  | -1.5         | -0.2       | -0.3    | 0.0         |

| Option       | 2A         |        |          |              |        |          |       |              |            |         |             | Option       |            |        |          |              |        |          |       |              |            |         |             |
|--------------|------------|--------|----------|--------------|--------|----------|-------|--------------|------------|---------|-------------|--------------|------------|--------|----------|--------------|--------|----------|-------|--------------|------------|---------|-------------|
|              | Chichester | Havant | Fontwell | Bognor Regis | Lavant | Tangmere | Oving | North Mundon | Fishbourne | Birdham | West Broyle |              | Chichester | Havant | Fontwell | Bognor Regis | Lavant | Tangmere | Oving | North Mundon | Fishbourne | Birdham | West Broyle |
| Chichester   | -          | 22.7   | 9.9      | 12.8         | 7.0    | 6.6      | 7.5   | 9.3          | 6.9        | 7.8     | 7.9         | Chichester   | 0.0        | -1.1   | -0.1     | -0.9         | 0.0    | -0.1     | -0.3  | -0.7         | -1.7       | -1.8    | -0.1        |
| Havant       | 22.0       | -      | 27.3     | 27.4         | 27.9   | 24.0     | 23.4  | 23.9         | 20.3       | 21.2    | 28.8        | Havant       | -0.1       | 0.0    | -3.4     | -2.7         | -0.2   | -3.4     | -2.8  | -2.0         | -0.1       | -0.1    | 0.1         |
| Fontwell     | 10.9       | 28.0   | -        | 10.4         | 12.9   | 4.1      | 7.0   | 11.7         | 12.5       | 13.4    | 16.9        | Fontwell     | -0.5       | -5.8   | 0.0      | 0.0          | -0.1   | 0.0      | 0.0   | 0.2          | -5.3       | -3.3    | -0.2        |
| Bognor Regis | 12.9       | 28.8   | 10.6     | -            | 17.8   | 10.6     | 7.4   | 6.5          | 13.3       | 14.5    | 19.8        | Bognor Regis | -2.1       | -4.8   | 0.0      | 0.0          | -1.9   | 0.7      | 0.6   | -0.1         | -5.2       | -1.9    | -2.2        |
| Lavant       | 6.8        | 29.0   | 11.7     | 17.6         | -      | 8.4      | 11.6  | 14.3         | 10.5       | 14.2    | 8.7         | Lavant       | 0.0        | -1.1   | -0.1     | -0.1         | 0.0    | -0.1     | -0.3  | -0.7         | -0.2       | -0.1    | 0.0         |
| Tangmere     | 6.9        | 24.0   | 5.1      | 9.9          | 8.9    | -        | 3.9   | 7.1          | 8.5        | 9.4     | 13.0        | Tangmere     | -0.5       | -5.8   | 0.0      | 0.2          | -0.1   | 0.0      | 0.0   | 0.2          | -5.3       | -3.3    | -0.2        |
| Oving        | 8.3        | 24.3   | 7.0      | 7.7          | 13.4   | 3.9      | -     | 5.4          | 8.7        | 9.9     | 15.2        | Oving        | -1.6       | -5.5   | 0.0      | 0.6          | -0.4   | 0.0      | 0.0   | 0.1          | -5.9       | -2.6    | -1.7        |
| North Mundon | 9.7        | 25.7   | 12.5     | 6.4          | 14.7   | 7.5      | 5.8   | -            | 10.2       | 9.0     | 16.6        | North Mundon | -0.8       | -2.4   | 0.7      | 0.0          | -1.0   | 0.7      | 0.7   | 0.0          | -2.9       | -1.9    | -0.9        |
| Fishbourne   | 7.1        | 20.8   | 12.7     | 12.8         | 10.2   | 9.4      | 8.8   | 9.3          | -          | 6.5     | 9.3         | Fishbourne   | -1.6       | -0.7   | -4.5     | -3.9         | -0.1   | -4.5     | -3.9  | -3.2         | 0.0        | 0.8     | -0.1        |
| Birdham      | 13.6       | 27.3   | 19.3     | 19.3         | 18.9   | 15.9     | 15.3  | 14.3         | 10.7       | -       | 17.9        | Birdham      | 3.2        | 3.6    | 3.1      | 3.8          | 4.3    | 3.1      | 3.7   | 2.9          | 4.4        | 0.0     | 4.3         |
| West Broyle  | 8.0        | 27.9   | 16.4     | 19.7         | 8.7    | 13.1     | 15.5  | 16.2         | 8.9        | 13.2    | -           | West Broyle  | -0.1       | 0.0    | -0.1     | -2.0         | 0.0    | -0.1     | -0.4  | -1.8         | -0.1       | -0.1    | 0.0         |

| Option       | 3          |        |          |              |        |          |       |              |            |         |             | Option       |            |        |          |              |        |          |       |              |            |         |             |
|--------------|------------|--------|----------|--------------|--------|----------|-------|--------------|------------|---------|-------------|--------------|------------|--------|----------|--------------|--------|----------|-------|--------------|------------|---------|-------------|
|              | Chichester | Havant | Fontwell | Bognor Regis | Lavant | Tangmere | Oving | North Mundon | Fishbourne | Birdham | West Broyle |              | Chichester | Havant | Fontwell | Bognor Regis | Lavant | Tangmere | Oving | North Mundon | Fishbourne | Birdham | West Broyle |
| Chichester   | -          | 22.9   | 9.8      | 12.9         | 7.0    | 6.5      | 7.5   | 9.2          | 7.1        | 8.0     | 7.9         | Chichester   | 0.0        | -0.8   | -0.3     | -0.8         | 0.0    | -0.3     | -0.4  | -0.8         | -1.5       | -1.5    | -0.1        |
| Havant       | 22.0       | -      | 28.5     | 28.4         | 28.0   | 25.2     | 24.5  | 24.8         | 20.8       | 21.7    | 28.9        | Havant       | -0.1       | 0.0    | -2.2     | -1.7         | -0.1   | -2.2     | -1.7  | -1.2         | 0.5        | 0.5     | 0.2         |
| Fontwell     | 11.0       | 31.3   | -        | 10.3         | 13.0   | 4.1      | 7.0   | 11.5         | 15.8       | 15.0    | 17.0        | Fontwell     | -0.3       | -2.5   | 0.0      | 0.0          | -0.1   | 0.0      | 0.0   | 0.0          | -2.0       | -1.7    | 0.2         |
| Bognor Regis | 14.6       | 30.6   | 10.6     | -            | 19.8   | 10.0     | 6.9   | 6.6          | 15.1       | 14.3    | 21.5        | Bognor Regis | -0.4       | -3.0   | 0.0      | 0.0          | 0.0    | 0.1      | 0.1   | 0.1          | -3.4       | -2.1    | -0.5        |
| Lavant       | 6.8        | 29.4   | 11.7     | 17.4         | -      | 8.4      | 11.5  | 13.9         | 10.6       | 14.5    | 8.7         | Lavant       | 0.0        | -0.8   | -0.1     | -0.4         | 0.0    | -0.1     | -0.4  | -1.1         | -0.1       | 0.2     | 0.0         |
| Tangmere     | 7.0        | 27.4   | 5.1      | 9.7          | 9.0    | -        | 3.8   | 6.9          | 11.8       | 11.0    | 13.0        | Tangmere     | -0.3       | -2.5   | 0.0      | 0.0          | -0.1   | 0.0      | 0.0   | 0.0          | -2.0       | -1.7    | -0.2        |
| Oving        | 9.5        | 26.6   | 7.0      | 7.3          | 13.4   | 3.9      | -     | 5.2          | 11.1       | 10.3    | 16.4        | Oving        | -0.4       | -3.1   | 0.0      | 0.2          | -0.3   | 0.0      | 0.0   | 0.0          | -3.6       | -2.3    | -0.5        |
| North Mundon | 9.1        | 25.2   | 12.0     | 6.4          | 14.3   | 7.0      | 5.3   | -            | 9.6        | 8.8     | 16.0        | North Mundon | -1.4       | -2.9   | 0.2      | 0.0          | -1.3   | 0.2      | 0.3   | 0.0          | -3.4       | -2.1    | -1.5        |
| Fishbourne   | 8.7        | 22.3   | 15.9     | 15.8         | 10.3   | 12.6     | 11.8  | 12.1         | -          | 8.5     | 9.4         | Fishbourne   | 0.0        | 0.8    | -1.3     | -0.9         | 0.0    | -1.3     | -0.9  | -0.4         | 0.0        | 2.8     | 0.0         |
| Birdham      | 10.1       | 23.5   | 17.1     | 17.0         | 13.5   | 13.8     | 13.1  | 13.4         | 5.3        | -       | 12.6        | Birdham      | -0.4       | -0.2   | 1.0      | 1.4          | -1.1   | 1.0      | 1.4   | 2.0          | -1.1       | 0.0     | -1.1        |
| West Broyle  | 8.1        | 27.8   | 16.4     | 20.9         | 8.8    | 13.1     | 15.5  | 17.3         | 8.8        | 14.4    | -           | West Broyle  | 0.1        | -0.1   | -0.1     | -0.8         | 0.0    | -0.1     | -0.3  | -0.8         | -0.2       | 1.1     | 0.0         |



Option

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West Broyle

8.1

30.1

17.1

23.2

8.8

13.6

16.9

17.8

8.9

13.0

-

Option

3

Chichester

Havant

Fontwell

Bognor Regis

Lavant

Tangmere

Oving

North Mundon

Fishbourne

Birham

West Broyle

0.0

-0.4

-0.6

-2.1

-0.1

-0.6

-0.9

-2.8

0.1

-



Average Journey Times (mins)

Year2041 CORE

Peak HourAM

| Option       | Do Minimum |        |          |              |        |          |       |              |            |          |             |
|--------------|------------|--------|----------|--------------|--------|----------|-------|--------------|------------|----------|-------------|
|              | Chichester | Havant | Fontwell | Bognor Regis | Lavant | Tangmere | Oving | North Mundon | Fishbourne | Birdbham | West Broyle |
| Chichester   | -          | 24.6   | 10.3     | 11.4         | 7.0    | 7.0      | 8.1   | 7.7          | 8.9        | 9.3      | 8.0         |
| Havant       | 25.4       | -      | 34.9     | 31.0         | 31.3   | 30.1     | 28.4  | 27.4         | 22.0       | 22.9     | 29.1        |
| Fontwell     | 14.2       | 36.8   | -        | 10.5         | 13.7   | 4.3      | 7.1   | 12.5         | 18.8       | 19.1     | 18.3        |
| Bognor Regis | 18.5       | 37.6   | 11.6     | -            | 22.1   | 11.8     | 8.2   | 8.5          | 22.0       | 18.6     | 25.5        |
| Lavant       | 8.5        | 32.7   | 12.2     | 18.1         | -      | 8.9      | 11.9  | 16.2         | 11.2       | 14.7     | 9.0         |
| Tangmere     | 10.0       | 32.6   | 6.5      | 10.1         | 9.5    | -        | 3.8   | 7.7          | 14.7       | 14.9     | 14.1        |
| Oving        | 12.4       | 32.8   | 7.2      | 7.5          | 14.2   | 3.9      | -     | 6.0          | 17.2       | 15.1     | 18.3        |
| North Mundon | 14.7       | 30.9   | 15.2     | 6.6          | 19.7   | 9.3      | 7.6   | -            | 15.3       | 11.9     | 21.7        |
| Fishbourne   | 12.7       | 24.8   | 19.4     | 19.4         | 12.4   | 16.1     | 16.8  | 15.8         | -          | 5.7      | 10.2        |
| Birdbham     | 12.6       | 26.4   | 20.8     | 16.9         | 15.3   | 16.0     | 14.3  | 11.5         | 5.0        | -        | 14.4        |
| West Broyle  | 10.6       | 28.6   | 17.4     | 21.9         | 9.2    | 14.1     | 17.1  | 18.3         | 9.1        | 13.6     | -           |

| Option       | 1          |        |          |              |        |          |       |              |            |        |             |              |        |          |              |        |          |       |              |            |        |             |      |
|--------------|------------|--------|----------|--------------|--------|----------|-------|--------------|------------|--------|-------------|--------------|--------|----------|--------------|--------|----------|-------|--------------|------------|--------|-------------|------|
|              | Chichester | Havant | Fontwell | Bognor Regis | Lavant | Tangmere | Oving | North Mundon | Fishbourne | Birham | West Broyle | Chichester   | Havant | Fontwell | Bognor Regis | Lavant | Tangmere | Oving | North Mundon | Fishbourne | Birham | West Broyle |      |
| Chichester   | -          | 23.8   | 10.3     | 10.4         | 7.0    | 6.9      | 7.8   | 7.1          | 7.0        | 7.9    | 7.9         | Chichester   | 0.0    | -0.7     | 0.0          | -0.9   | 0.0      | 0.0   | -0.3         | -0.7       | -1.9   | -1.4        | -0.1 |
| Havant       | 26.3       | -      | 31.7     | 32.7         | 32.3   | 28.3     | 29.2  | 29.3         | 24.3       | 24.9   | 29.1        | Havant       | 0.9    | 0.0      | -3.2         | 1.6    | 0.9      | -1.7  | 0.9          | 1.8        | 2.3    | 2.0         | 0.1  |
| Fontwell     | 12.5       | 32.6   | -        | 10.4         | 13.4   | 4.4      | 7.1   | 11.8         | 15.9       | 14.8   | 17.6        | Fontwell     | -1.7   | -4.2     | 0.0          | -0.1   | -0.3     | 0.1   | 0.0          | -0.7       | -2.9   | -4.3        | -0.7 |
| Bognor Regis | 15.9       | 34.6   | 11.3     | -            | 22.0   | 13.2     | 9.3   | 8.3          | 17.9       | 16.8   | 22.8        | Bognor Regis | -2.6   | -3.0     | -0.3         | 0.0    | -0.1     | 1.4   | 1.2          | -0.2       | -4.1   | -1.8        | -2.7 |
| Lavant       | 7.6        | 31.1   | 12.2     | 16.1         | -      | 8.8      | 12.1  | 12.7         | 10.7       | 15.1   | 8.8         | Lavant       | -0.9   | -1.6     | 0.0          | -2.0   | 0.0      | -0.1  | 0.3          | -3.5       | -0.5   | 0.4         | -0.2 |
| Tangmere     | 8.3        | 28.4   | 6.2      | 9.7          | 9.2    | -        | 3.8   | 7.6          | 11.7       | 10.6   | 13.3        | Tangmere     | -1.7   | -4.3     | -0.3         | -0.3   | -0.4     | 0.0   | 0.0          | -0.1       | -3.0   | -4.4        | -0.8 |
| Oving        | 9.4        | 28.1   | 7.1      | 7.3          | 13.8   | 3.8      | -     | 5.9          | 11.4       | 10.3   | 16.3        | Oving        | -3.0   | -4.7     | -0.1         | -0.2   | -0.5     | -0.1  | 0.0          | -0.1       | -5.7   | -4.8        | -2.0 |
| North Mundon | 10.5       | 27.9   | 14.6     | 6.3          | 16.5   | 8.9      | 7.3   | -            | 11.2       | 10.1   | 17.4        | North Mundon | -4.2   | -3.1     | -0.7         | -0.3   | -3.1     | -0.4  | -0.3         | 0.0        | -4.1   | -1.8        | -4.3 |
| Fishbourne   | 12.0       | 24.8   | 18.9     | 21.9         | 11.9   | 15.6     | 18.6  | 18.5         | -          | 7.6    | 10.2        | Fishbourne   | -0.6   | 0.1      | -0.5         | 2.5    | -0.5     | -0.6  | 1.8          | 2.7        | 0.0    | 1.9         | 0.0  |
| Birham       | 12.3       | 26.6   | 20.5     | 18.5         | 14.8   | 17.1     | 18.0  | 13.3         | 5.0        | -      | 13.9        | Birham       | -0.3   | 0.2      | -0.3         | 1.6    | -0.5     | 1.2   | 3.7          | 1.8        | 0.0    | 0.0         | -0.5 |
| West Broyle  | 10.4       | 28.5   | 17.4     | 20.8         | 9.1    | 14.0     | 17.3  | 17.4         | 9.0        | 15.4   | -           | West Broyle  | -0.2   | 0.0      | 0.0          | -1.1   | -0.1     | -0.1  | 0.3          | -0.9       | -0.1   | 1.8         | 0.0  |

| Option       | 1A         |        |          |              |        |          |       |              |            |        |             |              |        |          |              |        |          |       |              |            |        |             |      |
|--------------|------------|--------|----------|--------------|--------|----------|-------|--------------|------------|--------|-------------|--------------|--------|----------|--------------|--------|----------|-------|--------------|------------|--------|-------------|------|
|              | Chichester | Havant | Fontwell | Bognor Regis | Lavant | Tangmere | Oving | North Mundon | Fishbourne | Birham | West Broyle | Chichester   | Havant | Fontwell | Bognor Regis | Lavant | Tangmere | Oving | North Mundon | Fishbourne | Birham | West Broyle |      |
| Chichester   | -          | 23.5   | 10.1     | 10.3         | 7.0    | 6.8      | 7.6   | 7.0          | 7.2        | 8.1    | 8.0         | Chichester   | 0.0    | -1.0     | -0.2         | -1.1   | 0.0      | -0.2  | -0.5         | -0.8       | -1.8   | -1.2        | 0.0  |
| Havant       | 25.0       | -      | 32.8     | 33.0         | 31.0   | 29.5     | 30.4  | 27.7         | 22.1       | 23.0   | 28.9        | Havant       | -0.4   | 0.0      | -2.1         | 2.0    | -0.4     | -0.6  | 2.0          | 0.2        | 0.1    | 0.1         | -0.2 |
| Fontwell     | 13.1       | 34.1   | -        | 10.4         | 13.5   | 4.4      | 7.1   | 11.5         | 17.8       | 17.2   | 17.8        | Fontwell     | -1.1   | -2.8     | 0.0          | -0.1   | -0.3     | 0.1   | 0.0          | -1.0       | -1.0   | -1.9        | -0.6 |
| Bognor Regis | 16.5       | 36.2   | 11.3     | -            | 22.2   | 13.6     | 9.2   | 7.8          | 20.0       | 17.6   | 23.4        | Bognor Regis | -2.1   | -1.4     | -0.3         | 0.0    | 0.1      | 1.8   | 1.0          | -0.8       | -2.0   | -1.0        | -2.1 |
| Lavant       | 8.3        | 31.4   | 12.2     | 15.6         | -      | 8.9      | 11.9  | 12.3         | 10.8       | 16.0   | 8.8         | Lavant       | -0.2   | -1.3     | 0.0          | -2.5   | 0.0      | -0.1  | 0.0          | -3.9       | -0.4   | 1.2         | -0.1 |
| Tangmere     | 8.8        | 29.8   | 6.2      | 9.6          | 9.2    | -        | 3.8   | 7.2          | 13.6       | 12.9   | 13.5        | Tangmere     | -1.2   | -2.8     | -0.3         | -0.4   | -0.3     | 0.0   | 0.0          | -0.5       | -1.1   | -2.0        | -0.6 |
| Oving        | 10.1       | 29.8   | 7.1      | 7.2          | 13.7   | 3.8      | -     | 5.9          | 13.6       | 13.0   | 17.1        | Oving        | -2.3   | -3.0     | -0.1         | -0.3   | -0.5     | -0.1  | 0.0          | -0.1       | -3.6   | -2.1        | -1.2 |
| North Mundon | 11.8       | 31.2   | 14.8     | 6.3          | 17.5   | 9.1      | 7.5   | -            | 14.9       | 11.1   | 18.7        | North Mundon | -3.0   | 0.2      | -0.5         | -0.3   | -2.2     | -0.2  | -0.2         | 0.0        | -0.4   | -0.8        | -3.0 |
| Fishbourne   | 11.0       | 24.5   | 18.1     | 19.8         | 11.1   | 14.7     | 17.2  | 14.5         | -          | 8.4    | 9.6         | Fishbourne   | -1.7   | -0.3     | -1.4         | 0.4    | -1.4     | -1.4  | 0.4          | -1.3       | 0.0    | 2.7         | -0.6 |
| Birham       | 13.5       | 27.2   | 20.1     | 16.5         | 18.0   | 16.8     | 17.6  | 11.2         | 9.1        | -      | 16.6        | Birham       | 1.0    | 0.8      | -0.7         | -0.4   | 2.7      | 0.8   | 3.4          | -0.3       | 4.1    | 0.0         | 2.2  |
| West Broyle  | 10.2       | 28.2   | 17.4     | 20.4         | 9.1    | 14.0     | 17.7  | 17.1         | 9.0        | 15.2   | -           | West Broyle  | -0.4   | -0.4     | 0.0          | -1.5   | 0.0      | -0.1  | 0.6          | -1.2       | -0.1   | 1.6         | 0.0  |

| Option       | 2          |        |          |              |        |          |       |              |            |        |             | Option       |            |        |          |              |        |          |       |              |            |        |             |
|--------------|------------|--------|----------|--------------|--------|----------|-------|--------------|------------|--------|-------------|--------------|------------|--------|----------|--------------|--------|----------|-------|--------------|------------|--------|-------------|
|              | Chichester | Havant | Fontwell | Bognor Regis | Lavant | Tangmere | Oving | North Mundon | Fishbourne | Birham | West Broyle |              | Chichester | Havant | Fontwell | Bognor Regis | Lavant | Tangmere | Oving | North Mundon | Fishbourne | Birham | West Broyle |
| Chichester   | -          | 24.5   | 10.3     | 10.3         | 7.0    | 7.0      | 7.8   | 7.0          | 7.4        | 7.7    | 7.9         | Chichester   | 0.0        | 0.0    | 0.0      | -1.1         | 0.0    | 0.0      | -0.3  | -0.7         | -1.5       | -1.6   | -0.1        |
| Havant       | 26.5       | -      | 31.0     | 31.9         | 32.5   | 27.6     | 28.5  | 28.0         | 24.2       | 24.4   | 29.2        | Havant       | 1.2        | 0.0    | -4.0     | 0.9          | 1.2    | -2.4     | 0.1   | 0.6          | 2.2        | 1.5    | 0.1         |
| Fontwell     | 12.6       | 31.2   | -        | 10.4         | 13.4   | 4.4      | 7.1   | 11.8         | 14.5       | 14.7   | 17.6        | Fontwell     | -1.6       | -5.6   | 0.0      | -0.1         | -0.3   | 0.1      | 0.0   | -0.7         | -4.4       | -4.5   | -0.7        |
| Bognor Regis | 16.0       | 33.3   | 11.2     | -            | 22.0   | 13.1     | 9.5   | 9.1          | 16.5       | 14.5   | 22.9        | Bognor Regis | -2.5       | -4.4   | -0.4     | 0.0          | -0.1   | 1.3      | 1.3   | 0.6          | -5.5       | -4.1   | -2.6        |
| Lavant       | 7.8        | 31.9   | 12.2     | 15.9         | -      | 8.8      | 12.1  | 12.6         | 10.7       | 15.2   | 8.8         | Lavant       | -0.7       | -0.8   | 0.0      | -2.2         | 0.0    | -0.1     | 0.2   | -3.6         | -0.5       | 0.5    | -0.2        |
| Tangmere     | 8.3        | 27.0   | 6.2      | 9.6          | 9.1    | -        | 3.8   | 7.6          | 10.2       | 10.4   | 13.3        | Tangmere     | -1.7       | -5.7   | -0.3     | -0.4         | -0.4   | 0.0      | 0.0   | -0.1         | -4.5       | -4.5   | -0.8        |
| Oving        | 9.4        | 26.7   | 7.1      | 7.4          | 13.8   | 3.8      | -     | 5.9          | 9.9        | 10.1   | 16.3        | Oving        | -3.0       | -6.1   | -0.1     | -0.1         | -0.5   | -0.1     | 0.0   | -0.1         | -7.2       | -5.0   | -1.9        |
| North Mundon | 9.9        | 26.8   | 14.3     | 6.4          | 16.0   | 8.6      | 7.0   | -            | 9.8        | 6.8    | 16.9        | North Mundon | -4.8       | -4.1   | -0.9     | -0.2         | -3.7   | -0.7     | -0.7  | 0.0          | -5.5       | -5.1   | -4.9        |
| Fishbourne   | 13.1       | 24.9   | 19.7     | 20.1         | 12.7   | 16.3     | 19.2  | 14.8         | -          | 7.0    | 10.2        | Fishbourne   | 0.4        | 0.1    | 0.2      | 0.7          | 0.3    | 0.2      | 2.4   | -1.1         | 0.0        | 1.3    | 0.0         |
| Birham       | 10.4       | 25.1   | 17.8     | 14.1         | 15.6   | 14.5     | 13.9  | 8.8          | 5.0        | -      | 14.6        | Birham       | -2.2       | -1.3   | -3.0     | -2.8         | 0.3    | -1.5     | -0.4  | -2.7         | 0.0        | 0.0    | 0.3         |
| West Broyle  | 10.8       | 28.5   | 17.5     | 21.0         | 9.2    | 14.1     | 17.4  | 17.7         | 8.9        | 14.9   | -           | West Broyle  | 0.2        | -0.1   | 0.1      | -0.9         | 0.0    | 0.0      | 0.4   | -0.6         | -0.2       | 1.3    | 0.0         |

| Option       | 2A         |        |          |              |        |          |       |              |            |        |             | Option       |        |          |              |        |          |       |              |            |        |             |      |
|--------------|------------|--------|----------|--------------|--------|----------|-------|--------------|------------|--------|-------------|--------------|--------|----------|--------------|--------|----------|-------|--------------|------------|--------|-------------|------|
|              | Chichester | Havant | Fontwell | Bognor Regis | Lavant | Tangmere | Oving | North Mundon | Fishbourne | Birham | West Broyle | Chichester   | Havant | Fontwell | Bognor Regis | Lavant | Tangmere | Oving | North Mundon | Fishbourne | Birham | West Broyle |      |
| Chichester   | -          | 23.8   | 9.8      | 10.7         | 7.0    | 6.5      | 7.4   | 7.5          | 7.5        | 8.4    | 8.0         | Chichester   | 0.0    | -0.7     | -0.5         | -0.7   | 0.0      | -0.5  | -0.7         | -0.2       | -1.4   | -0.9        | 0.0  |
| Havant       | 25.8       | -      | 30.2     | 28.5         | 31.8   | 26.9     | 25.8  | 25.3         | 24.2       | 24.4   | 29.0        | Havant       | 0.4    | 0.0      | -4.7         | -2.5   | 0.4      | -3.1  | -2.6         | -2.1       | 2.2    | 1.5         | -0.1 |
| Fontwell     | 12.8       | 30.1   | -        | 10.4         | 13.4   | 4.4      | 7.1   | 12.6         | 14.0       | 14.9   | 17.6        | Fontwell     | -1.4   | -6.7     | 0.0          | -0.1   | -0.4     | 0.1   | 0.0          | 0.1        | -4.9   | -4.3        | -0.7 |
| Bognor Regis | 17.1       | 33.8   | 11.3     | -            | 23.1   | 13.2     | 10.1  | 7.2          | 17.7       | 15.8   | 24.0        | Bognor Regis | -1.5   | -3.8     | -0.3         | 0.0    | 1.0      | 1.4   | 1.9          | -1.3       | -4.3   | -2.8        | -1.5 |
| Lavant       | 7.8        | 31.2   | 12.0     | 17.3         | -      | 8.7      | 11.6  | 14.1         | 10.7       | 15.8   | 8.8         | Lavant       | -0.7   | -1.5     | -0.2         | -0.8   | 0.0      | -0.2  | -0.3         | -2.1       | -0.5   | 1.1         | -0.2 |
| Tangmere     | 8.5        | 25.9   | 6.4      | 9.9          | 9.1    | -        | 3.8   | 7.7          | 9.7        | 10.6   | 13.3        | Tangmere     | -1.5   | -6.8     | 0.0          | -0.1   | -0.4     | 0.0   | 0.0          | 0.0        | -4.9   | -4.3        | -0.8 |
| Oving        | 9.4        | 26.2   | 7.1      | 6.9          | 13.7   | 3.9      | -     | 6.1          | 10.1       | 11.0   | 16.4        | Oving        | -3.0   | -6.6     | -0.1         | -0.6   | -0.6     | -0.1  | 0.0          | 0.0        | -7.1   | -4.1        | -1.9 |
| North Mundon | 13.6       | 30.4   | 16.4     | 6.3          | 19.6   | 11.5     | 9.3   | -            | 14.2       | 9.8    | 20.6        | North Mundon | -1.1   | -0.6     | 1.2          | -0.3   | -0.1     | 2.2   | 1.7          | 0.0        | -1.0   | -2.1        | -1.2 |
| Fishbourne   | 11.4       | 24.6   | 17.8     | 16.9         | 11.0   | 14.5     | 14.2  | 13.7         | -          | 9.2    | 9.8         | Fishbourne   | -1.2   | -0.2     | -1.6         | -2.5   | -1.5     | -1.6  | -2.6         | -2.1       | 0.0    | 3.5         | -0.4 |
| Birham       | 15.4       | 29.9   | 22.8     | 17.5         | 20.0   | 19.5     | 18.2  | 12.1         | 11.1       | -      | 18.7        | Birham       | 2.9    | 3.5      | 2.0          | 0.6    | 4.7      | 3.5   | 3.9          | 0.6        | 6.1    | 0.0         | 4.4  |
| West Broyle  | 10.7       | 28.3   | 17.2     | 21.3         | 9.1    | 13.9     | 16.8  | 18.1         | 9.0        | 16.0   | -           | West Broyle  | 0.1    | -0.3     | -0.2         | -0.6   | -0.1     | -0.2  | -0.3         | -0.2       | -0.1   | 2.5         | 0.0  |

| Option       | 3          |        |          |              |        |          |       |              |            |        |             | Option       |        |          |              |        |          |       |              |            |        |             |      |
|--------------|------------|--------|----------|--------------|--------|----------|-------|--------------|------------|--------|-------------|--------------|--------|----------|--------------|--------|----------|-------|--------------|------------|--------|-------------|------|
|              | Chichester | Havant | Fontwell | Bognor Regis | Lavant | Tangmere | Oving | North Mundon | Fishbourne | Birham | West Broyle | Chichester   | Havant | Fontwell | Bognor Regis | Lavant | Tangmere | Oving | North Mundon | Fishbourne | Birham | West Broyle |      |
| Chichester   | -          | 24.2   | 9.9      | 11.7         | 7.0    | 6.6      | 7.6   | 8.3          | 7.5        | 8.4    | 8.0         | Chichester   | 0.0    | -0.4     | -0.3         | 0.3    | 0.0      | -0.4  | -0.6         | 0.5        | -1.4   | -0.9        | -0.1 |
| Havant       | 25.2       | -      | 32.6     | 30.0         | 31.2   | 29.3     | 27.4  | 26.6         | 22.8       | 23.7   | 29.1        | Havant       | -0.1   | 0.0      | -2.4         | -1.0   | -0.1     | -0.8  | -1.0         | -0.8       | 0.8    | 0.8         | 0.0  |
| Fontwell     | 13.9       | 34.6   | -        | 10.4         | 13.5   | 4.3      | 7.1   | 12.3         | 18.1       | 17.1   | 17.7        | Fontwell     | -0.3   | -2.2     | 0.0          | 0.0    | -0.2     | 0.0   | 0.0          | -0.2       | -0.8   | -2.1        | 0.6  |
| Bognor Regis | 19.2       | 35.9   | 11.4     | -            | 21.5   | 11.6     | 8.1   | 9.1          | 19.3       | 18.3   | 26.1        | Bognor Regis | 0.6    | -1.7     | -0.2         | 0.0    | -0.5     | -0.2  | -0.1         | 0.6        | -2.7   | -0.3        | 0.6  |
| Lavant       | 8.4        | 32.2   | 12.1     | 17.7         | -      | 8.8      | 11.6  | 14.7         | 10.8       | 16.4   | 8.8         | Lavant       | -0.1   | -0.5     | -0.1         | -0.4   | 0.0      | -0.1  | -0.3         | -1.5       | -0.4   | 1.6         | -0.1 |
| Tangmere     | 9.7        | 30.4   | 6.5      | 9.9          | 9.3    | -        | 3.8   | 7.5          | 13.9       | 12.8   | 13.5        | Tangmere     | -0.3   | -2.2     | 0.0          | -0.2   | -0.3     | 0.0   | 0.0          | -0.2       | -0.8   | -2.1        | -0.6 |
| Oving        | 12.0       | 31.1   | 7.1      | 6.8          | 13.9   | 3.9      | -     | 5.9          | 14.6       | 13.5   | 18.0        | Oving        | -0.4   | -1.7     | 0.0          | -0.8   | -0.4     | 0.0   | 0.0          | -0.2       | -2.6   | -1.6        | -0.3 |
| North Mundon | 11.6       | 28.5   | 14.2     | 6.8          | 17.6   | 8.2      | 6.5   | -            | 11.9       | 10.9   | 18.5        | North Mundon | -3.1   | -2.4     | -1.1         | 0.3    | -2.1     | -1.1  | -1.1         | 0.0        | -3.4   | -1.0        | -3.2 |
| Fishbourne   | 12.1       | 24.8   | 18.8     | 18.1         | 11.8   | 15.4     | 15.4  | 14.7         | -          | 11.1   | 10.2        | Fishbourne   | -0.5   | 0.0      | -0.7         | -1.3   | -0.6     | -0.7  | -1.3         | -1.2       | 0.0    | 5.4         | 0.0  |
| Birham       | 12.8       | 25.8   | 20.8     | 17.9         | 14.7   | 17.5     | 15.7  | 12.6         | 5.0        | -      | 13.8        | Birham       | 0.2    | -0.6     | 0.0          | 0.9    | -0.6     | 1.5   | 1.5          | 1.1        | 0.0    | 0.0         | -0.6 |
| West Broyle  | 10.7       | 28.4   | 17.4     | 22.3         | 9.2    | 14.0     | 16.8  | 18.9         | 8.9        | 16.4   | -           | West Broyle  | 0.0    | -0.2     | 0.0          | 0.4    | 0.0      | -0.1  | -0.2         | 0.6        | -0.2   | 2.8         | 0.0  |



Average Journey Times (mins)

Year2041 CORE

Peak HourIP

| Option       | Do Minimum |        |          |              |        |          |       |              |            |         |             |
|--------------|------------|--------|----------|--------------|--------|----------|-------|--------------|------------|---------|-------------|
|              | Chichester | Havant | Fontwell | Bognor Regis | Lavant | Tangmere | Oving | North Mundon | Fishbourne | Birdham | West Broyle |
| Chichester   | -          | 24.6   | 10.4     | 14.3         | 7.0    | 7.0      | 8.2   | 10.5         | 8.6        | 10.1    | 8.1         |
| Havant       | 22.6       | -      | 31.6     | 30.9         | 28.6   | 28.2     | 26.9  | 26.6         | 20.7       | 21.6    | 28.8        |
| Fontwell     | 11.6       | 34.9   | -        | 10.4         | 13.1   | 4.1      | 7.0   | 11.6         | 17.9       | 17.6    | 17.4        |
| Bognor Regis | 15.4       | 34.2   | 10.7     | -            | 19.9   | 10.0     | 6.9   | 6.6          | 18.9       | 16.9    | 22.4        |
| Lavant       | 6.9        | 30.7   | 12.0     | 18.1         | -      | 8.6      | 12.1  | 15.3         | 10.8       | 14.4    | 8.7         |
| Tangmere     | 7.6        | 30.9   | 5.3      | 9.9          | 9.1    | -        | 3.9   | 7.0          | 13.9       | 13.6    | 13.4        |
| Oving        | 10.1       | 30.5   | 7.0      | 7.4          | 13.8   | 3.9      | -     | 5.3          | 15.1       | 13.1    | 17.2        |
| North Mundon | 10.9       | 28.8   | 12.0     | 6.4          | 16.1   | 6.8      | 5.1   | -            | 13.5       | 11.5    | 18.0        |
| Fishbourne   | 8.6        | 22.0   | 17.1     | 17.3         | 10.4   | 13.8     | 13.3  | 13.1         | -          | 5.7     | 9.5         |
| Birdham      | 11.0       | 24.3   | 16.8     | 16.1         | 14.6   | 13.5     | 12.1  | 11.8         | 6.4        | -       | 13.7        |
| West Broyle  | 8.1        | 28.0   | 16.7     | 22.3         | 8.8    | 13.4     | 16.2  | 18.6         | 9.0        | 13.3    | -           |

| Option       | 1          |        |          |              |        |          |       |              |            |         |             |              |        |          |              |        |          |       |              |            |         |             |      |
|--------------|------------|--------|----------|--------------|--------|----------|-------|--------------|------------|---------|-------------|--------------|--------|----------|--------------|--------|----------|-------|--------------|------------|---------|-------------|------|
|              | Chichester | Havant | Fontwell | Bognor Regis | Lavant | Tangmere | Oving | North Mundon | Fishbourne | Birdham | West Broyle | Chichester   | Havant | Fontwell | Bognor Regis | Lavant | Tangmere | Oving | North Mundon | Fishbourne | Birdham | West Broyle |      |
| Chichester   | -          | 23.2   | 10.3     | 13.3         | 7.0    | 7.0      | 7.9   | 9.5          | 7.0        | 7.8     | 7.9         | Chichester   | 0.0    | -1.4     | 0.0          | -1.0   | 0.0      | -0.1  | -0.2         | -1.0       | -1.7    | -2.3        | -0.1 |
| Havant       | 22.4       | -      | 28.9     | 28.8         | 28.4   | 25.5     | 24.7  | 25.1         | 20.6       | 21.4    | 28.9        | Havant       | -0.2   | 0.0      | -2.7         | -2.0   | -0.2     | -2.7  | -2.1         | -1.6       | -0.1    | -0.2        | 0.1  |
| Fontwell     | 11.1       | 30.0   | -        | 10.4         | 13.0   | 4.2      | 7.0   | 11.7         | 13.9       | 13.2    | 17.1        | Fontwell     | -0.5   | -5.0     | 0.0          | 0.0    | -0.2     | 0.0   | 0.0          | 0.1        | -4.0    | -4.4        | -0.3 |
| Bognor Regis | 12.8       | 30.3   | 10.7     | -            | 18.1   | 10.5     | 7.5   | 6.5          | 14.3       | 13.6    | 19.7        | Bognor Regis | -2.6   | -3.9     | -0.1         | 0.0    | -1.8     | 0.5   | 0.6          | -0.1       | -4.6    | -3.3        | -2.7 |
| Lavant       | 6.9        | 29.6   | 11.8     | 18.1         | -      | 8.5      | 12.0  | 15.3         | 10.6       | 14.2    | 8.7         | Lavant       | 0.0    | -1.1     | -0.1         | 0.0    | 0.0      | -0.2  | -0.1         | 0.0        | -0.2    | -0.2        | 0.0  |
| Tangmere     | 7.1        | 25.9   | 5.3      | 10.0         | 9.0    | -        | 3.9   | 7.1          | 9.9        | 9.2     | 13.0        | Tangmere     | -0.6   | -5.0     | 0.0          | 0.1    | -0.2     | 0.0   | 0.0          | 0.1        | -4.0    | -4.4        | -0.4 |
| Oving        | 8.3        | 25.8   | 7.0      | 7.8          | 13.5   | 3.9      | -     | 5.4          | 9.8        | 9.0     | 15.2        | Oving        | -1.9   | -4.7     | 0.0          | 0.4    | -0.4     | 0.0   | 0.0          | 0.1        | -5.3    | -4.1        | -2.0 |
| North Mundon | 8.7        | 26.1   | 11.8     | 6.4          | 14.0   | 6.9      | 5.3   | -            | 10.1       | 9.4     | 15.6        | North Mundon | -2.2   | -2.7     | -0.2         | 0.0    | -2.1     | 0.1   | 0.1          | 0.0        | -3.4    | -2.1        | -2.4 |
| Fishbourne   | 7.7        | 21.8   | 14.5     | 14.5         | 10.3   | 11.2     | 10.4  | 10.7         | -          | 7.0     | 9.4         | Fishbourne   | -0.9   | -0.2     | -2.6         | -2.8   | -0.1     | -2.7  | -2.9         | -2.4       | 0.0     | 1.2         | -0.1 |
| Birdham      | 9.7        | 23.8   | 16.6     | 16.6         | 14.3   | 13.2     | 12.5  | 12.8         | 6.2        | -       | 13.4        | Birdham      | -1.3   | -0.4     | -0.2         | 0.4    | -0.3     | -0.2  | 0.4          | 1.0        | -0.2    | 0.0         | -0.3 |
| West Broyle  | 8.1        | 27.9   | 16.5     | 21.3         | 8.8    | 13.2     | 16.0  | 17.5         | 8.8        | 13.3    | -           | West Broyle  | 0.0    | -0.1     | -0.2         | -1.0   | 0.0      | -0.2  | -0.2         | -1.1       | -0.2    | -0.1        | 0.0  |

| Option       | 1A         |        |          |              |        |          |       |              |            |         |             | Option       |        |          |              |        |          |       |              |            |         |             |      |
|--------------|------------|--------|----------|--------------|--------|----------|-------|--------------|------------|---------|-------------|--------------|--------|----------|--------------|--------|----------|-------|--------------|------------|---------|-------------|------|
|              | Chichester | Havant | Fontwell | Bognor Regis | Lavant | Tangmere | Oving | North Mundon | Fishbourne | Birdham | West Broyle | Chichester   | Havant | Fontwell | Bognor Regis | Lavant | Tangmere | Oving | North Mundon | Fishbourne | Birdham | West Broyle |      |
| Chichester   | -          | 23.1   | 10.4     | 13.3         | 7.0    | 7.0      | 7.9   | 9.4          | 7.5        | 8.4     | 8.0         | Chichester   | 0.0    | -1.4     | 0.0          | -1.0   | 0.0      | 0.0   | -0.2         | -1.1       | -1.1    | -1.7        | -0.1 |
| Havant       | 22.5       | -      | 30.9     | 30.8         | 28.3   | 27.5     | 26.7  | 27.0         | 20.5       | 21.4    | 28.9        | Havant       | 0.0    | 0.0      | -0.7         | -0.1   | -0.3     | -0.7  | -0.2         | 0.4        | -0.2    | -0.2        | 0.1  |
| Fontwell     | 11.2       | 32.7   | -        | 10.4         | 13.0   | 4.2      | 7.0   | 11.7         | 17.5       | 16.9    | 17.2        | Fontwell     | -0.4   | -2.2     | 0.0          | 0.0    | -0.1     | 0.0   | 0.0          | 0.1        | -0.5    | -0.7        | -0.2 |
| Bognor Regis | 12.7       | 33.1   | 10.7     | -            | 17.8   | 10.4     | 7.3   | 6.5          | 17.7       | 16.0    | 19.7        | Bognor Regis | -2.6   | -1.1     | -0.1         | 0.0    | -2.1     | 0.3   | 0.4          | -0.1       | -1.2    | -0.9        | -2.7 |
| Lavant       | 6.9        | 29.0   | 11.8     | 18.0         | -      | 8.5      | 11.9  | 15.3         | 10.6       | 14.3    | 8.7         | Lavant       | 0.0    | -1.7     | -0.1         | -0.1   | 0.0      | -0.1  | -0.2         | 0.0        | -0.2    | -0.1        | 0.0  |
| Tangmere     | 7.2        | 28.7   | 5.3      | 10.0         | 9.0    | -        | 3.9   | 7.1          | 13.5       | 12.9    | 13.1        | Tangmere     | -0.5   | -2.2     | 0.0          | 0.1    | -0.1     | 0.0   | 0.0          | 0.1        | -0.5    | -0.7        | -0.2 |
| Oving        | 8.4        | 28.7   | 7.0      | 7.9          | 13.5   | 3.9      | -     | 5.4          | 13.4       | 12.9    | 15.3        | Oving        | -1.7   | -1.7     | 0.0          | 0.5    | -0.4     | 0.0   | 0.0          | 0.1        | -1.8    | -0.2        | -1.8 |
| North Mundon | 8.8        | 28.9   | 11.6     | 6.3          | 13.8   | 6.9      | 5.2   | -            | 13.5       | 10.6    | 15.7        | North Mundon | -2.2   | 0.1      | -0.5         | -0.1   | -2.3     | 0.0   | 0.1          | 0.0        | 0.0     | -0.9        | -2.3 |
| Fishbourne   | 7.3        | 20.6   | 16.0     | 15.9         | 10.3   | 12.6     | 11.8  | 12.1         | -          | 6.3     | 9.4         | Fishbourne   | -1.3   | -1.4     | -1.2         | -1.4   | -0.1     | -1.2  | -1.5         | -1.0       | 0.0     | 0.5         | -0.1 |
| Birdham      | 9.5        | 22.8   | 16.4     | 16.4         | 14.4   | 13.1     | 12.2  | 12.1         | 6.2        | -       | 13.5        | Birdham      | -1.5   | -1.5     | -0.4         | 0.2    | -0.3     | -0.4  | 0.1          | 0.2        | -0.1    | 0.0         | -0.2 |
| West Broyle  | 8.1        | 27.9   | 16.5     | 21.2         | 8.8    | 13.2     | 15.9  | 17.4         | 8.9        | 13.3    | -           | West Broyle  | -0.1   | -0.1     | -0.2         | -1.1   | -0.1     | -0.2  | -0.3         | -1.2       | -0.1    | -0.1        | 0.0  |

| Option       | 2          |        |          |              |        |          |       |              |            |         |             | Option       |        |          |              |        |          |       |              |            |         |             |      |
|--------------|------------|--------|----------|--------------|--------|----------|-------|--------------|------------|---------|-------------|--------------|--------|----------|--------------|--------|----------|-------|--------------|------------|---------|-------------|------|
|              | Chichester | Havant | Fontwell | Bognor Regis | Lavant | Tangmere | Oving | North Mundon | Fishbourne | Birdham | West Broyle | Chichester   | Havant | Fontwell | Bognor Regis | Lavant | Tangmere | Oving | North Mundon | Fishbourne | Birdham | West Broyle |      |
| Chichester   | -          | 23.9   | 10.2     | 12.8         | 7.0    | 6.8      | 7.7   | 9.0          | 7.7        | 8.0     | 7.9         | Chichester   | 0.0    | -0.6     | -0.2         | -1.5   | 0.0      | -0.2  | -0.4         | -1.5       | -0.9    | -2.2        | -0.1 |
| Havant       | 22.6       | -      | 28.1     | 28.0         | 28.6   | 24.8     | 23.9  | 24.2         | 20.8       | 21.0    | 28.8        | Havant       | 0.0    | 0.0      | -3.5         | -2.9   | 0.1      | -3.5  | -3.0         | -2.5       | 0.1     | -0.5        | 0.0  |
| Fontwell     | 11.0       | 28.9   | -        | 10.4         | 13.0   | 4.2      | 7.0   | 11.7         | 13.0       | 13.2    | 17.1        | Fontwell     | -0.6   | -6.0     | 0.0          | 0.0    | -0.2     | 0.0   | 0.0          | 0.0        | -5.0    | -4.3        | -0.3 |
| Bognor Regis | 12.6       | 29.2   | 10.6     | -            | 17.7   | 10.4     | 7.3   | 6.8          | 13.3       | 12.0    | 19.5        | Bognor Regis | -2.8   | -5.0     | -0.1         | 0.0    | -2.2     | 0.4   | 0.4          | 0.1        | -5.6    | -4.8        | -2.9 |
| Lavant       | 6.9        | 30.1   | 11.8     | 17.8         | -      | 8.5      | 11.7  | 14.2         | 10.6       | 14.1    | 8.7         | Lavant       | 0.0    | -0.5     | -0.2         | -0.3   | 0.0      | -0.2  | -0.4         | -1.0       | -0.2    | -0.3        | 0.0  |
| Tangmere     | 7.0        | 24.8   | 5.3      | 9.9          | 9.0    | -        | 3.8   | 7.1          | 9.0        | 9.2     | 13.0        | Tangmere     | -0.6   | -6.1     | 0.0          | 0.0    | -0.2     | 0.0   | 0.0          | 0.0        | -5.0    | -4.3        | -0.3 |
| Oving        | 8.2        | 24.8   | 7.0      | 7.8          | 13.4   | 3.9      | -     | 5.4          | 8.9        | 9.1     | 15.1        | Oving        | -1.9   | -5.7     | 0.0          | 0.4    | -0.4     | -0.1  | 0.0          | 0.1        | -6.3    | -4.0        | -2.1 |
| North Mundon | 8.6        | 24.4   | 11.6     | 6.5          | 13.8   | 6.8      | 5.2   | -            | 8.1        | 6.5     | 15.4        | North Mundon | -2.3   | -4.4     | -0.5         | 0.0    | -2.4     | 0.0   | 0.1          | 0.0        | -5.4    | -5.0        | -2.6 |
| Fishbourne   | 8.6        | 24.4   | 16.7     | 16.6         | 10.3   | 13.4     | 12.5  | 12.8         | -          | 5.6     | 9.4         | Fishbourne   | 0.0    | 2.5      | -0.4         | -0.8   | -0.1     | -0.5  | -0.9         | -0.3       | 0.0     | -0.1        | -0.1 |
| Birdham      | 8.6        | 22.7   | 14.6     | 14.0         | 13.2   | 11.2     | 10.3  | 8.5          | 5.0        | -       | 12.3        | Birdham      | -2.4   | -1.5     | -2.3         | -2.1   | -1.4     | -2.3  | -1.8         | -3.3       | -1.3    | 0.0         | -1.4 |
| West Broyle  | 8.2        | 28.0   | 16.6     | 20.9         | 8.8    | 13.2     | 15.8  | 16.7         | 8.8        | 13.2    | -           | West Broyle  | 0.1    | 0.0      | -0.2         | -1.5   | 0.0      | -0.2  | -0.4         | -1.8       | -0.2    | -0.2        | 0.0  |

| Option       | 2A         |        |          |              |        |          |       |              |            |         |             | Option       |        |          |              |        |          |       |              |            |         |             |      |
|--------------|------------|--------|----------|--------------|--------|----------|-------|--------------|------------|---------|-------------|--------------|--------|----------|--------------|--------|----------|-------|--------------|------------|---------|-------------|------|
|              | Chichester | Havant | Fontwell | Bognor Regis | Lavant | Tangmere | Oving | North Mundon | Fishbourne | Birdham | West Broyle | Chichester   | Havant | Fontwell | Bognor Regis | Lavant | Tangmere | Oving | North Mundon | Fishbourne | Birdham | West Broyle |      |
| Chichester   | -          | 23.2   | 10.2     | 13.2         | 7.0    | 6.8      | 7.7   | 9.7          | 7.0        | 7.9     | 8.0         | Chichester   | 0.0    | -1.4     | -0.2         | -1.0   | 0.0      | -0.2  | -0.4         | -0.8       | -1.6    | -2.2        | -0.1 |
| Havant       | 22.5       | -      | 28.2     | 28.0         | 28.3   | 24.9     | 23.9  | 24.5         | 20.6       | 21.5    | 28.9        | Havant       | -0.1   | 0.0      | -3.4         | -2.9   | -0.3     | -3.4  | -3.0         | -2.2       | -0.1    | -0.1        | 0.1  |
| Fontwell     | 11.1       | 28.6   | -        | 10.4         | 13.0   | 4.2      | 7.0   | 11.9         | 12.7       | 13.5    | 17.0        | Fontwell     | -0.6   | -6.3     | 0.0          | 0.0    | -0.2     | 0.0   | 0.0          | 0.3        | -5.3    | -4.1        | -0.3 |
| Bognor Regis | 13.4       | 29.7   | 10.7     | -            | 18.5   | 11.0     | 7.6   | 6.5          | 13.8       | 14.6    | 20.3        | Bognor Regis | -2.0   | -4.5     | 0.0          | 0.0    | -1.4     | 1.0   | 0.6          | -0.1       | -5.1    | -2.3        | -2.1 |
| Lavant       | 6.9        | 29.5   | 11.8     | 18.0         | -      | 8.4      | 11.7  | 15.0         | 10.6       | 14.2    | 8.7         | Lavant       | 0.0    | -1.2     | -0.2         | -0.1   | 0.0      | -0.2  | -0.4         | -0.3       | -0.2    | -0.2        | 0.0  |
| Tangmere     | 7.0        | 24.6   | 5.2      | 10.2         | 8.9    | -        | 3.9   | 7.3          | 8.6        | 9.5     | 13.0        | Tangmere     | -0.6   | -6.4     | -0.1         | 0.3    | -0.2     | 0.0   | 0.1          | 0.3        | -5.3    | -4.1        | -0.4 |
| Oving        | 8.5        | 24.9   | 7.0      | 7.6          | 13.4   | 3.9      | -     | 5.5          | 8.9        | 9.8     | 15.4        | Oving        | -1.6   | -5.6     | 0.0          | 0.2    | -0.4     | 0.0   | 0.0          | 0.2        | -6.2    | -3.3        | -1.7 |
| North Mundon | 10.2       | 26.6   | 13.0     | 6.5          | 15.4   | 7.9      | 6.2   | -            | 10.6       | 9.2     | 17.2        | North Mundon | -0.7   | -2.2     | 0.9          | 0.0    | -0.8     | 1.0   | 1.1          | 0.0        | -2.8    | -2.3        | -0.8 |
| Fishbourne   | 7.3        | 21.3   | 13.4     | 13.2         | 10.2   | 10.0     | 9.0   | 9.6          | -          | 6.6     | 9.3         | Fishbourne   | -1.3   | -0.7     | -3.8         | -4.2   | -0.1     | -3.8  | -4.3         | -3.4       | 0.0     | 0.9         | -0.1 |
| Birdham      | 14.8       | 28.8   | 20.9     | 20.5         | 19.9   | 17.5     | 16.5  | 14.9         | 11.7       | -       | 18.9        | Birdham      | 3.8    | 4.5      | 4.0          | 4.4    | 5.2      | 4.0   | 4.4          | 3.1        | 5.4     | 0.0         | 5.2  |
| West Broyle  | 8.1        | 28.0   | 16.5     | 20.0         | 8.7    | 13.1     | 15.7  | 16.5         | 8.9        | 13.2    | -           | West Broyle  | -0.1   | 0.0      | -0.2         | -2.3   | -0.1     | -0.3  | -0.5         | -2.1       | -0.1    | -0.1        | 0.0  |

| Option       | 3          |        |          |              |        |          |       |              |            |         |             | Option       |        |          |              |        |          |       |              |            |         |             |      |
|--------------|------------|--------|----------|--------------|--------|----------|-------|--------------|------------|---------|-------------|--------------|--------|----------|--------------|--------|----------|-------|--------------|------------|---------|-------------|------|
|              | Chichester | Havant | Fontwell | Bognor Regis | Lavant | Tangmere | Oving | North Mundon | Fishbourne | Birdham | West Broyle | Chichester   | Havant | Fontwell | Bognor Regis | Lavant | Tangmere | Oving | North Mundon | Fishbourne | Birdham | West Broyle |      |
| Chichester   | -          | 23.4   | 10.0     | 13.4         | 7.0    | 6.7      | 7.6   | 9.6          | 7.3        | 8.2     | 8.0         | Chichester   | 0.0    | -1.1     | -0.4         | -0.9   | 0.0      | -0.4  | -0.5         | -0.9       | -1.3    | -2.0        | -0.1 |
| Havant       | 22.4       | -      | 29.3     | 29.0         | 28.4   | 26.0     | 25.0  | 25.3         | 21.3       | 22.2    | 29.0        | Havant       | -0.1   | 0.0      | -2.2         | -1.9   | -0.1     | -2.2  | -1.9         | -1.4       | 0.6     | 0.6         | 0.3  |
| Fontwell     | 11.3       | 32.2   | -        | 10.4         | 13.0   | 4.1      | 7.0   | 11.6         | 16.2       | 15.4    | 17.1        | Fontwell     | -0.3   | -2.7     | 0.0          | 0.0    | -0.1     | 0.0   | 0.0          | 0.0        | -1.7    | -2.2        | -0.3 |
| Bognor Regis | 14.9       | 31.5   | 10.7     | -            | 19.7   | 10.1     | 7.0   | 6.7          | 15.5       | 14.6    | 21.9        | Bognor Regis | -0.4   | -2.7     | 0.0          | 0.0    | -0.2     | 0.1   | 0.1          | 0.1        | -3.4    | -2.2        | -0.5 |
| Lavant       | 6.9        | 30.0   | 11.8     | 17.7         | -      | 8.5      | 11.7  | 14.3         | 10.6       | 14.7    | 8.7         | Lavant       | 0.0    | -0.7     | -0.2         | -0.4   | 0.0      | -0.2  | -0.5         | -1.0       | -0.2    | 0.3         | 0.0  |
| Tangmere     | 7.3        | 28.2   | 5.3      | 9.9          | 9.0    | -        | 3.9   | 7.0          | 12.2       | 11.4    | 13.1        | Tangmere     | -0.3   | -2.7     | 0.0          | 0.0    | -0.1     | 0.0   | 0.0          | 0.0        | -1.7    | -2.2        | -0.3 |
| Oving        | 9.7        | 27.4   | 7.0      | 7.8          | 13.5   | 3.9      | -     | 5.3          | 11.4       | 10.5    | 16.6        | Oving        | -0.4   | -3.1     | 0.0          | 0.3    | -0.3     | 0.0   | 0.0          | 0.0        | -3.7    | -2.6        | -0.5 |
| North Mundon | 9.4        | 25.9   | 12.3     | 6.5          | 14.7   | 7.0      | 5.3   | -            | 9.9        | 9.1     | 16.3        | North Mundon | -1.6   | -2.9     | 0.2          | 0.0    | -1.4     | 0.2   | 0.2          | 0.0        | -3.6    | -2.4        | -1.7 |
| Fishbourne   | 8.6        | 22.9   | 16.7     | 16.4         | 10.3   | 13.3     | 12.3  | 12.6         | -          | 8.9     | 9.4         | Fishbourne   | 0.1    | 1.0      | -0.5         | -1.0   | 0.0      | -0.5  | -1.0         | -0.5       | 0.0     | 3.2         | -0.1 |
| Birdham      | 10.5       | 24.3   | 18.0     | 17.7         | 13.6   | 14.7     | 13.6  | 13.9         | 5.4        | -       | 12.7        | Birdham      | -0.5   | 0.0      | 1.2          | 1.6    | -1.0     | 1.2   | 1.5          | 2.1        | -0.9    | 0.0         | -1.0 |
| West Broyle  | 8.2        | 27.9   | 16.6     | 21.5         | 8.8    | 13.2     | 15.8  | 17.8         | 8.8        | 14.5    | -           | West Broyle  | 0.1    | -0.1     | -0.2         | -0.8   | 0.0      | -0.2  | -0.4         | -0.8       | -0.2    | 1.2         | 0.0  |



Average Journey Times (mins)

Year2041 CORE

Peak HourPM

| Option       | Do Minimum |        |          |              |        |          |       |              |            |         |             |
|--------------|------------|--------|----------|--------------|--------|----------|-------|--------------|------------|---------|-------------|
|              | Chichester | Havant | Fontwell | Bognor Regis | Lavant | Tangmere | Oving | North Mundon | Fishbourne | Birdham | West Broyle |
| Chichester   | -          | 30.0   | 12.9     | 18.7         | 7.4    | 9.4      | 10.6  | 14.3         | 8.9        | 12.7    | 8.6         |
| Havant       | 24.5       | -      | 35.2     | 35.5         | 30.2   | 31.7     | 31.1  | 29.9         | 21.9       | 22.8    | 29.1        |
| Fontwell     | 13.3       | 41.4   | -        | 11.3         | 14.3   | 4.2      | 7.2   | 14.8         | 19.9       | 19.8    | 19.5        |
| Bognor Regis | 16.0       | 37.0   | 10.8     | -            | 20.7   | 10.0     | 6.7   | 6.9          | 18.8       | 15.3    | 23.5        |
| Lavant       | 6.8        | 35.2   | 12.6     | 21.2         | -      | 9.1      | 13.1  | 19.3         | 11.7       | 14.8    | 9.0         |
| Tangmere     | 9.2        | 37.4   | 6.4      | 12.3         | 10.2   | -        | 4.2   | 10.1         | 15.8       | 15.7    | 15.5        |
| Oving        | 11.8       | 35.9   | 7.1      | 9.3          | 14.7   | 4.0      | -     | 8.1          | 17.7       | 14.2    | 18.9        |
| North Mundon | 11.6       | 32.0   | 13.6     | 7.7          | 16.8   | 7.3      | 5.6   | -            | 13.8       | 10.3    | 19.1        |
| Fishbourne   | 8.6        | 26.2   | 18.0     | 21.7         | 10.7   | 14.5     | 17.4  | 16.2         | -          | 5.3     | 9.8         |
| Birdham      | 13.1       | 28.2   | 19.1     | 19.4         | 14.9   | 15.6     | 15.0  | 13.8         | 6.3        | -       | 14.0        |
| West Broyle  | 8.1        | 30.1   | 17.5     | 26.7         | 8.9    | 14.0     | 18.6  | 22.3         | 9.0        | 13.0    | -           |

| Option       | 1          |        |          |              |        |          |       |              |            |         |             |              |        |          |              |        |          |              |            |         |             |      |      |
|--------------|------------|--------|----------|--------------|--------|----------|-------|--------------|------------|---------|-------------|--------------|--------|----------|--------------|--------|----------|--------------|------------|---------|-------------|------|------|
|              | Chichester | Havant | Fontwell | Bognor Regis | Lavant | Tangmere | Oving | North Mundon | Fishbourne | Birdham | West Broyle | Chichester   | Havant | Fontwell | Bognor Regis | Lavant | Tangmere | North Mundon | Fishbourne | Birdham | West Broyle |      |      |
| Chichester   | -          | 28.6   | 14.3     | 19.7         | 7.4    | 10.7     | 11.9  | 15.3         | 8.6        | 10.6    | 8.4         | Chichester   | 0.0    | -1.4     | 1.4          | 0.9    | 0.0      | 1.3          | 1.3        | 1.0     | -0.4        | -2.1 | -0.2 |
| Havant       | 24.5       | -      | 32.2     | 33.9         | 30.1   | 28.7     | 29.6  | 29.4         | 22.1       | 24.0    | 29.2        | Havant       | -0.1   | 0.0      | -3.0         | -1.6   | -0.1     | -3.0         | -1.5       | -0.5    | 0.1         | 1.2  | 0.1  |
| Fontwell     | 12.3       | 35.2   | -        | 11.1         | 13.9   | 4.3      | 7.2   | 14.0         | 15.2       | 14.3    | 18.3        | Fontwell     | -1.0   | -6.3     | 0.0          | -0.2   | -0.4     | 0.1          | 0.0        | -0.8    | -4.7        | -5.4 | -1.3 |
| Bognor Regis | 12.4       | 33.8   | 10.7     | -            | 18.7   | 10.4     | 6.9   | 6.5          | 13.8       | 13.0    | 19.7        | Bognor Regis | -3.7   | -3.1     | -0.1         | 0.0    | -2.0     | 0.3          | 0.3        | -0.3    | -4.9        | -2.3 | -3.8 |
| Lavant       | 6.7        | 33.7   | 13.5     | 21.9         | -      | 10.0     | 14.3  | 18.6         | 10.8       | 15.7    | 8.8         | Lavant       | 0.0    | -1.6     | 0.9          | 0.7    | 0.0      | 0.8          | 1.2        | -0.7    | -0.9        | 0.8  | -0.2 |
| Tangmere     | 8.2        | 31.0   | 6.7      | 12.1         | 9.7    | -        | 4.4   | 9.3          | 11.0       | 10.2    | 14.1        | Tangmere     | -1.1   | -6.3     | 0.3          | -0.2   | -0.5     | 0.0          | 0.3        | -0.8    | -4.8        | -5.5 | -1.3 |
| Oving        | 9.4        | 30.9   | 7.0      | 9.6          | 14.2   | 3.9      | -     | 7.0          | 10.9       | 10.1    | 16.8        | Oving        | -2.3   | -5.0     | 0.0          | 0.3    | -0.5     | -0.1         | 0.0        | -1.1    | -6.7        | -4.1 | -2.1 |
| North Mundon | 9.2        | 29.7   | 12.6     | 7.3          | 15.5   | 7.3      | 5.6   | -            | 9.7        | 8.9     | 16.5        | North Mundon | -2.4   | -2.3     | -1.0         | -0.4   | -1.3     | 0.0          | 0.0        | 0.0     | -4.1        | -1.4 | -2.6 |
| Fishbourne   | 7.8        | 25.2   | 15.8     | 17.5         | 10.5   | 12.3     | 13.3  | 13.0         | -          | 7.6     | 9.7         | Fishbourne   | -0.8   | -1.0     | -2.2         | -4.2   | -0.2     | -2.2         | -4.1       | -3.2    | 0.0         | 2.4  | -0.1 |
| Birdham      | 9.4        | 26.8   | 17.4     | 19.1         | 14.0   | 13.9     | 14.8  | 14.6         | 5.7        | -       | 13.2        | Birdham      | -3.7   | -1.4     | -1.7         | -0.3   | -0.9     | -1.8         | -0.2       | 0.8     | -0.7        | 0.0  | -0.8 |
| West Broyle  | 7.9        | 30.0   | 18.3     | 24.5         | 8.8    | 14.7     | 19.7  | 20.0         | 9.0        | 14.4    | -           | West Broyle  | -0.2   | 0.0      | 0.8          | -2.3   | -0.1     | 0.7          | 1.2        | -2.3    | 0.0         | 1.4  | 0.0  |

| Option       | 1A         |        |          |              |        |          |       |              |            |         |             | Option       |            |        |          |              |        |          |       |              |            |         |             |
|--------------|------------|--------|----------|--------------|--------|----------|-------|--------------|------------|---------|-------------|--------------|------------|--------|----------|--------------|--------|----------|-------|--------------|------------|---------|-------------|
|              | Chichester | Havant | Fontwell | Bognor Regis | Lavant | Tangmere | Oving | North Mundon | Fishbourne | Birdham | West Broyle |              | Chichester | Havant | Fontwell | Bognor Regis | Lavant | Tangmere | Oving | North Mundon | Fishbourne | Birdham | West Broyle |
| Chichester   | -          | 27.7   | 12.5     | 18.1         | 7.3    | 9.0      | 10.0  | 13.3         | 8.6        | 9.6     | 8.4         | Chichester   | 0.0        | -2.3   | -0.4     | -0.6         | -0.2   | -0.4     | -0.6  | -0.9         | -0.3       | -3.1    | -0.2        |
| Havant       | 24.5       | -      | 33.8     | 34.7         | 30.0   | 30.4     | 30.2  | 30.1         | 21.9       | 22.8    | 29.2        | Havant       | 0.0        | 0.0    | -1.3     | -0.8         | -0.2   | -1.4     | -1.0  | 0.2          | 0.0        | 0.0     | 0.2         |
| Fontwell     | 12.3       | 36.5   | -        | 11.2         | 14.1   | 4.2      | 7.2   | 13.0         | 17.6       | 17.0    | 18.8        | Fontwell     | -1.1       | -4.9   | 0.0      | -0.1         | -0.2   | 0.0      | 0.0   | -1.8         | -2.2       | -2.7    | -0.7        |
| Bognor Regis | 12.5       | 36.0   | 10.7     | -            | 17.6   | 10.3     | 6.9   | 6.6          | 17.1       | 15.0    | 19.9        | Bognor Regis | -3.5       | -1.0   | -0.1     | 0.0          | -3.1   | 0.3      | 0.2   | -0.3         | -1.6       | -0.3    | -3.6        |
| Lavant       | 6.8        | 32.9   | 12.5     | 21.2         | -      | 9.0      | 13.2  | 17.7         | 11.1       | 14.8    | 8.8         | Lavant       | 0.0        | -2.3   | -0.1     | 0.0          | 0.0    | -0.1     | 0.1   | -1.6         | -0.6       | 0.0     | -0.2        |
| Tangmere     | 8.1        | 32.4   | 6.4      | 12.0         | 10.0   | -        | 4.0   | 8.3          | 13.5       | 12.9    | 14.7        | Tangmere     | -1.1       | -5.0   | 0.0      | -0.3         | -0.3   | 0.0      | -0.1  | -1.8         | -2.3       | -2.8    | -0.7        |
| Oving        | 9.8        | 33.3   | 7.0      | 9.8          | 14.3   | 3.9      | -     | 6.4          | 14.4       | 13.7    | 17.2        | Oving        | -2.0       | -2.6   | 0.0      | 0.5          | -0.4   | -0.1     | 0.0   | -1.7         | -3.3       | -0.4    | -1.7        |
| North Mundon | 9.4        | 30.8   | 11.7     | 7.4          | 14.5   | 7.3      | 5.6   | -            | 11.9       | 9.9     | 16.8        | North Mundon | -2.2       | -1.2   | -1.9     | -0.3         | -2.3   | 0.0      | 0.0   | 0.0          | -1.8       | -0.4    | -2.3        |
| Fishbourne   | 7.8        | 24.1   | 17.6     | 18.4         | 10.4   | 14.1     | 13.9  | 13.8         | -          | 6.0     | 9.7         | Fishbourne   | -0.8       | -2.1   | -0.4     | -3.4         | -0.2   | -0.5     | -3.5  | -2.4         | 0.0        | 0.7     | -0.1        |
| Birdham      | 11.9       | 28.1   | 19.7     | 20.6         | 16.6   | 16.2     | 16.1  | 14.2         | 8.3        | -       | 15.9        | Birdham      | -1.2       | -0.1   | 0.6      | 1.2          | 1.7    | 0.6      | 1.0   | 0.4          | 2.0        | 0.0     | 1.9         |
| West Broyle  | 8.0        | 30.0   | 17.3     | 25.5         | 8.8    | 13.8     | 17.9  | 20.9         | 9.0        | 13.4    | -           | West Broyle  | -0.1       | -0.1   | -0.2     | -1.2         | -0.1   | -0.2     | -0.7  | -1.4         | 0.0        | 0.4     | 0.0         |

| Option       | 2          |        |          |              |        |          |       |              |            |         |             | Option       |            |        |          |              |        |          |       |              |            |         |             |
|--------------|------------|--------|----------|--------------|--------|----------|-------|--------------|------------|---------|-------------|--------------|------------|--------|----------|--------------|--------|----------|-------|--------------|------------|---------|-------------|
|              | Chichester | Havant | Fontwell | Bognor Regis | Lavant | Tangmere | Oving | North Mundon | Fishbourne | Birdham | West Broyle |              | Chichester | Havant | Fontwell | Bognor Regis | Lavant | Tangmere | Oving | North Mundon | Fishbourne | Birdham | West Broyle |
| Chichester   | -          | 29.4   | 12.2     | 16.4         | 7.3    | 8.6      | 9.4   | 11.0         | 8.7        | 9.5     | 8.3         | Chichester   | 0.0        | -0.5   | -0.7     | -2.4         | -0.2   | -0.8     | -1.2  | -3.2         | -0.2       | -3.2    | -0.3        |
| Havant       | 25.0       | -      | 30.7     | 31.6         | 30.8   | 27.1     | 26.7  | 26.4         | 22.7       | 22.9    | 29.0        | Havant       | 0.5        | 0.0    | -4.5     | -3.9         | 0.6    | -4.6     | -4.5  | -3.5         | 0.7        | 0.1     | 0.0         |
| Fontwell     | 12.0       | 34.0   | -        | 11.1         | 13.8   | 4.3      | 7.2   | 13.1         | 14.1       | 14.4    | 18.1        | Fontwell     | -1.3       | -7.5   | 0.0      | -0.2         | -0.5   | 0.1      | 0.0   | -1.7         | -5.8       | -5.4    | -1.5        |
| Bognor Regis | 12.3       | 33.2   | 10.7     | -            | 17.7   | 10.3     | 7.0   | 6.8          | 13.3       | 12.0    | 19.6        | Bognor Regis | -3.7       | -3.8   | -0.1     | 0.0          | -3.1   | 0.3      | 0.3   | -0.1         | -5.5       | -3.2    | -3.9        |
| Lavant       | 6.8        | 35.1   | 12.5     | 21.0         | -      | 8.9      | 12.7  | 16.0         | 10.8       | 14.1    | 8.8         | Lavant       | 0.0        | -0.1   | -0.1     | -0.2         | 0.0    | -0.2     | -0.4  | -3.3         | -0.9       | -0.8    | -0.2        |
| Tangmere     | 7.9        | 29.8   | 6.5      | 12.3         | 9.6    | -        | 4.0   | 8.4          | 9.9        | 10.3    | 13.9        | Tangmere     | -1.4       | -7.5   | 0.1      | 0.0          | -0.6   | 0.0      | -0.2  | -1.8         | -5.9       | -5.4    | -1.5        |
| Oving        | 9.3        | 30.2   | 7.0      | 9.7          | 14.2   | 3.9      | -     | 6.5          | 10.3       | 10.6    | 16.6        | Oving        | -2.5       | -5.7   | 0.0      | 0.4          | -0.5   | -0.1     | 0.0   | -1.6         | -7.4       | -3.6    | -2.3        |
| North Mundon | 9.4        | 29.0   | 12.3     | 8.1          | 14.8   | 7.3      | 5.7   | -            | 8.7        | 7.2     | 16.3        | North Mundon | -2.2       | -2.9   | -1.3     | 0.5          | -2.0   | 0.0      | 0.0   | 0.0          | -5.1       | -3.1    | -2.8        |
| Fishbourne   | 8.5        | 26.5   | 17.8     | 18.8         | 10.5   | 14.3     | 13.8  | 13.2         | -          | 5.4     | 9.6         | Fishbourne   | -0.1       | 0.3    | -0.2     | -3.0         | -0.1   | -0.3     | -3.6  | -3.0         | 0.0        | 0.1     | -0.1        |
| Birdham      | 9.3        | 26.9   | 15.4     | 15.2         | 13.5   | 11.8     | 11.4  | 8.7          | 5.0        | -       | 12.5        | Birdham      | -3.8       | -1.3   | -3.7     | -4.2         | -1.4   | -3.8     | -3.7  | -5.1         | -1.3       | 0.0     | -1.4        |
| West Broyle  | 8.1        | 30.2   | 17.3     | 23.8         | 8.8    | 13.8     | 17.4  | 18.2         | 8.9        | 13.0    | -           | West Broyle  | -0.1       | 0.1    | -0.2     | -2.9         | -0.1   | -0.3     | -1.2  | -4.1         | -0.1       | 0.1     | 0.0         |

| Option       | 2A         |        |          |              |        |          |       |              |            |         |             | Option       |            |        |          |              |        |          |       |              |            |         |             |
|--------------|------------|--------|----------|--------------|--------|----------|-------|--------------|------------|---------|-------------|--------------|------------|--------|----------|--------------|--------|----------|-------|--------------|------------|---------|-------------|
|              | Chichester | Havant | Fontwell | Bognor Regis | Lavant | Tangmere | Oving | North Mundon | Fishbourne | Birdham | West Broyle |              | Chichester | Havant | Fontwell | Bognor Regis | Lavant | Tangmere | Oving | North Mundon | Fishbourne | Birdham | West Broyle |
| Chichester   | -          | 28.7   | 12.5     | 17.7         | 7.5    | 8.9      | 9.7   | 12.0         | 8.8        | 11.0    | 8.6         | Chichester   | 0.0        | -1.3   | -0.4     | -1.1         | 0.1    | -0.6     | -0.9  | -2.3         | -0.1       | -1.7    | 0.0         |
| Havant       | 24.7       | -      | 31.0     | 32.5         | 30.1   | 27.5     | 28.0  | 28.1         | 22.2       | 24.1    | 29.2        | Havant       | 0.2        | 0.0    | -4.1     | -3.0         | -0.1   | -4.3     | -3.2  | -1.8         | 0.2        | 1.2     | 0.1         |
| Fontwell     | 12.5       | 33.6   | -        | 11.2         | 13.8   | 4.3      | 7.2   | 15.7         | 13.8       | 15.8    | 18.1        | Fontwell     | -0.9       | -7.9   | 0.0      | -0.1         | -0.5   | 0.0      | 0.0   | 0.9          | -6.0       | -4.0    | -1.5        |
| Bognor Regis | 12.8       | 33.3   | 10.7     | -            | 18.3   | 10.6     | 7.2   | 6.5          | 13.6       | 14.1    | 20.1        | Bognor Regis | -3.3       | -3.6   | -0.1     | 0.0          | -2.5   | 0.6      | 0.5   | -0.3         | -5.1       | -1.2    | -3.4        |
| Lavant       | 6.8        | 33.3   | 12.5     | 21.6         | -      | 8.9      | 12.6  | 18.7         | 10.7       | 15.4    | 8.8         | Lavant       | 0.1        | -1.9   | -0.1     | 0.4          | 0.0    | -0.2     | -0.5  | -0.6         | -0.9       | 0.6     | -0.3        |
| Tangmere     | 8.3        | 29.4   | 6.1      | 13.1         | 9.7    | -        | 4.1   | 11.0         | 9.7        | 11.6    | 13.9        | Tangmere     | -0.9       | -7.9   | -0.3     | 0.8          | -0.6   | 0.0      | 0.0   | 0.8          | -6.1       | -4.0    | -1.5        |
| Oving        | 10.7       | 30.2   | 7.0      | 10.0         | 14.2   | 3.9      | -     | 9.0          | 10.5       | 12.0    | 18.0        | Oving        | -1.1       | -5.6   | 0.0      | 0.7          | -0.5   | -0.1     | 0.0   | 0.8          | -7.1       | -2.2    | -0.9        |
| North Mundon | 9.8        | 30.3   | 12.9     | 7.4          | 15.3   | 7.7      | 6.0   | -            | 10.6       | 9.4     | 17.1        | North Mundon | -1.8       | -1.6   | -0.7     | -0.3         | -1.5   | 0.3      | 0.4   | 0.0          | -3.1       | -0.9    | -2.0        |
| Fishbourne   | 7.8        | 24.8   | 14.4     | 15.8         | 10.4   | 10.8     | 11.3  | 11.4         | -          | 7.0     | 9.6         | Fishbourne   | -0.8       | -1.4   | -3.6     | -5.9         | -0.2   | -3.7     | -6.1  | -4.8         | 0.0        | 1.7     | -0.2        |
| Birdham      | 17.9       | 35.3   | 24.9     | 22.8         | 23.0   | 21.3     | 20.9  | 16.6         | 14.7       | -       | 22.2        | Birdham      | 4.8        | 7.1    | 5.8      | 3.4          | 8.1    | 5.7      | 5.8   | 2.7          | 8.4        | 0.0     | 8.2         |
| West Broyle  | 8.0        | 30.0   | 17.3     | 22.9         | 8.8    | 13.7     | 17.6  | 18.5         | 9.0        | 14.3    | -           | West Broyle  | -0.1       | -0.1   | -0.2     | -3.8         | -0.1   | -0.4     | -1.0  | -3.8         | 0.0        | 1.3     | 0.0         |

| Option       | 3          |        |          |              |        |          |       |              |            |         |             | Option       |            |        |          |              |        |          |       |              |            |         |             |
|--------------|------------|--------|----------|--------------|--------|----------|-------|--------------|------------|---------|-------------|--------------|------------|--------|----------|--------------|--------|----------|-------|--------------|------------|---------|-------------|
|              | Chichester | Havant | Fontwell | Bognor Regis | Lavant | Tangmere | Oving | North Mundon | Fishbourne | Birdham | West Broyle |              | Chichester | Havant | Fontwell | Bognor Regis | Lavant | Tangmere | Oving | North Mundon | Fishbourne | Birdham | West Broyle |
| Chichester   | -          | 28.4   | 12.4     | 18.0         | 7.3    | 8.9      | 9.9   | 13.3         | 9.1        | 10.0    | 8.5         | Chichester   | 0.0        | -1.6   | -0.5     | -0.8         | -0.1   | -0.5     | -0.7  | -1.0         | 0.2        | -2.6    | -0.1        |
| Havant       | 24.6       | -      | 32.6     | 33.5         | 30.4   | 29.1     | 28.8  | 28.8         | 24.3       | 24.3    | 29.1        | Havant       | 0.1        | 0.0    | -2.6     | -2.0         | 0.2    | -2.6     | -2.3  | -1.1         | 2.4        | 1.5     | 0.0         |
| Fontwell     | 12.8       | 37.0   | -        | 11.2         | 14.1   | 4.2      | 7.2   | 13.1         | 17.8       | 16.3    | 18.9        | Fontwell     | -0.5       | -4.4   | 0.0      | -0.1         | -0.2   | 0.0      | 0.0   | -1.7         | -2.1       | -3.5    | -0.7        |
| Bognor Regis | 14.1       | 34.3   | 10.7     | -            | 19.5   | 10.2     | 6.9   | 6.7          | 15.0       | 13.5    | 21.5        | Bognor Regis | -1.9       | -2.7   | -0.1     | 0.0          | -1.3   | 0.2      | 0.2   | -0.2         | -3.8       | -1.8    | -2.0        |
| Lavant       | 6.8        | 35.0   | 12.7     | 21.4         | -      | 9.2      | 13.2  | 16.8         | 11.1       | 16.5    | 8.8         | Lavant       | 0.0        | -0.2   | 0.0      | 0.2          | 0.0    | 0.0      | 0.1   | -2.5         | -0.6       | 1.6     | 0.2         |
| Tangmere     | 8.7        | 32.9   | 6.4      | 12.1         | 10.0   | -        | 4.0   | 8.4          | 13.7       | 12.2    | 14.7        | Tangmere     | -0.6       | -4.4   | 0.0      | -0.1         | -0.3   | 0.0      | -0.2  | -1.7         | -2.1       | -3.5    | -0.7        |
| Oving        | 11.0       | 31.6   | 7.1      | 9.8          | 14.2   | 3.9      | -     | 6.6          | 12.4       | 10.9    | 18.2        | Oving        | -0.7       | -4.2   | 0.0      | 0.5          | -0.5   | -0.1     | 0.0   | -1.6         | -5.3       | -3.3    | -0.7        |
| North Mundon | 9.9        | 29.6   | 12.5     | 7.5          | 15.3   | 7.5      | 5.8   | -            | 10.3       | 8.8     | 17.3        | North Mundon | -1.7       | -2.4   | -1.1     | -0.2         | -1.5   | 0.2      | 0.2   | 0.0          | -3.4       | -1.5    | -1.8        |
| Fishbourne   | 8.6        | 26.4   | 18.1     | 20.1         | 10.7   | 14.6     | 15.5  | 15.5         | -          | 10.9    | 9.8         | Fishbourne   | 0.0        | 0.2    | 0.1      | -1.6         | 0.0    | 0.1      | -1.9  | -0.7         | 0.0        | 5.7     | 0.0         |
| Birdham      | 12.3       | 28.5   | 20.3     | 21.1         | 13.7   | 16.8     | 16.5  | 14.9         | 5.1        | -       | 12.8        | Birdham      | -0.8       | 0.3    | 1.2      | 1.7          | -1.2   | 1.1      | 1.5   | 1.1          | -1.2       | 0.0     | -1.2        |
| West Broyle  | 8.1        | 30.1   | 17.5     | 26.0         | 8.9    | 14.0     | 18.0  | 21.3         | 8.8        | 16.3    | -           | West Broyle  | 0.0        | 0.0    | 0.0      | -0.8         | -0.1   | 0.0      | -0.6  | -1.0         | -0.2       | 3.4     | 0.0         |



Average Journey Times (mins)

Year2020 LOW

Peak HourAM

Option

Do Minimum

|               | Chichester | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle |
|---------------|------------|--------|---------|--------------|--------|----------|-------|---------------|----------|------------|-------------|
| Chichester    | -          | 21.8   | 9.5     | 10.7         | 6.9    | 6.3      | 7.1   | 7.3           | 6.9      | 7.8        | 7.7         |
| Havant        | 22.2       | -      | 30.8    | 28.6         | 28.1   | 27.6     | 26.0  | 25.2          | 20.2     | 21.1       | 28.4        |
| Arundel       | 12.3       | 32.6   | -       | 10.8         | 13.1   | 4.2      | 7.0   | 12.1          | 17.8     | 15.3       | 17.2        |
| Bognor Regis  | 16.1       | 32.9   | 11.4    | -            | 20.6   | 10.6     | 6.9   | 7.0           | 18.1     | 15.5       | 22.8        |
| Lavant        | 7.3        | 28.7   | 11.7    | 17.0         | -      | 8.5      | 11.1  | 14.3          | 10.6     | 13.9       | 8.8         |
| Tangmere      | 8.2        | 28.5   | 5.2     | 9.6          | 9.0    | -        | 3.7   | 7.3           | 13.7     | 11.2       | 13.1        |
| Oving         | 10.6       | 28.8   | 7.1     | 6.3          | 13.8   | 3.8      | -     | 5.7           | 14.0     | 11.5       | 17.3        |
| North Mundham | 12.1       | 27.1   | 12.7    | 6.1          | 18.0   | 7.5      | 5.9   | -             | 12.2     | 9.7        | 18.8        |
| Apuldrum      | 9.2        | 24.0   | 17.1    | 17.5         | 10.6   | 13.9     | 14.9  | 14.1          | -        | 5.4        | 9.4         |
| Fishbourne    | 9.7        | 24.4   | 16.2    | 14.0         | 13.5   | 13.0     | 11.4  | 10.6          | 5.0      | -          | 12.3        |
| West Broyle   | 8.7        | 27.7   | 16.6    | 19.3         | 9.0    | 13.4     | 15.7  | 16.0          | 9.0      | 13.1       | -           |

1

Option

1

|              | Chichester | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle |
|--------------|------------|--------|---------|--------------|--------|----------|-------|---------------|----------|------------|-------------|
| Chichester   | -          | 22.1   | 9.5     | 10.2         | 6.9    | 6.2      | 7.6   | 6.9           | 6.7      | 7.6        | 7.7         |
| Havant       | 22.4       | -      | 27.8    | 27.1         | 28.3   | 24.6     | 24.4  | 23.7          | 20.2     | 21.1       | 28.8        |
| Arundel      | 11.2       | 29.1   | -       | 10.8         | 13.0   | 4.2      | 7.0   | 11.0          | 13.9     | 13.1       | 17.1        |
| Bognor Regis | 13.1       | 29.6   | 11.2    | -            | 18.3   | 11.4     | 8.2   | 6.7           | 14.4     | 13.6       | 19.8        |
| Lavant       | 7.0        | 28.7   | 11.6    | 15.1         | -      | 8.4      | 12.6  | 11.8          | 10.6     | 14.2       | 8.8         |
| Tangmere     | 7.2        | 25.0   | 5.2     | 9.6          | 9.0    | -        | 3.7   | 6.9           | 9.8      | 9.0        | 13.0        |
| Oving        | 8.8        | 25.3   | 7.1     | 7.6          | 13.4   | 3.8      | -     | 5.9           | 10.1     | 9.4        | 15.5        |
| North Munden | 8.8        | 25.3   | 11.7    | 6.1          | 14.1   | 8.1      | 6.5   | -             | 10.1     | 9.3        | 15.5        |
| Fishbourne   | 8.8        | 22.4   | 15.3    | 14.5         | 10.4   | 12.0     | 11.9  | 11.2          | -        | 6.7        | 9.4         |
| Birdham      | 9.5        | 22.5   | 15.6    | 14.9         | 13.2   | 12.4     | 12.2  | 10.7          | 5.0      | -          | 12.2        |
| West Broyle  | 8.3        | 27.7   | 16.6    | 18.5         | 9.0    | 13.3     | 15.8  | 15.1          | 8.9      | 13.7       | -           |

|               | Chichester | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle |
|---------------|------------|--------|---------|--------------|--------|----------|-------|---------------|----------|------------|-------------|
| Chichester    | 0.0        | 0.3    | -0.1    | -0.5         | 0.0    | -0.1     | 0.5   | -0.5          | -0.2     | -0.2       | 0.0         |
| Havant        | 0.2        | 0.0    | -3.0    | -1.6         | 0.2    | -3.0     | -1.6  | -1.5          | 0.1      | 0.0        | 0.4         |
| Arundel       | -1.0       | -3.5   | 0.0     | 0.0          | 0.0    | 0.0      | 0.0   | -1.1          | -3.9     | -2.2       | -0.1        |
| Bognor Regis  | -3.0       | -3.3   | -0.2    | 0.0          | -2.3   | 0.8      | 1.2   | -0.3          | -3.6     | -1.9       | -3.1        |
| Lavant        | -0.3       | 0.0    | 0.0     | -1.9         | 0.0    | -0.1     | 1.4   | -2.6          | -0.1     | 0.3        | 0.0         |
| Tangmere      | -1.0       | -3.6   | 0.0     | -0.1         | -0.1   | 0.0      | 0.0   | -0.5          | -3.9     | -2.2       | -0.1        |
| Oving         | -1.7       | -3.5   | 0.0     | 1.3          | -0.4   | 0.0      | 0.0   | 0.2           | -3.9     | -2.1       | -1.8        |
| North Mundham | -3.2       | -1.8   | -1.0    | 0.0          | -3.9   | 0.6      | 0.7   | 0.0           | -2.1     | -0.4       | -3.2        |
| Apuldrum      | -0.4       | -1.6   | -1.9    | -3.0         | -0.2   | -1.9     | -3.1  | -3.0          | 0.0      | 1.4        | -0.1        |
| Fishbourne    | -0.2       | -1.9   | -0.6    | 0.9          | -0.2   | -0.6     | 0.8   | 0.1           | 0.0      | 0.0        | -0.1        |
| West Broyle   | -0.4       | -0.1   | -0.1    | -0.9         | -0.1   | -0.1     | 0.1   | -0.9          | 0.0      | 0.6        | 0.0         |

1A

Option

1A

|               | Chichester | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle |
|---------------|------------|--------|---------|--------------|--------|----------|-------|---------------|----------|------------|-------------|
| Chichester    | -          | 21.9   | 9.4     | 10.2         | 6.9    | 6.2      | 7.6   | 6.9           | 6.7      | 10.2       | 7.7         |
| Havant        | 22.5       | -      | 28.5    | 27.5         | 28.4   | 25.2     | 24.8  | 24.1          | 20.1     | 27.5       | 28.7        |
| Arundel       | 11.4       | 29.9   | -       | 10.8         | 13.0   | 4.2      | 7.0   | 11.0          | 14.9     | 10.8       | 17.1        |
| Bognor Regis  | 13.3       | 30.5   | 11.2    | -            | 18.5   | 11.4     | 8.1   | 6.6           | 15.5     | -          | 20.0        |
| Lavant        | 7.0        | 28.5   | 11.6    | 15.2         | -      | 8.4      | 12.6  | 11.8          | 10.6     | 15.2       | 8.8         |
| Tangmere      | 7.4        | 25.9   | 5.1     | 9.6          | 9.0    | -        | 3.7   | 6.9           | 10.8     | 9.6        | 13.0        |
| Oving         | 9.0        | 26.2   | 7.1     | 7.6          | 13.4   | 3.8      | -     | 5.9           | 11.2     | 7.6        | 15.7        |
| North Mundham | 9.4        | 27.0   | 12.2    | 6.1          | 14.6   | 8.0      | 6.4   | -             | 11.9     | 6.1        | 16.1        |
| Apuldrum      | 8.6        | 21.4   | 15.3    | 14.4         | 10.3   | 12.1     | 11.7  | 11.0          | -        | 14.4       | 9.3         |
| Fishbourne    | 13.3       | 30.5   | 11.2    | -            | 18.5   | 11.4     | 8.1   | 6.6           | 15.5     | -          | 20.0        |
| West Broyle   | 8.2        | 27.5   | 16.5    | 18.3         | 9.0    | 13.3     | 15.6  | 14.9          | 8.9      | 18.3       | -           |

|               | Chichester | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle |
|---------------|------------|--------|---------|--------------|--------|----------|-------|---------------|----------|------------|-------------|
| Chichester    | 0.0        | 0.1    | -0.1    | -0.5         | 0.0    | -0.2     | 0.5   | -0.5          | -0.2     | 2.4        | 0.0         |
| Havant        | 0.3        | 0.0    | -2.3    | -1.1         | 0.2    | -2.3     | -1.2  | -1.1          | 0.0      | 6.5        | 0.3         |
| Arundel       | -0.8       | -2.7   | 0.0     | 0.0          | 0.0    | 0.0      | 0.0   | -1.1          | -2.8     | -4.4       | -0.1        |
| Bognor Regis  | -2.9       | -2.4   | -0.2    | 0.0          | -2.1   | 0.8      | 1.2   | -0.3          | -2.5     | -15.5      | -2.9        |
| Lavant        | -0.3       | -0.2   | 0.0     | -1.8         | 0.0    | -0.1     | 1.4   | -2.6          | -0.1     | 1.3        | 0.0         |
| Tangmere      | -0.8       | -2.7   | -0.1    | 0.0          | -0.1   | 0.0      | 0.0   | -0.4          | -2.9     | -1.6       | -0.1        |
| Oving         | -1.6       | -2.6   | 0.0     | 1.3          | -0.4   | 0.0      | 0.0   | 0.1           | -2.8     | -3.9       | -1.6        |
| North Mundham | -2.7       | -0.1   | -0.6    | 0.0          | -3.4   | 0.5      | 0.6   | 0.0           | -0.3     | -3.6       | -2.7        |
| Apuldrum      | -0.6       | -2.6   | -1.8    | -3.2         | -0.3   | -1.8     | -3.2  | -3.1          | 0.0      | 9.0        | -0.1        |
| Fishbourne    | 3.6        | 6.2    | -4.9    | -14.0        | 5.0    | -1.6     | -3.3  | -4.0          | 10.6     | 0.0        | 7.7         |
| West Broyle   | -0.6       | -0.2   | -0.1    | -1.0         | -0.1   | -0.1     | -0.1  | -1.0          | 0.0      | 5.3        | 0.0         |

2

Option

2

|               | Chichester | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle |
|---------------|------------|--------|---------|--------------|--------|----------|-------|---------------|----------|------------|-------------|
| Chichester    | -          | 22.2   | 9.4     | 10.2         | 6.9    | 6.2      | 7.6   | 6.9           | 6.8      | 7.0        | 7.7         |
| Havant        | 23.1       | -      | 27.2    | 26.6         | 29.0   | 23.9     | 23.9  | 23.2          | 21.0     | 21.1       | 28.4        |
| Arundel       | 11.2       | 28.1   | -       | 10.8         | 13.0   | 4.2      | 7.0   | 10.9          | 13.0     | 13.1       | 17.1        |
| Bognor Regis  | 12.9       | 28.5   | 11.2    | -            | 18.0   | 11.3     | 7.8   | 6.9           | 13.4     | 12.1       | 19.6        |
| Lavant        | 7.1        | 29.0   | 11.7    | 15.1         | -      | 8.4      | 12.4  | 11.7          | 10.6     | 13.7       | 8.8         |
| Tangmere      | 7.2        | 24.0   | 5.2     | 9.5          | 9.0    | -        | 3.7   | 6.8           | 8.9      | 9.1        | 13.0        |
| Oving         | 8.8        | 24.4   | 7.0     | 7.9          | 13.4   | 3.8      | -     | 5.8           | 9.2      | 9.4        | 15.5        |
| North Mundham | 8.7        | 23.6   | 11.4    | 6.1          | 13.8   | 8.0      | 6.4   | -             | 8.0      | 6.3        | 15.4        |
| Apuldrum      | 9.3        | 24.1   | 17.6    | 17.1         | 10.7   | 14.4     | 14.4  | 12.2          | -        | 5.8        | 9.4         |
| Fishbourne    | 7.7        | 21.0   | 13.2    | 12.7         | 13.5   | 10.0     | 10.0  | 7.5           | 4.9      | -          | 12.2        |
| West Broyle   | 8.9        | 27.8   | 16.7    | 19.0         | 9.0    | 13.4     | 16.3  | 15.7          | 8.9      | 13.4       | -           |

|               | Chichester | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle |
|---------------|------------|--------|---------|--------------|--------|----------|-------|---------------|----------|------------|-------------|
| Chichester    | 0.0        | 0.5    | -0.1    | -0.5         | 0.0    | -0.1     | 0.5   | -0.5          | -0.1     | -0.8       | 0.0         |
| Havant        | 0.9        | 0.0    | -3.6    | -2.1         | 0.9    | -3.7     | -2.1  | -2.0          | 0.8      | 0.1        | 0.0         |
| Arundel       | -1.0       | -4.5   | 0.0     | 0.0          | -0.1   | 0.0      | 0.0   | -1.2          | -4.8     | -2.1       | -0.1        |
| Bognor Regis  | -3.2       | -4.4   | -0.3    | 0.0          | -2.6   | 0.6      | 0.9   | 0.0           | -4.7     | -3.5       | -3.2        |
| Lavant        | -0.2       | 0.2    | 0.0     | -1.9         | 0.0    | -0.1     | 1.3   | -2.6          | 0.0      | -0.2       | 0.0         |
| Tangmere      | -1.0       | -4.5   | 0.0     | -0.1         | -0.1   | 0.0      | 0.0   | -0.5          | -4.8     | -2.1       | -0.1        |
| Oving         | -1.8       | -4.4   | 0.0     | 1.6          | -0.4   | 0.0      | 0.0   | 0.1           | -4.7     | -2.1       | -1.8        |
| North Mundham | -3.4       | -3.5   | -1.3    | 0.0          | -4.2   | 0.5      | 0.5   | 0.0           | -4.2     | -3.5       | -3.4        |
| Apuldrum      | -0.3       | 0.1    | -0.1    | -0.5         | 0.1    | 0.5      | -0.5  | -1.9          | 0.0      | 0.5        | 0.0         |
| Fishbourne    | -2.0       | -3.4   | -2.9    | -1.3         | 0.0    | -3.0     | -1.4  | -3.1          | 0.0      | 0.0        | 0.0         |
| West Broyle   | 0.2        | 0.0    | 0.0     | -0.3         | -0.1   | 0.0      | 0.6   | -0.3          | -0.1     | 0.4        | 0.0         |

2A

Option

2A

|               | Chichester | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle |
|---------------|------------|--------|---------|--------------|--------|----------|-------|---------------|----------|------------|-------------|
| Chichester    | -          | 22.1   | 9.4     | 10.4         | 6.9    | 6.2      | 7.8   | 7.3           | 6.8      | 7.7        | 7.7         |
| Havant        | 22.5       | -      | 27.1    | 26.3         | 28.4   | 23.9     | 23.7  | 23.3          | 20.2     | 21.1       | 28.8        |
| Arundel       | 11.3       | 28.1   | -       | 10.8         | 13.1   | 4.2      | 7.0   | 11.6          | 13.0     | 13.9       | 17.1        |
| Bognor Regis  | 13.7       | 29.4   | 11.2    | -            | 18.9   | 12.1     | 8.3   | 6.6           | 14.2     | 14.5       | 20.4        |
| Lavant        | 7.0        | 28.8   | 11.6    | 15.4         | -      | 8.4      | 12.5  | 12.3          | 10.6     | 14.3       | 8.8         |
| Tangmere      | 7.2        | 24.0   | 5.2     | 9.5          | 9.0    | -        | 3.7   | 7.5           | 8.9      | 9.8        | 13.0        |
| Oving         | 8.8        | 24.5   | 7.1     | 7.0          | 13.4   | 3.8      | -     | 5.9           | 9.3      | 10.4       | 15.5        |
| North Mundham | 10.5       | 26.2   | 13.3    | 6.1          | 15.7   | 8.9      | 7.3   | -             | 11.1     | 9.0        | 17.2        |
| Apuldrum      | 8.9        | 22.0   | 14.3    | 13.5         | 10.3   | 11.1     | 10.9  | 10.4          | -        | 7.2        | 9.3         |
| Fishbourne    | 10.4       | 25.4   | 17.2    | 14.5         | 16.3   | 13.9     | 13.4  | 9.4           | 8.8      | -          | 16.0        |
| West Broyle   | 8.3        | 27.6   | 16.5    | 18.6         | 8.9    | 13.3     | 16.0  | 15.5          | 8.9      | 13.9       | -           |

|               | Chichester | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle |
|---------------|------------|--------|---------|--------------|--------|----------|-------|---------------|----------|------------|-------------|
| Chichester    | 0.0        | 0.4    | -0.1    | -0.3         | 0.0    | -0.2     | 0.7   | 0.0           | -0.2     | -0.2       | 0.0         |
| Havant        | 0.3        | 0.0    | -3.7    | -2.3         | 0.3    | -3.7     | -2.3  | 0.0           | 0.0      | 0.0        | 0.3         |
| Arundel       | -1.0       | -4.5   | 0.0     | 0.0          | 0.0    | 0.0      | 0.0   | -0.5          | -4.8     | -1.4       | -0.1        |
| Bognor Regis  | -2.4       | -3.5   | -0.2    | 0.0          | -1.7   | 1.4      | 1.3   | -0.4          | -3.8     | -1.0       | -2.4        |
| Lavant        | -0.3       | 0.1    | -0.1    | -1.6         | 0.0    | -0.1     | 1.4   | -2.0          | -0.1     | 0.4        | 0.0         |
| Tangmere      | -1.0       | -4.5   | 0.0     | -0.1         | -0.1   | 0.0      | 0.0   | 0.1           | -4.8     | -1.4       | -0.1        |
| Oving         | -1.8       | -4.4   | 0.0     | 0.7          | -0.4   | 0.0      | 0.0   | 0.2           | -4.7     | -1.1       | -1.8        |
| North Mundham | -1.6       | -0.9   | 0.6     | 0.0          | -2.3   | 1.4      | 1.4   | 0.0           | -1.2     | -0.7       | -1.6        |
| Apuldrum      | -0.3       | -2.0   | -2.8    | -4.1         | -0.3   | -2.9     | -4.1  | -3.7          | 0.0      | 1.8        | -0.1        |
| Fishbourne    | 0.7        | 1.0    | 1.0     | 0.5          | 2.8    | 1.0      | 2.0   | -1.3          | 3.8      | 0.0        | 3.7         |
| West Broyle   | -0.4       | -0.1   | -0.1    | -0.8         | -0.1   | -0.1     | 0.3   | -0.5          | 0.0      | 0.8        | 0.0         |

3

Option

3

|               | Chichester | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle |
|---------------|------------|--------|---------|--------------|--------|----------|-------|---------------|----------|------------|-------------|
| Chichester    | -          | 22.4   | 9.4     | 11.1         | 6.9    | 6.1      | 8.5   | 7.9           | 7.1      | 8.0        | 7.7         |
| Havant        | 22.2       | -      | 28.4    | 27.3         | 28.1   | 25.1     | 24.8  | 24.1          | 20.7     | 21.6       | 28.5        |
| Arundel       | 12.0       | 30.8   | -       | 10.8         | 13.1   | 4.2      | 7.0   | 12.0          | 15.8     | 15.0       | 17.1        |
| Bognor Regis  | 16.0       | 31.1   | 11.3    | -            | 20.4   | 10.7     | 7.0   | 7.1           | 16.1     | 15.3       | 22.7        |
| Lavant        | 7.2        | 29.2   | 11.7    | 16.3         | -      | 8.4      | 12.6  | 13.1          | 10.6     | 14.9       | 8.8         |
| Tangmere      | 7.9        | 26.8   | 5.1     | 9.5          | 9.0    | -        | 3.7   | 7.3           | 11.7     | 11.0       | 13.1        |
| Oving         | 10.2       | 27.6   | 7.1     | 6.3          | 13.5   | 3.8      | -     | 5.7           | 12.5     | 11.8       | 16.9        |
| North Mundham | 9.9        | 25.1   | 12.9    | 6.1          | 15.8   | 7.7      | 6.1   | -             | 10.0     | 9.3        | 16.6        |
| Apuldrum      | 9.1        | 24.0   | 17.6    | 16.6         | 10.6   | 14.4     | 14.0  | 13.4          | -        | 10.3       | 9.4         |
| Fishbourne    | 9.3        | 21.9   | 16.9    | 15.6         | 13.4   | 13.7     | 13.0  | 10.5          | 5.0      | -          | 12.3        |
| West Broyle   | 8.8        | 27.6   | 16.7    | 19.8         | 9.0    | 13.4     | 17.2  | 16.6          | 8.8      | 14.8       | -           |

|  | Chichester | H |
|--|------------|---|
|--|------------|---|



| Average Journey Times (mins) |  |  |  |  |  |  |  |  |  |
|------------------------------|--|--|--|--|--|--|--|--|--|
| Year 2020 Low                |  |  |  |  |  |  |  |  |  |
| Peak Hour IP                 |  |  |  |  |  |  |  |  |  |

| Option        | Do Minimum |        |         |              |        |          |       |               |          |            |             |
|---------------|------------|--------|---------|--------------|--------|----------|-------|---------------|----------|------------|-------------|
|               | Chichester | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle |
| Chichester    | -          | 21.3   | 9.4     | 12.2         | 6.9    | 6.2      | 7.0   | 8.8           | 7.0      | 7.9        | 7.7         |
| Havant        | 21.0       | -      | 28.3    | 27.8         | 26.9   | 25.1     | 24.2  | 24.3          | 19.2     | 20.1       | 28.4        |
| Arundel       | 10.5       | 30.0   | -       | 10.7         | 12.8   | 4.0      | 7.0   | 11.3          | 15.7     | 14.5       | 17.2        |
| Bognor Regis  | 14.0       | 30.5   | 10.9    | -            | 19.2   | 9.5      | 6.6   | 6.3           | 16.3     | 15.0       | 20.7        |
| Lavant        | 6.7        | 27.6   | 11.5    | 16.6         | -      | 8.3      | 11.1  | 13.6          | 10.5     | 14.2       | 8.7         |
| Tangmere      | 6.6        | 26.1   | 4.8     | 9.3          | 8.9    | -        | 3.8   | 6.7           | 11.8     | 10.6       | 13.3        |
| Oving         | 9.2        | 26.7   | 7.0     | 6.6          | 13.5   | 3.8      | -     | 5.1           | 12.4     | 11.2       | 15.9        |
| North Mundham | 9.7        | 25.4   | 11.5    | 6.2          | 14.8   | 6.6      | 5.0   | -             | 11.2     | 10.0       | 16.4        |
| Apuldrum      | 7.5        | 19.5   | 14.8    | 14.4         | 10.2   | 11.6     | 10.7  | 10.8          | -        | 5.7        | 9.3         |
| Fishbourne    | 9.4        | 22.3   | 14.5    | 14.0         | 14.4   | 11.3     | 10.4  | 10.5          | 6.4      | -          | 13.5        |
| West Broyle   | 7.5        | 27.5   | 16.1    | 19.6         | 8.7    | 12.9     | 14.4  | 16.2          | 8.8      | 13.1       | -           |

| Option        | 1          |        |         |              |        |          |       |               |          |            |             |               |        |         |              |        |          |       |               |          |            |             |      |
|---------------|------------|--------|---------|--------------|--------|----------|-------|---------------|----------|------------|-------------|---------------|--------|---------|--------------|--------|----------|-------|---------------|----------|------------|-------------|------|
|               | Chichester | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle | Chichester    | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle |      |
| Chichester    | -          | 21.1   | 9.2     | 11.7         | 6.9    | 6.0      | 8.0   | 8.3           | 6.7      | 7.6        | 7.7         | Chichester    | 0.0    | -0.2    | -0.2         | -0.5   | 0.0      | -0.2  | 1.0           | -0.5     | -0.3       | -0.3        | 0.0  |
| Havant        | 20.9       | -      | 26.0    | 26.1         | 26.8   | 22.8     | 22.4  | 22.7          | 19.2     | 20.1       | 28.4        | Havant        | -0.1   | 0.0     | -2.3         | -1.7   | -0.1     | -2.3  | -1.8          | -1.6     | 0.0        | 0.0         | -0.1 |
| Arundel       | 10.3       | 26.8   | -       | 10.7         | 12.8   | 4.0      | 7.0   | 11.3          | 12.6     | 12.0       | 17.0        | Arundel       | -0.2   | -3.2    | 0.0          | 0.0    | 0.0      | 0.0   | 0.0           | 0.0      | -3.1       | -2.5        | -0.2 |
| Bognor Regis  | 11.9       | 27.1   | 10.9    | -            | 16.8   | 9.9      | 6.9   | 6.3           | 12.9     | 12.4       | 18.6        | Bognor Regis  | -2.1   | -3.4    | 0.0          | 0.0    | -2.3     | 0.4   | 0.3           | -0.1     | -3.3       | -2.7        | -2.1 |
| Lavant        | 6.7        | 27.4   | 11.5    | 16.9         | -      | 8.3      | 12.3  | 13.5          | 10.4     | 13.9       | 8.7         | Lavant        | 0.0    | -0.2    | 0.0          | 0.3    | 0.0      | 0.0   | 1.2           | -0.1     | 0.0        | -0.4        | 0.0  |
| Tangmere      | 6.4        | 22.9   | 4.8     | 9.3          | 8.9    | -        | 3.7   | 6.7           | 8.7      | 8.1        | 13.1        | Tangmere      | -0.2   | -3.2    | 0.0          | 0.0    | 0.0      | 0.0   | 0.0           | 0.0      | -3.1       | -2.5        | -0.2 |
| Oving         | 7.9        | 23.0   | 7.0     | 7.6          | 13.2   | 3.8      | -     | 5.1           | 8.9      | 8.3        | 14.5        | Oving         | -1.3   | -3.6    | 0.0          | 1.1    | -0.3     | 0.0   | 0.0           | 0.0      | -3.6       | -2.9        | -1.3 |
| North Mundham | 8.2        | 23.7   | 10.6    | 6.2          | 13.1   | 6.8      | 5.2   | -             | 9.5      | 8.9        | 14.9        | North Mundham | -1.5   | -1.7    | -0.9         | 0.0    | -1.7     | 0.2   | 0.2           | 0.0      | -1.7       | -1.0        | -1.5 |
| Fishbourne    | 6.9        | 19.3   | 12.3    | 12.4         | 10.2   | 9.1      | 8.8   | 9.0           | -        | 6.4        | 9.3         | Apuldrum      | -0.6   | -0.2    | -2.5         | -1.9   | 0.0      | -2.5  | -2.0          | -1.8     | 0.0        | 0.6         | 0.0  |
| Birdham       | 8.3        | 20.6   | 13.6    | 13.8         | 13.4   | 10.4     | 10.1  | 10.4          | 5.4      | -          | 12.5        | Fishbourne    | -1.1   | -1.7    | -0.9         | -0.3   | -1.0     | -0.9  | -0.3          | -0.2     | -1.0       | 0.0         | -1.0 |
| West Broyle   | 7.5        | 27.5   | 16.2    | 19.1         | 8.8    | 13.0     | 15.5  | 15.7          | 8.8      | 13.0       | -           | West Broyle   | 0.0    | 0.0     | 0.0          | -0.5   | 0.0      | 0.0   | 1.0           | -0.5     | -0.1       | -0.1        | 0.0  |

| Option        | 1A         |        |         |              |        |          |       |               |          |            |             |               |        |         |              |        |          |       |               |          |            |             |      |
|---------------|------------|--------|---------|--------------|--------|----------|-------|---------------|----------|------------|-------------|---------------|--------|---------|--------------|--------|----------|-------|---------------|----------|------------|-------------|------|
|               | Chichester | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle | Chichester    | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle |      |
| Chichester    | -          | 21.2   | 9.2     | 11.9         | 6.9    | 6.0      | 8.2   | 8.5           | 6.9      | 11.9       | 7.7         | Chichester    | 0.0    | -0.1    | -0.2         | -0.2   | 0.0      | -0.2  | 1.2           | -0.4     | -0.1       | 4.0         | 0.0  |
| Havant        | 20.9       | -      | 26.7    | 26.8         | 26.8   | 23.4     | 23.1  | 23.4          | 19.2     | 26.8       | 28.4        | Havant        | -0.1   | 0.0     | -1.6         | -1.0   | -0.1     | -1.7  | -1.1          | -1.0     | -0.1       | 6.7         | 0.0  |
| Arundel       | 10.3       | 28.2   | -       | 10.7         | 12.8   | 4.0      | 7.0   | 11.3          | 14.2     | 10.7       | 17.0        | Arundel       | -0.2   | -1.8    | 0.0          | 0.0    | 0.0      | 0.0   | 0.0           | 0.0      | -1.6       | -3.8        | -0.2 |
| Bognor Regis  | 11.8       | 28.5   | 10.9    | -            | 16.7   | 9.8      | 6.8   | 6.3           | 14.4     | -          | 18.5        | Bognor Regis  | -2.2   | -2.0    | -0.1         | 0.0    | -2.4     | 0.3   | 0.2           | 0.0      | -1.8       | -15.0       | -2.2 |
| Lavant        | 6.7        | 27.5   | 11.5    | 18.5         | -      | 8.3      | 12.3  | 15.0          | 10.5     | 18.5       | 8.7         | Lavant        | 0.0    | -0.1    | 0.0          | 1.9    | 0.0      | 0.0   | 1.2           | 1.4      | 0.0        | 4.3         | 0.0  |
| Tangmere      | 6.4        | 24.3   | 4.8     | 9.3          | 8.9    | -        | 3.7   | 6.7           | 10.2     | 9.3        | 13.1        | Tangmere      | -0.2   | -1.8    | 0.0          | 0.0    | 0.0      | 0.0   | 0.0           | 0.0      | -1.6       | -1.3        | -0.2 |
| Oving         | 7.9        | 24.5   | 7.0     | 7.5          | 13.2   | 3.8      | -     | 5.1           | 10.5     | 7.5        | 14.6        | Oving         | -1.3   | -2.1    | 0.0          | 1.0    | -0.3     | 0.0   | 0.0           | 0.0      | -1.9       | -3.7        | -1.3 |
| North Mundham | 8.2        | 24.3   | 10.6    | 6.1          | 13.1   | 6.7      | 5.1   | -             | 10.3     | 6.1        | 14.9        | North Mundham | -1.5   | -1.1    | -0.9         | 0.0    | -1.8     | 0.0   | 0.1           | 0.0      | -0.9       | -3.8        | -1.5 |
| Apuldrum      | 6.9        | 19.1   | 12.9    | 13.1         | 10.2   | 9.7      | 9.4   | 9.6           | -        | 13.1       | 9.3         | Apuldrum      | -0.6   | -0.4    | -1.9         | -1.3   | 0.0      | -1.9  | -1.3          | -1.2     | 0.0        | 7.4         | 0.0  |
| Fishbourne    | 11.8       | 28.5   | 10.9    | -            | 16.7   | 9.8      | 6.8   | 6.3           | 14.4     | -          | 18.5        | Fishbourne    | 2.4    | 6.2     | -3.6         | -14.0  | 2.3      | -1.5  | -3.6          | -4.2     | 8.1        | 0.0         | 5.0  |
| West Broyle   | 7.5        | 27.5   | 16.2    | 19.3         | 8.7    | 12.9     | 15.6  | 15.9          | 8.8      | 19.3       | -           | West Broyle   | 0.0    | 0.0     | 0.0          | -0.2   | 0.0      | 0.0   | 1.2           | -0.4     | 0.0        | 6.2         | 0.0  |

| Option        | 2          |        |         |              |        |          |       |               |          |            |             |               |        |         |              |        |          |       |               |          |            |             |      |
|---------------|------------|--------|---------|--------------|--------|----------|-------|---------------|----------|------------|-------------|---------------|--------|---------|--------------|--------|----------|-------|---------------|----------|------------|-------------|------|
|               | Chichester | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle | Chichester    | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle |      |
| Chichester    | -          | 21.3   | 9.2     | 11.4         | 6.9    | 6.0      | 7.7   | 8.0           | 6.8      | 7.0        | 7.7         | Chichester    | 0.0    | 0.1     | -0.2         | -0.7   | 0.0      | -0.2  | 0.7           | -0.8     | -0.2       | -0.9        | 0.0  |
| Havant        | 21.0       | -      | 25.6    | 25.8         | 26.9   | 22.4     | 22.1  | 22.3          | 19.3     | 19.5       | 28.4        | Havant        | 0.0    | 0.0     | -2.7         | -2.1   | 0.0      | -2.7  | -2.1          | -2.0     | 0.0        | -0.6        | 0.0  |
| Arundel       | 10.3       | 26.2   | -       | 10.7         | 12.8   | 4.0      | 7.0   | 11.3          | 11.9     | 12.2       | 17.0        | Arundel       | -0.2   | -3.8    | 0.0          | 0.0    | 0.0      | 0.0   | 0.0           | 0.0      | -3.8       | -2.4        | -0.2 |
| Bognor Regis  | 11.8       | 26.4   | 10.9    | -            | 16.7   | 9.8      | 6.8   | 6.3           | 12.2     | 11.3       | 18.5        | Bognor Regis  | -2.2   | -4.1    | -0.1         | 0.0    | -2.5     | 0.3   | 0.2           | 0.0      | -4.0       | -3.7        | -2.2 |
| Lavant        | 6.7        | 27.7   | 11.5    | 16.7         | -      | 8.3      | 12.3  | 13.2          | 10.5     | 13.3       | 8.7         | Lavant        | 0.0    | 0.1     | 0.0          | 0.0    | 0.0      | 0.0   | 1.2           | -0.4     | 0.0        | -0.9        | 0.0  |
| Tangmere      | 6.4        | 22.2   | 4.8     | 9.3          | 8.9    | -        | 3.7   | 6.7           | 8.0      | 8.3        | 13.1        | Tangmere      | -0.2   | -3.8    | 0.0          | 0.0    | 0.0      | 0.0   | 0.0           | 0.0      | -3.8       | -2.4        | -0.2 |
| Oving         | 7.9        | 22.5   | 7.0     | 7.6          | 13.2   | 3.8      | -     | 5.1           | 8.3      | 8.5        | 14.5        | Oving         | -1.3   | -4.2    | 0.0          | 1.1    | -0.3     | 0.0   | 0.0           | 0.0      | -4.1       | -2.7        | -1.3 |
| North Mundham | 8.2        | 22.1   | 10.6    | 6.2          | 13.1   | 6.7      | 5.1   | -             | 7.5      | 6.1        | 14.7        | North Mundham | -1.5   | -3.3    | -0.9         | 0.0    | -1.7     | 0.0   | 0.1           | 0.0      | -3.6       | -3.9        | -1.7 |
| Apuldrum      | 7.4        | 19.8   | 12.4    | 12.6         | 10.2   | 9.2      | 8.9   | 9.1           | -        | 5.2        | 9.2         | Apuldrum      | -0.1   | 0.3     | -2.4         | -1.8   | 0.0      | -2.4  | -1.8          | -1.7     | 0.0        | -0.5        | 0.0  |
| Fishbourne    | 6.9        | 19.4   | 11.9    | 12.4         | 12.9   | 8.7      | 8.4   | 7.1           | 5.0      | -          | 12.0        | Fishbourne    | -2.5   | -2.9    | -2.6         | -1.7   | -1.6     | -2.6  | -2.0          | -3.4     | -1.4       | 0.0         | -1.5 |
| West Broyle   | 7.5        | 27.4   | 16.2    | 18.9         | 8.7    | 13.0     | 15.2  | 15.4          | 8.7      | 12.4       | -           | West Broyle   | 0.0    | -0.1    | 0.0          | -0.7   | 0.0      | 0.0   | 0.7           | -0.8     | -0.1       | -0.7        | 0.0  |

| Option        | 2A         |        |         |              |        |          |       |               |          |            |             |               |        |         |              |        |          |       |               |          |            |             |      |
|---------------|------------|--------|---------|--------------|--------|----------|-------|---------------|----------|------------|-------------|---------------|--------|---------|--------------|--------|----------|-------|---------------|----------|------------|-------------|------|
|               | Chichester | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle | Chichester    | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle |      |
| Chichester    | -          | 21.2   | 9.2     | 12.0         | 6.9    | 6.0      | 8.3   | 8.7           | 6.7      | 7.6        | 7.7         | Chichester    | 0.0    | -0.1    | -0.2         | -0.2   | 0.0      | -0.2  | 1.2           | -0.1     | -0.3       | -0.3        | 0.0  |
| Havant        | 20.8       | -      | 25.5    | 25.7         | 26.7   | 22.3     | 22.0  | 22.5          | 19.2     | 20.1       | 28.4        | Havant        | -0.2   | 0.0     | -2.8         | -2.1   | -0.2     | -2.8  | -2.2          | -1.9     | 0.0        | 0.0         | 0.0  |
| Arundel       | 10.3       | 26.0   | -       | 10.7         | 12.8   | 4.0      | 7.0   | 11.4          | 11.8     | 12.7       | 17.0        | Arundel       | -0.3   | -3.9    | 0.0          | 0.0    | 0.0      | 0.0   | 0.1           | -3.9     | -1.8       | -0.3        |      |
| Bognor Regis  | 12.1       | 26.6   | 10.9    | -            | 17.0   | 10.0     | 7.0   | 6.2           | 12.4     | 13.7       | 18.7        | Bognor Regis  | -2.0   | -3.9    | 0.0          | 0.0    | -2.2     | 0.5   | 0.4           | -0.1     | -3.8       | -1.4        | -2.0 |
| Lavant        | 6.7        | 27.5   | 11.5    | 17.4         | -      | 8.3      | 12.3  | 14.1          | 10.4     | 13.9       | 8.7         | Lavant        | 0.0    | -0.1    | 0.0          | 0.8    | 0.0      | 0.0   | 1.2           | 0.5      | 0.0        | -0.3        | 0.0  |
| Tangmere      | 6.4        | 22.1   | 4.8     | 9.4          | 8.9    | -        | 3.7   | 6.7           | 7.9      | 8.8        | 13.1        | Tangmere      | -0.3   | -3.9    | 0.0          | 0.1    | 0.0      | 0.0   | 0.0           | 0.0      | -3.9       | -1.8        | -0.3 |
| Oving         | 7.9        | 22.5   | 7.0     | 7.7          | 13.2   | 3.8      | -     | 5.2           | 8.3      | 9.5        | 14.6        | Oving         | -1.3   | -4.2    | 0.0          | 1.2    | -0.4     | 0.0   | 0.0           | 0.1      | -4.2       | -1.7        | -1.3 |
| North Mundham | 9.1        | 23.6   | 11.6    | 6.1          | 13.9   | 6.7      | 5.1   | -             | 9.4      | 8.7        | 15.7        | North Mundham | -0.6   | -1.8    | 0.1          | 0.0    | -0.9     | 0.1   | 0.1           | 0.0      | -1.8       | -1.3        | -0.6 |
| Apuldrum      | 6.8        | 19.3   | 11.8    | 12.0         | 10.2   | 8.6      | 8.3   | 8.7           | -        | 6.0        | 9.2         | Apuldrum      | -0.7   | -0.2    | -3.0         | -2.4   | 0.0      | -3.0  | -2.5          | -2.1     | 0.0        | 0.2         | 0.0  |
| Fishbourne    | 9.8        | 22.3   | 14.8    | 15.0         | 15.3   | 11.6     | 11.2  | 10.8          | 7.2      | -          | 14.3        | Fishbourne    | 0.4    | 0.0     | 0.3          | 0.9    | 0.8      | 0.3   | 0.8           | 0.3      | 0.8        | 0.0         | 0.8  |
| West Broyle   | 7.5        | 27.5   | 16.1    | 19.3         | 8.7    | 12.9     | 15.6  | 16.1          | 8.8      | 13.1       | -           | West Broyle   | 0.0    | 0.0     | 0.0          | -0.3   | 0.0      | 0.0   | 1.1           | -0.2     | 0.0        | -0.1        | 0.0  |

| Option        | 3          |        |         |              |        |          |       |               |          |            |             |            |        |         |              |        |          |       |               |          |            |             |
|---------------|------------|--------|---------|--------------|--------|----------|-------|---------------|----------|------------|-------------|------------|--------|---------|--------------|--------|----------|-------|---------------|----------|------------|-------------|
|               | Chichester | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle | Chichester | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle |
| Chichester    | -          | 21.4   | 9.2     | 12.2         | 6.9    | 6.0      | 8.6   | 8.8           | 6.9      | 7.8        | 7.7         | 0.0        | 0.2    | -0.3    | 0.1          | 0.0    | -0.3     | 1.6   | 0.0           | -0.1     | -0.1       | 0.0         |
| Havant        | 20.8       | -      | 26.5    | 26.6         | 26.7   | 23.3     | 23.0  | 23.2          | 19.7     | 20.6       | 28.5        | -0.1       | 0.0    | -1.7    | -1.2         | -0.1   | -1.8     | -1.2  | -1.1          | 0.5      | 0.0        | 0.0         |
| Arundel       | 10.4       | 28.9   | -       | 10.7         | 12.8   | 4.0      | 7.0   | 11.3          | 14.6     | 14.0       | 17.1        | -0.2       | -1.1   | 0.0     | 0.0          | 0.0    | 0.0      | 0.0   | 0.0           | -1.1     | -0.5       | -0.2        |
| Bognor Regis  | 13.4       | 28.1   | 10.9    | -            | 18.5   | 9.7      | 6.7   | 6.4           | 13.8     | 13.1       | 20.1        | -0.6       | -2.4   | 0.0     | 0.0          | -0.7   | 0.2      | 0.1   | 0.0           | -2.5     | -1.9       | -0.6        |
| Lavant        | 6.7        | 27.7   | 11.5    | 16.7         | -      | 8.3      | 12.3  | 13.3          | 14.0     | 14.1       | 8.7         | 0.0        | 0.1    | 0.0     | 0.1          | 0.0    | 0.0      | 1.2   | -0.3          | 0.0      | -0.1       | 0.0         |
| Tangmere      | 6.5        | 25.0   | 4.8     | 9.2          | 8.9    | -        | 3.7   | 6.7           | 10.7     | 10.1       | 13.2        | -0.2       | -1.0   | 0.0     | 0.0          | 0.0    | 0.0      | 0.0   | 0.0           | -1.1     | -0.5       | -0.2        |
| Oving         | 9.0        | 24.2   | 7.0     | 6.7          | 13.2   | 3.8      | -     | 5.1           | 9.9      | 9.3        | 15.7        | -0.2       | -2.4   | 0.0     | 0.1          | -0.3   | 0.0      | 0.0   | 0.0           | -2.5     | -1.9       | -0.2        |
| North Mundham | 8.6        | 23.3   | 11.2    | 6.2          | 13.7   | 6.9      | 5.4   | -             | 9.0      | 8.3        | 15.3        | -1.1       | -2.2   | -0.3    | 0.0          | -1.2   | 0.3      | 0.3   | 0.0           | -2.2     | -1.6       | -1.1        |
| Apuldrum      | 7.7        | 19.9   | 13.9    | 13.9         | 10.2   | 10.7     | 10.3  | 10.5          | -        | 7.4        | 9.3         | 0.2        | 0.4    | -1.0    | -0.4         | 0.0    | -1.0     | -0.5  | -0.4          | 0.0      | 1.7        | 0.0         |
| Fishbourne    | 8.7        | 20.9   | 14.9    | 14.9         | 13.2   | 11.7     | 11.3  | 11.4          | 5.1      | -          | 12.3        | -0.7       | -1.4   | 0.4     | 0.9          | -1.2   | 0.4      | 0.9   | 0.9           | -1.2     | 0.0        | -1.2        |
| West Broyle   | 7.6        | 27.4   | 16.2    | 19.7         | 8.7    | 13.0     | 16.1  | 16.3          | 8.7      | 13.9       | -           | 0.0        | -0.1   | 0.0     | 0.1          | 0.0    | 0.0      | 1.6   | 0.1           | -0.1     | 0.8        | 0.0         |



| Average Journey Times (mins) |  |  |  |  |  |  |  |  |  |
|------------------------------|--|--|--|--|--|--|--|--|--|
| Year 2020 LOW                |  |  |  |  |  |  |  |  |  |
| Peak Hour PM                 |  |  |  |  |  |  |  |  |  |

| Option        | Do Minimum |        |         |              |        |          |       |               |          |            |             |
|---------------|------------|--------|---------|--------------|--------|----------|-------|---------------|----------|------------|-------------|
|               | Chichester | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle |
| Chichester    | -          | 26.3   | 10.4    | 14.6         | 7.1    | 7.1      | 7.7   | 10.4          | 8.5      | 10.1       | 8.0         |
| Havant        | 22.4       | -      | 30.8    | 30.7         | 28.1   | 27.5     | 26.9  | 25.2          | 20.4     | 21.3       | 28.9        |
| Arundel       | 11.6       | 36.2   | -       | 11.3         | 13.6   | 4.1      | 7.1   | 12.3          | 19.2     | 17.0       | 18.0        |
| Bognor Regis  | 13.7       | 34.0   | 11.1    | -            | 19.8   | 9.8      | 6.5   | 6.5           | 16.9     | 14.7       | 20.8        |
| Lavant        | 6.7        | 31.7   | 11.8    | 18.5         | -      | 8.5      | 11.6  | 15.4          | 10.8     | 14.0       | 8.8         |
| Tangmere      | 7.7        | 32.3   | 5.1     | 10.8         | 9.7    | -        | 3.8   | 7.7           | 15.2     | 13.0       | 14.0        |
| Oving         | 10.2       | 31.3   | 7.0     | 7.3          | 14.2   | 3.9      | -     | 6.0           | 14.3     | 12.0       | 17.2        |
| North Mundham | 9.4        | 28.6   | 12.3    | 6.9          | 15.5   | 7.2      | 5.5   | -             | 11.5     | 9.3        | 16.4        |
| Apuldrum      | 8.0        | 23.0   | 16.9    | 16.8         | 10.3   | 13.6     | 13.0  | 11.3          | -        | 5.3        | 9.5         |
| Fishbourne    | 9.7        | 25.3   | 15.5    | 15.4         | 14.5   | 12.2     | 11.6  | 9.9           | 6.3      | -          | 13.8        |
| West Broyle   | 7.6        | 29.5   | 16.5    | 22.1         | 8.8    | 13.2     | 15.2  | 17.9          | 8.9      | 12.9       | -           |

| Option       | 1          |        |         |              |        |          |       |               |          |            |             |
|--------------|------------|--------|---------|--------------|--------|----------|-------|---------------|----------|------------|-------------|
|              | Chichester | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle |
| Chichester   | -          | 25.0   | 10.6    | 15.3         | 7.0    | 7.2      | 11.7  | 11.5          | 7.0      | 7.9        | 7.9         |
| Havant       | 22.2       | -      | 28.3    | 29.8         | 28.0   | 24.9     | 26.2  | 25.8          | 20.3     | 21.2       | 28.8        |
| Arundel      | 10.9       | 31.6   | -       | 11.3         | 13.4   | 4.1      | 7.1   | 12.1          | 13.8     | 13.1       | 17.7        |
| Bognor Regis | 11.6       | 30.9   | 11.0    | -            | 17.7   | 10.0     | 6.7   | 6.3           | 13.0     | 12.4       | 18.5        |
| Lavant       | 6.6        | 31.3   | 11.8    | 19.2         | -      | 8.5      | 12.6  | 14.9          | 10.5     | 14.2       | 8.7         |
| Tangmere     | 6.9        | 27.6   | 5.1     | 10.3         | 9.4    | -        | 3.7   | 7.4           | 9.8      | 9.1        | 13.7        |
| Oving        | 8.5        | 27.7   | 7.0     | 7.3          | 13.9   | 3.8      | -     | 5.8           | 9.9      | 9.2        | 15.3        |
| North Munden | 8.3        | 27.0   | 11.5    | 6.7          | 14.3   | 7.4      | 5.9   | -             | 9.1      | 8.4        | 15.1        |
| Fishbourne   | 7.1        | 22.8   | 13.5    | 15.0         | 10.3   | 10.1     | 11.4  | 11.0          | -        | 6.4        | 9.4         |
| Birdham      | 8.5        | 24.2   | 14.8    | 16.4         | 13.6   | 11.4     | 12.8  | 12.4          | 5.4      | -          | 12.7        |
| West Broyle  | 7.5        | 30.0   | 16.5    | 22.1         | 8.8    | 13.2     | 17.3  | 18.0          | 8.9      | 13.1       | -           |

|               | Chichester | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle |
|---------------|------------|--------|---------|--------------|--------|----------|-------|---------------|----------|------------|-------------|
| Chichester    | 0.0        | -1.2   | 0.2     | 0.7          | 0.0    | 0.2      | 4.0   | 1.1           | -1.5     | -2.2       | -0.2        |
| Havant        | -0.2       | 0.0    | -2.5    | -0.8         | -0.1   | -2.6     | -0.6  | 0.6           | -0.1     | -0.1       | -0.1        |
| Arundel       | -0.7       | -4.6   | 0.0     | 0.0          | -0.2   | 0.0      | 0.0   | -0.2          | -5.4     | -3.9       | -0.2        |
| Bognor Regis  | -2.1       | -3.1   | -0.1    | 0.0          | -2.1   | 0.2      | 0.1   | -0.1          | -3.9     | -2.3       | -2.3        |
| Lavant        | 0.0        | -0.4   | 0.1     | 0.7          | 0.0    | 0.0      | 1.1   | -0.5          | -0.3     | 0.2        | 0.0         |
| Tangmere      | -0.8       | -4.7   | 0.1     | -0.5         | -0.3   | 0.0      | -0.1  | -0.3          | -5.5     | -3.9       | -0.3        |
| Oving         | -1.7       | -3.5   | 0.0     | 0.0          | -0.3   | -0.1     | 0.0   | -0.2          | -4.4     | -2.8       | -1.9        |
| North Mundham | -1.1       | -1.6   | -0.8    | -0.2         | -1.1   | 0.3      | 0.3   | 0.0           | -2.4     | -0.9       | -1.3        |
| Apuldrum      | -0.8       | -0.2   | -3.4    | -1.8         | 0.0    | -3.5     | -1.5  | -0.3          | 0.0      | 1.0        | -0.1        |
| Fishbourne    | -1.2       | -1.1   | -0.7    | 1.0          | -0.9   | -0.7     | 1.2   | 2.5           | -0.9     | 0.0        | -1.0        |
| West Broyle   | -0.1       | 0.5    | 0.1     | 0.0          | 0.0    | 0.0      | 2.1   | 0.2           | -0.1     | 0.2        | 0.0         |

| Option        | 1A         |        |         |              |        |          |       |               |          |            |             |
|---------------|------------|--------|---------|--------------|--------|----------|-------|---------------|----------|------------|-------------|
|               | Chichester | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle |
| Chichester    | -          | 24.7   | 10.1    | 15.2         | 7.0    | 6.7      | 11.4  | 11.0          | 7.1      | 15.2       | 7.9         |
| Havant        | 22.3       | -      | 29.9    | 30.3         | 28.0   | 26.5     | 26.3  | 20.2          | 30.3     | 28.8       |             |
| Arundel       | 11.0       | 33.3   | -       | 11.3         | 13.4   | 4.1      | 7.1   | 12.1          | 15.9     | 11.3       | 17.9        |
| Bognor Regis  | 11.5       | 32.4   | 11.0    | -            | 16.8   | 9.9      | 6.6   | 6.4           | 15.0     | -          | 18.4        |
| Lavant        | 6.6        | 31.0   | 11.8    | 19.2         | -      | 8.5      | 12.5  | 16.3          | 10.6     | 19.2       | 8.7         |
| Tangmere      | 7.0        | 29.3   | 5.1     | 10.4         | 9.4    | -        | 3.7   | 7.4           | 11.9     | 10.4       | 14.0        |
| Oving         | 8.5        | 29.8   | 7.0     | 7.3          | 13.8   | 3.8      | -     | 5.8           | 12.4     | 7.3        | 15.5        |
| North Mundham | 8.3        | 27.2   | 11.1    | 6.7          | 13.7   | 7.1      | 5.5   | -             | 9.8      | 6.7        | 15.3        |
| Apuldrum      | 7.2        | 22.4   | 15.0    | 15.4         | 10.3   | 11.7     | 11.5  | -             | 15.4     | 9.4        |             |
| Fishbourne    | 11.5       | 32.4   | 11.0    | -            | 16.8   | 9.9      | 6.6   | 6.4           | 15.0     | -          | 18.4        |
| West Broyle   | 7.5        | 29.5   | 16.5    | 22.6         | 8.8    | 13.1     | 17.2  | 18.4          | 8.9      | 22.6       | -           |

|               | Chichester | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle |
|---------------|------------|--------|---------|--------------|--------|----------|-------|---------------|----------|------------|-------------|
| Chichester    | 0.0        | -1.6   | -0.3    | 0.6          | -0.1   | -0.3     | 3.8   | 0.6           | -1.4     | 5.0        | -0.1        |
| Havant        | -0.1       | 0.0    | -0.9    | -0.4         | -0.1   | -0.9     | -0.3  | 1.1           | -0.1     | 9.0        | -0.1        |
| Arundel       | -0.6       | -2.9   | 0.0     | 0.0          | -0.2   | 0.0      | 0.0   | -0.2          | -3.3     | -5.7       | 0.0         |
| Bognor Regis  | -2.2       | -1.6   | -0.1    | 0.0          | -2.9   | 0.1      | 0.1   | -0.1          | -2.0     | -14.7      | -2.3        |
| Lavant        | 0.0        | -0.7   | 0.0     | 0.8          | 0.0    | 0.0      | 1.0   | 0.9           | -0.2     | 5.2        | 0.0         |
| Tangmere      | -0.6       | -3.0   | 0.0     | -0.4         | -0.2   | 0.0      | -0.1  | -0.3          | -3.3     | -2.6       | -0.1        |
| Oving         | -1.7       | -1.5   | 0.0     | 0.0          | -0.4   | -0.1     | 0.0   | -0.2          | -1.9     | -4.7       | -1.8        |
| North Mundham | -1.1       | -1.4   | -1.2    | -0.2         | -1.8   | -0.1     | 0.0   | 0.0           | -1.8     | -2.6       | -1.2        |
| Apuldrum      | -0.7       | -0.6   | -1.8    | -1.4         | 0.0    | -1.9     | -1.3  | 0.2           | 0.0      | 10.1       | -0.1        |
| Fishbourne    | 1.8        | 7.1    | -4.5    | -15.4        | 2.3    | -2.3     | -5.0  | -3.5          | 8.6      | 0.0        | 4.7         |
| West Broyle   | 0.0        | 0.0    | 0.0     | 0.5          | 0.0    | 0.0      | 2.1   | 0.5           | -0.1     | 9.7        | 0.0         |

| Option        | 2          |        |         |              |        |          |       |               |          |            |             |
|---------------|------------|--------|---------|--------------|--------|----------|-------|---------------|----------|------------|-------------|
|               | Chichester | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle |
| Chichester    | -          | 25.7   | 10.1    | 13.7         | 7.0    | 6.7      | 9.8   | 9.3           | 7.6      | 7.8        | 7.9         |
| Havant        | 22.5       | -      | 27.7    | 28.1         | 28.4   | 24.4     | 24.2  | 23.9          | 20.5     | 20.8       | 28.9        |
| Arundel       | 10.8       | 30.7   | -       | 11.2         | 13.4   | 4.1      | 7.1   | 12.3          | 12.9     | 13.2       | 17.7        |
| Bognor Regis  | 11.5       | 30.2   | 11.0    | -            | 17.5   | 10.0     | 6.7   | 6.4           | 12.4     | 11.4       | 18.4        |
| Lavant        | 6.7        | 32.0   | 11.8    | 20.2         | -      | 8.4      | 12.5  | 15.9          | 10.6     | 13.7       | 8.7         |
| Tangmere      | 6.8        | 26.7   | 5.1     | 10.6         | 9.4    | -        | 3.7   | 7.6           | 8.9      | 9.2        | 13.7        |
| Oving         | 8.5        | 27.1   | 7.0     | 8.0          | 13.8   | 3.8      | -     | 6.0           | 9.3      | 9.6        | 15.4        |
| North Mundham | 8.3        | 25.9   | 11.2    | 6.9          | 14.2   | 7.1      | 5.5   | -             | 7.7      | 6.2        | 15.0        |
| Apuldrum      | 8.0        | 23.9   | 13.7    | 14.0         | 10.2   | 10.3     | 10.1  | 9.5           | -        | 5.2        | 9.4         |
| Fishbourne    | 7.3        | 23.2   | 12.9    | 12.7         | 13.1   | 9.6      | 9.4   | 6.8           | 5.0      | -          | 12.3        |
| West Broyle   | 7.5        | 29.5   | 16.5    | 21.1         | 8.8    | 13.1     | 17.2  | 16.1          | 8.8      | 12.7       | -           |

|               | Chichester | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle |
|---------------|------------|--------|---------|--------------|--------|----------|-------|---------------|----------|------------|-------------|
| Chichester    | 0.0        | -0.5   | -0.3    | -0.9         | -0.1   | -0.4     | 2.1   | -1.1          | -0.9     | -2.3       | -0.2        |
| Havant        | 0.1        | 0.0    | -3.0    | -2.6         | 0.2    | -3.1     | -2.7  | -1.3          | 0.2      | -0.5       | -0.1        |
| Arundel       | -0.8       | -5.5   | 0.0     | 0.0          | -0.2   | 0.0      | 0.0   | 0.0           | -6.3     | -3.8       | -0.3        |
| Bognor Regis  | -2.2       | -3.7   | -0.1    | 0.0          | -2.3   | 0.2      | 0.2   | -0.1          | -4.5     | -3.3       | -2.3        |
| Lavant        | 0.0        | 0.3    | 0.0     | 1.7          | 0.0    | 0.0      | 1.0   | 0.5           | -0.2     | -0.3       | 0.0         |
| Tangmere      | -0.8       | -5.6   | 0.0     | -0.2         | -0.3   | 0.0      | -0.1  | -0.1          | -6.4     | -3.8       | -0.3        |
| Oving         | -1.7       | -4.2   | 0.0     | 0.7          | -0.4   | -0.1     | 0.0   | 0.0           | -4.9     | -2.4       | -1.9        |
| North Mundham | -1.1       | -2.7   | -1.1    | 0.0          | -1.2   | 0.0      | 0.0   | 0.0           | -3.8     | -3.1       | -1.4        |
| Apuldrum      | 0.1        | 0.9    | -3.2    | -2.8         | 0.0    | -3.3     | -2.9  | -1.8          | 0.0      | -0.1       | -0.1        |
| Fishbourne    | -2.4       | -2.1   | -2.5    | -2.7         | -1.4   | -2.6     | -2.2  | -3.0          | -1.4     | 0.0        | -1.5        |
| West Broyle   | 0.0        | 0.0    | 0.0     | -1.0         | 0.0    | 0.0      | 2.1   | -1.8          | -0.1     | -0.1       | 0.0         |

| Option        | 2A         |        |         |              |        |          |       |               |          |            |             |
|---------------|------------|--------|---------|--------------|--------|----------|-------|---------------|----------|------------|-------------|
|               | Chichester | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle |
| Chichester    | -          | 25.2   | 10.0    | 14.6         | 7.1    | 6.7      | 10.8  | 9.8           | 7.2      | 8.1        | 7.9         |
| Havant        | 22.4       | -      | 27.7    | 28.6         | 28.0   | 24.4     | 24.8  | 24.7          | 20.3     | 21.2       | 28.8        |
| Arundel       | 10.8       | 30.5   | -       | 11.3         | 13.4   | 4.1      | 7.1   | 12.5          | 12.6     | 13.5       | 17.7        |
| Bognor Regis  | 11.8       | 30.4   | 11.0    | -            | 17.2   | 10.2     | 6.8   | 6.3           | 12.6     | 13.4       | 18.7        |
| Lavant        | 6.7        | 31.2   | 11.8    | 19.5         | -      | 8.4      | 12.5  | 16.5          | 10.5     | 14.0       | 8.7         |
| Tangmere      | 6.8        | 26.5   | 5.1     | 10.8         | 9.4    | -        | 3.8   | 7.8           | 8.6      | 9.5        | 13.7        |
| Oving         | 8.7        | 27.3   | 7.0     | 8.1          | 13.8   | 3.8      | -     | 6.1           | 9.5      | 10.3       | 15.6        |
| North Mundham | 9.2        | 27.8   | 12.1    | 6.8          | 14.6   | 7.4      | 5.8   | -             | 10.0     | 8.9        | 16.1        |
| Apuldrum      | 7.2        | 22.9   | 12.9    | 13.8         | 10.2   | 9.5      | 9.9   | 9.8           | -        | 5.6        | 9.3         |
| Fishbourne    | 12.0       | 28.5   | 18.5    | 18.3         | 18.0   | 15.1     | 14.5  | 12.2          | 9.7      | -          | 17.0        |
| West Broyle   | 7.5        | 29.5   | 16.5    | 20.8         | 8.8    | 13.1     | 16.9  | 17.2          | 8.9      | 13.0       | -           |

|               | Chichester | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle |
|---------------|------------|--------|---------|--------------|--------|----------|-------|---------------|----------|------------|-------------|
| Chichester    | 0.0        | -1.0   | -0.3    | 0.0          | 0.0    | -0.4     | 3.1   | -0.6          | -1.3     | -2.1       | -0.2        |
| Havant        | 0.0        | 0.0    | -3.0    | -2.1         | -0.1   | -3.1     | -2.1  | -0.5          | 0.0      | -0.1       | -0.1        |
| Arundel       | -0.8       | -5.7   | 0.0     | 0.0          | -0.2   | 0.0      | 0.0   | 0.2           | -6.5     | -3.4       | -0.3        |
| Bognor Regis  | -1.9       | -3.5   | -0.1    | 0.0          | -2.6   | 0.4      | 0.3   | -0.1          | -4.4     | -1.3       | -2.1        |
| Lavant        | 0.0        | -0.5   | 0.0     | 1.0          | 0.0    | 0.0      | 0.9   | 1.1           | -0.3     | 0.0        | 0.0         |
| Tangmere      | -0.9       | -5.8   | 0.1     | 0.0          | -0.3   | 0.0      | 0.0   | 0.1           | -6.6     | -3.5       | -0.3        |
| Oving         | -1.5       | -3.9   | 0.0     | 0.8          | -0.4   | -0.1     | 0.0   | 0.2           | -4.8     | -1.7       | -1.6        |
| North Mundham | -0.2       | -0.8   | -0.2    | -0.1         | -0.9   | 0.2      | 0.3   | 0.0           | -1.6     | -0.4       | -0.4        |
| Apuldrum      | -0.7       | -0.1   | -4.0    | -3.0         | 0.0    | -4.1     | -3.0  | -1.5          | 0.0      | 0.3        | -0.2        |
| Fishbourne    | 2.3        | 3.2    | 3.0     | 2.9          | 3.4    | 3.0      | 2.9   | 2.3           | 3.4      | 0.0        | 3.2         |
| West Broyle   | 0.0        | 0.1    | 0.0     | -1.3         | 0.0    | 0.0      | 1.8   | -0.7          | -0.1     | 0.1        | 0.0         |

| Option        | 3          |        |         |              |        |          |       |               |          |            |             |               |        |         |              |        |          |       |               |          |            |             |      |
|---------------|------------|--------|---------|--------------|--------|----------|-------|---------------|----------|------------|-------------|---------------|--------|---------|--------------|--------|----------|-------|---------------|----------|------------|-------------|------|
|               | Chichester | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle | Chichester    | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle |      |
| Chichester    | -          | 24.9   | 10.0    | 14.6         | 7.0    | 6.7      | 10.7  | 10.4          | 7.2      | 8.1        | 7.9         | Chichester    | 0.0    | -1.4    | -0.3         | 0.0    | 0.0      | -0.3  | 3.1           | 0.0      | -1.3       | -2.0        | -0.1 |
| Havant        | 22.3       | -      | 28.8    | 29.1         | 28.2   | 25.4     | 25.3  | 25.0          | 20.9     | 21.8       | 28.9        | Havant        | -0.1   | 0.0     | -2.0         | -1.6   | 0.0      | -2.0  | -1.5          | -0.2     | 0.6        | 0.6         | 0.0  |
| Arundel       | 11.2       | 34.2   | -       | 11.3         | 13.4   | 4.1      | 7.1   | 12.3          | 16.5     | 15.8       | 18.1        | Arundel       | -0.4   | -2.0    | 0.0          | 0.0    | -0.2     | 0.0   | 0.0           | 0.0      | -2.7       | -1.2        | 0.1  |
| Bognor Regis  | 14.1       | 31.7   | 11.1    | -            | 20.1   | 9.9      | 6.6   | 6.4           | 14.0     | 13.3       | 21.1        | Bognor Regis  | 0.4    | -2.2    | 0.0          | 0.0    | 0.4      | 0.1   | 0.1           | 0.0      | -2.9       | -1.4        | 0.3  |
| Lavant        | 6.7        | 31.2   | 11.8    | 19.4         | -      | 8.5      | 12.5  | 15.2          | 10.6     | 14.4       | 8.7         | Lavant        | 0.0    | -0.5    | 0.0          | 0.9    | 0.0      | 0.0   | -0.9          | -0.2     | -0.2       | 0.4         | 0.0  |
| Tangmere      | 7.2        | 30.2   | 5.1     | 10.7         | 9.5    | -        | 3.8   | 7.6           | 12.5     | 11.8       | 14.1        | Tangmere      | -0.4   | -2.0    | 0.0          | -0.1   | -0.2     | 0.0   | -0.1          | -0.1     | -2.7       | -1.2        | 0.1  |
| Oving         | 9.7        | 28.8   | 7.0     | 7.4          | 13.8   | 3.8      | -     | 6.0           | 11.2     | 10.4       | 16.7        | Oving         | -0.5   | -2.4    | 0.0          | 0.0    | -0.4     | -0.1  | 0.0           | 0.0      | 3.1        | -1.6        | -0.6 |
| North Mundham | 9.1        | 26.7   | 12.1    | 6.8          | 15.1   | 7.1      | 5.6   | -             | 9.1      | 8.3        | 16.0        | North Mundham | -0.3   | -1.8    | -0.2         | -0.1   | -0.4     | 0.0   | 0.0           | 0.0      | -2.5       | -1.0        | -0.4 |
| Apuldrum      | 8.0        | 24.0   | 15.8    | 16.2         | 10.3   | 12.5     | 12.4  | 12.1          | -        | 8.4        | 9.5         | Apuldrum      | 0.1    | 1.0     | -1.1         | -0.6   | 0.0      | -1.1  | -0.6          | 0.8      | 0.0        | 3.0         | -0.1 |
| Fishbourne    | 9.9        | 25.0   | 16.8    | 17.2         | 13.3   | 13.5     | 13.4  | 13.1          | 5.1      | -          | 12.5        | Fishbourne    | 0.2    | -0.2    | 1.3          | 1.8    | -1.2     | 1.3   | 1.8           | 3.2      | -1.2       | 0.0         | -1.3 |
| West Broyle   | 7.6        | 29.4   | 16.5    | 22.1         | 8.8    | 13.2     | 18.3  | 18.0          | 8.7      | 14.0       | -           | West Broyle   | 0.1    | -0.1    | 0.0          | 0.0    | 0.0      | 0.0   | 3.1           | 0.1      | -0.2       | 1.1         | 0.0  |



| Average Journey Times (mins) |  |  |  |  |  |  |  |  |  |
|------------------------------|--|--|--|--|--|--|--|--|--|
| Year 2035 LOW                |  |  |  |  |  |  |  |  |  |
| Peak Hour AM                 |  |  |  |  |  |  |  |  |  |

| Option        | Do Minimum |        |         |              |        |          |       |               |          |            |             |
|---------------|------------|--------|---------|--------------|--------|----------|-------|---------------|----------|------------|-------------|
|               | Chichester | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle |
| Chichester    | -          | 22.6   | 9.7     | 10.7         | 7.0    | 6.5      | 7.7   | 7.3           | 7.3      | 8.2        | 7.9         |
| Havant        | 23.1       | -      | 31.9    | 29.4         | 28.9   | 28.7     | 26.8  | 25.9          | 20.6     | 21.5       | 28.5        |
| Arundel       | 13.0       | 34.3   | -       | 10.2         | 13.2   | 4.2      | 7.0   | 12.1          | 18.0     | 16.0       | 17.4        |
| Bognor Regis  | 16.9       | 34.4   | 11.0    | -            | 21.1   | 11.0     | 7.2   | 7.2           | 19.2     | 16.2       | 23.8        |
| Lavant        | 7.6        | 29.8   | 11.8    | 17.6         | -      | 8.6      | 11.7  | 14.8          | 10.7     | 14.0       | 8.8         |
| Tangmere      | 8.9        | 30.2   | 5.5     | 9.7          | 9.2    | -        | 3.8   | 7.4           | 13.9     | 11.9       | 13.4        |
| Oving         | 11.3       | 31.0   | 7.0     | 6.4          | 13.9   | 3.9      | -     | 5.8           | 15.8     | 12.8       | 17.8        |
| North Mundham | 12.5       | 28.4   | 13.1    | 6.1          | 18.5   | 7.7      | 6.0   | -             | 13.2     | 10.2       | 19.4        |
| Apuldrum      | 10.2       | 24.1   | 17.5    | 18.3         | 10.8   | 14.2     | 15.8  | 14.8          | -        | 5.4        | 9.5         |
| Fishbourne    | 10.4       | 25.2   | 17.2    | 14.7         | 13.6   | 13.9     | 12.1  | 11.1          | 5.0      | -          | 12.4        |
| West Broyle   | 9.6        | 27.9   | 16.8    | 20.2         | 9.1    | 13.6     | 17.2  | 16.8          | 9.0      | 13.1       | -           |

| Option        | 1          |        |         |              |        |          |       |               |          |            |             |            |        |         |              |        |          |       |               |          |            |             |
|---------------|------------|--------|---------|--------------|--------|----------|-------|---------------|----------|------------|-------------|------------|--------|---------|--------------|--------|----------|-------|---------------|----------|------------|-------------|
|               | Chichester | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle | Chichester | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle |
| Chichester    | -          | 22.8   | 9.6     | 10.2         | 7.0    | 6.3      | 7.3   | 6.9           | 6.8      | 7.7        | 7.9         | 0.0        | 0.2    | -0.1    | -0.5         | 0.0    | -0.2     | -0.4  | -0.4          | -0.5     | -0.6       | 0.0         |
| Havant        | 23.1       | -      | 29.1    | 28.2         | 29.0   | 25.8     | 25.6  | 24.9          | 20.9     | 21.8       | 28.6        | 0.0        | 0.0    | -2.9    | -1.2         | 0.1    | -2.9     | -1.3  | -1.0          | 0.2      | 0.2        | 0.0         |
| Arundel       | 11.6       | 30.2   | -       | 10.2         | 13.1   | 4.2      | 7.0   | 11.1          | 14.3     | 13.5       | 17.2        | -1.4       | -4.1   | 0.0     | 0.0          | -0.1   | 0.0      | 0.0   | -1.0          | -3.6     | -2.6       | -0.2        |
| Bognor Regis  | 14.0       | 31.3   | 10.8    | -            | 19.9   | 12.1     | 8.0   | 7.1           | 15.4     | 14.5       | 20.8        | -2.9       | -3.1   | -0.2    | 0.0          | -1.2   | 1.1      | 0.8   | -0.1          | -3.8     | -1.7       | -3.0        |
| Lavant        | 7.2        | 29.6   | 11.8    | 15.3         | -      | 8.5      | 11.6  | 12.0          | 10.6     | 14.5       | 8.8         | -0.4       | -0.2   | -0.1    | -2.3         | 0.0    | -0.1     | -0.1  | -2.8          | -0.2     | 0.4        | 0.0         |
| Tangmere      | 7.5        | 26.1   | 5.5     | 9.6          | 9.0    | -        | 3.8   | 7.0           | 10.2     | 9.3        | 13.1        | -1.4       | -4.1   | 0.0     | -0.1         | -0.2   | 0.0      | 0.0   | -0.4          | -3.7     | -2.6       | -0.3        |
| Oving         | 9.0        | 26.3   | 7.0     | 7.4          | 13.5   | 3.8      | -     | 5.9           | 10.4     | 9.6        | 15.9        | -2.3       | -4.7   | 0.0     | 0.9          | -0.4   | 0.0      | 0.0   | 0.1           | -5.3     | -3.2       | -2.0        |
| North Mundham | 9.2        | 26.3   | 12.5    | 6.1          | 15.1   | 8.4      | 6.7   | -             | 10.4     | 9.5        | 16.1        | -3.3       | -2.1   | -0.6    | 0.0          | -3.3   | 0.7      | 0.7   | 0.0           | -2.8     | -0.7       | -3.4        |
| Apuldrum      | 9.7        | 24.2   | 17.1    | 16.2         | 10.5   | 13.8     | 13.6  | 12.9          | -        | 6.1        | 9.4         | -0.4       | 0.1    | -0.4    | -2.1         | -0.3   | -0.4     | -2.2  | -1.9          | 0.0      | 0.7        | -0.1        |
| Fishbourne    | 10.7       | 24.1   | 17.3    | 16.5         | 13.3   | 14.1     | 13.8  | 11.7          | 5.0      | -          | 12.3        | 0.2        | -1.1   | 0.1     | 1.8          | -0.3   | 0.1      | 1.7   | 0.6           | 0.0      | 0.0        | -0.1        |
| West Broyle   | 9.4        | 27.9   | 16.7    | 19.5         | 9.0    | 13.4     | 16.6  | 16.2          | 9.0      | 13.8       | -           | -0.2       | 0.0    | -0.2    | -0.7         | -0.1   | -0.2     | -0.6  | -0.6          | 0.0      | 0.6        | 0.0         |

| Option        | 1A         |        |         |              |        |          |       |               |          |            |             |               |        |         |              |        |          |       |               |          |            |             |      |
|---------------|------------|--------|---------|--------------|--------|----------|-------|---------------|----------|------------|-------------|---------------|--------|---------|--------------|--------|----------|-------|---------------|----------|------------|-------------|------|
|               | Chichester | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle | Chichester    | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle |      |
| Chichester    | -          | 22.6   | 9.6     | 10.2         | 6.9    | 6.3      | 7.3   | 6.9           | 6.8      | 10.2       | 7.9         | Chichester    | 0.0    | 0.0     | -0.2         | -0.5   | 0.0      | -0.2  | -0.4          | -0.4     | -0.5       | 1.9         | -0.1 |
| Havant        | 23.1       | -      | 30.1    | 28.7         | 28.9   | 26.8     | 26.1  | 25.4          | 20.6     | 28.7       | 28.8        | Havant        | 0.0    | 0.0     | -1.9         | -0.7   | 0.0      | -1.9  | -0.8          | -0.5     | 0.0        | 7.2         | 0.3  |
| Arundel       | 11.8       | 31.2   | -       | 10.2         | 13.1   | 4.2      | 7.0   | 11.0          | 15.6     | 10.2       | 17.2        | Arundel       | -1.2   | -3.1    | 0.0          | 0.0    | -0.1     | 0.0   | 0.0           | -1.0     | -2.4       | -5.8        | -0.2 |
| Bognor Regis  | 14.3       | 32.5   | 10.8    | -            | 20.2   | 12.3     | 8.0   | 6.9           | 16.8     | -          | 21.1        | Bognor Regis  | -2.7   | -2.0    | -0.1         | 0.0    | -0.9     | 1.2   | 0.8           | -0.4     | -2.3       | -16.2       | -2.7 |
| Lavant        | 7.2        | 29.4   | 11.7    | 15.2         | -      | 8.5      | 11.5  | 11.9          | 10.6     | 15.2       | 8.8         | Lavant        | -0.3   | -0.4    | -0.1         | -2.4   | 0.0      | -0.1  | -0.2          | -2.9     | -0.1       | 1.2         | 0.0  |
| Tangmere      | 7.7        | 27.1   | 5.5     | 9.6          | 9.0    | -        | 3.8   | 6.9           | 11.4     | 9.6        | 13.1        | Tangmere      | -1.2   | -3.1    | 0.0          | -0.1   | -0.1     | 0.0   | 0.0           | -0.5     | -2.4       | -2.3        | -0.2 |
| Oving         | 9.2        | 27.4   | 7.0     | 7.2          | 13.5   | 3.8      | -     | 5.9           | 11.8     | 7.2        | 16.0        | Oving         | -2.1   | -3.7    | 0.0          | 0.8    | -0.4     | 0.0   | 0.0           | 0.1      | -4.0       | -5.6        | -1.8 |
| North Mundham | 10.3       | 28.6   | 13.5    | 6.1          | 16.2   | 8.5      | 6.8   | -             | 13.0     | 6.1        | 17.2        | North Mundham | -2.2   | 0.2     | 0.4          | 0.0    | -2.2     | 0.7   | 0.8           | 0.0      | -0.2       | -4.1        | -2.3 |
| Apuldrum      | 8.8        | 22.1   | 16.5    | 15.1         | 10.4   | 13.2     | 12.5  | 11.8          | -        | 15.1       | 9.4         | Apuldrum      | -1.4   | -2.1    | -1.0         | -3.2   | -0.4     | -1.0  | -3.3          | -3.0     | 0.0        | 9.7         | -0.2 |
| Fishbourne    | 14.3       | 32.5   | 10.8    | -            | 20.2   | 12.3     | 8.0   | 6.9           | 16.8     | -          | 21.1        | Fishbourne    | 3.8    | 7.2     | -6.4         | -14.7  | 6.5      | -1.7  | -4.2          | -4.3     | 11.9       | 0.0         | 8.2  |
| West Broyle   | 8.9        | 27.7   | 16.7    | 19.0         | 9.0    | 13.4     | 16.1  | 15.7          | 8.9      | 19.0       | -           | West Broyle   | -0.7   | -0.3    | -0.2         | -1.2   | -0.1     | -0.2  | -1.1          | -1.1     | -0.1       | 5.9         | 0.0  |

| Option        | 2          |        |         |              |        |          |       |               |          |            |             |               |        |         |              |        |          |       |               |          |            |             |      |
|---------------|------------|--------|---------|--------------|--------|----------|-------|---------------|----------|------------|-------------|---------------|--------|---------|--------------|--------|----------|-------|---------------|----------|------------|-------------|------|
|               | Chichester | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle | Chichester    | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle |      |
| Chichester    | -          | 23.1   | 9.6     | 10.2         | 7.0    | 6.3      | 7.3   | 6.9           | 6.9      | 7.1        | 7.9         | Chichester    | 0.0    | 0.5     | -0.2         | -0.5   | 0.0      | -0.2  | -0.4          | -0.4     | -0.4       | -1.1        | 0.0  |
| Havant        | 24.1       | -      | 28.4    | 27.5         | 30.1   | 25.1     | 24.9  | 24.2          | 22.1     | 22.2       | 28.6        | Havant        | 1.1    | 0.0     | -3.5         | -1.9   | 1.2      | -3.6  | -2.0          | -1.7     | 1.4        | 0.7         | 0.0  |
| Arundel       | 11.6       | 29.2   | -       | 10.3         | 13.1   | 4.2      | 7.0   | 11.0          | 13.4     | 13.5       | 17.2        | Arundel       | -1.4   | -5.1    | 0.0          | 0.0    | -0.1     | 0.0   | 0.0           | -1.0     | -4.6       | -2.5        | -0.2 |
| Bognor Regis  | 13.8       | 30.1   | 10.7    | -            | 19.3   | 12.0     | 7.9   | 7.5           | 14.3     | 12.7       | 20.7        | Bognor Regis  | -3.1   | -4.3    | -0.2         | 0.0    | -1.7     | 0.9   | 0.8           | 0.3      | -4.9       | -3.5        | -3.1 |
| Lavant        | 7.3        | 29.9   | 11.8    | 15.2         | -      | 8.5      | 11.5  | 11.9          | 10.6     | 14.0       | 8.8         | Lavant        | -0.3   | 0.2     | 0.0          | -2.4   | 0.0      | -0.1  | -0.1          | -2.9     | -0.1       | 0.0         | 0.0  |
| Tangmere      | 7.5        | 25.1   | 5.5     | 9.6          | 9.0    | -        | 3.8   | 6.9           | 9.2      | 9.4        | 13.1        | Tangmere      | -1.4   | -5.1    | 0.0          | -0.1   | -0.2     | 0.0   | 0.0           | -0.5     | -4.6       | -2.5        | -0.3 |
| Oving         | 9.0        | 25.3   | 7.0     | 7.6          | 13.5   | 3.8      | -     | 5.9           | 9.5      | 9.7        | 15.9        | Oving         | -2.3   | -5.7    | 0.0          | 1.2    | -0.4     | 0.0   | 0.0           | 0.1      | -6.3       | -3.1        | -2.0 |
| North Mundham | 9.1        | 24.8   | 12.2    | 6.1          | 14.6   | 8.1      | 6.5   | -             | 8.7      | 6.4        | 15.9        | North Mundham | -3.4   | -3.6    | -0.9         | 0.0    | -3.9     | 0.4   | 0.4           | 0.0      | -4.5       | -3.8        | -3.5 |
| Apuldrum      | 10.3       | 24.3   | 17.5    | 17.9         | 10.9   | 14.3     | 15.3  | 12.5          | -        | 5.9        | 9.5         | Apuldrum      | 0.1    | 0.1     | 0.1          | -0.4   | 0.1      | 0.1   | -0.5          | -2.4     | 0.0        | 0.5         | 0.0  |
| Fishbourne    | 8.3        | 22.2   | 14.5    | 12.8         | 13.7   | 11.2     | 11.0  | 7.6           | 5.0      | -          | 12.3        | Fishbourne    | -2.1   | -3.0    | -2.7         | -1.9   | 0.1      | -2.7  | -1.1          | -3.5     | 0.0        | 0.0         | 0.0  |
| West Broyle   | 9.7        | 28.0   | 16.8    | 19.9         | 9.0    | 13.5     | 16.9  | 16.5          | 8.9      | 13.6       | -           | West Broyle   | 0.1    | 0.0     | 0.0          | -0.3   | 0.0      | -0.1  | -0.3          | -0.3     | -0.1       | 0.5         | 0.0  |

| Option        | 2A         |        |         |              |        |          |       |               |          |            |             |               |            |        |         |              |        |          |       |               |          |            |             |
|---------------|------------|--------|---------|--------------|--------|----------|-------|---------------|----------|------------|-------------|---------------|------------|--------|---------|--------------|--------|----------|-------|---------------|----------|------------|-------------|
|               | Chichester | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle |               | Chichester | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle |
| Chichester    | -          | 22.9   | 9.6     | 10.4         | 7.0    | 6.3      | 7.2   | 7.3           | 6.9      | 7.9        | 7.9         | Chichester    | 0.0        | 0.3    | -0.2    | -0.3         | 0.0    | -0.2     | -0.4  | 0.1           | -0.4     | -0.4       | 0.0         |
| Havant        | 23.1       | -      | 28.2    | 27.0         | 29.0   | 24.9     | 24.4  | 23.9          | 20.8     | 21.7       | 28.5        | Havant        | 0.1        | 0.0    | -3.8    | -2.4         | 0.1    | -3.8     | -2.5  | -2.0          | 0.1      | 0.1        | 0.0         |
| Arundel       | 11.5       | 29.1   | -       | 10.2         | 13.1   | 4.2      | 7.0   | 11.9          | 13.4     | 14.3       | 17.2        | Arundel       | -1.4       | -5.2   | 0.0     | 0.0          | -0.1   | 0.0      | 0.0   | -0.1          | -4.6     | -1.8       | -0.2        |
| Bognor Regis  | 14.7       | 31.1   | 10.8    | -            | 20.1   | 13.0     | 8.6   | 6.9           | 15.4     | 15.1       | 21.6        | Bognor Regis  | -2.2       | -3.3   | -0.1    | 0.0          | -0.9   | 1.9      | 1.4   | -0.3          | -3.8     | -1.1       | -2.2        |
| Lavant        | 7.2        | 29.6   | 11.7    | 15.7         | -      | 8.5      | 11.4  | 12.7          | 10.6     | 14.6       | 8.8         | Lavant        | -0.4       | -0.1   | -0.1    | -1.9         | 0.0    | -0.1     | -0.2  | -2.1          | -0.2     | 0.6        | 0.0         |
| Tangmere      | 7.4        | 25.0   | 5.5     | 9.6          | 9.0    | -        | 3.8   | 7.5           | 9.2      | 10.1       | 13.1        | Tangmere      | -1.5       | -5.2   | 0.0     | -0.1         | -0.2   | 0.0      | 0.0   | 0.1           | -4.7     | -1.8       | -0.3        |
| Oving         | 8.9        | 25.3   | 7.0     | 6.7          | 13.5   | 3.8      | -     | 5.9           | 9.6      | 10.6       | 15.8        | Oving         | -2.4       | -5.7   | 0.0     | 0.3          | -0.4   | 0.0      | 0.0   | 0.1           | -6.2     | -2.2       | -2.1        |
| North Mundham | 10.4       | 26.8   | 14.1    | 6.1          | 15.8   | 8.7      | 7.1   | -             | 11.1     | 9.3        | 17.3        | North Mundham | -2.1       | -1.6   | 1.0     | 0.0          | -2.6   | 1.0      | 1.0   | 0.0           | -2.1     | -0.9       | -2.1        |
| Apuldrum      | 9.8        | 24.2   | 15.8    | 14.6         | 10.4   | 12.5     | 11.9  | 11.5          | -        | 7.7        | 9.4         | Apuldrum      | -0.3       | 0.1    | -1.7    | -3.8         | -0.4   | -1.7     | -3.8  | -3.3          | 0.0      | 2.3        | -0.1        |
| Fishbourne    | 10.4       | 26.3   | 18.0    | 15.6         | 16.3   | 14.7     | 14.5  | 10.4          | 8.4      | -          | 15.7        | Fishbourne    | -0.1       | 1.0    | 0.8     | 0.9          | 2.7    | 0.8      | 2.3   | -0.7          | 3.4      | 0.0        | 3.3         |
| West Broyle   | 9.3        | 27.9   | 16.7    | 19.6         | 9.0    | 13.4     | 16.5  | 16.6          | 8.9      | 14.4       | -           | West Broyle   | -0.3       | 0.0    | -0.2    | -0.6         | -0.1   | -0.2     | -0.7  | -0.3          | -0.1     | 1.3        | 0.0         |

| Option        | 3          |        |         |              |        |          |       |               |          |            |             |               |        |         |              |        |          |       |               |          |            |             |      |
|---------------|------------|--------|---------|--------------|--------|----------|-------|---------------|----------|------------|-------------|---------------|--------|---------|--------------|--------|----------|-------|---------------|----------|------------|-------------|------|
|               | Chichester | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle | Chichester    | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle |      |
| Chichester    | -          | 23.1   | 9.6     | 11.0         | 6.9    | 6.3      | 7.3   | 7.8           | 7.2      | 8.1        | 7.9         | Chichester    | 0.0    | 0.5     | -0.1         | 0.3    | 0.0      | -0.2  | -0.3          | 0.5      | -0.1       | -0.1        | 0.0  |
| Havant        | 23.2       | -      | 29.4    | 28.0         | 29.1   | 26.2     | 25.5  | 24.8          | 21.3     | 22.2       | 28.5        | Havant        | 0.2    | 0.0     | -2.5         | -1.4   | 0.2      | -2.6  | -1.4          | -1.1     | 0.7        | 0.7         | 0.0  |
| Arundel       | 12.6       | 32.1   | -       | 10.2         | 13.2   | 4.2      | 7.0   | 12.1          | 16.4     | 15.6       | 17.3        | Arundel       | -0.4   | -2.2    | 0.0          | 0.0    | -0.1     | 0.0   | 0.0           | 0.6      | -1.6       | -0.5        | -0.2 |
| Bognor Regis  | 16.9       | 32.8   | 10.8    | -            | 20.7   | 11.0     | 7.2   | 7.8           | 7.1      | 16.2       | 23.8        | Bognor Regis  | 0.0    | -1.7    | -0.1         | 0.0    | -0.4     | 0.0   | 0.1           | 0.6      | -2.1       | 0.0         | 0.0  |
| Lavant        | 7.4        | 30.1   | 11.8    | 16.7         | -      | 8.5      | 11.4  | 13.5          | 10.7     | 15.1       | 8.8         | Lavant        | -0.1   | 0.4     | -0.1         | -0.8   | 0.0      | -0.1  | -0.2          | -1.2     | -0.1       | 1.1         | 0.0  |
| Tangmere      | 8.5        | 28.0   | 5.5     | 9.6          | 9.1    | -        | 3.8   | 7.4           | 12.3     | 11.5       | 13.2        | Tangmere      | -0.4   | -2.2    | 0.0          | -0.1   | -0.1     | 0.0   | 0.0           | 0.0      | -1.6       | -0.5        | -0.2 |
| Oving         | 10.8       | 29.0   | 7.0     | 6.4          | 13.6   | 3.8      | -     | 5.7           | 13.3     | 12.5       | 17.6        | Oving         | -0.5   | -2.0    | 0.0          | 0.0    | -0.4     | 0.0   | 0.0           | 0.0      | -2.5       | -0.3        | -0.2 |
| North Mundham | 10.1       | 26.1   | 13.4    | 6.1          | 16.1   | 8.0      | 6.4   | -             | 10.4     | 9.5        | 17.0        | North Mundham | -2.4   | -2.4    | 0.3          | 0.0    | -2.4     | 0.3   | 0.3           | 0.0      | -2.8       | -0.7        | -2.4 |
| Apuldrum      | 10.1       | 24.2   | 17.4    | 16.8         | 10.8   | 14.1     | 14.3  | 13.6          | -        | 10.5       | 9.5         | Apuldrum      | -0.1   | 0.1     | -0.1         | -1.5   | 0.0      | -0.1  | -1.5          | -1.2     | 0.0        | 5.1         | 0.0  |
| Fishbourne    | 10.2       | 23.2   | 17.9    | 15.8         | 13.6   | 14.6     | 13.3  | 11.0          | 5.0      | -          | 12.4        | Fishbourne    | -0.2   | -2.1    | 0.7          | 1.1    | 0.0      | 0.7   | 1.1           | -0.1     | 0.0        | 0.0         | 0.0  |
| West Broyle   | 9.6        | 27.8   | 16.8    | 20.5         | 9.0    | 13.5     | 16.9  | 17.3          | 8.8      | 15.4       | -           | West Broyle   | 0.0    | -0.1    | 0.0          | 0.3    | 0.0      | -0.1  | -0.3          | 0.5      | -0.2       | 2.2         | 0.0  |



| Average Journey Times (mins) |  |  |  |  |  |  |  |  |  |
|------------------------------|--|--|--|--|--|--|--|--|--|
| Year 2035 Low                |  |  |  |  |  |  |  |  |  |
| Peak Hour IP                 |  |  |  |  |  |  |  |  |  |

| Option        | Do Minimum |        |         |              |        |          |       |               |          |            |             |
|---------------|------------|--------|---------|--------------|--------|----------|-------|---------------|----------|------------|-------------|
|               | Chichester | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle |
| Chichester    | -          | 22.6   | 9.7     | 10.7         | 7.0    | 6.5      | 7.7   | 7.3           | 7.3      | 8.2        | 7.9         |
| Havant        | 23.1       | -      | 31.9    | 29.4         | 28.9   | 28.7     | 26.8  | 25.9          | 20.6     | 21.5       | 28.5        |
| Arundel       | 13.0       | 34.3   | -       | 10.2         | 13.2   | 4.2      | 7.0   | 12.1          | 18.0     | 16.0       | 17.4        |
| Bognor Regis  | 16.9       | 34.4   | 11.0    | -            | 21.1   | 11.0     | 7.2   | 7.2           | 19.2     | 16.2       | 23.8        |
| Lavant        | 7.6        | 29.8   | 11.8    | 17.6         | -      | 8.6      | 11.7  | 14.8          | 10.7     | 14.0       | 8.8         |
| Tangmere      | 8.9        | 30.2   | 5.5     | 9.7          | 9.2    | -        | 3.8   | 7.4           | 13.9     | 11.9       | 13.4        |
| Oving         | 11.3       | 31.0   | 7.0     | 6.4          | 13.9   | 3.9      | -     | 5.8           | 15.8     | 12.8       | 17.8        |
| North Mundham | 12.5       | 28.4   | 13.1    | 6.1          | 18.5   | 7.7      | 6.0   | -             | 13.2     | 10.2       | 19.4        |
| Apuldrum      | 10.2       | 24.1   | 17.5    | 18.3         | 10.8   | 14.2     | 15.8  | 14.8          | -        | 5.4        | 9.5         |
| Fishbourne    | 10.4       | 25.2   | 17.2    | 14.7         | 13.6   | 13.9     | 12.1  | 11.1          | 5.0      | -          | 12.4        |
| West Broyle   | 9.6        | 27.9   | 16.8    | 20.2         | 9.1    | 13.6     | 17.2  | 16.8          | 9.0      | 13.1       | -           |

| Option        | 1          |        |         |              |        |          |               |          |            |             |      |               |        |         |              |        |          |               |          |            |             |      |      |  |
|---------------|------------|--------|---------|--------------|--------|----------|---------------|----------|------------|-------------|------|---------------|--------|---------|--------------|--------|----------|---------------|----------|------------|-------------|------|------|--|
|               | Chichester | Havant | Arundel | Bognor Regis | Lavant | Tangmere | North Mundham | Apuldrum | Fishbourne | West Broyle |      | Chichester    | Havant | Arundel | Bognor Regis | Lavant | Tangmere | North Mundham | Apuldrum | Fishbourne | West Broyle |      |      |  |
| Chichester    | -          | 21.9   | 9.6     | 12.0         | 6.9    | 6.3      | 7.3           | 8.5      | 6.8        | 7.6         | 7.8  | Chichester    | 0.0    | -0.7    | -0.2         | 1.3    | -0.1     | -0.2          | -0.3     | 1.2        | -0.6        | -0.6 | -0.1 |  |
| Havant        | 21.3       | -      | 26.8    | 26.9         | 27.2   | 23.6     | 23.1          | 23.4     | 19.6       | 20.5        | 26.4 | Havant        | -1.8   | 0.0     | -5.1         | -2.5   | -1.7     | -5.1          | -3.7     | -2.5       | -1.0        | -1.0 | -2.2 |  |
| Arundel       | 10.6       | 28.0   | -       | 10.2         | 12.8   | 4.1      | 7.0           | 11.3     | 13.0       | 12.4        | 16.8 | Arundel       | -2.4   | -6.3    | 0.0          | 0.0    | -0.4     | -0.1          | 0.0      | -0.7       | -4.9        | -3.6 | -0.6 |  |
| Bognor Regis  | 12.1       | 28.3   | 10.4    | -            | 17.1   | 10.1     | 7.0           | 6.3      | 13.3       | 12.7        | 18.9 | Bognor Regis  | -4.8   | -6.2    | -0.5         | 0.0    | -4.0     | -0.9          | -0.2     | -0.9       | -5.8        | -3.5 | -4.9 |  |
| Lavant        | 6.7        | 28.3   | 11.6    | 17.1         | -      | 8.3      | 11.4          | 13.6     | 10.5       | 14.0        | 8.7  | Lavant        | -0.9   | -1.5    | -0.2         | -0.4   | 0.0      | -0.3          | -0.3     | -1.1       | -0.3        | 0.0  | -0.1 |  |
| Tangmere      | 6.6        | 24.0   | 5.0     | 9.5          | 8.9    | -        | 3.8           | 6.8      | 9.1        | 8.5         | 12.9 | Tangmere      | -2.3   | -6.1    | -0.5         | -0.2   | -0.3     | 0.0           | 0.0      | -0.6       | -4.8        | -3.5 | -0.5 |  |
| Oving         | 7.9        | 24.1   | 7.0     | 7.6          | 12.9   | 3.8      | -             | 5.2      | 9.1        | 8.5         | 14.7 | Oving         | -3.3   | -7.0    | -0.1         | 1.2    | -1.0     | 0.0           | 0.0      | -0.6       | -6.7        | -4.3 | -3.1 |  |
| North Mundham | 8.3        | 24.6   | 10.9    | 6.2          | 13.3   | 6.8      | 5.2           | -        | 9.7        | 9.0         | 15.1 | North Mundham | -4.3   | -3.8    | -2.3         | 0.1    | -5.2     | -0.9          | -0.9     | 0.0        | -3.5        | -1.2 | -4.3 |  |
| Apuldrum      | 6.9        | 20.1   | 12.8    | 12.9         | 10.2   | 9.5      | 9.1           | 9.3      | -          | 6.4         | 9.3  | Apuldrum      | -3.2   | -4.1    | -4.7         | -5.5   | -0.6     | -4.7          | -6.7     | -5.5       | 0.0         | 1.0  | -0.3 |  |
| Fishbourne    | 8.3        | 21.5   | 14.2    | 14.2         | 13.5   | 10.9     | 10.4          | 10.7     | 5.4        | -           | 12.6 | Fishbourne    | -2.1   | -3.8    | -3.0         | -0.5   | -0.1     | -3.0          | -1.7     | -0.4       | 0.5         | 0.0  | 0.2  |  |
| West Broyle   | 8.0        | 27.7   | 16.3    | 19.8         | 8.7    | 13.0     | 15.2          | 16.3     | 8.8        | 13.1        | -    | West Broyle   | -1.7   | -0.3    | -0.6         | -0.4   | -0.3     | -0.6          | -2.0     | -0.5       | -0.2        | -0.1 | 0.0  |  |

| Option        | 1A         |        |         |              |        |          |       |               |          |            |             |     |               |        |         |              |        |          |       |               |          |            |             |      |
|---------------|------------|--------|---------|--------------|--------|----------|-------|---------------|----------|------------|-------------|-----|---------------|--------|---------|--------------|--------|----------|-------|---------------|----------|------------|-------------|------|
|               | Chichester | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle |     | Chichester    | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle |      |
| Chichester    | -          | 21.8   | -       | 9.5          | 11.8   | 6.9      | 6.2   | 7.2           | 8.2      | 6.9        | 11.8        | 7.8 | Chichester    | 0.0    | -0.8    | -0.2         | 1.1    | -0.1     | -0.3  | -0.4          | 1.0      | -0.4       | 3.6         | -0.1 |
| Havant        | 21.3       | -      | 27.7    | 27.8         | 27.2   | 24.5     | 24.0  | 24.2          | 19.6     | 27.8       | 26.3        |     | Havant        | -1.8   | 0.0     | -4.2         | -1.6   | -1.8     | -4.2  | -2.9          | -1.7     | -1.0       | 6.3         | -2.2 |
| Arundel       | 10.6       | 29.6   | -       | 10.2         | 12.8   | 4.1      | 7.0   | 11.4          | 15.0     | 10.2       | 16.8        |     | Arundel       | -2.4   | -4.6    | 0.0          | 0.0    | -0.4     | -0.1  | 0.0           | -0.7     | -3.0       | -5.8        | -0.6 |
| Bognor Regis  | 12.0       | 29.9   | 10.4    | -            | 17.0   | 10.0     | 6.9   | 6.3           | 15.2     | -          | 18.9        |     | Bognor Regis  | -4.9   | -4.5    | -0.5         | 0.0    | -4.1     | -1.1  | -0.3          | -0.9     | -3.9       | -16.2       | -4.9 |
| Lavant        | 6.7        | 28.1   | 11.6    | 17.1         | -      | 8.3      | 11.3  | 13.9          | 10.5     | 17.1       | 8.7         |     | Lavant        | -0.9   | -1.6    | -0.2         | -0.5   | 0.0      | -0.3  | -0.3          | -0.8     | -0.3       | 3.1         | -0.1 |
| Tangmere      | 6.6        | 25.7   | 4.9     | 9.6          | 8.9    | -        | 3.8   | 6.8           | 11.0     | 9.6        | 12.9        |     | Tangmere      | -2.3   | -4.5    | -0.5         | -0.2   | -0.3     | 0.0   | 0.0           | -0.6     | -2.9       | -2.4        | -0.5 |
| Oving         | 8.0        | 25.8   | 7.0     | 7.8          | 12.9   | 3.8      | -     | 5.2           | 11.2     | 7.8        | 14.8        |     | Oving         | -3.3   | -5.2    | -0.1         | 1.3    | -1.0     | 0.0   | 0.0           | -0.6     | -4.6       | -5.1        | -3.0 |
| North Mundham | 8.3        | 25.7   | 10.9    | 6.2          | 13.2   | 6.8      | 5.1   | -             | 11.1     | 6.2        | 15.1        |     | North Mundham | -4.2   | -2.7    | -2.3         | 0.0    | -5.2     | -1.0  | -0.9          | 0.0      | -2.1       | -4.0        | -4.3 |
| Apuldrum      | 6.8        | 19.8   | 13.6    | 13.7         | 10.2   | 10.3     | 9.8   | 10.1          | -        | 13.7       | 9.3         |     | Apuldrum      | -3.3   | -4.4    | -3.9         | -4.6   | -0.6     | -3.9  | -5.9          | -4.7     | 0.0        | 8.3         | -0.3 |
| Fishbourne    | 12.0       | 29.9   | 10.4    | -            | 17.0   | 10.0     | 6.9   | 6.3           | 15.2     | -          | 18.9        |     | Fishbourne    | 1.6    | 4.7     | -6.8         | -14.7  | 3.3      | -4.0  | -5.2          | -4.8     | 10.3       | 0.0         | 6.5  |
| West Broyle   | 7.9        | 27.7   | 16.3    | 19.7         | 8.7    | 13.0     | 15.1  | 16.1          | 8.8      | 19.7       | -           |     | West Broyle   | -1.7   | -0.3    | -0.6         | -0.5   | -0.3     | -0.6  | -2.1          | -0.7     | -0.2       | 6.5         | 0.0  |

| Option        | 2          |        |         |              |        |          |       |               |          |            |             |               |            |        |         |              |        |          |               |          |            |             |      |  |
|---------------|------------|--------|---------|--------------|--------|----------|-------|---------------|----------|------------|-------------|---------------|------------|--------|---------|--------------|--------|----------|---------------|----------|------------|-------------|------|--|
|               | Chichester | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle |               | Chichester | Havant | Arundel | Bognor Regis | Lavant | Tangmere | North Mundham | Apuldrum | Fishbourne | West Broyle |      |  |
| Chichester    | -          | 22.1   | 9.5     | 11.6         | 6.9    | 6.3      | 7.3   | 8.0           | 6.9      | 7.1        | 7.8         | Chichester    | 0.0        | -0.5   | -0.2    | 0.9          | 0.0    | -0.2     | -0.4          | 0.7      | -0.4       | -1.1        | -0.1 |  |
| Havant        | 21.4       | -      | 26.4    | 26.5         | 27.4   | 23.1     | 22.7  | 22.9          | 19.7     | 20.0       | 26.6        | Havant        | -1.6       | 0.0    | -5.6    | -2.9         | -1.5   | -5.6     | -4.2          | -3.0     | -0.9       | -1.6        | -2.0 |  |
| Arundel       | 10.6       | 27.2   | -       | 10.2         | 12.8   | 4.1      | 7.0   | 11.3          | 12.3     | 12.5       | 16.8        | Arundel       | -2.4       | -7.0   | 0.0     | 0.0          | -0.4   | -0.1     | 0.0           | -0.7     | -5.7       | -3.5        | -0.6 |  |
| Bognor Regis  | 12.0       | 27.5   | 10.4    | -            | 16.9   | 10.0     | 6.9   | 6.4           | 12.5     | 11.5       | 18.8        | Bognor Regis  | -4.9       | -7.0   | -0.5    | 0.0          | -4.1   | -1.1     | -0.2          | -0.8     | -6.6       | -4.7        | -5.0 |  |
| Lavant        | 6.8        | 28.5   | 11.6    | 16.7         | -      | 8.3      | 11.3  | 13.1          | 10.5     | 13.5       | 8.7         | Lavant        | -0.8       | -1.2   | -0.3    | -0.9         | 0.0    | -0.3     | -0.3          | -1.7     | -0.2       | -0.5        | -0.1 |  |
| Tangmere      | 6.6        | 23.3   | 4.9     | 9.5          | 8.9    | -        | 3.8   | 6.8           | 8.4      | 8.6        | 12.9        | Tangmere      | -2.3       | -6.9   | -0.5    | -0.2         | -0.3   | 0.0      | 0.0           | -0.6     | -5.5       | -3.4        | -0.5 |  |
| Oving         | 7.9        | 23.4   | 7.0     | 7.7          | 12.9   | 3.8      | -     | 5.2           | 8.4      | 8.7        | 14.7        | Oving         | -3.4       | -7.7   | -0.1    | 1.3          | -1.1   | 0.0      | 0.0           | -0.6     | -7.3       | -4.1        | -3.1 |  |
| North Mundham | 8.3        | 22.9   | 10.8    | 6.2          | 13.2   | 6.7      | 5.1   | -             | 7.6      | 6.2        | 14.8        | North Mundham | -4.2       | -5.5   | -2.3    | 0.1          | -5.2   | -1.0     | -1.0          | 0.0      | -5.5       | -4.0        | -4.6 |  |
| Apuldrum      | 8.6        | 21.8   | 13.9    | 14.0         | 10.2   | 10.7     | 10.2  | 10.7          | -        | 5.3        | 9.3         | Apuldrum      | -1.6       | -2.3   | -3.5    | -4.3         | -0.6   | -3.6     | -5.6          | -4.1     | 0.0        | 0.0         | -0.3 |  |
| Fishbourne    | 7.1        | 20.3   | 12.4    | 12.6         | 13.0   | 9.2      | 8.7   | 7.3           | 5.0      | -          | 12.1        | Fishbourne    | -3.3       | -4.9   | -4.8    | -2.1         | -0.6   | -4.8     | -3.4          | -3.8     | 0.0        | 0.0         | -0.2 |  |
| West Broyle   | 8.0        | 27.6   | 16.3    | 19.5         | 8.8    | 13.0     | 15.2  | 15.9          | 8.7      | 12.6       | -           | West Broyle   | -1.6       | -0.3   | -0.6    | -0.7         | -0.3   | -0.6     | -2.0          | -0.9     | -0.3       | -0.6        | 0.0  |  |

| Option        | 2A         |        |         |              |        |          |       |               |          |            |             | 2B            |        |         |              |        |          |               |          |            |             |      |      |
|---------------|------------|--------|---------|--------------|--------|----------|-------|---------------|----------|------------|-------------|---------------|--------|---------|--------------|--------|----------|---------------|----------|------------|-------------|------|------|
|               | Chichester | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle | Chichester    | Havant | Arundel | Bognor Regis | Lavant | Tangmere | North Mundham | Apuldrum | Fishbourne | West Broyle |      |      |
| Chichester    | -          | 22.0   | 9.5     | 12.1         | 6.9    | 6.3      | 7.3   | 8.8           | 6.8      | 7.7        | 7.8         | Chichester    | 0.0    | -0.6    | -0.2         | 1.5    | 0.0      | -0.2          | -0.4     | 1.5        | -0.6        | -0.6 | -0.1 |
| Havant        | 21.3       | -      | 26.3    | 26.4         | 27.2   | 23.0     | 22.6  | 23.1          | 19.7     | 20.6       | 26.4        | Havant        | -1.8   | 0.0     | -5.7         | -3.0   | -1.7     | -5.7          | -4.3     | -2.8       | -0.9        | -1.0 | -2.1 |
| Arundel       | 10.5       | 27.1   | -       | 10.2         | 12.8   | 4.1      | 7.0   | 11.4          | 12.1     | 13.0       | 16.8        | Arundel       | -2.5   | -7.2    | 0.0          | 0.0    | -0.4     | -0.2          | 0.0      | -0.7       | -5.9        | -3.0 | -0.6 |
| Bognor Regis  | 12.3       | 27.7   | 10.4    | -            | 17.2   | 10.2     | 7.1   | 6.3           | 12.7     | 13.9       | 19.1        | Bognor Regis  | -4.6   | -6.7    | -0.5         | 0.0    | -3.8     | -0.8          | 0.0      | -0.9       | -6.4        | -2.3 | -4.7 |
| Lavant        | 6.7        | 28.3   | 11.6    | 17.4         | -      | 8.3      | 11.3  | 14.3          | 10.5     | 14.0       | 8.7         | Lavant        | -0.8   | -1.4    | -0.3         | -0.2   | 0.0      | -0.3          | -0.3     | -0.5       | -0.3        | 0.0  | -0.1 |
| Tangmere      | 6.6        | 23.1   | 4.9     | 9.6          | 8.9    | -        | 3.8   | 6.9           | 8.2      | 9.1        | 12.9        | Tangmere      | -2.3   | -7.1    | -0.5         | -0.1   | -0.3     | 0.0           | 0.0      | -0.5       | -5.7        | -2.9 | -0.5 |
| Oving         | 8.0        | 23.4   | 7.0     | 7.7          | 13.2   | 3.8      | -     | 5.2           | 8.4      | 9.6        | 14.8        | Oving         | -3.3   | -7.7    | -0.1         | 1.3    | -0.7     | 0.0           | 0.0      | -0.5       | -7.4        | -3.2 | -3.1 |
| North Mundham | 9.0        | 24.4   | 11.9    | 6.2          | 14.0   | 7.0      | 5.3   | -             | 9.5      | 8.8        | 15.9        | North Mundham | -3.5   | -4.0    | -1.3         | 0.1    | -4.5     | -0.7          | -0.7     | 0.0        | -3.7        | -1.4 | -3.6 |
| Apuldrum      | 6.9        | 20.1   | 12.1    | 12.3         | 10.2   | 8.9      | 8.4   | 9.0           | -        | 6.3        | 9.3         | Apuldrum      | -3.3   | -4.0    | -5.3         | -6.0   | -0.6     | -5.3          | -7.3     | -5.9       | 0.0         | 0.9  | -0.3 |
| Fishbourne    | 11.1       | 24.4   | 16.4    | 16.6         | 16.6   | 13.1     | 12.7  | 12.3          | 8.5      | -          | 15.6        | Fishbourne    | 0.7    | -0.9    | -0.8         | 1.9    | 3.0      | -0.8          | 0.5      | 1.2        | 3.5         | 0.0  | 3.3  |
| West Broyle   | 7.9        | 27.7   | 16.2    | 19.2         | 8.7    | 13.0     | 15.1  | 15.9          | 8.8      | 13.1       | -           | West Broyle   | -1.7   | -0.2    | -0.6         | -1.0   | -0.3     | -0.6          | -2.1     | -0.9       | -0.2        | 0.0  | 0.0  |

| Option        | 3          |        |         |              |        |          |       |               |          |            |             |               |            |        |         |              |        |          |               |          |            |             |      |
|---------------|------------|--------|---------|--------------|--------|----------|-------|---------------|----------|------------|-------------|---------------|------------|--------|---------|--------------|--------|----------|---------------|----------|------------|-------------|------|
|               | Chichester | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle |               | Chichester | Havant | Arundel | Bognor Regis | Lavant | Tangmere | North Mundham | Apuldrum | Fishbourne | West Broyle |      |
| Chichester    | -          | 22.2   | 9.4     | 12.4         | 6.9    | 6.2      | 7.2   | 8.9           | 7.0      | 7.9        | 7.8         | Chichester    | 0.0        | -0.4   | -0.3    | 1.7          | -0.1   | -0.3     | -0.4          | 1.6      | -0.3       | -0.3        | -0.1 |
| Havant        | 21.3       | -      | 27.3    | 27.3         | 27.3   | 24.1     | 23.6  | 23.8          | 20.2     | 21.1       | 26.4        | Havant        | -1.7       | 0.0    | -4.6    | -2.1         | -1.7   | -4.6     | -3.3          | -2.1     | -0.4       | -0.4        | -2.1 |
| Arundel       | 10.6       | 30.1   | -       | 10.2         | 12.8   | 4.1      | 7.0   | 11.3          | 15.1     | 14.4       | 16.8        | Arundel       | -2.4       | -4.2   | 0.0     | 0.0          | -0.4   | -0.2     | 0.0           | -0.8     | -2.9       | -1.6        | -0.6 |
| Bognor Regis  | 13.9       | 29.4   | 10.5    | -            | 19.0   | 9.8      | 6.8   | 6.4           | 14.4     | 13.7       | 20.7        | Bognor Regis  | -3.0       | -5.1   | -0.5    | 0.0          | -2.0   | -1.2     | -0.4          | -0.8     | -4.8       | -2.5        | -3.1 |
| Lavant        | 6.7        | 28.5   | 11.6    | 17.0         | -      | 8.3      | 11.3  | 13.5          | 10.5     | 14.3       | 8.7         | Lavant        | -0.8       | -1.2   | -0.2    | -0.6         | 0.0    | -0.3     | -0.3          | -1.2     | -0.2       | 0.3         | -0.1 |
| Tangmere      | 6.7        | 26.1   | 4.9     | 9.4          | 8.9    | -        | 3.8   | 6.8           | 11.2     | 10.5       | 12.9        | Tangmere      | -2.2       | -4.0   | -0.6    | -0.3         | -0.2   | 0.0      | 0.0           | -0.6     | -2.7       | -1.5        | -0.4 |
| Oving         | 9.1        | 25.5   | 7.0     | 6.9          | 13.3   | 3.8      | -     | 5.1           | 10.5     | 9.8        | 16.0        | Oving         | -2.1       | -5.6   | -0.1    | 0.4          | -0.6   | 0.0      | 0.0           | -0.7     | -5.3       | -3.0        | -1.9 |
| North Mundham | 8.8        | 24.2   | 11.5    | 6.2          | 13.9   | 7.0      | 5.3   | -             | 9.3      | 8.5        | 15.6        | North Mundham | -3.8       | -4.2   | -1.7    | 0.1          | -4.6   | -0.7     | -0.7          | 0.0      | -3.9       | -1.7        | -3.8 |
| Apuldrum      | 8.2        | 21.1   | 14.7    | 14.7         | 10.2   | 11.4     | 10.9  | 11.2          | -        | 7.9        | 9.3         | Apuldrum      | -2.0       | -3.1   | -2.8    | -3.6         | -0.6   | -2.8     | -4.8          | -3.6     | 0.0        | 2.5         | -0.2 |
| Fishbourne    | 9.2        | 22.1   | 15.7    | 15.7         | 13.3   | 12.5     | 12.0  | 12.2          | 5.2      | -          | 12.4        | Fishbourne    | -1.2       | -3.1   | -1.4    | 1.0          | -0.4   | -1.4     | -0.2          | 1.1      | 0.2        | 0.0         | 0.0  |
| West Broyle   | 8.0        | 27.6   | 16.3    | 20.3         | 8.8    | 13.0     | 15.1  | 16.8          | 8.7      | 14.3       | -           | West Broyle   | -1.6       | -0.3   | -0.6    | 0.1          | -0.3   | -0.6     | -2.1          | 0.0      | -0.3       | 1.1         | 0.0  |



| Average Journey Times (mins) |  |  |  |  |  |  |  |  |  |
|------------------------------|--|--|--|--|--|--|--|--|--|
| Year 2035 LOW                |  |  |  |  |  |  |  |  |  |
| Peak Hour PM                 |  |  |  |  |  |  |  |  |  |

| Option        | Do Minimum |        |         |              |        |          |       |               |          |            |             |
|---------------|------------|--------|---------|--------------|--------|----------|-------|---------------|----------|------------|-------------|
|               | Chichester | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle |
| Chichester    | -          | 27.7   | 10.7    | 15.8         | 7.1    | 7.3      | 8.4   | 11.4          | 8.7      | 11.2       | 8.3         |
| Havant        | 23.2       | -      | 32.2    | 32.1         | 28.9   | 28.8     | 28.2  | 26.6          | 21.0     | 21.9       | 28.7        |
| Arundel       | 12.0       | 38.2   | -       | 10.7         | 13.8   | 4.1      | 7.1   | 12.6          | 18.8     | 17.7       | 18.4        |
| Bognor Regis  | 14.2       | 35.1   | 10.6    | -            | 19.8   | 9.9      | 6.6   | 6.5           | 17.6     | 14.6       | 21.5        |
| Lavant        | 6.7        | 32.8   | 12.1    | 19.3         | -      | 8.7      | 12.1  | 16.2          | 11.0     | 14.2       | 8.8         |
| Tangmere      | 8.0        | 34.2   | 5.4     | 11.1         | 9.8    | -        | 3.9   | 8.0           | 14.8     | 13.7       | 14.4        |
| Oving         | 10.5       | 33.0   | 7.0     | 7.6          | 14.3   | 3.9      | -     | 6.3           | 15.5     | 12.5       | 17.8        |
| North Mundham | 9.9        | 30.0   | 12.6    | 7.1          | 15.5   | 7.2      | 5.5   | -             | 12.5     | 9.5        | 17.2        |
| Apuldrum      | 8.4        | 24.0   | 17.2    | 18.1         | 10.4   | 13.8     | 14.1  | 12.6          | -        | 5.3        | 9.6         |
| Fishbourne    | 10.5       | 26.4   | 16.2    | 16.1         | 14.7   | 12.8     | 12.2  | 10.6          | 6.4      | -          | 13.9        |
| West Broyle   | 8.0        | 29.6   | 16.8    | 23.7         | 8.8    | 13.4     | 16.3  | 19.3          | 9.0      | 12.9       | -           |

| Option        | 1          |        |         |              |        |          |       |               |          |            |             |
|---------------|------------|--------|---------|--------------|--------|----------|-------|---------------|----------|------------|-------------|
|               | Chichester | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle |
| Chichester    | -          | 22.8   | 9.6     | 10.2         | 7.0    | 6.3      | 7.3   | 6.9           | 6.8      | 7.7        | 7.9         |
| Havant        | 23.1       | -      | 29.1    | 28.2         | 29.0   | 25.8     | 25.6  | 24.9          | 20.9     | 21.8       | 28.6        |
| Arundel       | 11.6       | 30.2   | -       | 10.2         | 13.1   | 4.2      | 7.0   | 11.1          | 14.3     | 13.5       | 17.2        |
| Bognor Regis  | 14.0       | 31.3   | 10.8    | -            | 19.9   | 12.1     | 8.0   | 7.1           | 15.4     | 14.5       | 20.8        |
| Lavant        | 7.2        | 29.6   | 11.8    | 15.3         | -      | 8.5      | 11.6  | 12.0          | 10.6     | 14.5       | 8.8         |
| Tangmere      | 7.5        | 26.1   | 5.5     | 9.6          | 9.0    | -        | 3.8   | 7.0           | 10.2     | 9.3        | 13.1        |
| Oving         | 9.0        | 26.3   | 7.0     | 7.4          | 13.5   | 3.8      | -     | 5.9           | 10.4     | 9.6        | 15.9        |
| North Mundham | 9.2        | 26.3   | 12.5    | 6.1          | 15.1   | 8.4      | 6.7   | -             | 10.4     | 9.5        | 16.1        |
| Apuldrum      | 9.7        | 24.2   | 17.1    | 16.2         | 10.5   | 13.8     | 13.6  | 12.9          | -        | 6.1        | 9.4         |
| Fishbourne    | 10.7       | 24.1   | 17.3    | 16.5         | 13.3   | 14.1     | 13.8  | 11.7          | 5.0      | -          | 12.3        |
| West Broyle   | 9.4        | 27.9   | 16.7    | 19.5         | 9.0    | 13.4     | 16.6  | 16.2          | 9.0      | 13.8       | -           |

|               | Chichester | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle |
|---------------|------------|--------|---------|--------------|--------|----------|-------|---------------|----------|------------|-------------|
| Chichester    | 0.0        | -4.9   | -1.1    | -5.6         | -0.2   | -1.0     | -1.1  | -4.5          | -1.9     | -3.5       | -0.4        |
| Havant        | -0.1       | 0.0    | -3.1    | -3.9         | 0.2    | -3.0     | -2.6  | -1.7          | -0.1     | -0.1       | -0.2        |
| Arundel       | -0.4       | -7.9   | 0.0     | -0.5         | -0.7   | 0.1      | 0.0   | -1.5          | -4.4     | -4.2       | -1.2        |
| Bognor Regis  | -0.2       | -3.8   | 0.2     | 0.0          | 0.2    | 2.3      | 1.4   | 0.6           | -2.2     | -0.1       | -0.6        |
| Lavant        | 0.5        | -3.2   | -0.3    | -4.0         | 0.0    | -0.2     | -0.5  | -4.3          | -0.4     | 0.3        | 0.0         |
| Tangmere      | -0.5       | -8.1   | 0.1     | -1.6         | -0.8   | 0.0      | -0.2  | -1.1          | -4.6     | -4.3       | -1.3        |
| Oving         | -1.5       | -6.7   | 0.0     | -0.3         | -0.8   | -0.1     | 0.0   | -0.4          | -5.0     | -2.9       | -2.0        |
| North Mundham | -0.7       | -3.7   | 0.0     | -0.9         | -0.3   | 1.2      | 1.2   | 0.0           | -2.1     | 0.1        | -1.1        |
| Apuldrum      | 1.3        | 0.3    | -0.2    | -1.8         | 0.1    | 0.0      | -0.5  | 0.3           | 0.0      | 0.8        | -0.2        |
| Fishbourne    | 0.1        | -2.2   | 1.1     | 0.4          | -1.3   | 1.2      | 1.7   | 1.1           | -1.4     | 0.0        | -1.6        |
| West Broyle   | 1.4        | -1.7   | -0.1    | -4.2         | 0.2    | 0.0      | 0.3   | -3.2          | 0.0      | 0.8        | 0.0         |

| Option        | 1A         |        |         |              |        |          |       |               |          |            |             |
|---------------|------------|--------|---------|--------------|--------|----------|-------|---------------|----------|------------|-------------|
|               | Chichester | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle |
| Chichester    | -          | 25.7   | 10.9    | 15.2         | 7.1    | 7.5      | 8.3   | 10.7          | 7.3      | 15.2       | 8.1         |
| Havant        | 23.1       | -      | 31.2    | 31.7         | 28.7   | 27.7     | 27.6  | 27.4          | 20.9     | 31.7       | 29.0        |
| Arundel       | 11.2       | 34.4   | -       | 10.7         | 13.6   | 4.1      | 7.1   | 12.9          | 16.3     | 10.7       | 17.8        |
| Bognor Regis  | 11.8       | 33.6   | 10.5    | -            | 17.1   | 10.0     | 6.7   | 6.4           | 15.4     | -          | 18.9        |
| Lavant        | 6.7        | 31.7   | 12.0    | 19.5         | -      | 8.5      | 12.2  | 16.2          | 10.6     | 19.5       | 8.8         |
| Tangmere      | 7.2        | 30.4   | 5.4     | 11.2         | 9.6    | -        | 3.9   | 8.3           | 12.2     | 11.2       | 13.8        |
| Oving         | 8.9        | 31.0   | 7.0     | 8.9          | 14.0   | 3.9      | -     | 6.6           | 12.9     | 8.9        | 16.0        |
| North Mundham | 8.6        | 28.4   | 11.3    | 6.8          | 13.9   | 7.2      | 5.5   | -             | 10.2     | 6.8        | 15.7        |
| Apuldrum      | 7.4        | 23.2   | 15.7    | 16.3         | 10.3   | 12.3     | 12.1  | 11.9          | -        | 16.3       | 9.5         |
| Fishbourne    | 11.8       | 33.6   | 10.5    | -            | 17.1   | 10.0     | 6.7   | 6.4           | 15.4     | -          | 18.9        |
| West Broyle   | 7.9        | 29.7   | 16.7    | 23.1         | 8.8    | 13.3     | 16.2  | 18.5          | 8.9      | 23.1       | -           |

|               | Chichester | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle |
|---------------|------------|--------|---------|--------------|--------|----------|-------|---------------|----------|------------|-------------|
| Chichester    | 0.0        | -2.1   | 0.2     | -0.5         | 0.0    | 0.2      | 0.0   | -0.7          | -1.4     | 4.1        | -0.2        |
| Havant        | -0.1       | 0.0    | -1.1    | -0.4         | -0.1   | -1.1     | -0.6  | 0.8           | -0.1     | 9.8        | 0.2         |
| Arundel       | -0.8       | -3.7   | 0.0     | -0.1         | -0.2   | 0.0      | 0.0   | 0.3           | -2.5     | -7.0       | -0.6        |
| Bognor Regis  | -2.4       | -1.5   | 0.0     | 0.0          | -2.7   | 0.1      | 0.2   | -0.1          | -2.2     | -14.6      | -2.6        |
| Lavant        | 0.0        | -1.2   | -0.1    | 0.2          | 0.0    | -0.1     | 0.1   | 0.0           | -0.3     | 5.4        | 0.0         |
| Tangmere      | -0.8       | -3.8   | 0.0     | 0.0          | -0.3   | 0.0      | -0.1  | 0.2           | -2.6     | -2.5       | -0.6        |
| Oving         | -1.6       | -1.9   | 0.0     | 1.2          | -0.3   | 0.0      | 0.0   | 0.3           | -2.6     | -3.6       | -1.8        |
| North Mundham | -1.3       | -1.6   | -1.3    | -0.2         | -1.6   | 0.0      | 0.0   | 0.0           | -2.3     | -2.7       | -1.5        |
| Apuldrum      | -1.0       | -0.7   | -1.5    | -1.8         | -0.1   | -1.5     | -2.0  | -0.6          | 0.0      | 11.0       | -0.2        |
| Fishbourne    | 1.3        | 7.2    | -5.7    | -16.1        | 2.4    | -2.8     | -5.4  | -4.2          | 9.0      | 0.0        | 5.0         |
| West Broyle   | -0.1       | 0.0    | -0.1    | -0.6         | 0.0    | -0.2     | -0.1  | -0.8          | -0.1     | 10.1       | 0.0         |

| Option        | 2          |        |         |              |        |          |       |               |          |            |             |
|---------------|------------|--------|---------|--------------|--------|----------|-------|---------------|----------|------------|-------------|
|               | Chichester | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle |
| Chichester    | -          | 27.1   | 10.8    | 14.0         | 7.1    | 7.4      | 8.2   | 9.4           | 8.0      | 8.3        | 8.1         |
| Havant        | 23.3       | -      | 28.7    | 29.2         | 29.2   | 25.3     | 25.0  | 24.6          | 21.2     | 21.5       | 28.8        |
| Arundel       | 11.0       | 31.9   | -       | 10.6         | 13.5   | 4.2      | 7.0   | 12.9          | 13.2     | 13.5       | 17.9        |
| Bognor Regis  | 11.6       | 31.3   | 10.5    | -            | 17.2   | 10.1     | 6.8   | 6.5           | 12.7     | 11.5       | 18.7        |
| Lavant        | 6.7        | 33.2   | 11.9    | 19.3         | -      | 8.5      | 12.0  | 15.0          | 10.6     | 13.8       | 8.8         |
| Tangmere      | 7.0        | 27.9   | 5.4     | 11.1         | 9.5    | -        | 3.8   | 8.3           | 9.2      | 9.5        | 13.9        |
| Oving         | 8.6        | 28.3   | 7.0     | 8.9          | 13.9   | 3.9      | -     | 6.6           | 9.6      | 9.9        | 15.7        |
| North Mundham | 8.4        | 26.9   | 11.5    | 7.2          | 14.0   | 7.2      | 5.5   | -             | 7.9      | 6.4        | 15.3        |
| Apuldrum      | 8.4        | 26.0   | 14.9    | 15.3         | 10.3   | 11.4     | 11.1  | 10.5          | -        | 5.3        | 9.4         |
| Fishbourne    | 7.7        | 24.3   | 13.5    | 13.1         | 13.2   | 10.0     | 9.7   | 7.1           | 5.0      | -          | 12.3        |
| West Broyle   | 8.0        | 29.7   | 16.7    | 21.9         | 8.8    | 13.2     | 16.1  | 16.6          | 8.8      | 12.8       | -           |

|               | Chichester | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle |
|---------------|------------|--------|---------|--------------|--------|----------|-------|---------------|----------|------------|-------------|
| Chichester    | 0.0        | -0.7   | 0.0     | -1.8         | 0.0    | 0.0      | 0.0   | -0.2          | -2.0     | -0.6       | -2.9        |
| Havant        | 0.2        | 0.0    | -3.5    | -2.9         | 0.3    | -3.5     | -3.2  | -2.0          | 0.2      | 0.2        | -0.4        |
| Arundel       | -1.0       | -6.3   | 0.0     | -0.1         | -0.3   | 0.0      | 0.0   | 0.3           | -5.5     | -4.1       | -0.5        |
| Bognor Regis  | -2.5       | -3.8   | 0.0     | 0.0          | -2.6   | 0.2      | 0.2   | -0.1          | -5.0     | -3.1       | -2.7        |
| Lavant        | 0.0        | 0.4    | -0.2    | 0.0          | 0.0    | -0.2     | -0.1  | -1.2          | -0.4     | -0.4       | 0.0         |
| Tangmere      | -1.1       | -6.3   | 0.0     | -0.1         | -0.4   | 0.0      | -0.1  | 0.2           | -5.6     | -4.2       | -0.5        |
| Oving         | -2.0       | -4.7   | 0.0     | 1.3          | -0.4   | -0.1     | 0.0   | 0.3           | -5.9     | -2.6       | -2.2        |
| North Mundham | -1.4       | -3.1   | -1.1    | 0.1          | -1.5   | 0.0      | 0.0   | 0.0           | -4.6     | -3.1       | -1.9        |
| Apuldrum      | 0.0        | 2.1    | -2.4    | -2.7         | -0.1   | -2.4     | -3.0  | -2.1          | 0.0      | 0.0        | -0.2        |
| Fishbourne    | -2.8       | -2.0   | -2.7    | -3.0         | -1.5   | -2.8     | -2.4  | -3.5          | -1.4     | 0.0        | -1.6        |
| West Broyle   | 0.0        | 0.1    | -0.2    | -1.8         | 0.0    | -0.2     | -0.2  | -2.7          | -0.1     | -0.1       | 0.0         |

| Option        | 2A         |        |         |              |        |          |       |               |          |            |             |
|---------------|------------|--------|---------|--------------|--------|----------|-------|---------------|----------|------------|-------------|
|               | Chichester | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle |
| Chichester    | -          | 26.3   | 10.7    | 14.6         | 7.1    | 7.3      | 8.1   | 10.0          | 7.5      | 8.4        | 8.1         |
| Havant        | 23.3       | -      | 28.8    | 29.7         | 28.7   | 25.3     | 25.5  | 21.0          | 21.9     | 28.9       |             |
| Arundel       | 11.0       | 31.6   | -       | 10.7         | 13.5   | 4.2      | 7.1   | 13.6          | 13.0     | 13.9       | 17.6        |
| Bognor Regis  | 12.0       | 31.5   | 10.5    | -            | 17.5   | 10.4     | 6.9   | 6.3           | 12.9     | 13.6       | 19.1        |
| Lavant        | 6.7        | 32.1   | 11.9    | 19.7         | -      | 8.5      | 12.1  | 16.7          | 10.6     | 14.1       | 8.8         |
| Tangmere      | 7.0        | 27.6   | 5.3     | 11.6         | 9.5    | -        | 4.0   | 9.0           | 8.9      | 9.8        | 13.6        |
| Oving         | 9.1        | 28.7   | 7.0     | 9.5          | 13.9   | 3.9      | -     | 7.2           | 10.0     | 10.7       | 16.2        |
| North Mundham | 8.9        | 28.5   | 12.0    | 6.9          | 14.4   | 7.3      | 5.7   | -             | 9.9      | 9.0        | 16.0        |
| Apuldrum      | 7.5        | 23.7   | 13.3    | 14.2         | 10.3   | 9.8      | 10.0  | 10.0          | -        | 5.7        | 9.4         |
| Fishbourne    | 13.4       | 30.5   | 20.1    | 19.0         | 19.2   | 16.7     | 15.9  | 13.1          | 11.0     | -          | 18.3        |
| West Broyle   | 7.9        | 29.7   | 16.6    | 21.2         | 8.8    | 13.2     | 16.0  | 17.0          | 8.9      | 13.1       | -           |

|               | Chichester | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle |
|---------------|------------|--------|---------|--------------|--------|----------|-------|---------------|----------|------------|-------------|
| Chichester    | 0.0        | -1.4   | 0.0     | -1.2         | 0.0    | 0.0      | 0.0   | -0.2          | -1.4     | -1.2       | -2.8        |
| Havant        | 0.1        | 0.0    | -3.4    | -2.4         | -0.1   | -3.5     | -2.6  | -1.1          | 0.0      | 0.0        | 0.2         |
| Arundel       | -1.0       | -6.5   | 0.0     | -0.1         | -0.3   | 0.0      | 0.0   | 1.0           | -5.8     | -3.8       | -0.8        |
| Bognor Regis  | -2.2       | -3.6   | 0.0     | 0.0          | -2.3   | 0.5      | 0.4   | -0.2          | -4.7     | -1.0       | -2.4        |
| Lavant        | 0.0        | -0.8   | -0.1    | 0.4          | 0.0    | -0.2     | 0.0   | 0.5           | -0.4     | -0.1       | 0.0         |
| Tangmere      | -1.0       | -6.6   | -0.1    | 0.4          | -0.4   | 0.0      | 0.0   | 1.0           | -5.9     | -3.8       | -0.8        |
| Oving         | -1.5       | -4.3   | 0.0     | 1.9          | -0.4   | 0.0      | 0.0   | 0.9           | -5.5     | -1.8       | -1.7        |
| North Mundham | -0.9       | -1.5   | -0.6    | -0.1         | -1.0   | 0.1      | 0.1   | 0.0           | -2.6     | -0.4       | -1.1        |
| Apuldrum      | -0.9       | -0.3   | -4.0    | -3.9         | -0.1   | -4.0     | -4.1  | -2.6          | 0.0      | 0.4        | -0.2        |
| Fishbourne    | 2.9        | 4.2    | 3.9     | 2.9          | 4.5    | 3.9      | 3.7   | 2.4           | 4.6      | 0.0        | 4.4         |
| West Broyle   | -0.1       | 0.0    | -0.2    | -2.5         | 0.0    | -0.2     | -0.3  | -2.3          | 0.0      | 0.2        | 0.0         |

| Option        | 3          |        |         |              |        |          |       |               |          |            |             |               |        |         |              |        |          |       |               |          |            |             |      |
|---------------|------------|--------|---------|--------------|--------|----------|-------|---------------|----------|------------|-------------|---------------|--------|---------|--------------|--------|----------|-------|---------------|----------|------------|-------------|------|
|               | Chichester | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle | Chichester    | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle |      |
| Chichester    | -          | 25.9   | 10.7    | 15.0         | 7.1    | 7.3      | 8.2   | 10.8          | 7.3      | 8.2        | 8.1         | Chichester    | 0.0    | -1.8    | 0.0          | -0.7   | 0.0      | 0.0   | -0.2          | -0.6     | -1.3       | -2.9        | -0.2 |
| Havant        | 23.1       | -      | 29.9    | 30.4         | 28.9   | 26.4     | 26.3  | 26.2          | 21.7     | 22.6       | 28.8        | Havant        | -0.1   | 0.0     | -2.4         | -1.7   | 0.0      | -2.4  | -1.9          | -0.4     | 0.7        | 0.7         | 0.1  |
| Arundel       | 11.5       | 35.1   | -       | 10.7         | 13.7   | 4.1      | 7.1   | 12.7          | 16.6     | 15.7       | 17.9        | Arundel       | -0.5   | -3.0    | 0.0          | 0.0    | -0.2     | 0.0   | 0.0           | 0.1      | -2.2       | -1.9        | -0.5 |
| Bognor Regis  | 14.2       | 32.6   | 10.6    | -            | 20.3   | 10.0     | 6.7   | 6.5           | 14.1     | 13.2       | 21.3        | Bognor Regis  | 0.0    | -2.5    | 0.0          | 0.0    | 0.5      | 0.1   | 0.1           | 0.0      | -3.5       | -1.4        | -0.2 |
| Lavant        | 6.7        | 32.2   | 12.0    | 19.5         | -      | 8.6      | 12.2  | 15.4          | 10.7     | 14.6       | 8.8         | Lavant        | 0.0    | -0.6    | -0.1         | 0.2    | 0.0      | -0.1  | 0.1           | -0.8     | -0.3       | 0.4         | 0.0  |
| Tangmere      | 7.5        | 31.1   | 5.5     | 11.2         | 9.6    | -        | 3.9   | 8.2           | 12.5     | 11.7       | 13.9        | Tangmere      | -0.6   | -3.1    | 0.1          | 0.0    | -0.2     | 0.0   | 0.0           | 0.1      | -2.2       | -2.0        | -0.5 |
| Oving         | 9.9        | 29.9   | 7.0     | 8.0          | 13.9   | 3.9      | -     | 6.4           | 11.3     | 10.5       | 17.0        | Oving         | -0.6   | -3.1    | 0.0          | 0.3    | -0.4     | 0.0   | 0.0           | 0.2      | -4.2       | -2.0        | -0.8 |
| North Mundham | 9.5        | 27.8   | 12.5    | 7.0          | 15.6   | 7.2      | 5.6   | -             | 9.2      | 8.4        | 16.6        | North Mundham | -0.4   | -2.2    | 0.0          | -0.1   | 0.1      | 0.0   | 0.0           | 0.0      | -3.3       | -1.1        | -0.6 |
| Apuldrum      | 8.4        | 26.0   | 16.8    | 17.3         | 10.4   | 13.4     | 13.2  | 13.1          | -        | 9.0        | 9.5         | Apuldrum      | 0.0    | 2.1     | -0.4         | -0.7   | 0.0      | -0.5  | -0.9          | 0.6      | 0.0        | 3.7         | -0.1 |
| Fishbourne    | 10.6       | 26.4   | 17.8    | 18.3         | 13.4   | 14.4     | 14.3  | 13.9          | 5.1      | -          | 12.6        | Fishbourne    | 0.0    | 0.1     | 1.6          | 2.3    | -1.3     | 1.6   | 2.1           | 3.2      | -1.3       | 0.0         | -1.4 |
| West Broyle   | 8.0        | 29.6   | 16.8    | 23.0         | 8.8    | 13.3     | 16.1  | 18.8          | 8.7      | 14.5       | -           | West Broyle   | 0.0    | 0.0     | -0.1         | -0.7   | 0.0      | -0.1  | -0.1          | -0.6     | -0.2       | 1.6         | 0.0  |



| Average Journey Times (mins) |  |  |  |  |  |  |  |  |  |
|------------------------------|--|--|--|--|--|--|--|--|--|
| Year 2041 LOW                |  |  |  |  |  |  |  |  |  |
| Peak Hour AM                 |  |  |  |  |  |  |  |  |  |

| Option        | Do Minimum |        |         |              |        |          |       |               |          |            |             |
|---------------|------------|--------|---------|--------------|--------|----------|-------|---------------|----------|------------|-------------|
|               | Chichester | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle |
| Chichester    | -          | 22.9   | 9.8     | 10.7         | 7.0    | 6.6      | 7.7   | 7.3           | 7.5      | 8.4        | 8.0         |
| Havant        | 23.5       | -      | 32.5    | 29.7         | 29.3   | 28.9     | 27.2  | 26.2          | 20.9     | 21.8       | 28.6        |
| Arundel       | 13.1       | 34.8   | -       | 10.3         | 13.3   | 4.2      | 7.0   | 12.1          | 18.1     | 16.4       | 17.6        |
| Bognor Regis  | 17.2       | 35.1   | 11.0    | -            | 21.2   | 11.2     | 7.3   | 7.5           | 19.6     | 16.7       | 24.1        |
| Lavant        | 7.8        | 30.3   | 11.9    | 17.7         | -      | 8.7      | 11.7  | 15.0          | 10.8     | 14.1       | 8.8         |
| Tangmere      | 9.0        | 30.7   | 5.5     | 9.8          | 9.2    | -        | 3.8   | 7.4           | 14.0     | 12.3       | 13.5        |
| Oving         | 11.4       | 31.5   | 7.1     | 6.5          | 14.0   | 3.9      | -     | 5.8           | 16.1     | 13.2       | 17.9        |
| North Mundham | 12.6       | 28.8   | 13.3    | 6.2          | 18.5   | 7.8      | 6.1   | -             | 13.4     | 10.4       | 19.5        |
| Apuldrum      | 10.3       | 24.2   | 17.7    | 18.4         | 10.9   | 14.4     | 15.8  | 14.9          | -        | 5.4        | 9.6         |
| Fishbourne    | 10.6       | 25.4   | 17.6    | 15.0         | 13.8   | 14.1     | 12.4  | 11.0          | 5.0      | -          | 12.5        |
| West Broyle   | 9.7        | 28.1   | 16.9    | 20.3         | 9.1    | 13.7     | 17.2  | 16.9          | 9.0      | 13.2       | -           |

| Option        | 1          |        |         |              |        |          |       |               |          |            |             |
|---------------|------------|--------|---------|--------------|--------|----------|-------|---------------|----------|------------|-------------|
|               | Chichester | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle |
| Chichester    | -          | 23.1   | 9.7     | 10.2         | 7.0    | 6.4      | 7.3   | 6.9           | 6.8      | 7.7        | 7.9         |
| Havant        | 23.4       | -      | 29.4    | 28.8         | 29.3   | 26.2     | 26.1  | 25.5          | 21.2     | 22.1       | 28.6        |
| Arundel       | 11.7       | 30.8   | -       | 10.3         | 13.2   | 4.3      | 7.0   | 11.2          | 14.6     | 13.7       | 17.3        |
| Bognor Regis  | 14.3       | 32.0   | 10.8    | -            | 20.2   | 12.4     | 8.1   | 7.2           | 15.8     | 14.9       | 21.2        |
| Lavant        | 7.2        | 29.9   | 11.8    | 15.4         | -      | 8.5      | 11.6  | 12.0          | 10.6     | 14.5       | 8.8         |
| Tangmere      | 7.6        | 26.6   | 5.5     | 9.6          | 9.0    | -        | 3.8   | 7.0           | 10.5     | 9.6        | 13.1        |
| Oving         | 9.1        | 26.8   | 7.0     | 7.3          | 13.5   | 3.8      | -     | 5.9           | 10.6     | 9.7        | 16.0        |
| North Mundham | 9.4        | 26.7   | 12.8    | 6.1          | 15.4   | 8.4      | 6.8   | -             | 10.5     | 9.6        | 16.3        |
| Apuldrum      | 10.0       | 24.3   | 17.6    | 17.0         | 10.6   | 14.3     | 14.3  | 13.6          | -        | 6.3        | 9.5         |
| Fishbourne    | 10.8       | 24.5   | 17.6    | 17.0         | 13.4   | 14.3     | 14.3  | 11.8          | 5.0      | -          | 12.3        |
| West Broyle   | 9.6        | 28.0   | 16.8    | 19.7         | 9.0    | 13.5     | 16.9  | 16.4          | 9.0      | 14.0       | -           |

|               | Chichester | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle |
|---------------|------------|--------|---------|--------------|--------|----------|-------|---------------|----------|------------|-------------|
| Chichester    | 0.0        | 0.2    | -0.1    | -0.5         | 0.0    | -0.2     | -0.4  | -0.4          | -0.6     | -0.6       | -0.1        |
| Havant        | -0.1       | 0.0    | -3.0    | -0.9         | 0.0    | -2.7     | -1.0  | -0.7          | 0.3      | 0.3        | 0.0         |
| Arundel       | -1.4       | -4.0   | 0.0     | 0.0          | -0.2   | 0.0      | 0.0   | -0.9          | -3.4     | -2.7       | -0.3        |
| Bognor Regis  | -2.9       | -3.1   | -0.2    | 0.0          | -1.0   | 1.2      | 0.8   | -0.3          | -3.8     | -1.8       | -2.9        |
| Lavant        | -0.6       | -0.3   | -0.1    | -2.3         | 0.0    | -0.1     | -0.1  | -3.0          | -0.2     | 0.5        | 0.0         |
| Tangmere      | -1.4       | -4.1   | 0.0     | -0.2         | -0.2   | 0.0      | 0.0   | -0.4          | -3.5     | -2.8       | -0.3        |
| Oving         | -2.3       | -4.7   | 0.0     | 0.8          | -0.4   | -0.1     | 0.0   | 0.1           | -5.4     | -3.5       | -2.0        |
| North Mundham | -3.2       | -2.1   | -0.5    | 0.0          | -3.2   | 0.6      | 0.6   | 0.0           | -2.8     | -0.8       | -3.2        |
| Apuldrum      | -0.4       | 0.1    | 0.0     | -1.5         | -0.4   | -0.1     | -1.5  | -1.3          | 0.0      | 1.0        | -0.1        |
| Fishbourne    | 0.1        | -0.9   | 0.0     | 2.1          | -0.4   | 0.2      | 1.9   | 0.8           | 0.0      | 0.0        | -0.1        |
| West Broyle   | -0.1       | 0.0    | -0.2    | -0.6         | -0.1   | -0.2     | -0.3  | -0.5          | -0.1     | 0.9        | 0.0         |

| Option        | 1A         |        |         |              |        |          |       |               |          |            |             |
|---------------|------------|--------|---------|--------------|--------|----------|-------|---------------|----------|------------|-------------|
|               | Chichester | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle |
| Chichester    | -          | 22.8   | 9.7     | 10.2         | 7.0    | 6.4      | 7.3   | 6.9           | 6.8      | 10.2       | 7.9         |
| Havant        | 23.3       | -      | 30.6    | 30.0         | 29.1   | 27.3     | 27.4  | 26.5          | 20.9     | 30.0       | 28.9        |
| Arundel       | 12.0       | 31.8   | -       | 10.3         | 13.2   | 4.3      | 7.0   | 11.0          | 15.9     | 10.3       | 17.3        |
| Bognor Regis  | 14.4       | 33.0   | 10.9    | -            | 20.4   | 12.3     | 8.1   | 7.1           | 17.2     | -          | 21.3        |
| Lavant        | 7.4        | 29.7   | 11.8    | 15.2         | -      | 8.5      | 11.5  | 11.9          | 10.7     | 15.2       | 8.8         |
| Tangmere      | 7.9        | 27.6   | 5.5     | 9.6          | 9.0    | -        | 3.8   | 6.9           | 11.8     | 9.6        | 13.2        |
| Oving         | 9.3        | 27.9   | 7.0     | 7.2          | 13.5   | 3.8      | -     | 5.9           | 12.0     | 7.2        | 16.1        |
| North Mundham | 10.1       | 29.0   | 13.7    | 6.1          | 16.1   | 8.4      | 6.8   | -             | 13.1     | 6.1        | 17.0        |
| Apuldrum      | 8.9        | 22.5   | 16.9    | 16.3         | 10.4   | 13.6     | 13.6  | 12.8          | -        | 16.3       | 9.4         |
| Fishbourne    | 14.4       | 33.0   | 10.9    | -            | 20.4   | 12.3     | 8.1   | 7.1           | 17.2     | -          | 21.3        |
| West Broyle   | 9.0        | 27.7   | 16.7    | 19.0         | 9.0    | 13.5     | 16.2  | 15.7          | 8.9      | 19.0       | -           |

|               | Chichester | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle |
|---------------|------------|--------|---------|--------------|--------|----------|-------|---------------|----------|------------|-------------|
| Chichester    | 0.0        | -0.1   | -0.1    | -0.6         | 0.0    | -0.2     | -0.4  | -0.4          | -0.6     | 1.8        | -0.1        |
| Havant        | -0.1       | 0.0    | -1.8    | 0.3          | -0.2   | -1.5     | 0.2   | 0.3           | 0.0      | 8.2        | 0.2         |
| Arundel       | -1.1       | -3.1   | 0.0     | 0.0          | -0.1   | 0.0      | 0.0   | -1.1          | -2.2     | -6.2       | -0.3        |
| Bognor Regis  | -2.8       | -2.0   | -0.2    | 0.0          | -0.9   | 1.2      | 0.8   | -0.4          | -2.5     | -16.7      | -2.8        |
| Lavant        | -0.4       | -0.6   | -0.1    | -2.5         | 0.0    | -0.2     | -0.1  | -3.1          | -0.1     | 1.1        | 0.0         |
| Tangmere      | -1.2       | -3.1   | 0.0     | -0.2         | -0.2   | 0.0      | 0.0   | -0.5          | -2.2     | -2.7       | -0.3        |
| Oving         | -2.1       | -3.7   | 0.0     | 0.7          | -0.4   | -0.1     | 0.0   | 0.1           | -4.1     | -5.9       | -1.8        |
| North Mundham | -2.4       | 0.2    | 0.4     | 0.0          | -2.5   | 0.6      | 0.7   | 0.0           | -0.3     | -4.3       | -2.5        |
| Apuldrum      | -1.4       | -1.8   | -0.8    | -2.1         | -0.5   | -0.8     | -2.2  | -2.1          | 0.0      | 10.9       | -0.2        |
| Fishbourne    | 3.8        | 7.6    | -6.7    | -15.0        | 6.6    | -1.7     | -4.3  | -3.9          | 12.2     | 0.0        | 8.8         |
| West Broyle   | -0.7       | -0.3   | -0.2    | -1.3         | -0.1   | -0.2     | -1.0  | -1.2          | -0.2     | 5.9        | 0.0         |

| Option        | 2          |        |         |              |        |          |       |               |          |            |             |
|---------------|------------|--------|---------|--------------|--------|----------|-------|---------------|----------|------------|-------------|
|               | Chichester | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle |
| Chichester    | -          | 23.3   | 9.7     | 10.2         | 7.0    | 6.4      | 7.3   | 6.9           | 7.0      | 7.2        | 7.9         |
| Havant        | 24.5       | -      | 28.8    | 28.2         | 30.4   | 25.5     | 25.5  | 24.9          | 22.4     | 22.6       | 28.6        |
| Arundel       | 11.7       | 29.6   | -       | 10.3         | 13.2   | 4.3      | 7.0   | 11.1          | 13.5     | 13.7       | 17.3        |
| Bognor Regis  | 14.2       | 30.8   | 10.8    | -            | 19.7   | 12.3     | 8.2   | 7.7           | 14.7     | 13.0       | 21.0        |
| Lavant        | 7.3        | 30.2   | 11.9    | 15.3         | -      | 8.6      | 11.6  | 12.0          | 10.6     | 14.1       | 8.8         |
| Tangmere      | 7.6        | 25.5   | 5.5     | 9.6          | 9.0    | -        | 3.8   | 7.0           | 9.4      | 9.6        | 13.1        |
| Oving         | 9.1        | 25.7   | 7.0     | 7.5          | 13.5   | 3.8      | -     | 5.9           | 9.6      | 9.8        | 16.0        |
| North Mundham | 9.2        | 25.3   | 12.4    | 6.2          | 14.8   | 8.2      | 6.6   | -             | 9.0      | 6.5        | 16.1        |
| Apuldrum      | 10.5       | 24.3   | 17.8    | 18.1         | 11.1   | 14.5     | 15.9  | 12.8          | -        | 6.0        | 9.6         |
| Fishbourne    | 8.7        | 22.9   | 15.0    | 13.0         | 14.0   | 11.7     | 11.8  | 7.8           | 5.0      | -          | 12.4        |
| West Broyle   | 9.9        | 28.0   | 16.9    | 20.0         | 9.0    | 13.6     | 17.1  | 16.7          | 8.9      | 13.8       | -           |

|               | Chichester | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle |
|---------------|------------|--------|---------|--------------|--------|----------|-------|---------------|----------|------------|-------------|
| Chichester    | 0.0        | 0.4    | -0.2    | -0.5         | 0.0    | -0.2     | -0.4  | -0.4          | -0.5     | -1.2       | -0.1        |
| Havant        | 1.0        | 0.0    | -3.7    | -1.6         | 1.1    | -3.4     | -1.6  | -1.3          | 1.5      | 0.8        | 0.0         |
| Arundel       | -1.4       | -5.2   | 0.0     | 0.0          | -0.2   | 0.0      | 0.0   | -1.0          | -4.5     | -2.7       | -0.3        |
| Bognor Regis  | -3.0       | -4.3   | -0.2    | 0.0          | -1.5   | 1.1      | 0.9   | 0.2           | -4.9     | -3.7       | -3.1        |
| Lavant        | -0.5       | 0.0    | 0.0     | -2.3         | 0.0    | -0.1     | -0.1  | -3.0          | -0.1     | 0.0        | 0.0         |
| Tangmere      | -1.4       | -5.2   | 0.0     | -0.1         | -0.2   | 0.0      | 0.0   | -0.4          | -4.6     | -2.7       | -0.3        |
| Oving         | -2.3       | -5.9   | 0.0     | 1.0          | -0.4   | -0.1     | 0.0   | 0.1           | -6.5     | -3.4       | -2.0        |
| North Mundham | -3.3       | -3.5   | -0.9    | 0.0          | -3.7   | 0.4      | 0.4   | 0.0           | -4.4     | -4.0       | -3.4        |
| Apuldrum      | 0.1        | 0.1    | 0.1     | -0.3         | 0.2    | 0.1      | 0.0   | -2.1          | 0.0      | 0.6        | 0.0         |
| Fishbourne    | -2.0       | -2.6   | -2.6    | -2.0         | 0.2    | -2.3     | -0.6  | -3.2          | 0.0      | 0.0        | -0.1        |
| West Broyle   | 0.2        | 0.0    | 0.0     | -0.3         | 0.0    | -0.1     | -0.1  | -0.2          | -0.1     | 0.6        | 0.0         |

| Option        | 2A         |        |         |              |        |          |       |               |          |            |             |
|---------------|------------|--------|---------|--------------|--------|----------|-------|---------------|----------|------------|-------------|
|               | Chichester | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle |
| Chichester    | -          | 22.8   | 9.5     | 10.4         | 7.0    | 6.2      | 7.2   | 7.3           | 7.0      | 7.9        | 7.9         |
| Havant        | 23.2       | -      | 28.2    | 27.0         | 29.1   | 25.5     | 24.4  | 24.0          | 20.9     | 21.8       | 28.6        |
| Arundel       | 11.6       | 28.8   | -       | 10.2         | 13.1   | 4.2      | 7.0   | 12.0          | 13.3     | 14.2       | 17.2        |
| Bognor Regis  | 14.0       | 30.1   | 10.8    | -            | 19.4   | 12.3     | 8.6   | 6.9           | 14.6     | 15.0       | 20.9        |
| Lavant        | 7.3        | 29.6   | 11.7    | 15.7         | -      | 8.5      | 11.4  | 12.7          | 10.6     | 14.8       | 8.8         |
| Tangmere      | 7.5        | 24.7   | 5.5     | 9.6          | 9.0    | -        | 3.8   | 7.5           | 9.2      | 10.1       | 13.1        |
| Oving         | 9.0        | 25.1   | 7.0     | 6.9          | 13.5   | 3.8      | -     | 5.9           | 9.5      | 10.6       | 15.8        |
| North Mundham | 11.2       | 27.3   | 14.5    | 6.2          | 16.6   | 9.3      | 7.5   | -             | 11.7     | 9.3        | 18.0        |
| Apuldrum      | 9.9        | 24.2   | 16.3    | 15.0         | 10.5   | 13.0     | 12.5  | 12.0          | -        | 8.1        | 9.4         |
| Fishbourne    | 11.2       | 26.3   | 18.4    | 15.0         | 17.1   | 15.1     | 14.1  | 9.8           | 8.6      | -          | 15.9        |
| West Broyle   | 9.6        | 27.9   | 16.7    | 19.9         | 9.0    | 13.4     | 16.7  | 16.9          | 9.0      | 14.9       | -           |

|               | Chichester | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle |
|---------------|------------|--------|---------|--------------|--------|----------|-------|---------------|----------|------------|-------------|
| Chichester    | 0.0        | -0.2   | -0.3    | -0.4         | 0.0    | -0.3     | -0.5  | 0.0           | -0.5     | -0.5       | -0.1        |
| Havant        | -0.3       | 0.0    | -4.2    | -2.8         | -0.2   | -3.9     | -2.7  | -2.2          | 0.0      | 0.0        | 0.0         |
| Arundel       | -1.6       | -6.0   | 0.0     | 0.0          | -0.2   | 0.0      | 0.0   | -0.2          | -4.8     | -2.2       | -0.3        |
| Bognor Regis  | -3.2       | -5.0   | -0.2    | 0.0          | -1.8   | 1.1      | 1.3   | -0.7          | -5.1     | -1.7       | -3.3        |
| Lavant        | -0.5       | -0.7   | -0.2    | -2.0         | 0.0    | -0.2     | -0.3  | -2.3          | -0.2     | 0.7        | 0.0         |
| Tangmere      | -1.6       | -6.0   | 0.0     | -0.2         | -0.2   | 0.0      | 0.0   | 0.1           | -4.8     | -2.2       | -0.4        |
| Oving         | -2.4       | -6.5   | 0.0     | 0.4          | -0.5   | -0.1     | 0.0   | 0.1           | -6.6     | -2.5       | -2.1        |
| North Mundham | -1.4       | -1.6   | 1.3     | 0.0          | -1.9   | 1.5      | 1.4   | 0.0           | -1.7     | -1.2       | -1.5        |
| Apuldrum      | -0.4       | 0.0    | -1.4    | -3.4         | -0.5   | -1.4     | -3.4  | -2.9          | 0.0      | 2.7        | -0.2        |
| Fishbourne    | 0.6        | 0.9    | 0.7     | 0.0          | 3.3    | 1.0      | 1.7   | -1.2          | 3.6      | 0.0        | 3.4         |
| West Broyle   | -0.1       | -0.1   | -0.3    | -0.5         | -0.1   | -0.3     | -0.5  | 0.0           | -0.1     | 1.7        | 0.0         |

| Option        | 3          |        |         |              |        |          |       |               |          |            |             | 4          |        |         |              |        |          |       |               |          |            |             |
|---------------|------------|--------|---------|--------------|--------|----------|-------|---------------|----------|------------|-------------|------------|--------|---------|--------------|--------|----------|-------|---------------|----------|------------|-------------|
|               | Chichester | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle | Chichester | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle |
| Chichester    | -          | 23.3   | 9.6     | 11.0         | 7.0    | 6.4      | 7.3   | 7.8           | 7.2      | 8.1        | 7.9         | 0.0        | 0.4    | -0.2    | 0.3          | 0.0    | -0.2     | -0.4  | 0.5           | -0.2     | -0.2       | 0.0         |
| Havant        | 23.7       | -      | 29.9    | 28.3         | 29.5   | 26.6     | 25.8  | 25.1          | 21.7     | 22.6       | 28.6        | 0.2        | 0.0    | -2.6    | -1.4         | 0.2    | -2.2     | -1.4  | -1.1          | 0.8      | 0.8        | 0.0         |
| Arundel       | 12.8       | 32.6   | -       | 10.3         | 13.2   | 4.2      | 7.0   | 12.1          | 16.7     | 15.8       | 17.4        | -0.3       | -2.2   | 0.0     | 0.0          | -0.1   | 0.0      | 0.0   | 0.0           | -1.4     | -0.6       | -0.2        |
| Bognor Regis  | 17.2       | 33.3   | 10.9    | -            | 20.9   | 11.2     | 7.4   | 8.0           | 17.4     | 16.5       | 24.0        | 0.0        | -1.8   | -0.1    | 0.0          | -0.3   | 0.0      | 0.1   | 0.5           | -2.3     | -0.2       | -0.1        |
| Lavant        | 7.5        | 30.4   | 11.8    | 16.9         | -      | 8.6      | 11.4  | 13.7          | 10.7     | 15.2       | 8.8         | -0.3       | 0.2    | -0.1    | -0.7         | 0.0    | -0.1     | -0.2  | -1.3          | -0.1     | 1.2        | 0.0         |
| Tangmere      | 8.7        | 28.5   | 5.5     | 9.6          | 9.1    | -        | 3.8   | 7.4           | 12.6     | 11.7       | 13.3        | -0.3       | -2.2   | 0.0     | -0.2         | -0.1   | 0.0      | 0.0   | 0.0           | -1.4     | -0.6       | -0.2        |
| Oving         | 11.0       | 29.4   | 7.0     | 6.4          | 13.6   | 3.9      | -     | 5.8           | 13.5     | 12.6       | 17.7        | -0.4       | -2.2   | 0.0     | -0.1         | -0.4   | 0.0      | 0.0   | 0.0           | -2.6     | -0.6       | -0.2        |
| North Mundham | 10.2       | 26.4   | 13.6    | 6.2          | 16.2   | 8.1      | 6.4   | -             | 10.5     | 9.6        | 17.1        | -2.3       | -2.4   | 0.3     | 0.0          | -2.4   | 0.3      | 0.3   | 0.0           | -2.9     | -0.9       | -2.4        |
| Apuldrum      | 10.3       | 24.3   | 17.5    | 17.1         | 10.9   | 14.3     | 14.5  | 13.9          | -        | 10.6       | 9.5         | 0.0        | 0.1    | -0.1    | -1.3         | -0.1   | -0.1     | -1.3  | -1.0          | 0.0      | 5.2        | 0.0         |
| Fishbourne    | 10.6       | 23.7   | 18.3    | 16.2         | 13.7   | 15.1     | 13.7  | 11.3          | 5.0      | -          | 12.4        | -0.1       | -1.7   | 0.7     | 1.3          | -0.1   | 1.0      | 1.3   | 0.3           | 0.0      | 0.0        | -0.1        |
| West Broyle   | 9.8        | 27.9   | 16.9    | 20.7         | 9.0    | 13.6     | 17.0  | 17.5          | 8.8      | 15.5       | -           | 0.1        | -0.1   | 0.0     | 0.4          | 0.0    | -0.1     | -0.1  | 0.6           | -0.2     | 2.3        | 0.0         |



| Average Journey Times (mins) |  |  |  |  |  |  |  |  |  |
|------------------------------|--|--|--|--|--|--|--|--|--|
| Year 2041 Low                |  |  |  |  |  |  |  |  |  |
| Peak Hour IP                 |  |  |  |  |  |  |  |  |  |

| Option        | Do Minimum |        |         |              |        |          |       |               |          |            |             |
|---------------|------------|--------|---------|--------------|--------|----------|-------|---------------|----------|------------|-------------|
|               | Chichester | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle |
| Chichester    | -          | 22.8   | 9.8     | 12.9         | 6.9    | 6.5      | 7.7   | 9.4           | 7.9      | 8.8        | 7.9         |
| Havant        | 21.6       | -      | 29.8    | 29.3         | 27.6   | 26.6     | 25.5  | 25.2          | 19.9     | 20.8       | 26.7        |
| Arundel       | 11.0       | 32.5   | -       | 10.2         | 12.9   | 4.1      | 7.0   | 11.4          | 17.6     | 15.4       | 17.0        |
| Bognor Regis  | 14.4       | 32.7   | 10.5    | -            | 19.6   | 9.7      | 6.7   | 6.4           | 17.8     | 15.6       | 21.3        |
| Lavant        | 6.8        | 29.2   | 11.6    | 17.4         | -      | 8.4      | 11.7  | 14.2          | 10.6     | 14.2       | 8.7         |
| Tangmere      | 7.0        | 28.5   | 5.0     | 9.5          | 9.0    | -        | 3.8   | 6.8           | 13.6     | 11.4       | 13.0        |
| Oving         | 9.5        | 29.0   | 7.0     | 6.7          | 13.6   | 3.9      | -     | 5.1           | 14.1     | 11.9       | 16.4        |
| North Mundham | 10.2       | 27.5   | 11.6    | 6.2          | 15.4   | 6.7      | 5.0   | -             | 12.5     | 10.3       | 17.1        |
| Apuldrum      | 8.4        | 21.1   | 16.6    | 16.1         | 10.2   | 13.3     | 12.3  | 12.0          | -        | 5.7        | 9.3         |
| Fishbourne    | 9.7        | 23.4   | 15.3    | 14.8         | 14.5   | 12.1     | 11.0  | 10.7          | 6.4      | -          | 13.6        |
| West Broyle   | 8.0        | 27.7   | 16.3    | 20.8         | 8.7    | 13.1     | 15.6  | 17.3          | 8.9      | 13.2       | -           |

| Option        | 1          |        |         |              |        |          |       |               |          |            |             |
|---------------|------------|--------|---------|--------------|--------|----------|-------|---------------|----------|------------|-------------|
|               | Chichester | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle |
| Chichester    | -          | 22.2   | 9.7     | 12.2         | 6.9    | 6.4      | 7.4   | 8.7           | 6.8      | 7.7        | 7.8         |
| Havant        | 21.5       | -      | 27.2    | 27.3         | 27.4   | 23.9     | 23.4  | 23.7          | 19.8     | 20.7       | 26.6        |
| Arundel       | 10.7       | 28.5   | -       | 10.2         | 12.9   | 4.1      | 7.0   | 11.4          | 13.2     | 12.6       | 16.9        |
| Bognor Regis  | 12.2       | 28.7   | 10.5    | -            | 17.2   | 10.2     | 7.1   | 6.4           | 13.5     | 12.9       | 19.0        |
| Lavant        | 6.7        | 28.6   | 11.6    | 17.3         | -      | 8.4      | 11.5  | 13.8          | 10.5     | 14.0       | 8.7         |
| Tangmere      | 6.7        | 24.5   | 5.0     | 9.6          | 8.9    | -        | 3.8   | 6.9           | 9.3      | 8.6        | 12.9        |
| Oving         | 8.0        | 24.5   | 7.0     | 7.7          | 13.0   | 3.8      | -     | 5.2           | 9.3      | 8.6        | 14.8        |
| North Mundham | 8.3        | 25.0   | 11.0    | 6.3          | 13.3   | 6.8      | 5.2   | -             | 9.8      | 9.1        | 15.2        |
| Apuldrum      | 7.0        | 20.4   | 13.0    | 13.1         | 10.2   | 9.7      | 9.2   | 9.5           | -        | 6.4        | 9.3         |
| Fishbourne    | 8.3        | 21.8   | 14.4    | 14.4         | 13.5   | 11.1     | 10.6  | 10.9          | 5.4      | -          | 12.6        |
| West Broyle   | 8.0        | 27.7   | 16.3    | 20.1         | 8.7    | 13.0     | 15.3  | 16.5          | 8.8      | 13.1       | -           |

|               | Chichester | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle |
|---------------|------------|--------|---------|--------------|--------|----------|-------|---------------|----------|------------|-------------|
| Chichester    | 0.0        | -0.6   | -0.1    | -0.6         | 0.0    | -0.1     | -0.3  | -0.7          | -1.1     | -1.1       | -0.1        |
| Havant        | -0.1       | 0.0    | -2.7    | -2.1         | -0.1   | -2.7     | -2.2  | -1.5          | -0.1     | -0.1       | -0.1        |
| Arundel       | -0.3       | -4.0   | 0.0     | 0.0          | -0.1   | 0.0      | 0.0   | 0.1           | -4.3     | -2.8       | -0.1        |
| Bognor Regis  | -2.2       | -4.0   | -0.1    | 0.0          | -2.4   | 0.5      | 0.4   | -0.1          | -4.3     | -2.8       | -2.3        |
| Lavant        | 0.0        | -0.6   | 0.0     | 0.0          | 0.0    | 0.0      | -0.2  | -0.4          | -0.1     | -0.1       | 0.0         |
| Tangmere      | -0.3       | -4.1   | 0.0     | 0.1          | -0.1   | 0.0      | 0.0   | 0.0           | -4.3     | -2.8       | -0.1        |
| Oving         | -1.6       | -4.5   | 0.0     | 0.9          | -0.7   | 0.0      | 0.0   | 0.1           | -4.8     | -3.3       | -1.6        |
| North Mundham | -1.9       | -2.5   | -0.6    | 0.0          | -2.0   | 0.1      | 0.1   | 0.0           | -2.8     | -1.2       | -1.9        |
| Apuldrum      | -1.4       | -0.7   | -3.6    | -3.0         | 0.0    | -3.6     | -3.1  | -2.5          | 0.0      | 0.7        | 0.0         |
| Fishbourne    | -1.4       | -1.6   | -1.0    | -0.4         | -1.0   | -1.0     | -0.5  | 0.1           | -1.0     | 0.0        | -1.0        |
| West Broyle   | 0.0        | 0.0    | 0.0     | -0.6         | 0.0    | 0.0      | -0.3  | -0.7          | -0.1     | -0.1       | 0.0         |

| Option        | 1A         |        |         |              |        |          |       |               |          |            |             |
|---------------|------------|--------|---------|--------------|--------|----------|-------|---------------|----------|------------|-------------|
|               | Chichester | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle |
| Chichester    | -          | 22.1   | 9.6     | 12.0         | 6.9    | 6.3      | 7.3   | 8.4           | 7.0      | 12.0       | 7.8         |
| Havant        | 21.5       | -      | 28.3    | 28.3         | 27.4   | 25.0     | 24.4  | 24.7          | 19.8     | 28.3       | 26.5        |
| Arundel       | 10.7       | 30.4   | -       | 10.2         | 12.9   | 4.1      | 7.0   | 11.4          | 15.6     | 10.2       | 16.9        |
| Bognor Regis  | 12.1       | 30.7   | 10.5    | -            | 17.1   | 10.0     | 7.0   | 6.4           | 15.8     | -          | 19.0        |
| Lavant        | 6.7        | 28.4   | 11.6    | 17.2         | -      | 8.4      | 11.4  | 14.0          | 10.5     | 17.2       | 8.7         |
| Tangmere      | 6.7        | 26.5   | 5.0     | 9.6          | 8.9    | -        | 3.8   | 6.9           | 11.6     | 9.6        | 12.9        |
| Oving         | 8.0        | 26.6   | 7.0     | 7.8          | 13.0   | 3.8      | -     | 5.2           | 11.7     | 7.8        | 14.9        |
| North Mundham | 8.4        | 26.5   | 11.0    | 6.2          | 13.3   | 6.8      | 5.1   | -             | 11.7     | 6.2        | 15.2        |
| Apuldrum      | 6.9        | 20.0   | 14.0    | 14.0         | 10.2   | 10.7     | 10.1  | 10.4          | -        | 14.0       | 9.3         |
| Fishbourne    | 12.1       | 30.7   | 10.5    | -            | 17.1   | 10.0     | 7.0   | 6.4           | 15.8     | -          | 19.0        |
| West Broyle   | 8.0        | 27.7   | 16.3    | 19.9         | 8.7    | 13.0     | 15.2  | 16.3          | 8.8      | 19.9       | -           |

|               | Chichester | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle |
|---------------|------------|--------|---------|--------------|--------|----------|-------|---------------|----------|------------|-------------|
| Chichester    | 0.0        | -0.7   | -0.1    | -0.8         | 0.0    | -0.2     | -0.3  | -0.9          | -0.9     | 3.3        | -0.1        |
| Havant        | -0.1       | 0.0    | -1.6    | -1.0         | -0.2   | -1.6     | -1.1  | -0.5          | -0.1     | 7.5        | -0.2        |
| Arundel       | -0.3       | -2.1   | 0.0     | 0.0          | 0.0    | 0.0      | 0.0   | 0.1           | -2.0     | -5.1       | -0.1        |
| Bognor Regis  | -2.3       | -2.0   | -0.1    | 0.0          | -2.5   | 0.3      | 0.3   | 0.0           | -2.0     | -15.6      | -2.3        |
| Lavant        | 0.0        | -0.7   | 0.0     | -0.2         | 0.0    | 0.0      | -0.3  | -0.2          | -0.1     | 3.0        | 0.0         |
| Tangmere      | -0.3       | -2.1   | 0.0     | 0.1          | -0.1   | 0.0      | 0.0   | 0.1           | -2.0     | -1.8       | -0.1        |
| Oving         | -1.5       | -2.4   | 0.0     | 1.0          | -0.7   | 0.0      | 0.0   | 0.1           | -2.3     | -4.1       | -1.5        |
| North Mundham | -1.8       | -0.9   | -0.7    | 0.0          | -2.1   | 0.1      | 0.1   | 0.0           | -0.9     | -4.1       | -1.9        |
| Apuldrum      | -1.5       | -1.1   | -2.6    | -2.0         | 0.0    | -2.7     | -2.2  | -1.5          | 0.0      | 8.3        | 0.0         |
| Fishbourne    | 2.4        | 7.3    | -4.9    | -14.8        | 2.5    | -2.1     | -4.1  | -4.3          | 9.4      | 0.0        | 5.3         |
| West Broyle   | 0.0        | 0.0    | 0.0     | -0.8         | 0.0    | 0.0      | -0.4  | -1.0          | -0.1     | 6.7        | 0.0         |

| Option        | 2          |        |         |              |        |          |       |               |          |            |             |
|---------------|------------|--------|---------|--------------|--------|----------|-------|---------------|----------|------------|-------------|
|               | Chichester | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle |
| Chichester    | -          | 22.5   | 9.6     | 12.0         | 6.9    | 6.3      | 7.3   | 8.4           | 7.0      | 7.2        | 7.8         |
| Havant        | 21.6       | -      | 26.7    | 26.8         | 27.6   | 23.4     | 22.9  | 23.2          | 19.9     | 20.2       | 26.8        |
| Arundel       | 10.6       | 27.6   | -       | 10.2         | 12.9   | 4.1      | 7.0   | 11.4          | 12.4     | 12.7       | 16.9        |
| Bognor Regis  | 12.1       | 27.9   | 10.5    | -            | 17.0   | 10.0     | 7.0   | 6.5           | 12.7     | 11.6       | 18.9        |
| Lavant        | 6.8        | 28.9   | 11.6    | 17.1         | -      | 8.4      | 11.3  | 13.6          | 10.5     | 13.6       | 8.7         |
| Tangmere      | 6.7        | 23.7   | 5.0     | 9.5          | 8.9    | -        | 3.8   | 6.8           | 8.5      | 8.7        | 12.9        |
| Oving         | 8.0        | 23.7   | 7.0     | 7.7          | 12.9   | 3.8      | -     | 5.2           | 8.5      | 8.8        | 14.8        |
| North Mundham | 8.3        | 23.2   | 10.9    | 6.3          | 13.3   | 6.8      | 5.1   | -             | 7.7      | 6.2        | 14.9        |
| Apuldrum      | 8.4        | 22.3   | 14.2    | 14.3         | 10.2   | 11.0     | 10.5  | 10.9          | -        | 5.4        | 9.3         |
| Fishbourne    | 7.2        | 20.7   | 12.6    | 12.7         | 13.1   | 9.3      | 8.8   | 7.4           | 5.0      | -          | 12.2        |
| West Broyle   | 8.0        | 27.7   | 16.3    | 19.9         | 8.7    | 13.0     | 15.2  | 16.3          | 8.7      | 12.7       | -           |

|               | Chichester | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle |
|---------------|------------|--------|---------|--------------|--------|----------|-------|---------------|----------|------------|-------------|
| Chichester    | 0.0        | -0.3   | -0.2    | -0.8         | 0.0    | -0.2     | -0.4  | -0.9          | -0.9     | -1.5       | -0.1        |
| Havant        | 0.0        | 0.0    | -3.1    | -2.5         | 0.0    | -3.2     | -2.6  | -2.0          | 0.0      | -0.6       | 0.1         |
| Arundel       | -0.3       | -4.9   | 0.0     | 0.0          | -0.1   | 0.0      | 0.0   | 0.0           | 0.1      | -5.1       | -2.7        |
| Bognor Regis  | -2.3       | -4.8   | -0.1    | 0.0          | -2.5   | 0.4      | 0.3   | 0.0           | 0.1      | -5.1       | -4.1        |
| Lavant        | 0.0        | -0.2   | 0.0     | -0.2         | 0.0    | 0.0      | -0.3  | -0.6          | -0.1     | -0.5       | 0.0         |
| Tangmere      | -0.4       | -4.9   | 0.0     | 0.0          | -0.1   | 0.0      | 0.0   | 0.0           | 0.1      | -5.1       | -2.7        |
| Oving         | -1.6       | -5.2   | 0.0     | 0.9          | -0.7   | 0.0      | 0.0   | 0.0           | 0.1      | -5.5       | -3.1        |
| North Mundham | -1.9       | -4.2   | -0.7    | 0.0          | -2.1   | 0.0      | 0.1   | 0.0           | 0.1      | -4.8       | -4.1        |
| Apuldrum      | 0.0        | 1.2    | -2.4    | -1.8         | 0.0    | -2.4     | -1.8  | -1.1          | 0.0      | -0.3       | 0.0         |
| Fishbourne    | -2.6       | -2.7   | -2.7    | -2.1         | -1.4   | -2.7     | -2.2  | -3.3          | -1.4     | 0.0        | -1.4        |
| West Broyle   | 0.0        | 0.0    | 0.0     | -0.8         | 0.0    | 0.0      | -0.4  | -0.9          | -0.2     | -0.5       | 0.0         |

| Option        | 2A         |        |         |              |        |          |       |               |          |            |             |
|---------------|------------|--------|---------|--------------|--------|----------|-------|---------------|----------|------------|-------------|
|               | Chichester | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle |
| Chichester    | -          | 22.3   | 9.6     | 12.4         | 6.9    | 6.4      | 7.3   | 9.0           | 6.8      | 7.7        | 7.8         |
| Havant        | 21.5       | -      | 26.6    | 26.7         | 27.5   | 23.3     | 22.8  | 23.3          | 19.9     | 20.8       | 26.6        |
| Arundel       | 10.6       | 27.5   | -       | 10.2         | 12.9   | 4.1      | 7.0   | 11.5          | 12.3     | 13.2       | 16.9        |
| Bognor Regis  | 12.4       | 28.1   | 10.5    | -            | 17.3   | 10.3     | 7.2   | 6.4           | 12.9     | 14.0       | 19.2        |
| Lavant        | 6.8        | 28.6   | 11.6    | 17.4         | -      | 8.4      | 11.4  | 14.4          | 10.5     | 14.1       | 8.7         |
| Tangmere      | 6.6        | 23.5   | 5.0     | 9.7          | 8.9    | -        | 3.8   | 6.9           | 8.3      | 9.2        | 12.9        |
| Oving         | 8.1        | 23.7   | 7.0     | 7.6          | 13.3   | 3.8      | -     | 5.3           | 8.5      | 9.7        | 14.9        |
| North Mundham | 9.2        | 24.9   | 12.0    | 6.2          | 14.1   | 7.1      | 5.4   | -             | 9.7      | 8.8        | 16.0        |
| Apuldrum      | 6.9        | 20.4   | 12.3    | 12.4         | 10.2   | 9.0      | 8.5   | 9.1           | -        | 6.4        | 9.3         |
| Fishbourne    | 11.7       | 25.1   | 17.1    | 17.2         | 17.1   | 13.8     | 13.3  | 13.2          | 9.0      | -          | 16.1        |
| West Broyle   | 7.9        | 27.8   | 16.3    | 19.3         | 8.7    | 13.0     | 15.2  | 16.0          | 8.9      | 13.1       | -           |

|               | Chichester | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle |
|---------------|------------|--------|---------|--------------|--------|----------|-------|---------------|----------|------------|-------------|
| Chichester    | 0.0        | -0.5   | -0.1    | -0.5         | 0.0    | -0.2     | -0.3  | -0.3          | -1.0     | -1.0       | -0.1        |
| Havant        | -0.1       | 0.0    | -3.3    | -2.6         | -0.1   | -3.3     | -2.7  | -1.9          | 0.0      | 0.0        | -0.1        |
| Arundel       | -0.4       | -5.0   | 0.0     | 0.0          | -0.1   | 0.0      | 0.0   | 0.1           | -5.3     | -2.2       | -0.1        |
| Bognor Regis  | -2.0       | -4.6   | -0.1    | 0.0          | -2.2   | 0.6      | 0.5   | -0.1          | -4.9     | -1.6       | -2.1        |
| Lavant        | 0.0        | -0.5   | 0.0     | 0.1          | 0.0    | 0.0      | -0.3  | 0.2           | -0.1     | -0.1       | 0.0         |
| Tangmere      | -0.4       | -5.0   | 0.0     | 0.1          | -0.1   | 0.0      | 0.0   | 0.1           | -5.3     | -2.2       | -0.1        |
| Oving         | -1.5       | -5.2   | 0.0     | 0.9          | -0.3   | 0.0      | 0.0   | 0.1           | -5.5     | -2.2       | -1.5        |
| North Mundham | -1.0       | -2.6   | 0.4     | 0.0          | -1.2   | 0.4      | 0.4   | 0.0           | -2.9     | -1.5       | -1.1        |
| Apuldrum      | -1.4       | -0.7   | -4.3    | -3.6         | 0.0    | -4.3     | -3.8  | -2.9          | 0.0      | 0.7        | -0.1        |
| Fishbourne    | 2.0        | 1.7    | 1.7     | 2.4          | 2.6    | 1.7      | 2.3   | 2.5           | 2.6      | 0.0        | 2.5         |
| West Broyle   | -0.1       | 0.0    | 0.0     | -1.4         | 0.0    | -0.1     | -0.4  | -1.3          | 0.0      | -0.1       | 0.0         |

| Option        | 3          |        |         |              |        |          |       |               |          |            |             |  |               |        |         |              |        |          |               |          |            |             |      |      |
|---------------|------------|--------|---------|--------------|--------|----------|-------|---------------|----------|------------|-------------|--|---------------|--------|---------|--------------|--------|----------|---------------|----------|------------|-------------|------|------|
|               | Chichester | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle |  | Chichester    | Havant | Arundel | Bognor Regis | Lavant | Tangmere | North Mundham | Apuldrum | Fishbourne | West Broyle |      |      |
| Chichester    | -          | 22.5   | 9.5     | 12.5         | 6.9    | 6.3      | 7.3   | 9.0           | 7.1      | 7.9        | 7.8         |  | Chichester    | 0.0    | -0.3    | -0.2         | -0.4   | 0.0      | -0.2          | -0.4     | -0.4       | -0.8        | -0.8 | 0.0  |
| Havant        | 21.5       | -      | 27.7    | 27.7         | 27.5   | 24.4     | 23.9  | 24.1          | 20.4     | 21.3       | 26.6        |  | Havant        | -0.1   | 0.0     | -2.1         | -1.7   | -0.1     | -2.2          | -1.7     | -1.1       | 0.5         | 0.5  | -0.1 |
| Arundel       | 10.7       | 30.5   | -       | 10.2         | 12.9   | 4.1      | 7.0   | 11.3          | 15.3     | 14.5       | 16.9        |  | Arundel       | -0.3   | -2.0    | 0.0          | 0.0    | -0.1     | 0.0           | 0.0      | 0.0        | -2.3        | -0.8 | -0.1 |
| Bognor Regis  | 14.1       | 29.9   | 10.5    | -            | 19.3   | 9.8      | 6.8   | 6.5           | 14.6     | 13.9       | 21.0        |  | Bognor Regis  | -0.3   | -2.9    | 0.0          | 0.0    | -0.3     | 0.1           | 0.1      | 0.1        | -3.2        | -1.7 | -0.3 |
| Lavant        | 6.8        | 28.9   | 11.6    | 17.1         | -      | 8.4      | 11.4  | 13.6          | 10.5     | 14.3       | 8.7         |  | Lavant        | 0.0    | -0.3    | 0.0          | -0.2   | 0.0      | 0.0           | -0.3     | -0.6       | -0.1        | 0.1  | 0.0  |
| Tangmere      | 6.7        | 26.6   | 5.0     | 9.5          | 8.9    | -        | 3.8   | 6.8           | 11.3     | 10.6       | 12.9        |  | Tangmere      | -0.3   | -2.0    | 0.0          | 0.0    | -0.1     | 0.0           | 0.0      | 0.0        | -2.3        | -0.8 | -0.1 |
| Oving         | 9.2        | 26.0   | 7.0     | 6.9          | 13.3   | 3.9      | -     | 5.1           | 10.7     | 10.0       | 16.0        |  | Oving         | -0.3   | -3.0    | 0.0          | 0.2    | -0.3     | 0.0           | 0.0      | 0.0        | -3.3        | -1.9 | -0.4 |
| North Mundham | 8.9        | 24.6   | 11.6    | 6.3          | 14.0   | 7.0      | 5.3   | -             | 9.4      | 8.6        | 15.7        |  | North Mundham | -1.3   | -2.9    | 0.0          | 0.0    | -1.4     | 0.3           | 0.3      | 0.0        | -3.2        | -1.7 | -1.4 |
| Apuldrum      | 8.5        | 21.6   | 15.2    | 15.1         | 10.2   | 11.9     | 11.3  | 11.6          | -        | 8.2        | 9.3         |  | Apuldrum      | 0.1    | 0.5     | -1.4         | -0.9   | 0.0      | -1.4          | -1.0     | -0.4       | 0.0         | 2.5  | 0.0  |
| Fishbourne    | 9.6        | 22.7   | 16.2    | 16.2         | 13.3   | 13.0     | 12.4  | 12.7          | 5.2      | -          | 12.4        |  | Fishbourne    | -0.2   | -0.7    | 0.9          | 1.4    | -1.2     | 0.9           | 1.4      | 2.0        | -1.2        | 0.0  | -1.2 |
| West Broyle   | 8.0        | 27.7   | 16.3    | 20.4         | 8.7    | 13.1     | 15.2  | 16.9          | 8.7      | 14.3       | -           |  | West Broyle   | 0.0    | -0.1    | 0.0          | -0.3   | 0.0      | 0.0           | -0.3     | -0.4       | -0.2        | 1.2  | 0.0  |



| Average Journey Times (mins) |  |  |  |  |  |  |  |  |  |
|------------------------------|--|--|--|--|--|--|--|--|--|
| Year 2041 LOW                |  |  |  |  |  |  |  |  |  |
| Peak Hour PM                 |  |  |  |  |  |  |  |  |  |

| Option        | Do Minimum |        |         |              |        |          |       |               |          |            |             |
|---------------|------------|--------|---------|--------------|--------|----------|-------|---------------|----------|------------|-------------|
|               | Chichester | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle |
| Chichester    | -          | 28.1   | 11.0    | 16.0         | 7.1    | 7.6      | 8.6   | 11.7          | 8.7      | 11.4       | 8.3         |
| Havant        | 23.5       | -      | 33.0    | 32.8         | 29.1   | 29.5     | 28.9  | 27.2          | 21.2     | 22.1       | 28.8        |
| Arundel       | 12.2       | 38.9   | -       | 10.8         | 13.9   | 4.1      | 7.1   | 12.8          | 18.9     | 18.0       | 18.6        |
| Bognor Regis  | 14.5       | 35.5   | 10.6    | -            | 20.0   | 9.9      | 6.6   | 6.6           | 17.8     | 14.7       | 21.8        |
| Lavant        | 6.7        | 33.2   | 12.2    | 19.5         | -      | 8.7      | 12.2  | 16.5          | 11.1     | 14.3       | 8.8         |
| Tangmere      | 8.1        | 34.9   | 5.6     | 11.3         | 9.9    | -        | 4.0   | 8.2           | 14.9     | 14.0       | 14.6        |
| Oving         | 10.7       | 33.6   | 7.0     | 7.9          | 14.3   | 3.9      | -     | 6.4           | 15.9     | 12.7       | 18.0        |
| North Mundham | 10.3       | 30.5   | 12.7    | 7.2          | 15.8   | 7.2      | 5.5   | -             | 12.8     | 9.7        | 17.6        |
| Apuldrum      | 8.4        | 24.2   | 17.3    | 18.7         | 10.4   | 13.9     | 14.7  | 13.1          | -        | 5.3        | 9.7         |
| Fishbourne    | 11.1       | 26.7   | 16.8    | 16.7         | 14.8   | 13.4     | 12.7  | 11.1          | 6.4      | -          | 14.0        |
| West Broyle   | 8.0        | 29.7   | 16.9    | 23.9         | 8.8    | 13.5     | 16.5  | 19.6          | 9.0      | 12.9       | -           |

| Option        | 1          |        |         |              |        |          |       |               |          |            |             |
|---------------|------------|--------|---------|--------------|--------|----------|-------|---------------|----------|------------|-------------|
|               | Chichester | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle |
| Chichester    | -          | 26.5   | 11.7    | 16.1         | 7.1    | 8.2      | 9.3   | 11.8          | 7.3      | 8.1        | 8.0         |
| Havant        | 23.2       | -      | 29.8    | 31.4         | 29.0   | 26.4     | 27.5  | 27.2          | 21.1     | 22.0       | 29.0        |
| Arundel       | 11.2       | 33.4   | -       | 10.7         | 13.6   | 4.2      | 7.1   | 12.6          | 14.2     | 13.4       | 17.7        |
| Bognor Regis  | 11.8       | 32.5   | 10.5    | -            | 17.9   | 10.2     | 6.8   | 6.4           | 13.3     | 12.5       | 18.8        |
| Lavant        | 6.7        | 32.6   | 12.2    | 20.3         | -      | 8.7      | 13.2  | 16.2          | 10.6     | 14.2       | 8.8         |
| Tangmere      | 7.1        | 29.3   | 5.8     | 11.0         | 9.5    | -        | 4.0   | 8.0           | 10.2     | 9.4        | 13.7        |
| Oving         | 8.8        | 29.5   | 7.0     | 8.3          | 14.1   | 3.9      | -     | 6.1           | 10.3     | 9.5        | 15.8        |
| North Mundham | 8.5        | 28.5   | 11.8    | 6.9          | 14.6   | 7.2      | 5.6   | -             | 9.4      | 8.6        | 15.5        |
| Apuldrum      | 7.4        | 24.2   | 14.2    | 15.8         | 10.3   | 10.7     | 11.8  | 11.5          | -        | 6.4        | 9.5         |
| Fishbourne    | 8.9        | 25.7   | 15.7    | 17.3         | 13.8   | 12.2     | 13.4  | 13.1          | 5.6      | -          | 12.9        |
| West Broyle   | 7.9        | 29.8   | 16.9    | 22.8         | 8.8    | 13.4     | 17.1  | 18.5          | 8.9      | 13.2       | -           |

|               | Chichester | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle |
|---------------|------------|--------|---------|--------------|--------|----------|-------|---------------|----------|------------|-------------|
| Chichester    | 0.0        | -1.6   | 0.7     | 0.0          | 0.0    | 0.7      | 0.7   | 0.1           | -1.4     | -3.3       | -0.3        |
| Havant        | -0.2       | 0.0    | -3.1    | -1.4         | -0.1   | -3.2     | -1.4  | -0.1          | 0.0      | -0.1       | 0.2         |
| Arundel       | -1.0       | -5.5   | 0.0     | -0.1         | -0.3   | 0.1      | 0.0   | -0.2          | -4.7     | -4.6       | -0.8        |
| Bognor Regis  | -2.7       | -3.0   | -0.1    | 0.0          | -2.1   | 0.3      | 0.2   | -0.2          | -4.5     | -2.2       | -3.0        |
| Lavant        | -0.1       | -0.6   | 0.0     | 0.8          | 0.0    | 0.0      | 1.0   | -0.3          | -0.5     | -0.1       | 0.0         |
| Tangmere      | -1.0       | -5.5   | 0.2     | -0.2         | -0.4   | 0.0      | 0.0   | -0.2          | -4.8     | -4.7       | -0.9        |
| Oving         | -1.9       | -4.1   | 0.0     | 0.5          | -0.3   | 0.0      | 0.0   | -0.2          | -5.6     | -3.2       | -2.2        |
| North Mundham | -1.8       | -1.9   | -1.0    | -0.3         | -1.2   | 0.0      | 0.0   | 0.0           | -3.4     | -1.1       | -2.1        |
| Apuldrum      | -1.1       | 0.0    | -3.2    | -2.9         | -0.1   | -3.2     | -2.9  | -1.5          | 0.0      | 1.0        | -0.2        |
| Fishbourne    | -2.2       | -1.0   | -1.1    | 0.6          | -1.0   | -1.1     | 0.7   | 2.0           | -0.9     | 0.0        | -1.1        |
| West Broyle   | -0.1       | 0.1    | 0.0     | -1.2         | 0.0    | 0.0      | 0.6   | -1.1          | 0.0      | 0.2        | 0.0         |

| Option        | 1A         |        |         |              |        |          |       |               |          |            |             |
|---------------|------------|--------|---------|--------------|--------|----------|-------|---------------|----------|------------|-------------|
|               | Chichester | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle |
| Chichester    | -          | 26.0   | 11.1    | 15.6         | 7.1    | 7.7      | 8.6   | 11.1          | 7.4      | 15.6       | 8.1         |
| Havant        | 23.3       | -      | 31.8    | 32.4         | 29.0   | 28.3     | 28.2  | 28.0          | 21.1     | 32.4       | 29.0        |
| Arundel       | 11.3       | 34.8   | -       | 10.7         | 13.7   | 4.2      | 7.1   | 13.0          | 16.4     | 10.7       | 17.9        |
| Bognor Regis  | 11.9       | 34.2   | 10.5    | -            | 17.2   | 10.1     | 6.8   | 6.5           | 15.8     | -          | 19.0        |
| Lavant        | 6.7        | 31.9   | 12.1    | 19.8         | -      | 8.6      | 12.4  | 16.4          | 10.7     | 19.8       | 8.8         |
| Tangmere      | 7.3        | 30.8   | 5.6     | 11.3         | 9.6    | -        | 3.9   | 8.4           | 12.4     | 11.3       | 13.9        |
| Oving         | 9.0        | 31.4   | 7.0     | 8.9          | 14.0   | 3.9      | -     | 6.7           | 13.1     | 8.9        | 16.2        |
| North Mundham | 8.7        | 29.0   | 11.3    | 6.9          | 14.0   | 7.2      | 5.5   | -             | 10.6     | 6.9        | 15.8        |
| Apuldrum      | 7.4        | 23.5   | 16.2    | 16.7         | 10.3   | 12.7     | 12.5  | 12.4          | -        | 16.7       | 9.5         |
| Fishbourne    | 11.9       | 34.2   | 10.5    | -            | 17.2   | 10.1     | 6.8   | 6.5           | 15.8     | -          | 19.0        |
| West Broyle   | 7.9        | 29.7   | 16.8    | 23.4         | 8.8    | 13.4     | 16.4  | 18.9          | 8.9      | 23.4       | -           |

|               | Chichester | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle |
|---------------|------------|--------|---------|--------------|--------|----------|-------|---------------|----------|------------|-------------|
| Chichester    | 0.0        | -2.2   | 0.1     | -0.4         | -0.1   | 0.1      | 0.0   | -0.6          | -1.3     | 4.2        | -0.2        |
| Havant        | -0.1       | 0.0    | -1.2    | -0.5         | -0.1   | -1.2     | -0.7  | 0.7           | -0.1     | 10.2       | 0.2         |
| Arundel       | -0.8       | -4.1   | 0.0     | -0.1         | -0.2   | 0.0      | 0.0   | 0.3           | -2.5     | -7.3       | -0.7        |
| Bognor Regis  | -2.6       | -1.3   | -0.1    | 0.0          | -2.8   | 0.2      | 0.2   | -0.1          | -2.0     | -14.7      | -2.8        |
| Lavant        | 0.0        | -1.2   | -0.1    | 0.2          | 0.0    | -0.1     | 0.1   | -0.1          | -0.4     | 5.4        | 0.0         |
| Tangmere      | -0.8       | -4.1   | 0.0     | 0.0          | -0.3   | 0.0      | -0.1  | 0.2           | -2.5     | -2.8       | -0.7        |
| Oving         | -1.6       | -2.1   | 0.0     | 1.0          | -0.3   | 0.0      | 0.0   | 0.3           | -2.8     | -3.9       | -1.8        |
| North Mundham | -1.6       | -1.5   | -1.4    | -0.3         | -1.8   | 0.0      | 0.0   | 0.0           | -2.2     | -2.8       | -1.8        |
| Apuldrum      | -1.0       | -0.7   | -1.2    | -1.9         | -0.1   | -1.2     | -2.2  | -0.7          | 0.0      | 11.4       | -0.2        |
| Fishbourne    | 0.8        | 7.5    | -6.3    | -16.7        | 2.4    | -3.3     | -6.0  | -4.6          | 9.4      | 0.0        | 5.0         |
| West Broyle   | -0.1       | 0.0    | -0.1    | -0.5         | 0.0    | -0.1     | -0.1  | -0.7          | -0.1     | 10.5       | 0.0         |

| Option        | 2          |        |         |              |        |          |       |               |          |            |             |
|---------------|------------|--------|---------|--------------|--------|----------|-------|---------------|----------|------------|-------------|
|               | Chichester | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle |
| Chichester    | -          | 27.5   | 10.9    | 14.2         | 7.1    | 7.5      | 8.3   | 9.6           | 8.1      | 8.4        | 8.1         |
| Havant        | 23.6       | -      | 29.1    | 29.5         | 29.4   | 25.6     | 25.3  | 24.9          | 21.5     | 21.7       | 28.8        |
| Arundel       | 11.1       | 32.4   | -       | 10.7         | 13.6   | 4.2      | 7.1   | 13.1          | 13.4     | 13.7       | 17.7        |
| Bognor Regis  | 11.7       | 31.8   | 10.5    | -            | 17.3   | 10.2     | 6.8   | 6.5           | 12.8     | 11.5       | 18.8        |
| Lavant        | 6.7        | 33.7   | 12.0    | 19.5         | -      | 8.5      | 12.2  | 15.4          | 10.6     | 13.9       | 8.8         |
| Tangmere      | 7.0        | 28.3   | 5.6     | 11.2         | 9.5    | -        | 3.9   | 8.5           | 9.3      | 9.6        | 13.7        |
| Oving         | 8.6        | 28.7   | 7.0     | 9.2          | 14.0   | 3.9      | -     | 6.8           | 9.7      | 10.0       | 15.7        |
| North Mundham | 8.5        | 27.4   | 11.6    | 7.3          | 14.1   | 7.2      | 5.6   | -             | 8.0      | 6.5        | 15.4        |
| Apuldrum      | 8.4        | 26.1   | 15.4    | 15.9         | 10.3   | 12.0     | 11.6  | 10.9          | -        | 5.3        | 9.5         |
| Fishbourne    | 8.0        | 24.9   | 13.8    | 13.5         | 13.2   | 10.4     | 10.0  | 7.4           | 5.0      | -          | 12.4        |
| West Broyle   | 8.0        | 29.8   | 16.7    | 22.1         | 8.8    | 13.3     | 16.2  | 16.8          | 8.8      | 12.9       | -           |

|               | Chichester | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle |
|---------------|------------|--------|---------|--------------|--------|----------|-------|---------------|----------|------------|-------------|
| Chichester    | 0.0        | -0.7   | 0.0     | -1.8         | 0.0    | 0.0      | 0.0   | -0.3          | -2.0     | -0.5       | -3.0        |
| Havant        | 0.2        | 0.0    | -3.9    | -3.3         | 0.4    | -3.9     | -3.6  | -2.3          | 0.3      | -0.4       | 0.0         |
| Arundel       | -1.1       | -6.5   | 0.0     | -0.1         | -0.3   | 0.0      | 0.0   | 0.3           | -5.6     | -4.4       | -0.8        |
| Bognor Regis  | -2.8       | -3.8   | 0.0     | 0.0          | -2.8   | 0.3      | 0.3   | -0.1          | -5.1     | -3.2       | -3.0        |
| Lavant        | 0.0        | 0.5    | -0.2    | 0.0          | 0.0    | -0.2     | -0.1  | -1.1          | -0.4     | -0.4       | 0.0         |
| Tangmere      | -1.1       | -6.6   | 0.0     | -0.1         | -0.4   | 0.0      | -0.1  | 0.3           | -5.6     | -4.4       | -0.9        |
| Oving         | -2.0       | -4.9   | 0.0     | 1.3          | -0.4   | -0.1     | 0.0   | 0.4           | -6.2     | -2.7       | -2.3        |
| North Mundham | -1.8       | -3.1   | -1.1    | 0.1          | -1.7   | 0.0      | 0.0   | 0.0           | -4.8     | -3.2       | -2.2        |
| Apuldrum      | 0.0        | 1.9    | -1.9    | -2.8         | -0.1   | -2.0     | -3.1  | -2.1          | 0.0      | 0.0        | -0.2        |
| Fishbourne    | -3.1       | -1.8   | -3.0    | -3.2         | -1.5   | -3.0     | -2.7  | -3.7          | -1.5     | 0.0        | -1.6        |
| West Broyle   | 0.0        | 0.1    | -0.2    | -1.8         | 0.0    | -0.2     | -0.3  | -2.8          | -0.1     | -0.1       | 0.0         |

| Option        | 2A         |        |         |              |        |          |       |               |          |            |             |
|---------------|------------|--------|---------|--------------|--------|----------|-------|---------------|----------|------------|-------------|
|               | Chichester | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle |
| Chichester    | -          | 26.7   | 11.0    | 14.9         | 7.2    | 7.5      | 8.3   | 10.1          | 7.6      | 8.5        | 8.1         |
| Havant        | 23.5       | -      | 29.2    | 30.2         | 29.0   | 25.7     | 26.0  | 21.2          | 22.1     | 22.1       | 29.0        |
| Arundel       | 11.2       | 32.0   | -       | 10.7         | 13.6   | 4.2      | 7.1   | 13.9          | 13.1     | 14.0       | 17.7        |
| Bognor Regis  | 12.1       | 31.9   | 10.6    | -            | 17.6   | 10.4     | 7.0   | 6.4           | 13.0     | 13.6       | 19.2        |
| Lavant        | 6.7        | 32.4   | 12.0    | 19.9         | -      | 8.5      | 12.2  | 16.8          | 10.6     | 14.2       | 8.8         |
| Tangmere      | 7.1        | 28.0   | 5.4     | 11.7         | 9.5    | -        | 4.0   | 9.3           | 9.0      | 10.0       | 13.7        |
| Oving         | 9.2        | 29.1   | 7.0     | 9.6          | 13.9   | 3.9      | -     | 7.5           | 10.1     | 10.8       | 16.3        |
| North Mundham | 9.2        | 29.0   | 12.2    | 7.0          | 14.6   | 7.5      | 5.8   | -             | 10.1     | 9.1        | 16.3        |
| Apuldrum      | 7.5        | 24.0   | 13.4    | 14.4         | 10.3   | 10.0     | 10.2  | 10.2          | -        | 5.7        | 9.4         |
| Fishbourne    | 14.3       | 31.6   | 21.1    | 19.5         | 20.0   | 17.7     | 16.6  | 13.6          | 11.8     | -          | 19.1        |
| West Broyle   | 7.9        | 29.7   | 16.7    | 21.5         | 8.8    | 13.3     | 16.2  | 17.2          | 8.9      | 13.2       | -           |

|               | Chichester | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle |
|---------------|------------|--------|---------|--------------|--------|----------|-------|---------------|----------|------------|-------------|
| Chichester    | 0.0        | -1.4   | 0.0     | -1.1         | 0.0    | 0.0      | 0.0   | -0.2          | -1.5     | -1.0       | -2.9        |
| Havant        | 0.1        | 0.0    | -3.8    | -2.7         | -0.1   | -3.8     | -2.9  | -1.3          | 0.0      | 0.0        | 0.2         |
| Arundel       | -1.0       | -6.8   | 0.0     | -0.1         | -0.3   | 0.0      | 0.0   | 1.2           | -5.8     | -4.0       | -0.9        |
| Bognor Regis  | -2.4       | -3.6   | 0.0     | 0.0          | -2.5   | 0.5      | 0.4   | -0.2          | -4.8     | -1.0       | -2.6        |
| Lavant        | 0.0        | -0.8   | -0.1    | 0.4          | 0.0    | -0.2     | 0.0   | 0.3           | -0.5     | -0.1       | 0.0         |
| Tangmere      | -1.0       | -6.9   | -0.2    | 0.4          | -0.4   | 0.0      | 0.0   | 1.1           | -5.9     | -4.1       | -0.9        |
| Oving         | -1.5       | -4.5   | 0.0     | 1.8          | -0.4   | 0.0      | 0.1   | 0.1           | -5.8     | -2.0       | -1.7        |
| North Mundham | -1.1       | -1.5   | -0.6    | -0.2         | -1.2   | 0.2      | 0.3   | 0.0           | -2.7     | -0.5       | -1.4        |
| Apuldrum      | -0.9       | -0.2   | -3.9    | -4.2         | -0.1   | -3.9     | -4.5  | -2.9          | 0.0      | 0.4        | -0.2        |
| Fishbourne    | 3.2        | 4.9    | 4.3     | 2.9          | 5.3    | 4.3      | 3.9   | 2.5           | 5.4      | 0.0        | 5.1         |
| West Broyle   | -0.1       | 0.0    | -0.2    | -2.5         | -0.1   | -0.2     | -0.3  | -2.4          | 0.0      | 0.2        | 0.0         |

| Option     | 3          |        |         |              |        |          |       |               |          |            |             |
|------------|------------|--------|---------|--------------|--------|----------|-------|---------------|----------|------------|-------------|
|            | Chichester | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle |
| Chichester | -          | 26.3   | 11.0    | 15.3         | 7.1    | 7.6      | 8.5   | 11.0          | 7.4      | 8.3        | 8.2         |
| Havant     | 23.4       | -      | 30.5    | 31.0         | 29.1   | 27.1     | 26.8  | 21.8          | 22.7     | 21.8       | 28.8        |
| Arundel    | 11.4       | 35.2   | -       | 10.8         | 13.7   | 4.2      | 7.1   | 13.0          | 16.3     | 15.3       | 18.0</      |



| Average Journey Times (mins) |            |        |         |              |        |          |       |               |          |            |             |
|------------------------------|------------|--------|---------|--------------|--------|----------|-------|---------------|----------|------------|-------------|
| Year 2020 HIGH AM            |            |        |         |              |        |          |       |               |          |            |             |
| Option                       | Do Minimum |        |         |              |        |          |       |               |          |            |             |
|                              | Chichester | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle |
| Chichester                   | -          | 22.4   | 9.8     | 11.0         | 7.0    | 6.5      | 7.2   | 7.5           | 7.3      | 8.2        | 7.9         |
| Havant                       | 23.6       | -      | 32.6    | 29.8         | 29.4   | 28.8     | 27.1  | 26.1          | 20.8     | 21.7       | 28.6        |
| Arundel                      | 13.2       | 34.3   | -       | 11.0         | 13.3   | 4.2      | 7.1   | 12.2          | 18.1     | 16.6       | 17.6        |
| Bognor Regis                 | 17.2       | 34.2   | 11.8    | -            | 21.2   | 11.1     | 7.3   | 7.4           | 19.1     | 16.5       | 24.1        |
| Lavant                       | 7.9        | 29.9   | 11.9    | 17.3         | -      | 8.6      | 11.2  | 15.3          | 10.8     | 14.2       | 8.8         |
| Tangmere                     | 9.1        | 30.2   | 5.7     | 9.9          | 9.2    | -        | 3.7   | 7.4           | 14.0     | 12.5       | 13.5        |
| Oving                        | 11.5       | 30.4   | 7.2     | 6.8          | 14.0   | 3.8      | -     | 5.8           | 15.3     | 12.7       | 18.0        |
| North Mundham                | 12.9       | 28.1   | 13.9    | 6.2          | 18.9   | 7.8      | 6.2   | -             | 13.0     | 10.4       | 19.7        |
| Apuldrum                     | 10.4       | 24.2   | 17.8    | 18.8         | 11.2   | 14.6     | 16.0  | 15.0          | -        | 5.5        | 9.6         |
| Fishbourne                   | 10.8       | 25.3   | 18.0    | 15.4         | 14.0   | 14.3     | 12.7  | 11.1          | 5.0      | -          | 12.5        |
| West Broyle                  | 9.6        | 28.0   | 16.9    | 20.6         | 9.1    | 13.7     | 16.8  | 17.0          | 9.0      | 13.3       | -           |
| Option                       | 1          |        |         |              |        |          |       |               |          |            |             |
|                              | Chichester | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle |
| Chichester                   | -          | 22.7   | 9.7     | 10.4         | 7.0    | 6.4      | 7.7   | 7.0           | 6.8      | 7.7        | 7.8         |
| Havant                       | 23.4       | -      | 29.3    | 29.6         | 29.4   | 26.1     | 26.9  | 26.2          | 21.2     | 22.1       | 28.7        |
| Arundel                      | 11.8       | 30.2   | -       | 11.0         | 13.2   | 4.3      | 7.1   | 11.3          | 14.5     | 13.6       | 17.3        |
| Bognor Regis                 | 14.1       | 31.2   | 11.5    | -            | 20.1   | 12.2     | 8.1   | 7.2           | 15.5     | 14.7       | 20.9        |
| Lavant                       | 7.2        | 29.6   | 11.8    | 15.5         | -      | 8.5      | 12.7  | 12.1          | 10.6     | 14.6       | 8.8         |
| Tangmere                     | 7.6        | 26.1   | 5.6     | 9.7          | 9.0    | -        | 3.7   | 7.1           | 10.4     | 9.5        | 13.1        |
| Oving                        | 9.1        | 26.2   | 7.1     | 7.8          | 13.6   | 3.8      | -     | 5.9           | 10.5     | 9.6        | 15.9        |
| North Mundham                | 9.5        | 26.2   | 12.7    | 6.2          | 15.4   | 8.3      | 6.7   | -             | 10.5     | 9.6        | 16.2        |
| Fishbourne                   | 10.0       | 24.3   | 17.6    | 17.9         | 10.7   | 14.3     | 15.1  | 14.4          | -        | 6.4        | 9.5         |
| Birdham                      | 10.9       | 24.1   | 17.6    | 17.1         | 13.5   | 14.3     | 15.1  | 11.9          | 5.0      | -          | 12.3        |
| West Broyle                  | 9.6        | 28.0   | 16.9    | 19.9         | 9.0    | 13.6     | 17.1  | 16.4          | 9.0      | 14.2       | -           |
| Option                       | 1A         |        |         |              |        |          |       |               |          |            |             |
|                              | Chichester | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle |
| Chichester                   | -          | 22.4   | 9.6     | 10.4         | 7.0    | 6.3      | 7.6   | 6.9           | 6.8      | 10.4       | 7.8         |
| Havant                       | 23.4       | -      | 30.5    | 29.7         | 29.2   | 27.3     | 26.9  | 26.2          | 20.8     | 29.7       | 29.0        |
| Arundel                      | 11.9       | 31.1   | -       | 11.0         | 13.2   | 4.3      | 7.1   | 11.3          | 15.7     | 11.0       | 17.3        |
| Bognor Regis                 | 14.6       | 32.5   | 11.6    | -            | 20.5   | 12.5     | 8.3   | 6.9           | 17.1     | -          | 21.3        |
| Lavant                       | 7.4        | 29.5   | 11.8    | 15.5         | -      | 8.5      | 12.7  | 12.0          | 10.7     | 15.5       | 8.8         |
| Tangmere                     | 7.8        | 27.0   | 5.7     | 9.7          | 9.0    | -        | 3.7   | 7.2           | 11.5     | 9.7        | 13.1        |
| Oving                        | 9.3        | 27.2   | 7.1     | 7.7          | 13.5   | 3.8      | -     | 5.9           | 11.8     | 7.7        | 16.0        |
| North Mundham                | 10.6       | 28.8   | 14.3    | 6.2          | 16.6   | 8.5      | 6.9   | -             | 13.4     | 6.2        | 17.4        |
| Apuldrum                     | 9.3        | 22.5   | 17.3    | 16.4         | 10.5   | 14.0     | 13.6  | 12.9          | -        | 16.4       | 9.4         |
| Fishbourne                   | 14.6       | 32.5   | 11.6    | -            | 20.5   | 12.5     | 8.3   | 6.9           | 17.1     | -          | 21.3        |
| West Broyle                  | 8.9        | 27.7   | 16.8    | 19.2         | 9.0    | 13.5     | 16.4  | 15.7          | 8.9      | 19.2       | -           |
| Option                       | 2          |        |         |              |        |          |       |               |          |            |             |
|                              | Chichester | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle |
| Chichester                   | -          | 22.9   | 9.6     | 10.4         | 7.0    | 6.4      | 7.6   | 6.9           | 6.9      | 7.1        | 7.8         |
| Havant                       | 25.1       | -      | 28.7    | 28.9         | 31.0   | 25.5     | 26.2  | 25.5          | 24.0     | 22.9       | 28.7        |
| Arundel                      | 11.8       | 29.2   | -       | 11.0         | 13.1   | 4.3      | 7.1   | 11.2          | 13.5     | 13.7       | 17.3        |
| Bognor Regis                 | 14.1       | 30.1   | 11.5    | -            | 20.0   | 12.1     | 8.1   | 7.6           | 14.4     | 12.8       | 20.8        |
| Lavant                       | 7.3        | 29.9   | 11.8    | 15.4         | -      | 8.6      | 12.8  | 12.0          | 10.7     | 14.1       | 8.8         |
| Tangmere                     | 7.7        | 25.0   | 5.6     | 9.7          | 9.0    | -        | 3.7   | 7.1           | 9.3      | 9.5        | 13.2        |
| Oving                        | 9.2        | 25.2   | 7.1     | 8.0          | 13.5   | 3.8      | -     | 5.9           | 9.5      | 9.7        | 15.9        |
| North Mundham                | 9.3        | 24.6   | 12.4    | 6.2          | 15.2   | 8.1      | 6.5   | -             | 8.6      | 6.5        | 16.0        |
| Apuldrum                     | 10.5       | 24.3   | 17.9    | 18.2         | 11.2   | 14.7     | 16.8  | 12.9          | -        | 5.9        | 9.6         |
| Fishbourne                   | 8.5        | 22.4   | 15.0    | 13.3         | 14.1   | 11.7     | 12.5  | 8.1           | 5.0      | -          | 12.4        |
| West Broyle                  | 9.8        | 28.0   | 17.0    | 20.1         | 9.1    | 13.7     | 17.4  | 16.7          | 8.9      | 13.7       | -           |
| Option                       | 2A         |        |         |              |        |          |       |               |          |            |             |
|                              | Chichester | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle |
| Chichester                   | -          | 22.8   | 9.5     | 10.9         | 7.0    | 6.3      | 8.1   | 7.7           | 7.1      | 8.0        | 7.8         |
| Havant                       | 23.5       | -      | 28.7    | 27.4         | 29.4   | 25.4     | 24.6  | 24.2          | 21.1     | 22.0       | 29.0        |
| Arundel                      | 11.9       | 29.0   | -       | 11.0         | 13.2   | 4.3      | 7.1   | 12.4          | 13.4     | 14.3       | 17.3        |
| Bognor Regis                 | 14.9       | 31.0   | 11.6    | -            | 20.8   | 13.0     | 8.3   | 6.9           | 15.4     | 15.0       | 21.6        |
| Lavant                       | 7.4        | 29.9   | 11.8    | 16.7         | -      | 8.5      | 12.7  | 13.4          | 10.6     | 15.0       | 8.8         |
| Tangmere                     | 7.8        | 24.8   | 5.7     | 9.8          | 9.0    | -        | 3.7   | 7.6           | 9.3      | 10.2       | 13.1        |
| Oving                        | 9.1        | 25.3   | 7.1     | 7.2          | 13.5   | 3.8      | -     | 6.0           | 9.7      | 10.7       | 15.9        |
| North Mundham                | 11.3       | 27.5   | 14.7    | 6.2          | 17.3   | 9.4      | 7.7   | -             | 11.9     | 9.3        | 18.1        |
| Apuldrum                     | 9.9        | 24.2   | 16.8    | 15.5         | 10.6   | 13.5     | 12.8  | 12.3          | -        | 8.0        | 9.5         |
| Fishbourne                   | 11.9       | 27.0   | 19.5    | 15.6         | 17.3   | 16.2     | 14.9  | 10.3          | 8.8      | -          | 16.1        |
| West Broyle                  | 9.6        | 28.0   | 16.8    | 20.4         | 9.0    | 13.5     | 17.6  | 17.1          | 9.0      | 14.9       | -           |
| Option                       | 3          |        |         |              |        |          |       |               |          |            |             |
|                              | Chichester | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle |
| Chichester                   | -          | 22.9   | 9.6     | 11.6         | 7.0    | 6.3      | 8.9   | 8.2           | 7.2      | 8.1        | 7.8         |
| Havant                       | 23.4       | -      | 29.7    | 28.5         | 29.4   | 26.5     | 25.8  | 25.1          | 21.5     | 22.4       | 28.6        |
| Arundel                      | 13.0       | 32.4   | -       | 11.0         | 13.2   | 4.2      | 7.1   | 12.1          | 16.9     | 16.1       | 17.4        |
| Bognor Regis                 | 17.5       | 32.9   | 11.6    | -            | 20.8   | 10.9     | 7.2   | 8.2           | 17.5     | 16.6       | 24.3        |
| Lavant                       | 7.7        | 30.2   | 11.8    | 17.4         | -      | 8.6      | 12.7  | 14.0          | 10.7     | 15.4       | 8.8         |
| Tangmere                     | 8.9        | 28.3   | 5.6     | 9.7          | 9.1    | -        | 3.7   | 7.3           | 12.8     | 12.0       | 13.3        |
| Oving                        | 11.2       | 29.3   | 7.1     | 6.6          | 13.6   | 3.8      | -     | 5.8           | 13.8     | 13.0       | 17.8        |
| North Mundham                | 10.4       | 26.0   | 13.6    | 6.2          | 16.3   | 7.9      | 6.3   | -             | 10.5     | 9.6        | 17.2        |
| Apuldrum                     | 10.3       | 24.3   | 17.6    | 17.5         | 11.0   | 14.3     | 14.9  | 14.2          | -        | 10.9       | 9.6         |
| Fishbourne                   | 10.7       | 23.1   | 18.4    | 16.4         | 13.8   | 15.1     | 13.6  | 11.3          | 5.0      | -          | 12.4        |
| West Broyle                  | 9.7        | 27.9   | 17.0    | 21.2         | 9.1    | 13.7     | 18.5  | 17.8          | 8.8      | 15.5       | -           |
| Option                       | 3A         |        |         |              |        |          |       |               |          |            |             |
|                              | Chichester | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle |
| Chichester                   | -          | 23.4   | 9.8     | 10.5         | 7.0    | 6.5      | 7.7   | 7.0           | 7.3      | 8.2        | 7.8         |
| Havant                       | 23.6       | -      | 28.6    | 29.0         | 29.6   | 25.4     | 26.2  | 25.5          | 21.5     | 22.4       | 28.6        |
| Arundel                      | 12.4       | 30.5   | -       | 11.0         | 13.1   | 4.2      | 7.1   | 12.1          | 14.6     | 13.9       | 17.3        |
| Bognor Regis                 | 14.4       | 31.0   | 11.5    | -            | 19.4   | 12.5     | 7.9   | 7.2           | 15.0     | 14.3       | 21.1        |
| Lavant                       | 7.3        | 30.4   | 11.8    | 15.7         | -      | 8.5      | 12.6  | 12.3          | 10.7     | 15.1       | 8.8         |
| Tangmere                     | 8.3        | 26.4   | 5.3     | 9.8          | 9.0    | -        | 3.7   | 7.6           | 10.5     | 9.8        | 13.2        |
| Oving                        | 9.1        | 25.7   | 7.1     | 8.3          | 13.4   | 3.8      | -     | 6.0           | 9.8      | 9.1        | 15.9        |
| North Mundham                | 9.9        | 25.9   | 12.7    | 6.2          | 15.0   | 8.9      | 7.3   | -             | 10.0     | 9.2        | 16.7        |
| Apuldrum                     | 9.9        | 24.2   | 16.7    | 17.0         | 10.7   | 13.4     | 14.3  | 13.6          | -        | 9.3        | 9.5         |
| Fishbourne                   | 10.6       | 23.5   | 14.9    | 13.8         | 13.4   | 13.5     | 11.3  | 10.6          | 5.0      | -          | 12.4        |
| West Broyle                  | 9.8        | 25.3   | 13.9    | 19.4         | 8.9    | 10.7     | 15.8  | 16.2          | 9.0      | 13.4       | -           |
| Option                       | 4          |        |         |              |        |          |       |               |          |            |             |
|                              | Chichester | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle |
| Chichester                   | -          | 21.6   | 9.5     | 10.6         | 6.9    | 8.2      | 6.9   | 7.3           | 6.7      | 7.6        | 7.7         |
| Havant                       | 23.3       | -      | 25.5    | 29.3         | 22.1   | 29.0     | 26.7  | 26.0          | 21.5     | 22.4       | 25.6        |
| Arundel                      | 11.6       | 25.1   | -       | 11.0         | 10.6   | 11.1     | 7.2   | 12.0          | 14.6     | 14.2       | 14.1        |
| Bognor Regis                 | 16.0       | 32.4   | 11.7    | -            | 19.1   | 11.4     | 7.1   | 7.2           | 16.7     | 16.2       | 22.7        |
| Lavant                       | 7.5        | 21.6   | 10.2    | 18.0         | -      | 15.3     | 12.7  | 14.7          | 10.9     | 11.4       | 8.8         |
| Tangmere                     | 11.0       | 27.9   | 12.5    | 10.2         | 16.7   | -        | 4.4   | 7.9           | 12.3     | 11.8       | 17.8        |
| Oving                        | 9.7        | 26.6   | 7.2     | 6.1          | 12.0   | 4.5      | -     | 5.7           | 10.9     | 10.4       | 16.4        |
| North Mundham                | 11.7       | 26.1   | 13.7    | 6.2          | 17.6   | 8.1      | 5.8   | -             | 10.5     | 10.0       | 18.3        |
| Apuldrum                     | 9.3        | 24.3   | 14.2    | 16.3         | 10.6   | 16.0     | 13.7  | 13.0          | -        | 5.6        | 9.5         |
| Fishbourne                   | 9.8        | 23.5   | 14.9    | 13.8         | 13.4   | 13.5     | 11.3  | 10.6          | 5.0      | -          | 12.4        |
| West Broyle                  | 8.9        | 25.3   | 13.9    | 19.4         | 8.9    | 10.7     | 15.8  | 16.2          | 9.0      | 13.4       | -           |
| Option                       | 4A         |        |         |              |        |          |       |               |          |            |             |
|                              | Chichester | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle |
| Chichester                   | -          | 21.6   | 9.5     | 10.6         | 6.9    | 8.2      | 6.9   | 7.3           | 6.7      | 7.6        | 7.7         |
| Havant                       | 23.3       | -      | 25.5    | 29.3         | 22.1   | 29.0     | 26.7  | 26.0          | 21.5     | 22.4       | 25.6        |
| Arundel                      | 11.6       | 25.1   | -       | 11.0         | 10.6   | 11.1     | 7.2   | 12.0          | 14.6     | 14.2       | 14.1        |
| Bognor Regis                 | 16.0       | 32.4   | 11.7    | -            | 19.1   | 11.4     | 7.1   | 7.2           | 16.7     | 16.2       | 22.7        |
| Lavant                       | 7.5        | 21.6   | 10.2    | 18.0         | -      | 15.3     | 12.7  | 14.7          | 10.9     | 11.4       | 8.8         |
| Tangmere                     | 11.0       | 27.9   | 12.5    | 10.2         | 16.7   | -        | 4.4   | 7.9           | 12.3     | 11.8       | 17.8        |
| Oving                        | 9.7        | 26.6   | 7.2     | 6.1          | 12.0   | 4.5      | -     | 5.7           | 10.9     | 10.4       | 16.4        |
| North Mundham                | 11.7       | 26.1   | 13.7    | 6.2          | 17.6   | 8.1      | 5.8   | -             | 10.5     | 10.0       | 18.3        |
| Apuldrum                     | 9.3        | 24.3   | 14.2    | 16.3         | 10.6   | 16.0     | 13.7  | 13.0          | -        | 5.6        | 9.5         |
| Fishbourne                   | 9.8        | 23.5   | 14.9    | 13.8         | 13.4   | 13.5     | 11.3  | 10.6          | 5.0      | -          | 12.4        |
| West Broyle                  | 8.9        | 25.3   | 13.9    | 19.4         | 8.9    | 10.7     | 15.8  | 16.2          | 9.0      | 13.4       | -           |
| Option                       | 5          |        |         |              |        |          |       |               |          |            |             |
|                              | Chichester | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Ap       |            |             |



| Average Journey Times (mins) |            |        |         |              |        |          |       |               |          |            |             |      |
|------------------------------|------------|--------|---------|--------------|--------|----------|-------|---------------|----------|------------|-------------|------|
| Year                         | 2020 HIGH  |        |         |              |        |          |       |               |          |            |             |      |
| Peak                         | IP         |        |         |              |        |          |       |               |          |            |             |      |
| Option                       | Do Minimum |        |         |              |        |          |       |               |          |            |             |      |
|                              | Chichester | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle |      |
| Chichester                   | -          | 22.2   | 9.8     | 13.0         | 6.9    | 6.6      | 7.3   | 9.4           | 7.6      | 8.5        | 7.8         |      |
| Havant                       | 21.6       | -      | 29.7    | 29.2         | 27.5   | 26.4     | 25.4  | 25.1          | 19.7     | 20.6       | 28.7        |      |
| Arundel                      | 11.0       | 31.6   | -       | 10.8         | 12.9   | 4.1      | 7.0   | 11.4          | 17.0     | 15.2       | 16.9        |      |
| Bognor Regis                 | 14.7       | 32.2   | 11.1    | -            | 19.8   | 9.6      | 6.7   | 6.4           | 17.6     | 15.8       | 21.5        |      |
| Lavant                       | 6.8        | 28.5   | 11.6    | 17.1         | -      | 8.4      | 11.3  | 14.1          | 10.6     | 14.5       | 8.7         |      |
| Tangmere                     | 7.0        | 27.6   | 4.9     | 9.5          | 8.9    | -        | 3.8   | 6.8           | 13.1     | 11.3       | 13.0        |      |
| Oving                        | 9.5        | 28.1   | 7.0     | 6.8          | 13.7   | 3.8      | -     | 5.2           | 13.5     | 11.7       | 16.3        |      |
| North Mundham                | 10.3       | 26.6   | 11.6    | 6.3          | 15.4   | 6.7      | 5.1   | -             | 12.1     | 10.3       | 17.1        |      |
| Apuldrum                     | 8.1        | 20.3   | 16.2    | 15.7         | 10.2   | 12.9     | 11.9  | 11.6          | -        | 6.0        | 9.3         |      |
| Fishbourne                   | 10.0       | 22.7   | 15.6    | 15.1         | 14.6   | 12.3     | 11.3  | 11.0          | 6.4      | -          | 13.7        |      |
| West Broyle                  | 7.6        | 27.7   | 16.3    | 20.5         | 8.8    | 13.0     | 14.9  | 17.0          | 8.9      | 13.5       | -           |      |
| Option                       | 1          |        |         |              |        |          |       |               |          |            |             |      |
|                              | Chichester | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle |      |
| Chichester                   | -          | 21.7   | 9.5     | 13.3         | 6.9    | 6.2      | 9.5   | 9.8           | 6.8      | 7.7        | 7.7         |      |
| Havant                       | 21.4       | -      | 26.9    | 27.0         | 27.4   | 23.6     | 23.2  | 23.5          | 19.6     | 20.5       | 28.6        |      |
| Arundel                      | 10.6       | 27.7   | -       | 10.9         | 12.9   | 4.1      | 7.0   | 11.5          | 13.0     | 12.4       | 17.3        |      |
| Bognor Regis                 | 12.2       | 28.1   | 11.0    | -            | 17.1   | 10.1     | 7.1   | 6.4           | 13.4     | 12.8       | 19.0        |      |
| Lavant                       | 6.7        | 28.1   | 11.6    | 18.1         | -      | 8.4      | 12.4  | 14.5          | 10.5     | 14.0       | 8.7         |      |
| Tangmere                     | 6.6        | 23.8   | 4.9     | 9.4          | 8.9    | -        | 3.7   | 6.8           | 9.1      | 8.5        | 13.3        |      |
| Oving                        | 8.0        | 23.9   | 7.0     | 7.7          | 13.3   | 3.8      | -     | 5.2           | 9.1      | 8.5        | 14.7        |      |
| North Mundham                | 8.4        | 24.4   | 10.9    | 6.3          | 13.3   | 6.8      | 5.2   | -             | 9.7      | 9.1        | 15.1        |      |
| Fishbourne                   | 7.1        | 19.9   | 12.9    | 13.0         | 10.2   | 9.6      | 9.2   | 9.5           | -        | 6.5        | 9.3         |      |
| Birdham                      | 8.5        | 21.3   | 14.3    | 14.4         | 13.6   | 11.1     | 10.7  | 10.9          | 5.5      | -          | 12.7        |      |
| West Broyle                  | 7.6        | 27.7   | 16.3    | 19.9         | 8.8    | 13.0     | 16.1  | 16.4          | 8.8      | 13.1       | -           |      |
|                              | Chichester | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle |      |
| Chichester                   | -          | 0.0    | -0.4    | -0.4         | 0.3    | 0.0      | -0.4  | 2.2           | 0.3      | -0.8       | -0.8        | -0.1 |
| Havant                       | -0.1       | 0.0    | -2.8    | -2.2         | -0.2   | -2.8     | -2.2  | -1.6          | -0.1     | -0.1       | -0.1        | 0.4  |
| Arundel                      | -0.4       | -3.8   | 0.0     | 0.0          | 0.0    | 0.0      | 0.0   | 0.0           | 0.0      | -4.0       | -2.8        | 0.4  |
| Bognor Regis                 | -2.5       | -4.1   | -0.1    | 0.0          | -2.7   | 0.5      | 0.4   | -0.1          | -4.2     | -3.0       | -2.5        | 0.4  |
| Lavant                       | 0.0        | -0.5   | 0.0     | 1.1          | 0.0    | 0.0      | 1.1   | 0.3           | -0.1     | -0.5       | 0.0         | 0.4  |
| Tangmere                     | -0.4       | -3.9   | 0.0     | -0.1         | 0.0    | 0.0      | -0.1  | 0.0           | -4.0     | -2.8       | 0.3         | 0.4  |
| Oving                        | -1.6       | -4.2   | 0.0     | 0.9          | -0.4   | -0.1     | 0.0   | 0.0           | -4.4     | -3.2       | -1.6        | 0.6  |
| North Mundham                | -1.9       | -2.3   | -0.7    | 0.0          | -2.1   | 0.1      | 0.2   | 0.0           | -2.4     | -1.2       | -2.0        | 0.0  |
| Apuldrum                     | -1.0       | -0.4   | -3.3    | -2.7         | 0.0    | -3.3     | -2.7  | -2.1          | 0.0      | 0.5        | 0.0         | 0.0  |
| Fishbourne                   | -1.5       | -1.3   | -1.2    | -0.7         | -1.0   | -1.3     | -0.7  | -0.1          | -0.9     | 0.0        | -1.0        | -1.0 |
| West Broyle                  | 0.0        | 0.0    | 0.0     | 0.3          | 0.0    | 0.0      | 2.1   | 0.3           | -0.1     | -0.4       | 0.0         | 0.0  |
| Option                       | 1A         |        |         |              |        |          |       |               |          |            |             |      |
|                              | Chichester | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle |      |
| Chichester                   | -          | 21.7   | 9.5     | 13.3         | 6.9    | 6.2      | 9.5   | 9.8           | 7.0      | 13.3       | 7.7         |      |
| Havant                       | 21.5       | -      | 28.4    | 28.7         | 27.4   | 25.2     | 24.9  | 25.1          | 19.6     | 28.7       | 28.6        |      |
| Arundel                      | 10.6       | 29.9   | -       | 10.9         | 12.9   | 4.1      | 7.0   | 11.4          | 15.5     | 10.9       | 17.3        |      |
| Bognor Regis                 | 12.2       | 30.2   | 11.0    | -            | 17.0   | 10.0     | 7.0   | 6.4           | 15.8     | -          | 18.9        |      |
| Lavant                       | 6.7        | 28.0   | 11.6    | 17.8         | -      | 8.4      | 12.4  | 14.3          | 10.5     | 17.8       | 8.7         |      |
| Tangmere                     | 6.6        | 26.0   | 4.9     | 9.4          | 8.9    | -        | 3.7   | 6.8           | 11.5     | 9.4        | 13.4        |      |
| Oving                        | 8.0        | 26.1   | 7.0     | 7.8          | 13.3   | 3.8      | -     | 5.2           | 11.6     | 7.8        | 14.7        |      |
| North Mundham                | 8.4        | 26.1   | 10.8    | 6.2          | 13.2   | 6.7      | 5.1   | -             | 11.6     | 6.2        | 15.1        |      |
| Apuldrum                     | 7.0        | 19.6   | 14.3    | 14.6         | 10.2   | 11.1     | 10.8  | 11.0          | -        | 14.6       | 9.3         |      |
| Fishbourne                   | 12.2       | 30.2   | 11.0    | -            | 17.0   | 10.0     | 7.0   | 6.4           | 15.8     | -          | 18.9        |      |
| West Broyle                  | 7.6        | 27.7   | 16.3    | 20.8         | 8.8    | 13.0     | 17.0  | 17.3          | 8.8      | 20.8       | -           |      |
|                              | Chichester | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle |      |
| Chichester                   | -          | 0.0    | -0.5    | -0.3         | 0.4    | 0.0      | -0.4  | 2.2           | 0.3      | -0.6       | 4.8         | 0.0  |
| Havant                       | -0.1       | 0.0    | -1.2    | -0.6         | -0.2   | -1.2     | -0.6  | 0.0           | -0.1     | 8.1        | -0.1        | 0.0  |
| Arundel                      | -0.4       | -1.6   | 0.0     | 0.0          | 0.0    | 0.0      | 0.0   | 0.0           | 0.0      | -1.5       | -4.3        | 0.4  |
| Bognor Regis                 | -2.5       | -1.9   | -0.1    | 0.0          | -2.8   | 0.3      | 0.3   | -0.1          | -1.8     | -15.8      | -2.6        | 0.4  |
| Lavant                       | 0.0        | -0.5   | 0.0     | 0.7          | 0.0    | 0.0      | 1.1   | 0.1           | 0.0      | 3.3        | 0.0         | 0.0  |
| Tangmere                     | -0.4       | -1.6   | 0.0     | -0.1         | 0.0    | 0.0      | -0.1  | 0.0           | -1.5     | -1.8       | 0.4         | 0.4  |
| Oving                        | -1.5       | -2.0   | 0.0     | 1.0          | -0.4   | -0.1     | 0.0   | 0.0           | -1.9     | -4.0       | -1.6        | 0.0  |
| North Mundham                | -1.9       | -0.6   | -0.8    | -0.1         | -2.2   | 0.0      | 0.1   | 0.0           | -0.4     | -4.1       | -2.0        | 0.0  |
| Apuldrum                     | -1.0       | -0.7   | -1.9    | -1.2         | 0.0    | -1.9     | -1.2  | -0.6          | 0.0      | 8.5        | 0.0         | 0.0  |
| Fishbourne                   | 2.1        | 7.6    | -4.6    | -15.1        | 2.4    | -2.4     | -4.4  | -4.6          | 9.4      | 0.0        | 5.2         | 0.0  |
| West Broyle                  | 0.0        | 0.0    | 0.0     | 0.3          | 0.0    | 0.0      | 2.1   | 0.3           | -0.1     | 7.3        | 0.0         | 0.0  |
| Option                       | 2          |        |         |              |        |          |       |               |          |            |             |      |
|                              | Chichester | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle |      |
| Chichester                   | -          | 22.2   | 9.4     | 12.7         | 6.9    | 6.2      | 8.8   | 9.1           | 7.1      | 7.4        | 7.7         |      |
| Havant                       | 21.5       | -      | 26.4    | 26.5         | 27.5   | 23.2     | 22.7  | 23.0          | 19.8     | 20.0       | 28.8        |      |
| Arundel                      | 10.6       | 27.0   | -       | 10.8         | 12.8   | 4.1      | 7.0   | 11.4          | 12.3     | 12.5       | 17.3        |      |
| Bognor Regis                 | 12.1       | 27.3   | 11.0    | -            | 17.0   | 10.0     | 7.0   | 6.5           | 12.6     | 11.5       | 18.9        |      |
| Lavant                       | 6.8        | 28.6   | 11.6    | 17.8         | -      | 8.4      | 12.4  | 14.2          | 10.5     | 13.8       | 8.7         |      |
| Tangmere                     | 6.6        | 23.0   | 4.9     | 9.5          | 8.9    | -        | 3.7   | 6.8           | 8.3      | 8.5        | 13.3        |      |
| Oving                        | 8.0        | 23.2   | 7.0     | 7.8          | 13.3   | 3.8      | -     | 5.2           | 8.5      | 8.7        | 14.7        |      |
| North Mundham                | 8.4        | 22.7   | 10.9    | 6.3          | 13.2   | 6.7      | 5.1   | -             | 7.7      | 6.2        | 14.9        |      |
| Apuldrum                     | 8.0        | 21.6   | 13.9    | 14.0         | 10.2   | 10.6     | 10.2  | 10.7          | -        | 5.4        | 9.3         |      |
| Fishbourne                   | 7.2        | 20.2   | 12.5    | 12.7         | 13.1   | 9.2      | 8.8   | 7.4           | 5.0      | -          | 12.2        |      |
| West Broyle                  | 7.6        | 27.6   | 16.3    | 19.7         | 8.8    | 13.0     | 15.9  | 16.2          | 8.7      | 12.7       | -           |      |
|                              | Chichester | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle |      |
| Chichester                   | -          | 0.0    | 0.0     | -0.4         | -0.3   | 0.0      | -0.4  | 1.5           | -0.4     | -0.4       | -1.1        | 0.0  |
| Havant                       | -0.1       | 0.0    | -3.2    | -2.7         | 0.0    | -3.3     | -2.7  | -2.1          | 0.0      | -0.1       | -0.6        | 0.0  |
| Arundel                      | -0.4       | -4.6   | 0.0     | 0.0          | 0.0    | 0.0      | 0.0   | 0.0           | 0.0      | -4.7       | -2.7        | 0.4  |
| Bognor Regis                 | -2.6       | -4.8   | -0.1    | 0.0          | -2.8   | 0.4      | 0.3   | 0.0           | -5.0     | -4.3       | -2.6        | 0.4  |
| Lavant                       | 0.0        | 0.0    | 0.0     | 0.7          | 0.0    | 0.0      | 1.1   | 0.1           | 0.0      | -0.7       | 0.0         | 0.0  |
| Tangmere                     | -0.4       | -4.6   | 0.0     | -0.1         | 0.0    | 0.0      | -0.1  | 0.0           | -4.7     | -2.7       | 0.3         | 0.0  |
| Oving                        | -1.6       | -4.9   | 0.0     | 1.0          | -0.4   | -0.1     | 0.0   | 0.0           | -5.1     | -3.0       | -1.6        | 0.0  |
| North Mundham                | -1.9       | -3.9   | -0.8    | 0.0          | -2.2   | 0.0      | 0.1   | 0.0           | -4.4     | -4.1       | -2.2        | 0.0  |
| Apuldrum                     | -0.1       | 1.3    | -2.3    | -1.7         | 0.0    | -2.3     | -1.8  | -0.9          | 0.0      | -0.6       | 0.0         | 0.0  |
| Fishbourne                   | -2.8       | -2.5   | -3.1    | -2.5         | -1.5   | -3.1     | -2.6  | -3.7          | -1.4     | 0.0        | -1.5        | 0.0  |
| West Broyle                  | 0.0        | -0.1   | 0.0     | -0.8         | 0.0    | 0.0      | 1.0   | -0.7          | -0.2     | -0.8       | 0.0         | 0.0  |
| Option                       | 2A         |        |         |              |        |          |       |               |          |            |             |      |
|                              | Chichester | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle |      |
| Chichester                   | -          | 21.7   | 9.4     | 13.0         | 6.9    | 6.2      | 9.2   | 9.7           | 6.8      | 7.7        | 7.7         |      |
| Havant                       | 21.4       | -      | 26.3    | 26.5         | 27.3   | 23.1     | 22.6  | 23.1          | 19.7     | 20.6       | 28.6        |      |
| Arundel                      | 10.6       | 26.7   | -       | 10.9         | 12.8   | 4.1      | 7.0   | 11.5          | 12.9     | 12.7       | 17.3        |      |
| Bognor Regis                 | 12.5       | 27.5   | 11.0    | -            | 17.3   | 10.3     | 7.2   | 6.4           | 12.8     | 14.1       | 19.2        |      |
| Lavant                       | 6.8        | 28.1   | 11.6    | 18.1         | -      | 8.4      | 12.4  | 14.8          | 10.5     | 14.1       | 8.7         |      |
| Tangmere                     | 6.6        | 22.8   | 4.9     | 9.6          | 8.9    | -        | 3.8   | 6.9           | 8.1      | 9.0        | 13.3        |      |
| Oving                        | 8.1        | 23.1   | 7.0     | 7.8          | 13.2   | 3.8      | -     | 5.3           | 8.4      | 9.7        | 14.8        |      |
| North Mundham                | 9.2        | 24.3   | 12.0    | 6.3          | 14.1   | 7.0      | 5.4   | -             | 9.6      | 8.9        | 16.0        |      |
| Apuldrum                     | 6.9        | 19.9   | 12.2    | 12.4         | 10.2   | 8.9      | 8.5   | 9.0           | -        | 6.4        | 9.3         |      |
| Fishbourne                   | 11.8       | 24.8   | 17.1    | 17.3         | 17.2   | 13.8     | 13.4  | 13.2          | 9.1      | -          | 16.3        |      |
| West Broyle                  | 7.6        | 27.7   | 16.3    | 19.3         | 8.8    | 13.0     | 15.4  | 15.9          | 8.9      | 13.1       | -           |      |
|                              | Chichester | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle |      |
| Chichester                   | -          | 0.0    | -0.4    | -0.4         | 0.1    | 0.0      | -0.4  | 1.8           | 0.2      | -0.8       | -0.8        | 0.0  |
| Havant                       | -0.2       | 0.0    | -3.4    | -2.7         | 0.0    | -3.4     | -2.8  | -2.0          | 0.0      | -0.8       | 0.0         | -0.1 |
| Arundel                      | -0.5       | -4.8   | 0.0     | 0.0          | -0.2   | 0.0      | 0.0   | 0.0           | 0.1      | -5.0       | -2.3        | 0.3  |
| Bognor Regis                 | -2.2       | -4.7   | -0.1    | 0.0          | -2.5   | 0.6      | 0.5   | -0.1          | -4.8     | -1.8       | -2.3        | 0.3  |
| Lavant                       | 0.0        | -0.4   | 0.0     | 1.0          | 0.0    | 0.0      | 1.0   | 0.6           | -0.1     | -0.4       | 0.0         | 0.0  |
| Tangmere                     | -0.5       | -4.8   | 0.0     | 0.1          | -0.1   | 0.0      | 0.0   | 0.1           | -5.0     | -2.3       | 0.3         | 0.0  |
| Oving                        | -1.5       | -4.9   | 0.0     | 1.0          | -0.4   | 0.0      | 0.0   | 0.1           | -5.1     | -2.0       | -1.5        | 0.0  |
| North Mundham                | -1.1       | -2.4   | 0.4     | 0.0          | -1.3   | 0.3      | 0.4   | 0.0           | -2.5     | -1.4       | -1.1        | 0.0  |
| Apuldrum                     | -1.2       | -0.4   | -4.0    | -3.4         | 0.0    | -4.0     | -3.4  | -2.6          | 0.0      | 0.4        | -0.1        | 0.0  |
| Fishbourne                   | 1.8        | 2.1    | 1.5     | 2.1          | 2.6    | 1.5      | 2.1   | 2.2           | 2.7      | 0.0        | 2.6         | 0.0  |
| West Broyle                  | 0.0        | 0.0    | 0.0     | -1.2         | 0.0    | 0.0      | 0.6   | -1.0          | 0.0      | -0.4       | 0.0         | 0.0  |
| Option                       | 3          |        |         |              |        |          |       |               |          |            |             |      |
|                              | Chichester | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle |      |
| Chichester                   | -          | 22.0   | 9.4     | 12.8         | 6.9    | 6.2      | 9.0   | 9.2           | 7.1      | 8.0        | 7.7         |      |
| Havant                       | 21.4       | -      | 27.4    | 27.4         | 27.3   | 24.1     | 23.6  | 23.9          | 20.2     | 21.1       | 28.8        |      |
| Arundel                      | 10.6       | 30.3   | -       | 10.9         | 12.8   | 4.1      | 7.0   | 11.4          | 15.6     | 15.0       | 17.4        |      |
| Bognor Regis                 | 14.4       | 29.4   | 11.1    | -            | 19.5   | 9.8      | 6.8   | 6.5           | 14.7     | 14.0       | 21.2        |      |
| Lavant                       | 6.8        | 28.4   | 11.6    | 17.7         | -      | 8.4      | 12.4  | 14.1          | 10.5     | 14.4       | 8.7         |      |
| Tangmere                     | 6.7        | 26.4   | 4.9     | 9.4          | 8.9    | -        | 3.7   | 6.7           | 11.7     | 11.0       | 13.5        |      |
| Oving                        | 9.2        | 25.5   | 7.0     | 6.8          | 13.3   | 3.8      | -     | 5.1           | 10.8     | 10.1       | 15.9        |      |
| North Mundham                | 8.9        | 23.9   | 11.6    | 6.3          | 14.0   | 6.9      | 5.4   | -             | 9.2      | 8.5        | 15.7        |      |
| Apuldrum                     | 8.4        | 21.0   | 14.9    | 15.0         | 10.2   | 11.7     | 11.2  | 11.4          | -        | 8.1        | 9.3         |      |
| Fishbourne                   |            |        |         |              |        |          |       |               |          |            |             |      |



| Average Journey Times (mins) |            |        |         |              |        |          |       |               |          |            |             |
|------------------------------|------------|--------|---------|--------------|--------|----------|-------|---------------|----------|------------|-------------|
| Year                         | 2020 HIGH  |        |         |              |        |          |       |               |          |            |             |
| Peak                         | PM         |        |         |              |        |          |       |               |          |            |             |
| Option                       | Do Minimum |        |         |              |        |          |       |               |          |            |             |
|                              | Chichester | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle |
| Chichester                   | -          | 27.7   | 11.3    | 16.3         | 7.1    | 8.0      | 8.7   | 11.9          | 8.6      | 11.3       | 8.2         |
| Havant                       | 23.2       | -      | 32.4    | 32.6         | 28.9   | 29.1     | 28.5  | 27.0          | 20.9     | 21.9       | 29.2        |
| Arundel                      | 12.4       | 38.5   | -       | 11.7         | 13.9   | 4.1      | 7.3   | 13.1          | 19.0     | 18.4       | 18.7        |
| Bognor Regis                 | 14.8       | 34.9   | 11.3    | -            | 20.4   | 9.9      | 6.6   | 6.6           | 17.5     | 14.8       | 22.0        |
| Lavant                       | 6.7        | 32.7   | 12.1    | 19.7         | -      | 8.7      | 12.2  | 16.7          | 11.1     | 14.4       | 8.8         |
| Tangmere                     | 8.4        | 34.5   | 5.4     | 11.4         | 9.9    | -        | 4.0   | 8.5           | 15.0     | 14.4       | 14.7        |
| Oving                        | 10.9       | 33.2   | 7.0     | 8.3          | 14.6   | 3.9      | -     | 6.6           | 15.8     | 13.0       | 18.2        |
| North Mundham                | 10.6       | 29.9   | 12.6    | 7.3          | 16.2   | 7.2      | 5.5   | -             | 12.5     | 9.7        | 17.8        |
| Apuldrum                     | 8.1        | 23.6   | 17.3    | 18.4         | 10.4   | 13.9     | 14.3  | 12.8          | -        | 5.3        | 9.7         |
| Fishbourne                   | 11.3       | 26.1   | 16.8    | 16.9         | 14.7   | 13.4     | 12.8  | 11.3          | 6.4      | -          | 14.0        |
| West Broyle                  | 7.6        | 29.7   | 16.9    | 23.9         | 8.8    | 13.5     | 16.2  | 19.5          | 9.0      | 13.0       | -           |
| Option                       | 1          |        |         |              |        |          |       |               |          |            |             |
|                              | Chichester | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle |
| Chichester                   | -          | 26.0   | 11.5    | 17.1         | 7.1    | 8.1      | 12.6  | 12.8          | 7.3      | 8.3        | 8.0         |
| Havant                       | 23.0       | -      | 29.5    | 31.4         | 28.8   | 26.0     | 27.6  | 27.2          | 20.9     | 21.8       | 29.0        |
| Arundel                      | 11.4       | 33.1   | -       | 11.6         | 13.6   | 4.2      | 7.3   | 12.4          | 14.6     | 13.8       | 17.8        |
| Bognor Regis                 | 11.9       | 32.1   | 11.2    | -            | 18.1   | 10.1     | 6.8   | 6.4           | 13.5     | 12.7       | 18.9        |
| Lavant                       | 6.7        | 32.0   | 12.2    | 19.9         | -      | 8.8      | 13.0  | 15.9          | 10.6     | 14.3       | 8.8         |
| Tangmere                     | 7.4        | 29.1   | 5.5     | 10.6         | 9.5    | -        | 3.8   | 7.6           | 10.5     | 9.7        | 13.7        |
| Oving                        | 8.8        | 28.9   | 7.0     | 8.0          | 14.0   | 3.8      | -     | 6.0           | 10.3     | 9.6        | 15.8        |
| North Mundham                | 8.6        | 28.0   | 12.1    | 7.0          | 14.7   | 7.2      | 5.7   | -             | 9.4      | 8.6        | 15.6        |
| Fishbourne                   | 7.4        | 23.6   | 14.1    | 16.0         | 10.4   | 10.6     | 12.2  | 11.8          | -        | 6.4        | 9.5         |
| Birdham                      | 9.1        | 25.3   | 15.8    | 17.8         | 14.1   | 12.4     | 13.9  | 13.5          | 5.8      | -          | 13.2        |
| West Broyle                  | 7.6        | 29.7   | 17.0    | 23.1         | 8.8    | 13.5     | 17.7  | 18.8          | 8.9      | 13.2       | -           |
| Option                       | 1A         |        |         |              |        |          |       |               |          |            |             |
|                              | Chichester | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle |
| Chichester                   | -          | 25.7   | 10.6    | 17.3         | 7.1    | 7.2      | 11.5  | 12.9          | 7.7      | 17.3       | 8.1         |
| Havant                       | 23.2       | -      | 31.7    | 32.2         | 28.6   | 28.3     | 28.3  | 28.0          | 20.8     | 32.2       | 29.1        |
| Arundel                      | 11.5       | 34.8   | -       | 11.7         | 13.7   | 4.2      | 7.3   | 12.6          | 17.0     | 11.7       | 18.0        |
| Bognor Regis                 | 11.9       | 33.1   | 11.2    | -            | 17.1   | 10.0     | 6.7   | 6.5           | 15.3     | -          | 19.0        |
| Lavant                       | 6.7        | 31.5   | 12.1    | 19.9         | -      | 8.7      | 12.8  | 16.9          | 10.7     | 19.9       | 8.8         |
| Tangmere                     | 7.5        | 30.8   | 5.5     | 10.9         | 9.6    | -        | 3.8   | 7.8           | 12.9     | 10.9       | 14.0        |
| Oving                        | 8.9        | 31.4   | 7.0     | 8.6          | 14.0   | 3.8      | -     | 6.2           | 13.5     | 8.6        | 16.0        |
| North Mundham                | 8.7        | 27.9   | 11.4    | 6.9          | 13.9   | 7.1      | 5.5   | -             | 10.0     | 6.9        | 15.8        |
| Apuldrum                     | 7.6        | 22.9   | 16.4    | 16.9         | 10.3   | 13.0     | 13.0  | 12.7          | -        | 16.9       | 9.6         |
| Fishbourne                   | 11.9       | 33.1   | 11.2    | -            | 17.1   | 10.0     | 6.7   | 6.5           | 15.3     | -          | 19.0        |
| West Broyle                  | 7.5        | 29.7   | 16.8    | 24.1         | 8.8    | 13.4     | 17.5  | 19.9          | 9.0      | 24.1       | -           |
| Option                       | 2          |        |         |              |        |          |       |               |          |            |             |
|                              | Chichester | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle |
| Chichester                   | -          | 27.3   | 10.6    | 15.1         | 7.1    | 7.1      | 11.0  | 10.1          | 8.5      | 8.7        | 8.0         |
| Havant                       | 23.4       | -      | 28.8    | 29.3         | 29.2   | 25.4     | 25.2  | 24.9          | 21.3     | 21.6       | 29.1        |
| Arundel                      | 11.2       | 31.9   | -       | 11.6         | 13.5   | 4.2      | 7.2   | 13.1          | 13.4     | 13.8       | 18.2        |
| Bognor Regis                 | 11.8       | 31.4   | 11.2    | -            | 17.2   | 10.2     | 6.9   | 6.5           | 12.9     | 11.6       | 18.8        |
| Lavant                       | 6.7        | 33.6   | 12.0    | 20.0         | -      | 8.5      | 12.7  | 16.8          | 10.6     | 13.8       | 8.8         |
| Tangmere                     | 7.1        | 27.9   | 5.4     | 11.0         | 9.5    | -        | 3.8   | 8.3           | 9.4      | 9.7        | 14.2        |
| Oving                        | 8.7        | 28.2   | 7.0     | 9.3          | 14.0   | 3.8      | -     | 6.7           | 9.7      | 10.0       | 15.7        |
| North Mundham                | 8.6        | 26.9   | 11.7    | 7.4          | 14.0   | 7.2      | 5.6   | -             | 8.0      | 6.5        | 15.5        |
| Apuldrum                     | 8.0        | 26.1   | 15.0    | 15.5         | 10.3   | 11.6     | 11.3  | 10.6          | -        | 5.3        | 9.5         |
| Fishbourne                   | 7.8        | 24.2   | 13.6    | 13.4         | 13.2   | 10.2     | 9.9   | 7.3           | 5.0      | -          | 12.4        |
| West Broyle                  | 7.6        | 29.7   | 16.7    | 22.2         | 8.8    | 13.3     | 18.1  | 17.2          | 8.9      | 12.9       | -           |
| Option                       | 2A         |        |         |              |        |          |       |               |          |            |             |
|                              | Chichester | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle |
| Chichester                   | -          | 26.3   | 10.7    | 16.4         | 7.1    | 7.2      | 12.3  | 10.6          | 7.7      | 8.6        | 8.0         |
| Havant                       | 23.3       | -      | 28.9    | 30.2         | 28.8   | 25.4     | 26.1  | 26.1          | 21.0     | 21.9       | 29.0        |
| Arundel                      | 11.3       | 31.5   | -       | 11.6         | 13.6   | 4.2      | 7.3   | 13.3          | 13.1     | 14.0       | 17.7        |
| Bognor Regis                 | 12.3       | 31.5   | 11.2    | -            | 17.6   | 10.4     | 7.0   | 6.4           | 13.1     | 13.8       | 19.3        |
| Lavant                       | 6.8        | 31.9   | 12.0    | 20.3         | -      | 8.6      | 12.7  | 17.3          | 10.6     | 14.3       | 8.8         |
| Tangmere                     | 7.3        | 27.5   | 6.3     | 11.4         | 9.5    | -        | 3.9   | 8.6           | 9.0      | 9.9        | 13.7        |
| Oving                        | 9.3        | 28.6   | 7.0     | 9.6          | 13.9   | 3.8      | -     | 6.9           | 10.1     | 10.8       | 16.4        |
| North Mundham                | 9.4        | 28.7   | 12.4    | 7.0          | 14.7   | 7.6      | 6.0   | -             | 10.2     | 9.1        | 16.5        |
| Apuldrum                     | 7.6        | 23.5   | 13.4    | 14.7         | 10.3   | 9.9      | 10.6  | 10.6          | -        | 5.8        | 9.4         |
| Fishbourne                   | 14.8       | 31.5   | 21.4    | 19.9         | 20.4   | 18.0     | 17.7  | 13.9          | 12.2     | -          | 19.5        |
| West Broyle                  | 7.6        | 29.7   | 16.7    | 21.8         | 8.8    | 13.3     | 17.7  | 17.8          | 8.9      | 13.3       | -           |
| Option                       | 3          |        |         |              |        |          |       |               |          |            |             |
|                              | Chichester | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle |
| Chichester                   | -          | 25.8   | 10.6    | 16.2         | 7.1    | 7.2      | 12.1  | 11.8          | 7.6      | 8.5        | 8.1         |
| Havant                       | 23.1       | -      | 30.1    | 30.6         | 28.9   | 26.7     | 26.6  | 26.3          | 21.6     | 22.5       | 29.1        |
| Arundel                      | 11.9       | 35.8   | -       | 11.7         | 13.7   | 4.1      | 7.3   | 13.0          | 17.6     | 16.8       | 18.2        |
| Bognor Regis                 | 14.9       | 32.8   | 11.3    | -            | 20.8   | 9.9      | 6.7   | 6.6           | 14.6     | 13.8       | 22.0        |
| Lavant                       | 6.7        | 32.2   | 12.0    | 20.0         | -      | 8.6      | 12.6  | 16.4          | 10.7     | 14.9       | 8.8         |
| Tangmere                     | 7.9        | 31.8   | 5.5     | 11.2         | 9.7    | -        | 3.8   | 8.3           | 13.6     | 12.8       | 14.1        |
| Oving                        | 10.3       | 30.1   | 7.0     | 8.0          | 14.0   | 3.8      | -     | 6.6           | 11.9     | 11.1       | 17.4        |
| North Mundham                | 9.6        | 27.6   | 12.6    | 7.1          | 15.7   | 7.2      | 5.6   | -             | 9.4      | 8.6        | 16.7        |
| Apuldrum                     | 8.1        | 26.0   | 17.3    | 17.8         | 10.4   | 13.9     | 13.8  | 13.5          | -        | 9.2        | 9.6         |
| Fishbourne                   | 10.9       | 26.5   | 18.4    | 18.9         | 13.5   | 15.0     | 14.8  | 14.2          | 5.1      | -          | 12.7        |
| West Broyle                  | 7.7        | 29.6   | 16.8    | 23.5         | 8.8    | 13.4     | 17.4  | 19.2          | 8.8      | 14.4       | -           |
| Option                       | 3A         |        |         |              |        |          |       |               |          |            |             |
|                              | Chichester | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle |
| Chichester                   | -          | 26.2   | 11.7    | 16.8         | 7.2    | 8.2      | 12.9  | 12.6          | 7.5      | 8.4        | 8.0         |
| Havant                       | 23.3       | -      | 29.5    | 31.7         | 29.2   | 26.0     | 27.9  | 27.5          | 21.5     | 22.4       | 29.1        |
| Arundel                      | 12.0       | 33.8   | -       | 11.7         | 13.6   | 4.2      | 7.3   | 12.6          | 15.2     | 13.8       | 17.8        |
| Bognor Regis                 | 12.0       | 32.0   | 11.1    | -            | 18.2   | 10.2     | 6.8   | 6.4           | 13.4     | 12.1       | 19.0        |
| Lavant                       | 6.7        | 32.5   | 12.2    | 20.0         | -      | 8.8      | 12.9  | 15.5          | 10.6     | 14.7       | 8.8         |
| Tangmere                     | 8.0        | 29.7   | 5.4     | 10.9         | 9.5    | -        | 3.8   | 7.9           | 11.1     | 9.8        | 13.8        |
| Oving                        | 9.0        | 29.0   | 7.0     | 8.4          | 14.0   | 3.8      | -     | 6.2           | 10.4     | 9.0        | 16.0        |
| North Mundham                | 8.4        | 28.2   | 12.2    | 6.9          | 14.6   | 7.2      | 5.6   | -             | 9.6      | 8.3        | 15.4        |
| Apuldrum                     | 8.1        | 26.1   | 16.4    | 18.6         | 10.4   | 13.0     | 14.8  | 14.4          | -        | 8.6        | 9.5         |
| Fishbourne                   | 10.7       | 26.5   | 17.6    | 19.8         | 13.6   | 14.2     | 16.0  | 14.0          | 5.3      | -          | 12.7        |
| West Broyle                  | 7.7        | 29.7   | 17.1    | 24.1         | 8.8    | 13.6     | 17.7  | 20.0          | 8.7      | 14.0       | -           |
| Option                       | 4          |        |         |              |        |          |       |               |          |            |             |
|                              | Chichester | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle |
| Chichester                   | -          | 23.3   | 10.2    | 14.2         | 7.2    | 8.6      | 7.4   | 9.7           | 7.1      | 8.1        | 7.8         |
| Havant                       | 22.6       | -      | 25.8    | 31.2         | 22.3   | 29.3     | 27.0  | 26.3          | 21.7     | 22.6       | 25.7        |
| Arundel                      | 10.8       | 26.4   | -       | 11.5         | 10.5   | 10.9     | 7.3   | 12.9          | 14.5     | 15.5       | 13.9        |
| Bognor Regis                 | 12.9       | 32.5   | 11.4    | -            | 19.0   | 10.6     | 6.7   | 6.5           | 15.0     | 13.9       | 19.7        |
| Lavant                       | 6.8        | 23.0   | 10.2    | 20.9         | -      | 15.4     | 14.2  | 16.4          | 10.8     | 14.4       | 8.7         |
| Tangmere                     | 16.8       | 38.3   | 18.8    | 18.2         | 23.0   | -        | 10.8  | 15.3          | 20.9     | 19.8       | 23.6        |
| Oving                        | 9.2        | 27.7   | 7.1     | 7.9          | 11.8   | 4.6      | -     | 6.7           | 12.3     | 11.2       | 16.1        |
| North Mundham                | 8.8        | 28.0   | 11.9    | 7.1          | 15.0   | 7.9      | 5.5   | -             | 10.5     | 9.4        | 15.6        |
| Apuldrum                     | 7.6        | 23.6   | 13.9    | 15.2         | 10.2   | 13.3     | 11.0  | 10.3          | -        | 5.6        | 9.4         |
| Fishbourne                   | 9.7        | 25.2   | 14.5    | 14.8         | 14.5   | 12.9     | 10.6  | 9.9           | 6.4      | -          | 13.7        |
| West Broyle                  | 7.6        | 28.0   | 13.5    | 21.7         | 8.7    | 16.1     | 14.9  | 17.2          | 8.9      | 13.1       | -           |
| Option                       | 5          |        |         |              |        |          |       |               |          |            |             |
|                              | Chichester | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle |
| Chichester                   | -          | 24.6   | 10.2    | 14.2         | 7.1    | 8.6      | 7.4   | 9.7           | 7.1      | 8.0        | 7.9         |
| Havant                       | 22.8       | -      | 25.9    | 31.2         | 22.5   | 29.4     | 27.0  | 26.4          | 21.7     | 22.6       | 26.0        |
| Arundel                      | 10.9       | 27.8   | -       | 11.5         | 10.6   | 10.9     | 7.3   | 13.0          | 14.5     | 15.6       | 14.0        |
| Bognor Regis                 | 12.9       | 33.3   | 11.3    | -            | 19.0   | 10.6     | 6.7   | 6.5           | 14.9     | 13.9       | 19.8        |
| Lavant                       | 6.8        | 24.4   | 10.2    | 20.9         | -      | 15.4     | 14.2  | 1             |          |            |             |



| Average Journey Times (mins) |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|--|--|--|--|--|--|--|--|--|--|--|
| 2035 HIGH                    |  |  |  |  |  |  |  |  |  |  |  |
| Peak AM                      |  |  |  |  |  |  |  |  |  |  |  |

| Option Do Minimum |            |        |         |              |        |          |       |               |          |            |             |
|-------------------|------------|--------|---------|--------------|--------|----------|-------|---------------|----------|------------|-------------|
|                   | Chichester | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle |
| Chichester        | -          | 24.9   | 10.6    | 11.6         | 7.0    | 7.3      | 8.4   | 7.8           | 8.7      | 10.1       | 8.1         |
| Havant            | 26.5       | -      | 36.3    | 32.3         | 32.5   | 31.1     | 29.4  | 28.4          | 22.9     | 23.8       | 29.2        |
| Arundel           | 15.4       | 37.9   | -       | 9.7          | 13.9   | 4.3      | 7.1   | 12.5          | 19.3     | 21.2       | 18.7        |
| Bognor Regis      | 20.3       | 38.6   | 11.2    | -            | 23.2   | 12.8     | 9.2   | 8.7           | 22.9     | 20.4       | 27.3        |
| Lavant            | 9.0        | 33.6   | 12.4    | 18.5         | -      | 9.1      | 12.1  | 16.5          | 11.5     | 15.1       | 9.1         |
| Tangmere          | 11.2       | 33.7   | 6.1     | 10.2         | 9.7    | -        | 3.8   | 7.7           | 15.0     | 17.0       | 14.5        |
| Oving             | 13.5       | 33.8   | 7.2     | 8.3          | 14.4   | 3.9      | -     | 6.0           | 18.1     | 17.1       | 18.6        |
| North Mundham     | 15.1       | 31.5   | 15.6    | 6.4          | 20.8   | 9.6      | 7.9   | -             | 15.8     | 13.3       | 22.1        |
| Apuldrum          | 12.9       | 24.8   | 19.5    | 20.3         | 12.4   | 16.2     | 17.5  | 16.4          | -        | 5.7        | 10.2        |
| Fishbourne        | 13.4       | 27.0   | 22.0    | 18.0         | 15.3   | 16.8     | 15.2  | 12.2          | 5.0      | -          | 14.3        |
| West Broyle       | 11.2       | 28.6   | 17.6    | 22.7         | 9.3    | 14.3     | 17.4  | 18.9          | 9.1      | 13.7       | -           |

| Option 1      |            |        |         |              |        |          |       |               |          |            |             |
|---------------|------------|--------|---------|--------------|--------|----------|-------|---------------|----------|------------|-------------|
|               | Chichester | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle |
| Chichester    | -          | 24.2   | 10.6    | 10.7         | 7.0    | 7.2      | 8.1   | 7.2           | 7.2      | 8.1        | 8.0         |
| Havant        | 27.7       | -      | 32.8    | 33.6         | 33.7   | 29.4     | 30.3  | 30.1          | 24.5     | 26.3       | 29.4        |
| Arundel       | 13.2       | 33.5   | -       | 9.7          | 13.5   | 4.4      | 7.1   | 12.2          | 16.6     | 15.4       | 17.7        |
| Bognor Regis  | 16.7       | 35.7   | 10.8    | -            | 22.6   | 13.1     | 9.8   | 8.2           | 18.8     | 17.6       | 23.6        |
| Lavant        | 8.2        | 32.0   | 12.4    | 16.6         | -      | 9.0      | 12.4  | 13.1          | 10.8     | 15.3       | 8.8         |
| Tangmere      | 8.9        | 29.2   | 6.2     | 9.9          | 9.2    | -        | 3.8   | 7.6           | 12.3     | 11.1       | 13.4        |
| Oving         | 9.7        | 28.7   | 7.1     | 7.4          | 14.0   | 3.8      | -     | 6.0           | 11.8     | 10.6       | 16.6        |
| North Mundham | 11.5       | 29.4   | 15.2    | 6.3          | 17.4   | 9.5      | 7.9   | -             | 12.5     | 11.3       | 18.4        |
| Apuldrum      | 13.4       | 24.9   | 19.9    | 23.1         | 12.7   | 16.5     | 20.3  | 19.7          | -        | 6.7        | 10.2        |
| Fishbourne    | 13.2       | 27.7   | 22.0    | 19.4         | 15.6   | 18.7     | 19.6  | 14.1          | 5.0      | -          | 14.6        |
| West Broyle   | 11.1       | 28.6   | 17.7    | 21.7         | 9.2    | 14.3     | 17.7  | 18.2          | 9.0      | 14.6       | -           |

|               | Chichester | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle |
|---------------|------------|--------|---------|--------------|--------|----------|-------|---------------|----------|------------|-------------|
| Chichester    | 0.0        | -0.7   | 0.0     | -0.9         | 0.0    | -0.1     | -0.4  | -0.6          | -1.5     | -2.0       | -0.1        |
| Havant        | 1.3        | 0.0    | -3.5    | 1.4          | 1.2    | -1.7     | 0.8   | 1.8           | 1.6      | 2.5        | 0.2         |
| Arundel       | -2.3       | -4.4   | 0.0     | -0.1         | -0.4   | 0.1      | 0.0   | -0.3          | -2.7     | -5.8       | -1.0        |
| Bognor Regis  | -3.6       | -2.9   | -0.3    | 0.0          | -0.6   | 0.3      | 0.6   | -0.5          | -4.1     | -2.8       | -3.7        |
| Lavant        | -0.8       | -1.7   | 0.0     | -1.9         | 0.0    | -0.1     | 0.4   | -3.4          | -0.6     | 0.3        | -0.3        |
| Tangmere      | -2.3       | -4.5   | 0.1     | -0.4         | -0.5   | 0.0      | 0.0   | -0.1          | -2.7     | -5.9       | -1.1        |
| Oving         | -3.9       | -5.1   | -0.1    | -0.9         | -0.4   | -0.1     | 0.0   | -0.1          | -6.3     | -6.5       | -1.9        |
| North Mundham | -3.6       | -2.2   | -0.4    | -0.1         | -3.3   | -0.1     | 0.0   | 0.0           | -3.3     | -2.0       | -3.7        |
| Apuldrum      | 0.5        | 0.1    | 0.4     | 2.8          | 0.3    | 0.3      | 2.8   | 3.3           | 0.0      | 0.9        | 0.0         |
| Fishbourne    | -0.2       | 0.7    | 0.1     | 1.4          | 0.3    | 1.8      | 4.4   | 1.8           | 0.0      | 0.0        | 0.3         |
| West Broyle   | -0.1       | 0.0    | 0.0     | -1.0         | 0.0    | 0.0      | 0.4   | -0.7          | -0.1     | 0.9        | 0.0         |

| Option 1A     |            |        |         |              |        |          |       |               |          |            |             |
|---------------|------------|--------|---------|--------------|--------|----------|-------|---------------|----------|------------|-------------|
|               | Chichester | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle |
| Chichester    | -          | 23.3   | 10.2    | 10.4         | 7.0    | 6.8      | 7.7   | 7.0           | 7.2      | 10.4       | 8.1         |
| Havant        | 25.6       | -      | 33.2    | 33.4         | 31.5   | 29.9     | 30.8  | 28.0          | 22.6     | 33.4       | 29.0        |
| Arundel       | 13.7       | 34.1   | -       | 9.6          | 13.5   | 4.4      | 7.1   | 11.6          | 18.2     | 9.6        | 17.8        |
| Bognor Regis  | 17.1       | 36.4   | 10.8    | -            | 22.6   | 12.9     | 9.4   | 7.9           | 20.4     | -          | 24.2        |
| Lavant        | 8.5        | 31.4   | 12.4    | 16.0         | -      | 9.0      | 12.1  | 12.6          | 10.8     | 16.0       | 8.8         |
| Tangmere      | 9.4        | 29.9   | 6.2     | 9.8          | 9.3    | -        | 3.8   | 7.4           | 13.9     | 9.8        | 13.6        |
| Oving         | 10.6       | 29.8   | 7.1     | 7.3          | 13.8   | 3.8      | -     | 5.9           | 13.9     | 7.3        | 17.6        |
| North Mundham | 12.5       | 31.3   | 14.9    | 6.3          | 18.0   | 9.2      | 7.6   | -             | 15.4     | 6.3        | 19.6        |
| Apuldrum      | 11.9       | 24.5   | 18.7    | 20.9         | 11.5   | 15.3     | 18.2  | 15.6          | -        | 20.9       | 9.7         |
| Fishbourne    | 17.1       | 36.4   | 10.8    | -            | 22.6   | 12.9     | 9.4   | 7.9           | 20.4     | -          | 24.2        |
| West Broyle   | 11.2       | 28.3   | 17.6    | 21.5         | 9.2    | 14.2     | 17.3  | 18.1          | 9.0      | 21.5       | -           |

|               | Chichester | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle |
|---------------|------------|--------|---------|--------------|--------|----------|-------|---------------|----------|------------|-------------|
| Chichester    | 0.0        | -1.6   | -0.5    | -1.2         | -0.1   | -0.5     | -0.7  | -0.8          | -1.5     | 0.3        | -0.1        |
| Havant        | -0.9       | 0.0    | -3.1    | 1.1          | -0.9   | -1.2     | 1.4   | -0.3          | -0.3     | 9.6        | -0.2        |
| Arundel       | -1.7       | -3.8   | 0.0     | -0.1         | -0.4   | 0.0      | 0.0   | -0.9          | -1.1     | -11.6      | -0.9        |
| Bognor Regis  | -3.1       | -2.3   | -0.3    | 0.0          | -0.6   | 0.1      | 0.2   | -0.8          | -2.5     | -20.4      | -3.2        |
| Lavant        | -0.5       | -2.3   | 0.0     | -2.5         | 0.0    | 0.0      | 0.0   | -4.0          | -0.6     | 0.9        | -0.3        |
| Tangmere      | -1.8       | -3.8   | 0.1     | -0.5         | -0.5   | 0.0      | 0.0   | -0.4          | -1.1     | -7.3       | -0.9        |
| Oving         | -3.0       | -4.0   | -0.1    | -1.0         | -0.5   | -0.1     | 0.0   | -0.1          | -4.3     | -9.8       | -0.9        |
| North Mundham | -2.5       | -0.3   | -0.7    | -0.1         | -2.7   | -0.3     | -0.3  | 0.0           | -0.5     | -7.0       | -2.6        |
| Apuldrum      | -1.0       | -0.3   | -0.8    | 0.6          | -0.9   | -0.9     | 0.7   | -0.8          | 0.0      | 15.1       | -0.5        |
| Fishbourne    | 3.8        | 9.4    | -11.2   | -18.0        | 7.3    | -3.9     | -5.8  | -4.3          | 15.4     | 0.0        | 9.9         |
| West Broyle   | 0.0        | -0.4   | -0.1    | -1.1         | 0.0    | -0.1     | 0.0   | -0.8          | -0.1     | 7.8        | 0.0         |

| Option 2      |            |        |         |              |        |          |       |               |          |            |             |
|---------------|------------|--------|---------|--------------|--------|----------|-------|---------------|----------|------------|-------------|
|               | Chichester | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle |
| Chichester    | -          | 25.1   | 10.6    | 10.5         | 7.0    | 7.2      | 8.0   | 7.1           | 7.8      | 8.0        | 8.0         |
| Havant        | 28.1       | -      | 31.7    | 32.8         | 34.2   | 28.4     | 29.2  | 29.6          | 24.5     | 26.0       | 29.5        |
| Arundel       | 13.3       | 31.8   | -       | 9.7          | 13.5   | 4.4      | 7.1   | 12.1          | 14.9     | 15.1       | 17.7        |
| Bognor Regis  | 16.6       | 34.0   | 10.8    | -            | 22.6   | 12.9     | 9.8   | 9.5           | 17.0     | 15.0       | 23.6        |
| Lavant        | 8.3        | 33.1   | 12.4    | 16.4         | -      | 9.0      | 12.4  | 13.0          | 10.8     | 14.6       | 8.9         |
| Tangmere      | 9.0        | 27.5   | 6.3     | 9.8          | 9.2    | -        | 3.8   | 7.6           | 10.6     | 10.8       | 13.4        |
| Oving         | 9.7        | 27.1   | 7.1     | 7.5          | 13.9   | 3.8      | -     | 6.0           | 10.1     | 10.3       | 16.7        |
| North Mundham | 10.4       | 27.2   | 14.4    | 6.4          | 16.3   | 8.7      | 7.0   | -             | 9.9      | 7.0        | 17.3        |
| Apuldrum      | 13.9       | 24.9   | 20.2    | 21.0         | 13.1   | 16.9     | 20.7  | 15.7          | -        | 5.9        | 10.3        |
| Fishbourne    | 12.4       | 27.3   | 20.3    | 16.1         | 16.0   | 16.9     | 15.9  | 10.8          | 5.0      | -          | 14.5        |
| West Broyle   | 11.3       | 28.5   | 17.8    | 21.7         | 9.3    | 14.4     | 17.8  | 18.4          | 8.9      | 13.9       | -           |

|               | Chichester | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle |
|---------------|------------|--------|---------|--------------|--------|----------|-------|---------------|----------|------------|-------------|
| Chichester    | 0.0        | 0.2    | 0.0     | -1.1         | 0.0    | -0.1     | -0.4  | -0.7          | -0.9     | -2.0       | -0.1        |
| Havant        | 1.7        | 0.0    | -4.5    | 0.5          | 1.7    | -2.8     | -0.2  | 1.2           | 1.5      | 2.2        | 0.3         |
| Arundel       | -2.1       | -6.1   | 0.0     | -0.1         | -0.5   | 0.1      | 0.0   | -0.5          | -4.4     | -6.1       | -1.0        |
| Bognor Regis  | -3.6       | -4.7   | -0.4    | 0.0          | -0.6   | 0.1      | 0.6   | 0.9           | -5.9     | -5.4       | -3.7        |
| Lavant        | -0.6       | -0.5   | 0.0     | -2.1         | 0.0    | -0.1     | 0.3   | -3.6          | -0.6     | -0.5       | -0.3        |
| Tangmere      | -2.2       | -6.2   | 0.1     | -0.5         | -0.5   | 0.0      | 0.0   | -0.1          | -4.5     | -6.2       | -1.1        |
| Oving         | -3.8       | -6.7   | -0.1    | -0.8         | -0.5   | -0.1     | 0.0   | -0.1          | -8.0     | -6.8       | -1.9        |
| North Mundham | -4.7       | -4.3   | -1.2    | 0.0          | -4.4   | -0.9     | -0.9  | 0.0           | -5.9     | -6.4       | -4.8        |
| Apuldrum      | 1.0        | 0.1    | 0.8     | 0.7          | 0.7    | 0.7      | 3.2   | 0.7           | 0.0      | 0.2        | 0.1         |
| Fishbourne    | -1.0       | 0.3    | -1.7    | -1.8         | 0.7    | 0.1      | 0.7   | -1.4          | 0.0      | 0.0        | 0.2         |
| West Broyle   | 0.2        | -0.1   | 0.1     | -0.9         | 0.0    | 0.1      | 0.5   | -0.5          | -0.2     | 0.2        | 0.0         |

| Option 2A     |            |        |         |              |        |          |       |               |          |            |             |
|---------------|------------|--------|---------|--------------|--------|----------|-------|---------------|----------|------------|-------------|
|               | Chichester | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle |
| Chichester    | -          | 24.8   | 10.1    | 11.0         | 7.0    | 6.7      | 7.6   | 7.6           | 7.9      | 8.8        | 8.0         |
| Havant        | 26.9       | -      | 31.4    | 29.5         | 32.9   | 28.0     | 26.7  | 26.2          | 24.4     | 25.4       | 29.3        |
| Arundel       | 13.4       | 31.3   | -       | 9.7          | 13.5   | 4.5      | 7.1   | 12.9          | 14.5     | 15.4       | 17.7        |
| Bognor Regis  | 17.7       | 35.4   | 11.1    | -            | 23.7   | 13.3     | 10.8  | 7.3           | 18.6     | 15.9       | 24.7        |
| Lavant        | 8.1        | 32.6   | 12.2    | 18.2         | -      | 8.9      | 11.9  | 14.9          | 10.8     | 16.6       | 8.8         |
| Tangmere      | 9.0        | 26.9   | 6.2     | 10.3         | 9.2    | -        | 3.8   | 7.9           | 10.2     | 11.1       | 13.4        |
| Oving         | 9.7        | 27.3   | 7.1     | 7.3          | 13.8   | 3.9      | -     | 6.3           | 10.6     | 11.5       | 16.6        |
| North Mundham | 14.4       | 32.0   | 17.2    | 6.4          | 20.4   | 12.2     | 10.1  | -             | 15.3     | 9.8        | 21.3        |
| Apuldrum      | 13.4       | 24.9   | 19.6    | 19.1         | 12.6   | 16.2     | 16.2  | 15.8          | -        | 8.8        | 10.2        |
| Fishbourne    | 16.5       | 31.2   | 23.9    | 18.3         | 20.3   | 20.5     | 19.1  | 12.9          | 9.8      | -          | 19.3        |
| West Broyle   | 11.2       | 28.6   | 17.5    | 22.1         | 9.2    | 14.2     | 17.1  | 19.7          | 8.9      | 16.7       | -           |

|               | Chichester | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle |
|---------------|------------|--------|---------|--------------|--------|----------|-------|---------------|----------|------------|-------------|
| Chichester    | 0.0        | 0.0    | -0.5    | -0.6         | 0.0    | -0.6     | -0.8  | -0.1          | -0.8     | -1.3       | -0.1        |
| Havant        | 0.5        | 0.0    | -4.9    | -2.7         | 0.5    | -3.1     | -2.8  | -0.2          | 1.2      | 1.5        | 1.6         |
| Arundel       | -2.1       | -6.6   | 0.0     | -0.1         | -0.4   | 0.1      | 0.0   | 0.3           | -4.8     | -5.8       | -1.0        |
| Bognor Regis  | -2.6       | -3.3   | -0.1    | 0.0          | 0.5    | 0.5      | 1.6   | -1.4          | -4.3     | -4.5       | -2.7        |
| Lavant        | -0.8       | -1.0   | -0.1    | -0.3         | 0.0    | -0.2     | -0.2  | -1.7          | -0.7     | 1.6        | -0.3        |
| Tangmere      | -2.2       | -6.7   | 0.1     | 0.0          | -0.5   | 0.0      | 0.0   | 0.2           | -4.9     | -5.9       | -1.1        |
| Oving         | -3.9       | -6.5   | -0.1    | -1.0         | -0.6   | 0.0      | 0.0   | 0.2           | -7.5     | -5.6       | -1.9        |
| North Mundham | -0.7       | 0.5    | 1.6     | -0.1         | -0.3   | 2.6      | 2.2   | 0.0           | -0.6     | -3.5       | -0.8        |
| Apuldrum      | 0.5        | 0.1    | 0.1     | -1.2         | 0.2    | 0.0      | -1.2  | -0.6          | 0.0      | 3.1        | 0.0         |
| Fishbourne    | 3.1        | 4.2    | 1.9     | 0.4          | 5.0    | 3.7      | 4.0   | 0.7           | 4.8      | 0.0        | 5.0         |
| West Broyle   | 0.0        | 0.0    | -0.1    | -0.6         | -0.1   | -0.2     | -0.2  | -0.2          | -0.1     | 3.0        | 0.0         |

| Option 3      |            |        |         |              |        |          |       |               |          |            |             |               |            |        |         |              |        |          |       |               |          |            |             |
|---------------|------------|--------|---------|--------------|--------|----------|-------|---------------|----------|------------|-------------|---------------|------------|--------|---------|--------------|--------|----------|-------|---------------|----------|------------|-------------|
|               | Chichester | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle |               | Chichester | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle |
| Chichester    | -          | 24.4   | 10.1    | 11.9         | 7.0    | 6.8      | 7.7   | 8.4           | 7.6      | 8.5        | 8.0         | Chichester    | 0.0        | -0.5   | -0.5    | 0.4          | 0.0    | -0.5     | -0.7  | 0.6           | -1.1     | -1.6       | -0.1        |
| Havant        | 26.1       | -      | 33.1    | 30.5         | 32.1   | 29.5     | 27.8  | 27.0          | 23.3     | 24.0       | 29.2        | Havant        | -0.3       | 0.0    | -3.2    | -1.8         | -0.4   | -1.7     | -1.7  | -1.4          | 0.4      | 0.2        | 0.0         |
| Arundel       | 14.5       | 35.4   | -       | 9.7          | 13.6   | 4.4      | 7.1   | 12.4          | 18.7     | 17.7       | 18.1        | Arundel       | -0.9       | -2.5   | 0.0     | 0.0          | -0.3   | 0.0      | 0.0   | -0.1          | 0.5      | -3.5       | 0.7         |
| Bognor Regis  | 20.0       | 36.7   | 11.0    | -            | 21.8   | 11.7     | 8.7   | 9.1           | 20.1     | 19.0       | 26.0        | Bognor Regis  | -0.3       | -1.9   | -0.2    | 0.0          | -1.5   | -1.1     | -0.5  | 0.5           | -2.9     | -1.4       | -1.3        |
| Lavant        | 8.7        | 32.7   | 12.2    | 18.0         | -      | 9.0      | 11.8  | 15.3          | 11.0     | 16.8       | 8.9         | Lavant        | -0.2       | -0.9   | 0.0     | -0.5         | 0.0    | 0.0      | -0.3  | -1.2          | 0.5      | 1.8        | -0.3        |
| Tangmere      | 10.3       | 31.1   | 6.2     | 10.1         | 9.4    | -        | 3.8   | 7.6           | 14.5     | 13.4       | 13.8        | Tangmere      | -0.9       | -2.6   | 0.0     | -0.2         | -0.3   | 0.0      | 0.0   | -0.2          | -0.6     | -3.6       | -0.7        |
| Oving         | 12.6       | 31.8   | 7.2     | 7.0          | 14.0   | 3.9      | -     | 5.9           | 15.1     | 14.1       | 18.3        | Oving         | -1.0       | -2.0   | -0.1    | -1.3         | -0.3   | 0.0      | 0.0   | -0.1          | -3.0     | -3.0       | -0.3        |
| North Mundham | 12.6       | 29.4   | 14.5    | 7.5          | 18.4   | 8.5      | 6.8   | -             | 12.7     | 11.7       | 19.6        | North Mundham | -2.5       | -2.2   | -1.1    | -1.1         | -2.4   | -1.1     | -1.1  | 0.0           | -3.1     | -1.6       | -2.6        |
| Apuldrum      | 13.0       | 24.9   | 19.3    | 18.7         | 12.2   | 16.0     | 15.9  | 15.1          | -        | 11.5       | 10.2        | Apuldrum      | 0.1        | 0.1    | -0.2    | -1.6         | -0.2   | -0.2     | -1.5  | -1.2          | 0.0      | 5.7        | 0.0         |
| Fishbourne    | 13.9       | 26.6   | 22.0    | 18.6         | 15.1   | 18.7     | 16.8  | 13.3          | 5.0      | -          | 14.1        | Fishbourne    | 0.5        | -0.4   | 0.0     | 0.6          | -0.2   | 1.8      | 1.6   | 1.1           | 0.0      | 0.0        | -0.1        |
| West Broyle   | 11.4       | 28.5   | 17.7    | 23.2         | 9.3    | 14.3     | 17.1  | 19.7          | 8.9      | 17.1       | -           | West Broyle   | 0.2        | -0.1   | 0.1     | 0.6          | 0.0    | 0.0      | -0.3  | 0.8           | -0.2     | 3.4        | 0.0         |



| Average Journey Times (mins) |  |  |  |  |  |  |  |  |  |  |
|------------------------------|--|--|--|--|--|--|--|--|--|--|
| 2035 HIGH                    |  |  |  |  |  |  |  |  |  |  |
| Peak IP                      |  |  |  |  |  |  |  |  |  |  |

| Option        | Do Minimum |        |         |              |        |          |       |               |          |            |             |
|---------------|------------|--------|---------|--------------|--------|----------|-------|---------------|----------|------------|-------------|
|               | Chichester | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle |
| Chichester    | -          | 25.0   | 10.6    | 14.8         | 7.1    | 7.3      | 8.4   | 11.0          | 8.7      | 10.5       | 8.1         |
| Havant        | 23.0       | -      | 32.3    | 31.4         | 29.0   | 29.0     | 27.2  | 27.1          | 21.0     | 21.9       | 28.9        |
| Arundel       | 12.0       | 35.7   | -       | 9.7          | 13.2   | 4.1      | 7.0   | 11.8          | 18.1     | 18.6       | 17.6        |
| Bognor Regis  | 15.6       | 34.6   | 10.4    | -            | 20.1   | 10.2     | 7.0   | 6.7           | 19.2     | 17.0       | 22.7        |
| Lavant        | 6.9        | 31.1   | 12.1    | 18.5         | -      | 8.7      | 12.3  | 15.6          | 10.9     | 14.5       | 8.7         |
| Tangmere      | 8.0        | 31.6   | 5.3     | 10.1         | 9.2    | -        | 3.9   | 7.2           | 14.1     | 14.6       | 13.6        |
| Oving         | 10.5       | 30.8   | 7.0     | 8.0          | 13.9   | 3.9      | -     | 5.4           | 15.4     | 13.7       | 17.7        |
| North Mundham | 11.1       | 29.2   | 12.1    | 6.5          | 16.6   | 6.9      | 5.2   | -             | 13.8     | 11.6       | 18.2        |
| Apuldrum      | 8.6        | 22.3   | 17.3    | 17.8         | 10.4   | 13.9     | 13.6  | 13.5          | -        | 5.7        | 9.5         |
| Fishbourne    | 11.7       | 24.5   | 17.7    | 16.8         | 14.7   | 14.3     | 12.6  | 11.9          | 6.3      | -          | 13.8        |
| West Broyle   | 8.2        | 28.0   | 16.8    | 22.9         | 8.8    | 13.5     | 16.5  | 19.1          | 9.0      | 13.3       | -           |

| Option        | 1          |        |         |              |        |          |       |               |          |            |             |            |        |         |              |        |          |       |               |          |            |             |  |
|---------------|------------|--------|---------|--------------|--------|----------|-------|---------------|----------|------------|-------------|------------|--------|---------|--------------|--------|----------|-------|---------------|----------|------------|-------------|--|
|               | Chichester | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle | Chichester | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle |  |
| Chichester    | -          | 23.5   | 10.9    | 13.9         | 7.0    | 7.5      | 8.5   | 10.0          | 7.1      | 7.9        | 8.0         | 0.0        | -1.5   | 0.3     | -1.0         | 0.0    | 0.3      | 0.1   | -0.9          | -1.6     | -2.6       | -0.2        |  |
| Havant        | 22.8       | -      | 29.5    | 29.6         | 28.7   | 26.1     | 25.4  | 25.8          | 20.9     | 21.7       | 29.0        | -0.2       | 0.0    | -2.8    | -1.8         | -0.3   | -2.8     | -1.8  | -1.4          | -0.1     | -0.2       | 0.1         |  |
| Arundel       | 11.3       | 30.4   | -       | 9.7          | 13.0   | 4.2      | 7.0   | 11.9          | 14.2     | 13.4       | 17.1        | -0.8       | -5.3   | 0.0     | 0.0          | -0.2   | 0.0      | 0.0   | 0.1           | -3.9     | -5.2       | -0.5        |  |
| Bognor Regis  | 13.0       | 30.8   | 10.4    | -            | 18.5   | 10.7     | 7.7   | 6.6           | 14.6     | 13.8       | 19.9        | -2.6       | -3.8   | 0.0     | 0.0          | -1.7   | 0.5      | 0.7   | -0.1          | -4.6     | -3.2       | -2.8        |  |
| Lavant        | 6.9        | 29.8   | 11.9    | 18.5         | -      | 8.5      | 12.3  | 15.8          | 10.6     | 14.3       | 8.7         | 0.0        | -1.2   | -0.2    | 0.0          | 0.0    | -0.2     | 0.0   | 0.2           | -0.3     | -0.2       | 0.0         |  |
| Tangmere      | 7.2        | 26.3   | 5.3     | 10.1         | 9.0    | -        | 3.9   | 7.2           | 10.1     | 9.4        | 13.0        | -0.8       | -5.3   | 0.0     | 0.0          | -0.3   | 0.0      | 0.0   | 0.0           | -4.0     | -5.2       | -0.5        |  |
| Oving         | 8.4        | 26.2   | 7.0     | 7.9          | 13.5   | 3.9      | -     | 5.5           | 10.0     | 9.2        | 15.3        | -2.2       | -4.6   | 0.0     | -0.1         | -0.4   | -0.1     | 0.0   | 0.0           | -5.4     | -4.5       | -2.3        |  |
| North Mundham | 8.9        | 26.4   | 12.2    | 6.5          | 14.4   | 7.0      | 5.3   | -             | 10.2     | 9.4        | 15.8        | -2.2       | -2.8   | 0.1     | 0.0          | -2.2   | 0.1      | 0.1   | 0.0           | -3.6     | -2.1       | -2.4        |  |
| Apuldrum      | 8.1        | 22.3   | 15.2    | 15.3         | 10.3   | 11.8     | 11.1  | 11.5          | -        | 7.3        | 9.4         | -0.5       | 0.1    | -2.1    | -2.4         | -0.1   | -2.1     | -2.5  | -2.1          | 0.0      | 1.6        | -0.1        |  |
| Fishbourne    | 10.3       | 24.5   | 17.4    | 17.5         | 14.4   | 14.0     | 13.3  | 13.6          | 6.3      | -          | 13.5        | -1.4       | 0.0    | -0.3    | 0.7          | -0.2   | -0.3     | 0.7   | 1.7           | -0.1     | 0.0        | -0.2        |  |
| West Broyle   | 8.2        | 27.9   | 16.6    | 21.9         | 8.8    | 13.2     | 16.6  | 18.1          | 8.8      | 13.3       | -           | 0.0        | -0.1   | -0.2    | -1.0         | 0.0    | -0.2     | 0.1   | -1.0          | -0.2     | 0.0        | 0.0         |  |

| Option        | 1A         |        |         |              |        |          |       |               |          |            |             |               | 2A         |        |         |              |        |          |       |               |          |            |             |
|---------------|------------|--------|---------|--------------|--------|----------|-------|---------------|----------|------------|-------------|---------------|------------|--------|---------|--------------|--------|----------|-------|---------------|----------|------------|-------------|
|               | Chichester | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle |               | Chichester | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle |
| Chichester    | -          | 23.0   | 10.5    | 13.7         | 7.0    | 7.2      | 8.1   | 9.7           | 7.6      | 13.7       | 8.0         | Chichester    | 0.0        | -2.0   | -0.1    | -1.2         | -0.1   | -0.1     | -0.3  | -1.2          | -1.1     | 3.1        | -0.1        |
| Havant        | 22.8       | -      | 31.3    | 31.5         | 28.5   | 28.0     | 27.2  | 27.5          | 20.7     | 31.5       | 29.0        | Havant        | -0.2       | 0.0    | -1.0    | 0.1          | -0.5   | -1.0     | 0.0   | 0.4           | -0.3     | 9.6        | 0.1         |
| Arundel       | 11.4       | 32.6   | -       | 9.7          | 13.1   | 4.1      | 7.0   | 11.8          | 17.5     | 9.7        | 17.2        | Arundel       | -0.6       | -3.0   | 0.0     | 0.0          | -0.2   | 0.0      | 0.0   | 0.0           | -0.6     | -8.9       | -0.4        |
| Bognor Regis  | 13.0       | 33.0   | 10.3    | -            | 17.9   | 10.4     | 7.4   | 6.5           | 17.9     | -          | 20.0        | Bognor Regis  | -2.6       | -1.6   | -0.1    | 0.0          | -2.2   | 0.3      | 0.4   | -0.2          | -1.3     | -17.0      | -2.7        |
| Lavant        | 6.9        | 28.8   | 11.9    | 18.3         | -      | 8.5      | 12.0  | 15.7          | 10.7     | 18.3       | 8.7         | Lavant        | 0.0        | -2.3   | -0.2    | -0.3         | 0.0    | -0.2     | -0.3  | 0.1           | -0.2     | 3.8        | 0.0         |
| Tangmere      | 7.4        | 28.6   | 5.2     | 10.1         | 9.0    | -        | 3.9   | 7.2           | 13.5     | 10.1       | 13.2        | Tangmere      | -0.6       | -3.0   | -0.1    | 0.0          | -0.2   | 0.0      | 0.0   | 0.0           | -0.6     | -4.5       | -0.4        |
| Oving         | 8.6        | 28.6   | 7.0     | 8.1          | 13.5   | 3.9      | -     | 5.5           | 13.5     | 8.1        | 15.6        | Oving         | -1.9       | -2.2   | 0.0     | 0.0          | -0.4   | -0.1     | 0.0   | 0.0           | -1.9     | -5.7       | -2.1        |
| North Mundham | 9.0        | 28.8   | 11.7    | 6.4          | 13.9   | 6.9      | 5.2   | -             | 13.7     | 6.4        | 16.0        | North Mundham | -2.1       | -0.4   | -0.5    | -0.1         | -2.7   | 0.0      | 0.0   | 0.0           | -0.1     | -5.2       | -2.2        |
| Apuldrum      | 7.4        | 20.4   | 16.3    | 16.4         | 10.3   | 12.9     | 12.2  | 12.5          | -        | 16.4       | 9.4         | Apuldrum      | -1.2       | -1.9   | -1.0    | -1.4         | -0.1   | -1.0     | -1.5  | -1.0          | 0.0      | 10.7       | -0.1        |
| Fishbourne    | 13.0       | 33.0   | 10.3    | -            | 17.9   | 10.4     | 7.4   | 6.5           | 17.9     | -          | 20.0        | Fishbourne    | 1.3        | 8.5    | -7.4    | -16.8        | 3.3    | -3.9     | -5.3  | -5.4          | 11.5     | 0.0        | 6.2         |
| West Broyle   | 8.1        | 27.9   | 16.6    | 21.7         | 8.8    | 13.2     | 16.2  | 17.8          | 8.9      | 21.7       | -           | West Broyle   | -0.1       | -0.1   | -0.3    | -1.3         | -0.1   | -0.3     | -0.3  | -1.3          | -0.1     | 8.3        | 0.0         |

| Option        |      | 2          |        |         |              |        |          |       |               |          |            |               |            |        |         |              |        |          |               |          |            |             |      |  |
|---------------|------|------------|--------|---------|--------------|--------|----------|-------|---------------|----------|------------|---------------|------------|--------|---------|--------------|--------|----------|---------------|----------|------------|-------------|------|--|
|               |      | Chichester | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle   | Chichester | Havant | Arundel | Bognor Regis | Lavant | Tangmere | North Mundham | Apuldrum | Fishbourne | West Broyle |      |  |
| Chichester    | -    | 24.4       | 10.3   | 13.1    | 7.1          | 6.9    | 7.8      | 9.2   | 8.0           | 8.3      | 8.0        | Chichester    | 0.0        | -0.6   | -0.3    | -1.7         | 0.0    | -0.4     | -0.6          | -1.7     | -0.7       | -2.2        | -0.1 |  |
| Havant        | 23.1 | -          | 28.7   | 28.5    | 29.1         | 25.3   | 24.2     | 24.5  | 21.1          | 21.4     | 28.8       | Havant        | 0.0        | 0.0    | -3.6    | -2.9         | 0.1    | -3.6     | -3.0          | -2.6     | 0.1        | -0.5        | -0.1 |  |
| Arundel       | 11.2 | 29.2       | -      | 9.7     | 13.0         | 4.2    | 7.0      | 11.8  | 13.1          | 13.4     | 17.1       | Arundel       | -0.9       | -6.5   | 0.0     | 0.0          | -0.2   | 0.0      | 0.0           | 0.0      | -5.0       | -5.2        | -0.5 |  |
| Bognor Regis  | 12.8 | 29.6       | 10.3   | -       | 18.1         | 10.5   | 7.5      | 6.9   | 13.5          | 12.2     | 19.8       | Bognor Regis  | -2.8       | -5.0   | -0.1    | 0.0          | -2.0   | 0.4      | 0.5           | 0.2      | -5.7       | -4.8        | -2.9 |  |
| Lavant        | 6.9  | 30.4       | 11.9   | 18.1    | -            | 8.5    | 11.9     | 14.5  | 10.7          | 14.1     | 8.7        | Lavant        | 0.0        | -0.7   | -0.2    | -0.4         | 0.0    | -0.2     | -0.4          | -1.2     | -0.2       | -0.4        | 0.0  |  |
| Tangmere      | 7.1  | 25.1       | 5.3    | 10.1    | 9.0          | -      | 3.8      | 7.2   | 9.1           | 9.4      | 13.1       | Tangmere      | -0.9       | -6.5   | 0.0     | 0.0          | -0.3   | 0.0      | -0.1          | 0.0      | -5.0       | -5.2        | -0.5 |  |
| Oving         | 8.3  | 25.0       | 7.0    | 8.0     | 13.5         | 3.9    | -        | 5.5   | 9.0           | 9.3      | 15.3       | Oving         | -2.2       | -5.8   | 0.0     | -0.1         | -0.4   | -0.1     | 0.0           | 0.1      | -6.4       | -4.5        | -2.4 |  |
| North Mundham | 8.7  | 24.8       | 11.9   | 6.6     | 14.0         | 6.9    | 5.2      | -     | 8.3           | 6.6      | 15.6       | North Mundham | -2.3       | -4.4   | -0.3    | 0.1          | -2.6   | 0.0      | 0.1           | 0.0      | -5.5       | -5.0        | -2.6 |  |
| Apuldrum      | 8.7  | 24.5       | 17.3   | 17.0    | 10.3         | 13.9   | 12.8     | 13.1  | -             | 5.6      | 9.4        | Apuldrum      | 0.0        | 2.2    | 0.0     | -0.8         | -0.1   | 0.0      | -0.8          | -0.4     | 0.0        | -0.1        | -0.1 |  |
| Fishbourne    | 9.4  | 23.6       | 15.5   | 14.7    | 13.3         | 12.2   | 11.1     | 9.2   | 5.0           | -        | 12.3       | Fishbourne    | -2.2       | -0.9   | -2.1    | -2.1         | -1.4   | -2.2     | -1.5          | -2.8     | -1.3       | 0.0         | -1.4 |  |
| West Broyle   | 8.3  | 28.1       | 16.6   | 20.7    | 8.8          | 13.3   | 16.0     | 16.8  | 8.8           | 13.2     | -          | West Broyle   | 0.1        | 0.1    | -0.2    | -2.2         | 0.0    | -0.2     | -0.5          | -2.2     | -0.2       | -0.2        | 0.0  |  |

| Option        | 2A         |        |         |              |        |          |       |               |          |            |             |               |        |         |              |        |          |       |               |          |            |             |      |
|---------------|------------|--------|---------|--------------|--------|----------|-------|---------------|----------|------------|-------------|---------------|--------|---------|--------------|--------|----------|-------|---------------|----------|------------|-------------|------|
|               | Chichester | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle | Chichester    | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle |      |
| Chichester    | -          | 23.6   | 10.3    | 13.6         | 7.1    | 6.9      | 7.9   | 9.9           | 7.3      | 8.2        | 8.0         | Chichester    | 0.0    | -1.4    | -0.3         | -1.3   | 0.0      | -0.3  | -0.6          | -1.0     | -1.4       | -2.4        | -0.1 |
| Havant        | 22.9       | -      | 28.8    | 28.5         | 28.6   | 25.4     | 24.3  | 24.9          | 20.9     | 21.8       | 29.0        | Havant        | -0.1   | 0.0     | -3.5         | -2.9   | -0.3     | -3.6  | -3.0          | -2.3     | 0.0        | -0.1        | 0.1  |
| Arundel       | 11.3       | 28.9   | -       | 9.7          | 13.0   | 4.2      | 7.1   | 12.3          | 12.8     | 13.6       | 17.1        | Arundel       | -0.7   | -6.8    | 0.0          | 0.0    | -0.2     | 0.0   | 0.0           | 0.4      | -5.4       | -5.0        | -0.5 |
| Bognor Regis  | 13.8       | 30.2   | 10.4    | -            | 18.9   | 11.3     | 7.7   | 6.6           | 14.1     | 14.7       | 20.8        | Bognor Regis  | -1.8   | -4.4    | 0.0          | 0.0    | -1.2     | 1.1   | 0.7           | -0.1     | -5.1       | -2.3        | -2.0 |
| Lavant        | 6.9        | 29.7   | 11.8    | 18.3         | -      | 8.5      | 11.9  | 15.5          | 10.6     | 14.3       | 8.7         | Lavant        | 0.0    | -1.3    | -0.2         | -0.2   | 0.0      | -0.3  | -0.5          | -0.2     | -0.3       | -0.2        | 0.0  |
| Tangmere      | 7.3        | 24.8   | 5.2     | 10.5         | 9.0    | -        | 4.0   | 7.6           | 8.7      | 9.6        | 13.0        | Tangmere      | -0.8   | -6.8    | -0.1         | 0.4    | -0.3     | 0.0   | 0.1           | 0.4      | -5.4       | -5.0        | -0.5 |
| Oving         | 8.8        | 25.2   | 7.0     | 7.7          | 13.4   | 3.9      | -     | 5.8           | 9.1      | 10.1       | 15.8        | Oving         | -1.7   | -5.6    | 0.0          | -0.3   | -0.5     | 0.0   | 0.0           | 0.3      | -6.3       | -3.7        | -1.9 |
| North Mundham | 10.7       | 27.1   | 13.3    | 6.5          | 15.8   | 8.2      | 6.5   | -             | 11.0     | 9.3        | 17.7        | North Mundham | -0.4   | -2.0    | 1.2          | 0.1    | -0.8     | 1.3   | 1.3           | 0.0      | -2.8       | -2.3        | -0.5 |
| Apuldrum      | 7.5        | 21.6   | 13.7    | 13.5         | 10.2   | 10.3     | 9.2   | 9.8           | -        | 6.7        | 9.3         | Apuldrum      | -1.1   | -0.7    | -3.6         | -4.3   | -0.2     | -3.6  | -4.4          | -3.7     | 0.0        | 1.0         | -0.2 |
| Fishbourne    | 15.7       | 29.7   | 21.8    | 21.3         | 20.5   | 18.4     | 17.3  | 15.7          | 12.4     | -          | 19.6        | Fishbourne    | 4.0    | 5.2     | 4.1          | 4.5    | 5.9      | 4.1   | 4.7           | 3.7      | 6.0        | 0.0         | 5.8  |
| West Broyle   | 8.1        | 28.0   | 16.5    | 20.3         | 8.8    | 13.2     | 15.9  | 16.6          | 8.8      | 13.3       | -           | West Broyle   | -0.1   | 0.0     | -0.3         | -2.7   | -0.1     | -0.3  | -0.6          | -2.4     | -0.1       | -0.1        | 0.0  |

| Option 3      |            |        |         |              |        |          |       |               |          |            |             |               |            |        |         |              |        |          |       |               |          |            |             |
|---------------|------------|--------|---------|--------------|--------|----------|-------|---------------|----------|------------|-------------|---------------|------------|--------|---------|--------------|--------|----------|-------|---------------|----------|------------|-------------|
|               | Chichester | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle |               | Chichester | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle |
| Chichester    | -          | 23.8   | 10.2    | 13.7         | 7.0    | 6.9      | 7.8   | 9.8           | 7.5      | 8.3        | 8.0         | Chichester    | 0.0        | -1.2   | -0.4    | -1.2         | 0.0    | -0.4     | -0.6  | -1.2          | -1.2     | -2.2       | -0.2        |
| Havant        | 22.9       | -      | 30.0    | 29.6         | 29.0   | 26.7     | 25.4  | 25.7          | 21.7     | 22.6       | 29.2        | Havant        | -0.1       | 0.0    | -2.3    | -1.8         | 0.0    | -2.3     | -1.9  | -1.5          | 0.7      | 0.7        | 0.3         |
| Arundel       | 11.6       | 32.8   | -       | 9.7          | 13.1   | 4.2      | 7.0   | 11.8          | 16.6     | 15.7       | 17.2        | Arundel       | -0.4       | -2.8   | 0.0     | 0.0          | -0.2   | 0.0      | 0.0   | 0.0           | -1.6     | -2.9       | 0.4         |
| Bognor Regis  | 15.4       | 32.1   | 10.4    | -            | 19.9   | 10.2     | 7.1   | 6.8           | 15.8     | 14.9       | 22.3        | Bognor Regis  | -0.2       | -2.5   | 0.0     | 0.0          | -0.3   | 0.0      | 0.1   | 0.2           | -3.4     | -2.1       | -0.4        |
| Lavant        | 7.0        | 30.3   | 11.9    | 18.0         | -      | 8.5      | 11.8  | 14.7          | 10.6     | 14.9       | 8.7         | Lavant        | 0.1        | -0.7   | -0.2    | -0.5         | 0.0    | -0.2     | -0.5  | -1.0          | -0.3     | 0.4        | 0.0         |
| Tangmere      | 7.6        | 28.8   | 5.4     | 10.1         | 9.0    | -        | 3.9   | 7.1           | 12.5     | 11.6       | 13.1        | Tangmere      | -0.5       | -2.8   | 0.0     | 0.0          | -0.2   | 0.0      | 0.0   | 0.0           | -1.6     | -3.0       | -0.4        |
| Oving         | 10.0       | 27.9   | 7.0     | 8.1          | 13.6   | 3.9      | -     | 5.4           | 11.6     | 10.7       | 16.9        | Oving         | -0.6       | -2.9   | 0.0     | 0.0          | -0.3   | 0.0      | 0.0   | 0.0           | -3.8     | -3.0       | -0.7        |
| North Mundham | 9.6        | 26.3   | 12.3    | 6.6          | 15.1   | 7.0      | 5.3   | -             | 10.1     | 9.2        | 16.6        | North Mundham | -1.5       | -2.8   | 0.2     | 0.1          | -1.5   | 0.2      | 0.2   | 0.0           | -3.7     | -2.4       | -1.6        |
| Apuldrum      | 8.7        | 23.2   | 17.2    | 16.8         | 10.3   | 13.8     | 12.5  | 12.8          | -        | 9.0        | 9.4         | Apuldrum      | 0.1        | 0.9    | -0.1    | -1.0         | -0.1   | -0.1     | -1.1  | -0.7          | 0.0      | 3.3        | -0.1        |
| Fishbourne    | 10.8       | 24.6   | 18.6    | 18.2         | 13.8   | 15.2     | 14.0  | 14.3          | 5.5      | -          | 12.8        | Fishbourne    | -0.9       | 0.1    | 0.9     | 1.4          | -0.9   | 0.9      | 1.3   | 2.3           | -0.8     | 0.0        | -0.9        |
| West Broyle   | 8.3        | 28.0   | 16.6    | 21.9         | 8.8    | 13.3     | 16.1  | 18.0          | 8.8      | 14.6       | -           | West Broyle   | 0.1        | 0.0    | -0.2    | -1.0         | 0.0    | -0.2     | -0.5  | -1.1          | -0.2     | 1.2        | 0.0         |



| Average Journey Times (mins) |  |  |  |  |  |  |  |  |  |  |
|------------------------------|--|--|--|--|--|--|--|--|--|--|
| Year 2035 HIGH               |  |  |  |  |  |  |  |  |  |  |
| Peak PM                      |  |  |  |  |  |  |  |  |  |  |

| Option        | Do Minimum |        |         |              |        |          |       |               |          |            |             |
|---------------|------------|--------|---------|--------------|--------|----------|-------|---------------|----------|------------|-------------|
|               | Chichester | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle |
| Chichester    | -          | 30.8   | 14.0    | 20.1         | 7.6    | 10.5     | 11.7  | 15.5          | 9.1      | 12.3       | 8.8         |
| Havant        | 25.0       | -      | 36.1    | 36.6         | 30.7   | 32.7     | 32.1  | 30.8          | 22.3     | 23.2       | 29.2        |
| Arundel       | 14.1       | 41.8   | -       | 10.9         | 14.5   | 4.2      | 7.3   | 13.6          | 20.1     | 20.3       | 19.7        |
| Bognor Regis  | 16.7       | 37.3   | 10.4    | -            | 20.9   | 10.1     | 6.7   | 7.1           | 18.9     | 15.7       | 24.3        |
| Lavant        | 6.8        | 35.4   | 13.2    | 22.1         | -      | 9.8      | 13.8  | 18.5          | 11.8     | 14.9       | 9.1         |
| Tangmere      | 10.0       | 37.7   | 6.5     | 12.5         | 10.4   | -        | 4.2   | 8.9           | 16.0     | 16.1       | 15.6        |
| Oving         | 12.5       | 36.2   | 7.1     | 8.6          | 14.8   | 4.0      | -     | 6.9           | 17.9     | 14.7       | 19.2        |
| North Mundham | 12.7       | 32.6   | 13.7    | 8.3          | 17.7   | 7.4      | 5.7   | -             | 14.3     | 11.1       | 20.3        |
| Apuldrum      | 8.7        | 26.3   | 18.7    | 22.7         | 10.8   | 15.2     | 18.2  | 16.9          | -        | 5.3        | 9.8         |
| Fishbourne    | 13.4       | 28.5   | 20.2    | 20.6         | 15.0   | 16.7     | 16.1  | 14.8          | 6.3      | -          | 14.0        |
| West Broyle   | 8.2        | 30.2   | 18.2    | 27.6         | 9.0    | 14.7     | 19.3  | 23.6          | 9.0      | 13.0       | -           |

| Option        | 1          |        |         |              |        |          |       |               |          |            |             |               |        |         |              |        |          |       |               |          |            |             |      |
|---------------|------------|--------|---------|--------------|--------|----------|-------|---------------|----------|------------|-------------|---------------|--------|---------|--------------|--------|----------|-------|---------------|----------|------------|-------------|------|
|               | Chichester | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle | Chichester    | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle |      |
| Chichester    | -          | 29.6   | 16.0    | 21.3         | 7.7    | 12.5     | 13.7  | 16.8          | 9.4      | 11.6       | 8.8         | 0.0           | -1.3   | 2.0     | 1.2          | 0.1    | 1.9      | 1.9   | 1.3           | 0.3      | -0.7       | 0.0         |      |
| Havant        | 25.1       | -      | 33.0    | 35.0         | 30.6   | 29.5     | 30.5  | 30.6          | 22.4     | 24.6       | 29.3        | 0.1           | 0.0    | -3.1    | -1.6         | -0.1   | -3.1     | -1.6  | -0.2          | 0.1      | 1.4        | 0.2         |      |
| Arundel       | 12.7       | 35.3   | -       | 10.6         | 14.0   | 4.3      | 7.2   | 14.0          | 15.2     | 14.3       | 18.4        | -1.4          | -6.4   | 0.0     | -0.3         | -0.5   | 0.1      | 0.0   | 0.4           | -4.9     | -5.9       | -1.3        |      |
| Bognor Regis  | 12.7       | 34.2   | 10.3    | -            | 18.4   | 10.5     | 7.0   | 6.6           | 14.1     | 13.2       | 20.2        | -4.0          | -3.0   | -0.1    | 0.0          | -2.5   | 0.4      | 0.3   | -0.5          | -4.8     | -2.5       | -4.1        |      |
| Lavant        | 6.8        | 33.9   | 14.9    | 23.3         | -      | 11.4     | 15.7  | 20.2          | 10.9     | 15.9       | 8.8         | Lavant        | 0.0    | -1.5    | 1.6          | 1.2    | 0.0      | 1.6   | 1.9           | 1.7      | -0.9       | 1.0         |      |
| Tangmere      | 8.5        | 31.2   | 6.4     | 11.9         | 9.8    | -        | 4.3   | 9.2           | 11.0     | 10.1       | 14.2        | Tangmere      | -1.5   | -6.5    | -0.1         | -0.6   | -0.6     | 0.0   | 0.1           | 0.3      | -4.9       | -6.0        | -1.4 |
| Oving         | 9.7        | 31.2   | 7.1     | 9.6          | 14.5   | 3.9      | -     | 7.1           | 11.1     | 10.2       | 17.2        | Oving         | -2.8   | -5.0    | 0.0          | 1.0    | -0.3     | -0.1  | 0.0           | 0.2      | -6.8       | -4.5        | -2.0 |
| North Mundham | 9.5        | 30.0   | 12.5    | 7.3          | 15.2   | 7.3      | 5.7   | -             | 9.9      | 9.0        | 17.0        | North Mundham | -3.2   | -2.6    | -1.2         | -1.0   | -2.5     | 0.0   | 0.0           | 0.0      | -4.4       | -2.1        | -3.2 |
| Apuldrum      | 8.1        | 26.3   | 16.4    | 18.4         | 10.6   | 12.9     | 13.9  | 13.9          | -        | 8.0        | 9.7         | Apuldrum      | -0.6   | 0.0     | -2.3         | -4.3   | -0.2     | -2.3  | -4.3          | -3.0     | 0.0        | 2.8         | -0.1 |
| Fishbourne    | 9.7        | 27.0   | 18.0    | 20.0         | 14.1   | 14.5     | 15.5  | 15.5          | 5.7      | -          | 13.2        | Fishbourne    | -3.7   | -1.5    | -2.2         | -0.6   | -0.9     | -2.2  | -0.6          | 0.7      | -0.7       | 0.0         | -0.8 |
| West Broyle   | 8.0        | 30.1   | 19.7    | 25.4         | 8.8    | 16.2     | 21.5  | 20.9          | 9.0      | 14.8       | -           | West Broyle   | -0.2   | -0.1    | 1.5          | -2.3   | -0.1     | 1.5   | 2.2           | -2.7     | 0.0        | 1.8         | 0.0  |

| Option        | 1A         |        |         |              |        |          |       |               |          |            |             |               | 2A         |        |         |              |        |          |       |               |          |            |             |
|---------------|------------|--------|---------|--------------|--------|----------|-------|---------------|----------|------------|-------------|---------------|------------|--------|---------|--------------|--------|----------|-------|---------------|----------|------------|-------------|
|               | Chichester | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle |               | Chichester | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle |
| Chichester    | -          | 27.6   | 13.0    | 18.9         | 7.2    | 9.5      | 10.6  | 14.1          | 8.8      | 18.9       | 8.5         | Chichester    | 0.0        | -3.3   | -1.0    | -1.1         | -0.4   | -1.0     | -1.1  | -1.4          | -0.3     | 6.6        | -0.3        |
| Havant        | 24.7       | -      | 34.2    | 35.2         | 30.1   | 30.7     | 30.5  | 30.5          | 21.8     | 35.2       | 29.3        | Havant        | -0.3       | 0.0    | -2.0    | -1.4         | -0.6   | -2.0     | -1.5  | -0.3          | -0.5     | 12.0       | 0.1         |
| Arundel       | 12.5       | 36.4   | -       | 10.7         | 14.1   | 4.2      | 7.2   | 13.2          | 17.8     | 10.7       | 18.8        | Arundel       | -1.6       | -5.4   | 0.0     | -0.2         | -0.4   | 0.0      | 0.0   | -0.4          | -2.3     | -9.5       | -0.9        |
| Bognor Regis  | 12.8       | 35.8   | 10.3    | -            | 17.7   | 10.4     | 7.0   | 6.7           | 17.2     | -          | 20.3        | Bognor Regis  | -3.9       | -1.5   | -0.1    | 0.0          | -3.2   | 0.3      | 0.3   | -0.5          | -1.7     | -15.7      | -4.1        |
| Lavant        | 6.8        | 32.7   | 12.8    | 21.7         | -      | 9.3      | 13.5  | 18.2          | 11.1     | 21.7       | 8.8         | Lavant        | 0.0        | -2.7   | -0.5    | -0.4         | 0.0    | -0.5     | -0.3  | -0.3          | -0.6     | 6.8        | -0.3        |
| Tangmere      | 8.4        | 32.2   | 6.3     | 12.2         | 9.9    | -        | 4.0   | 8.5           | 13.7     | 12.2       | 14.7        | Tangmere      | -1.6       | -5.4   | -0.2    | -0.2         | -0.4   | 0.0      | -0.1  | -0.4          | -2.3     | -3.9       | -0.9        |
| Oving         | 10.1       | 33.1   | 7.1     | 9.9          | 14.3   | 3.9      | -     | 6.7           | 14.5     | 9.9        | 17.5        | Oving         | -2.4       | -3.0   | 0.0     | 1.3          | -0.5   | -0.1     | 0.0   | -0.3          | -3.3     | -4.8       | -1.7        |
| North Mundham | 9.6        | 30.6   | 11.7    | 7.5          | 14.5   | 7.3      | 5.6   | -             | 12.0     | 7.5        | 17.1        | North Mundham | -3.0       | -2.0   | -2.0    | -0.9         | -3.2   | -0.1     | 0.0   | 0.0           | -2.3     | -3.6       | -3.2        |
| Apuldrum      | 7.9        | 23.8   | 17.9    | 19.0         | 10.4   | 14.5     | 14.3  | 14.3          | -        | 19.0       | 9.7         | Apuldrum      | -0.8       | -2.5   | -0.7    | -3.8         | -0.3   | -0.7     | -3.9  | -2.6          | 0.0      | 13.7       | -0.1        |
| Fishbourne    | 12.8       | 35.8   | 10.3    | -            | 17.7   | 10.4     | 7.0   | 6.7           | 17.2     | -          | 20.3        | Fishbourne    | -0.6       | 7.3    | -9.5    | -20.6        | 2.7    | -6.3     | -9.1  | -8.1          | 10.5     | 0.0        | 6.2         |
| West Broyle   | 8.0        | 29.9   | 17.5    | 26.1         | 8.8    | 14.1     | 18.5  | 21.4          | 9.0      | 26.1       | -           | West Broyle   | -0.1       | -0.2   | -0.6    | -1.5         | -0.1   | -0.6     | -0.8  | -2.2          | 0.0      | 13.1       | 0.0         |

| Option        | 2          |        |         |              |        |          |       |               |          |            |             |               |        |         |              |        |          |               |          |            |             |      |      |
|---------------|------------|--------|---------|--------------|--------|----------|-------|---------------|----------|------------|-------------|---------------|--------|---------|--------------|--------|----------|---------------|----------|------------|-------------|------|------|
|               | Chichester | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle | Chichester    | Havant | Arundel | Bognor Regis | Lavant | Tangmere | North Mundham | Apuldrum | Fishbourne | West Broyle |      |      |
| Chichester    | -          | 30.1   | 13.0    | 17.5         | 7.3    | 9.4      | 10.3  | 11.8          | 8.8      | 10.0       | 8.4         | Chichester    | 0.0    | -0.7    | -1.0         | -2.5   | -0.3     | -1.1          | -1.5     | -3.7       | -0.3        | -2.3 | -0.4 |
| Havant        | 25.5       | -      | 31.3    | 32.3         | 31.4   | 27.7     | 27.2  | 27.0          | 23.1     | 23.4       | 29.1        | Havant        | 0.5    | 0.0     | -4.8         | -4.3   | 0.7      | -4.9          | -4.9     | -3.7       | 0.9         | 0.2  | 0.0  |
| Arundel       | 12.6       | 34.3   | -       | 10.6         | 13.9   | 4.3      | 7.2   | 13.4          | 14.3     | 14.5       | 18.3        | Arundel       | -1.5   | -7.4    | 0.0          | -0.3   | -0.6     | 0.1           | 0.0      | -0.2       | -5.8        | -5.7 | -1.5 |
| Bognor Regis  | 12.8       | 33.6   | 10.3    | -            | 17.9   | 10.5     | 7.1   | 7.0           | 13.5     | 12.3       | 20.2        | Bognor Regis  | -4.0   | -3.7    | -0.1         | 0.0    | -3.0     | 0.4           | 0.4      | -0.2       | -5.4        | -3.4 | -4.2 |
| Lavant        | 6.8        | 35.2   | 12.8    | 21.8         | -      | 9.2      | 13.2  | 16.8          | 10.8     | 14.1       | 8.8         | Lavant        | 0.0    | -0.2    | -0.4         | -0.3   | 0.0      | -0.5          | -0.6     | -1.7       | -0.9        | -0.8 | -0.3 |
| Tangmere      | 8.5        | 30.2   | 6.8     | 12.6         | 9.7    | -        | 4.0   | 8.6           | 10.1     | 10.4       | 14.1        | Tangmere      | -1.5   | -7.5    | 0.3          | 0.1    | -0.6     | 0.0           | -0.2     | -0.3       | -5.9        | -5.8 | -1.5 |
| Oving         | 9.8        | 30.5   | 7.1     | 9.9          | 14.2   | 3.9      | -     | 6.8           | 10.5     | 10.7       | 17.2        | Oving         | -2.7   | -5.6    | 0.0          | 1.2    | -0.6     | -0.1          | 0.0      | -0.1       | -7.4        | -3.9 | -2.1 |
| North Mundham | 9.9        | 29.6   | 12.6    | 8.4          | 15.0   | 7.4      | 5.8   | -             | 9.1      | 7.5        | 16.7        | North Mundham | -2.7   | -3.0    | -1.1         | 0.1    | -2.7     | 0.0           | 0.1      | 0.0        | -5.2        | -3.6 | -3.5 |
| Apuldrum      | 8.6        | 26.5   | 18.3    | 19.3         | 10.6   | 14.7     | 14.2  | 13.6          | -        | 5.4        | 9.7         | Apuldrum      | -0.1   | 0.2     | -0.4         | -3.4   | -0.2     | -0.5          | -4.0     | -3.3       | 0.0         | 0.1  | -0.1 |
| Fishbourne    | 9.9        | 27.7   | 16.1    | 16.0         | 13.5   | 12.5     | 12.0  | 9.4           | 5.0      | -          | 12.6        | Fishbourne    | -3.5   | -0.9    | -4.0         | -4.6   | -1.4     | -4.1          | -4.0     | -5.4       | -1.3        | 0.0  | -1.4 |
| West Broyle   | 8.1        | 30.2   | 17.7    | 24.6         | 8.9    | 14.1     | 18.3  | 18.9          | 8.9      | 13.0       | -           | West Broyle   | -0.1   | 0.1     | -0.5         | -3.0   | -0.1     | -0.6          | -1.0     | -4.7       | -0.1        | 0.0  | 0.0  |

| Option        | 2A         |        |         |              |        |          |       |               |          |            |             |               |        |         |              |        |          |       |               |          |            |             |      |
|---------------|------------|--------|---------|--------------|--------|----------|-------|---------------|----------|------------|-------------|---------------|--------|---------|--------------|--------|----------|-------|---------------|----------|------------|-------------|------|
|               | Chichester | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle | Chichester    | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle |      |
| Chichester    | -          | 29.6   | 13.2    | 19.4         | 7.8    | 9.5      | 10.5  | 13.3          | 9.6      | 11.5       | 8.8         | Chichester    | 0.0    | -1.3    | -0.9         | -0.6   | 0.2      | -1.0  | -1.2          | -2.2     | 0.5        | -0.8        | 0.1  |
| Havant        | 25.3       | -      | 31.9    | 33.0         | 30.5   | 28.3     | 28.6  | 28.7          | 22.5     | 24.4       | 29.3        | Havant        | 0.3    | 0.0     | -4.2         | -3.6   | -0.1     | -4.4  | -3.5          | -2.1     | 0.2        | 1.2         | 0.1  |
| Arundel       | 13.1       | 34.0   | -       | 10.8         | 13.9   | 4.3      | 7.2   | 16.1          | 14.1     | 16.0       | 18.2        | Arundel       | -1.0   | -7.8    | 0.0          | -0.1   | -0.6     | 0.1   | 0.0           | 2.5      | -5.9       | -4.2        | -1.5 |
| Bognor Regis  | 13.3       | 33.8   | 10.3    | -            | 18.8   | 10.9     | 7.3   | 6.6           | 14.0     | 14.5       | 20.9        | Bognor Regis  | -3.4   | -3.4    | -0.1         | 0.0    | -2.1     | 0.8   | 0.6           | -0.6     | -5.0       | -1.2        | -3.5 |
| Lavant        | 6.9        | 33.6   | 12.9    | 22.7         | -      | 9.3      | 13.4  | 20.1          | 10.8     | 15.5       | 8.8         | Lavant        | 0.0    | -1.8    | -0.4         | 0.6    | 0.0      | -0.5  | -0.4          | 1.5      | -0.9       | 0.5         | -0.3 |
| Tangmere      | 8.9        | 29.9   | 6.4     | 13.5         | 9.7    | -        | 4.2   | 11.4          | 10.0     | 11.9       | 14.1        | Tangmere      | -1.1   | -7.8    | -0.2         | 1.1    | -0.6     | 0.0   | 0.1           | 2.5      | -6.0       | -4.3        | -1.6 |
| Oving         | 11.2       | 30.6   | 7.1     | 10.0         | 14.2   | 3.9      | -     | 9.3           | 10.7     | 12.6       | 18.7        | Oving         | -1.3   | -5.6    | 0.0          | 1.4    | -0.6     | -0.1  | 0.0           | 2.4      | -7.1       | -2.1        | -0.6 |
| North Mundham | 10.4       | 30.9   | 13.4    | 7.5          | 15.8   | 7.9      | 6.2   | -             | 11.0     | 9.6        | 17.9        | North Mundham | -2.3   | -1.7    | -0.3         | -0.8   | -1.9     | 0.5   | 0.6           | 0.0      | -3.3       | -1.4        | -2.4 |
| Apuldrum      | 8.0        | 24.9   | 14.9    | 16.0         | 10.5   | 11.3     | 11.6  | 11.7          | -        | 6.9        | 9.6         | Apuldrum      | -0.7   | -1.3    | -3.8         | -6.7   | -0.3     | -3.9  | -6.6          | -5.2     | 0.0        | 1.6         | -0.2 |
| Fishbourne    | 18.4       | 36.6   | 26.5    | 23.2         | 24.2   | 22.9     | 21.6  | 16.8          | 15.8     | -          | 23.3        | Fishbourne    | 5.0    | 8.0     | 6.3          | 2.6    | 9.2      | 6.2   | 5.6           | 2.0      | 9.5        | 0.0         | 9.3  |
| West Broyle   | 8.0        | 30.0   | 17.7    | 23.2         | 8.8    | 14.1     | 18.4  | 18.8          | 9.0      | 14.4       | -           | West Broyle   | -0.1   | -0.1    | -0.5         | -4.4   | -0.1     | -0.6  | -0.9          | -4.7     | 0.0        | 1.3         | 0.0  |

| Option 3      |            |        |         |              |        |          |       |               |          |            |             |               |            |        |         |              |        |          |       |               |          |            |             |
|---------------|------------|--------|---------|--------------|--------|----------|-------|---------------|----------|------------|-------------|---------------|------------|--------|---------|--------------|--------|----------|-------|---------------|----------|------------|-------------|
|               | Chichester | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle |               | Chichester | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle |
| Chichester    | -          | 29.4   | 13.4    | 19.3         | 7.5    | 9.9      | 10.9  | 14.7          | 8.8      | 11.1       | 8.6         | Chichester    | 0.0        | -1.4   | -0.6    | -0.7         | -0.2   | -0.6     | -0.8  | -0.8          | -0.3     | -1.3       | -0.2        |
| Havant        | 25.4       | -      | 33.7    | 34.7         | 31.2   | 30.2     | 30.1  | 30.1          | 24.4     | 25.4       | 29.2        | Havant        | 0.4        | 0.0    | -2.4    | -1.9         | 0.6    | -2.4     | -2.0  | -0.7          | 2.1      | 2.2        | 0.1         |
| Arundel       | 13.9       | 38.3   | -       | 10.8         | 14.3   | 4.3      | 7.3   | 13.2          | 19.0     | 17.7       | 19.4        | Arundel       | -0.2       | -3.4   | 0.0     | -0.1         | -0.1   | 0.0      | 0.0   | -0.4          | -1.0     | -2.5       | -0.3        |
| Bognor Regis  | 16.5       | 35.0   | 10.4    | -            | 20.6   | 10.1     | 6.8   | 7.0           | 15.7     | 14.4       | 24.0        | Bognor Regis  | -0.2       | -2.2   | 0.0     | 0.0          | -0.3   | 0.0      | 0.1   | -0.1          | -3.2     | -1.3       | -0.3        |
| Lavant        | 6.9        | 35.1   | 13.0    | 21.7         | -      | 9.5      | 13.5  | 18.2          | 11.4     | 17.5       | 8.9         | Lavant        | 0.0        | -0.2   | -0.2    | -0.5         | 0.0    | -0.2     | -0.3  | -0.4          | 0.3      | 2.6        | -0.2        |
| Tangmere      | 9.8        | 34.2   | 6.7     | 12.2         | 10.2   | -        | 4.0   | 8.5           | 14.9     | 13.6       | 15.3        | Tangmere      | -0.2       | -3.5   | 0.2     | -0.3         | -0.2   | 0.0      | -0.1  | -0.4          | -1.1     | -2.5       | -0.4        |
| Oving         | 12.1       | 32.9   | 7.1     | 9.0          | 14.4   | 3.9      | -     | 6.6           | 13.6     | 12.3       | 18.7        | Oving         | -0.4       | -3.3   | 0.0     | 0.4          | -0.4   | -0.1     | 0.0   | -0.3          | -4.3     | -2.3       | -0.5        |
| North Mundham | 11.3       | 30.0   | 13.7    | 7.9          | 16.5   | 7.4      | 5.7   | -             | 10.7     | 9.4        | 18.8        | North Mundham | -1.3       | -2.5   | 0.0     | -0.4         | -1.2   | 0.0      | 0.0   | 0.0           | -3.5     | -1.6       | -1.4        |
| Apuldrum      | 8.7        | 26.4   | 18.7    | 20.0         | 10.8   | 15.2     | 15.4  | 15.4          | -        | 10.7       | 9.8         | Apuldrum      | 0.0        | 0.1    | 0.0     | -2.7         | 0.0    | 0.0      | -2.8  | -1.5          | 0.0      | 5.4        | 0.0         |
| Fishbourne    | 11.7       | 27.9   | 20.0    | 21.1         | 13.8   | 16.5     | 16.4  | 15.4          | 5.1      | -          | 12.8        | Fishbourne    | -1.6       | -0.6   | -0.1    | 0.4          | -1.2   | -0.1     | 0.3   | 0.6           | -1.2     | 0.0        | -1.2        |
| West Broyle   | 8.2        | 30.1   | 18.0    | 26.9         | 8.9    | 14.5     | 19.0  | 22.2          | 8.9      | 17.3       | -           | West Broyle   | 0.0        | -0.1   | -0.2    | -0.7         | -0.1   | -0.2     | -0.3  | -1.4          | -0.2     | 4.3        | 0.0         |



| Average Journey Times (mins) |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|--|--|--|--|--|--|--|--|--|--|--|
| 2041 HIGH                    |  |  |  |  |  |  |  |  |  |  |  |
| AM                           |  |  |  |  |  |  |  |  |  |  |  |

| Option        |            |        |         |              |        |          |       |               |          |            |             |
|---------------|------------|--------|---------|--------------|--------|----------|-------|---------------|----------|------------|-------------|
| Do Minimum    |            |        |         |              |        |          |       |               |          |            |             |
|               | Chichester | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle |
| Chichester    | -          | 25.9   | 11.0    | 11.9         | 7.1    | 7.6      | 8.8   | 8.1           | 8.7      | 10.8       | 8.2         |
| Havant        | 28.5       | -      | 38.6    | 34.0         | 34.6   | 32.8     | 31.1  | 30.1          | 24.5     | 25.7       | 29.4        |
| Arundel       | 16.2       | 39.5   | -       | 9.8          | 14.3   | 4.4      | 7.2   | 12.7          | 20.3     | 23.0       | 19.8        |
| Bognor Regis  | 21.4       | 40.5   | 11.4    | -            | 23.9   | 13.3     | 9.8   | 8.9           | 24.8     | 22.5       | 28.6        |
| Lavant        | 9.3        | 34.2   | 12.9    | 18.9         | -      | 9.6      | 12.3  | 16.9          | 12.2     | 15.7       | 9.3         |
| Tangmere      | 11.9       | 35.2   | 6.2     | 10.4         | 10.1   | -        | 3.8   | 7.9           | 16.1     | 18.7       | 15.5        |
| Oving         | 14.3       | 35.0   | 7.3     | 8.4          | 14.6   | 3.9      | -     | 6.2           | 19.3     | 18.5       | 19.1        |
| North Mundham | 15.9       | 33.0   | 17.3    | 6.4          | 21.5   | 11.3     | 9.6   | -             | 17.2     | 15.1       | 23.1        |
| Apuldrum      | 13.1       | 25.0   | 20.7    | 21.2         | 13.1   | 17.3     | 18.3  | 17.3          | -        | 5.6        | 10.3        |
| Fishbourne    | 15.6       | 28.0   | 24.5    | 19.7         | 16.0   | 18.7     | 17.0  | 14.1          | 5.0      | -          | 14.8        |
| West Broyle   | 11.8       | 28.8   | 18.4    | 23.6         | 9.4    | 15.1     | 17.8  | 19.8          | 9.2      | 13.7       | -           |

| Option        |            |        |         |              |        |          |       |               |          |            |             |
|---------------|------------|--------|---------|--------------|--------|----------|-------|---------------|----------|------------|-------------|
| 1             |            |        |         |              |        |          |       |               |          |            |             |
|               | Chichester | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle |
| Chichester    | -          | 24.6   | 10.7    | 10.8         | 7.0    | 7.3      | 8.2   | 7.3           | 7.3      | 8.1        | 8.0         |
| Havant        | 28.7       | -      | 33.8    | 34.4         | 34.9   | 30.4     | 31.3  | 30.8          | 24.6     | 27.2       | 29.7        |
| Arundel       | 14.7       | 35.5   | -       | 9.8          | 14.5   | 5.3      | 7.2   | 13.3          | 18.3     | 17.1       | 18.8        |
| Bognor Regis  | 18.0       | 37.6   | 11.1    | -            | 23.8   | 13.6     | 10.7  | 7.9           | 20.4     | 19.2       | 25.0        |
| Lavant        | 8.7        | 32.9   | 12.7    | 17.1         | -      | 9.3      | 12.7  | 13.5          | 11.0     | 15.9       | 8.9         |
| Tangmere      | 9.5        | 30.4   | 6.3     | 10.0         | 9.3    | -        | 3.8   | 7.7           | 13.1     | 12.0       | 13.7        |
| Oving         | 10.1       | 29.8   | 7.2     | 7.4          | 13.6   | 3.8      | -     | 6.0           | 12.5     | 11.4       | 17.2        |
| North Mundham | 13.0       | 31.6   | 16.0    | 6.4          | 18.8   | 10.4     | 8.7   | -             | 14.4     | 13.2       | 20.1        |
| Apuldrum      | 14.4       | 25.1   | 20.7    | 24.4         | 13.3   | 17.3     | 21.5  | 20.8          | -        | 7.1        | 10.4        |
| Fishbourne    | 14.3       | 29.2   | 23.6    | 20.4         | 16.2   | 20.2     | 21.1  | 15.1          | 5.0      | -          | 14.5        |
| West Broyle   | 11.8       | 28.8   | 18.1    | 22.5         | 9.4    | 14.7     | 18.2  | 19.0          | 9.1      | 15.1       | -           |

|               | Chichester | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle |
|---------------|------------|--------|---------|--------------|--------|----------|-------|---------------|----------|------------|-------------|
| Chichester    | 0.0        | -1.3   | -0.3    | -1.1         | -0.1   | -0.3     | -0.6  | -0.8          | -1.5     | -2.7       | -0.2        |
| Havant        | 0.2        | 0.0    | -4.8    | 0.3          | 0.3    | -2.4     | 0.2   | 0.7           | 0.1      | 1.4        | 0.2         |
| Arundel       | -1.6       | -4.0   | 0.0     | -0.1         | 0.1    | 0.9      | 0.0   | 0.6           | -2.1     | -5.9       | -1.0        |
| Bognor Regis  | -3.5       | -2.9   | -0.3    | 0.0          | -0.2   | 0.4      | 0.9   | -1.0          | -4.4     | -3.3       | -3.6        |
| Lavant        | -0.6       | -1.3   | -0.3    | -1.8         | 0.0    | -0.4     | 0.4   | -3.3          | -1.2     | 0.2        | -0.4        |
| Tangmere      | -2.4       | -4.8   | 0.1     | -0.4         | -0.7   | 0.0      | -0.1  | -0.2          | -2.9     | -6.7       | -1.9        |
| Oving         | -4.1       | -5.2   | -0.1    | -1.0         | -1.0   | -0.1     | 0.0   | -0.2          | -6.7     | -7.1       | -2.0        |
| North Mundham | -2.9       | -1.3   | -1.3    | -0.1         | -2.7   | -0.9     | -0.9  | 0.0           | -2.8     | -1.9       | -3.1        |
| Apuldrum      | 1.4        | 0.1    | 0.0     | 3.2          | 0.2    | 0.0      | 3.2   | 3.6           | 0.0      | 1.4        | 0.1         |
| Fishbourne    | -1.3       | 1.2    | -0.9    | 0.7          | 0.2    | 1.5      | 4.1   | 0.9           | 0.0      | 0.0        | -0.3        |
| West Broyle   | 0.0        | 0.0    | -0.3    | -1.1         | 0.0    | -0.4     | 0.4   | -0.8          | -0.1     | 1.4        | 0.0         |

| Option        |            |        |         |              |        |          |       |               |          |            |             |
|---------------|------------|--------|---------|--------------|--------|----------|-------|---------------|----------|------------|-------------|
| 1A            |            |        |         |              |        |          |       |               |          |            |             |
|               | Chichester | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle |
| Chichester    | -          | 23.5   | 10.2    | 10.5         | 7.0    | 6.9      | 7.8   | 7.1           | 7.3      | 10.5       | 8.0         |
| Havant        | 27.0       | -      | 34.9    | 34.7         | 32.9   | 31.6     | 32.2  | 29.3          | 24.4     | 34.7       | 29.3        |
| Arundel       | 14.8       | 35.5   | -       | 9.7          | 13.7   | 4.5      | 7.1   | 11.9          | 18.6     | 9.7        | 18.1        |
| Bognor Regis  | 18.4       | 37.9   | 11.0    | -            | 23.3   | 13.2     | 9.9   | 8.2           | 21.9     | -          | 25.4        |
| Lavant        | 8.9        | 32.0   | 12.5    | 16.3         | -      | 9.2      | 12.3  | 12.9          | 11.0     | 16.3       | 8.9         |
| Tangmere      | 10.4       | 31.2   | 6.2     | 9.9          | 9.4    | -        | 3.8   | 7.6           | 14.3     | 9.9        | 13.7        |
| Oving         | 11.5       | 31.0   | 7.2     | 7.4          | 14.0   | 3.8      | -     | 6.0           | 15.0     | 7.4        | 18.2        |
| North Mundham | 14.0       | 32.7   | 15.4    | 6.4          | 18.9   | 9.7      | 8.1   | -             | 16.7     | 6.4        | 21.0        |
| Apuldrum      | 13.0       | 24.9   | 19.8    | 22.1         | 12.5   | 16.4     | 19.3  | 17.3          | -        | 22.1       | 10.2        |
| Fishbourne    | 18.4       | 37.9   | 11.0    | -            | 23.3   | 13.2     | 9.9   | 8.2           | 21.9     | -          | 25.4        |
| West Broyle   | 11.9       | 28.6   | 17.9    | 22.3         | 9.3    | 14.5     | 17.7  | 18.8          | 9.1      | 22.3       | -           |

|               | Chichester | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle |
|---------------|------------|--------|---------|--------------|--------|----------|-------|---------------|----------|------------|-------------|
| Chichester    | 0.0        | -2.4   | -0.8    | -1.4         | -0.1   | -0.8     | -1.0  | -1.0          | -1.4     | -0.3       | -0.2        |
| Havant        | -1.5       | 0.0    | -3.7    | 0.6          | -1.7   | -1.2     | 1.0   | -0.9          | -0.1     | 8.9        | -0.1        |
| Arundel       | -1.5       | -3.9   | 0.0     | -0.1         | -0.6   | 0.0      | -0.1  | -0.8          | -1.7     | -13.2      | -1.8        |
| Bognor Regis  | -3.1       | -2.6   | -0.4    | 0.0          | -0.7   | -0.1     | 0.1   | -0.7          | -2.9     | -22.5      | -3.3        |
| Lavant        | -0.4       | -2.3   | -0.4    | -2.5         | 0.0    | -0.4     | 0.0   | -4.0          | -1.2     | 0.6        | -0.4        |
| Tangmere      | -1.5       | -4.0   | 0.1     | -0.5         | -0.7   | 0.0      | -0.1  | -0.3          | -1.8     | -8.8       | -1.8        |
| Oving         | -2.8       | -4.0   | -0.1    | -1.0         | -0.6   | -0.1     | 0.0   | -0.2          | -4.3     | -11.0      | -0.9        |
| North Mundham | -2.0       | -0.3   | -1.9    | 0.0          | -2.7   | -1.6     | -1.5  | 0.0           | -0.6     | -8.7       | -2.2        |
| Apuldrum      | 0.0        | -0.1   | -0.9    | 1.0          | -0.6   | -0.9     | 1.1   | 0.1           | 0.0      | 16.5       | 0.0         |
| Fishbourne    | 2.8        | 9.9    | -13.5   | -19.7        | 7.3    | -5.5     | -7.1  | -5.9          | 16.8     | 0.0        | 10.6        |
| West Broyle   | 0.1        | -0.2   | -0.5    | -1.3         | -0.1   | -0.6     | -0.1  | -0.9          | -0.1     | 8.6        | 0.0         |

| Option        |            |        |         |              |        |          |       |               |          |            |             |
|---------------|------------|--------|---------|--------------|--------|----------|-------|---------------|----------|------------|-------------|
| 2             |            |        |         |              |        |          |       |               |          |            |             |
|               | Chichester | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle |
| Chichester    | -          | 25.6   | 10.8    | 10.7         | 7.0    | 7.4      | 7.9   | 7.2           | 8.0      | 8.2        | 8.1         |
| Havant        | 29.7       | -      | 32.9    | 33.9         | 35.3   | 29.5     | 30.4  | 30.9          | 24.6     | 27.6       | 29.7        |
| Arundel       | 14.4       | 33.3   | -       | 9.8          | 14.2   | 5.1      | 7.2   | 13.0          | 14.9     | 15.9       | 18.6        |
| Bognor Regis  | 17.7       | 35.3   | 11.0    | -            | 23.6   | 13.4     | 10.6  | 10.3          | 18.0     | 15.9       | 24.7        |
| Lavant        | 8.7        | 33.8   | 12.6    | 16.8         | -      | 9.2      | 12.7  | 13.4          | 11.0     | 14.4       | 8.9         |
| Tangmere      | 9.4        | 28.3   | 6.3     | 9.9          | 9.2    | -        | 3.8   | 7.7           | 11.0     | 11.2       | 13.6        |
| Oving         | 10.0       | 27.7   | 7.2     | 7.5          | 13.6   | 3.8      | -     | 6.0           | 10.3     | 10.6       | 17.1        |
| North Mundham | 10.9       | 28.0   | 14.9    | 6.5          | 16.8   | 9.1      | 7.5   | -             | 10.4     | 7.2        | 17.9        |
| Apuldrum      | 15.4       | 25.1   | 21.4    | 22.7         | 14.1   | 18.0     | 21.6  | 17.3          | -        | 5.5        | 10.5        |
| Fishbourne    | 14.5       | 29.3   | 23.2    | 18.2         | 17.0   | 19.8     | 18.1  | 12.8          | 5.0      | -          | 14.6        |
| West Broyle   | 12.0       | 28.8   | 18.1    | 22.6         | 9.4    | 14.7     | 18.3  | 19.2          | 8.9      | 13.7       | -           |

|               | Chichester | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle |
|---------------|------------|--------|---------|--------------|--------|----------|-------|---------------|----------|------------|-------------|
| Chichester    | 0.0        | -0.3   | -0.2    | -1.2         | -0.1   | -0.2     | -0.9  | -0.8          | -0.8     | -2.6       | -0.2        |
| Havant        | 1.3        | 0.0    | -5.7    | -0.1         | 0.7    | -3.3     | -0.8  | 0.8           | 0.0      | 1.9        | 0.3         |
| Arundel       | -1.9       | -6.2   | 0.0     | -0.1         | -0.1   | 0.7      | 0.0   | 0.3           | -4.4     | -6.8       | -1.2        |
| Bognor Regis  | -3.8       | -5.2   | -0.4    | 0.0          | -0.3   | 0.2      | 0.8   | 1.4           | -6.8     | -6.6       | -3.9        |
| Lavant        | -0.5       | -0.5   | -0.3    | -2.0         | 0.0    | -0.4     | 0.4   | -3.5          | -1.3     | -1.4       | -0.4        |
| Tangmere      | -2.5       | -6.9   | 0.1     | -0.5         | -0.8   | 0.0      | 0.0   | -0.2          | -5.1     | -7.5       | -1.9        |
| Oving         | -4.3       | -7.3   | -0.1    | -0.9         | -1.0   | -0.1     | 0.0   | -0.2          | -9.0     | -7.9       | -2.1        |
| North Mundham | -5.1       | -4.9   | -2.4    | 0.1          | -4.7   | -2.2     | -2.1  | 0.0           | -6.9     | -7.9       | -5.2        |
| Apuldrum      | 2.3        | 0.2    | 0.7     | 1.5          | 1.0    | 0.7      | 3.4   | 0.0           | 0.0      | -0.1       | 0.2         |
| Fishbourne    | -1.2       | 1.2    | -1.3    | -1.5         | 1.0    | 1.1      | 1.1   | -1.3          | 0.0      | 0.0        | -0.2        |
| West Broyle   | 0.3        | -0.1   | -0.3    | -1.0         | 0.0    | -0.4     | 0.4   | -0.6          | -0.3     | 0.0        | 0.0         |

| Option        | 2A         |        |         |              |        |          |       |               |          |            |             |               |        |         |              |        |          |       |               |          |            |             |      |  |
|---------------|------------|--------|---------|--------------|--------|----------|-------|---------------|----------|------------|-------------|---------------|--------|---------|--------------|--------|----------|-------|---------------|----------|------------|-------------|------|--|
|               | Chichester | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle | Chichester    | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle |      |  |
| Chichester    | -          | 25.0   | 10.2    | 11.1         | 7.0    | 6.8      | 7.7   | 7.8           | 8.0      | 8.9        | 8.0         | Chichester    | 0.0    | -0.8    | -0.8         | -0.8   | -0.1     | -0.8  | -1.1          | -0.2     | -0.7       | -1.9        | -0.2 |  |
| Havant        | 28.1       | -      | 32.4    | 30.3         | 34.1   | 29.0     | 27.4  | 27.0          | 24.6     | 26.7       | 29.7        | Havant        | -0.4   | 0.0     | -6.2         | -3.7   | -0.5     | -3.8  | -3.7          | -3.1     | 0.1        | 0.9         | 0.2  |  |
| Arundel       | 14.1       | 31.8   | -       | 9.7          | 13.9   | 4.7      | 7.2   | 13.3          | 14.9     | 15.8       | 18.1        | Arundel       | -2.1   | -7.7    | 0.0          | -0.1   | -0.5     | 0.3   | 0.0           | 0.6      | -5.4       | -7.1        | -1.7 |  |
| Bognor Regis  | 18.7       | 36.3   | 11.3    | -            | 22.8   | 13.7     | 11.6  | 7.2           | 19.4     | 16.2       | 25.7        | Bognor Regis  | -2.7   | -4.2    | -0.1         | 0.0    | -1.1     | 0.4   | 1.8           | -1.6     | -5.4       | -6.3        | -2.9 |  |
| Lavant        | 8.7        | 33.5   | 12.4    | 18.8         | -      | 9.0      | 12.0  | 15.7          | 10.9     | 17.2       | 8.9         | Lavant        | -0.6   | -0.8    | -0.6         | -0.1   | 0.0      | -0.6  | -0.3          | -1.2     | -1.4       | 1.5         | -0.4 |  |
| Tangmere      | 9.5        | 27.2   | 6.2     | 10.5         | 9.3    | -        | 3.9   | 8.1           | 10.3     | 11.2       | 13.5        | Tangmere      | -2.5   | -8.0    | 0.1          | 0.0    | -0.8     | 0.0   | 0.2           | -5.7     | -7.4       | -2.0        |      |  |
| Oving         | 10.1       | 27.6   | 7.2     | 7.4          | 13.8   | 3.9      | -     | 6.4           | 10.8     | 11.7       | 17.1        | Oving         | -4.2   | -7.4    | -0.1         | -1.0   | -0.8     | -0.1  | 0.0           | 0.2      | -8.5       | -6.8        | -2.0 |  |
| North Mundham | 16.1       | 33.6   | 18.7    | 6.5          | 22.0   | 13.6     | 11.5  | -             | 16.7     | 10.2       | 23.1        | North Mundham | 0.1    | 0.6     | 1.4          | 0.1    | 0.5      | 2.3   | 1.9           | 0.0      | -0.5       | -4.9        | -0.1 |  |
| Apuldrum      | 14.6       | 25.0   | 20.4    | 20.6         | 13.3   | 17.1     | 17.8  | 17.3          | -        | 9.1        | 10.4        | Apuldrum      | 1.5    | 0.0     | -0.2         | -0.5   | 0.2      | -0.3  | -0.5          | 0.1      | 0.0        | 3.4         | 0.1  |  |
| Fishbourne    | 19.2       | 33.9   | 27.1    | 19.4         | 22.8   | 23.8     | 22.1  | 14.0          | 11.6     | -          | 21.1        | Fishbourne    | 3.6    | 5.8     | 2.7          | -0.2   | 6.9      | 5.1   | 5.1           | -0.2     | 6.6        | 0.0         | 6.3  |  |
| West Broyle   | 11.8       | 28.7   | 17.8    | 22.8         | 9.3    | 14.5     | 17.5  | 19.5          | 9.0      | 17.0       | -           | West Broyle   | 0.0    | -0.1    | -0.6         | -0.8   | -0.1     | -0.6  | -0.4          | -0.2     | -0.2       | 3.3         | 0.0  |  |



| Average Journey Times (mins) |  |  |  |  |  |  |  |  |  |  |
|------------------------------|--|--|--|--|--|--|--|--|--|--|
| 2041 HIGH                    |  |  |  |  |  |  |  |  |  |  |
| Peak IP                      |  |  |  |  |  |  |  |  |  |  |

| Option        | Do Minimum |        |         |              |        |          |       |               |          |            |             |
|---------------|------------|--------|---------|--------------|--------|----------|-------|---------------|----------|------------|-------------|
|               | Chichester | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle |
| Chichester    | -          | 26.1   | 11.3    | 15.6         | 7.1    | 7.9      | 9.1   | 11.7          | 8.8      | 11.5       | 8.3         |
| Havant        | 23.7       | -      | 33.7    | 32.5         | 29.6   | 30.1     | 28.2  | 28.2          | 21.5     | 22.4       | 29.0        |
| Arundel       | 12.6       | 37.1   | -       | 9.9          | 13.5   | 4.2      | 7.1   | 12.1          | 18.6     | 20.9       | 18.1        |
| Bognor Regis  | 16.1       | 35.9   | 10.5    | -            | 20.4   | 10.4     | 7.2   | 6.8           | 20.3     | 18.4       | 23.4        |
| Lavant        | 7.0        | 32.0   | 12.3    | 19.3         | -      | 8.9      | 12.9  | 16.4          | 11.2     | 15.0       | 8.9         |
| Tangmere      | 8.5        | 33.1   | 5.6     | 10.3         | 9.4    | -        | 3.9   | 7.4           | 14.6     | 16.8       | 14.1        |
| Oving         | 11.1       | 32.1   | 7.1     | 8.2          | 14.1   | 4.0      | -     | 5.7           | 16.6     | 15.8       | 18.4        |
| North Mundham | 11.6       | 30.4   | 12.5    | 6.6          | 17.7   | 6.9      | 5.2   | -             | 14.8     | 13.0       | 18.9        |
| Apuldrum      | 8.8        | 22.9   | 17.6    | 18.8         | 10.6   | 14.3     | 14.6  | 14.5          | -        | 5.9        | 9.6         |
| Fishbourne    | 12.3       | 25.2   | 19.1    | 17.9         | 14.8   | 15.5     | 13.7  | 12.7          | 6.3      | -          | 13.9        |
| West Broyle   | 8.3        | 28.2   | 17.1    | 23.8         | 8.9    | 13.7     | 17.3  | 19.8          | 9.0      | 13.6       | -           |

| Option        | 1          |        |         |              |        |          |       |               |          |            |             |               |        |         |              |        |          |       |               |          |            |             |      |
|---------------|------------|--------|---------|--------------|--------|----------|-------|---------------|----------|------------|-------------|---------------|--------|---------|--------------|--------|----------|-------|---------------|----------|------------|-------------|------|
|               | Chichester | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle | Chichester    | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle |      |
| Chichester    | -          | 24.2   | 11.1    | 14.4         | 7.1    | 7.7      | 8.7   | 10.5          | 7.4      | 9.7        | 8.0         | Chichester    | 0.0    | -1.9    | -0.1         | -1.1   | 0.0      | -0.2  | -0.4          | -1.2     | -1.4       | -1.8        | -0.3 |
| Havant        | 23.5       | -      | 30.6    | 30.8         | 29.4   | 27.2     | 26.5  | 26.8          | 21.3     | 23.6       | 29.2        | Havant        | -0.2   | 0.0     | -3.2         | -1.7   | -0.2     | -2.9  | -1.8          | -1.4     | -0.2       | 1.2         | 0.2  |
| Arundel       | 11.7       | 31.8   | -       | 9.9          | 13.1   | 4.2      | 7.1   | 12.1          | 15.2     | 14.4       | 17.3        | Arundel       | -0.9   | -5.3    | 0.0          | 0.0    | -0.3     | 0.0   | 0.0           | 0.0      | -3.5       | -6.5        | -0.9 |
| Bognor Regis  | 13.4       | 32.2   | 10.5    | -            | 19.1   | 10.8     | 8.1   | 6.7           | 15.5     | 14.8       | 20.4        | Bognor Regis  | -2.7   | -3.7    | 0.0          | 0.0    | -1.3     | 0.4   | 0.9           | -0.1     | -4.8       | -3.7        | -3.0 |
| Lavant        | 7.0        | 30.4   | 12.1    | 19.1         | -      | 8.7      | 12.8  | 16.5          | 10.7     | 15.8       | 8.7         | Lavant        | 0.0    | -1.6    | -0.2         | -0.1   | 0.0      | -0.2  | -0.2          | 0.1      | -0.5       | 0.8         | -0.1 |
| Tangmere      | 7.6        | 27.7   | 5.6     | 10.3         | 9.0    | -        | 3.9   | 7.4           | 11.1     | 10.3       | 13.2        | Tangmere      | -0.9   | -5.4    | 0.0          | 0.0    | -0.4     | 0.0   | 0.0           | -0.1     | -3.5       | -6.5        | -0.9 |
| Oving         | 8.7        | 27.5   | 7.0     | 8.1          | 13.6   | 3.9      | -     | 5.6           | 10.8     | 10.0       | 15.7        | Oving         | -2.4   | -4.6    | 0.0          | -0.1   | -0.5     | -0.1  | 0.0           | 0.0      | -5.7       | -5.8        | -2.6 |
| North Mundham | 9.4        | 27.0   | 12.6    | 6.6          | 15.1   | 7.1      | 5.4   | -             | 10.3     | 9.6        | 16.4        | North Mundham | -2.2   | -3.4    | 0.2          | 0.0    | -2.6     | 0.1   | 0.2           | 0.0      | -4.5       | -3.4        | -2.5 |
| Apuldrum      | 8.7        | 23.2   | 16.2    | 16.4         | 10.4   | 12.8     | 12.1  | 12.4          | -        | 9.1        | 9.4         | Apuldrum      | -0.1   | 0.3     | -1.4         | -2.4   | -0.2     | -1.4  | -2.5          | -2.1     | 0.0        | 3.2         | -0.2 |
| Fishbourne    | 10.9       | 25.4   | 18.5    | 18.7         | 14.6   | 15.1     | 14.3  | 14.7          | 6.4      | -          | 13.7        | Fishbourne    | -1.4   | 0.3     | -0.7         | 0.7    | -0.2     | -0.4  | 0.7           | 2.0      | 0.0        | 0.0         | -0.2 |
| West Broyle   | 8.3        | 28.1   | 16.9    | 22.3         | 8.8    | 13.5     | 17.0  | 18.3          | 8.8      | 14.8       | -           | West Broyle   | 0.1    | -0.1    | -0.2         | -1.5   | -0.1     | -0.2  | -0.3          | -1.5     | -0.2       | 1.2         | 0.0  |

| Option        | 1A         |        |         |              |        |          |       |               |          |            |             |               | 2B         |        |         |              |        |          |       |               |          |            |             |
|---------------|------------|--------|---------|--------------|--------|----------|-------|---------------|----------|------------|-------------|---------------|------------|--------|---------|--------------|--------|----------|-------|---------------|----------|------------|-------------|
|               | Chichester | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle |               | Chichester | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle |
| Chichester    | -          | 23.8   | 11.0    | 14.7         | 7.0    | 7.6      | 8.6   | 10.7          | 8.2      | 14.7       | 8.1         | Chichester    | 0.0        | -2.4   | -0.3    | -0.8         | -0.1   | -0.3     | -0.5  | -0.9          | -0.6     | 3.2        | -0.2        |
| Havant        | 23.4       | -      | 32.5    | 32.6         | 29.0   | 29.1     | 28.3  | 28.6          | 21.1     | 32.6       | 29.2        | Havant        | -0.3       | 0.0    | -1.3    | 0.1          | -0.6   | -0.9     | 0.0   | 0.4           | -0.5     | 10.2       | 0.2         |
| Arundel       | 11.6       | 33.6   | -       | 9.9          | 13.2   | 4.2      | 7.1   | 12.0          | 18.3     | 9.9        | 17.4        | Arundel       | -1.0       | -3.5   | 0.0     | 0.0          | -0.3   | 0.0      | 0.0   | -0.1          | -0.4     | -11.0      | -0.7        |
| Bognor Regis  | 13.4       | 34.1   | 10.4    | -            | 18.4   | 10.6     | 7.7   | 6.6           | 18.8     | -          | 20.4        | Bognor Regis  | -2.7       | -1.8   | -0.1    | 0.0          | -2.1   | 0.3      | 0.5   | -0.3          | -1.6     | -18.4      | -3.0        |
| Lavant        | 7.0        | 29.1   | 12.1    | 19.0         | -      | 8.7      | 12.7  | 16.3          | 10.8     | 19.0       | 8.7         | Lavant        | -0.1       | -2.9   | -0.2    | -0.3         | 0.0    | -0.2     | -0.3  | -0.1          | -0.4     | 4.0        | -0.1        |
| Tangmere      | 7.6        | 29.6   | 5.4     | 10.2         | 9.1    | -        | 3.9   | 7.3           | 14.2     | 10.2       | 13.4        | Tangmere      | -1.0       | -3.5   | -0.2    | 0.0          | -0.3   | 0.0      | 0.0   | -0.1          | -0.4     | -6.6       | -0.7        |
| Oving         | 8.9        | 29.6   | 7.0     | 8.1          | 13.6   | 3.9      | -     | 5.6           | 14.2     | 8.1        | 15.9        | Oving         | -2.2       | -2.5   | -0.1    | -0.1         | -0.5   | -0.1     | 0.0   | -0.1          | -2.3     | -7.7       | -2.5        |
| North Mundham | 9.3        | 30.2   | 12.0    | 6.4          | 14.3   | 6.9      | 5.3   | -             | 14.9     | 6.4        | 16.4        | North Mundham | -2.3       | -0.1   | -0.5    | -0.2         | -3.4   | 0.0      | 0.0   | 0.0           | 0.1      | -6.5       | -2.5        |
| Apuldrum      | 7.6        | 20.6   | 17.1    | 17.2         | 10.3   | 13.7     | 12.9  | 13.2          | -        | 17.2       | 9.4         | Apuldrum      | -1.2       | -2.3   | -0.5    | -1.7         | -0.2   | -0.5     | -1.7  | -1.4          | 0.0      | 11.2       | -0.2        |
| Fishbourne    | 13.4       | 34.1   | 10.4    | -            | 18.4   | 10.6     | 7.7   | 6.6           | 18.8     | -          | 20.4        | Fishbourne    | 1.1        | 8.9    | -8.8    | -17.9        | 3.6    | -4.9     | -6.0  | -6.1          | 12.4     | 0.0        | 6.6         |
| West Broyle   | 8.2        | 28.0   | 16.8    | 22.9         | 8.8    | 13.4     | 16.7  | 18.9          | 8.9      | 22.9       | -           | West Broyle   | -0.1       | -0.2   | -0.3    | -0.9         | -0.1   | -0.3     | -0.6  | -1.0          | -0.1     | 9.2        | 0.0         |

| Option        | 2          |        |         |              |        |          |       |               |          |            |             |               |        |         |              |        |          |       |               |          |            |             |      |
|---------------|------------|--------|---------|--------------|--------|----------|-------|---------------|----------|------------|-------------|---------------|--------|---------|--------------|--------|----------|-------|---------------|----------|------------|-------------|------|
|               | Chichester | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle | Chichester    | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle |      |
| Chichester    | -          | 25.5   | 10.8    | 13.8         | 7.1    | 7.4      | 8.4   | 9.9           | 8.6      | 8.9        | 8.1         | Chichester    | 0.0    | -0.7    | -0.4         | -1.7   | 0.0      | -0.5  | -0.7          | -1.7     | -0.2       | -2.6        | -0.2 |
| Havant        | 23.8       | -      | 29.4    | 29.2         | 29.8   | 26.0     | 24.9  | 25.3          | 21.7     | 22.0       | 29.0        | Havant        | 0.1    | 0.0     | -4.3         | -3.3   | 0.2      | -4.1  | -3.3          | -2.9     | 0.1        | -0.4        | 0.0  |
| Arundel       | 11.5       | 30.1   | -       | 9.8          | 13.1   | 4.2      | 7.1   | 12.0          | 13.5     | 13.8       | 17.3        | Arundel       | -1.1   | -7.1    | 0.0          | 0.0    | -0.4     | 0.0   | 0.0           | -0.1     | -5.1       | -7.1        | -0.9 |
| Bognor Regis  | 13.2       | 30.4   | 10.4    | -            | 18.4   | 10.8     | 8.0   | 7.1           | 13.9     | 12.6       | 20.3        | Bognor Regis  | -2.9   | -5.4    | -0.1         | 0.0    | -2.0     | 0.4   | 0.8           | 0.2      | -6.4       | -5.9        | -3.2 |
| Lavant        | 7.0        | 31.5   | 12.1    | 18.8         | -      | 8.7      | 12.5  | 15.3          | 10.7     | 14.0       | 8.7         | Lavant        | 0.0    | -0.6    | -0.2         | -0.5   | 0.0      | -0.2  | -0.4          | -1.2     | -0.5       | -1.0        | -0.1 |
| Tangmere      | 7.4        | 26.0   | 5.6     | 10.2         | 9.0    | -        | 3.9   | 7.3           | 9.4      | 9.7        | 13.2        | Tangmere      | -1.1   | -7.1    | 0.0          | -0.1   | -0.4     | 0.0   | -0.1          | -0.1     | -5.2       | -7.1        | -0.9 |
| Oving         | 8.6        | 25.8   | 7.0     | 8.2          | 13.6   | 3.9      | -     | 5.6           | 9.2      | 9.5        | 15.6        | Oving         | -2.5   | -6.3    | 0.0          | 0.0    | -0.5     | -0.1  | 0.0           | -0.1     | -7.4       | -6.3        | -2.8 |
| North Mundham | 9.1        | 25.6   | 12.1    | 6.8          | 14.3   | 7.0      | 5.3   | -             | 8.7      | 6.8        | 16.1        | North Mundham | -2.5   | -4.8    | -0.4         | 0.2    | -3.5     | 0.1   | 0.1           | 0.0      | -6.1       | -6.2        | -2.8 |
| Apuldrum      | 8.9        | 24.6   | 17.6    | 17.5         | 10.5   | 14.2     | 13.2  | 13.4          | -        | 5.4        | 9.5         | Apuldrum      | 0.1    | 1.7     | 0.0          | -1.4   | -0.1     | -0.1  | -1.4          | -1.1     | 0.0        | -0.5        | -0.2 |
| Fishbourne    | 10.4       | 25.0   | 16.5    | 15.6         | 13.4   | 13.1     | 12.1  | 9.9           | 5.1      | -          | 12.4        | Fishbourne    | -1.9   | -0.1    | -2.6         | -2.4   | -1.4     | -2.3  | -1.6          | -2.8     | -1.3       | 0.0         | -1.4 |
| West Broyle   | 8.4        | 28.2   | 16.9    | 21.5         | 8.8    | 13.5     | 16.7  | 17.5          | 8.8      | 13.1       | -           | West Broyle   | 0.2    | 0.1     | -0.2         | -2.3   | 0.0      | -0.2  | -0.6          | -2.4     | -0.2       | -0.6        | 0.0  |

| Option        | 2A         |        |         |              |        |          |       |               |          |            |             |               |        |         |              |        |          |       |               |          |            |             |      |
|---------------|------------|--------|---------|--------------|--------|----------|-------|---------------|----------|------------|-------------|---------------|--------|---------|--------------|--------|----------|-------|---------------|----------|------------|-------------|------|
|               | Chichester | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle | Chichester    | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle |      |
| Chichester    | -          | 24.7   | 10.8    | 14.1         | 7.1    | 7.4      | 8.3   | 10.5          | 7.9      | 9.2        | 8.1         | Chichester    | 0.0    | -1.4    | -0.4         | -1.5   | 0.0      | -0.5  | -0.7          | -1.2     | -0.9       | -2.3        | -0.2 |
| Havant        | 23.6       | -      | 29.7    | 29.6         | 29.2   | 26.3     | 25.3  | 25.9          | 21.4     | 22.6       | 29.1        | Havant        | -0.1   | 0.0     | -4.0         | -2.9   | -0.4     | -3.8  | -2.9          | -2.3     | -0.1       | 0.1         | 0.1  |
| Arundel       | 11.6       | 29.7   | -       | 9.8          | 13.1   | 4.2      | 7.1   | 12.6          | 13.1     | 14.2       | 17.2        | Arundel       | -1.0   | -7.5    | 0.0          | 0.0    | -0.4     | 0.0   | 0.0           | 0.5      | -5.6       | -6.7        | -0.9 |
| Bognor Regis  | 14.3       | 31.2   | 10.5    | -            | 19.6   | 11.6     | 8.7   | 6.6           | 14.6     | 15.2       | 21.3        | Bognor Regis  | -1.8   | -4.6    | 0.0          | 0.0    | -0.9     | 1.3   | 1.5           | -0.2     | -5.7       | -3.3        | -2.1 |
| Lavant        | 7.1        | 30.3   | 12.0    | 18.9         | -      | 8.6      | 12.2  | 16.0          | 10.7     | 14.7       | 8.7         | Lavant        | 0.0    | -1.7    | -0.3         | -0.4   | 0.0      | -0.3  | -0.7          | -0.4     | -0.5       | -0.4        | -0.1 |
| Tangmere      | 7.5        | 25.6   | 5.5     | 10.7         | 9.0    | -        | 4.0   | 7.9           | 9.0      | 10.1       | 13.1        | Tangmere      | -1.0   | -7.5    | -0.1         | 0.4    | -0.4     | 0.0   | 0.1           | 0.4      | -5.6       | -6.7        | -1.0 |
| Oving         | 9.1        | 26.0   | 7.0     | 7.9          | 13.5   | 3.9      | -     | 6.0           | 9.4      | 10.8       | 16.2        | Oving         | -1.9   | -6.0    | 0.0          | -0.3   | -0.6     | -0.1  | 0.0           | 0.3      | -7.1       | -5.0        | -2.2 |
| North Mundham | 11.2       | 28.2   | 14.0    | 6.7          | 16.5   | 8.6      | 6.9   | -             | 11.5     | 9.7        | 18.3        | North Mundham | -0.4   | -2.2    | 1.5          | 0.1    | -1.2     | 1.6   | 1.7           | 0.0      | -3.3       | -3.2        | -0.6 |
| Apuldrum      | 8.1        | 22.5   | 14.6    | 14.4         | 10.3   | 11.1     | 10.1  | 10.8          | -        | 7.3        | 9.4         | Apuldrum      | -0.6   | -0.4    | -3.1         | -4.4   | -0.3     | -3.1  | -4.4          | -3.8     | 0.0        | 1.4         | -0.3 |
| Fishbourne    | 17.2       | 31.5   | 23.6    | 23.3         | 21.5   | 20.2     | 19.2  | 17.6          | 13.3     | -          | 20.5        | Fishbourne    | 4.9    | 6.4     | 4.5          | 5.4    | 6.7      | 4.7   | 5.5           | 4.9      | 6.9        | 0.0         | 6.7  |
| West Broyle   | 8.2        | 28.1   | 16.8    | 20.9         | 8.8    | 13.3     | 16.5  | 17.2          | 8.8      | 13.6       | -           | West Broyle   | -0.1   | -0.1    | -0.4         | -2.9   | -0.1     | -0.4  | -0.8          | -2.6     | -0.2       | 0.0         | 0.0  |

| Option        | 3          |        |         |              |        |          |       |               |          |            |             | 4             |        |         |              |        |          |       |               |          |            |             |      |
|---------------|------------|--------|---------|--------------|--------|----------|-------|---------------|----------|------------|-------------|---------------|--------|---------|--------------|--------|----------|-------|---------------|----------|------------|-------------|------|
|               | Chichester | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle | Chichester    | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle |      |
| Chichester    | -          | 24.4   | 10.4    | 14.3         | 7.1    | 7.0      | 8.0   | 10.2          | 7.5      | 8.4        | 8.0         | Chichester    | 0.0    | -1.8    | -0.8         | -1.3   | 0.0      | -0.9  | -1.1          | -1.4     | -1.2       | -3.1        | -0.3 |
| Havant        | 23.7       | -      | 31.0    | 30.5         | 29.7   | 27.6     | 26.2  | 26.5          | 22.4     | 23.3       | 29.0        | Havant        | 0.0    | 0.0     | -2.8         | -1.9   | 0.1      | -2.5  | -2.1          | -1.7     | 0.9        | 0.8         | 0.0  |
| Arundel       | 12.1       | 34.1   | -       | 9.8          | 13.2   | 4.2      | 7.1   | 12.0          | 17.2     | 16.3       | 17.4        | Arundel       | -0.5   | -3.1    | 0.0          | 0.0    | -0.3     | 0.0   | 0.0           | -0.1     | -1.4       | -4.6        | -0.7 |
| Bognor Regis  | 16.1       | 33.1   | 10.5    | -            | 20.1   | 10.4     | 7.2   | 7.1           | 16.3     | 15.4       | 23.1        | Bognor Regis  | -0.1   | -2.7    | 0.0          | 0.0    | -0.3     | 0.0   | 0.0           | 0.3      | -4.0       | -3.1        | -0.3 |
| Lavant        | 7.1        | 31.1   | 12.1    | 18.5         | -      | 8.7      | 12.0  | 15.1          | 10.7     | 15.1       | 8.7         | Lavant        | 0.1    | -1.0    | -0.2         | -0.8   | 0.0      | -0.2  | -0.9          | -1.3     | -0.5       | 0.1         | -0.1 |
| Tangmere      | 8.0        | 30.0   | 5.6     | 10.3         | 9.1    | -        | 3.9   | 7.4           | 13.2     | 12.2       | 13.3        | Tangmere      | -0.5   | -3.1    | 0.0          | 0.0    | -0.3     | 0.0   | 0.0           | -0.1     | -1.4       | -4.6        | -0.8 |
| Oving         | 10.5       | 28.9   | 7.1     | 8.2          | 13.7   | 4.0      | -     | 5.6           | 12.1     | 11.2       | 17.5        | Oving         | -0.6   | -3.2    | 0.0          | 0.0    | -0.4     | 0.0   | 0.0           | 0.0      | -4.5       | -4.7        | -0.9 |
| North Mundham | 10.4       | 27.4   | 12.7    | 6.7          | 15.9   | 7.1      | 5.4   | -             | 10.5     | 9.6        | 17.4        | North Mundham | -1.3   | -3.0    | 0.2          | 0.2    | -1.8     | 0.2   | 0.2           | 0.0      | -4.3       | -3.4        | -1.5 |
| Apuldrum      | 8.8        | 24.5   | 17.6    | 17.2         | 10.4   | 14.2     | 12.8  | 13.1          | -        | 9.1        | 9.5         | Apuldrum      | 0.0    | 1.6     | 0.0          | -1.6   | -0.1     | 0.0   | -1.7          | -1.4     | 0.0        | 3.1         | -0.2 |
| Fishbourne    | 11.1       | 25.4   | 19.3    | 18.9         | 14.0   | 15.9     | 14.5  | 14.8          | 5.7      | -          | 13.1        | Fishbourne    | -1.1   | 0.3     | 0.1          | 0.9    | -0.7     | 0.4   | 0.8           | 2.1      | -0.6       | 0.0         | -0.8 |
| West Broyle   | 8.4        | 28.1   | 16.9    | 22.6         | 8.8    | 13.5     | 16.3  | 18.5          | 8.8      | 14.7       | -           | West Broyle   | 0.1    | 0.0     | -0.2         | -1.2   | 0.0      | -0.2  | -0.9          | -1.3     | -0.2       | 1.0         | 0.0  |



| Average Journey Times (mins) |            |        |         |              |        |          |       |               |          |            |             |  |               |        |         |              |        |          |       |               |          |            |             |      |
|------------------------------|------------|--------|---------|--------------|--------|----------|-------|---------------|----------|------------|-------------|--|---------------|--------|---------|--------------|--------|----------|-------|---------------|----------|------------|-------------|------|
| Year 2041 HIGH               |            |        |         |              |        |          |       |               |          |            |             |  |               |        |         |              |        |          |       |               |          |            |             |      |
| Peak PM                      |            |        |         |              |        |          |       |               |          |            |             |  |               |        |         |              |        |          |       |               |          |            |             |      |
| Option                       | Do Minimum |        |         |              |        |          |       |               |          |            |             |  |               |        |         |              |        |          |       |               |          |            |             |      |
|                              | Chichester | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle |  |               |        |         |              |        |          |       |               |          |            |             |      |
| Chichester                   | -          | 32.2   | 15.7    | 21.9         | 7.9    | 12.2     | 13.5  | 17.3          | 9.3      | 12.5       | 9.0         |  |               |        |         |              |        |          |       |               |          |            |             |      |
| Havant                       | 26.4       | -      | 37.8    | 38.2         | 32.2   | 34.3     | 33.7  | 32.5          | 24.4     | 24.4       | 29.3        |  |               |        |         |              |        |          |       |               |          |            |             |      |
| Arundel                      | 14.5       | 42.1   | -       | 11.1         | 14.7   | 4.3      | 6.9   | 13.7          | 20.5     | 20.9       | 20.1        |  |               |        |         |              |        |          |       |               |          |            |             |      |
| Bognor Regis                 | 17.9       | 37.8   | 10.5    | -            | 21.2   | 10.2     | 6.7   | 7.4           | 19.3     | 16.7       | 25.6        |  |               |        |         |              |        |          |       |               |          |            |             |      |
| Lavant                       | 6.9        | 35.9   | 14.8    | 23.7         | -      | 11.3     | 15.3  | 20.1          | 12.0     | 15.1       | 9.2         |  |               |        |         |              |        |          |       |               |          |            |             |      |
| Tangmere                     | 10.4       | 38.0   | 6.3     | 12.6         | 10.6   | -        | 4.3   | 9.0           | 16.3     | 16.8       | 16.0        |  |               |        |         |              |        |          |       |               |          |            |             |      |
| Oving                        | 12.9       | 36.6   | 7.1     | 9.2          | 15.0   | 4.0      | -     | 6.9           | 18.1     | 15.5       | 19.7        |  |               |        |         |              |        |          |       |               |          |            |             |      |
| North Mundham                | 13.9       | 33.3   | 14.0    | 8.7          | 18.8   | 7.7      | 6.0   | -             | 14.8     | 12.1       | 21.6        |  |               |        |         |              |        |          |       |               |          |            |             |      |
| Apuldrum                     | 8.9        | 26.6   | 20.4    | 23.9         | 11.0   | 17.0     | 19.4  | 18.1          | -        | 5.2        | 9.8         |  |               |        |         |              |        |          |       |               |          |            |             |      |
| Fishbourne                   | 13.1       | 29.5   | 21.6    | 22.0         | 15.2   | 18.1     | 17.5  | 15.4          | 6.3      | -          | 14.0        |  |               |        |         |              |        |          |       |               |          |            |             |      |
| West Broyle                  | 8.2        | 30.5   | 19.8    | 29.0         | 9.0    | 16.3     | 20.6  | 25.5          | 9.1      | 13.0       | -           |  |               |        |         |              |        |          |       |               |          |            |             |      |
| Option                       | 1          |        |         |              |        |          |       |               |          |            |             |  |               |        |         |              |        |          |       |               |          |            |             |      |
|                              | Chichester | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle |  | Chichester    | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle |      |
| Chichester                   | -          | 30.8   | 17.7    | 23.1         | 7.9    | 14.1     | 15.1  | 18.7          | 9.4      | 13.6       | 9.1         |  | Chichester    | 0.0    | -1.4    | 1.9          | 1.3    | 0.0      | 1.9   | 1.7           | 1.4      | 0.0        | 1.1         | 0.1  |
| Havant                       | 25.8       | -      | 34.2    | 36.6         | 31.3   | 30.6     | 31.6  | 32.1          | 22.9     | 26.3       | 29.5        |  | Havant        | -0.6   | 0.0     | -3.6         | -1.7   | -0.9     | -3.7  | -2.1          | -0.4     | -1.5       | 1.8         | 0.1  |
| Arundel                      | 13.2       | 35.9   | -       | 10.9         | 14.1   | 4.3      | 7.3   | 14.2          | 15.4     | 14.4       | 18.7        |  | Arundel       | -1.3   | -6.2    | 0.0          | -0.2   | -0.6     | 0.1   | 0.4           | 0.5      | -5.1       | -6.5        | -1.4 |
| Bognor Regis                 | 13.2       | 34.9   | 10.4    | -            | 18.5   | 10.6     | 7.1   | 6.7           | 14.4     | 13.4       | 20.9        |  | Bognor Regis  | -4.7   | -2.9    | -0.1         | 0.0    | -2.7     | 0.4   | 0.4           | -0.7     | -4.9       | -3.2        | -0.4 |
| Lavant                       | 6.8        | 34.6   | 16.2    | 24.8         | -      | 12.7     | 17.0  | 22.2          | 11.1     | 17.4       | 8.8         |  | Lavant        | -0.1   | -1.3    | 1.4          | 1.1    | 0.0      | 1.3   | 1.7           | 2.2      | -0.9       | 2.3         | -0.4 |
| Tangmere                     | 9.0        | 31.7   | 6.4     | 12.1         | 9.9    | -        | 4.3   | 9.4           | 11.2     | 10.2       | 14.5        |  | Tangmere      | -1.4   | -6.3    | 0.1          | -0.5   | -0.7     | 0.0   | 0.1           | 0.5      | -5.2       | -6.6        | -1.5 |
| Oving                        | 10.2       | 31.9   | 7.1     | 9.7          | 14.6   | 3.9      | -     | 7.3           | 11.4     | 10.4       | 17.9        |  | Oving         | -2.7   | -4.7    | -0.1         | 0.5    | -0.5     | -0.1  | 0.0           | 0.4      | -6.8       | -5.1        | -1.8 |
| North Mundham                | 10.1       | 30.6   | 12.7    | 7.4          | 15.4   | 7.4      | 5.7   | -             | 10.1     | 9.2        | 17.7        |  | North Mundham | -3.8   | -2.6    | -1.3         | -1.3   | -3.3     | -0.3  | -0.2          | 0.0      | -4.7       | -2.9        | -3.9 |
| Apuldrum                     | 8.4        | 26.4   | 17.3    | 19.7         | 10.7   | 13.8     | 14.8  | 15.2          | -        | 9.4        | 9.8         |  | Apuldrum      | -0.4   | -0.2    | -3.1         | -4.2   | -0.4     | -3.2  | -4.7          | -2.9     | 0.0        | 4.2         | -0.1 |
| Fishbourne                   | 9.9        | 27.5   | 18.7    | 21.1         | 14.1   | 15.2     | 16.2  | 16.7          | 5.5      | -          | 13.2        |  | Fishbourne    | -3.2   | -2.0    | -2.9         | -0.9   | -1.2     | -2.9  | -1.3          | 1.3      | -0.8       | 0.0         | -0.9 |
| West Broyle                  | 8.1        | 30.2   | 21.1    | 26.6         | 8.9    | 17.6     | 21.6  | 22.1          | 9.0      | 16.1       | -           |  | West Broyle   | -0.2   | -0.3    | 1.3          | -2.4   | -0.1     | 1.2   | 1.0           | -3.3     | -0.1       | 3.1         | 0.0  |
| Option                       | 1A         |        |         |              |        |          |       |               |          |            |             |  |               |        |         |              |        |          |       |               |          |            |             |      |
|                              | Chichester | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle |  | Chichester    | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle |      |
| Chichester                   | -          | 28.4   | 14.4    | 20.6         | 7.4    | 10.9     | 11.8  | 15.7          | 9.2      | 20.6       | 8.7         |  | Chichester    | 0.0    | -3.7    | -1.4         | -1.3   | -0.5     | -1.4  | -1.6          | -1.6     | -0.2       | 8.1         | -0.3 |
| Havant                       | 25.2       | -      | 35.6    | 36.6         | 30.6   | 32.1     | 31.9  | 31.9          | 22.2     | 36.6       | 29.4        |  | Havant        | -1.1   | 0.0     | -2.3         | -1.7   | -1.6     | -2.3  | -1.8          | -0.6     | -2.2       | 12.1        | 0.1  |
| Arundel                      | 13.1       | 37.1   | -       | 10.9         | 14.2   | 4.3      | 7.2   | 13.6          | 18.3     | 10.9       | 19.3        |  | Arundel       | -1.4   | -5.0    | 0.0          | -0.1   | -0.5     | 0.0   | 0.3           | -0.1     | -2.2       | -10.0       | -0.8 |
| Bognor Regis                 | 13.2       | 36.5   | 10.3    | -            | 17.9   | 10.5     | 7.0   | 6.8           | 17.7     | -          | 20.8        |  | Bognor Regis  | -4.7   | -1.3    | -0.1         | 0.0    | -3.3     | 0.3   | 0.3           | -0.6     | -1.6       | -16.7       | -4.9 |
| Lavant                       | 6.8        | 33.4   | 13.9    | 23.1         | -      | 10.4     | 14.5  | 19.7          | 11.5     | 23.1       | 8.9         |  | Lavant        | -0.1   | -2.5    | -0.9         | -0.6   | 0.0      | -0.9  | -0.8          | -0.4     | -0.5       | 8.0         | -0.8 |
| Tangmere                     | 9.0        | 33.0   | 6.4     | 12.6         | 10.0   | -        | 4.1   | 8.9           | 14.2     | 12.6       | 15.1        |  | Tangmere      | -1.4   | -5.0    | 0.1          | 0.0    | -0.5     | 0.0   | -0.2          | -0.1     | -2.2       | -4.2        | -0.8 |
| Oving                        | 10.7       | 33.8   | 7.1     | 9.9          | 14.4   | 3.9      | -     | 7.0           | 15.0     | 9.9        | 18.3        |  | Oving         | -2.2   | -2.8    | -0.1         | 0.7    | -0.6     | -0.1  | 0.0           | 0.1      | -3.2       | -5.5        | -1.3 |
| North Mundham                | 10.1       | 31.3   | 11.8    | 7.6          | 14.7   | 7.4      | 5.7   | -             | 12.5     | 7.6        | 17.6        |  | North Mundham | -3.9   | -1.9    | -2.2         | -1.1   | -4.0     | -0.3  | -0.3          | 0.0      | -7.2       | -4.1        | -1.7 |
| Apuldrum                     | 8.3        | 24.3   | 19.3    | 20.3         | 10.5   | 15.8     | 15.6  | -             | -        | 20.3       | 9.8         |  | Apuldrum      | -0.5   | -2.3    | -1.2         | -3.7   | -0.5     | -1.2  | -3.8          | -2.6     | 0.0        | 15.0        | -0.1 |
| Fishbourne                   | 13.2       | 36.5   | 10.3    | -            | 17.9   | 10.5     | 7.0   | 6.8           | 17.7     | -          | 20.8        |  | Fishbourne    | 0.1    | 7.1     | -11.3        | -22.0  | 2.6      | -7.6  | -10.5         | -8.7     | 11.4       | 0.0         | 6.7  |
| West Broyle                  | 8.1        | 30.0   | 18.7    | 27.3         | 8.9    | 15.2     | 19.8  | 22.6          | 9.0      | 27.3       | -           |  | West Broyle   | -0.2   | -0.5    | -1.1         | -1.8   | -0.1     | -1.1  | -0.8          | -2.9     | -0.1       | 14.2        | 0.0  |
| Option                       | 2          |        |         |              |        |          |       |               |          |            |             |  |               |        |         |              |        |          |       |               |          |            |             |      |
|                              | Chichester | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle |  | Chichester    | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle |      |
| Chichester                   | -          | 31.4   | 14.5    | 19.1         | 7.5    | 10.8     | 11.6  | 13.3          | 8.9      | 10.9       | 8.6         |  | Chichester    | 0.0    | -0.8    | -1.3         | -2.7   | -0.4     | -1.4  | -1.9          | -4.0     | -0.4       | -1.6        | -0.4 |
| Havant                       | 26.2       | -      | 32.3    | 33.3         | 32.1   | 28.6     | 28.0  | 27.9          | 24.6     | 24.0       | 29.3        |  | Havant        | -0.2   | 0.0     | -5.5         | -5.0   | -0.1     | -5.7  | -5.7          | -4.6     | 0.2        | -0.4        | 0.0  |
| Arundel                      | 13.2       | 34.9   | -       | 10.9         | 14.0   | 4.3      | 7.3   | 13.6          | 14.5     | 14.9       | 18.5        |  | Arundel       | -1.3   | -7.2    | 0.0          | -0.2   | -0.7     | 0.0   | 0.4           | -0.1     | -5.9       | -6.0        | -1.6 |
| Bognor Regis                 | 13.3       | 34.2   | 10.4    | -            | 18.2   | 10.6     | 7.2   | 7.1           | 13.8     | 12.7       | 20.8        |  | Bognor Regis  | -4.7   | -3.7    | -0.1         | 0.0    | -3.0     | 0.4   | 0.4           | -0.2     | -5.5       | -4.0        | -4.9 |
| Lavant                       | 6.9        | 35.4   | 14.0    | 23.3         | -      | 10.4     | 14.3  | 19.1          | 10.9     | 14.2       | 8.9         |  | Lavant        | 0.0    | -0.5    | -0.8         | -0.5   | 0.0      | -0.9  | -1.1          | -0.9     | -1.0       | -0.9        | -0.4 |
| Tangmere                     | 9.0        | 30.7   | 6.5     | 13.1         | 9.8    | -        | 4.1   | 8.8           | 10.4     | 10.7       | 14.3        |  | Tangmere      | -1.4   | -7.3    | 0.2          | 0.4    | -0.7     | 0.0   | -0.2          | -0.1     | -6.0       | -6.1        | -1.7 |
| Oving                        | 10.4       | 31.3   | 7.1     | 10.3         | 14.4   | 3.9      | -     | 6.9           | 10.9     | 11.3       | 17.9        |  | Oving         | -2.5   | -5.3    | 0.0          | 1.1    | -0.7     | -0.1  | 0.0           | 0.0      | -7.2       | -4.1        | -1.7 |
| North Mundham                | 10.4       | 30.4   | 12.9    | 8.9          | 15.4   | 7.8      | 6.1   | -             | 9.6      | 8.0        | 17.3        |  | North Mundham | -3.5   | -2.9    | -1.1         | 0.1    | -3.4     | 0.1   | 0.2           | 0.0      | -5.2       | -4.1        | -4.3 |
| Apuldrum                     | 8.7        | 26.7   | 18.8    | 19.8         | 10.8   | 15.2     | 14.5  | 14.0          | -        | 5.4        | 9.8         |  | Apuldrum      | -0.2   | 0.1     | -1.7         | -4.1   | -0.3     | -1.8  | -4.9          | -4.1     | 0.0        | 0.1         | -0.1 |
| Fishbourne                   | 11.1       | 29.1   | 17.6    | 17.6         | 13.7   | 13.9     | 13.3  | 10.7          | 5.1      | -          | 12.8        |  | Fishbourne    | -2.0   | -0.4    | -4.0         | -4.5   | -1.5     | -4.2  | -4.7          | -1.2     | 0.0        | -1.3        | 0.0  |
| West Broyle                  | 8.1        | 30.4   | 19.0    | 25.9         | 8.9    | 15.4     | 19.7  | 20.1          | 8.9      | 13.1       | -           |  | West Broyle   | -0.1   | -0.1    | -0.8         | -3.1   | -0.1     | -1.0  | -1.0          | -5.4     | -0.1       | 0.1         | 0.0  |
| Option                       | 2A         |        |         |              |        |          |       |               |          |            |             |  |               |        |         |              |        |          |       |               |          |            |             |      |
|                              | Chichester | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle |  | Chichester    | Havant | Arundel | Bognor Regis | Lavant | Tangmere | Oving | North Mundham | Apuldrum | Fishbourne | West Broyle |      |
| Chichester                   | -          | 30.8   | 14.9    | 21.7         | 8.1    | 11.3     | 12.3  | 15.1          | 9.6      | 13.2       | 9.2         |  | Chichester    | 0.0    | -1.4    | -0.8         | -0.2   | 0.3      | -0.9  | -1.2          | -2.2     | -0.2       | 0.8         | 0.3  |
| Havant                       | 26.0       | -      | 33.5    | 34.2         | 31.2   | 29.9     | 29.5  | 29.9          | 23.0     | 25.9       | 29.4        |  | Havant        | -0.3   | 0.0     | -4.3         | -4.1   | -1.0     | -4.4  | -4.2          | -2.6     | -1.4       | 1.4         | 0.1  |
| Arundel                      | 13.7       | 34.8   | -       | 11.1         | 14.0   | 4.3      | 6.9   | 16.6          | 14.5     | 17.4       | 18.5        |  | Arundel       | -0.8   | -7.3    | 0.0          | 0.0    | -0.7     | 0.1   | 0.0           | 2.9      | -6.0       | -3.6        | -1.6 |
| Bognor Regis                 | 13.7       | 34.6   | 10.4    | -            | 20.1   | 11.0     | 7.3   | 6.7           | 14.3     | 15.2       | 21.4        |  | Bognor Regis  | -4.2   | -3.3    | 0.0          | 0.0    | -1.1     | 0.8   | 0.6           | -0.7     | -5.1       | -1.5        | -4.2 |
| Lavant                       | 6.9        | 34.2   | 14.5    | 24.8         | -      | 10.9     | 15.0  | 21.1          | 11.0     | 16.7       | 8.8         |  | Lavant        | 0.0    | -1.7    | -0.3         | 1.1    | 0.0      | -0.4  | -0.3          | 1.0      | -1.0       | 1.5         | -0.4 |
| Tangmere                     | 9.5        | 30.6   | 6.7     | 14.4         | 9.8    | -        | 4.6   | 12.3          | 10.3     | 13.2       | 14.3        |  | Tangmere      | -0.9   | -7.3    | 0.4          | 1.8    | -0.8     | 0.0   | 0.3           | 3.4      | -6.0       | -3.6        | -1.7 |
| Oving                        | 11.8       | 31.3   | 7.1     | 10.8         | 14.4   | 4.0      | -     | 9.7           | 11.0     | 13.6       | 18.4        |  | Oving         | -1.1   | -5.3    | 0.0          | 1.5    | -0.7     | -0.1  | 0.0           | 2.8      | -7.2       | -1.9        | -1.2 |
| North Mundham                | 10.8       | 31.7   | 14.5    | 7.7          | 17.2   | 8.1      | 6.4   | -             | 11.4     | 10.1       | 18.5        |  | North Mundham | -3.1   | -1.6    | 0.5          | -1.0   | -1.6     | 0.4   | 0.5           | 0.0      | -3.4       | -2.0        | -3.1 |
| Apuldrum                     | 8.3        | 26.3   | 16.1    | 16.7         | 10.6   | 12.5     | 12.0  | 12.4          | -        | 8.0        | 9.7         |  | Apuldrum      | -0.5   | -0.3    | -4.4         | -7.2   | -0.4     | -4.5  | -7.4          | -5.7     | 0.0        | 2.8         | -0.2 |
| Fishbourne                   | 20.0       | 38.5   | 29.1    | 24.9         | 25.9   | 25.1     | 23.4  | 18.4          | 17.3</   |            |             |  |               |        |         |              |        |          |       |               |          |            |             |      |

**APPENDIX I    TRAFFIC FLOW DIAGRAMS – CORE GROWTH**



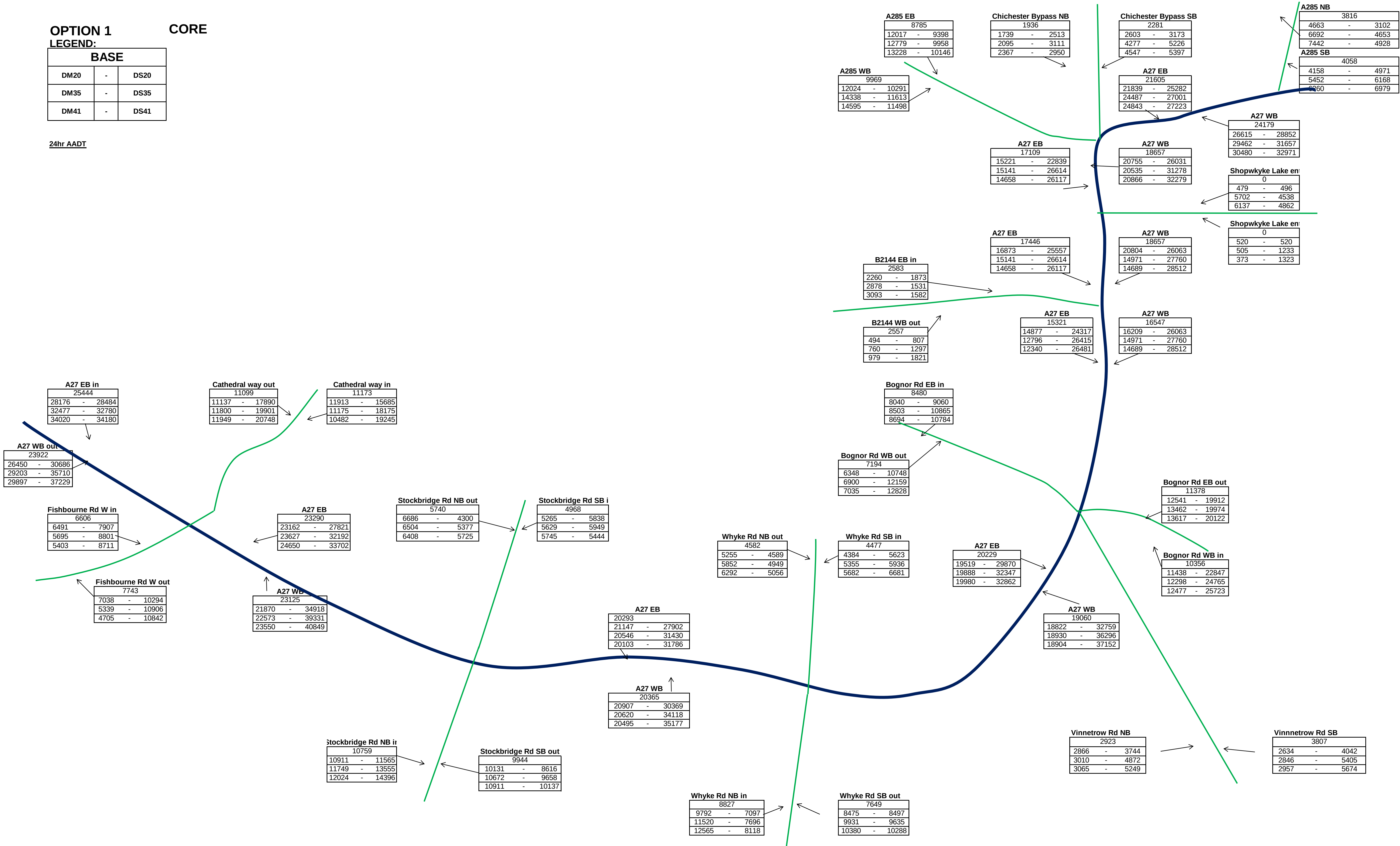
OPTION 1

LEGEND:

| BASE |   |      |  |
|------|---|------|--|
| DM20 | - | DS20 |  |
| DM35 | - | DS35 |  |
| DM41 | - | DS41 |  |

24hr AADT

CORE





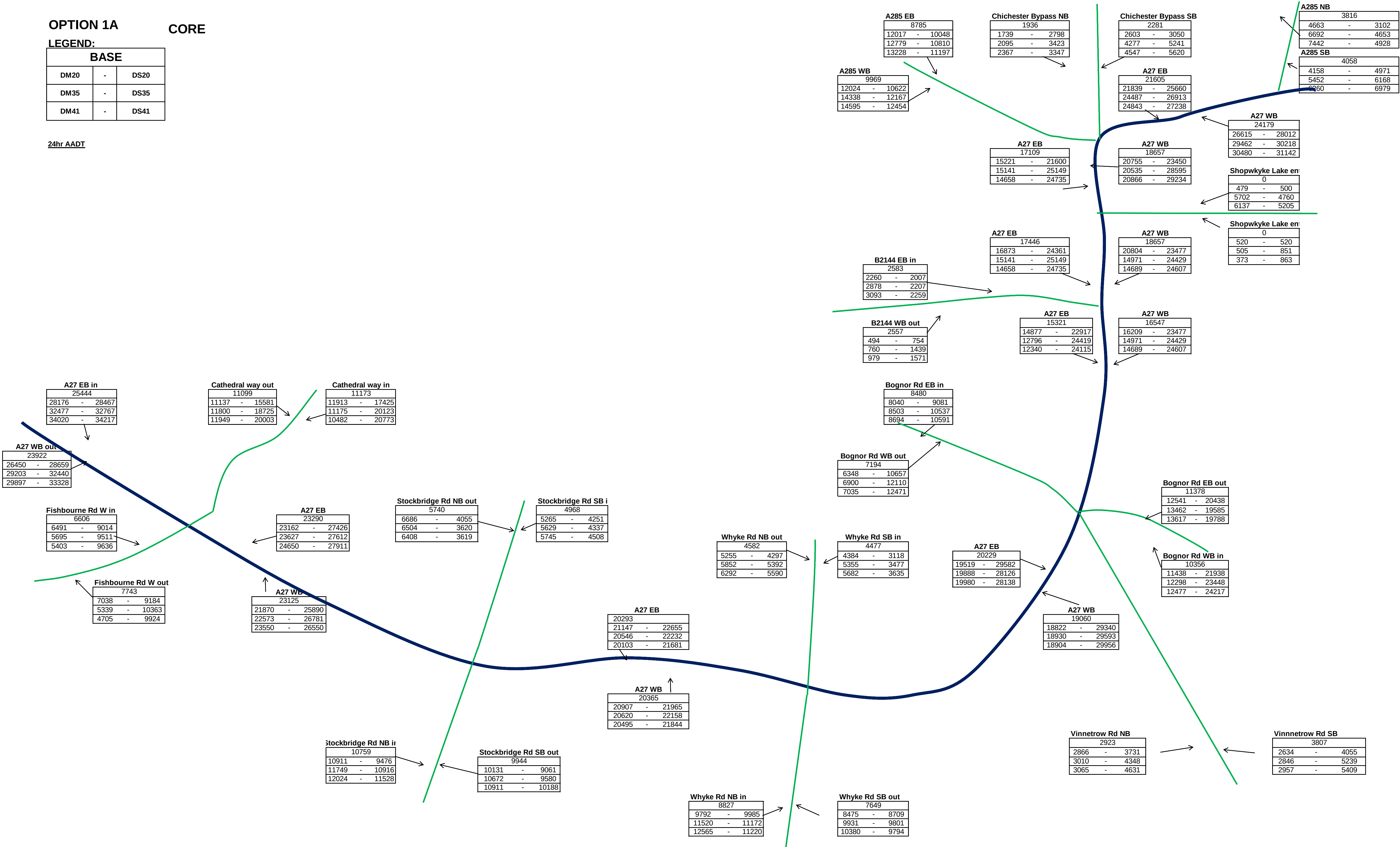
OPTION 1A

CORE

LEGEND:

| BASE |   |      |  |
|------|---|------|--|
| DM20 | - | DS20 |  |
| DM35 | - | DS35 |  |
| DM41 | - | DS41 |  |

24hr AADT





OPTION 2

LEGEND:

| BASE |   |      |
|------|---|------|
| DM20 | - | DS20 |
| DM35 | - | DS35 |
| DM41 | - | DS41 |

CORE

24hr AADT

|           |   |       |
|-----------|---|-------|
| A27 EB in |   |       |
| 25444     | - |       |
| 28176     | - | 29090 |
| 32477     | - | 33575 |
| 34020     | - | 35251 |

|            |   |       |
|------------|---|-------|
| A27 WB out |   |       |
| 23922      | - |       |
| 26450      | - | 30903 |
| 29203      | - | 35771 |
| 29897      | - | 37377 |

|                    |   |      |
|--------------------|---|------|
| Fishbourne Rd W in |   |      |
| 6606               | - |      |
| 6491               | - | 6036 |
| 5695               | - | 4223 |
| 5403               | - | 3901 |

|                     |   |      |
|---------------------|---|------|
| Fishbourne Rd W out |   |      |
| 7743                | - |      |
| 7038                | - | 7350 |
| 5339                | - | 7992 |
| 4705                | - | 8230 |

|                   |   |       |
|-------------------|---|-------|
| Cathedral way out |   |       |
| 11099             | - |       |
| 11137             | - | 19207 |
| 11800             | - | 20327 |
| 11949             | - | 20569 |

|                  |   |       |
|------------------|---|-------|
| Cathedral way in |   |       |
| 11173            | - |       |
| 11913            | - | 19218 |
| 11175            | - | 20826 |
| 10482            | - | 20924 |

|        |   |       |
|--------|---|-------|
| A27 EB |   |       |
| 23290  | - |       |
| 23162  | - | 26939 |
| 23627  | - | 28162 |
| 24650  | - | 28928 |

|        |   |       |
|--------|---|-------|
| A27 WB |   |       |
| 23125  | - |       |
| 21870  | - | 27772 |
| 22573  | - | 31445 |
| 23550  | - | 32827 |

|                 |   |       |
|-----------------|---|-------|
| NewLink Road SB |   |       |
| 0               | - |       |
| 0               | - | 18381 |
| 0               | - | 21066 |
| 0               | - | 21625 |

|                 |   |       |
|-----------------|---|-------|
| NewLink Road NB |   |       |
| 0               | - |       |
| 0               | - | 15848 |
| 0               | - | 17941 |
| 0               | - | 18297 |

|                   |   |      |
|-------------------|---|------|
| Stockbridge Rd NB |   |      |
| 10759             | - |      |
| 10911             | - | 2448 |
| 11749             | - | 3174 |
| 12024             | - | 3676 |

|             |   |       |
|-------------|---|-------|
| A286 NB out |   |       |
| 5752        | - |       |
| 5826        | - | 8971  |
| 6239        | - | 10086 |
| 6360        | - | 10419 |

|            |   |       |
|------------|---|-------|
| A286 SB in |   |       |
| 4360       | - |       |
| 4516       | - | 8663  |
| 5069       | - | 9985  |
| 5212       | - | 10514 |

|            |   |       |
|------------|---|-------|
| A286 NB in |   |       |
| 5752       | - |       |
| 5826       | - | 8971  |
| 6239       | - | 10086 |
| 6360       | - | 10419 |

|             |   |       |
|-------------|---|-------|
| A286 SB out |   |       |
| 4360        | - |       |
| 4516        | - | 8663  |
| 5069        | - | 9985  |
| 5212        | - | 10514 |

|                   |   |      |
|-------------------|---|------|
| Stockbridge Rd NB |   |      |
| 10759             | - |      |
| 10911             | - | 2448 |
| 11749             | - | 3174 |
| 12024             | - | 3676 |

|                       |   |      |
|-----------------------|---|------|
| Stockbridge Rd NB out |   |      |
| 5740                  | - |      |
| 6686                  | - | 2448 |
| 6504                  | - | 3174 |
| 6408                  | - | 3676 |

|                      |   |      |
|----------------------|---|------|
| Stockbridge Rd SB in |   |      |
| 4968                 | - |      |
| 5265                 | - | 2926 |
| 5629                 | - | 4045 |
| 5745                 | - | 4884 |

|                      |   |      |
|----------------------|---|------|
| Stockbridge Rd SB in |   |      |
| 9944                 | - |      |
| 10131                | - | 2926 |
| 10672                | - | 4045 |
| 10911                | - | 4884 |

|                  |   |      |
|------------------|---|------|
| Selsey rd NB out |   |      |
| 3026             | - |      |
| 3051             | - | 2215 |
| 3315             | - | 2818 |
| 3477             | - | 3094 |

|                 |   |      |
|-----------------|---|------|
| Selsey rd SB in |   |      |
| 3083            | - |      |
| 3110            | - | 2007 |
| 3081            | - | 2698 |
| 3255            | - | 2968 |

|                 |   |      |
|-----------------|---|------|
| Selsey rd NB in |   |      |
| 3026            | - |      |
| 3051            | - | 5508 |
| 3315            | - | 6676 |
| 3477            | - | 7042 |

|                  |   |      |
|------------------|---|------|
| Selsey rd SB out |   |      |
| 3083             | - |      |
| 3110             | - | 5845 |
| 3081             | - | 6439 |
| 3255             | - | 6722 |

|                 |   |      |
|-----------------|---|------|
| Whyke Rd NB out |   |      |
| 4582            | - |      |
| 5255            | - | 2513 |
| 5852            | - | 2841 |
| 6292            | - | 3065 |

|                |   |      |
|----------------|---|------|
| Whyke Rd SB in |   |      |
| 4477           | - |      |
| 4384           | - | 4199 |
| 5355           | - | 5127 |
| 5682           | - | 5787 |

|                |   |      |
|----------------|---|------|
| Whyke Rd NB in |   |      |
| 8827           | - |      |
| 9792           | - | 2513 |
| 11520          | - | 2841 |
| 12565          | - | 3065 |

|                 |   |      |
|-----------------|---|------|
| Whyke Rd SB out |   |      |
| 7649            | - |      |
| 8475            | - | 4199 |
| 9931            | - | 5127 |
| 10380           | - | 5787 |

|        |   |       |
|--------|---|-------|
| A27 EB |   |       |
| 20293  | - |       |
| 21147  | - | 26939 |
| 20546  | - | 28162 |
| 20103  | - | 28928 |

|        |   |       |
|--------|---|-------|
| A27 WB |   |       |
| 20365  | - |       |
| 20907  | - | 27772 |
| 20620  | - | 31445 |
| 20495  | - | 32827 |

|                 |   |      |
|-----------------|---|------|
| NewLink Road SB |   |      |
| 0               | - |      |
| 0               | - | 3449 |
| 0               | - | 5018 |
| 0               | - | 5496 |

|                 |   |      |
|-----------------|---|------|
| NewLink Road NB |   |      |
| 0               | - |      |
| 0               | - | 6172 |
| 0               | - | 7606 |
| 0               | - | 8092 |

|          |   |      |
|----------|---|------|
| B2166 EB |   |      |
| 3992     | - |      |
| 5071     | - | 5055 |
| 5602     | - | 6602 |
| 5881     | - | 7362 |

|          |   |      |
|----------|---|------|
| B2166 WB |   |      |
| 5157     | - |      |
| 6358     | - | 6644 |
| 7434     | - | 7658 |
| 8067     | - | 8087 |

|        |   |       |
|--------|---|-------|
| A27 EB |   |       |
| 20229  | - |       |
| 19519  | - | 26939 |
| 19888  | - | 28162 |
| 19980  | - | 28928 |

|        |   |       |
|--------|---|-------|
| A27 WB |   |       |
| 19060  | - |       |
| 18822  | - | 27772 |
| 18930  | - | 31445 |
| 18904  | - | 32827 |

|                 |   |      |
|-----------------|---|------|
| Vinnetrow Rd NB |   |      |
| 2923            | - |      |
| 2866            | - | 3103 |
| 3010            | - | 3639 |
| 3065            | - | 3860 |

|                 |   |      |
|-----------------|---|------|
| Vinnetrow Rd SB |   |      |
| 3807            | - |      |
| 2634            | - | 3341 |
| 2846            | - | 3841 |
| 2957            | - | 3935 |

|         |   |       |
|---------|---|-------|
| A285 EB |   |       |
| 8785    | - |       |
| 12017   | - | 9416  |
| 12779   | - | 10376 |
| 13228   | - | 10321 |

|                      |   |      |
|----------------------|---|------|
| Chichester Bypass NB |   |      |
| 1936                 | - |      |
| 1739                 | - | 2620 |
| 2095                 | - | 3375 |
| 2367                 | - | 3414 |

|                      |   |      |
|----------------------|---|------|
| Chichester Bypass SB |   |      |
| 2281                 | - |      |
| 2603                 | - | 2828 |
| 4277                 | - | 5023 |
| 4547                 | - | 5397 |

|         |   |      |
|---------|---|------|
| A285 SB |   |      |
| 4058    | - |      |
| 4158    | - | 4140 |
| 5452    | - | 5277 |
| 6260    | - | 5835 |

|         |   |      |
|---------|---|------|
| A285 NB |   |      |
| 3816    | - |      |
| 4663    | - | 3159 |
| 6692    | - | 4193 |
| 7442    | - | 4534 |

|         |   |       |
|---------|---|-------|
| A285 WB |   |       |
| 9969    | - |       |
| 12024   | - | 10362 |
| 14338   | - | 11859 |
| 14595   | - | 11879 |

|        |   |       |
|--------|---|-------|
| A27 NB |   |       |
| 17109  | - |       |
| 15221  | - | 21696 |
| 15141  | - | 26013 |
| 14658  | - | 26015 |

|        |   |       |
|--------|---|-------|
| A27 EB |   |       |
| 21605  | - |       |
| 21839  | - | 25562 |
| 24487  | - | 27599 |
| 24843  | - | 28249 |

|        |   |       |
|--------|---|-------|
| A27 WB |   |       |
| 24179  | - |       |
| 26615  | - | 28289 |
| 29462  | - | 31378 |
| 30480  | - | 32805 |

|        |   |       |
|--------|---|-------|
| A27 SB |   |       |
| 18657  | - |       |
| 20755  | - | 23526 |
| 20535  | - | 29755 |
| 20866  | - | 30732 |

|                   |   |      |
|-------------------|---|------|
| Shopwkyke Lake en |   |      |
| 0                 | - |      |
| 479               | - | 497  |
| 5702              | - | 3513 |
| 6137              | - | 4020 |

|                   |   |      |
|-------------------|---|------|
| Shopwkyke Lake en |   |      |
| 0                 | - |      |
| 520               | - | 520  |
| 505               | - | 1192 |
| 373               | - | 1272 |

|        |   |       |
|--------|---|-------|
| A27 SB |   |       |
| 18657  | - |       |
| 20804  | - | 23558 |
| 14971  | - | 27285 |
| 14689  | - | 27808 |

|        |   |       |
|--------|---|-------|
| A27 SB |   |       |
| 16547  | - |       |
| 16209  | - | 23558 |
| 14971  | - | 27285 |
| 14689  | - | 27808 |

|             |   |      |
|-------------|---|------|
| B2144 EB in |   |      |
| 2583        | - |      |
| 2260        | - | 1911 |
| 2878        | - | 2027 |
| 3093        | - | 2014 |

|              |   |      |
|--------------|---|------|
| B2144 WB out |   |      |
| 2557         | - |      |
| 494          | - | 1002 |
| 760          | - | 1914 |
| 979          | - | 2130 |

|        |   |       |
|--------|---|-------|
| A27 NB |   |       |
| 15321  | - |       |
| 14877  | - | 23484 |
| 12796  | - | 26019 |
| 12340  | - | 26312 |

|                 |   |       |
|-----------------|---|-------|
| Bognor Rd EB in |   |       |
| 8480            | - |       |
| 8040            | - | 11527 |
| 8503            | - | 12318 |
| 8694            | - | 12546 |

|                  |   |       |
|------------------|---|-------|
| Bognor Rd WB out |   |       |
| 7194             | - |       |
| 6348             | - | 10866 |
| 6900             | - | 12794 |
| 7035             | - | 13280 |

|                  |   |       |
|------------------|---|-------|
| Bognor Rd EB out |   |       |
| 11378            | - |       |
| 12541            | - | 19890 |
| 13462            | - | 19413 |
| 13617            | - | 19445 |

|                 |   |       |
|-----------------|---|-------|
| Bognor Rd WB in |   |       |
| 10356           | - |       |
| 11438           | - | 20276 |
| 12298           | - | 22114 |
| 12477           | - | 22809 |



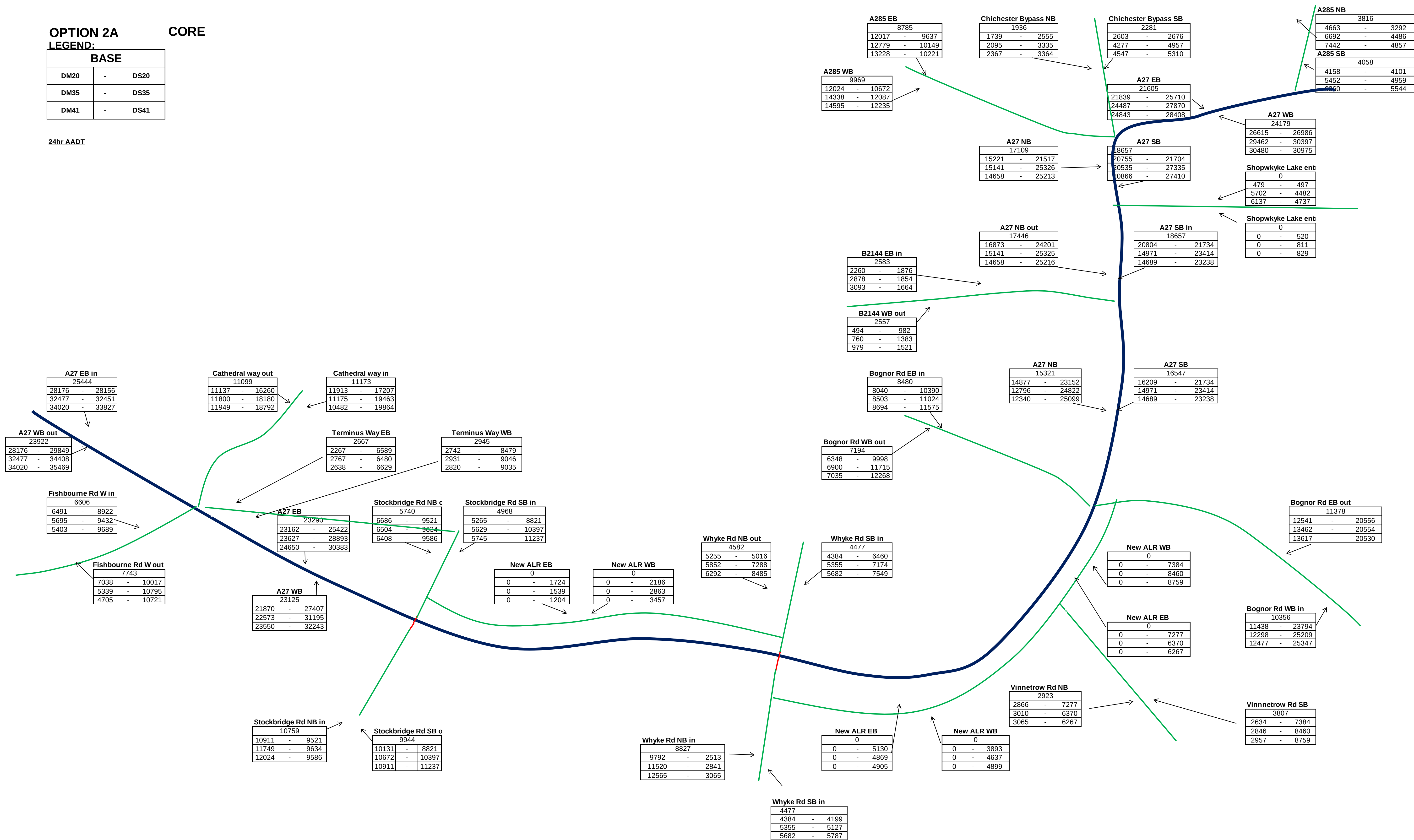
OPTION 2A

LEGEND:

| BASE |   |      |
|------|---|------|
| DM20 | - | DS20 |
| DM35 | - | DS35 |
| DM41 | - | DS41 |

CORE

24hr AADT





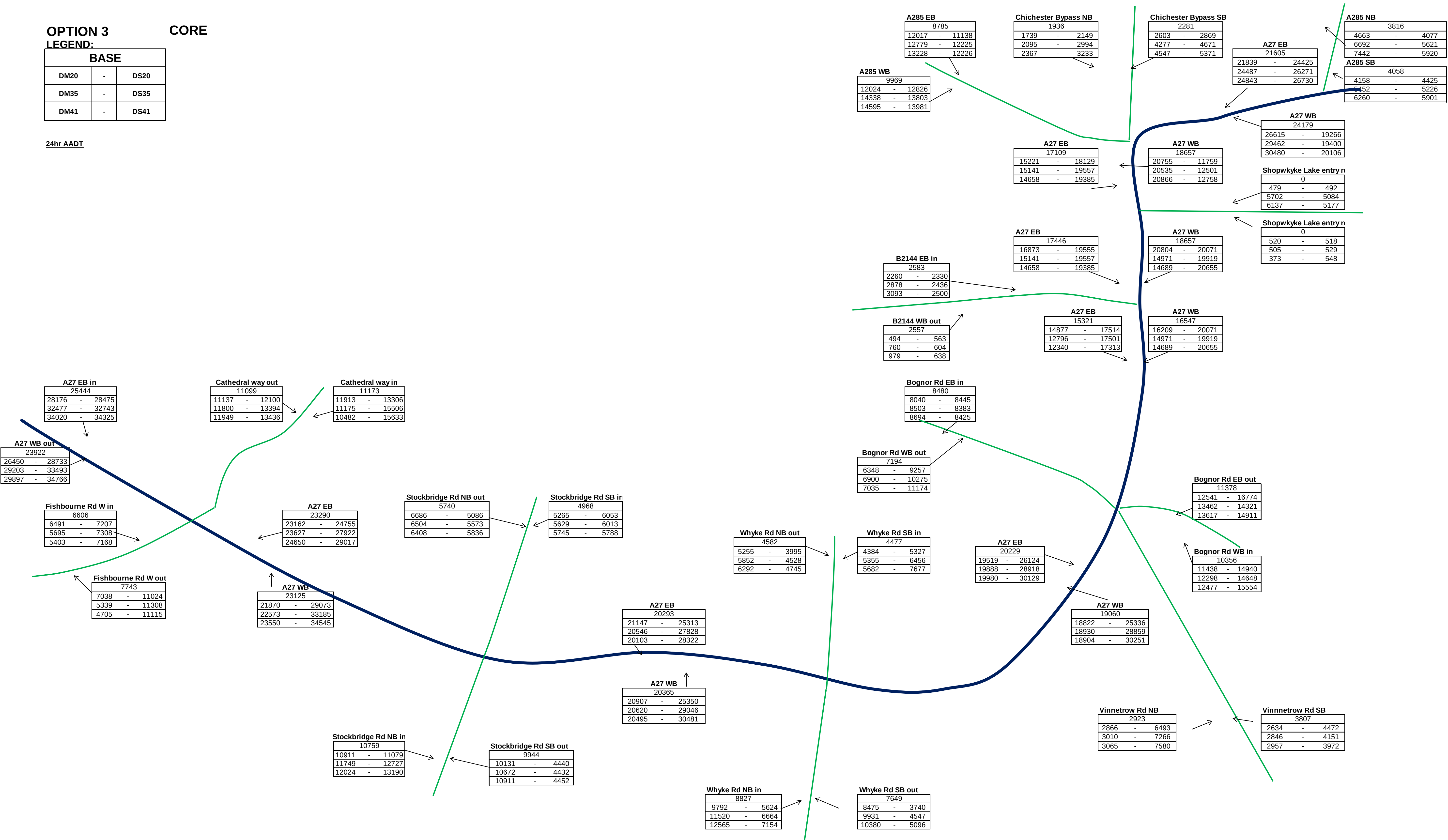
OPTION 3

LEGEND:

| BASE |   |      |
|------|---|------|
| DM20 | - | DS20 |
| DM35 | - | DS35 |
| DM41 | - | DS41 |

24hr AADT

CORE





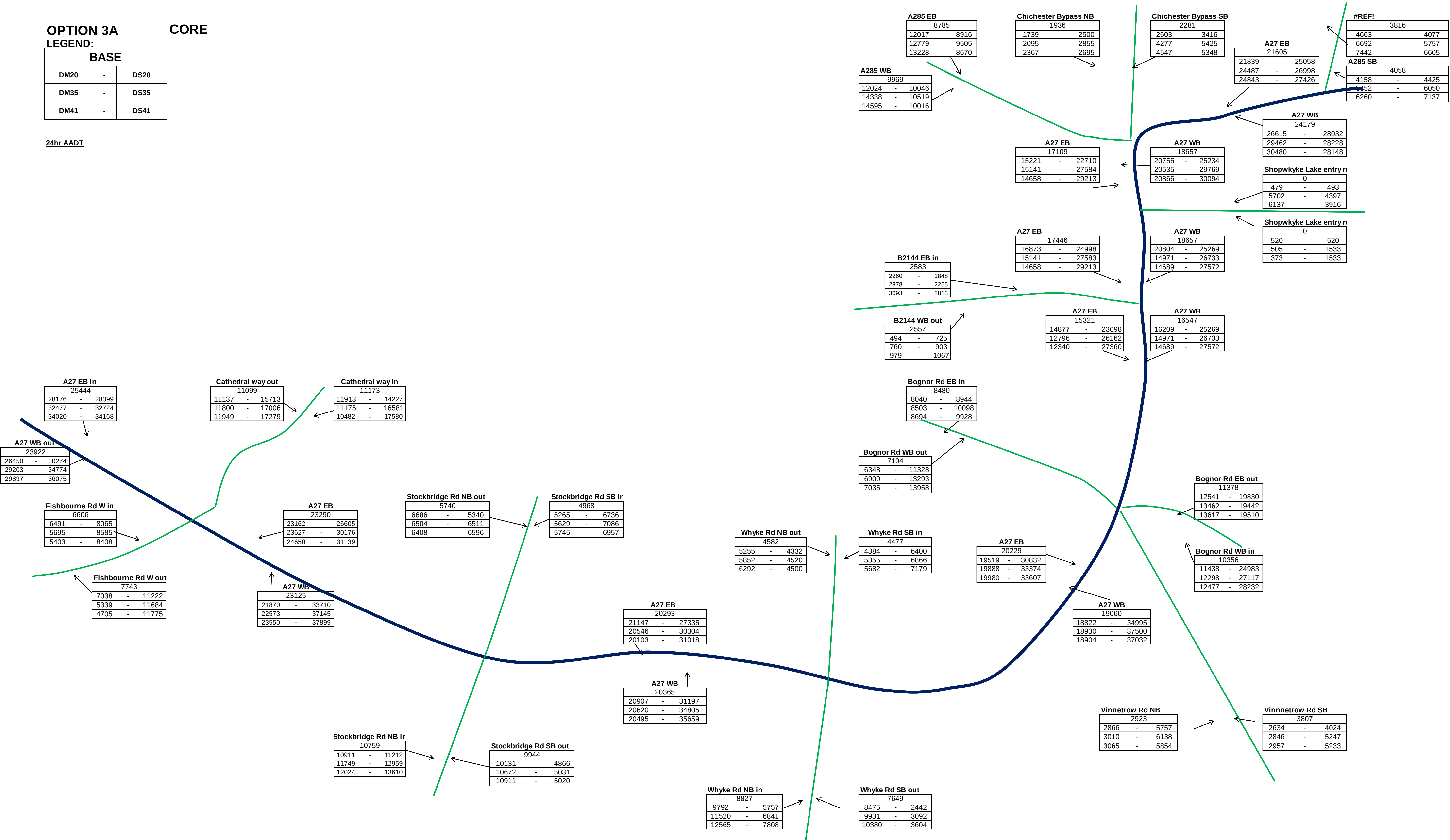
OPTION 3A

LEGEND:

| BASE |   |      |
|------|---|------|
| DM20 | - | DS20 |
| DM35 | - | DS35 |
| DM41 | - | DS41 |

24hr AADT

CORE





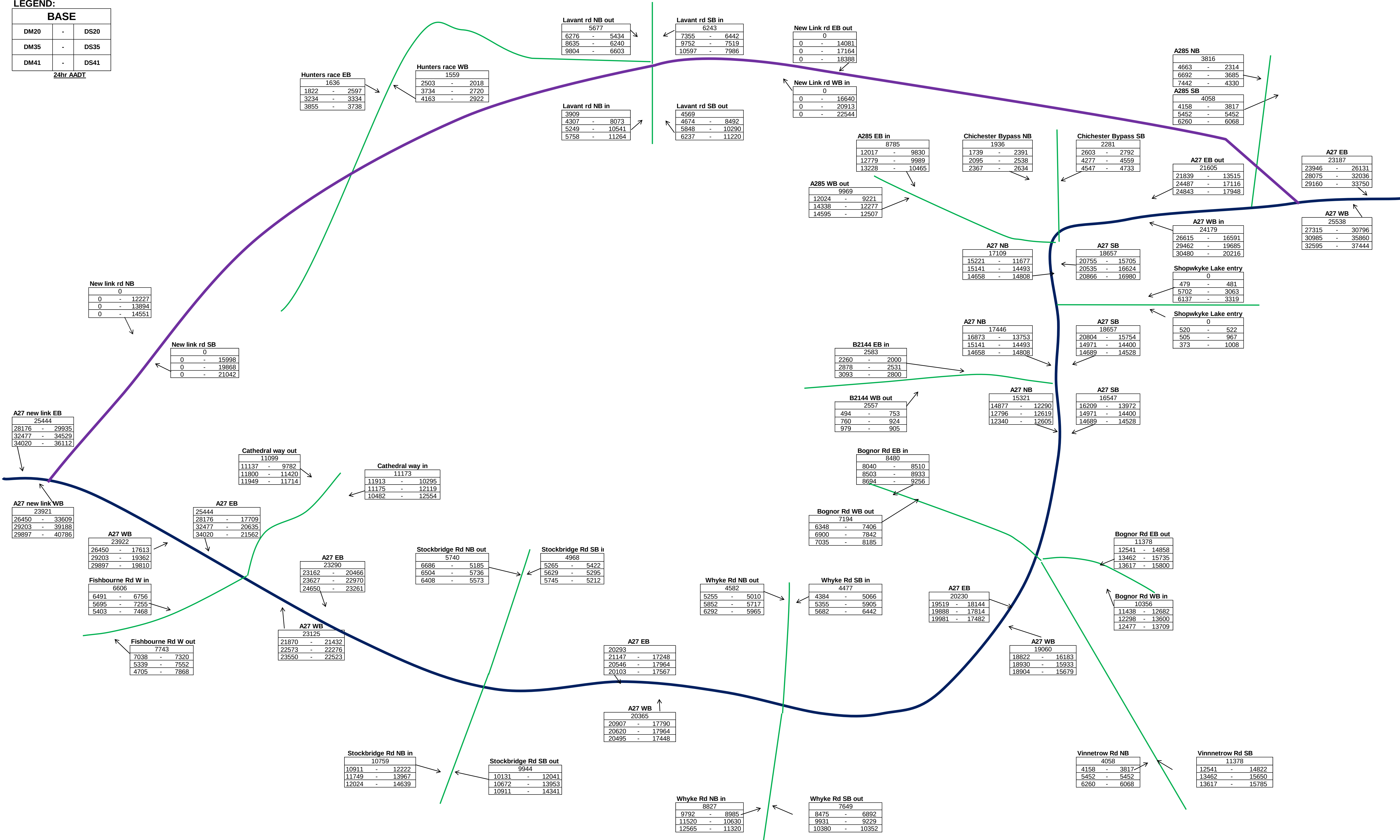
CORE

OPTION 4

LEGEND:

| BASE |   |      |
|------|---|------|
| DM20 | - | DS20 |
| DM35 | - | DS35 |
| DM41 | - | DS41 |

24hr AADT





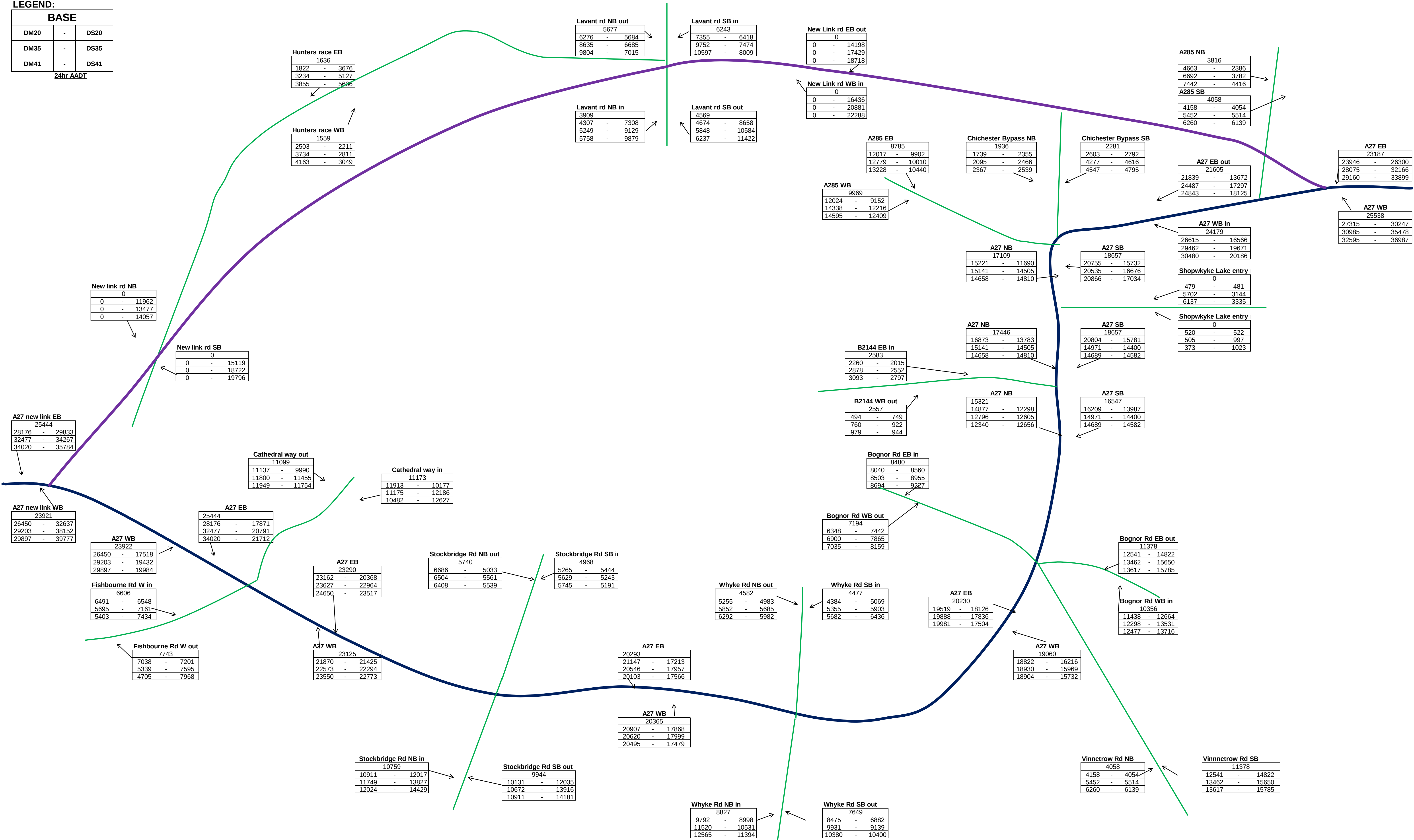
CORE

OPTION 5

LEGEND:

| BASE |   |      |
|------|---|------|
| DM20 | - | DS20 |
| DM35 | - | DS35 |
| DM41 | - | DS41 |

24hr AADT





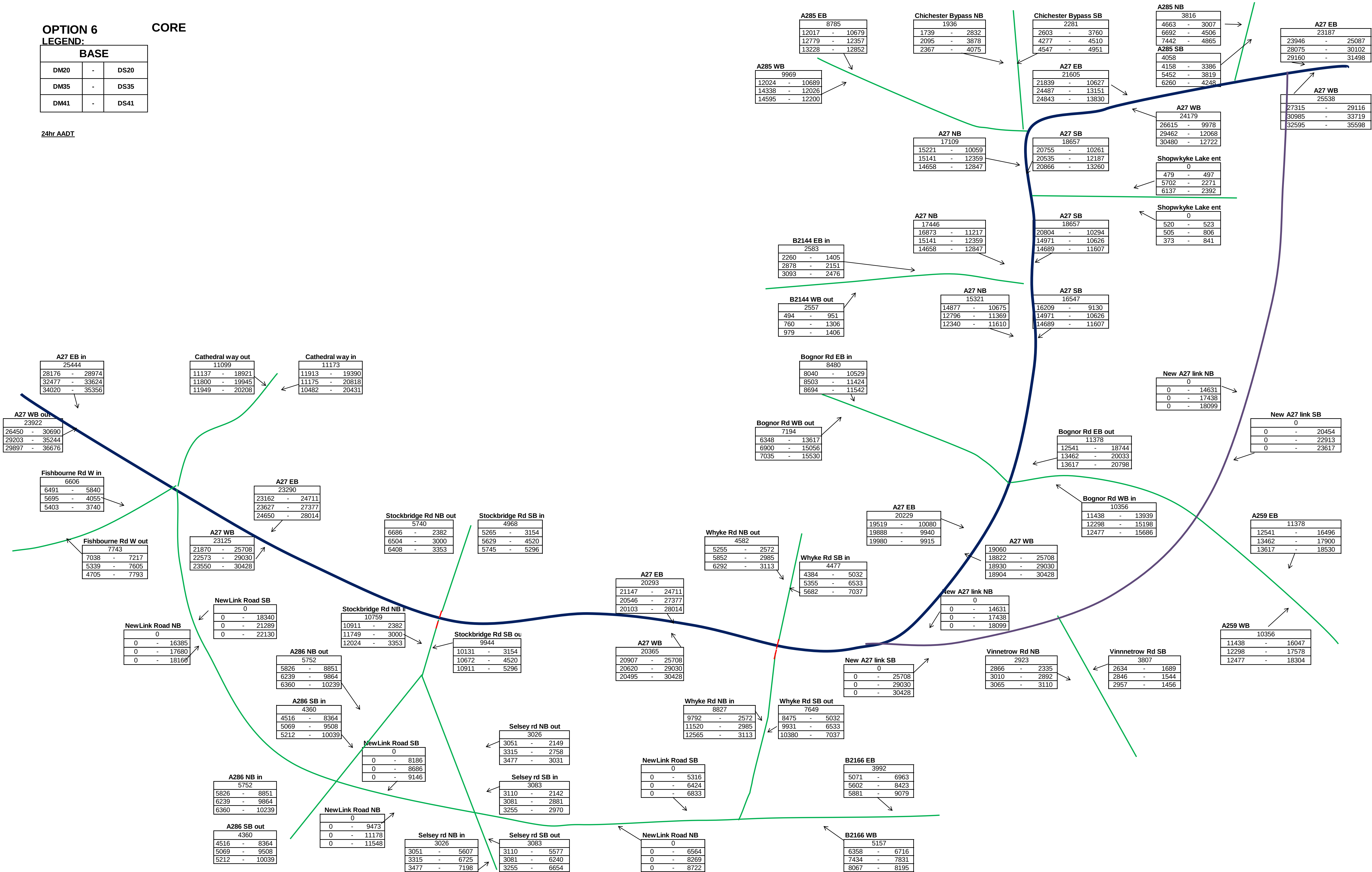
OPTION 6

LEGEND:

| BASE |   |      |
|------|---|------|
| DM20 | - | DS20 |
| DM35 | - | DS35 |
| DM41 | - | DS41 |

CORE

24hr AADT



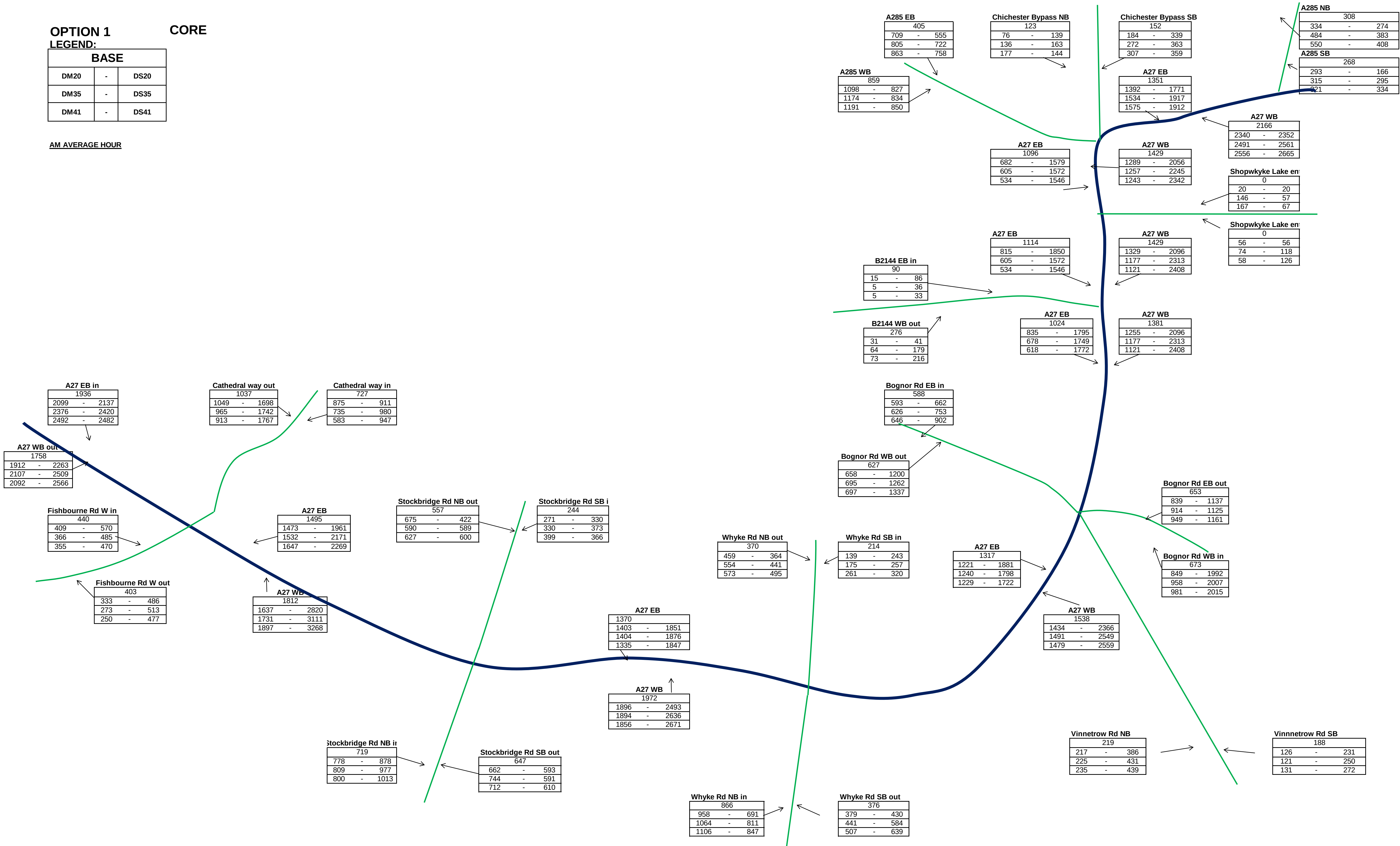


OPTION 1  
LEGEND:

| BASE |   |      |  |
|------|---|------|--|
| DM20 | - | DS20 |  |
| DM35 | - | DS35 |  |
| DM41 | - | DS41 |  |

AM AVERAGE HOUR

CORE





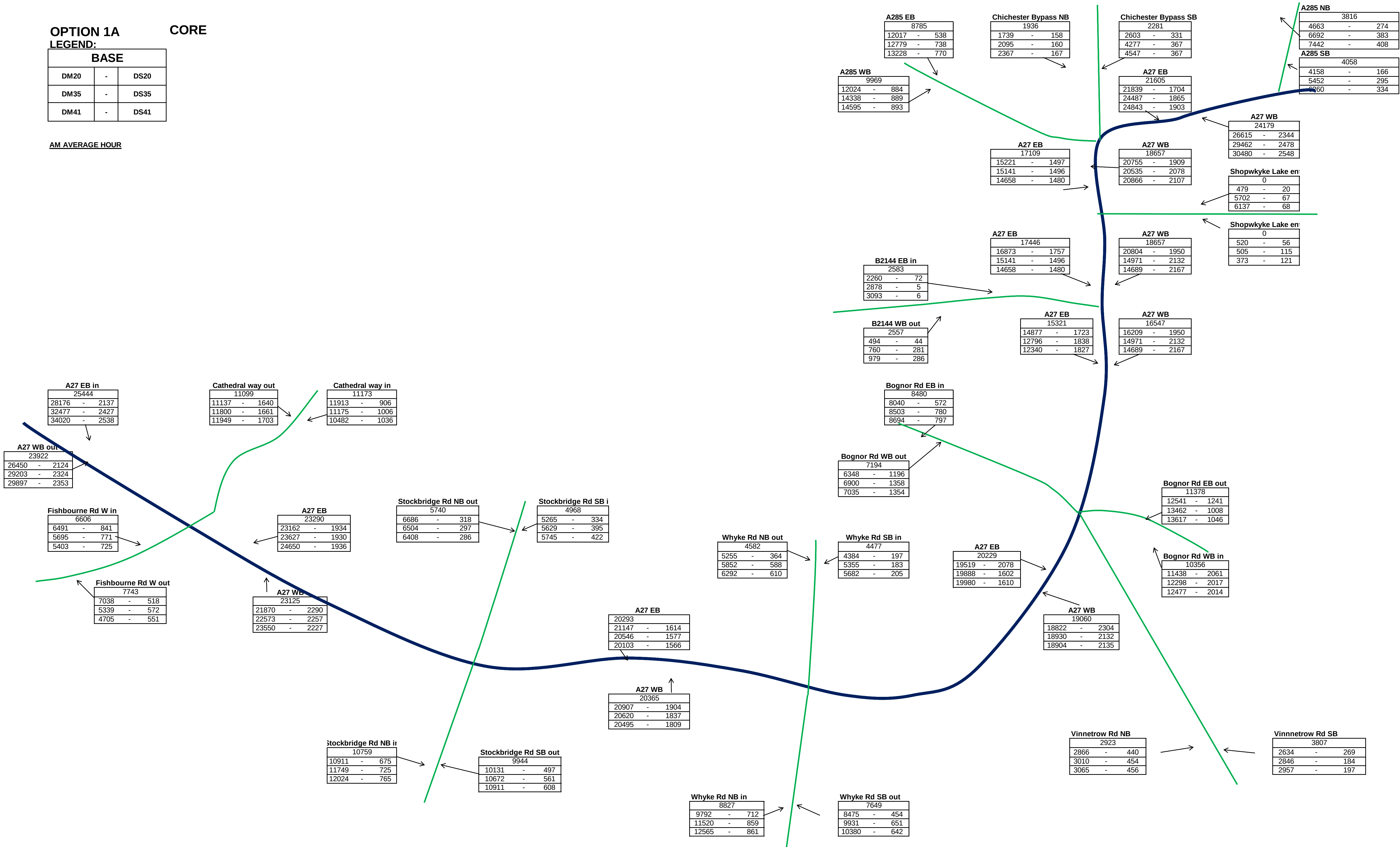
OPTION 1A

LEGEND:

| BASE |   |      |  |
|------|---|------|--|
| DM20 | - | DS20 |  |
| DM35 | - | DS35 |  |
| DM41 | - | DS41 |  |

AM AVERAGE HOUR

CORE



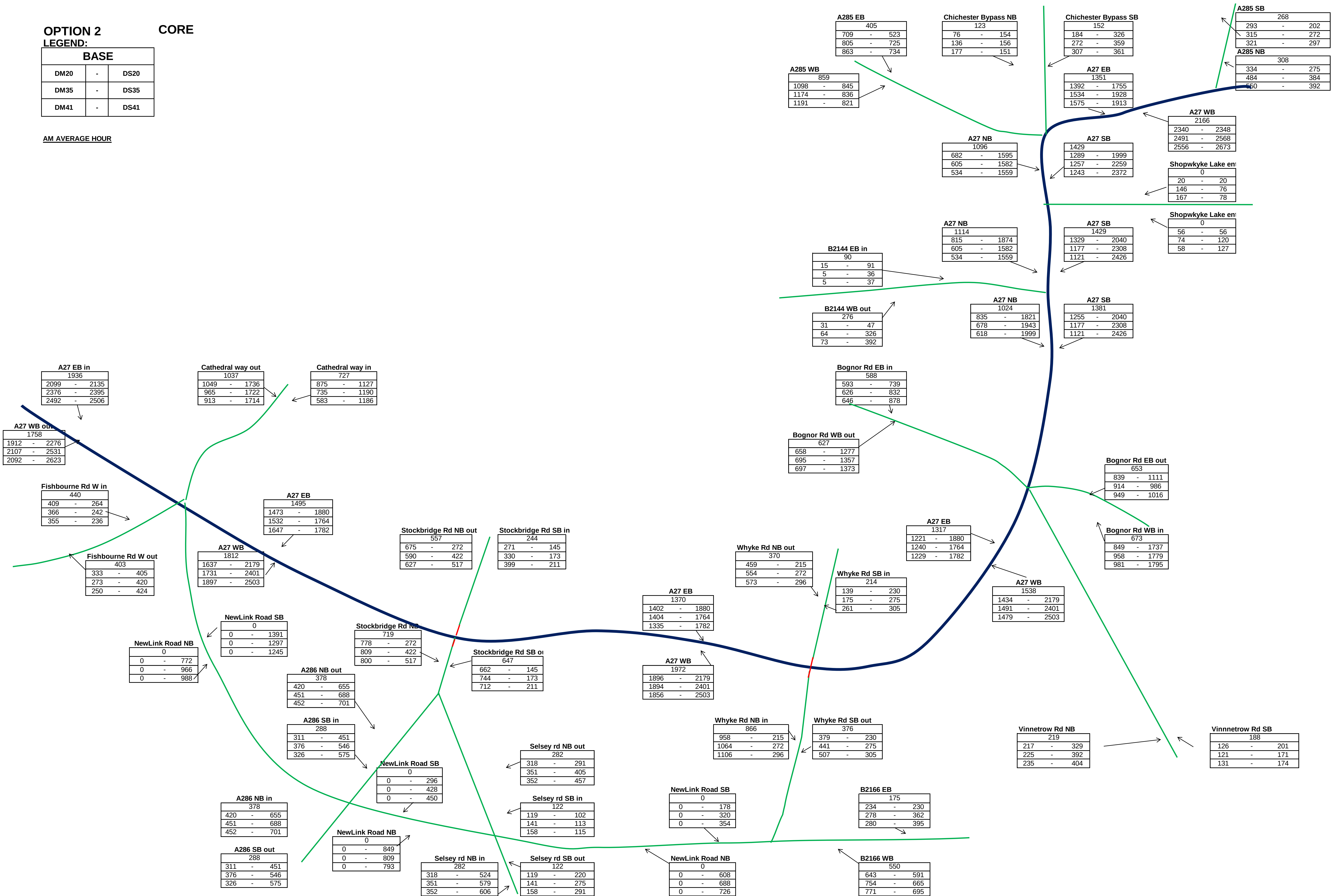


OPTION 2  
LEGEND:

| BASE |   |      |
|------|---|------|
| DM20 | - | DS20 |
| DM35 | - | DS35 |
| DM41 | - | DS41 |

AM AVERAGE HOUR

CORE





## CORE

## BASE

|      |   |      |
|------|---|------|
| DM20 | - | DS20 |
| DM35 | - | DS35 |
| DM41 | - | DS41 |

AM AVERAGE HOUR

|     |   |     |
|-----|---|-----|
| 214 |   |     |
| 139 | - | 230 |
| 175 | - | 275 |
| 261 | - | 305 |



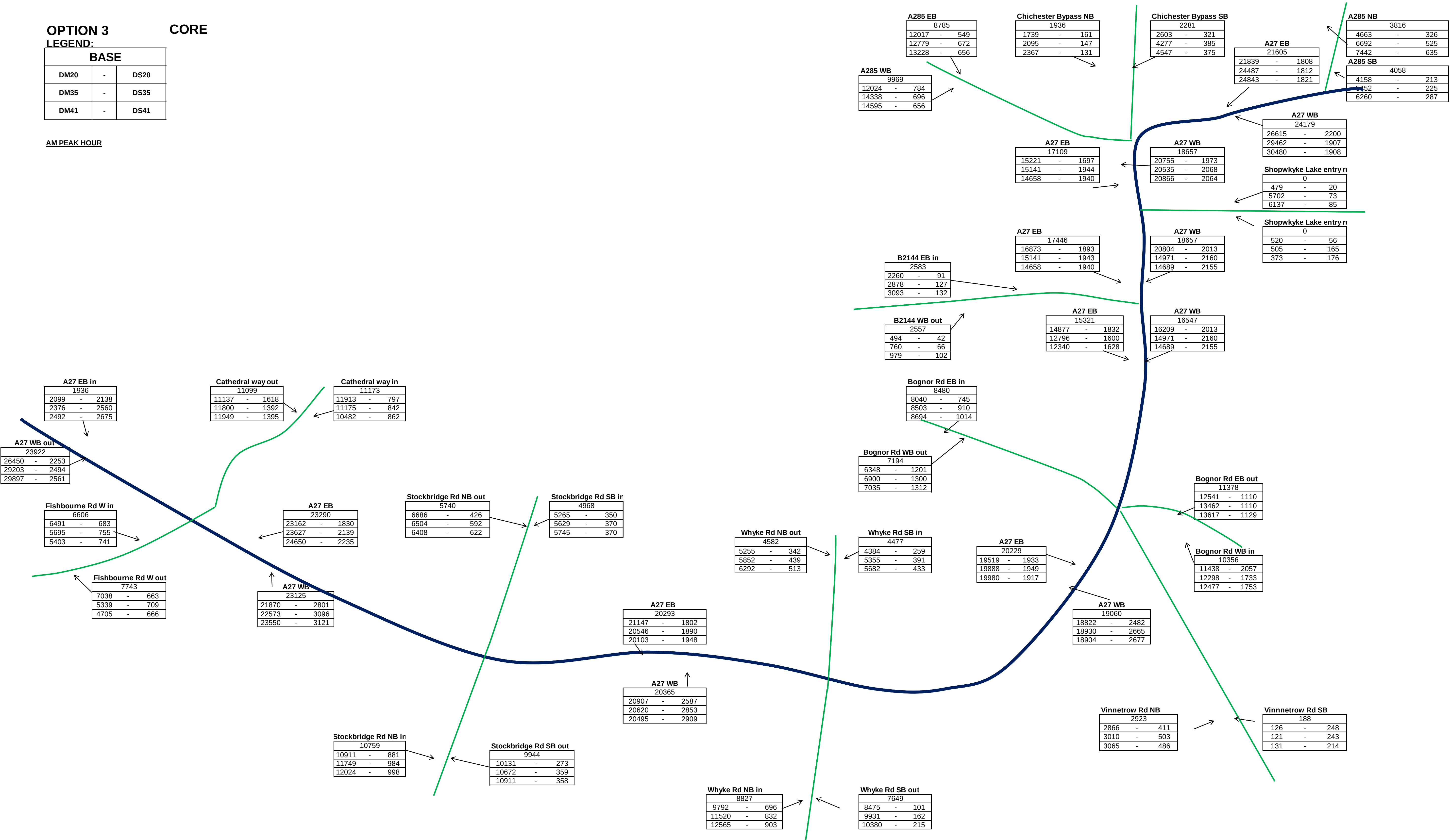
OPTION 3

LEGEND:

| BASE |   |      |
|------|---|------|
| DM20 | - | DS20 |
| DM35 | - | DS35 |
| DM41 | - | DS41 |

AM PEAK HOUR

CORE





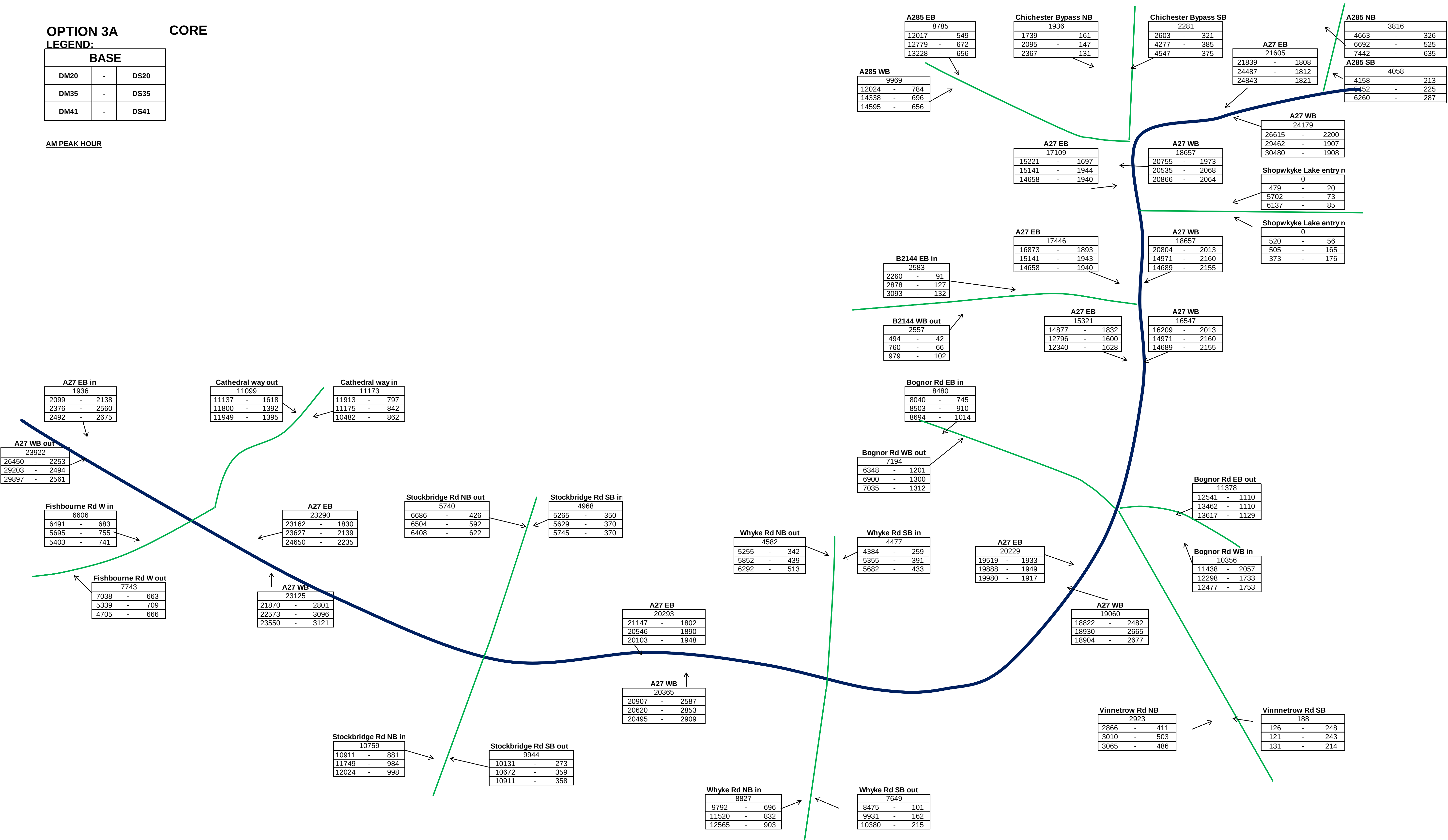
OPTION 3A

LEGEND:

| BASE |   |      |
|------|---|------|
| DM20 | - | DS20 |
| DM35 | - | DS35 |
| DM41 | - | DS41 |

AM PEAK HOUR

CORE





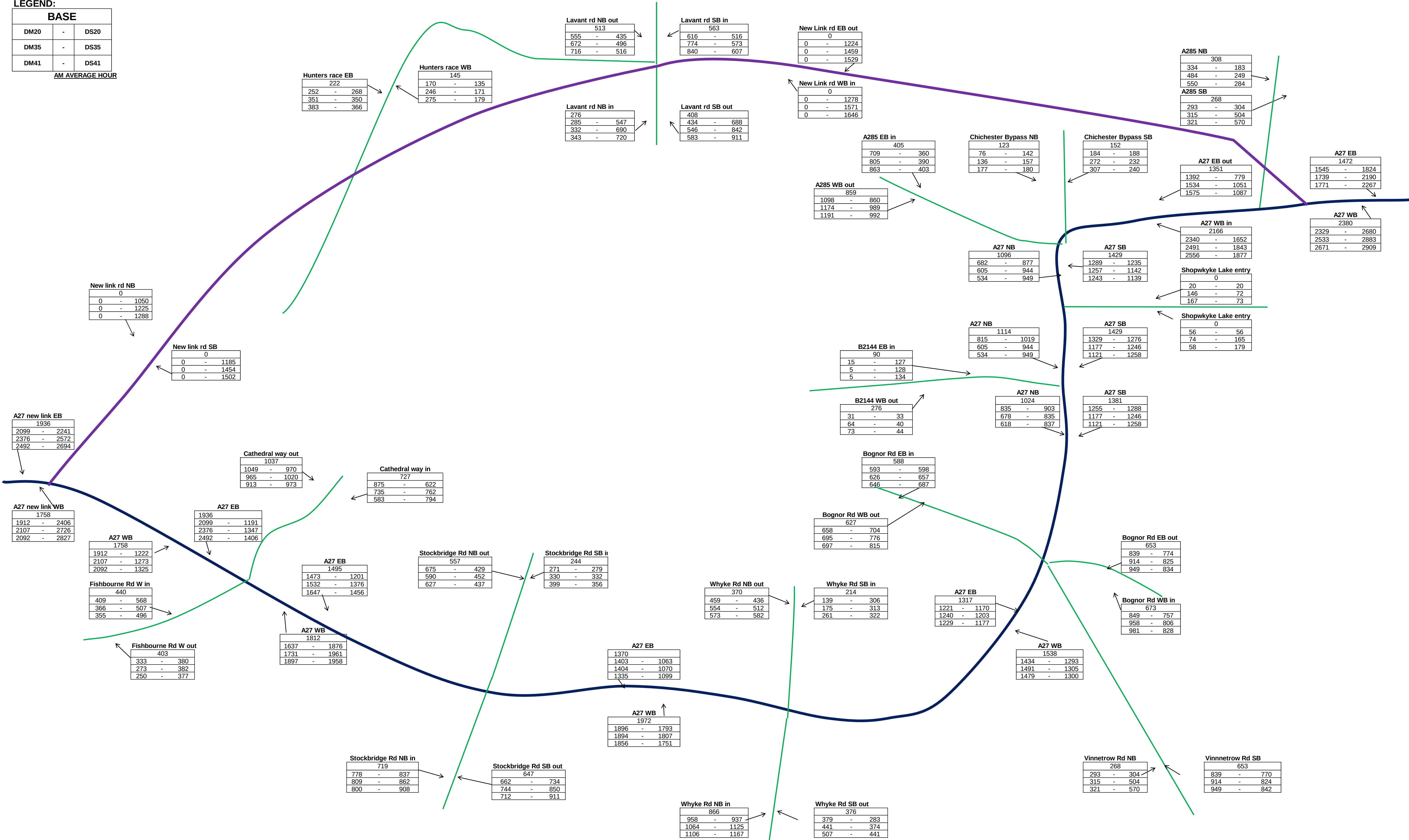
CORE

OPTION 4

LEGEND:

| BASE |   |      |
|------|---|------|
| DM20 | - | DS20 |
| DM35 | - | DS35 |
| DM41 | - | DS41 |

AM AVERAGE HOUR





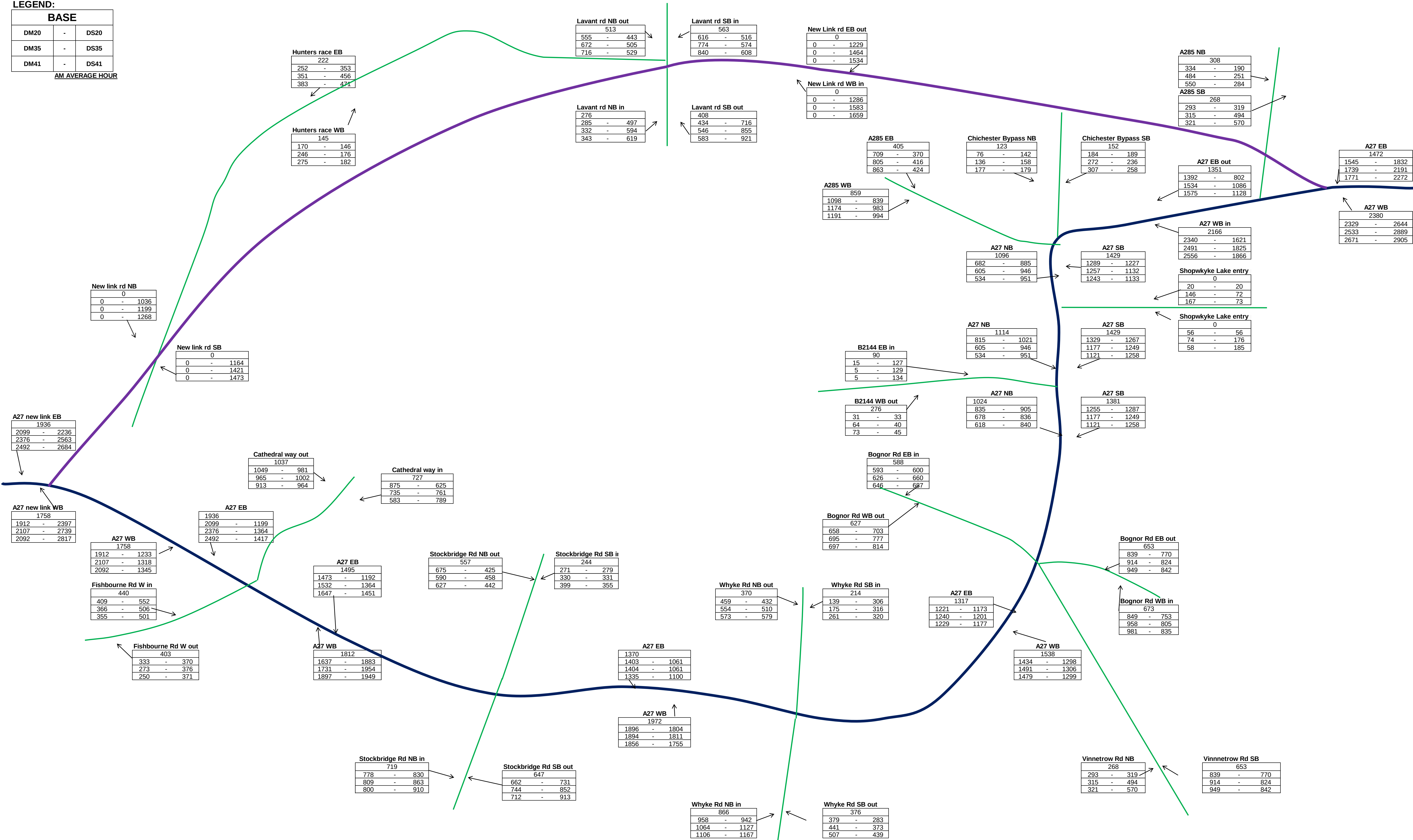
CORE

OPTION 5

LEGEND:

| BASE |   |      |
|------|---|------|
| DM20 | - | DS20 |
| DM35 | - | DS35 |
| DM41 | - | DS41 |

AM AVERAGE HOUR





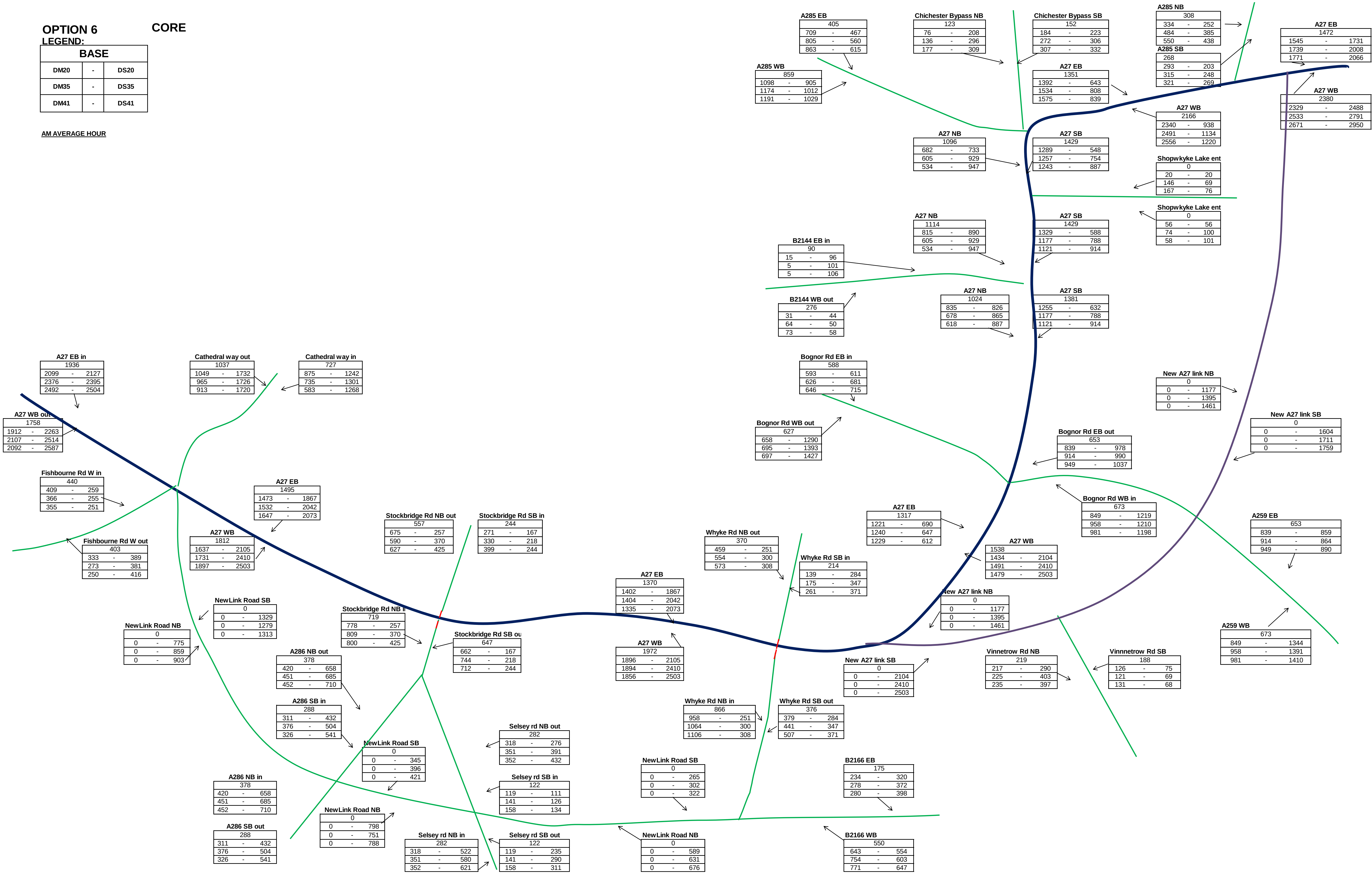
OPTION 6

LEGEND:

| BASE |   |      |
|------|---|------|
| DM20 | - | DS20 |
| DM35 | - | DS35 |
| DM41 | - | DS41 |

CORE

AM AVERAGE HOUR





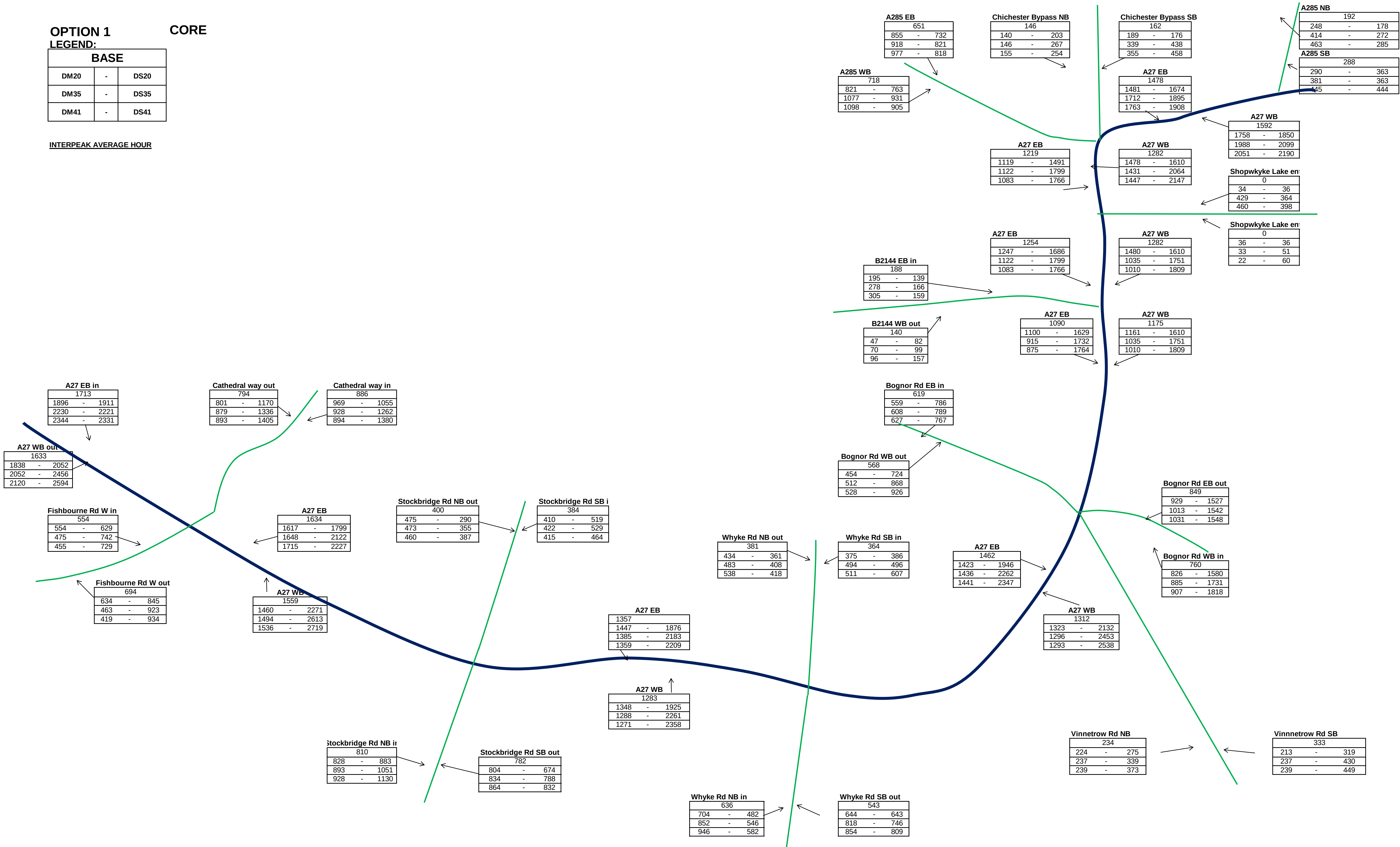
OPTION 1

LEGEND:

| BASE |   |      |  |
|------|---|------|--|
| DM20 | - | DS20 |  |
| DM35 | - | DS35 |  |
| DM41 | - | DS41 |  |

INTERPEAK AVERAGE HOUR

CORE





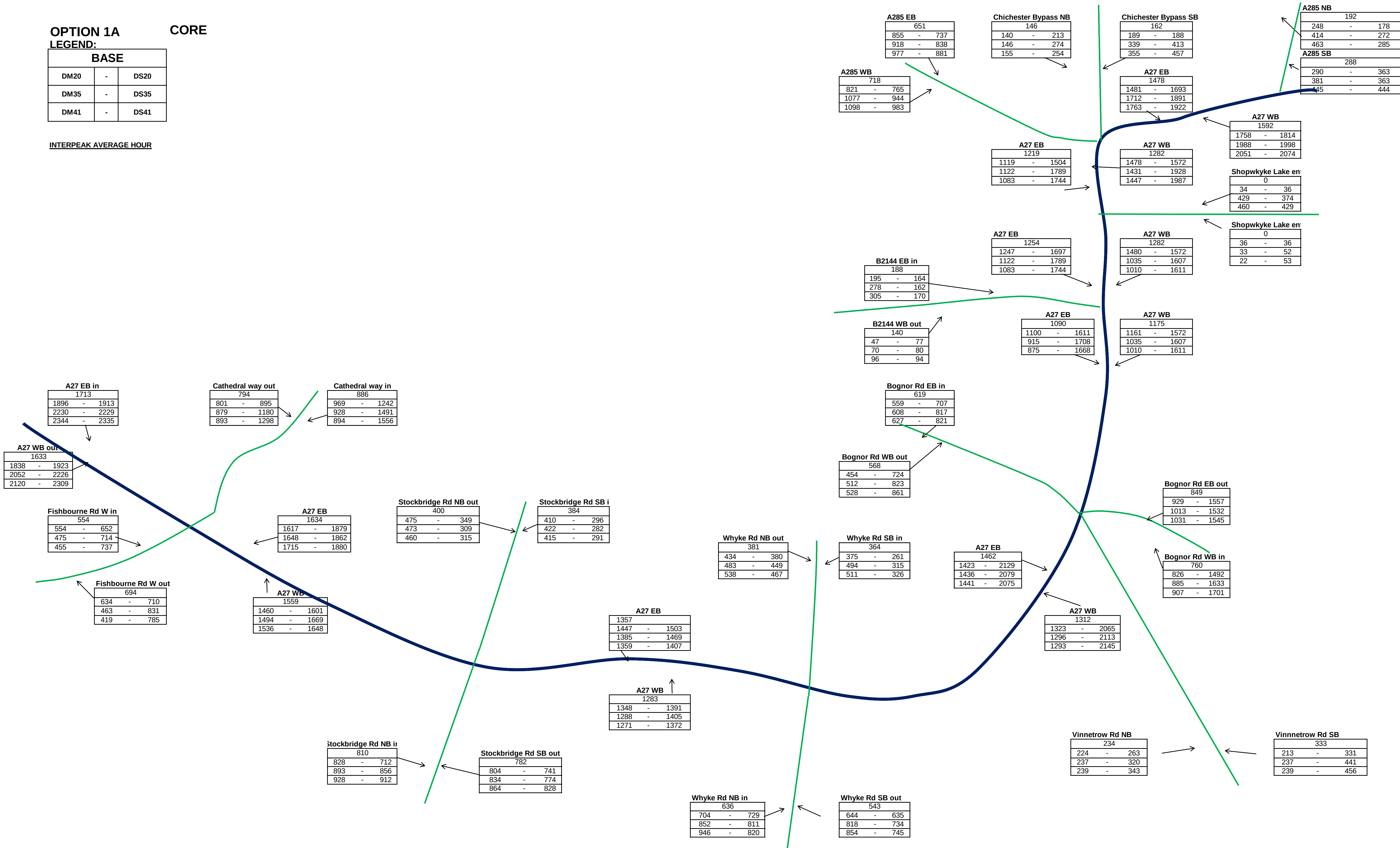
OPTION 1A

LEGEND:

| BASE |   |      |  |
|------|---|------|--|
| DM20 | - | DS20 |  |
| DM35 | - | DS35 |  |
| DM41 | - | DS41 |  |

INTERPEAK AVERAGE HOUR

CORE



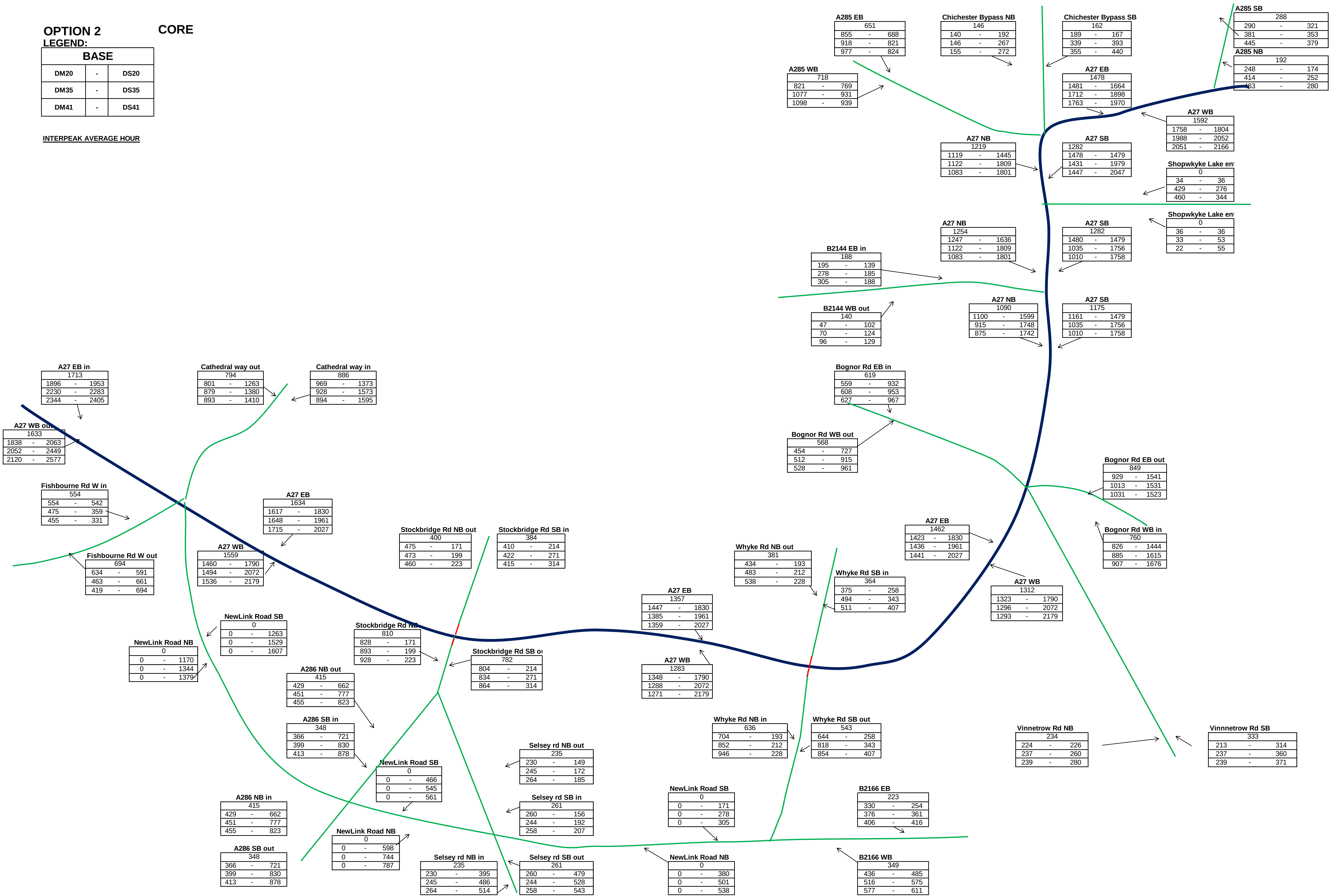


OPTION 2  
LEGEND:

| BASE |   |      |
|------|---|------|
| DM20 | - | DS20 |
| DM35 | - | DS35 |
| DM41 | - | DS41 |

INTERPEAK AVERAGE HOUR

CORE





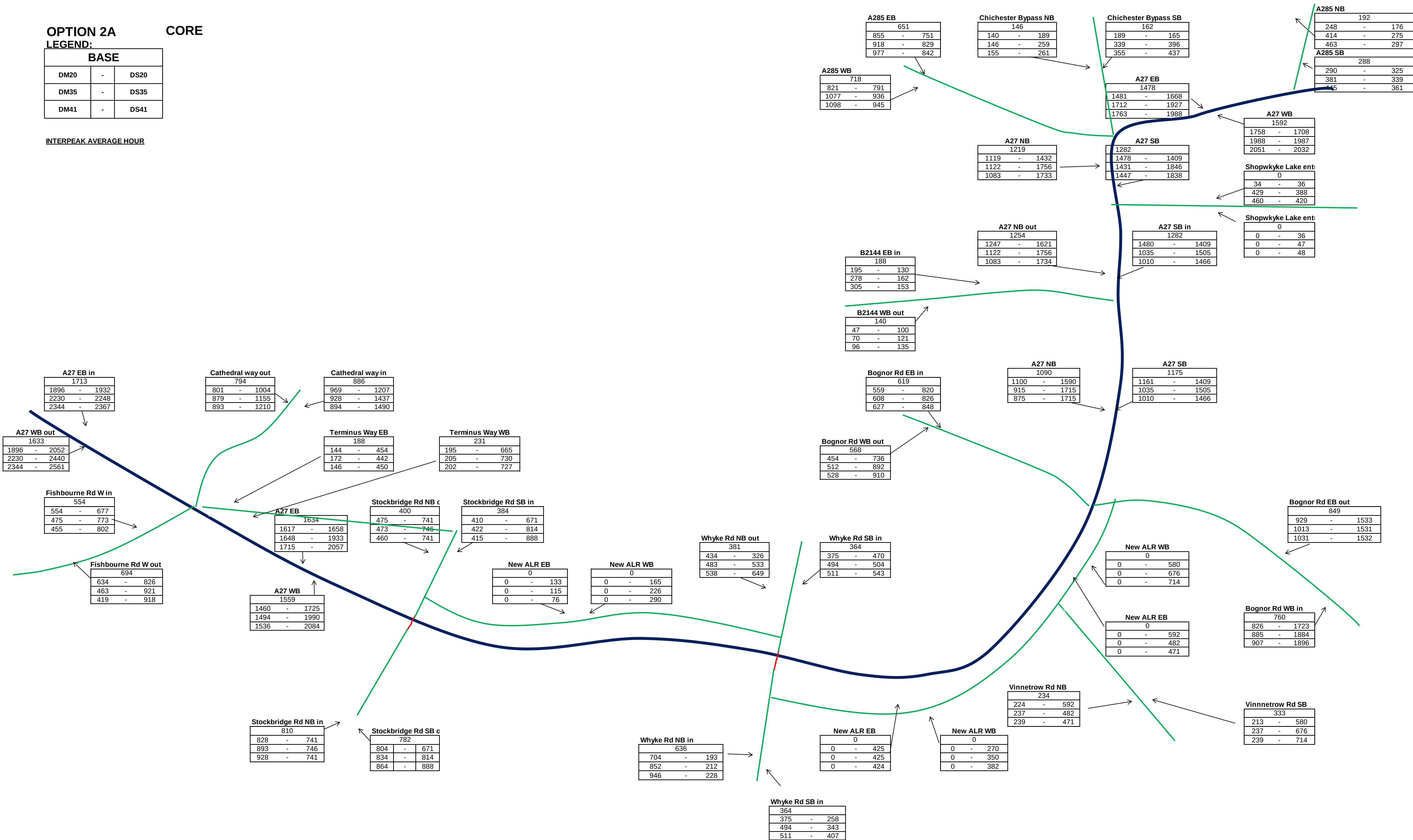
OPTION 2A

LEGEND:

| BASE |   |      |
|------|---|------|
| DM20 | - | DS20 |
| DM35 | - | DS35 |
| DM41 | - | DS41 |

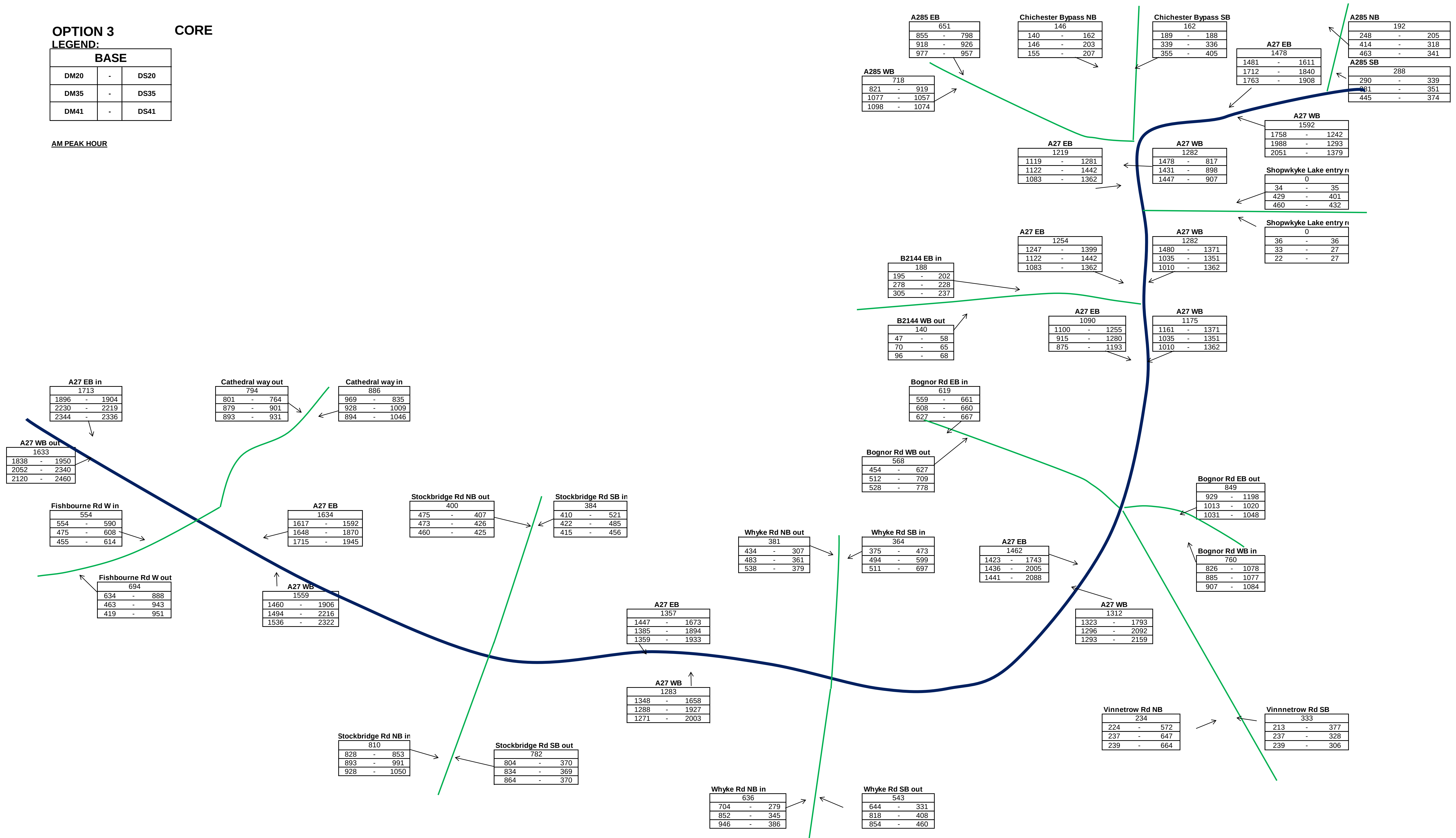
INTERPEAK AVERAGE HOUR

CORE



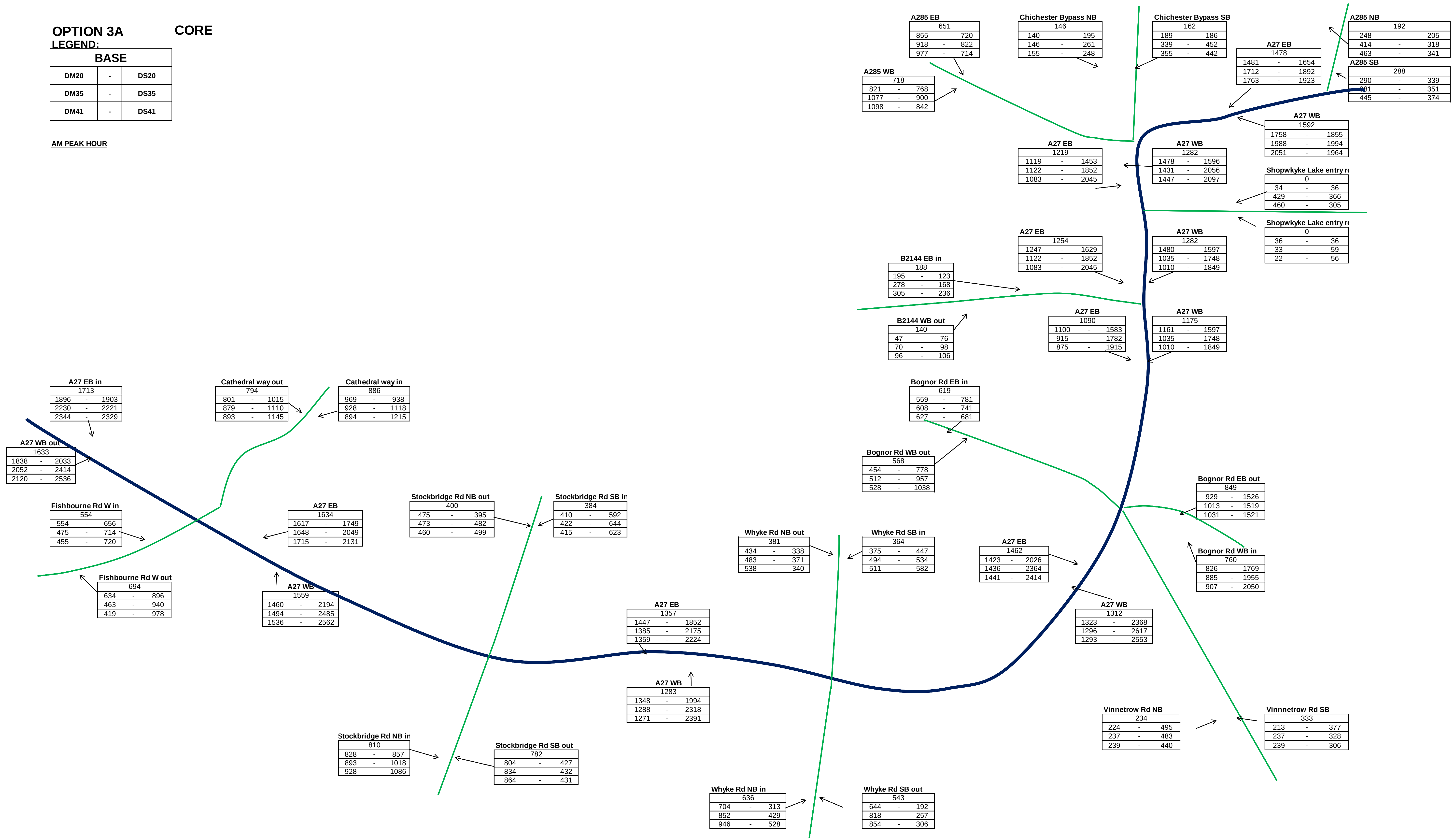


**LEGEND:**

AM PEAK HOUR



**LEGEND:**

AM PEAK HOUR



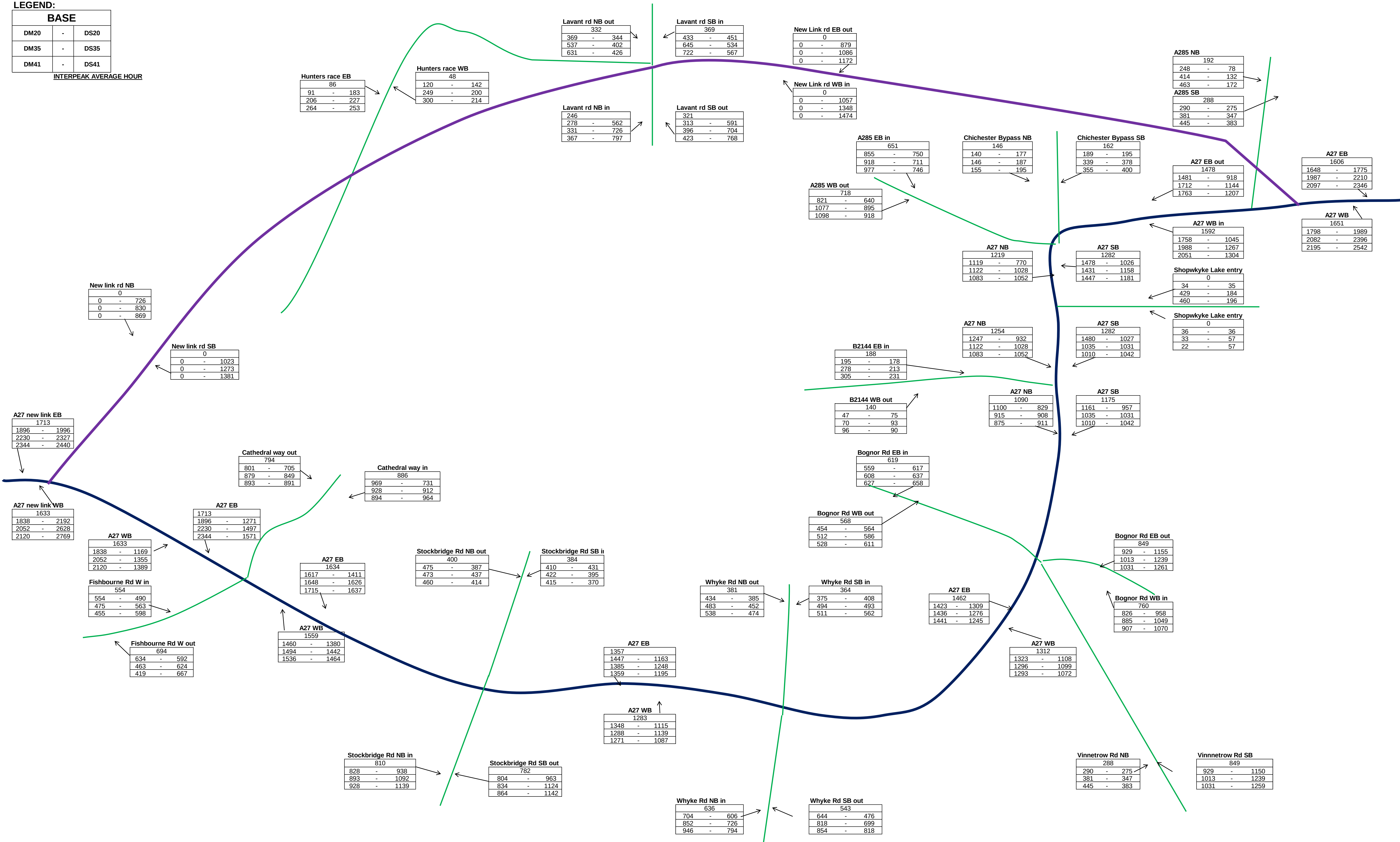
CORE

OPTION 4

LEGEND:

| BASE |   |      |
|------|---|------|
| DM20 | - | DS20 |
| DM35 | - | DS35 |
| DM41 | - | DS41 |

INTERPEAK AVERAGE HOUR





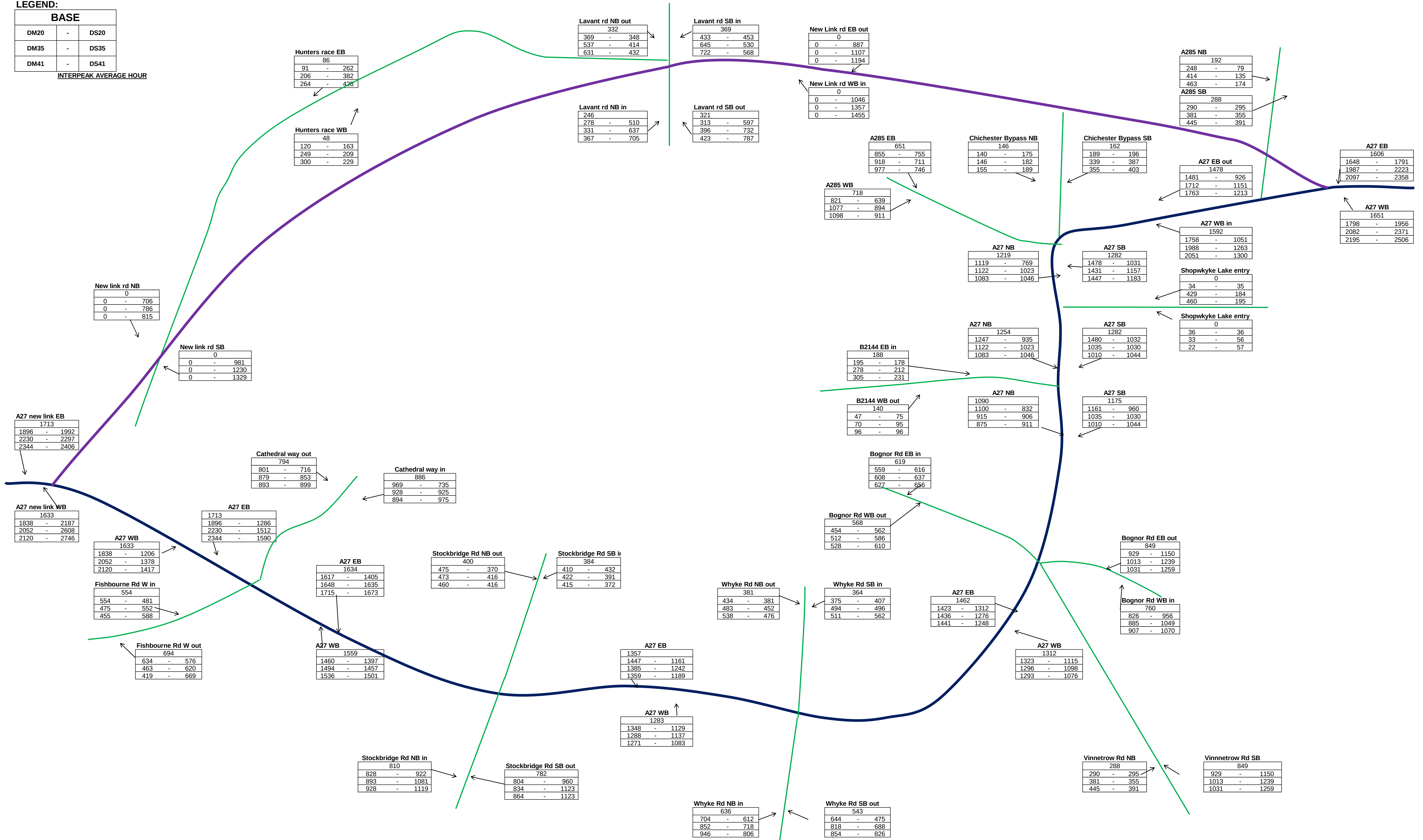
## CORE

### OPTION 5

**LEGEND:**

| BASE |   |      |
|------|---|------|
| DM20 | - | DS20 |
| DM35 | - | DS35 |
| DM41 | - | DS41 |

INTERPEAK AVERAGE HOUR





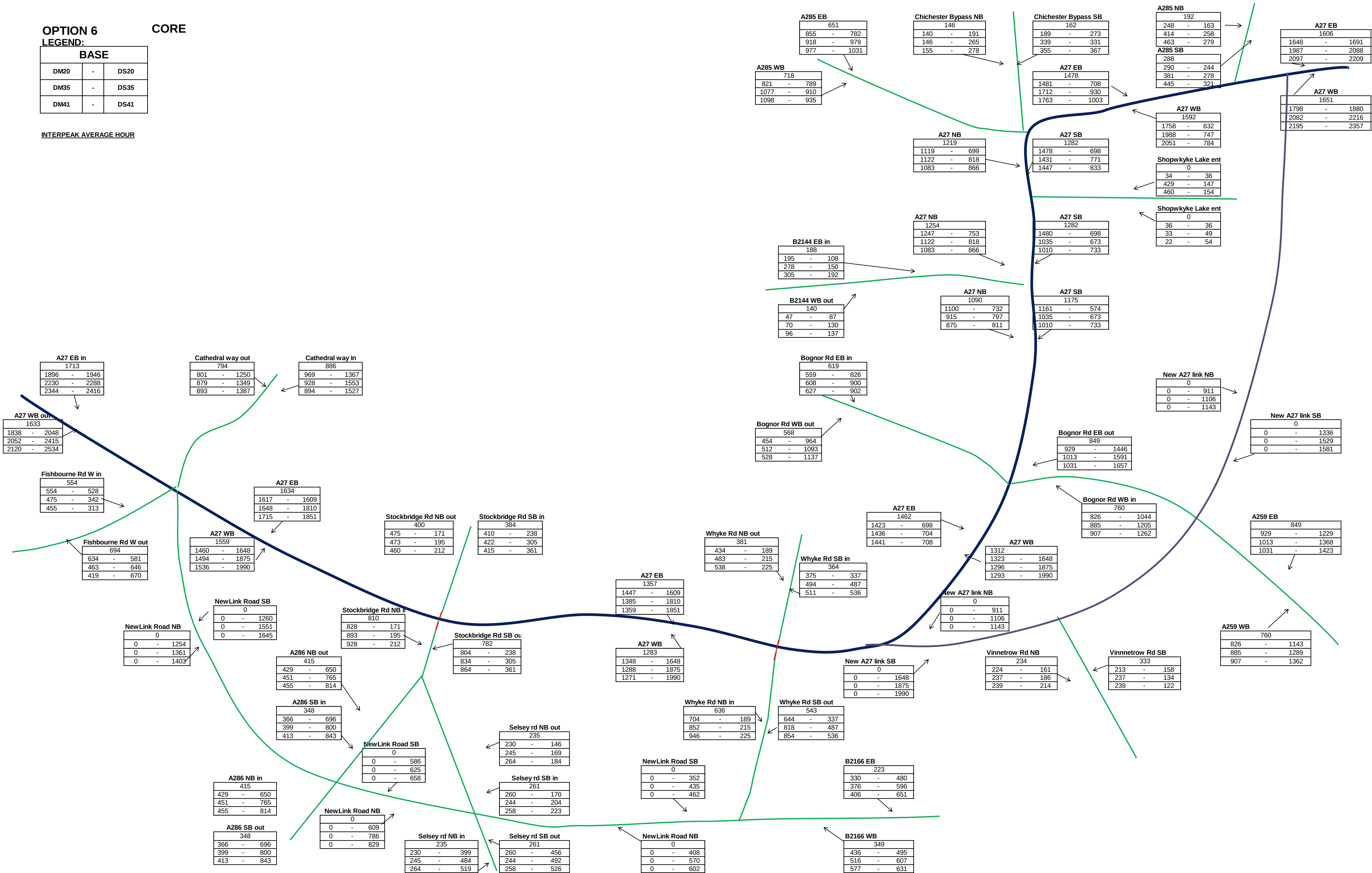
OPTION 6

LEGEND:

| BASE |   |      |
|------|---|------|
| DM20 | - | DS20 |
| DM35 | - | DS35 |
| DM41 | - | DS41 |

INTERPEAK AVERAGE HOUR

CORE



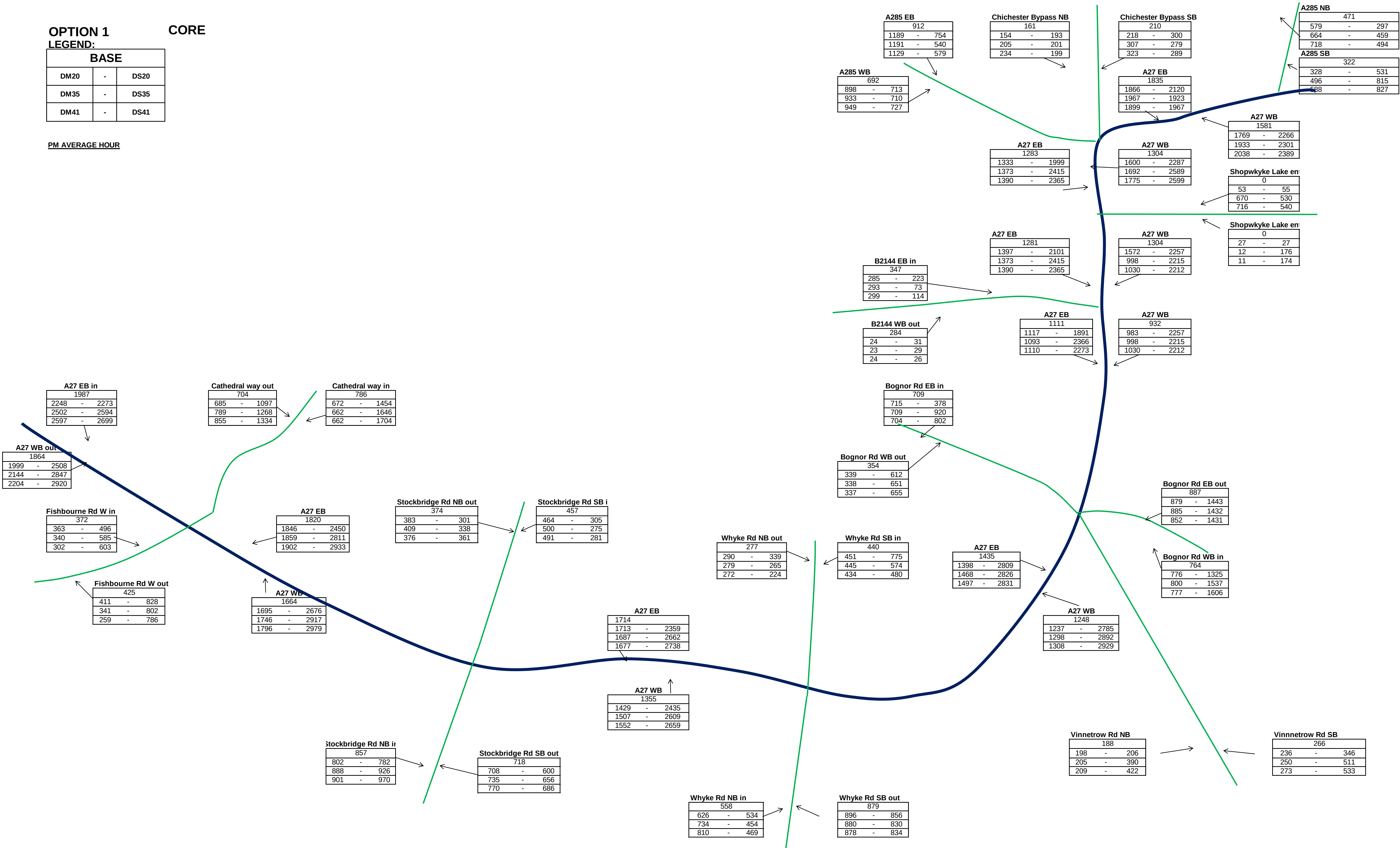


OPTION 1  
LEGEND:

| BASE |   |      |  |
|------|---|------|--|
| DM20 | - | DS20 |  |
| DM35 | - | DS35 |  |
| DM41 | - | DS41 |  |

PM AVERAGE HOUR

CORE







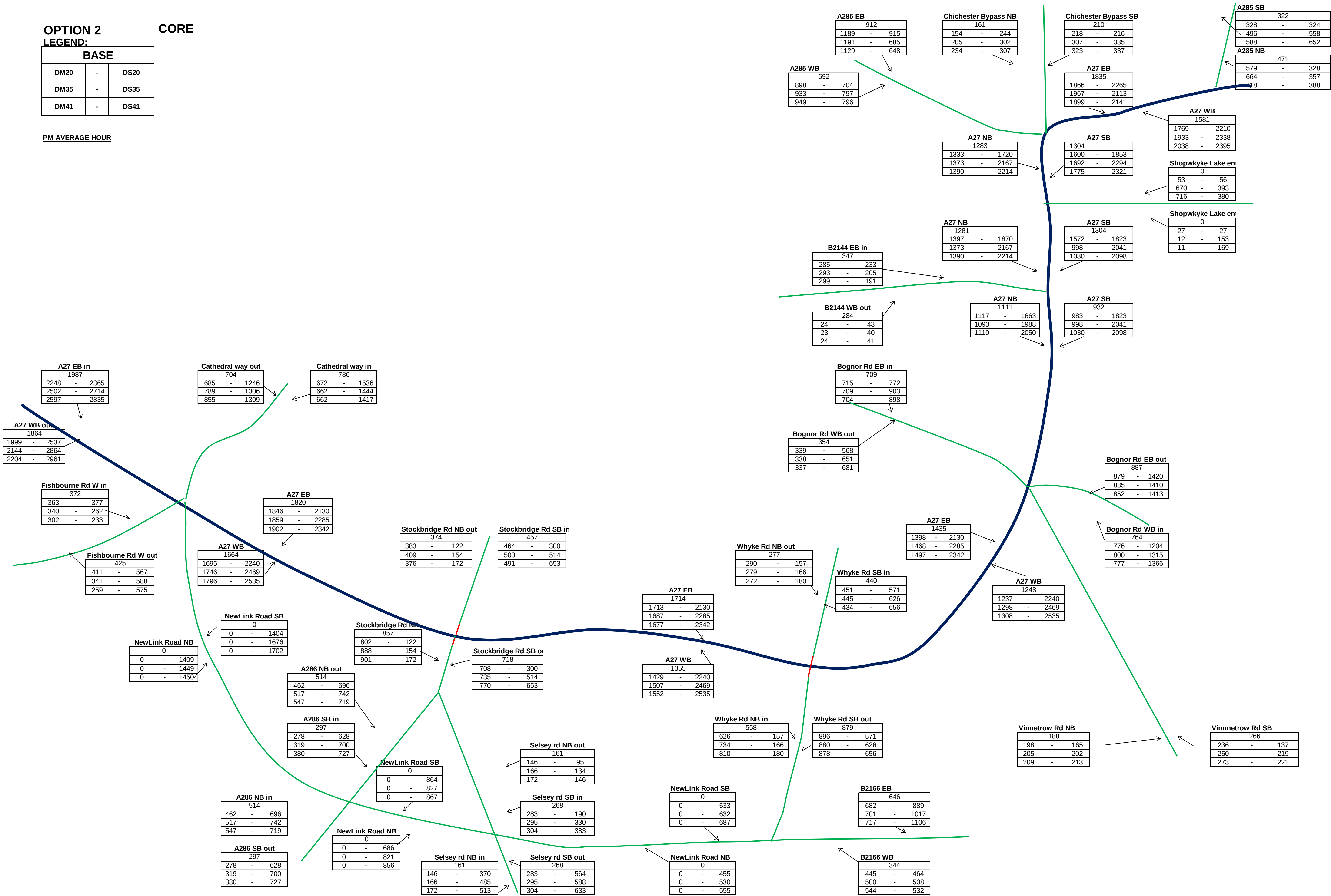


OPTION 2  
LEGEND:

| BASE |   |      |
|------|---|------|
| DM20 | - | DS20 |
| DM35 | - | DS35 |
| DM41 | - | DS41 |

PM AVERAGE HOUR

CORE





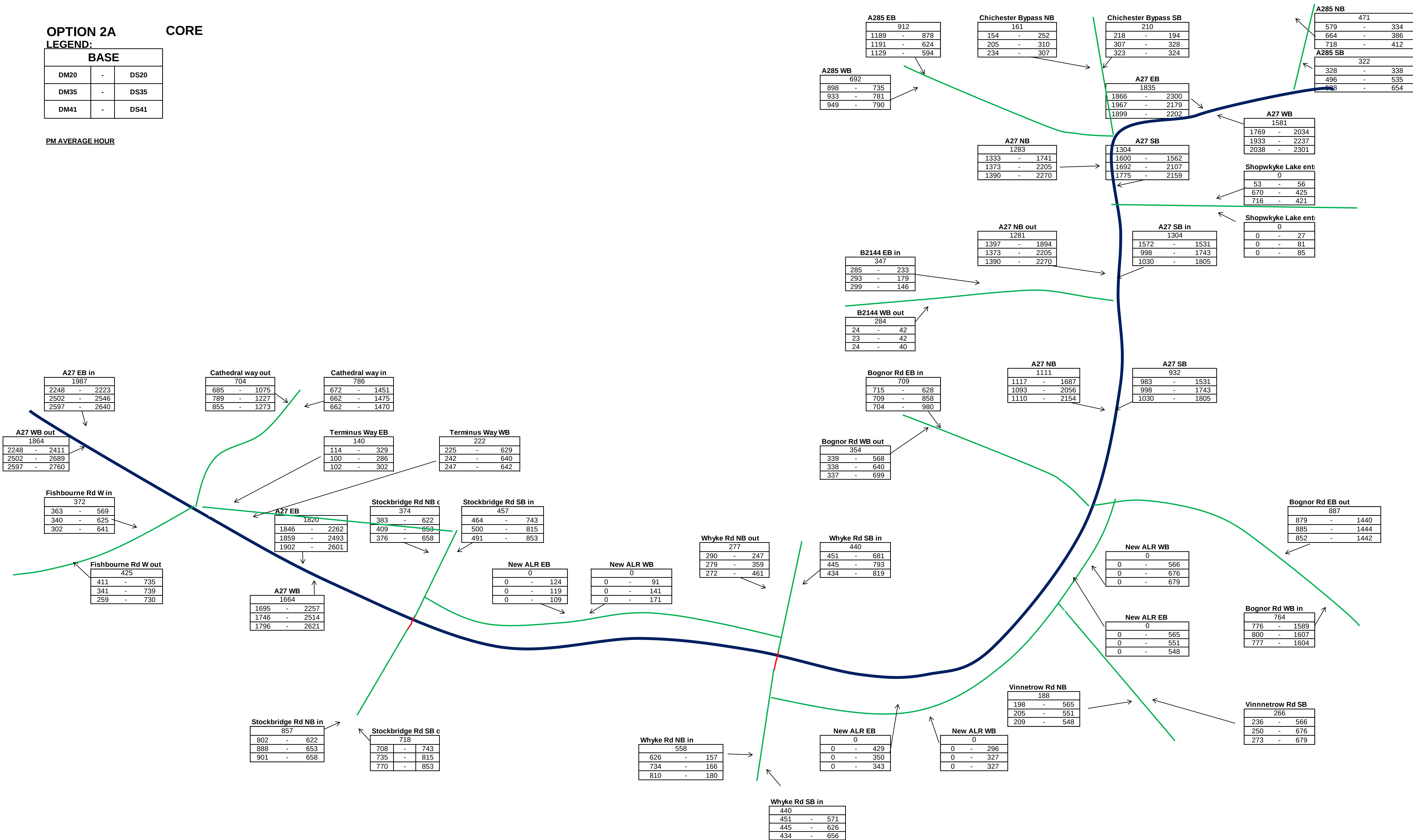
OPTION 2A

LEGEND:

| BASE |   |      |
|------|---|------|
| DM20 | - | DS20 |
| DM35 | - | DS35 |
| DM41 | - | DS41 |

PM AVERAGE HOUR

CORE





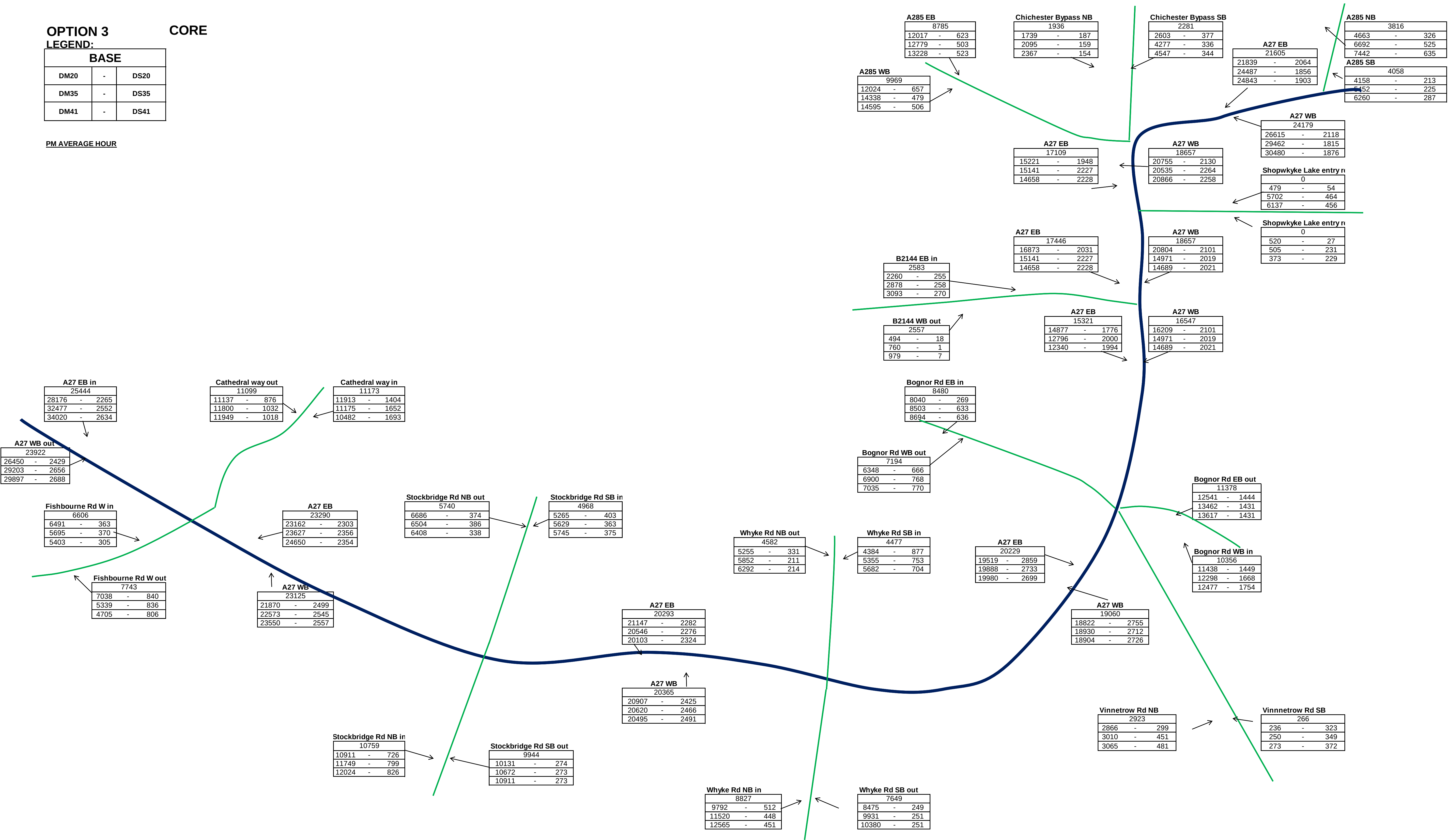
OPTION 3

LEGEND:

| BASE |   |      |
|------|---|------|
| DM20 | - | DS20 |
| DM35 | - | DS35 |
| DM41 | - | DS41 |

PM AVERAGE HOUR

CORE





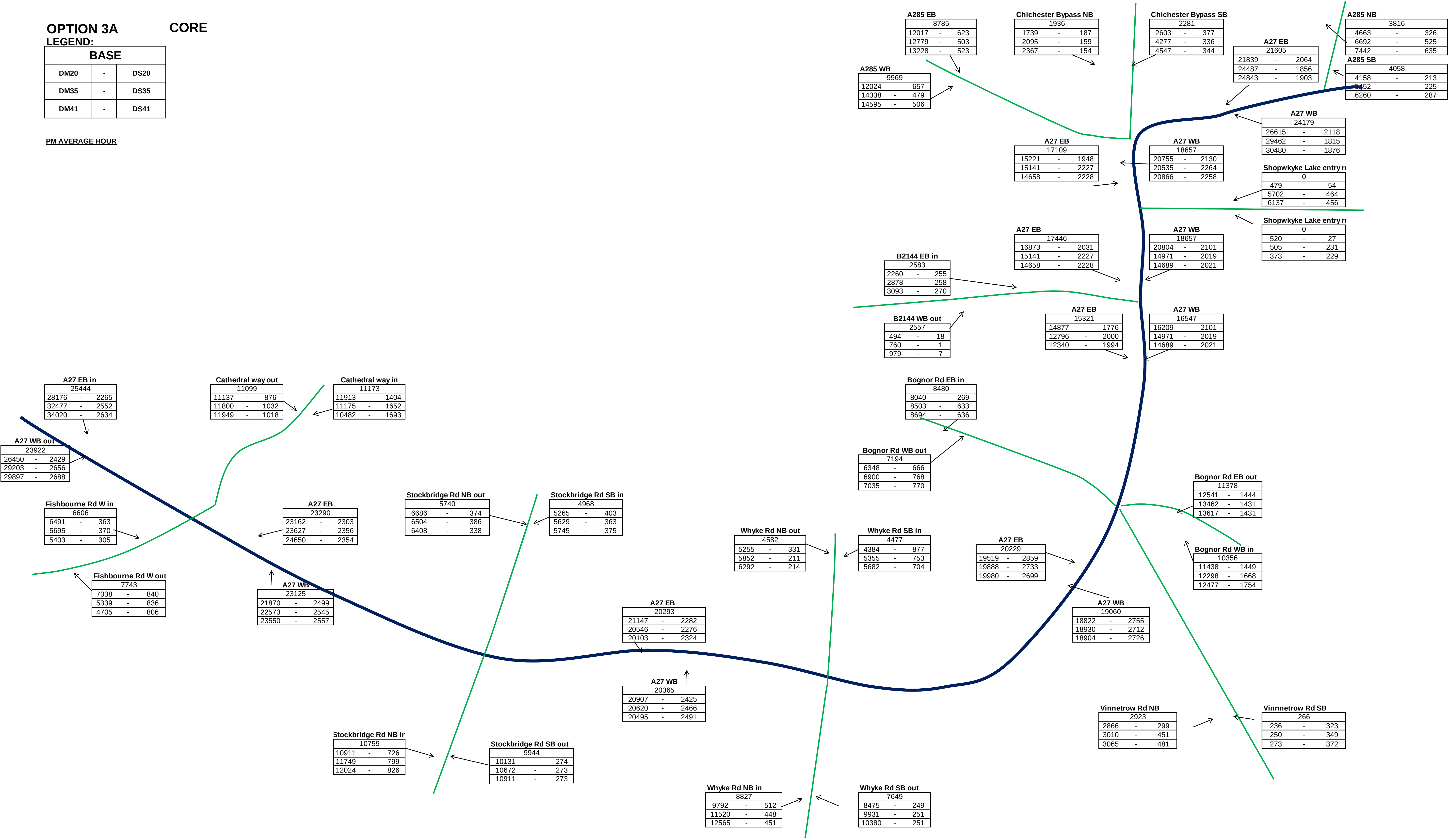
OPTION 3A

LEGEND:

| BASE |   |      |
|------|---|------|
| DM20 | - | DS20 |
| DM35 | - | DS35 |
| DM41 | - | DS41 |

PM AVERAGE HOUR

CORE





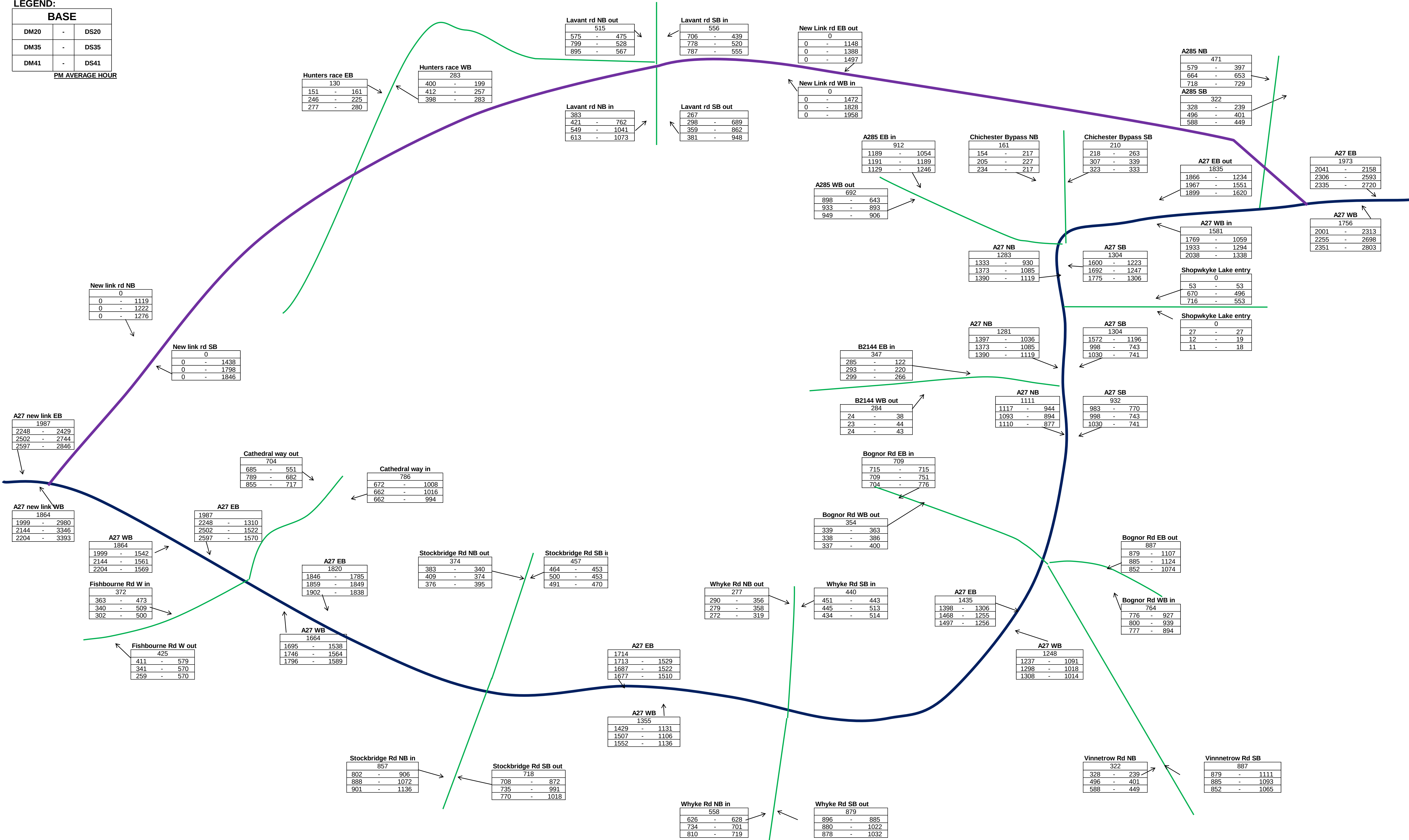
CORE

OPTION 4

LEGEND:

| BASE |   |      |
|------|---|------|
| DM20 | - | DS20 |
| DM35 | - | DS35 |
| DM41 | - | DS41 |

PM AVERAGE HOUR





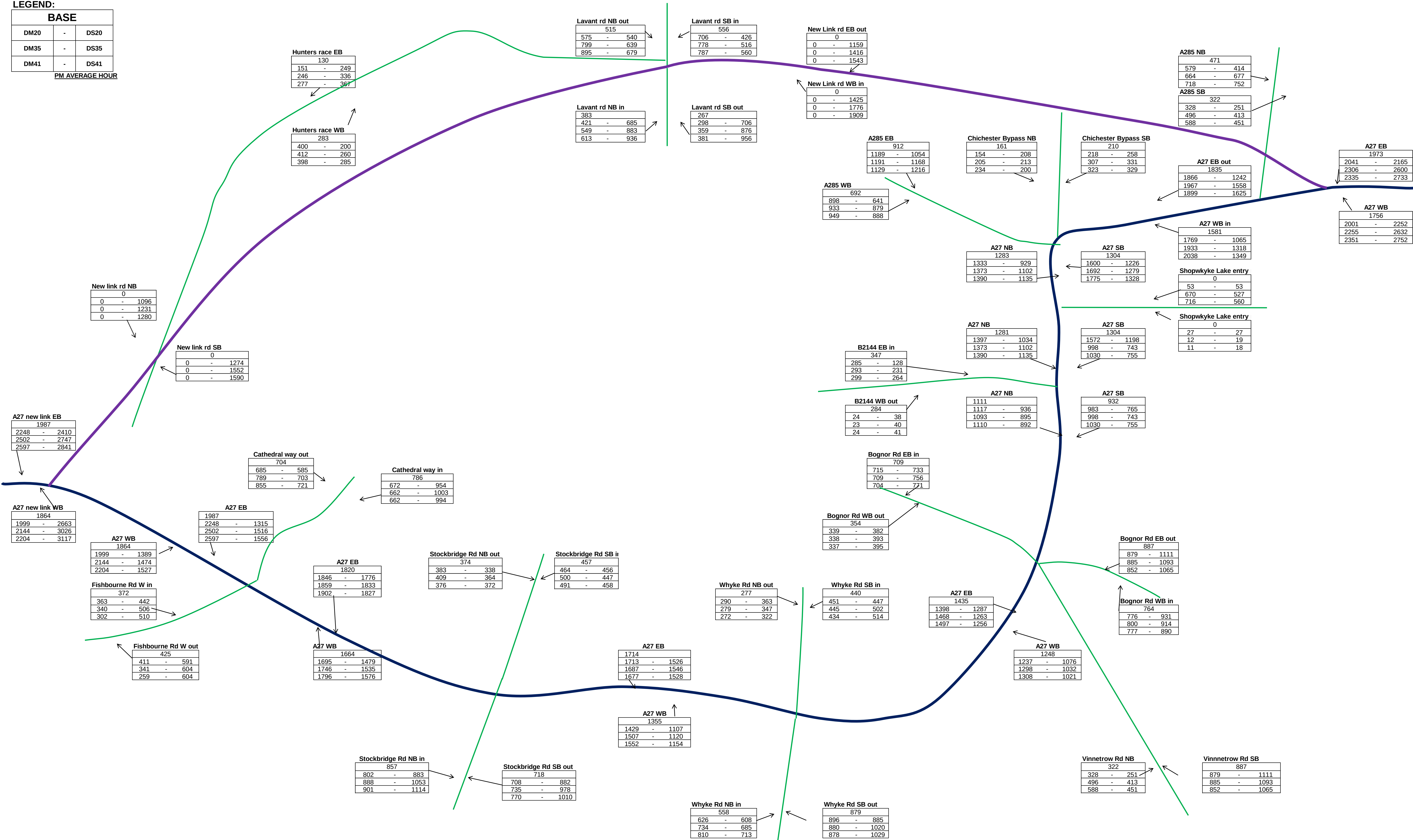
CORE

OPTION 5

LEGEND:

| BASE |   |      |
|------|---|------|
| DM20 | - | DS20 |
| DM35 | - | DS35 |
| DM41 | - | DS41 |

PM AVERAGE HOUR





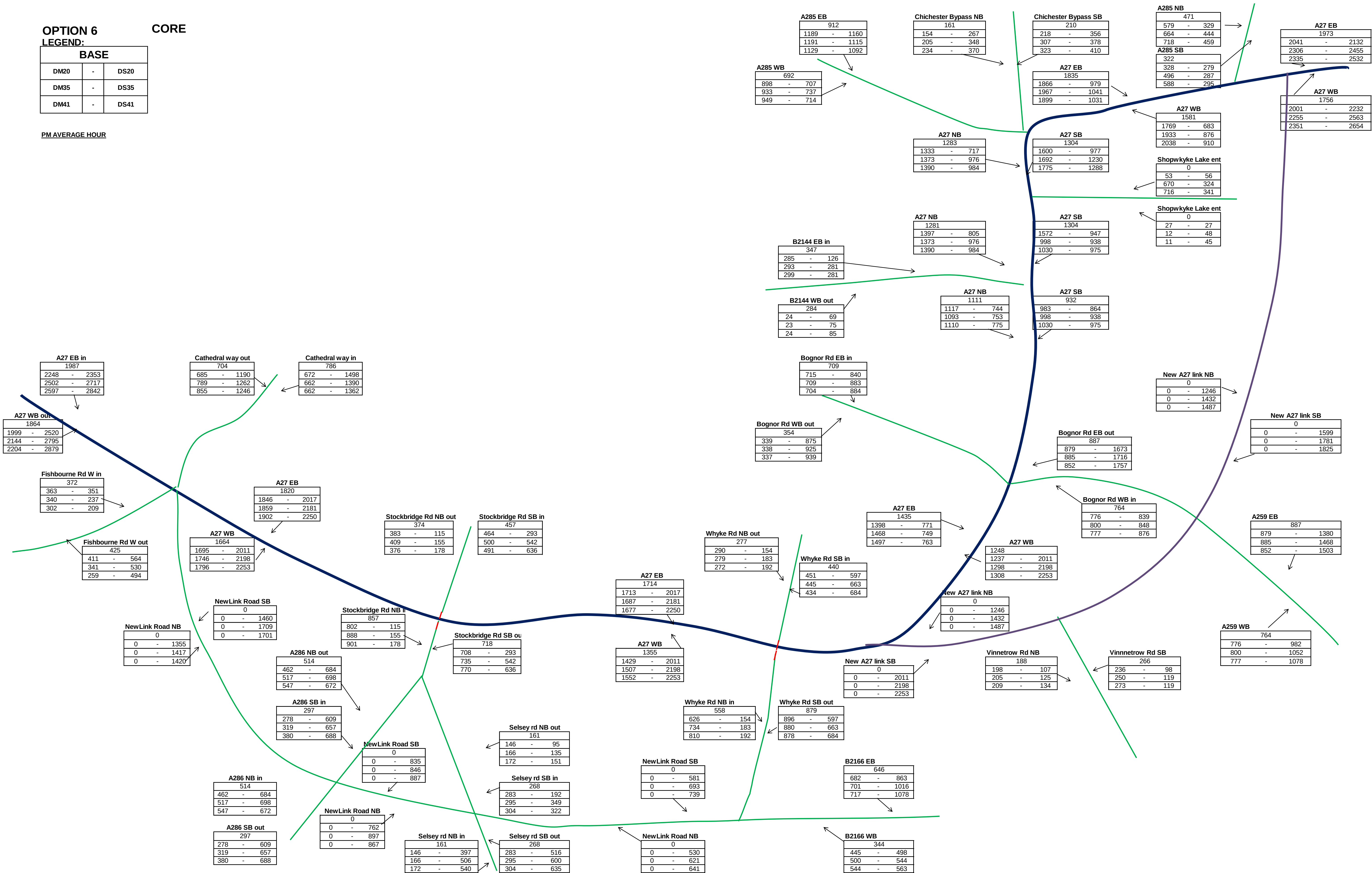
OPTION 6

LEGEND:

| BASE |   |      |
|------|---|------|
| DM20 | - | DS20 |
| DM35 | - | DS35 |
| DM41 | - | DS41 |

PM AVERAGE HOUR

CORE



**APPENDIX J    TRAFFIC FLOW DIAGRAMS – LOW GROWTH**



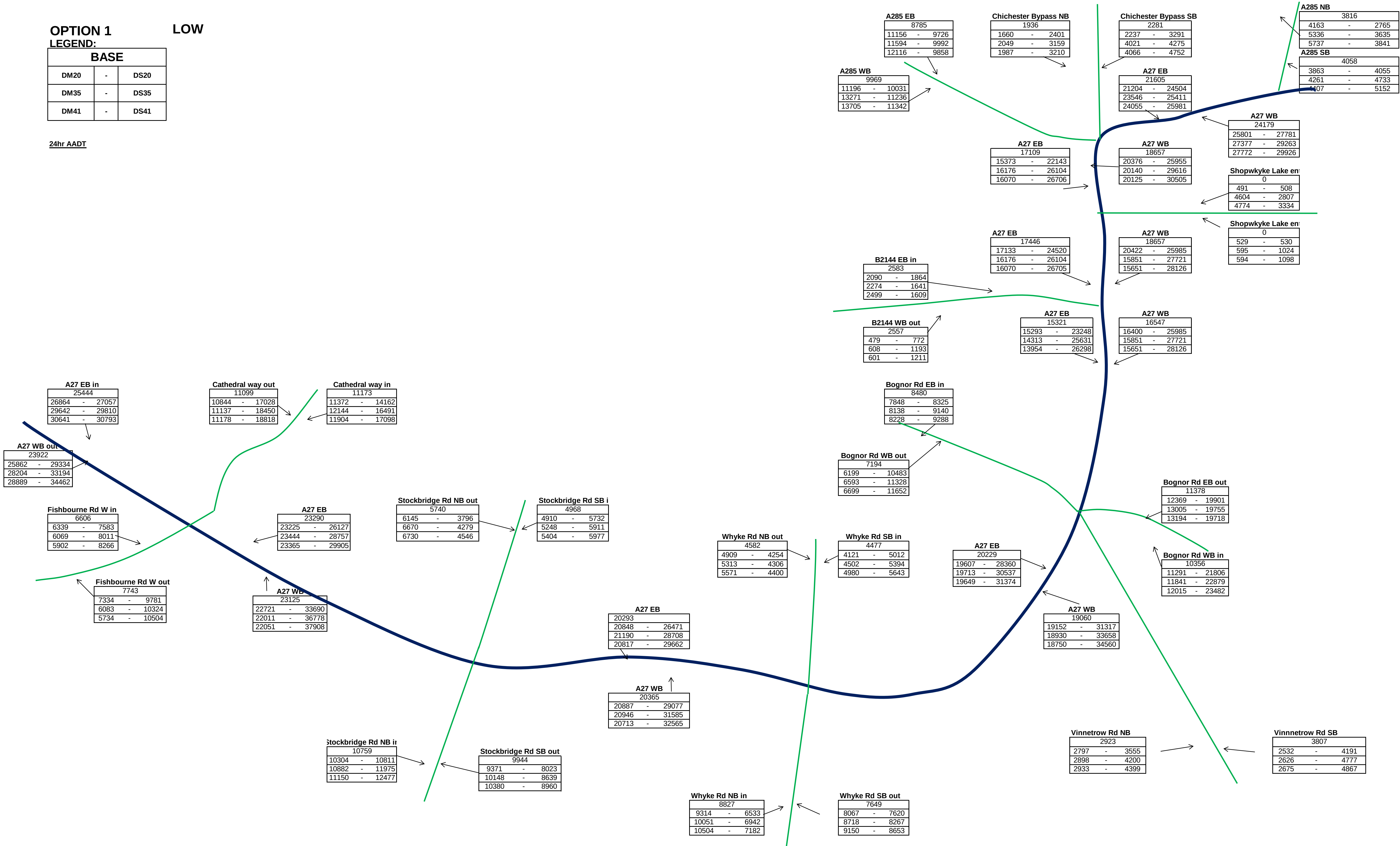
OPTION 1

LEGEND:

| BASE |   |      |  |
|------|---|------|--|
| DM20 | - | DS20 |  |
| DM35 | - | DS35 |  |
| DM41 | - | DS41 |  |

24hr AADT

LOW



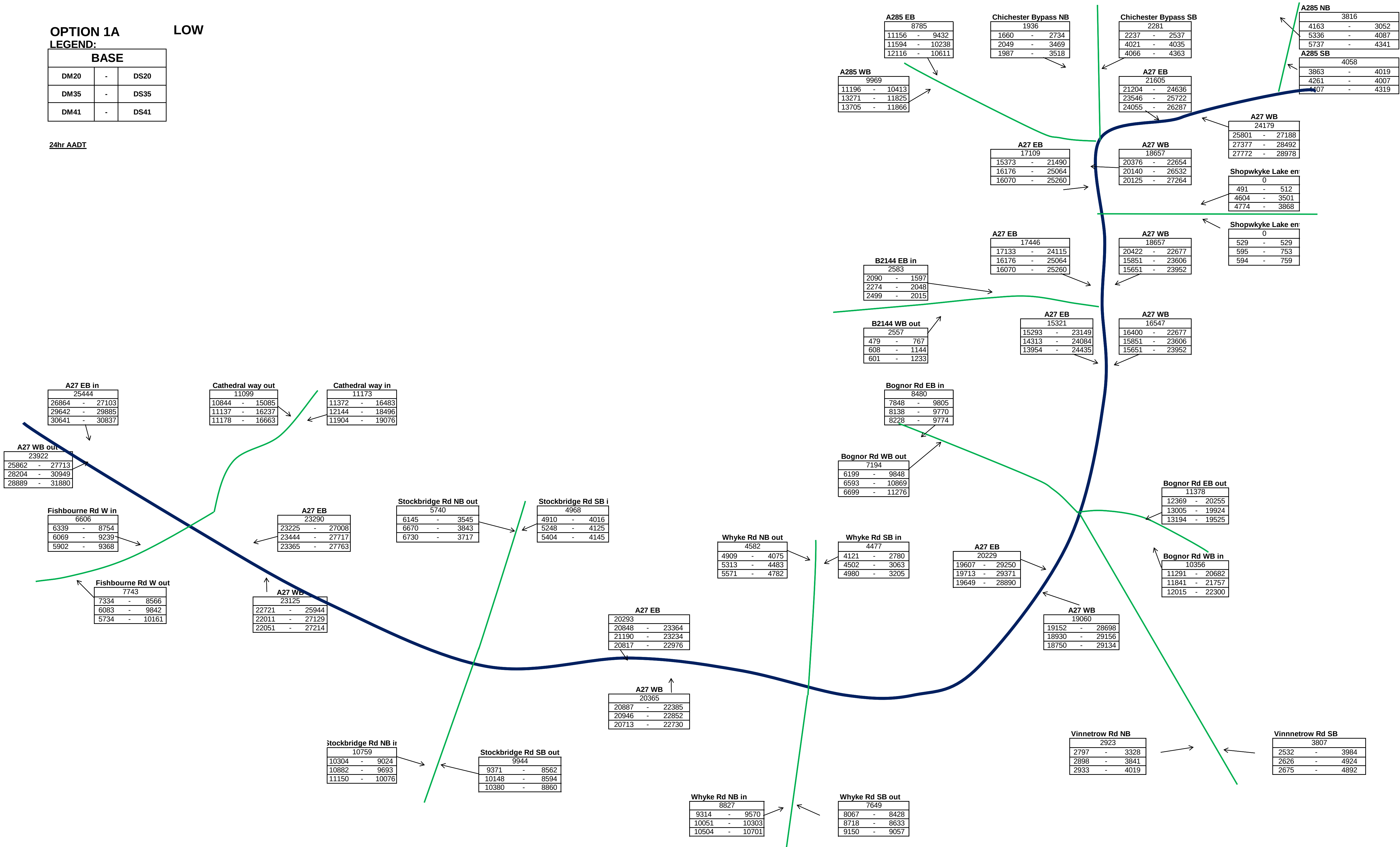


OPTION 1A  
LEGEND:

| BASE |   |      |  |
|------|---|------|--|
| DM20 | - | DS20 |  |
| DM35 | - | DS35 |  |
| DM41 | - | DS41 |  |

24hr AADT

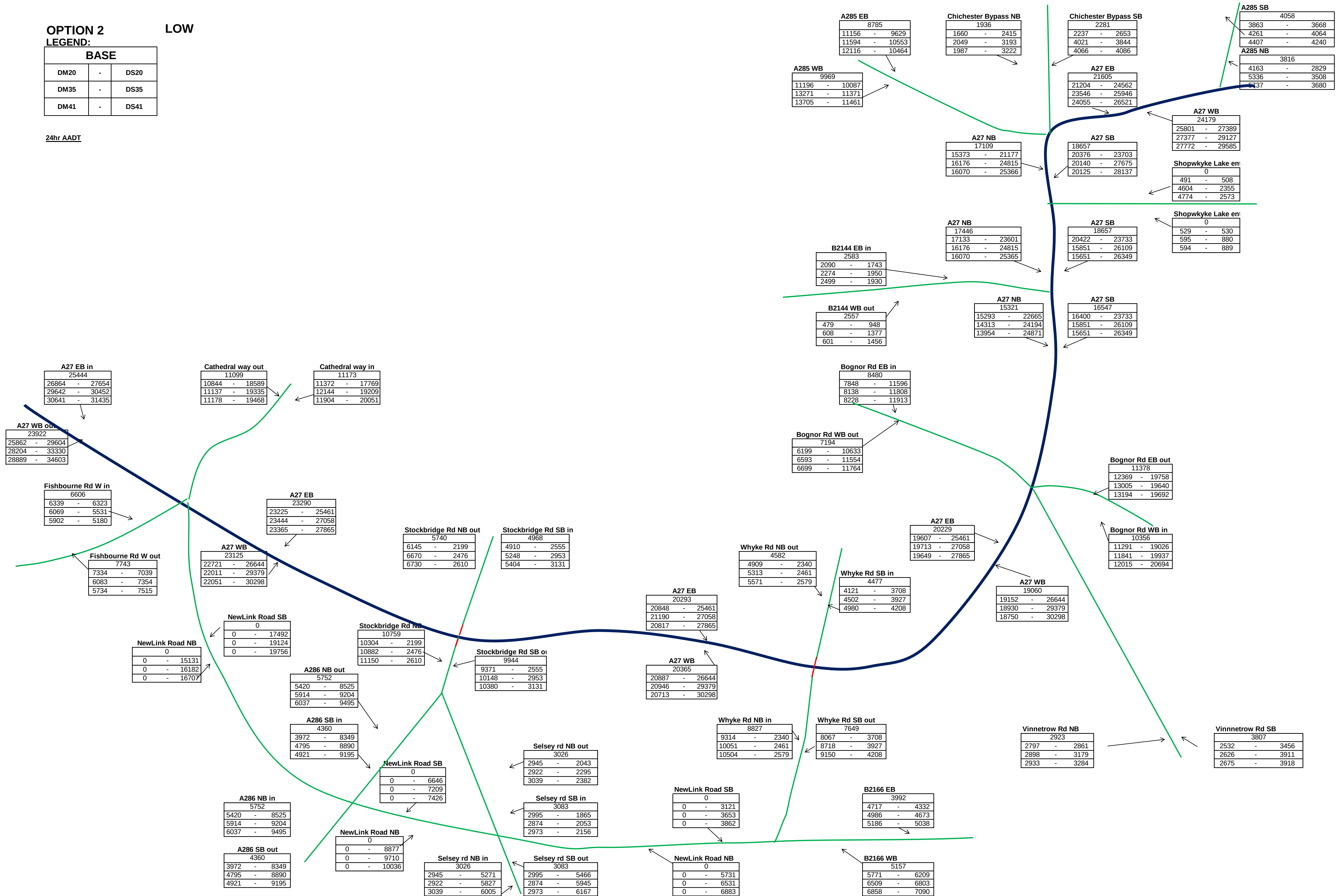
LOW





**LOW**

## E

24hr AADT



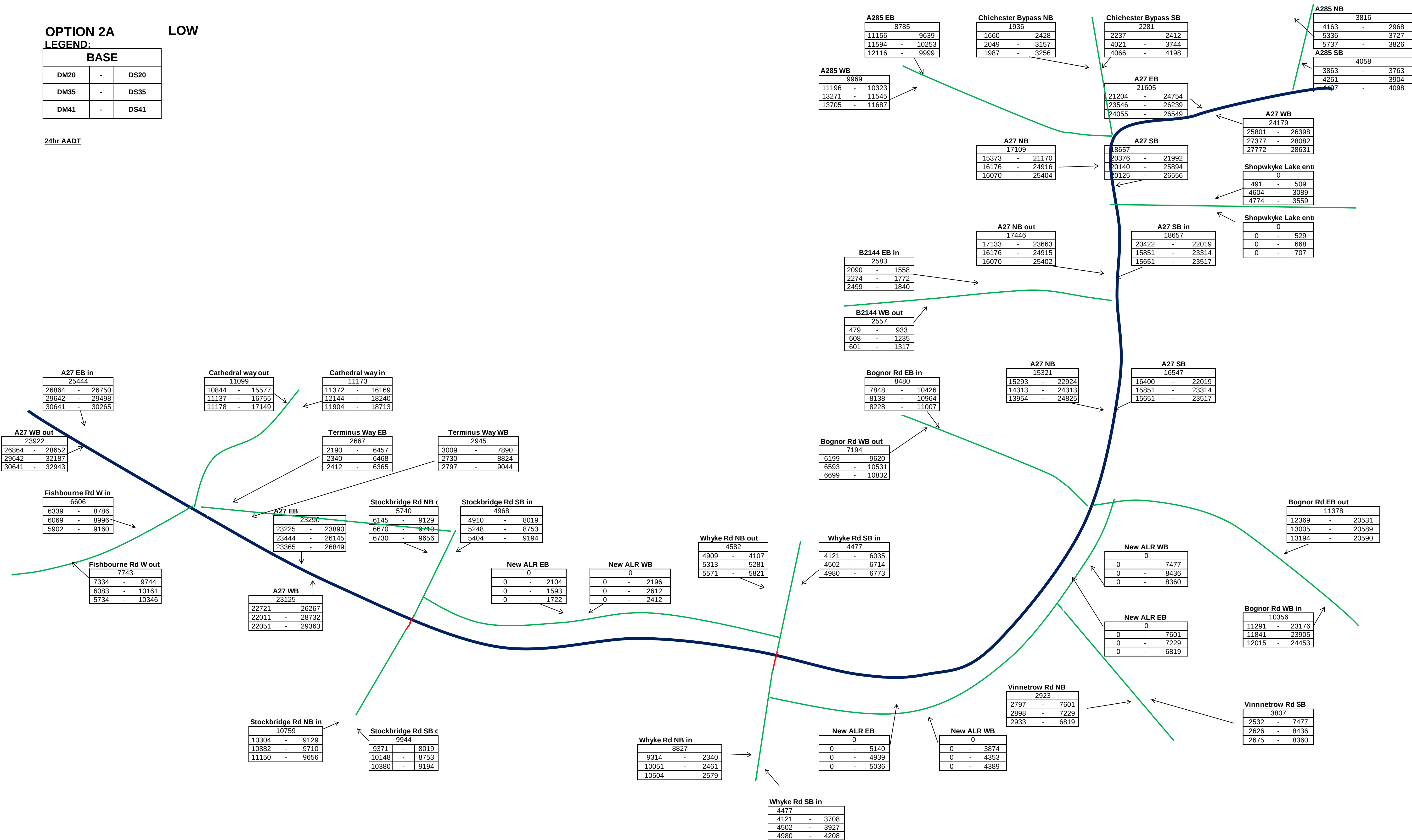
OPTION 2A

LOW

LEGEND:

| BASE |   |      |
|------|---|------|
| DM20 | - | DS20 |
| DM35 | - | DS35 |
| DM41 | - | DS41 |

24hr AADT





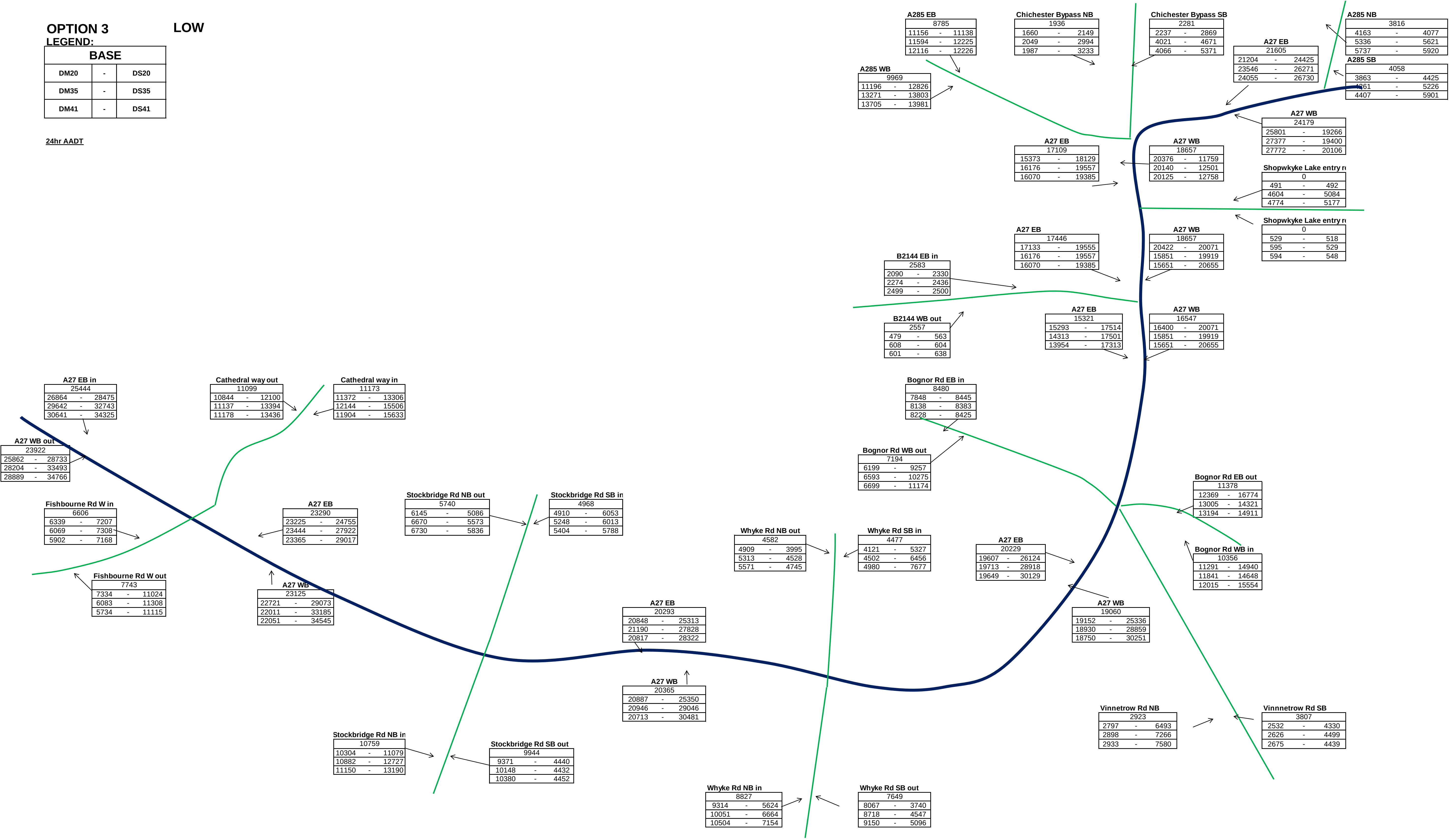
OPTION 3

LEGEND:

| BASE |   |      |
|------|---|------|
| DM20 | - | DS20 |
| DM35 | - | DS35 |
| DM41 | - | DS41 |

24hr AADT

LOW





**LEGEND:**

| BASE |   |      |
|------|---|------|
| DM20 | - | DS20 |
| DM35 | - | DS35 |
| DM41 | - | DS41 |

24hr AADT

|                |   |      |
|----------------|---|------|
| <b>A285 EB</b> |   |      |
| 8785           |   |      |
| 11156          | - | 9469 |
| 11594          | - | 9762 |
| 12116          | - | 9717 |

| Chichester Bypass NB |   |      |
|----------------------|---|------|
| 1936                 |   |      |
| 1660                 | - | 2313 |
| 2049                 | - | 2937 |
| 1987                 | - | 3021 |

| Chichester Bypass SB |   |      |
|----------------------|---|------|
| 2281                 |   |      |
| 2237                 | - | 3603 |
| 4021                 | - | 4791 |
| 4066                 | - | 5074 |

| A27 EB |   |       |
|--------|---|-------|
| 21605  |   |       |
| 21204  | - | 24165 |
| 23546  | - | 25134 |
| 24055  | - | 25836 |

|                |   |      |  |
|----------------|---|------|--|
| <b>A285 NB</b> |   |      |  |
| 3816           |   |      |  |
| 4163           | - | 2795 |  |
| 5336           | - | 3999 |  |
| 5737           | - | 4402 |  |

| A285 SB |   |      |
|---------|---|------|
| 4058    |   |      |
| 3863    | - | 4184 |
| 4261    | - | 4732 |
| 4407    | - | 5063 |

| A285 WB |   |       |
|---------|---|-------|
| 9969    |   |       |
| 11196   | - | 10017 |
| 13271   | - | 10768 |
| 13705   | - | 10620 |

| A27 EB |   |       |
|--------|---|-------|
| 17109  |   |       |
| 15373  | - | 21875 |
| 16176  | - | 25765 |
| 16070  | - | 26468 |

| A27 WB |   |       |
|--------|---|-------|
| 18657  |   |       |
| 20376  | - | 25835 |
| 20140  | - | 28612 |
| 20125  | - | 29262 |

| A27 WB |   |       |
|--------|---|-------|
| 24179  |   |       |
| 25801  | - | 27405 |
| 27377  | - | 27464 |
| 27772  | - | 27843 |

| Shopwkyke Lake entry r |   |      |
|------------------------|---|------|
|                        | 0 |      |
| 491                    | - | 507  |
| 4604                   | - | 2855 |
| 4774                   | - | 3296 |

| Shopwkyke Lake entry r |   |      |
|------------------------|---|------|
| 0                      |   |      |
| 529                    | - | 530  |
| 595                    | - | 1127 |
| 594                    | - | 1195 |

| A27 WB |   |       |
|--------|---|-------|
| 18657  |   |       |
| 20422  | - | 25866 |
| 15851  | - | 26778 |
| 15651  | - | 27032 |

| A27 WB |   |       |
|--------|---|-------|
| 16547  |   |       |
| 16400  | - | 25866 |
| 15851  | - | 26778 |
| 15651  | - | 27032 |

|               |   |       |
|---------------|---|-------|
| <b>A27 EB</b> |   |       |
| 17446         |   |       |
| 17133         | - | 23997 |
| 16176         | - | 25766 |
| 16070         | - | 26468 |

| B2144 EB in |   |      |
|-------------|---|------|
| 2583        |   |      |
| 2090        | - | 1666 |
| 2274        | - | 1878 |
| 2499        | - | 1932 |

| B2144 WB out |   |     |
|--------------|---|-----|
| 2557         |   |     |
| 479          | - | 761 |
| 608          | - | 868 |
| 601          | - | 886 |

|       |   |       |
|-------|---|-------|
| 15321 |   |       |
| 15293 | - | 22943 |
| 14313 | - | 24607 |
| 13954 | - | 25270 |

|                 |   |      |
|-----------------|---|------|
| Bognor Rd EB in |   |      |
| 8480            |   |      |
| 7848            | - | 8280 |
| 8138            | - | 8411 |
| 8228            | - | 8631 |

| Bognor Rd WB out |   |       |
|------------------|---|-------|
| 7194             |   |       |
| 6199             | - | 10946 |
| 6593             | - | 11984 |
| 6699             | - | 12381 |

|                         |   |       |
|-------------------------|---|-------|
| <b>Bognor Rd EB out</b> |   |       |
| 11378                   |   |       |
| 12369                   | - | 19770 |
| 13005                   | - | 19596 |
| 13194                   | - | 19586 |

|                        |   |       |
|------------------------|---|-------|
| <b>Bognor Rd WB in</b> |   |       |
| 10356                  |   |       |
| 11291                  | - | 23873 |
| 11841                  | - | 25577 |
| 12015                  | - | 26030 |

| A27 EB |   |       |
|--------|---|-------|
| 20229  |   |       |
| 19607  | - | 28451 |
| 19713  | - | 31197 |
| 19649  | - | 32448 |

| Whyke Rd SB in |   |      |
|----------------|---|------|
| 4477           |   |      |
| 4121           | - | 5314 |
| 4502           | - | 5698 |
| 4980           | - | 6328 |

|                 |   |      |
|-----------------|---|------|
| Whyke Rd NB out |   |      |
| 4582            |   |      |
| 4909            | - | 3743 |
| 5313            | - | 3855 |
| 5571            | - | 4084 |

| A27 EB |   |       |
|--------|---|-------|
| 20293  |   |       |
| 20848  | - | 25808 |
| 21190  | - | 28376 |
| 20817  | - | 29090 |

| A27 WB |   |       |
|--------|---|-------|
| 20365  |   |       |
| 20887  | - | 29870 |
| 20946  | - | 32398 |
| 20713  | - | 33443 |

| Vinnetrow Rd NB |   |      |
|-----------------|---|------|
| 2923            |   |      |
| 2797            | - | 5713 |
| 2898            | - | 6184 |
| 2933            | - | 6153 |

| Vinnetrow Rd SB |   |      |
|-----------------|---|------|
| 3807            |   |      |
| 2532            | - | 4330 |
| 2626            | - | 4499 |
| 2675            | - | 4439 |

| Whyke Rd SB out |   |      |
|-----------------|---|------|
| 7649            |   |      |
| 8067            | - | 2229 |
| 8718            | - | 2366 |
| 9150            | - | 2507 |

| Whyke Rd NB in |   |      |
|----------------|---|------|
| 8827           |   |      |
| 9314           | - | 5058 |
| 10051          | - | 5380 |
| 10504          | - | 5894 |

| Stockbridge Rd SB out |   |      |
|-----------------------|---|------|
| 9944                  |   |      |
| 9371                  | - | 4560 |
| 10148                 | - | 4928 |
| 10380                 | - | 5003 |

|                      |   |       |
|----------------------|---|-------|
| Stockbridge Rd NB in |   |       |
| 10759                |   |       |
| 10304                | - | 10681 |
| 10882                | - | 11709 |
| 11150                | - | 12096 |

| A27 WB |   |       |
|--------|---|-------|
| 23125  |   |       |
| 22721  | - | 32596 |
| 22011  | - | 35327 |
| 22051  | - | 36225 |

| A27 EB |   |       |
|--------|---|-------|
| 23290  |   |       |
| 23225  | - | 25080 |
| 23444  | - | 27833 |
| 23365  | - | 28662 |

| Stockbridge Rd NB out |   |      |
|-----------------------|---|------|
| 5740                  |   |      |
| 6145                  | - | 4944 |
| 6670                  | - | 5392 |
| 6730                  | - | 5751 |

|                      |   |      |
|----------------------|---|------|
| Stockbridge Rd SB in |   |      |
| 4968                 |   |      |
| 4910                 | - | 6298 |
| 5248                 | - | 6703 |
| 5404                 | - | 6852 |

| Cathedral way out |   |       |
|-------------------|---|-------|
| 11099             |   |       |
| 10844             | - | 14947 |
| 11137             | - | 16037 |
| 11178             | - | 16307 |

| Cathedral way in |   |       |
|------------------|---|-------|
| 11173            |   |       |
| 11372            | - | 13093 |
| 12144            | - | 14974 |
| 11904            | - | 15594 |

| A27 EB in |   |       |
|-----------|---|-------|
| 25444     |   |       |
| 26864     | - | 27019 |
| 29642     | - | 29725 |
| 30641     | - | 30681 |

| A27 WB out |   |       |
|------------|---|-------|
| 23922      |   |       |
| 25862      | - | 29059 |
| 28204      | - | 32606 |
| 28889      | - | 33701 |

|                    |   |      |
|--------------------|---|------|
| Fishbourne Rd W in |   |      |
| 6606               |   |      |
| 6339               | - | 7822 |
| 6069               | - | 8230 |
| 5902               | - | 8288 |

|                            |   |       |
|----------------------------|---|-------|
| <b>Fishbourne Rd W out</b> |   |       |
| 7743                       |   |       |
| 7334                       | - | 10938 |
| 6083                       | - | 11068 |
| 5734                       | - | 11199 |



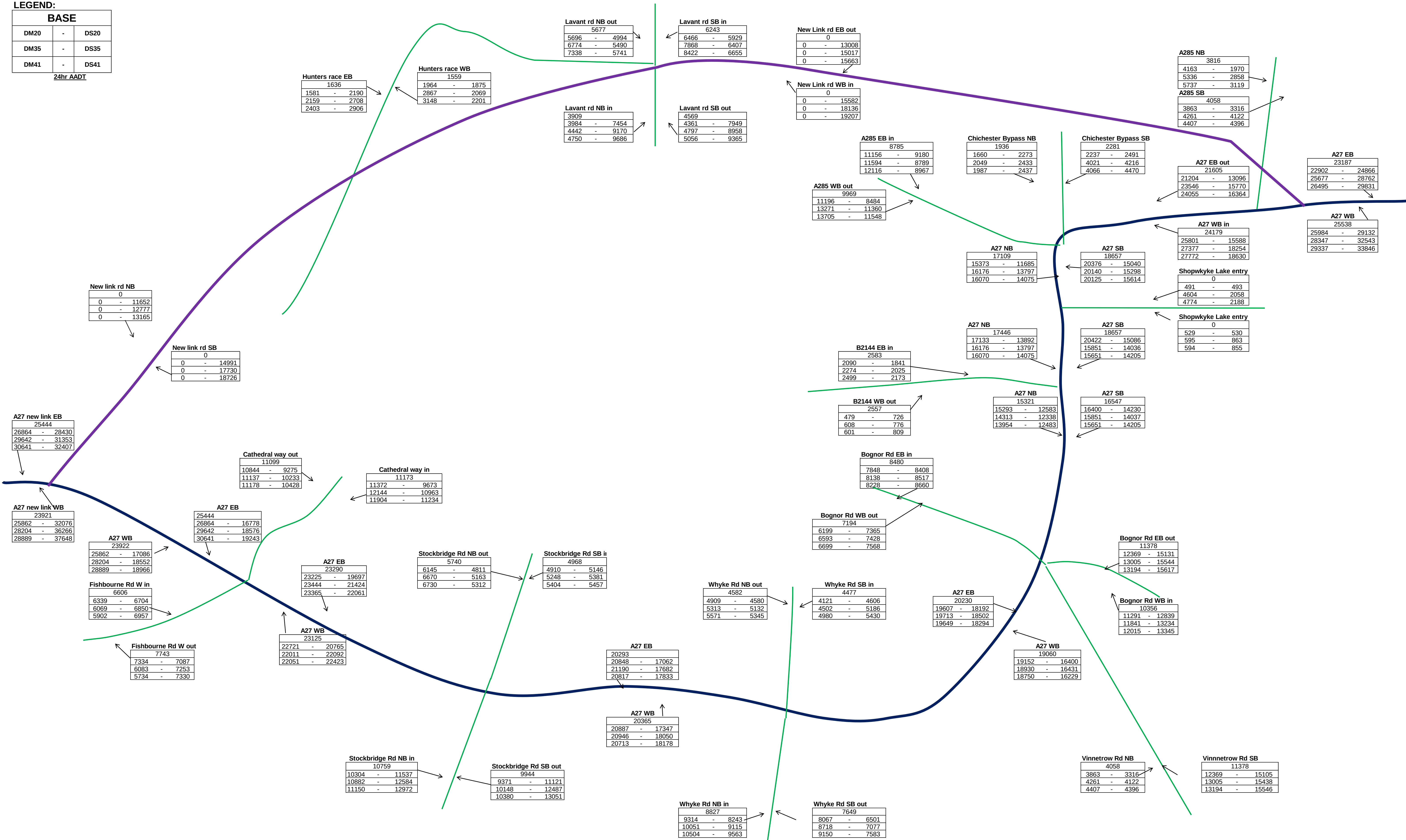
LOW

OPTION 4

LEGEND:

| BASE |   |      |
|------|---|------|
| DM20 | - | DS20 |
| DM35 | - | DS35 |
| DM41 | - | DS41 |

24hr AADT





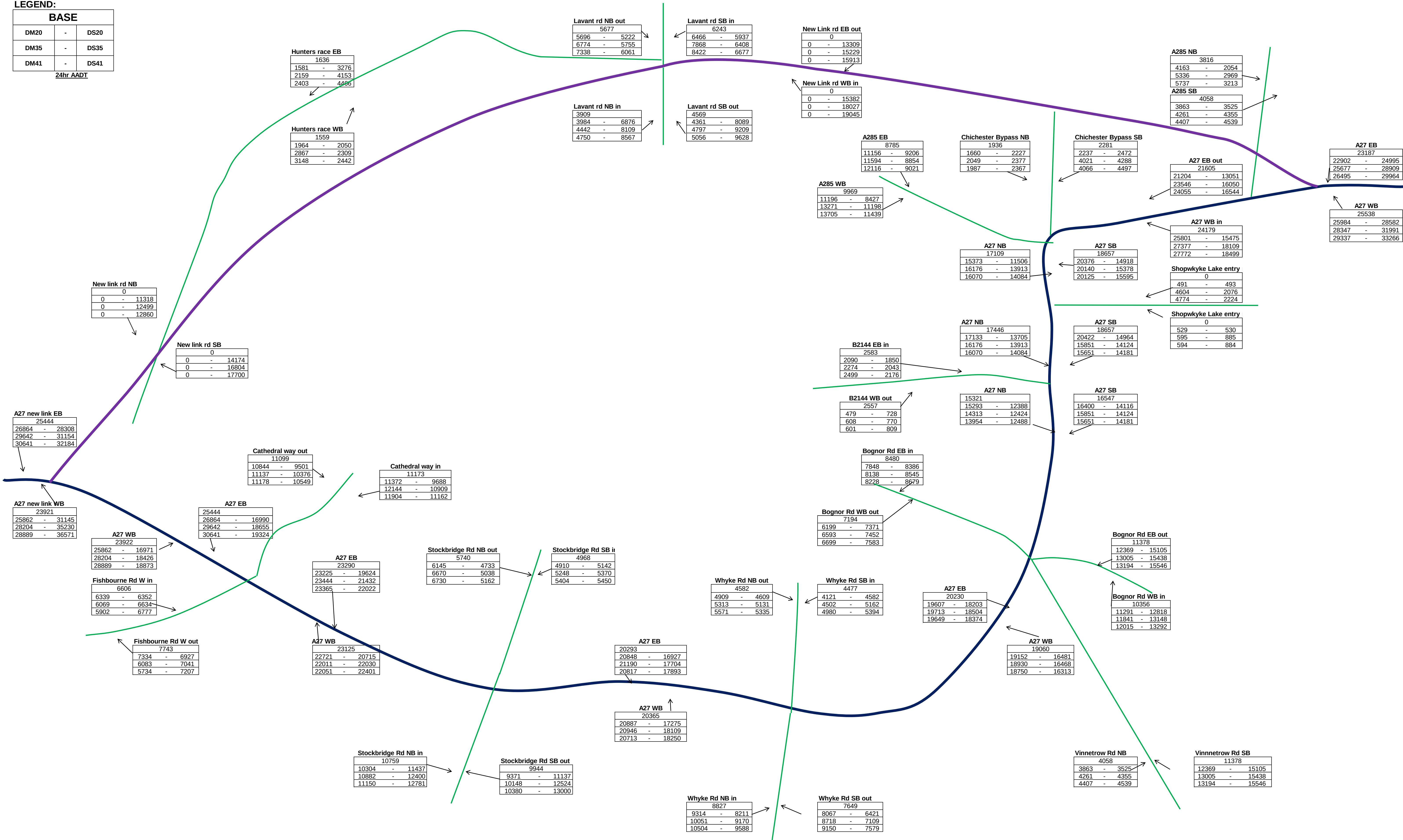
OPTION 5

LEGEND:

| BASE |   |      |
|------|---|------|
| DM20 | - | DS20 |
| DM35 | - | DS35 |
| DM41 | - | DS41 |

24hr AADT

LOW





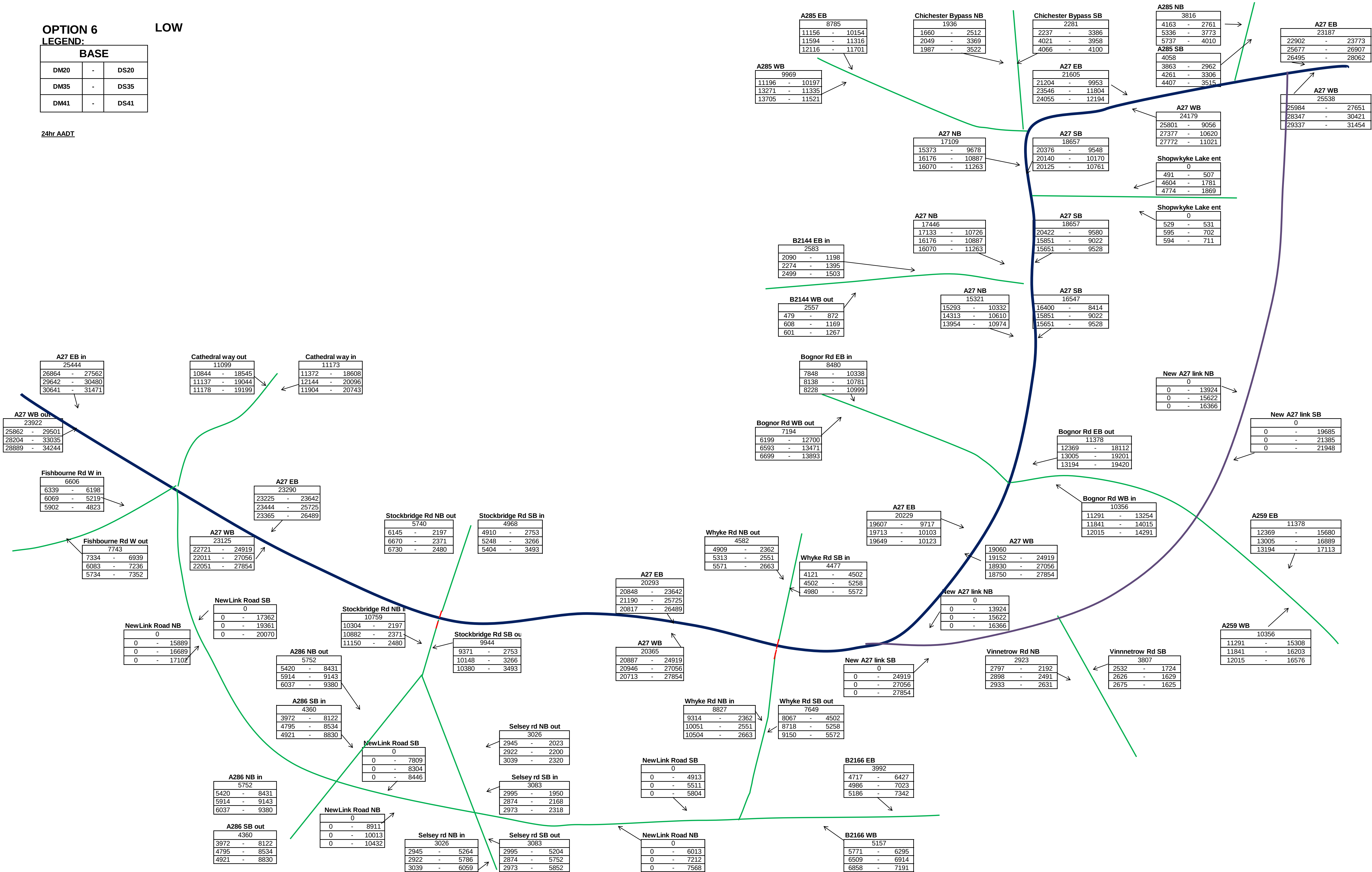
OPTION 6

LEGEND:

| BASE |   |      |
|------|---|------|
| DM20 | - | DS20 |
| DM35 | - | DS35 |
| DM41 | - | DS41 |

24hr AADT

LOW





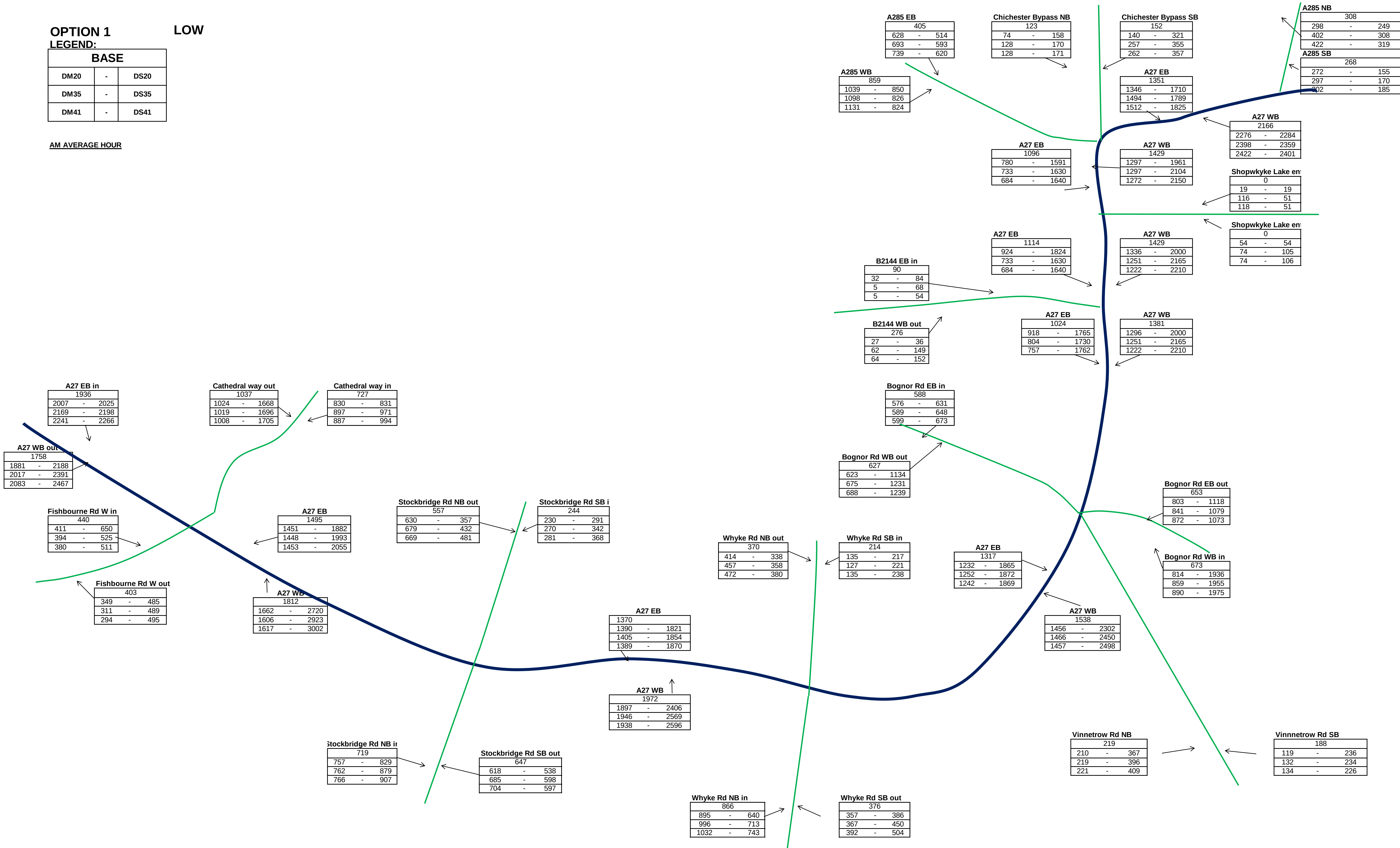
OPTION 1

LEGEND:

| BASE |   |      |  |
|------|---|------|--|
| DM20 | - | DS20 |  |
| DM35 | - | DS35 |  |
| DM41 | - | DS41 |  |

AM AVERAGE HOUR

LOW





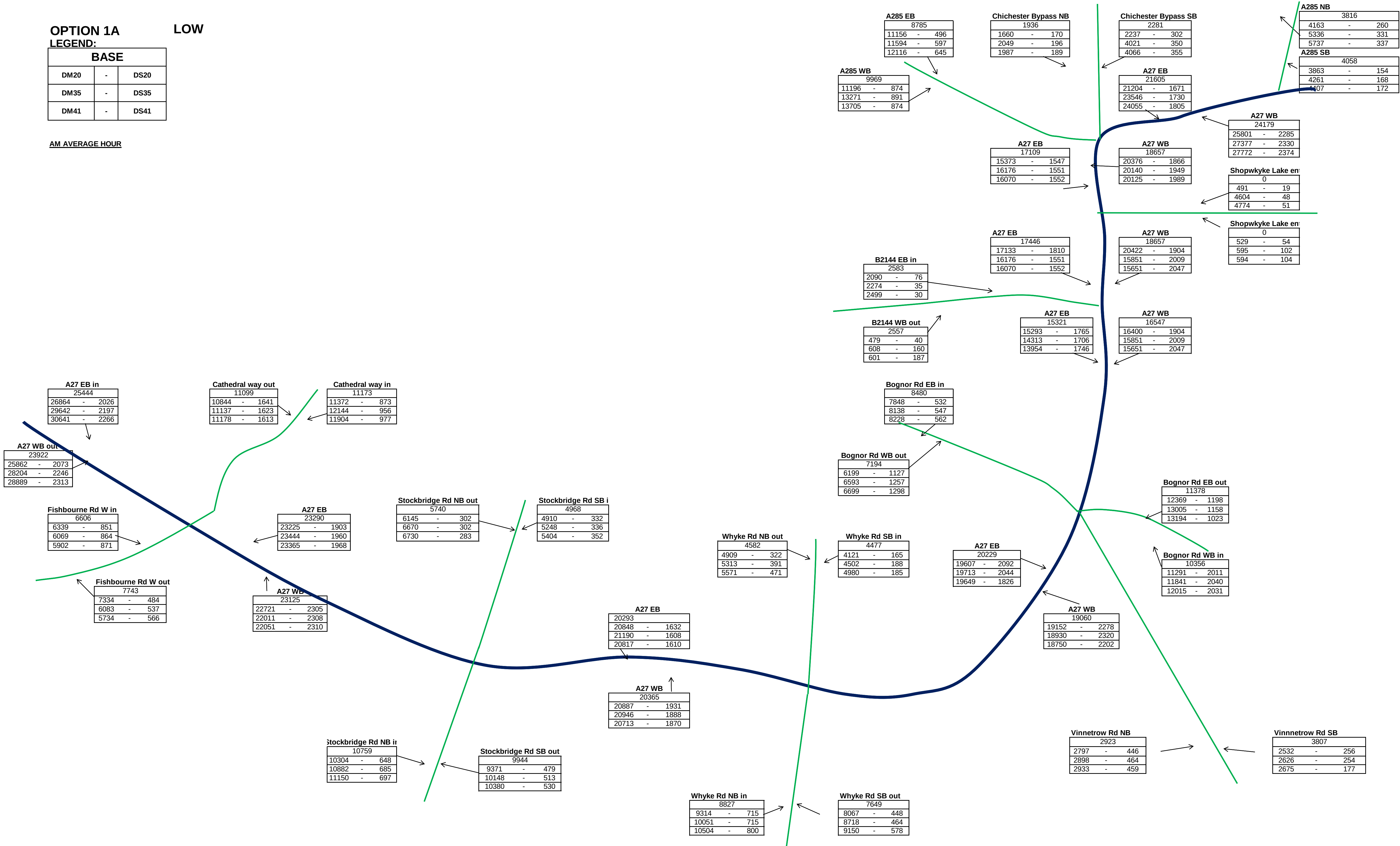
OPTION 1A

LEGEND:

| BASE |   |      |  |
|------|---|------|--|
| DM20 | - | DS20 |  |
| DM35 | - | DS35 |  |
| DM41 | - | DS41 |  |

AM AVERAGE HOUR

LOW



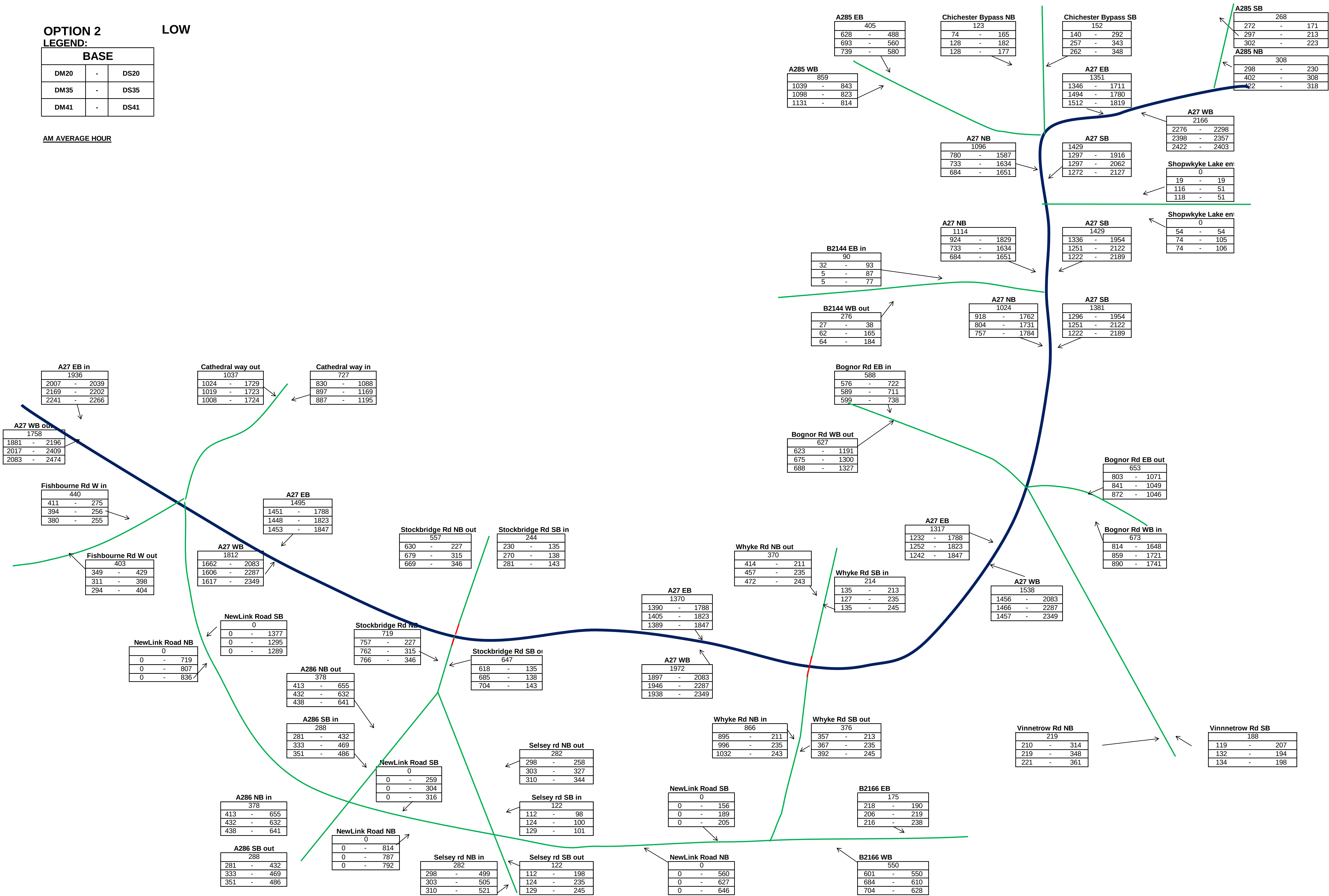


OPTION 2

LEGEND:

| BASE |   |      |
|------|---|------|
| DM20 | - | DS20 |
| DM35 | - | DS35 |
| DM41 | - | DS41 |

AM AVERAGE HOUR





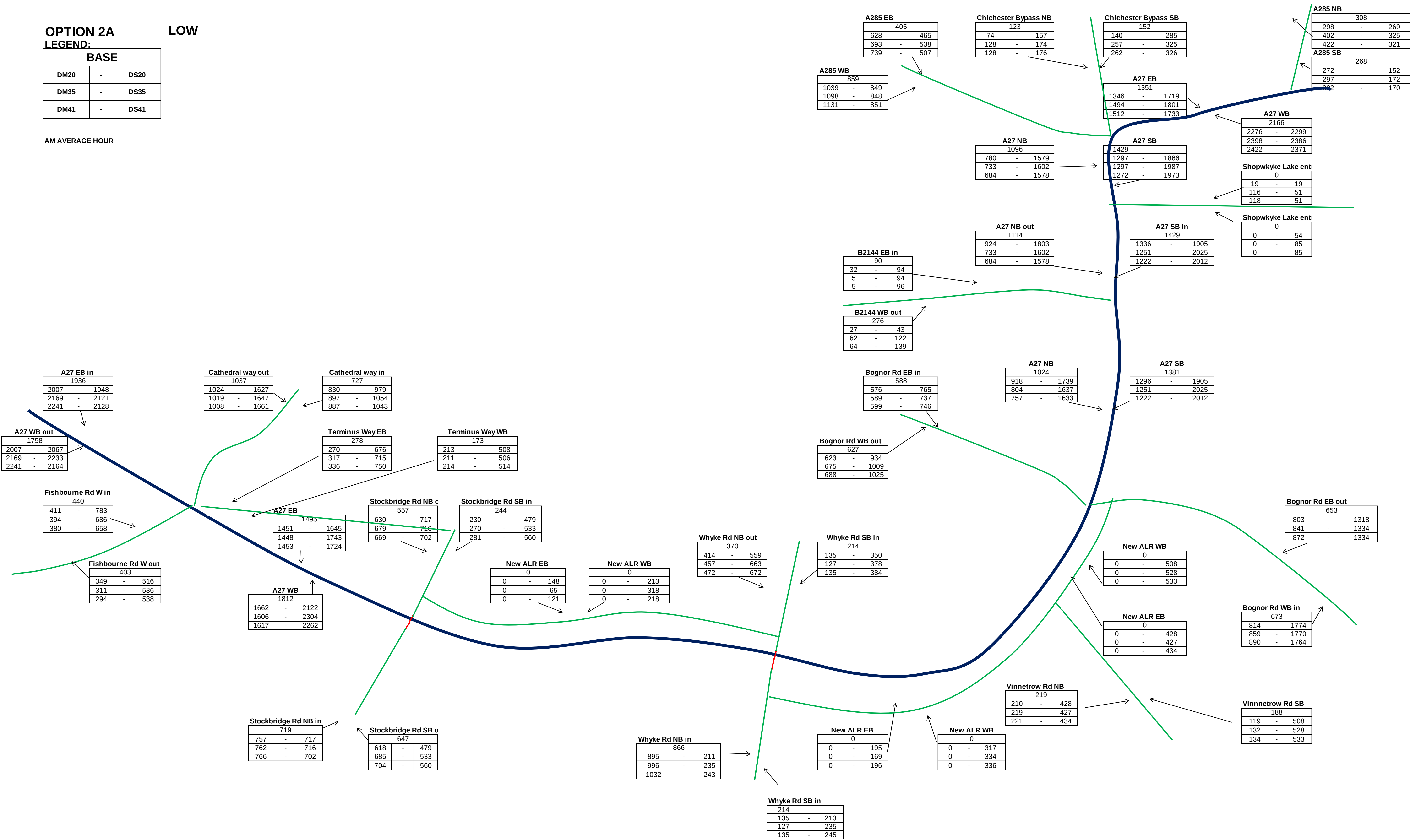
OPTION 2A

LOW

LEGEND:

| BASE |   |      |
|------|---|------|
| DM20 | - | DS20 |
| DM35 | - | DS35 |
| DM41 | - | DS41 |

AM AVERAGE HOUR





**LEGEND:**

| BASE |   |      |
|------|---|------|
| DM20 | - | DS20 |
| DM35 | - | DS35 |
| DM41 | - | DS41 |

AM AVERAGE HOUR

|                |   |     |
|----------------|---|-----|
| <b>A285 EB</b> |   |     |
| 405            |   |     |
| 628            | - | 597 |
| 693            | - | 788 |
| 739            | - | 820 |

| Chichester Bypass NB |   |     |
|----------------------|---|-----|
| 123                  |   |     |
| 74                   | - | 141 |
| 128                  | - | 251 |
| 128                  | - | 269 |

|                      |   |     |
|----------------------|---|-----|
| Chichester Bypass SE |   |     |
| 152                  |   |     |
| 140                  | - | 246 |
| 257                  | - | 376 |
| 262                  | - | 418 |

| A27 EB |   |      |
|--------|---|------|
| 1351   |   |      |
| 1346   | - | 1635 |
| 1494   | - | 1781 |
| 1512   | - | 1808 |

|                |     |     |
|----------------|-----|-----|
| <b>A285 NB</b> |     |     |
|                | 308 |     |
| 298            | -   | 326 |
| 402            | -   | 459 |
| 422            | -   | 494 |

| A285 SB |     |     |
|---------|-----|-----|
|         | 268 |     |
| 272     | -   | 213 |
| 297     | -   | 254 |
| 302     | -   | 269 |

| A285 WB |   |      |
|---------|---|------|
| 859     |   |      |
| 1039    | - | 1109 |
| 1098    | - | 1125 |
| 1131    | - | 1147 |

| A27 EB |   |      |
|--------|---|------|
| 1096   |   |      |
| 780    | - | 1147 |
| 733    | - | 1033 |
| 684    | - | 989  |

| A27 WB |   |     |
|--------|---|-----|
| 1429   |   |     |
| 1297   | - | 792 |
| 1297   | - | 707 |
| 1272   | - | 700 |

| A27 WB |   |      |
|--------|---|------|
| 2166   |   |      |
| 2276   | - | 1754 |
| 2398   | - | 1740 |
| 2422   | - | 1783 |

| Shopwkyke Lake entry re |   |     |
|-------------------------|---|-----|
| 0                       |   |     |
| 19                      | - | 20  |
| 116                     | - | 132 |
| 118                     | - | 169 |

| Shopwkyke Lake entry re |   |     |
|-------------------------|---|-----|
| 0                       |   |     |
| 54                      | - | 56  |
| 74                      | - | 95  |
| 74                      | - | 100 |

| A27 WB |   |      |
|--------|---|------|
| 1429   |   |      |
| 1336   | - | 1514 |
| 1251   | - | 1531 |
| 1222   | - | 1547 |

|               |      |      |
|---------------|------|------|
| <b>A27 EB</b> |      |      |
|               | 1114 |      |
| 924           | -    | 1249 |
| 733           | -    | 1033 |
| 684           | -    | 989  |

| B2144 EB in |   |    |
|-------------|---|----|
| 90          |   |    |
| 32          | - | 87 |
| 5           | - | 17 |
| 5           | - | 10 |

| B2144 WB out |   |    |
|--------------|---|----|
| 276          |   |    |
| 27           | - | 30 |
| 62           | - | 35 |
| 64           | - | 36 |

| A27 EB |   |      |
|--------|---|------|
| 1024   |   |      |
| 918    | - | 1178 |
| 804    | - | 1054 |
| 757    | - | 1021 |

| A27 WB |   |      |
|--------|---|------|
| 1381   |   |      |
| 1296   | - | 1514 |
| 1251   | - | 1531 |
| 1222   | - | 1547 |

|                 |   |     |
|-----------------|---|-----|
| Bognor Rd EB in |   |     |
| 588             |   |     |
| 576             | - | 561 |
| 589             | - | 541 |
| 599             | - | 552 |

| Bognor Rd WB out |   |      |
|------------------|---|------|
| 627              |   |      |
| 623              | - | 954  |
| 675              | - | 1083 |
| 688              | - | 1104 |

|                  |   |     |
|------------------|---|-----|
| Bognor Rd EB out |   |     |
| 653              |   |     |
| 803              | - | 934 |
| 841              | - | 905 |
| 872              | - | 920 |

|                 |   |     |
|-----------------|---|-----|
| Bognor Rd WB in |   |     |
| 673             |   |     |
| 814             | - | 966 |
| 859             | - | 998 |
| 890             | - | 991 |

| A27 EB |   |      |
|--------|---|------|
| 1317   |   |      |
| 1232   | - | 1662 |
| 1252   | - | 1812 |
| 1242   | - | 1870 |

| A27 WB |   |      |
|--------|---|------|
| 1538   |   |      |
| 1456   | - | 1725 |
| 1466   | - | 1898 |
| 1457   | - | 1936 |

| Whyke Rd SB in |   |     |
|----------------|---|-----|
| 214            |   |     |
| 135            | - | 280 |
| 127            | - | 355 |
| 135            | - | 408 |

|                        |   |     |
|------------------------|---|-----|
| <b>Whyke Rd NB out</b> |   |     |
| 370                    |   |     |
| 414                    | - | 400 |
| 457                    | - | 477 |
| 472                    | - | 500 |

| A27 EB |   |      |
|--------|---|------|
| 1370   |   |      |
| 1390   | - | 1625 |
| 1405   | - | 1799 |
| 1389   | - | 1858 |

| A27 WB |   |      |
|--------|---|------|
| 1972   |   |      |
| 1897   | - | 2067 |
| 1946   | - | 2351 |
| 1938   | - | 2468 |

| Stockbridge Rd NB out |   |     |
|-----------------------|---|-----|
| 557                   |   |     |
| 630                   | - | 394 |
| 679                   | - | 451 |
| 669                   | - | 531 |

|                      |   |     |
|----------------------|---|-----|
| Stockbridge Rd SB in |   |     |
| 244                  |   |     |
| 230                  | - | 370 |
| 270                  | - | 381 |
| 281                  | - | 378 |

| A27 EB |   |      |
|--------|---|------|
| 1495   |   |      |
| 1451   | - | 1645 |
| 1448   | - | 1881 |
| 1453   | - | 2042 |

| A27 WB |   |      |
|--------|---|------|
| 1812   |   |      |
| 1662   | - | 2353 |
| 1606   | - | 2609 |
| 1617   | - | 2710 |

| A27 EB in |   |      |
|-----------|---|------|
| 1936      |   |      |
| 2007      | - | 2155 |
| 2169      | - | 2437 |
| 2241      | - | 2548 |

| A27 WB out |   |      |
|------------|---|------|
| 1758       |   |      |
| 1881       | - | 2089 |
| 2017       | - | 2355 |
| 2083       | - | 2429 |

|                    |   |     |
|--------------------|---|-----|
| Fishbourne Rd W in |   |     |
| 440                |   |     |
| 411                | - | 558 |
| 394                | - | 540 |
| 380                | - | 538 |

|                            |   |     |
|----------------------------|---|-----|
| <b>Fishbourne Rd W out</b> |   |     |
| 403                        |   |     |
| 349                        | - | 595 |
| 311                        | - | 611 |
| 294                        | - | 605 |

| Cathedral way out |   |      |
|-------------------|---|------|
| 1037              |   |      |
| 1024              | - | 1174 |
| 1019              | - | 1117 |
| 1008              | - | 1058 |

| Cathedral way in |   |      |
|------------------|---|------|
| 727              |   |      |
| 830              | - | 909  |
| 897              | - | 1020 |
| 887              | - | 1044 |

|                             |   |     |
|-----------------------------|---|-----|
| <b>Stockbridge Rd NB in</b> |   |     |
| 719                         |   |     |
| 757                         | - | 821 |
| 762                         | - | 894 |
| 766                         | - | 920 |

| Stockbridge Rd SB out |   |     |
|-----------------------|---|-----|
| 647                   |   |     |
| 618                   | - | 319 |
| 685                   | - | 318 |
| 704                   | - | 320 |

| Whyke Rd NB in |   |     |
|----------------|---|-----|
| 866            |   |     |
| 895            | - | 776 |
| 996            | - | 919 |
| 1032           | - | 999 |

|                        |   |     |
|------------------------|---|-----|
| <b>Whyke Rd SB out</b> |   |     |
| 376                    |   |     |
| 357                    | - | 183 |
| 367                    | - | 260 |
| 392                    | - | 314 |

| Vinnetrow Rd NB |     |     |
|-----------------|-----|-----|
|                 | 219 |     |
| 210             | -   | 429 |
| 219             | -   | 459 |
| 221             | -   | 467 |

| Vinnetrow Rd SB |     |     |
|-----------------|-----|-----|
|                 | 188 |     |
| 119             | -   | 242 |
| 132             | -   | 247 |
| 134             | -   | 251 |



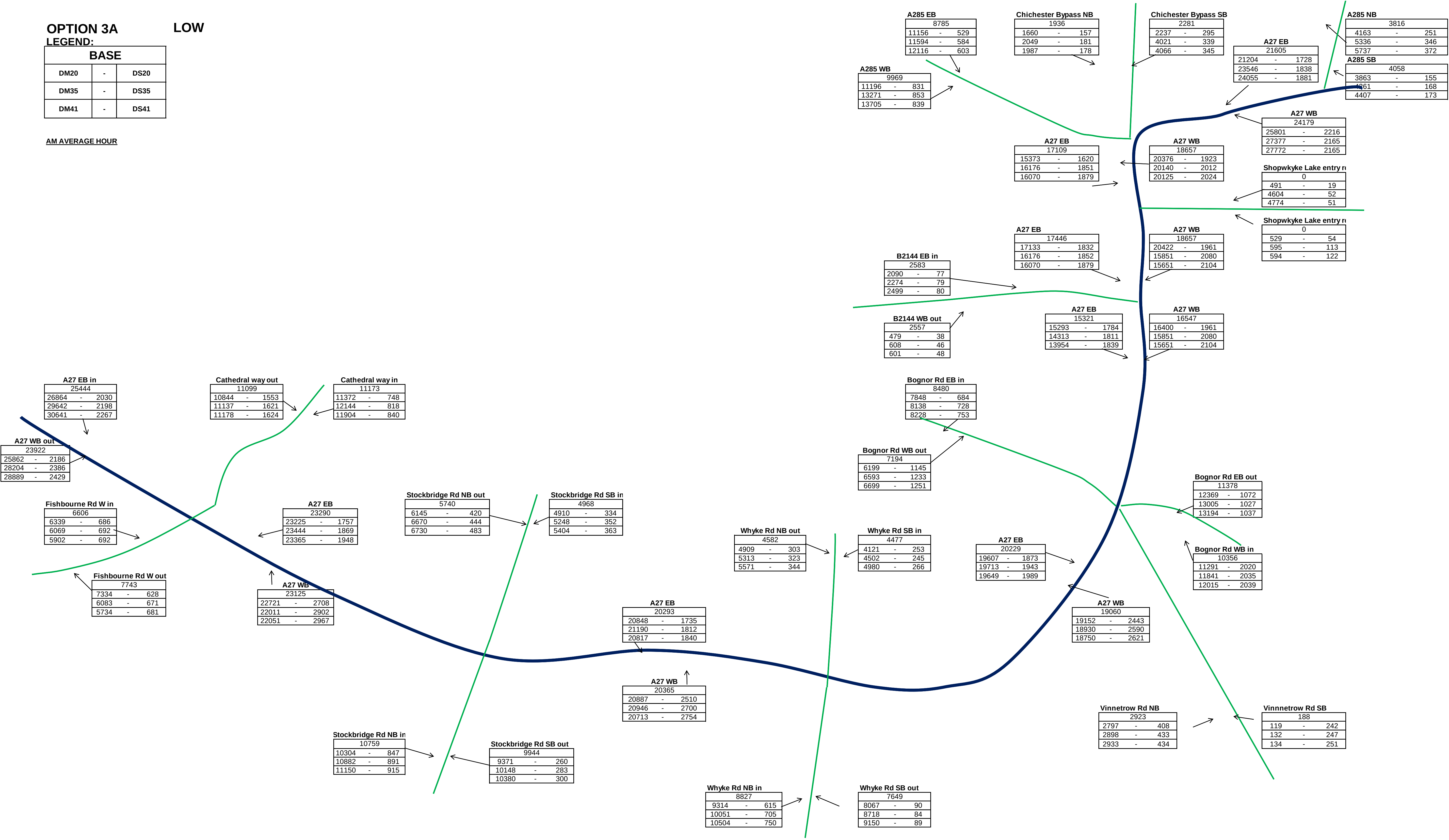
OPTION 3A

LEGEND:

| BASE |   |      |
|------|---|------|
| DM20 | - | DS20 |
| DM35 | - | DS35 |
| DM41 | - | DS41 |

AM AVERAGE HOUR

LOW





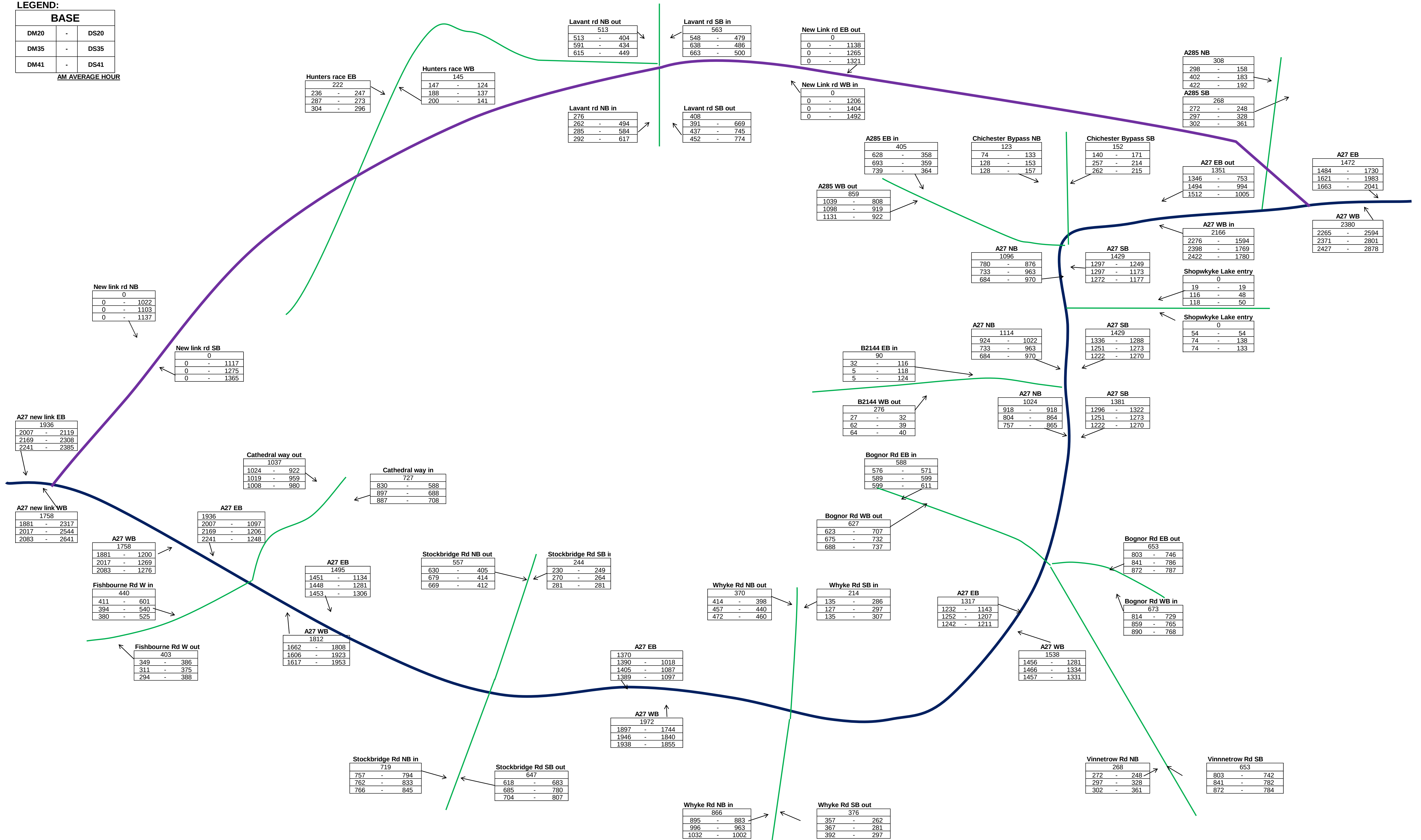
**LOW**

### OPTION 4

**LEGEND:**

| BASE |   |      |
|------|---|------|
| DM20 | - | DS20 |
| DM35 | - | DS35 |
| DM41 | - | DS41 |

AM AVERAGE HOUR





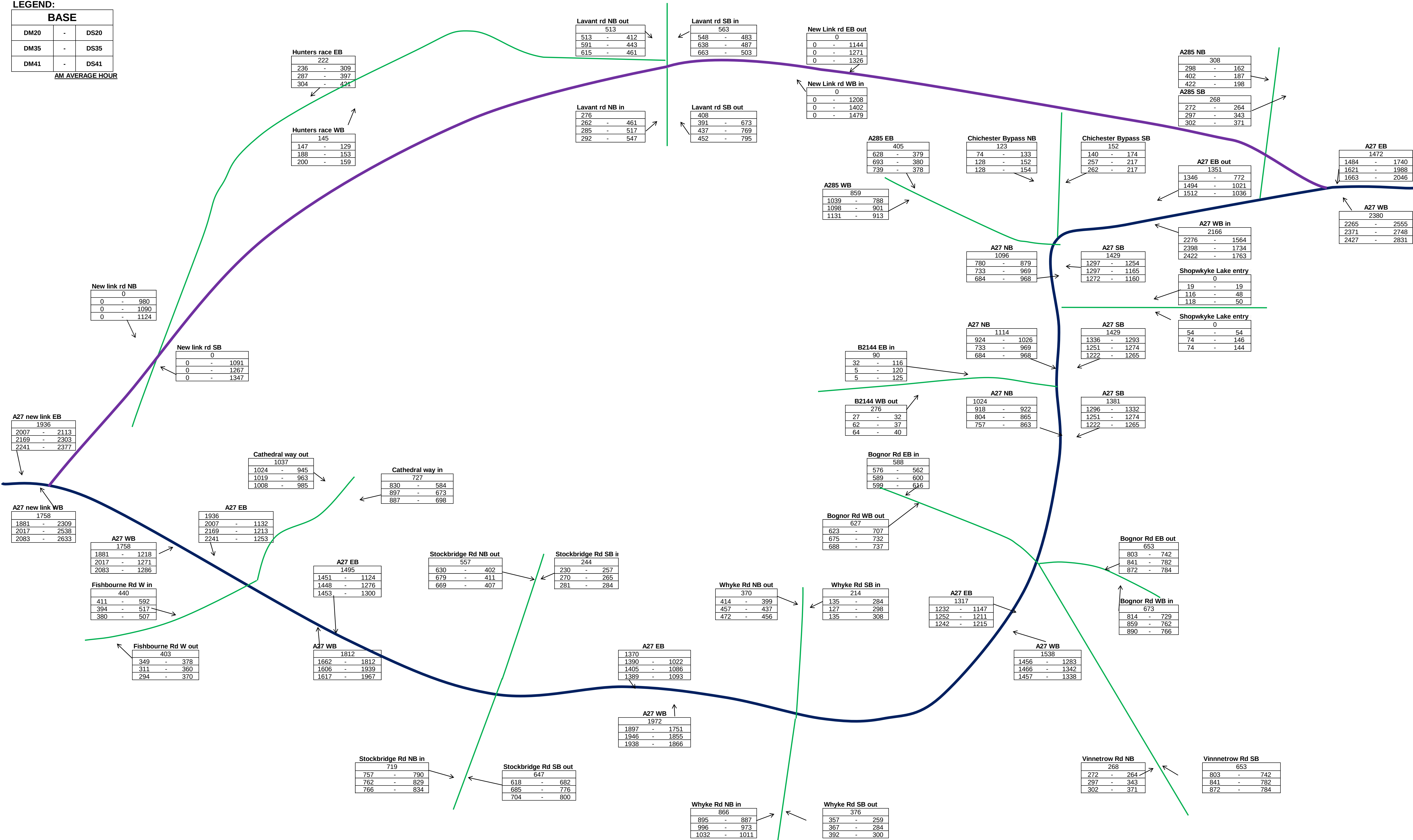
LOW

OPTION 5

LEGEND:

| BASE |   |      |
|------|---|------|
| DM20 | - | DS20 |
| DM35 | - | DS35 |
| DM41 | - | DS41 |

AM AVERAGE HOUR





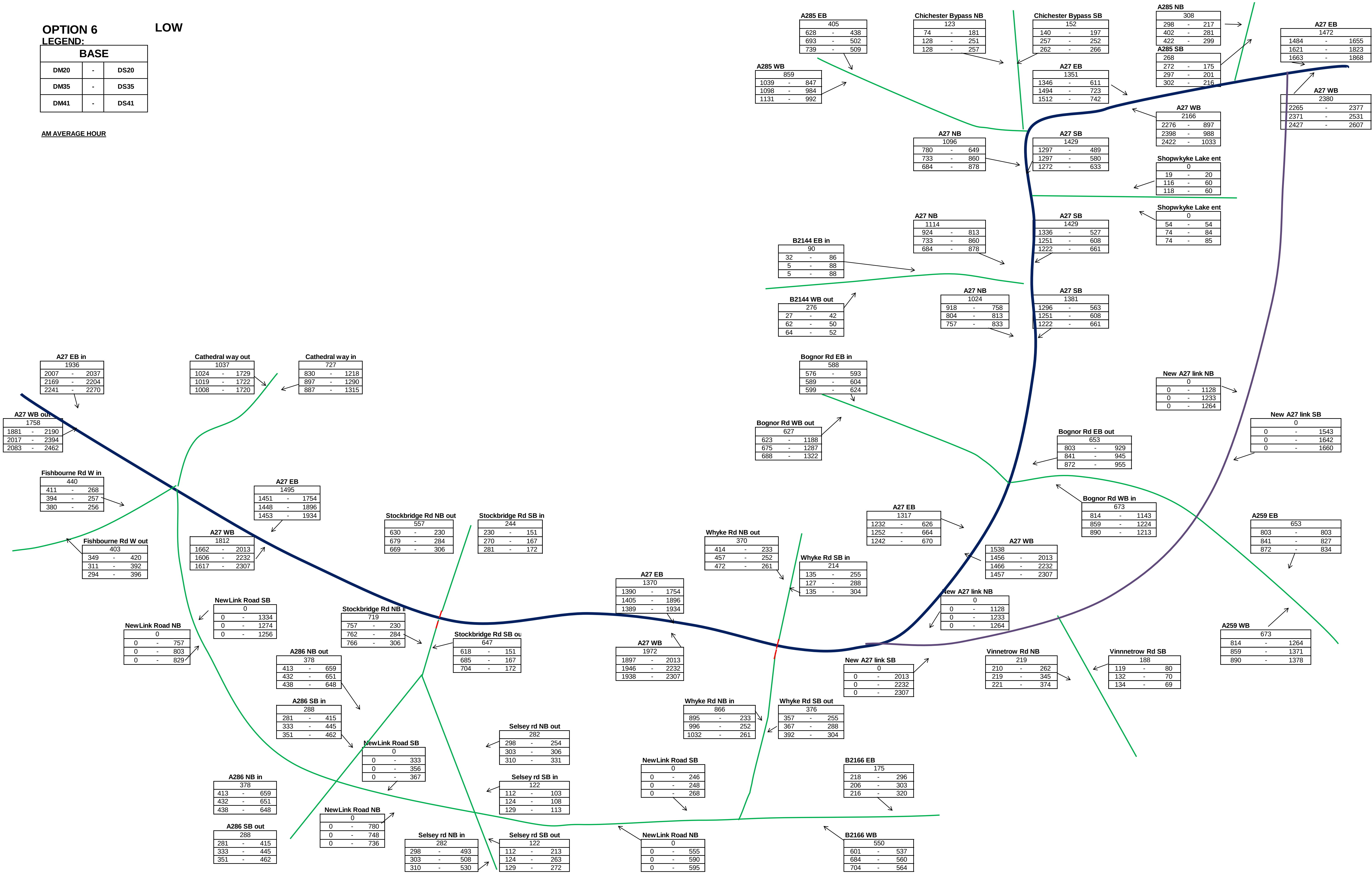
OPTION 6

LEGEND:

| BASE |   |      |
|------|---|------|
| DM20 | - | DS20 |
| DM35 | - | DS35 |
| DM41 | - | DS41 |

LOW

AM AVERAGE HOUR





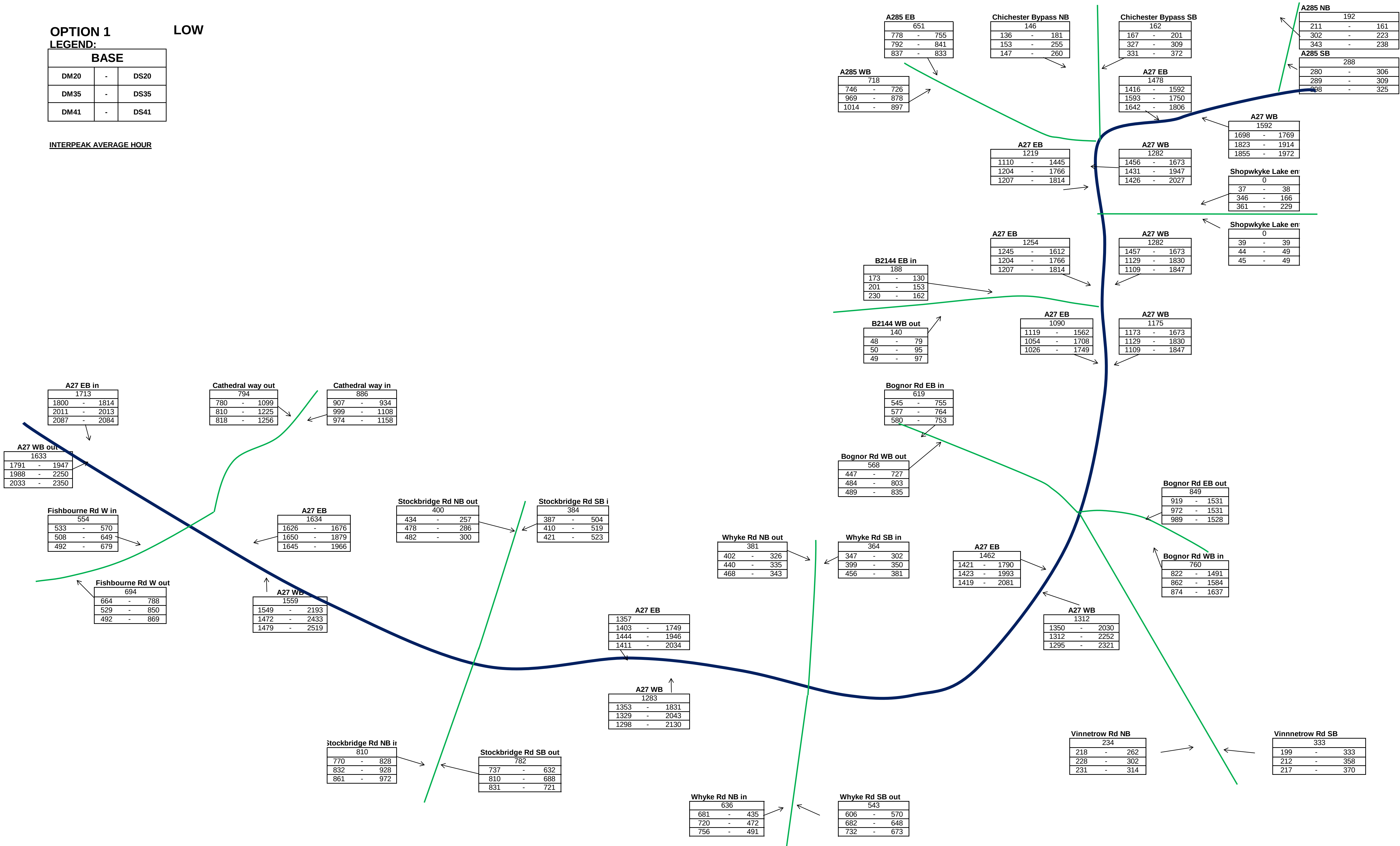
OPTION 1

LEGEND:

| BASE |   |      |  |
|------|---|------|--|
| DM20 | - | DS20 |  |
| DM35 | - | DS35 |  |
| DM41 | - | DS41 |  |

INTERPEAK AVERAGE HOUR

LOW

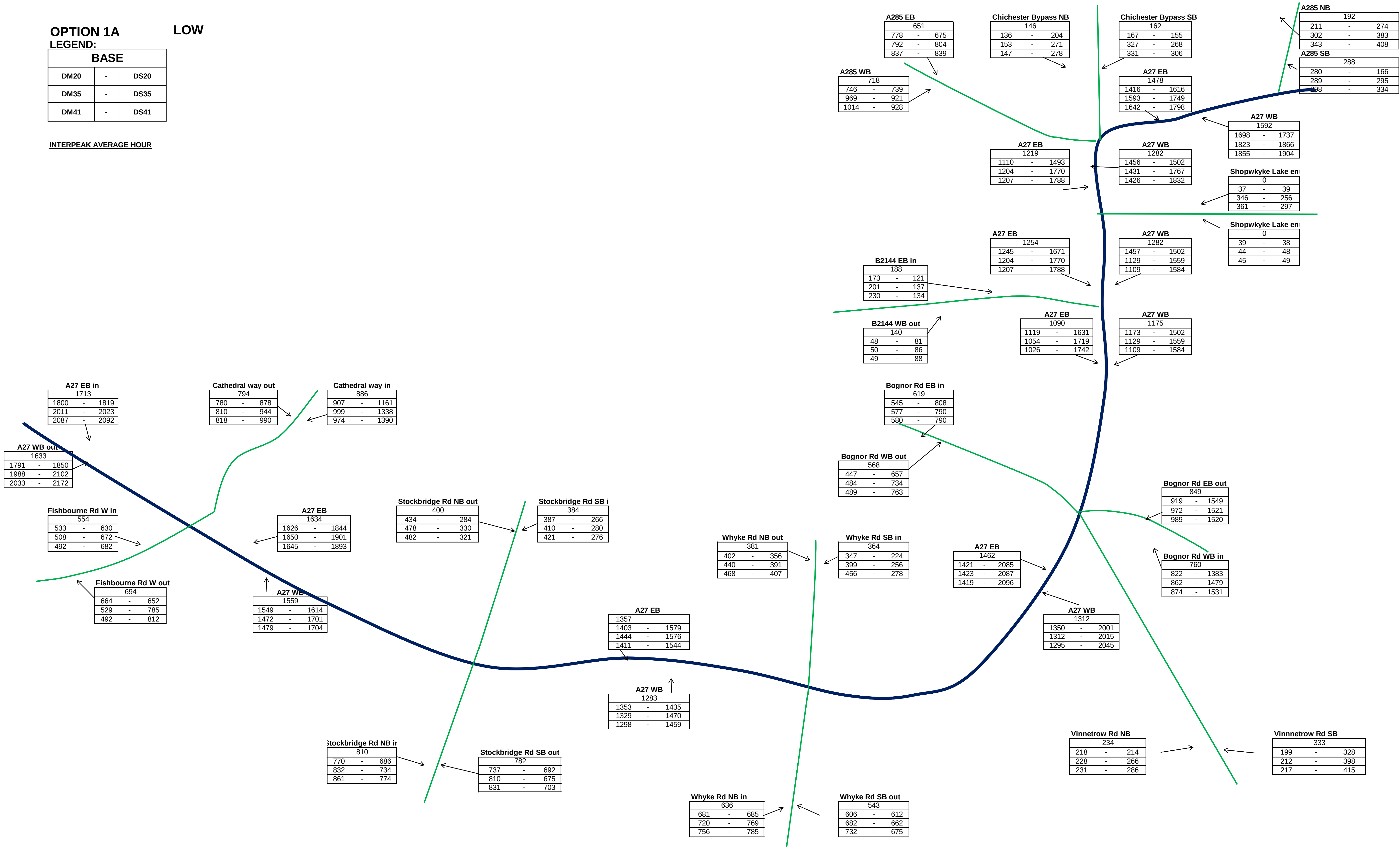




OPTION 1A  
LEGEND:

| BASE |   |      |  |
|------|---|------|--|
| DM20 | - | DS20 |  |
| DM35 | - | DS35 |  |
| DM41 | - | DS41 |  |

INTERPEAK AVERAGE HOUR





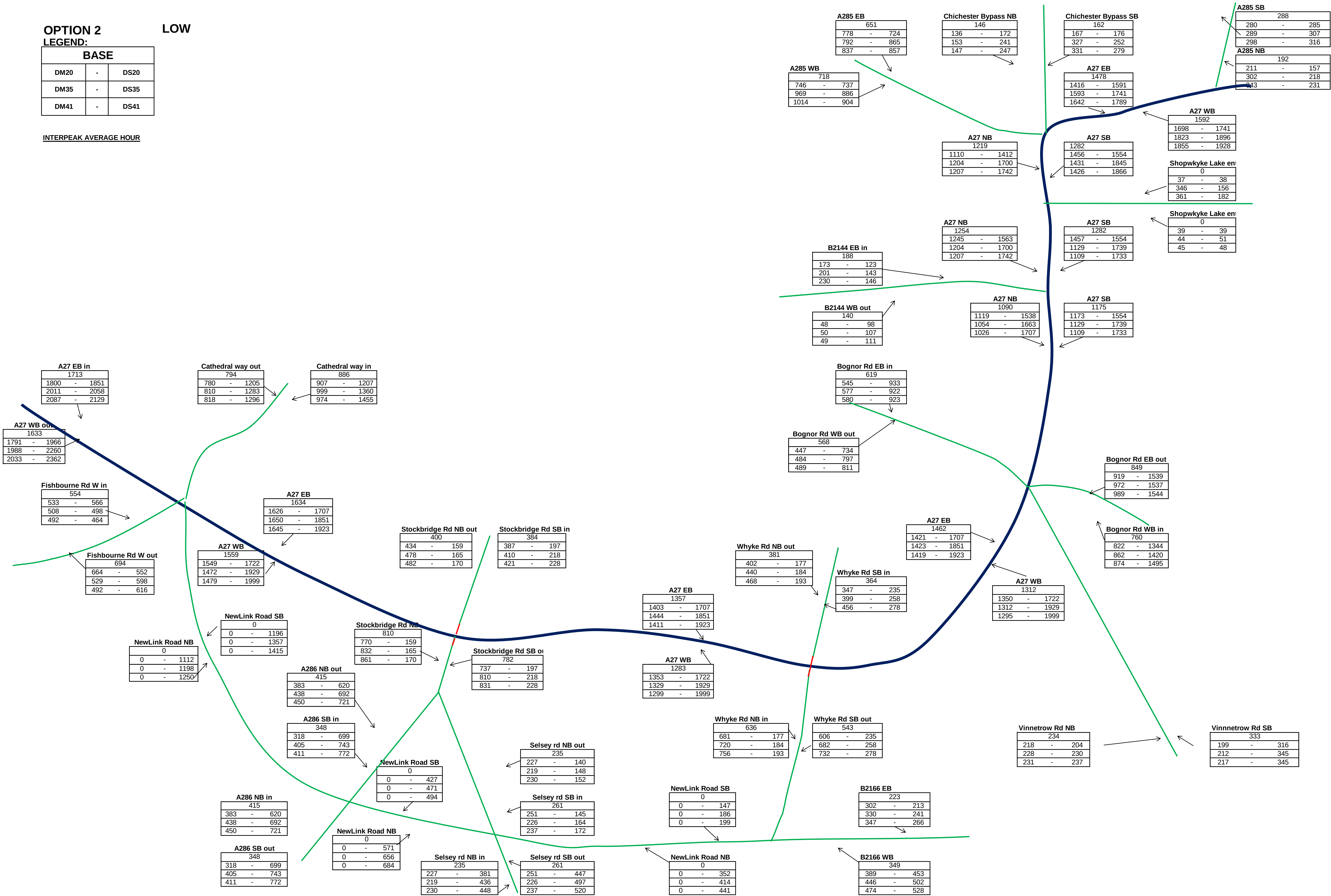
OPTION 2

LEGEND:

| BASE |   |      |
|------|---|------|
| DM20 | - | DS20 |
| DM35 | - | DS35 |
| DM41 | - | DS41 |

INTERPEAK AVERAGE HOUR

LOW





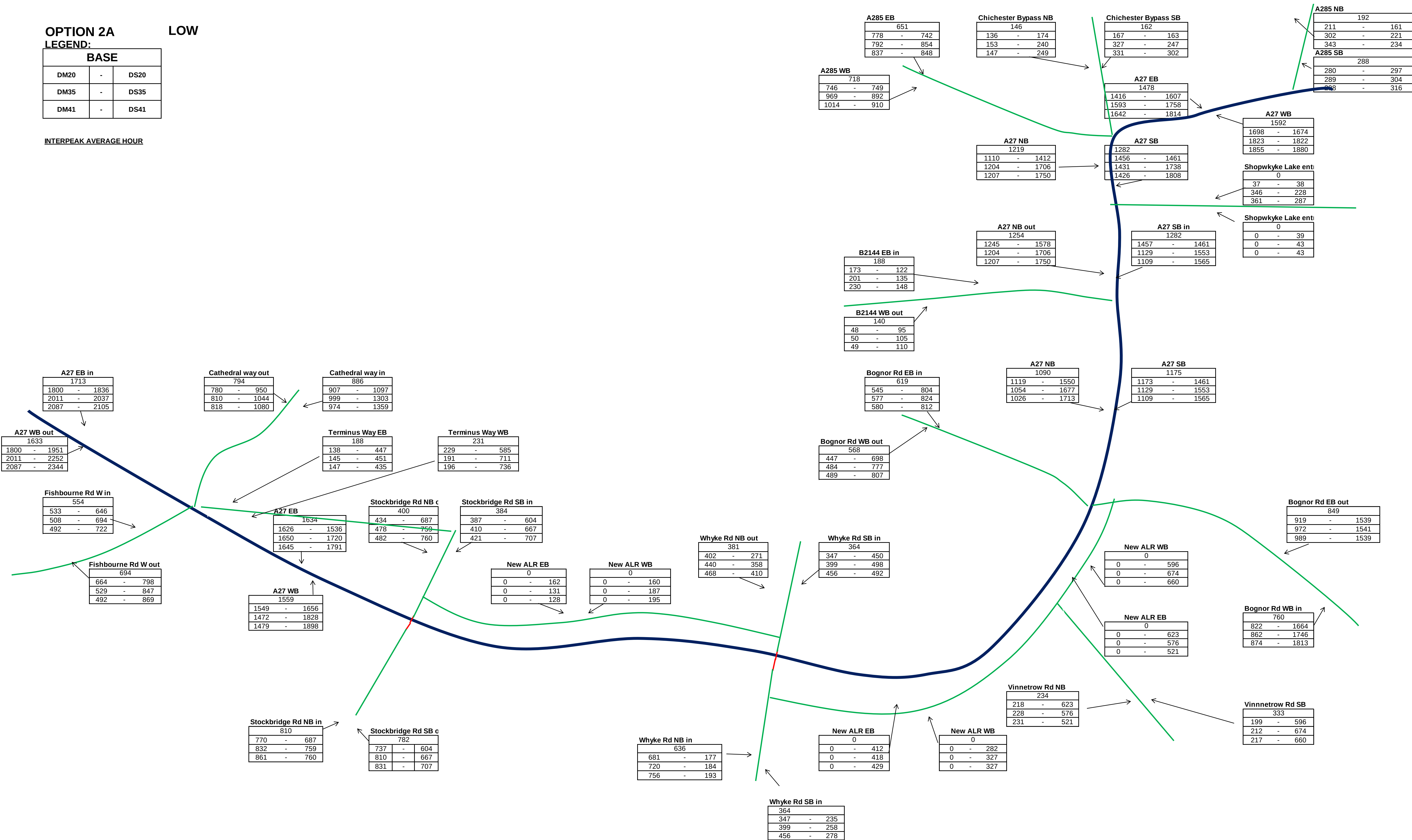
OPTION 2A

LEGEND:

| BASE |   |      |
|------|---|------|
| DM20 | - | DS20 |
| DM35 | - | DS35 |
| DM41 | - | DS41 |

LOW

INTERPEAK AVERAGE HOUR





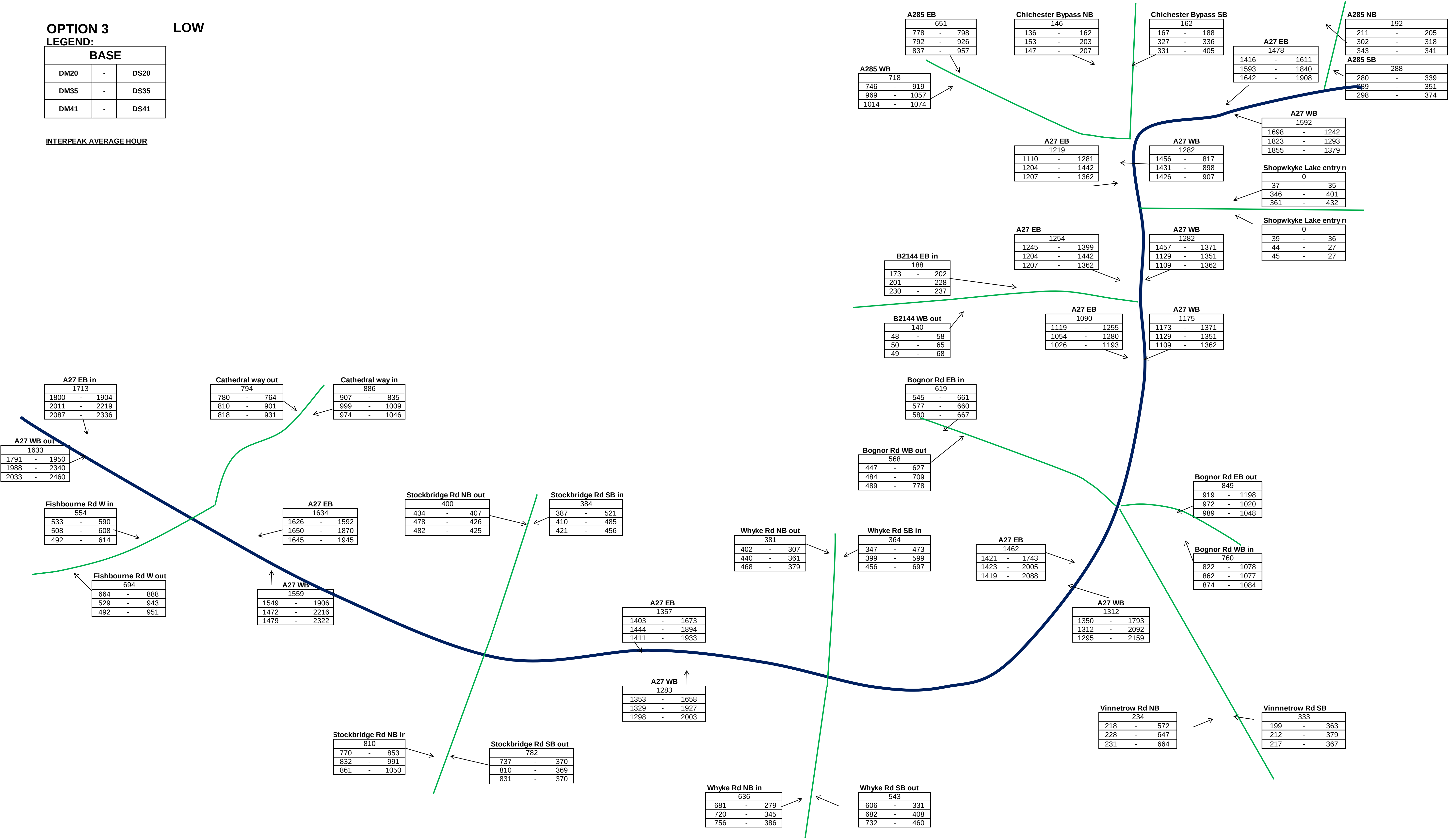
OPTION 3

LEGEND:

| BASE |   |      |
|------|---|------|
| DM20 | - | DS20 |
| DM35 | - | DS35 |
| DM41 | - | DS41 |

INTERPEAK AVERAGE HOUR

LOW





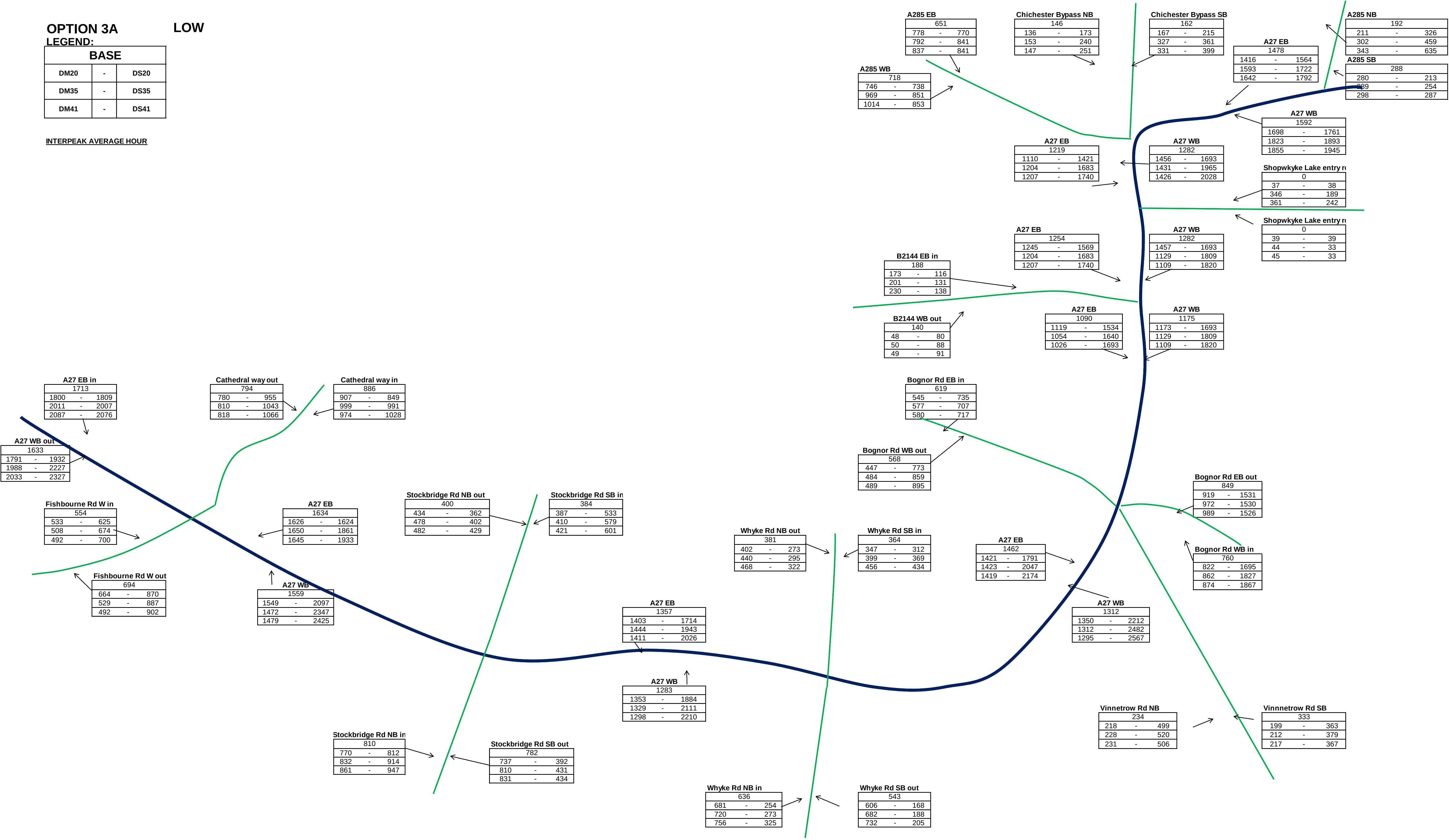
OPTION 3A

LEGEND:

| BASE |   |      |
|------|---|------|
| DM20 | - | DS20 |
| DM35 | - | DS35 |
| DM41 | - | DS41 |

INTERPEAK AVERAGE HOUR

LOW





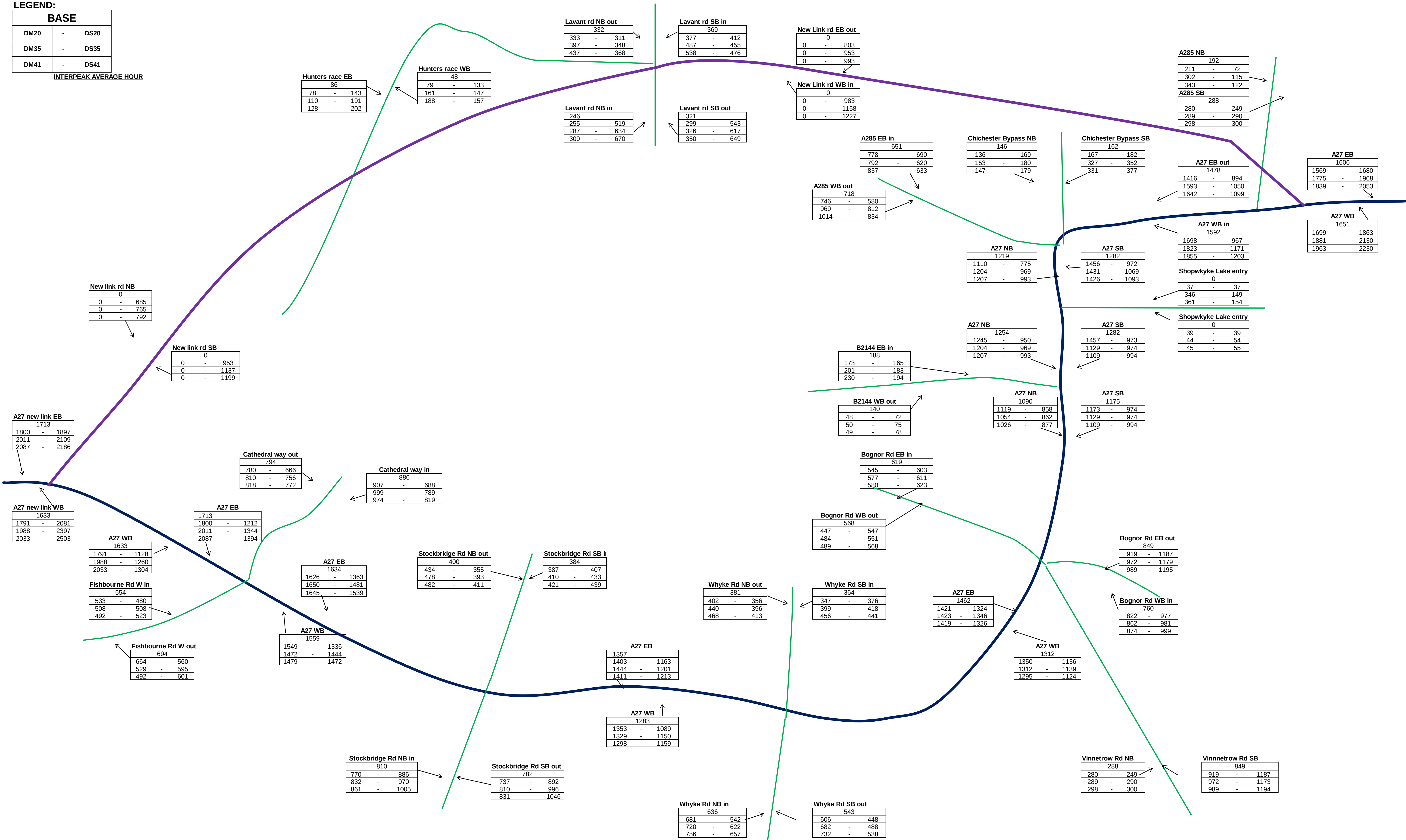
OPTION 4

LEGEND:

| BASE |   |      |
|------|---|------|
| DM20 | - | DS20 |
| DM35 | - | DS35 |
| DM41 | - | DS41 |

INTERPEAK AVERAGE HOUR

LOW





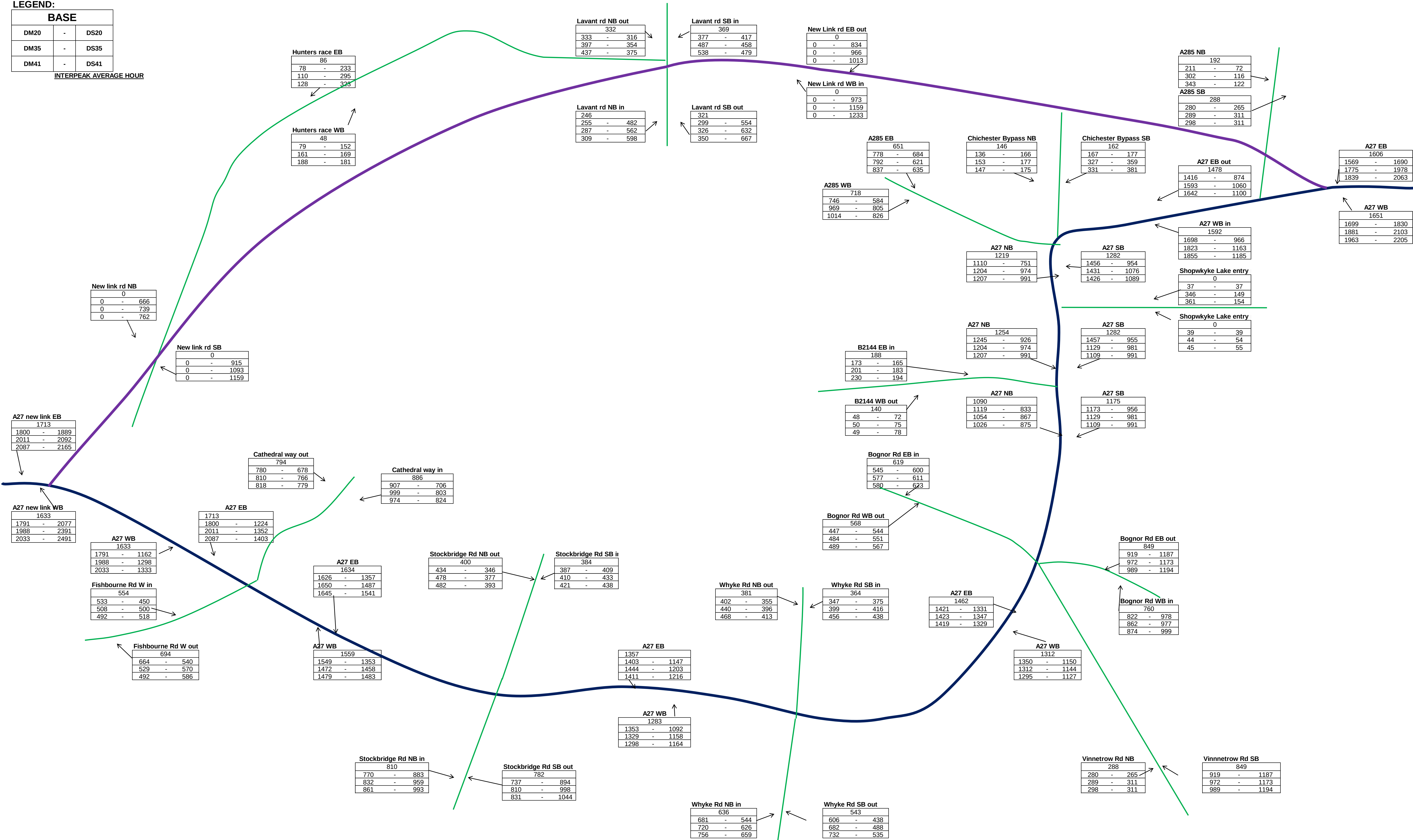
OPTION 5

LEGEND:

| BASE |   |      |
|------|---|------|
| DM20 | - | DS20 |
| DM35 | - | DS35 |
| DM41 | - | DS41 |

INTERPEAK AVERAGE HOUR

LOW





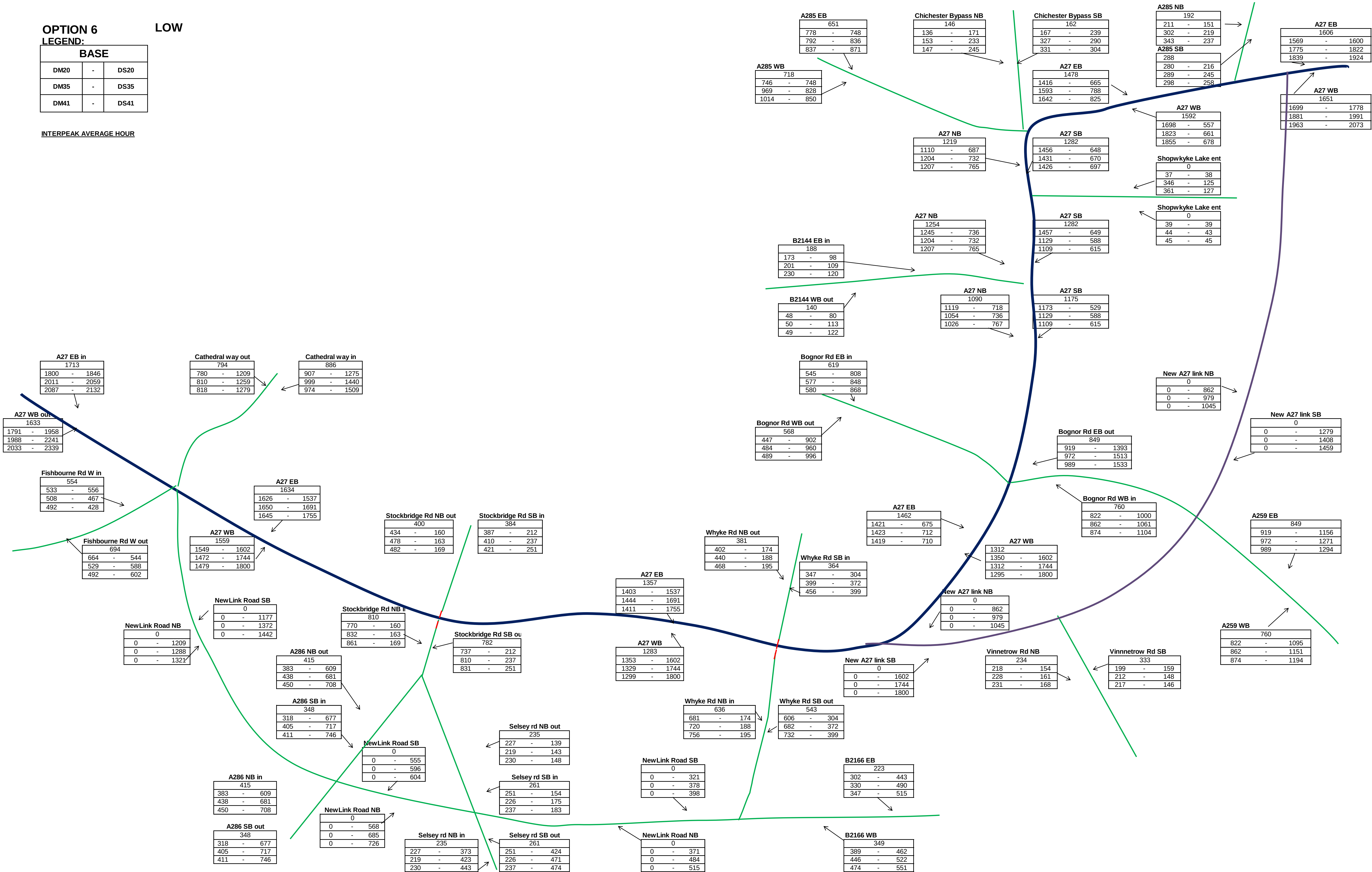
OPTION 6

LEGEND:

| BASE |   |      |
|------|---|------|
| DM20 | - | DS20 |
| DM35 | - | DS35 |
| DM41 | - | DS41 |

INTERPEAK AVERAGE HOUR

LOW



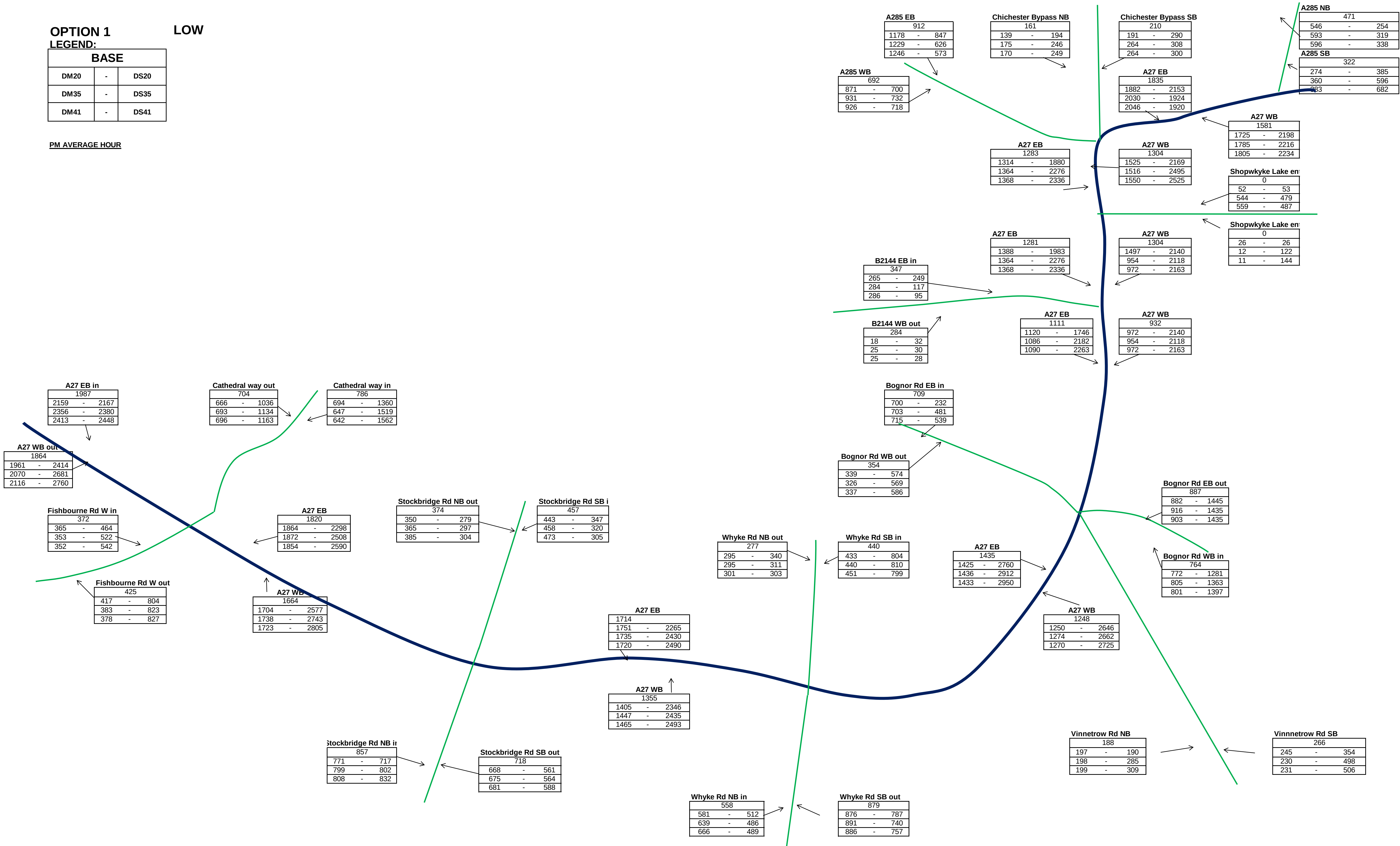


OPTION 1  
LEGEND:

| BASE |   |      |  |
|------|---|------|--|
| DM20 | - | DS20 |  |
| DM35 | - | DS35 |  |
| DM41 | - | DS41 |  |

PM AVERAGE HOUR

LOW





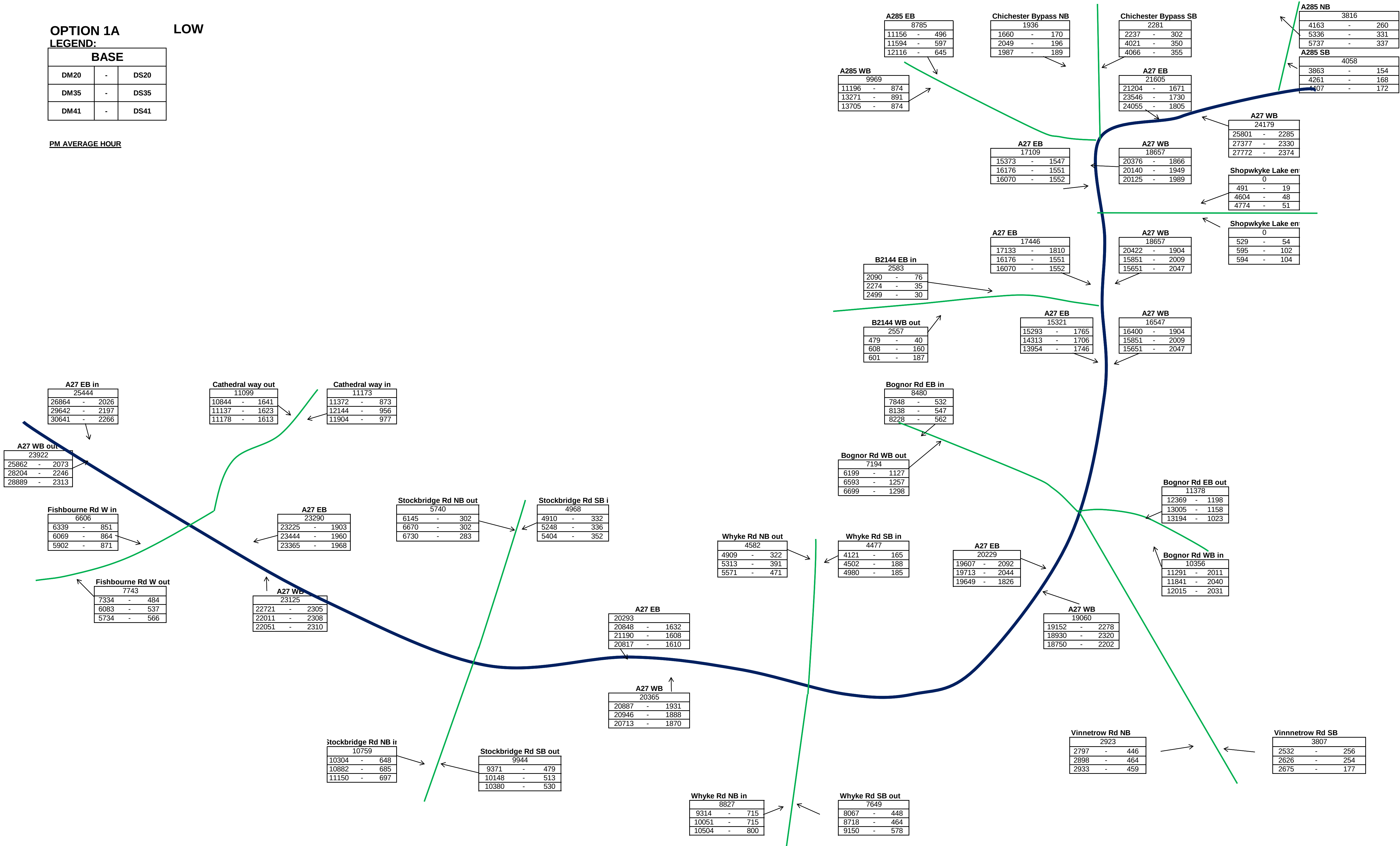
OPTION 1A

LEGEND:

| BASE |   |      |  |
|------|---|------|--|
| DM20 | - | DS20 |  |
| DM35 | - | DS35 |  |
| DM41 | - | DS41 |  |

PM AVERAGE HOUR

LOW

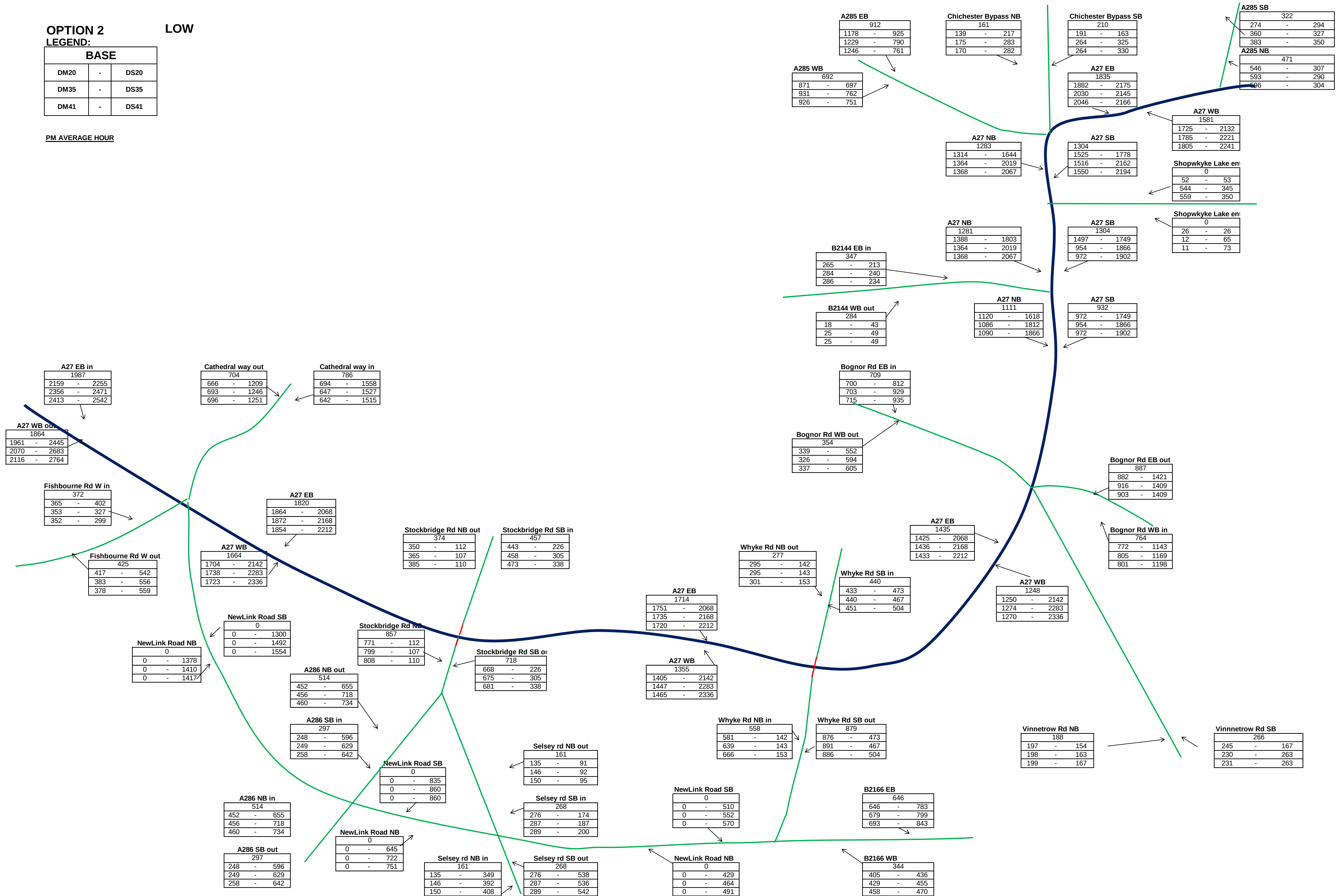




**LEGEND:**

|      |  |  |
|------|--|--|
| DM20 |  |  |
|------|--|--|

|      |   |      |
|------|---|------|
| DM20 | - | DS20 |
| DM35 | - | DS35 |
| DM41 | - | DS41 |





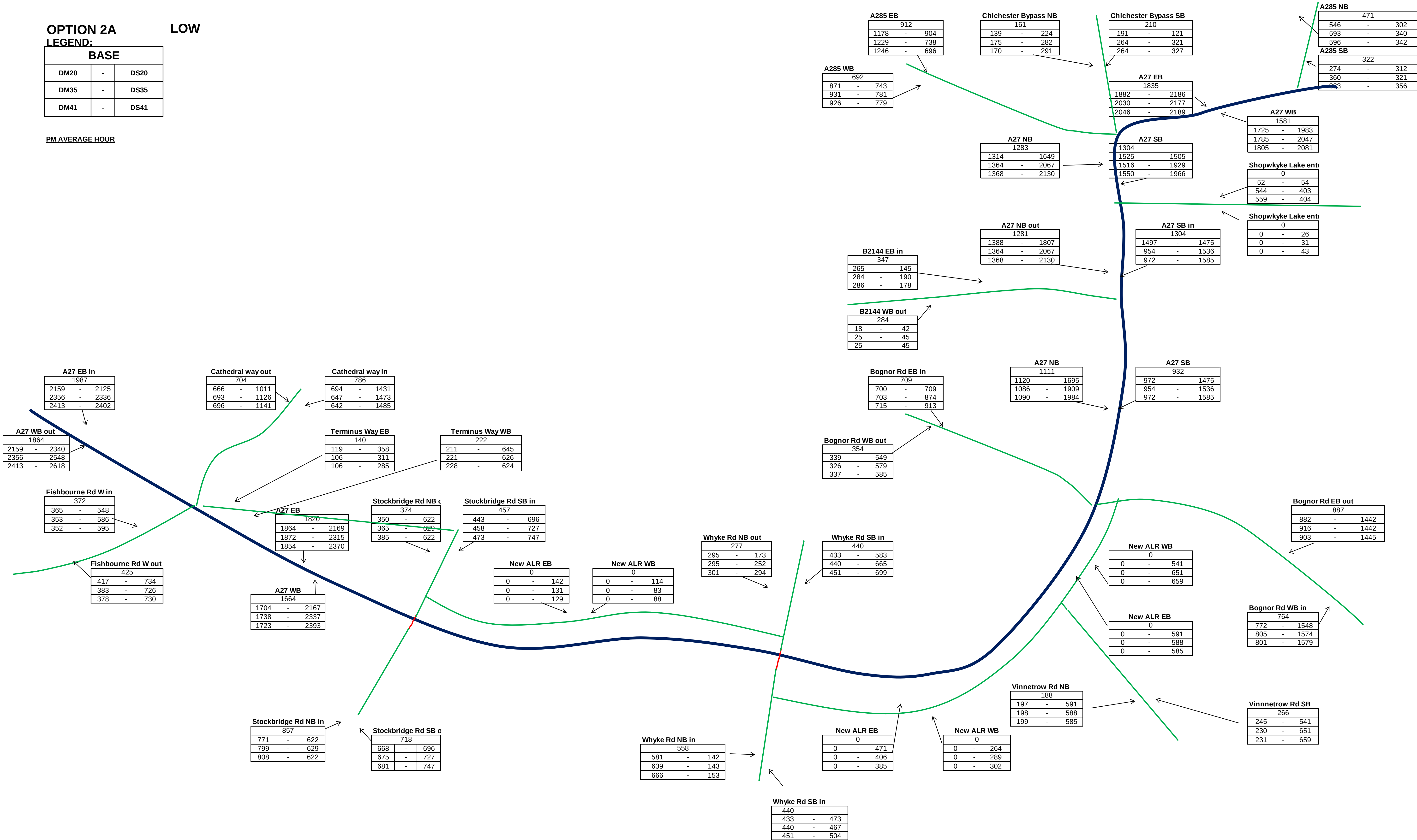
OPTION 2A

LOW

LEGEND:

| BASE |   |      |
|------|---|------|
| DM20 | - | DS20 |
| DM35 | - | DS35 |
| DM41 | - | DS41 |

PM AVERAGE HOUR





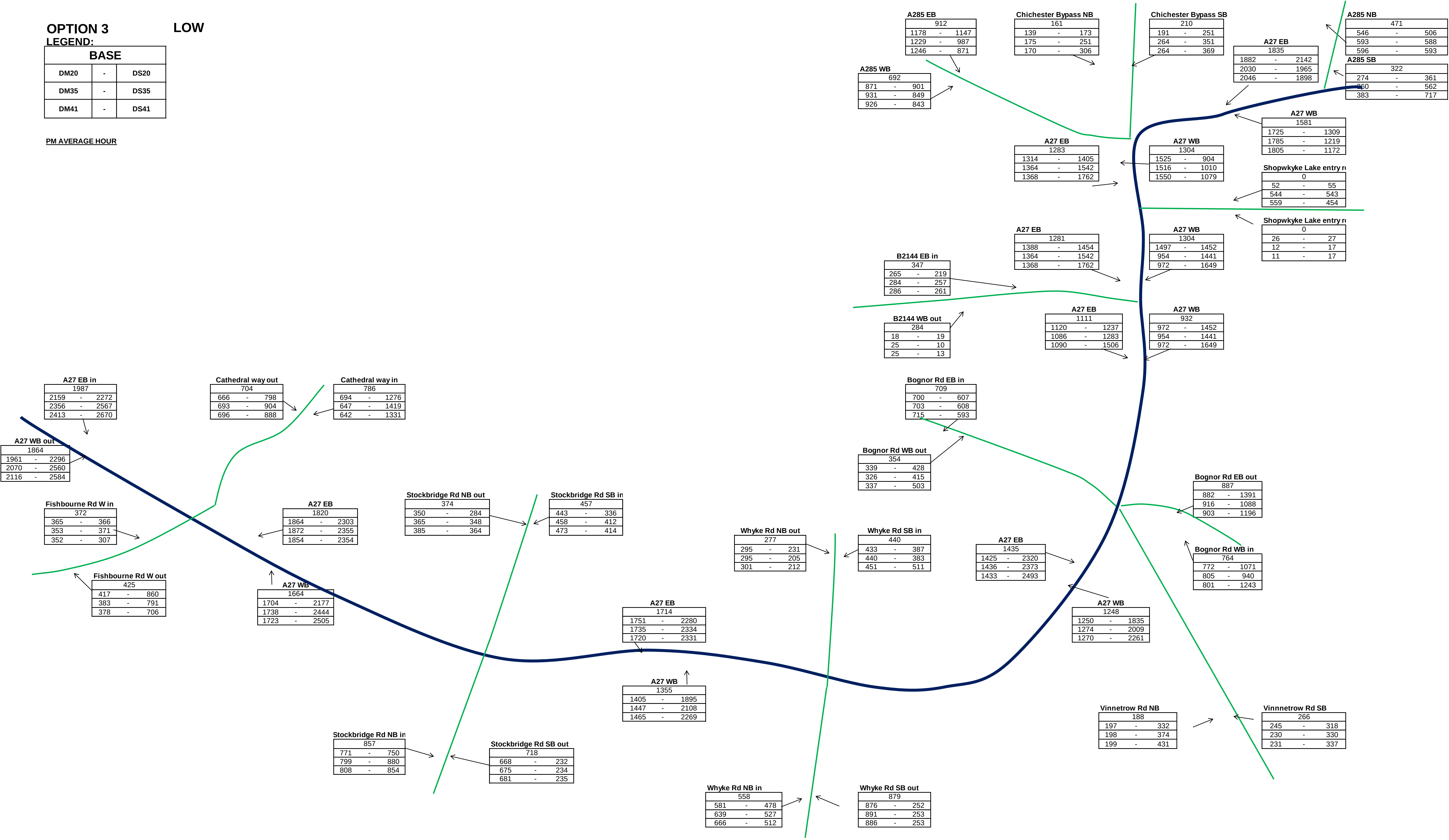
OPTION 3

LEGEND:

| BASE |   |      |
|------|---|------|
| DM20 | - | DS20 |
| DM35 | - | DS35 |
| DM41 | - | DS41 |

PM AVERAGE HOUR

LOW





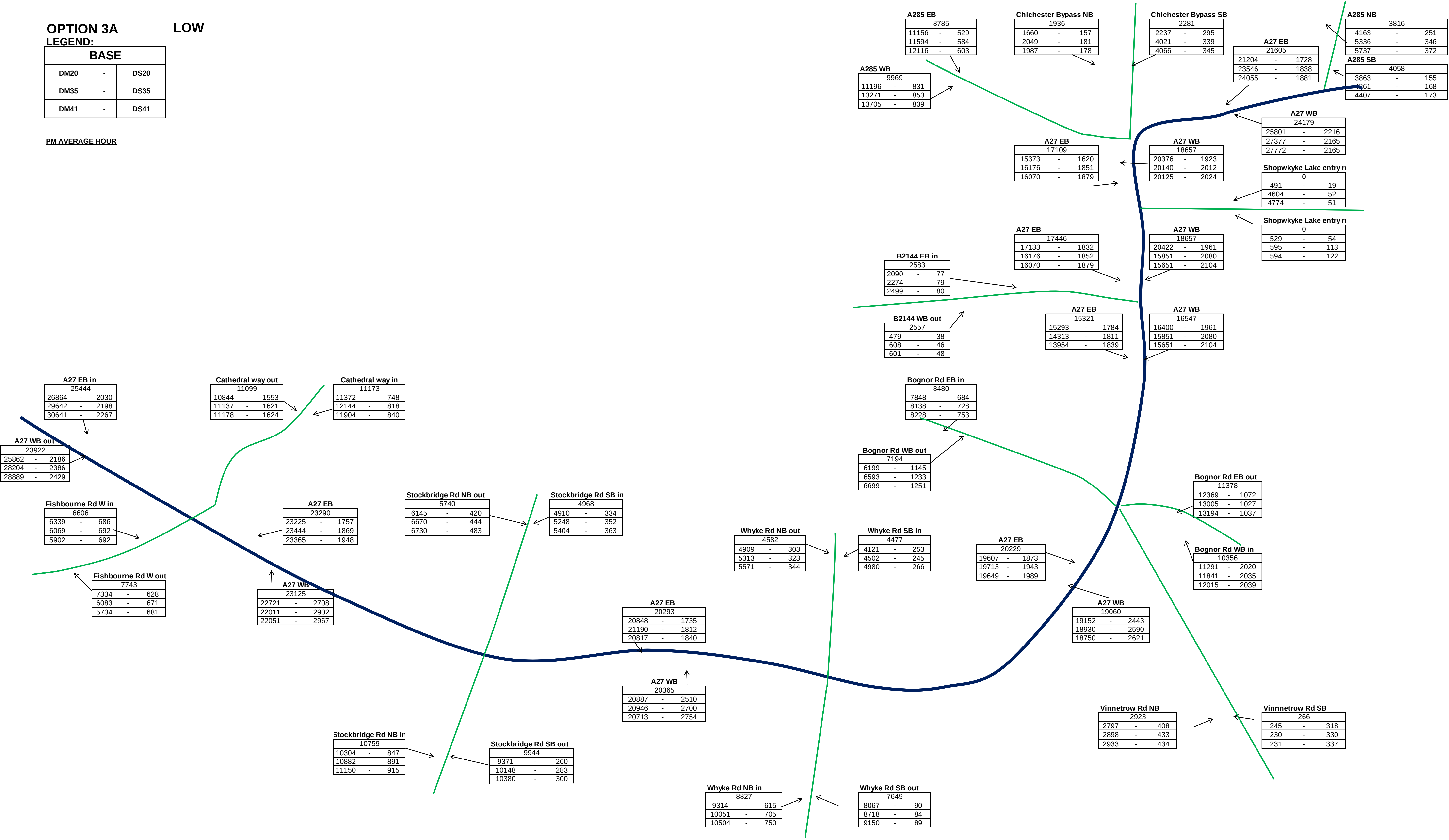
OPTION 3A

LEGEND:

| BASE |   |      |
|------|---|------|
| DM20 | - | DS20 |
| DM35 | - | DS35 |
| DM41 | - | DS41 |

PM AVERAGE HOUR

LOW





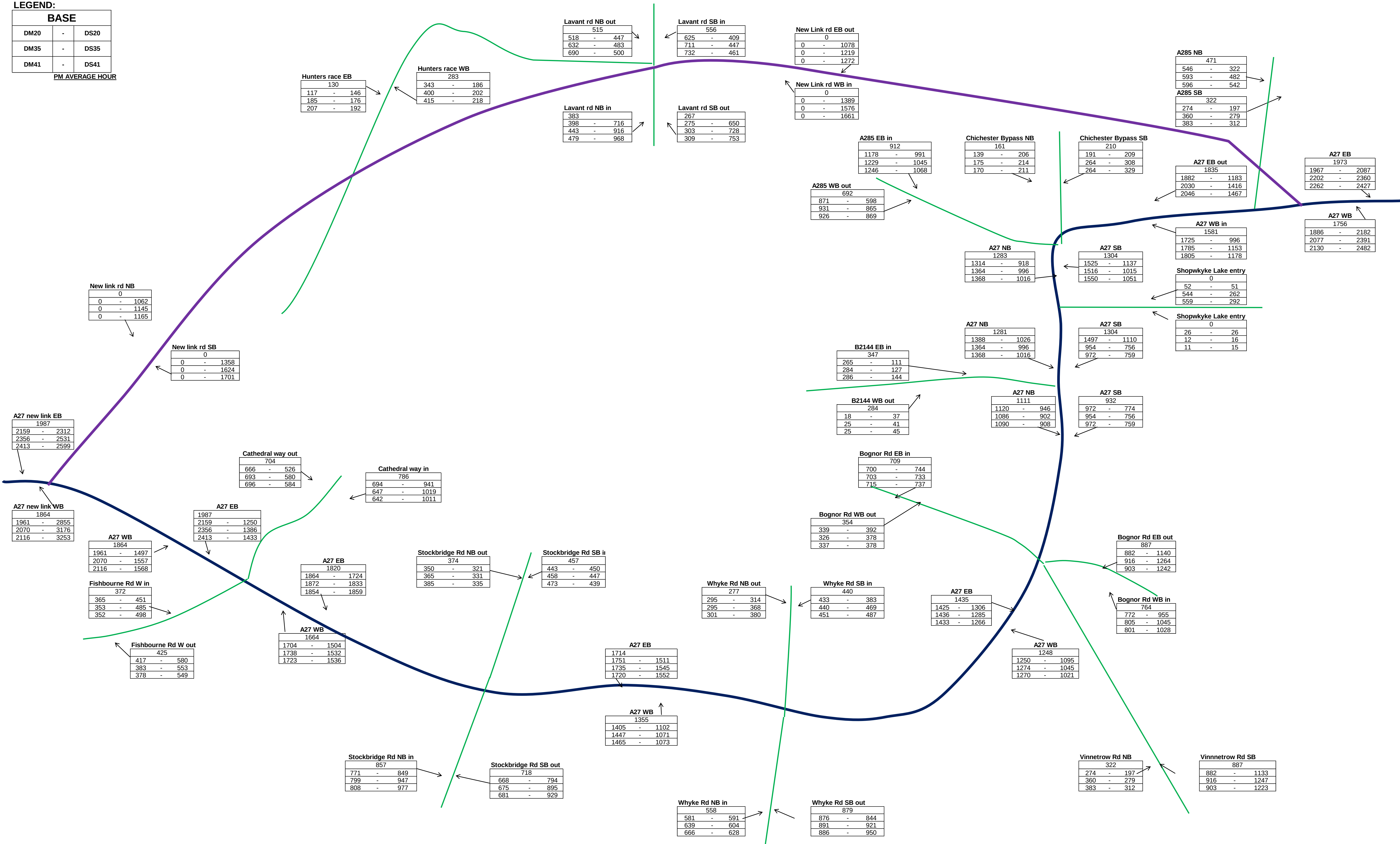
LOW

OPTION 4

LEGEND:

| BASE |   |      |  |
|------|---|------|--|
| DM20 | - | DS20 |  |
| DM35 | - | DS35 |  |
| DM41 | - | DS41 |  |

PM AVERAGE HOUR





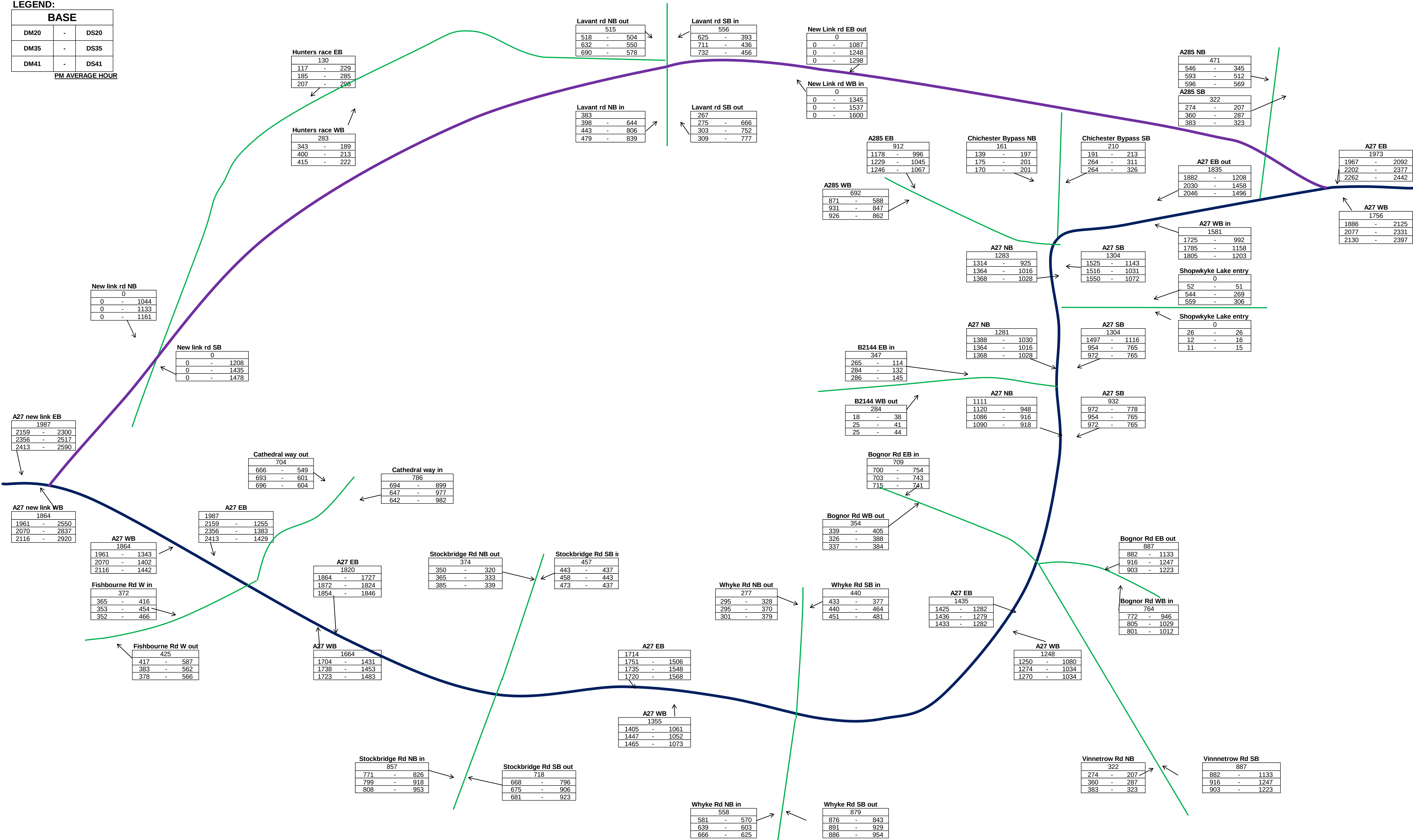
OPTION 5

LEGEND:

| BASE |   |      |
|------|---|------|
| DM20 | - | DS20 |
| DM35 | - | DS35 |
| DM41 | - | DS41 |

PM AVERAGE HOUR

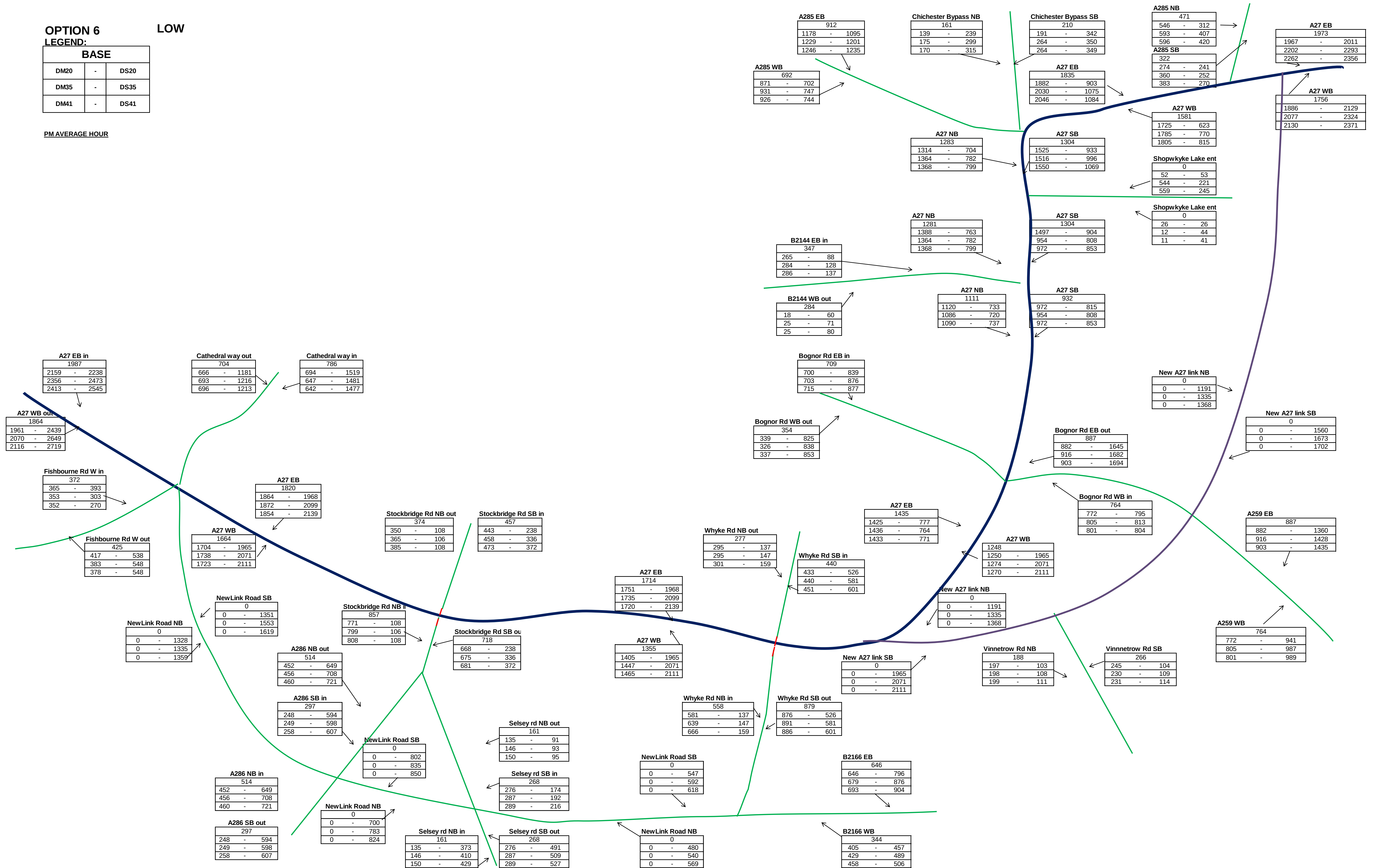
LOW





**LOW**

**BASE**

PM AVERAGE HOUR



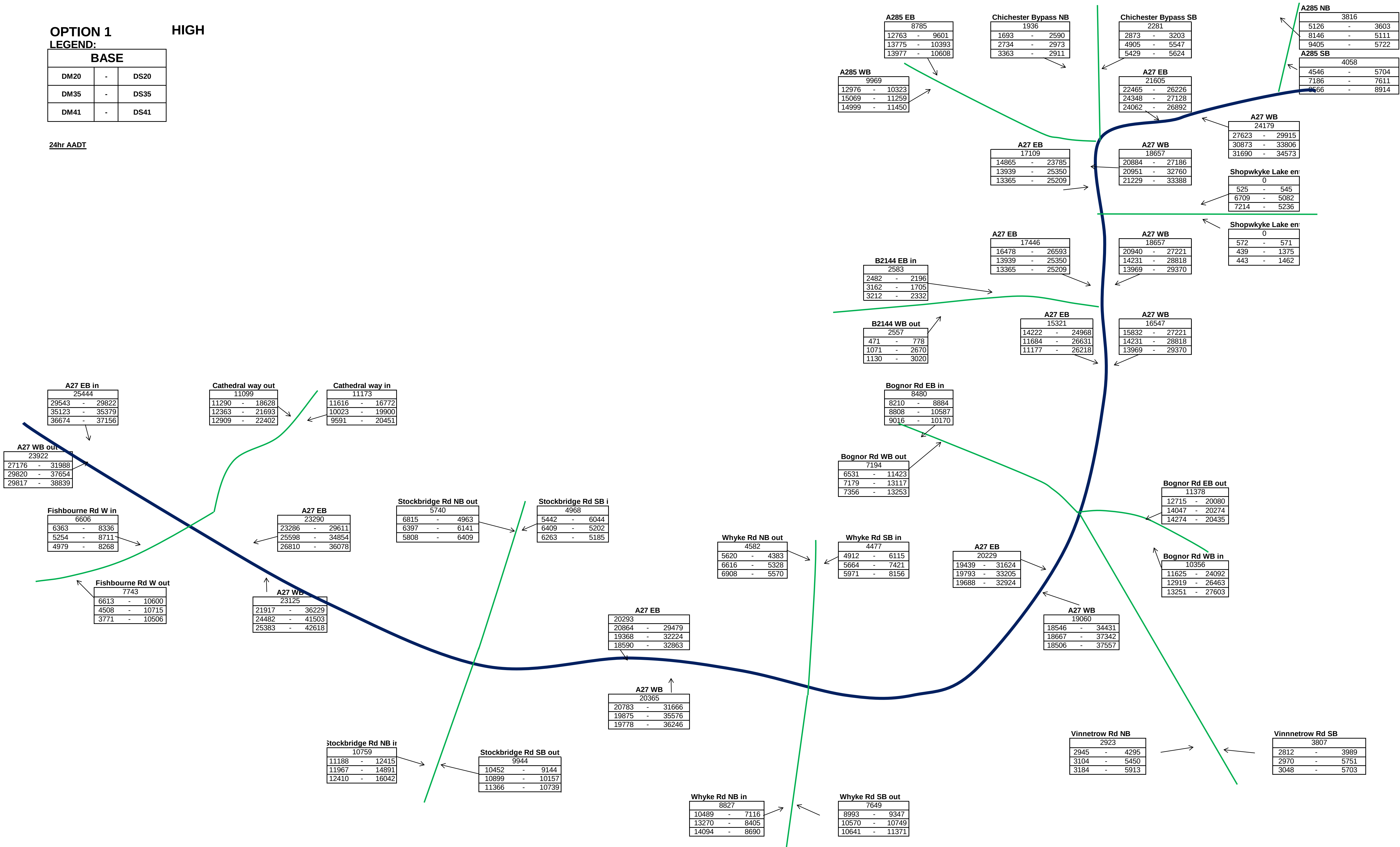
**APPENDIX K   TRAFFIC FLOW DIAGRAMS – HIGH GROWTH**

OPTION 1  
LEGEND:

| BASE |   |      |  |
|------|---|------|--|
| DM20 | - | DS20 |  |
| DM35 | - | DS35 |  |
| DM41 | - | DS41 |  |

24hr AADT

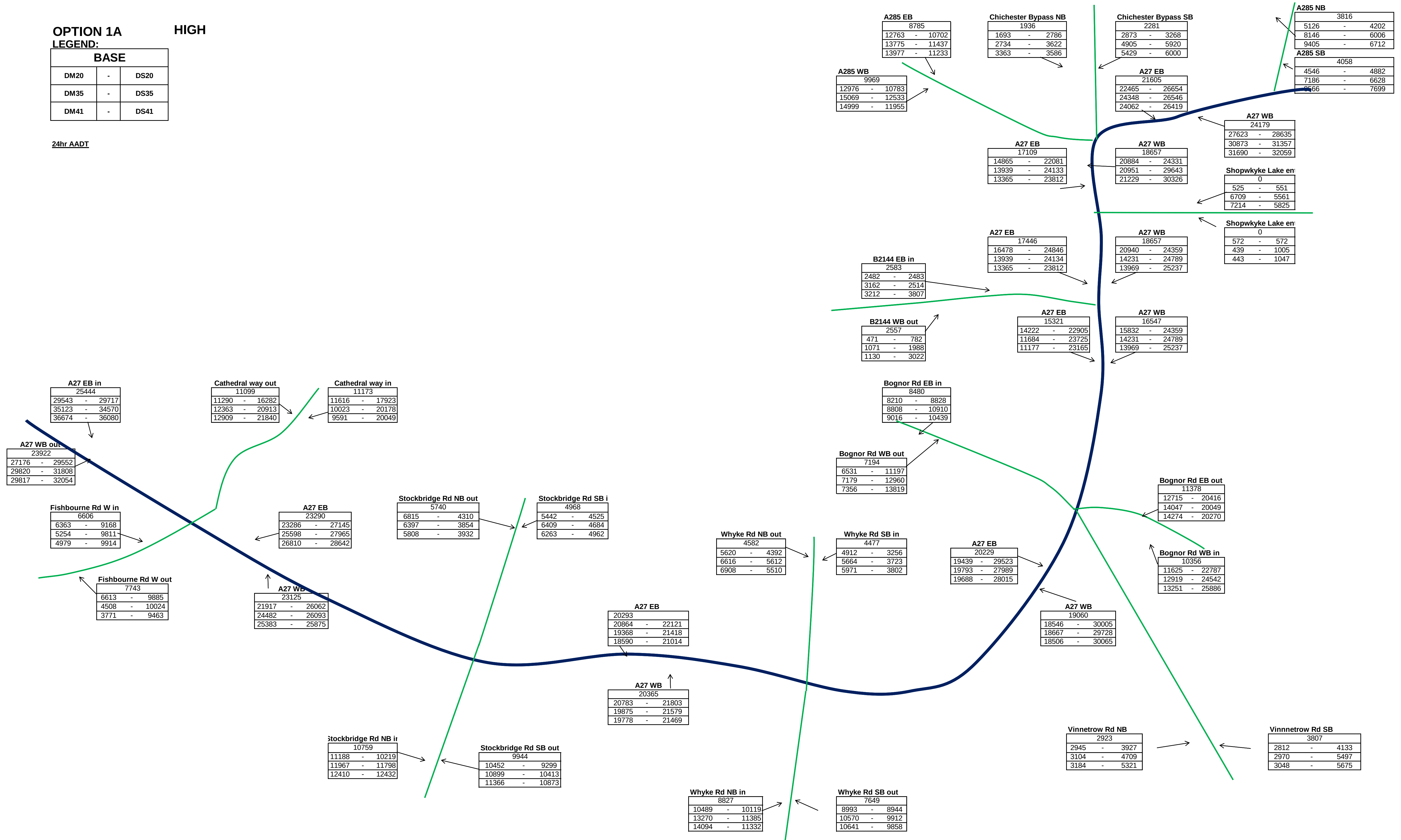
HIGH





# HIGH

**BASE**

24hr AADT

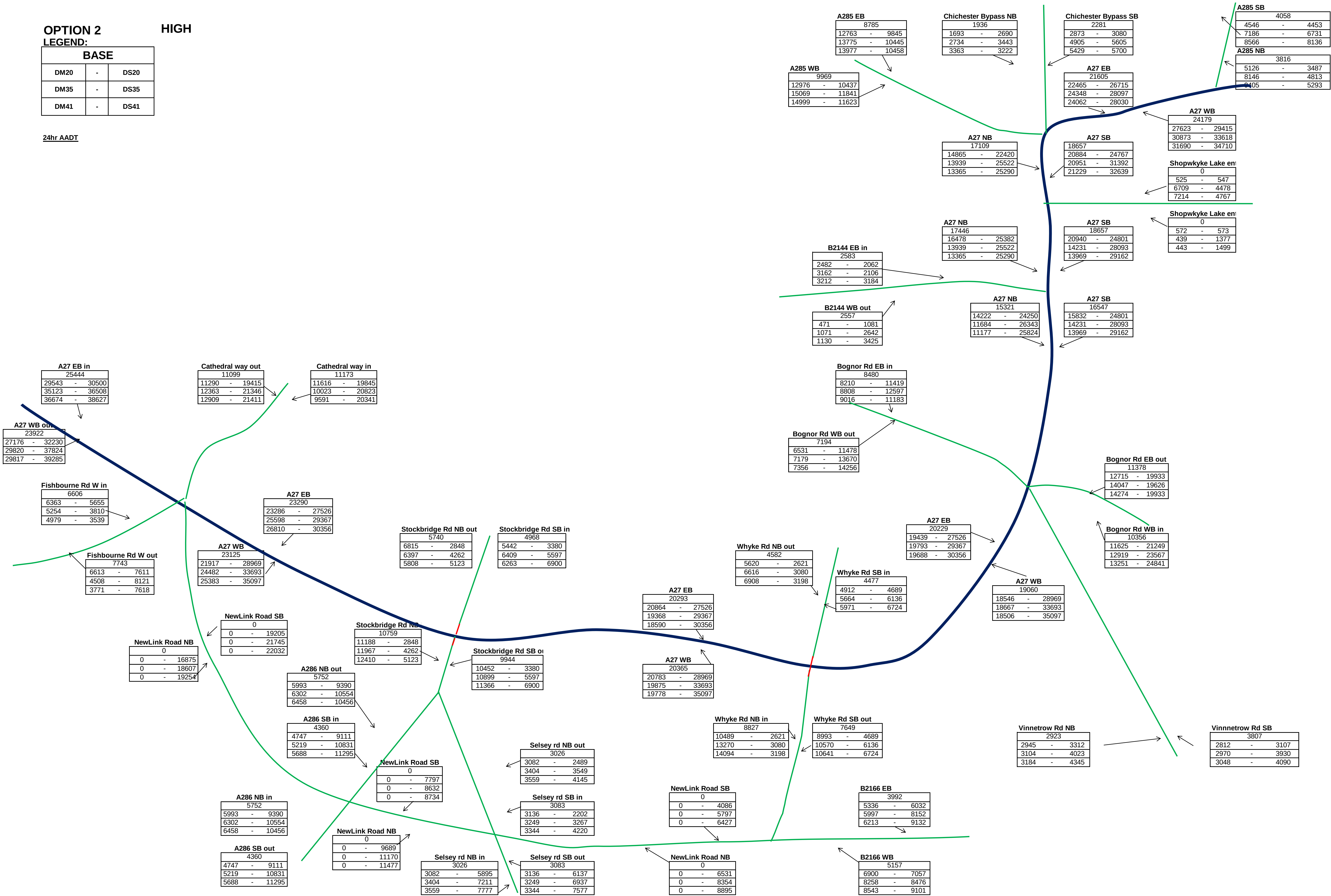


OPTION 2  
LEGEND:

| BASE |   |      |
|------|---|------|
| DM20 | - | DS20 |
| DM35 | - | DS35 |
| DM41 | - | DS41 |

HIGH

24hr AADT





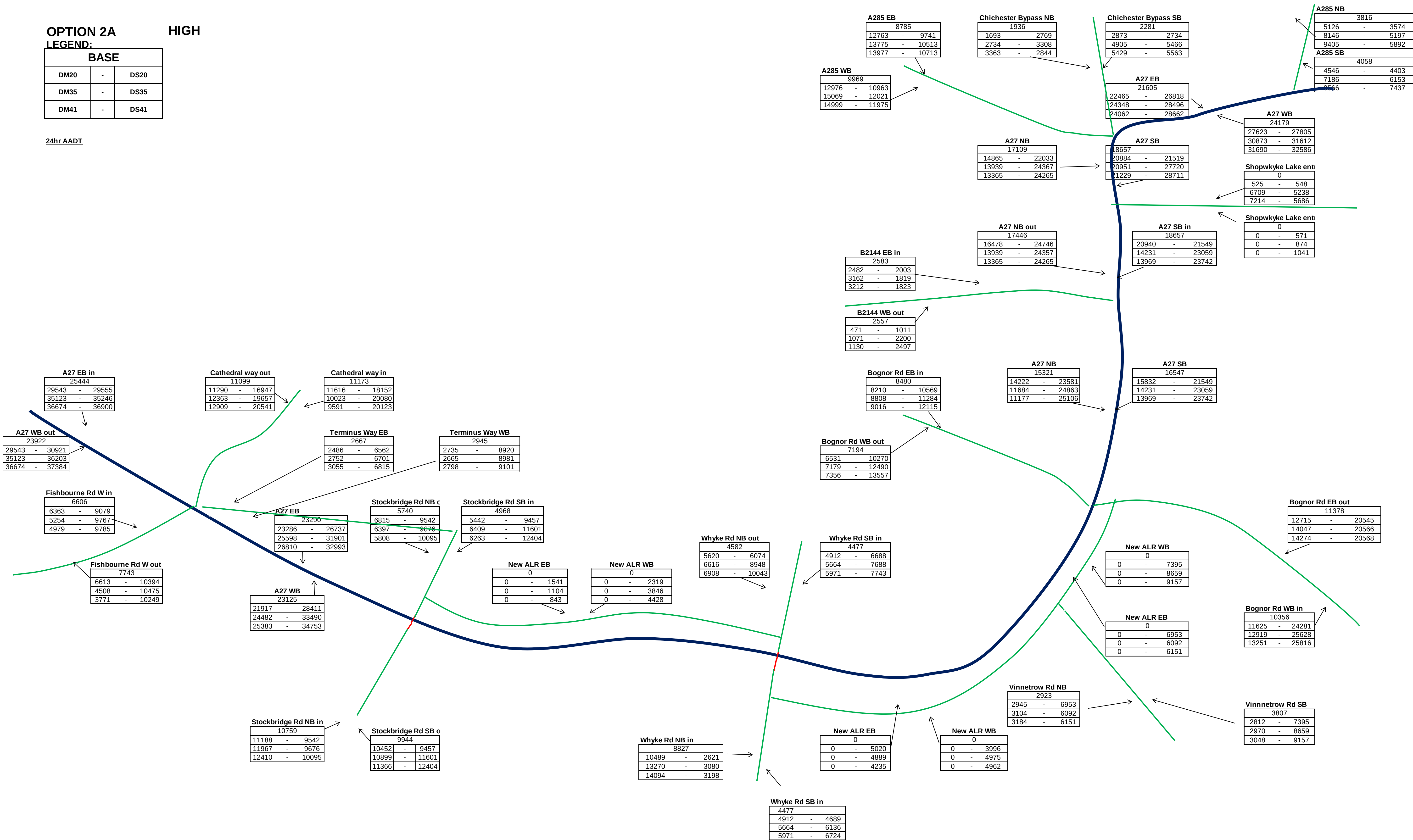
OPTION 2A

LEGEND:

| BASE |   |      |
|------|---|------|
| DM20 | - | DS20 |
| DM35 | - | DS35 |
| DM41 | - | DS41 |

24hr AADT

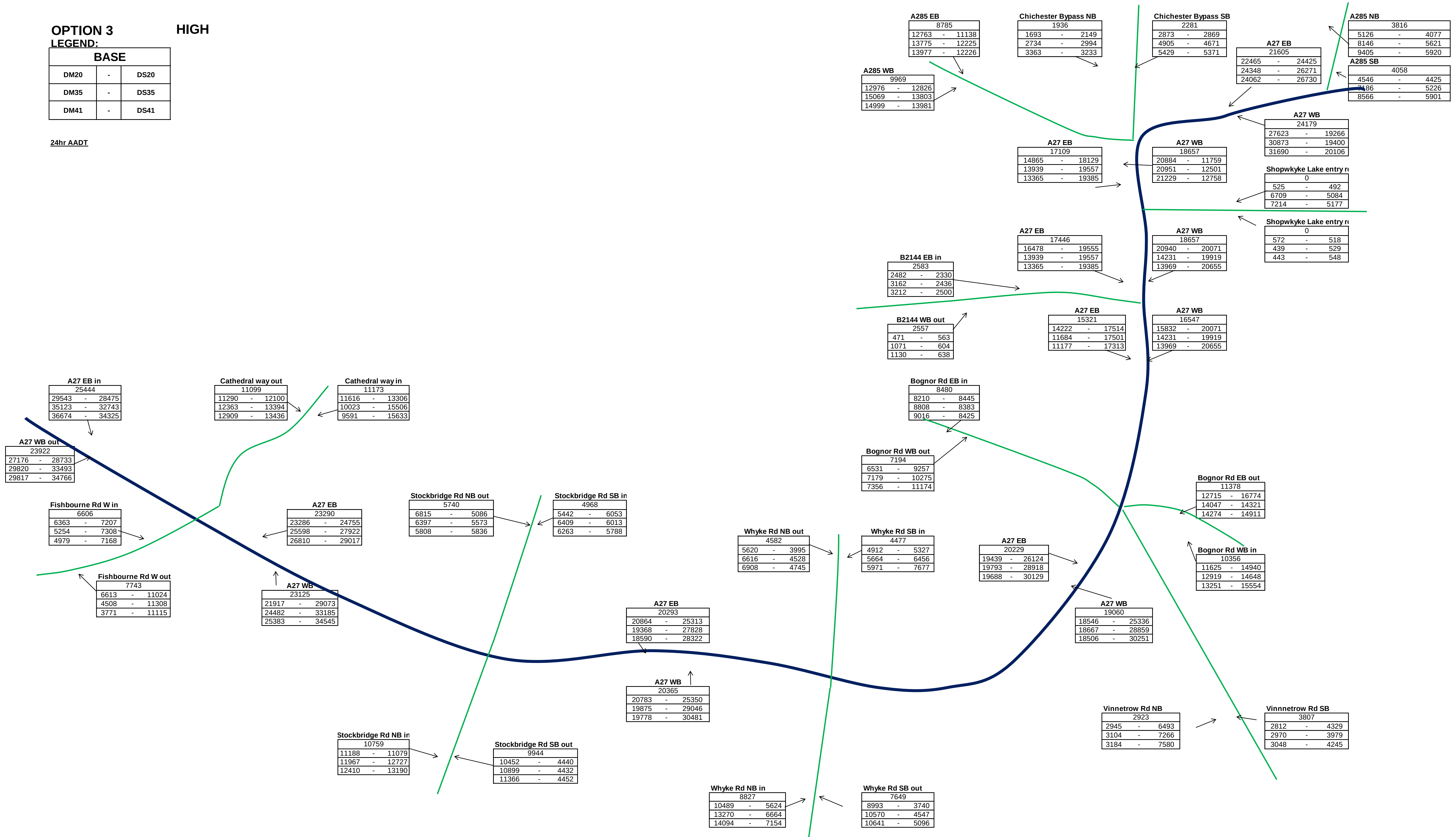
HIGH





# HIGH

## BASE

24hr AADT



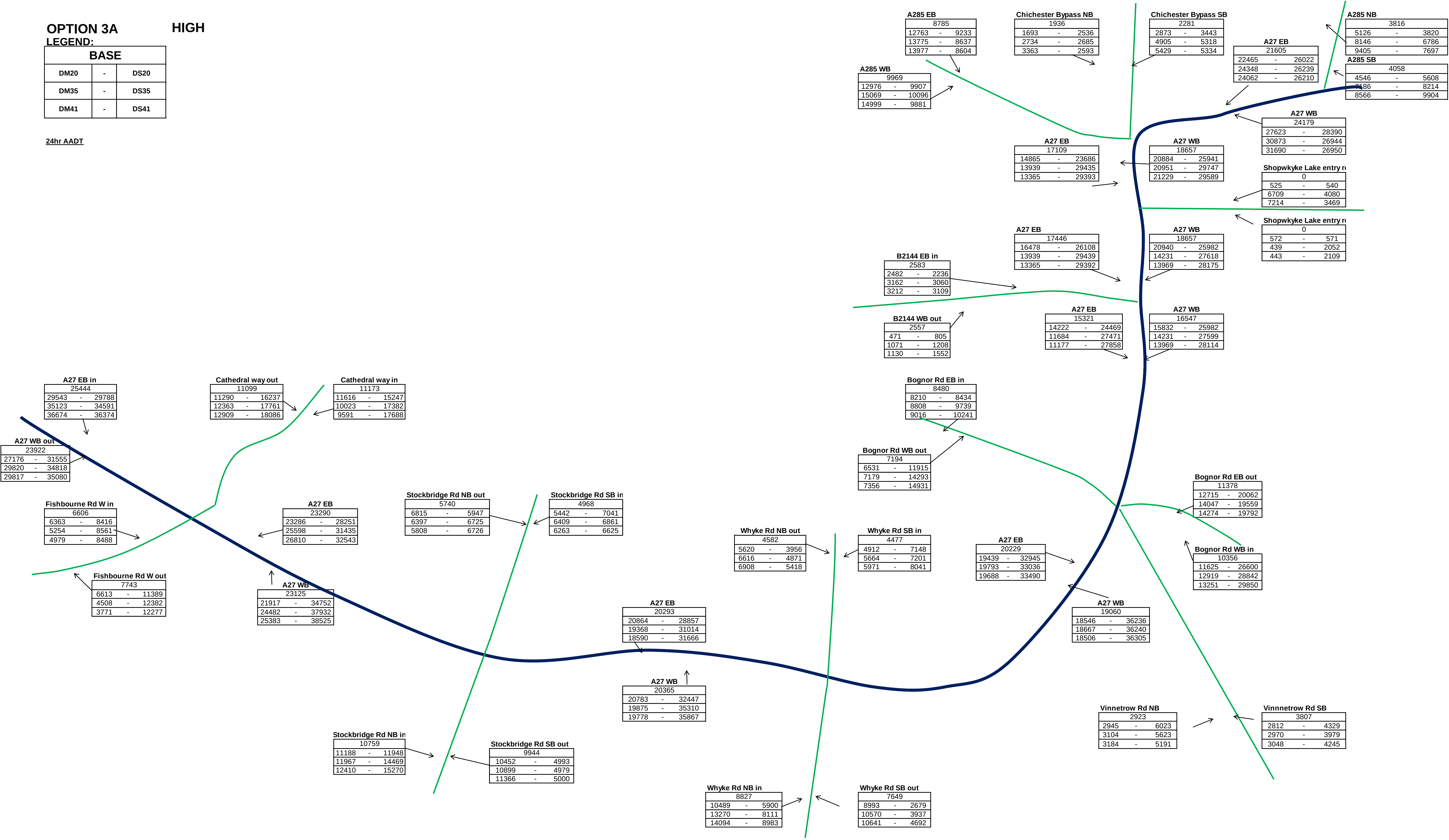
OPTION 3A

LEGEND:

| BASE |   |      |
|------|---|------|
| DM20 | - | DS20 |
| DM35 | - | DS35 |
| DM41 | - | DS41 |

24hr AADT

HIGH





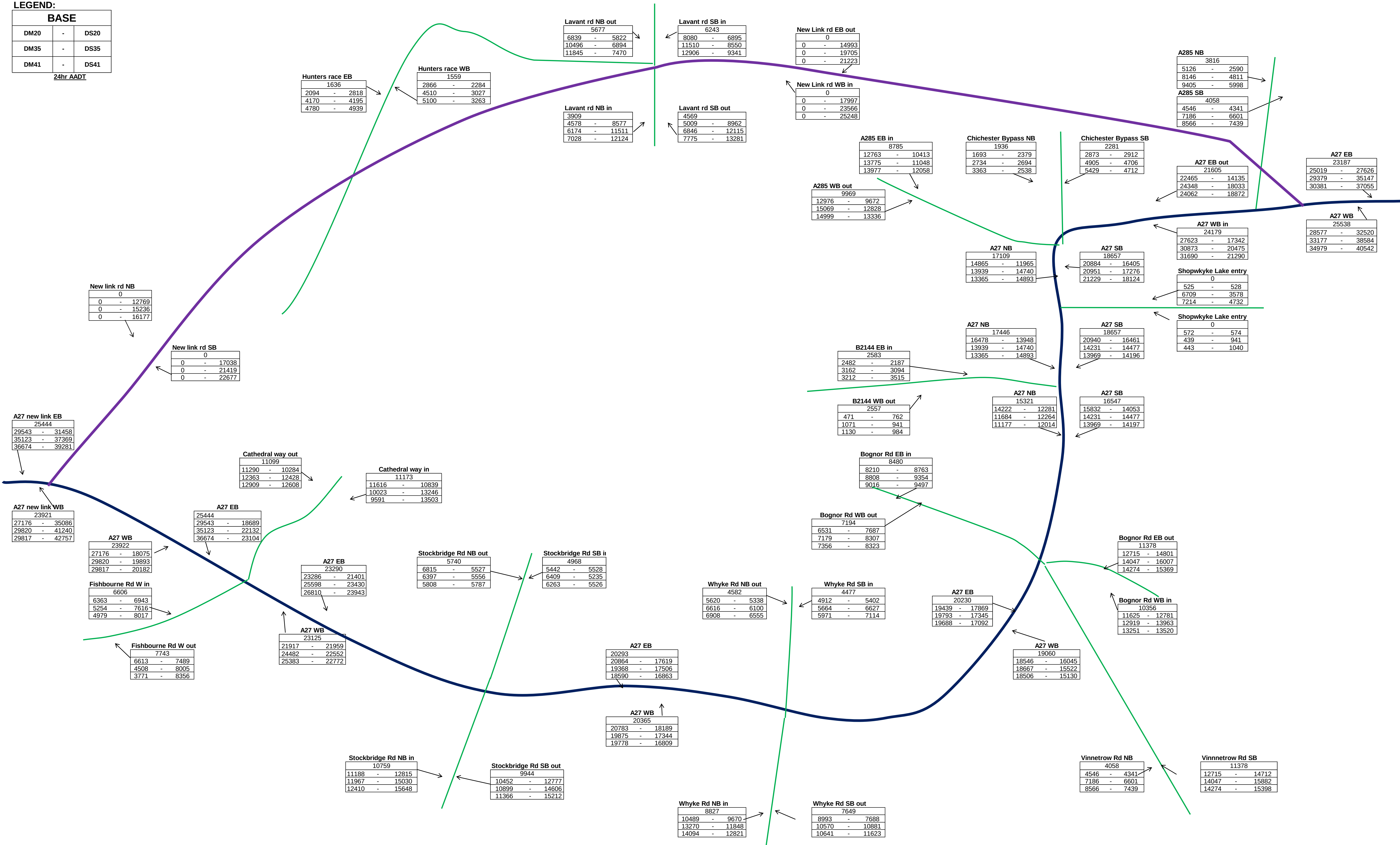
OPTION 4

LEGEND:

| BASE |   |      |
|------|---|------|
| DM20 | - | DS20 |
| DM35 | - | DS35 |
| DM41 | - | DS41 |

24hr AADT

HIGH





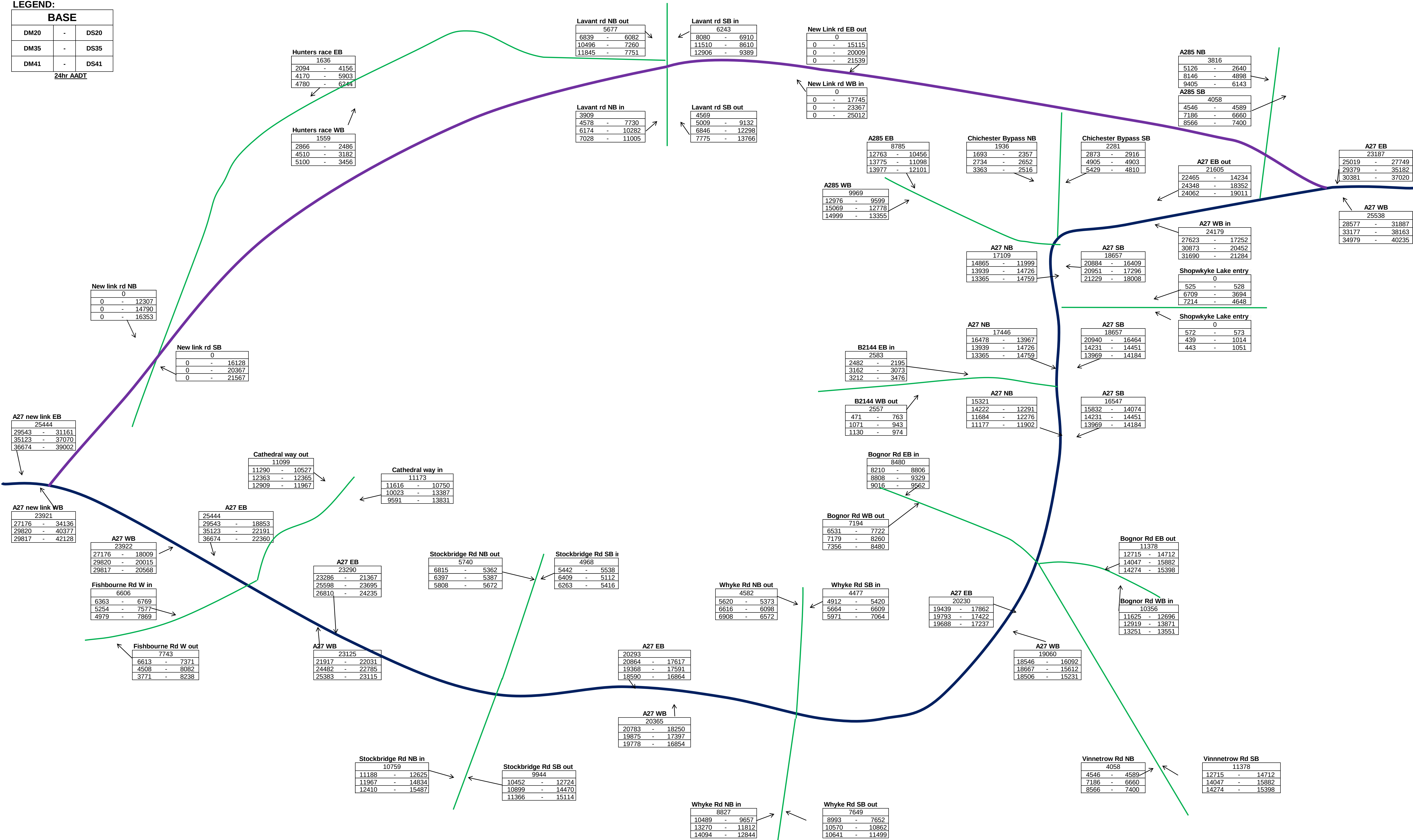
OPTION 5

LEGEND:

| BASE |   |      |
|------|---|------|
| DM20 | - | DS20 |
| DM35 | - | DS35 |
| DM41 | - | DS41 |

24hr AADT

HIGH



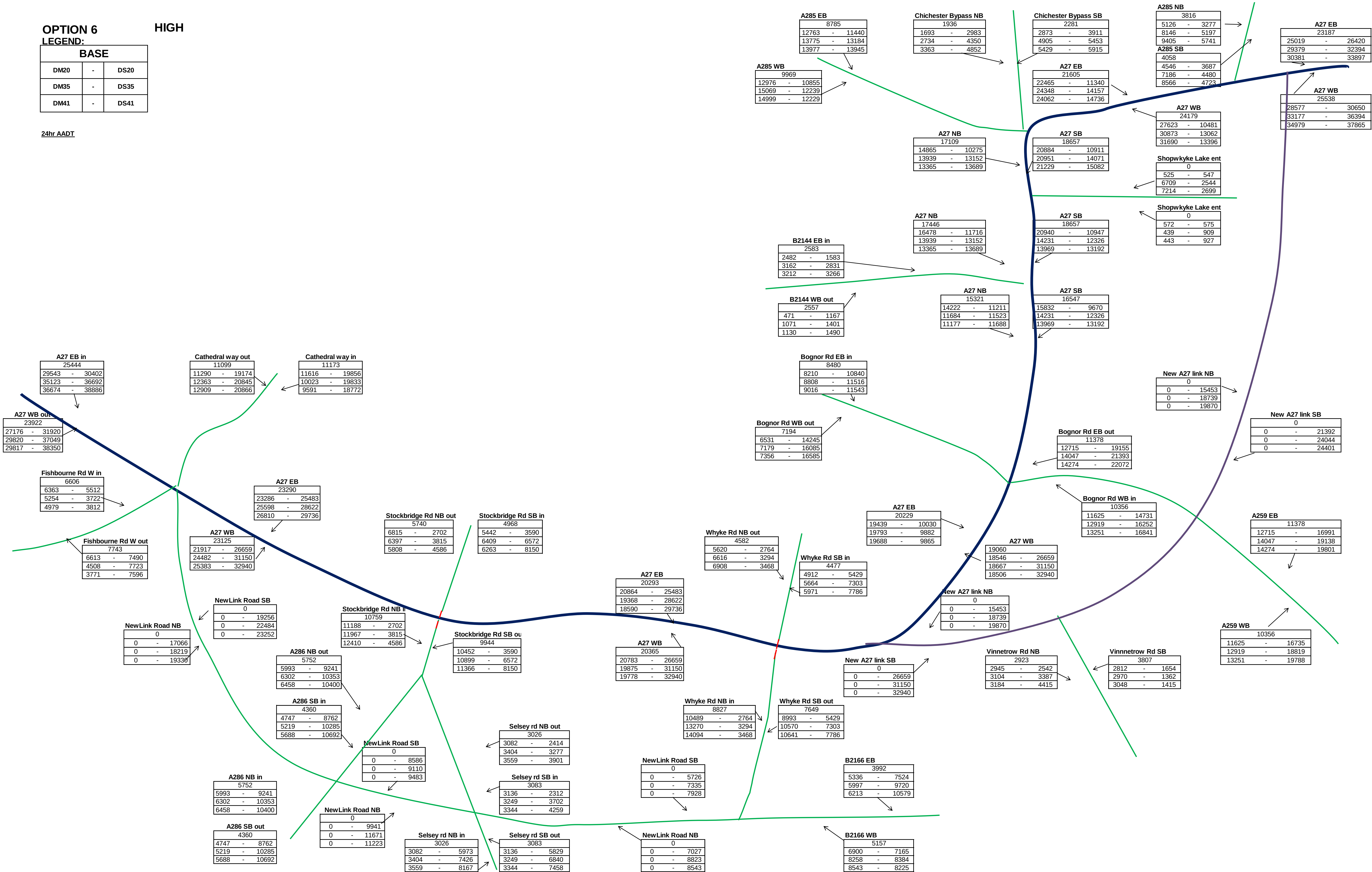


OPTION 6  
LEGEND:

| BASE |   |      |
|------|---|------|
| DM20 | - | DS20 |
| DM35 | - | DS35 |
| DM41 | - | DS41 |

HIGH

24hr AADT





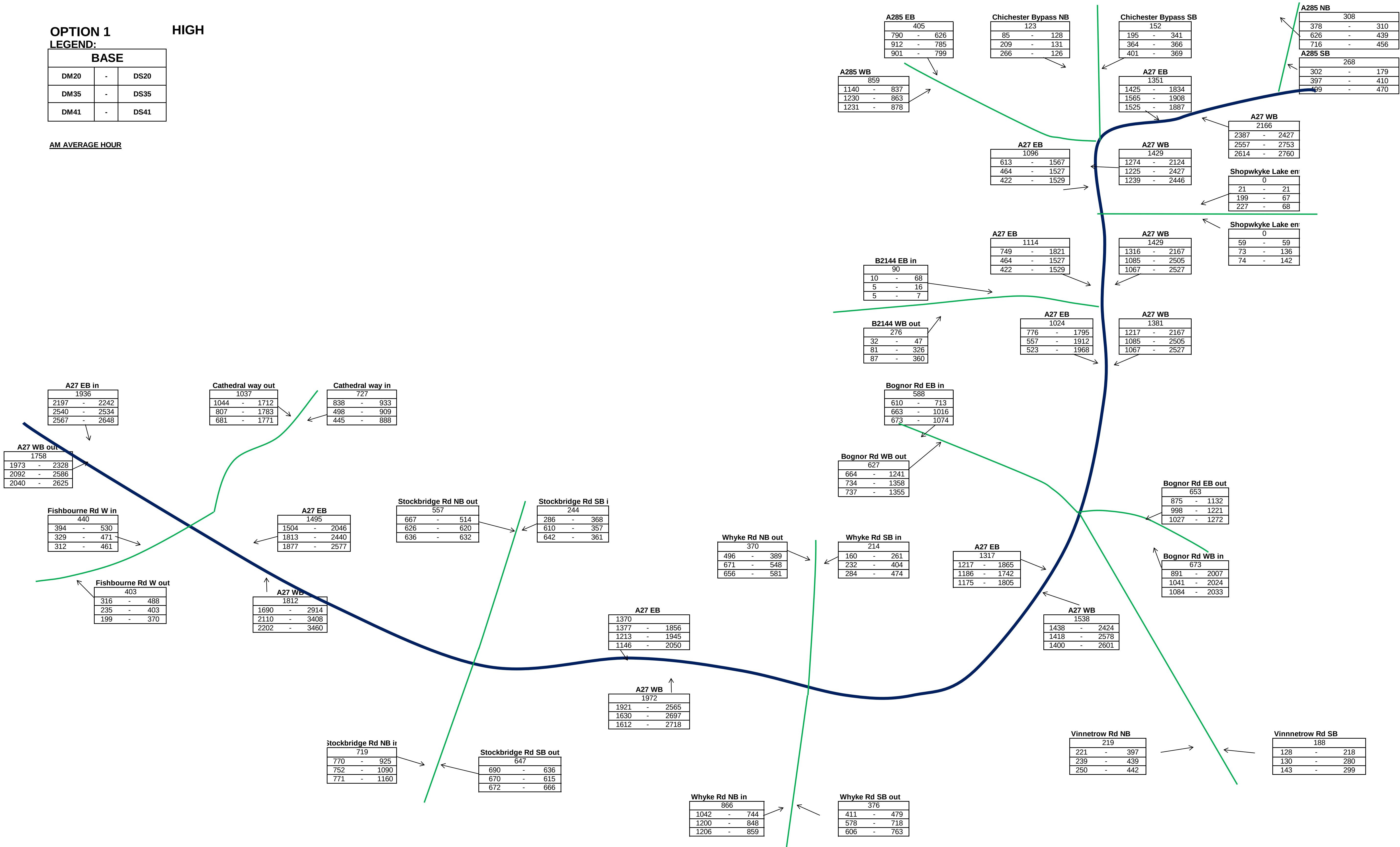
OPTION 1

LEGEND:

| BASE |   |      |  |
|------|---|------|--|
| DM20 | - | DS20 |  |
| DM35 | - | DS35 |  |
| DM41 | - | DS41 |  |

AM AVERAGE HOUR

HIGH





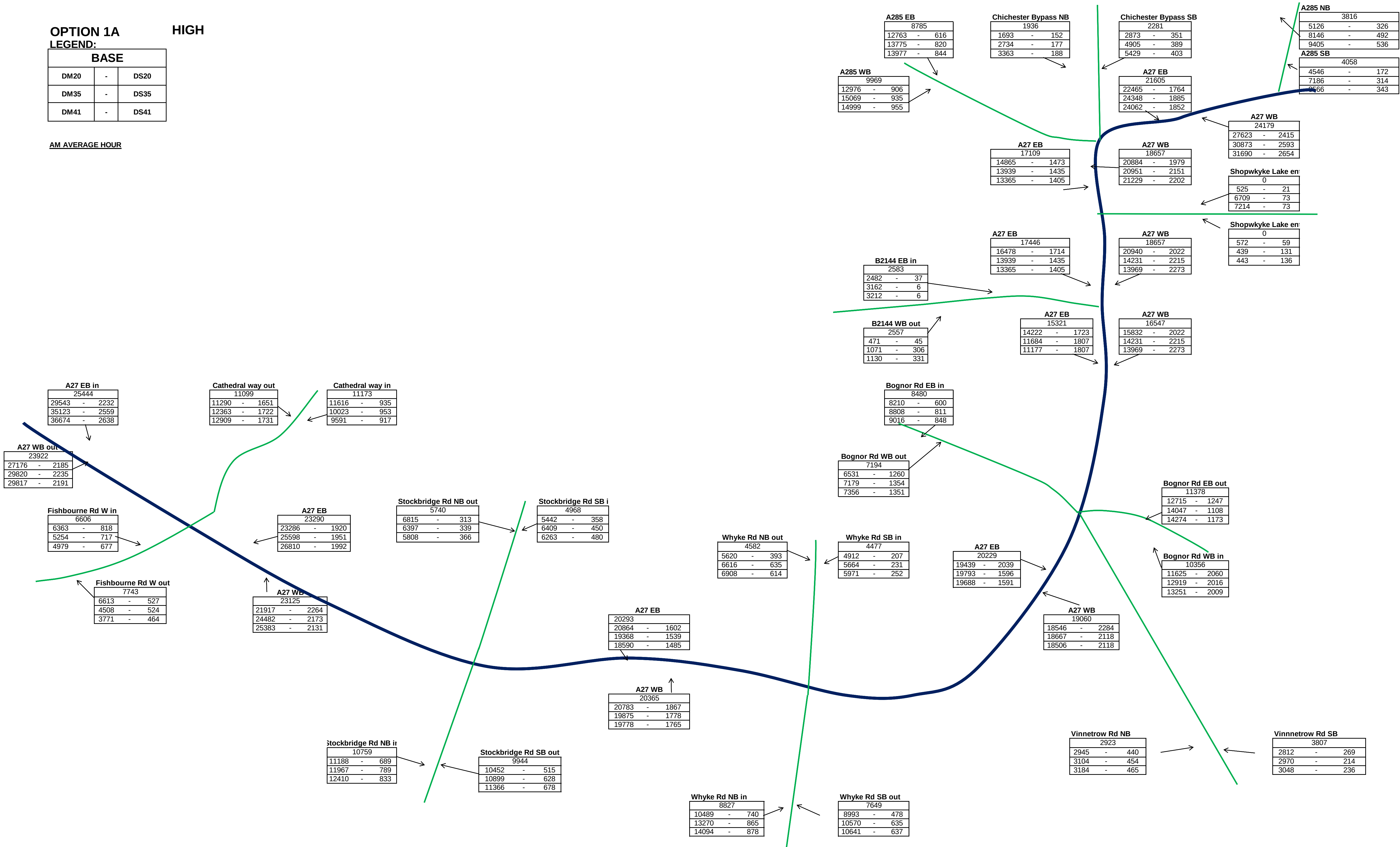
OPTION 1A

LEGEND:

| BASE |   |      |  |
|------|---|------|--|
| DM20 | - | DS20 |  |
| DM35 | - | DS35 |  |
| DM41 | - | DS41 |  |

AM AVERAGE HOUR

HIGH



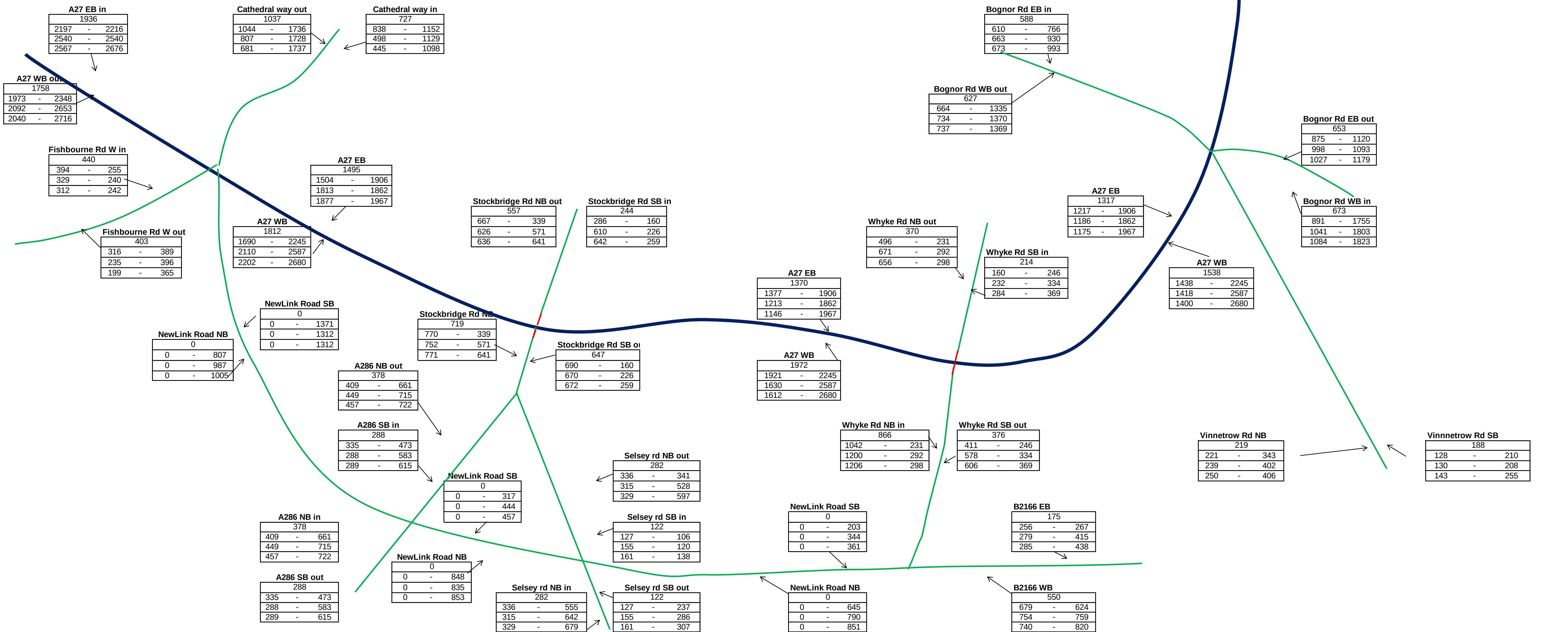


OPTION 2  
LEGEND:

| BASE |   |      |
|------|---|------|
| DM20 | - | DS20 |
| DM35 | - | DS35 |
| DM41 | - | DS41 |

AM AVERAGE HOUR

HIGH





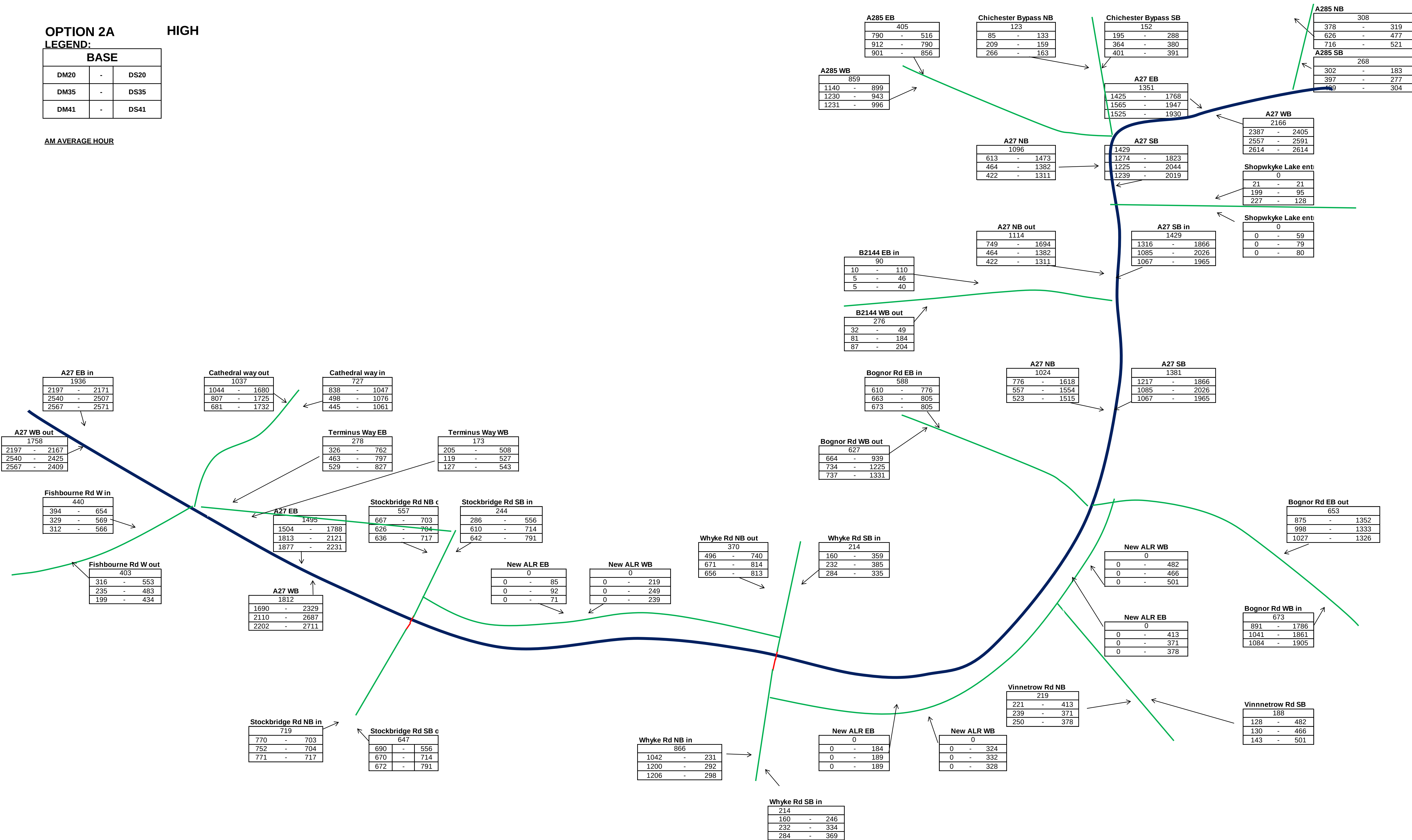
OPTION 2A

LEGEND:

| BASE |   |      |
|------|---|------|
| DM20 | - | DS20 |
| DM35 | - | DS35 |
| DM41 | - | DS41 |

AM AVERAGE HOUR

HIGH





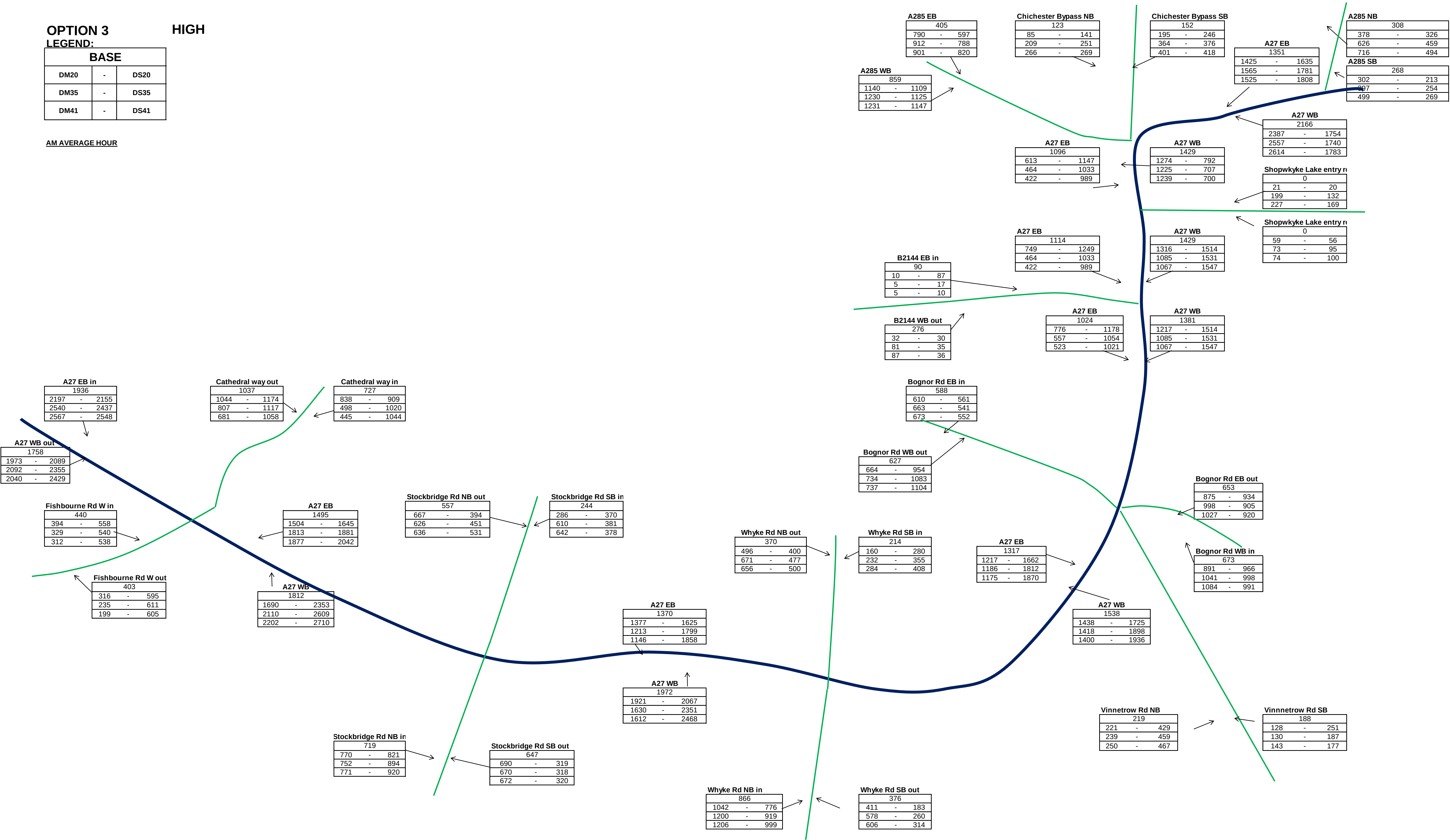
OPTION 3

LEGEND:

| BASE |   |      |
|------|---|------|
| DM20 | - | DS20 |
| DM35 | - | DS35 |
| DM41 | - | DS41 |

AM AVERAGE HOUR

HIGH





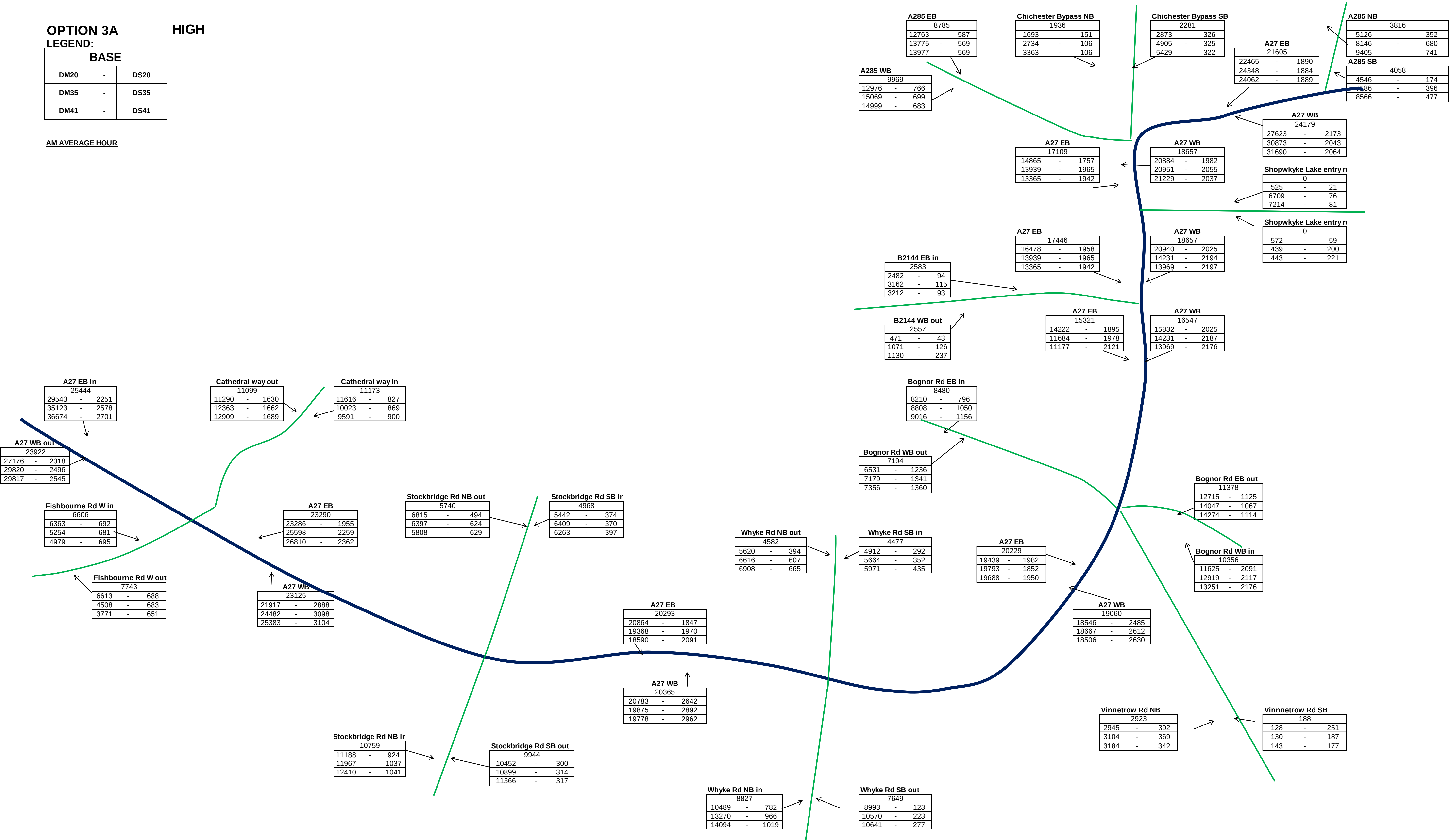
OPTION 3A

LEGEND:

| BASE |   |      |
|------|---|------|
| DM20 | - | DS20 |
| DM35 | - | DS35 |
| DM41 | - | DS41 |

AM AVERAGE HOUR

HIGH





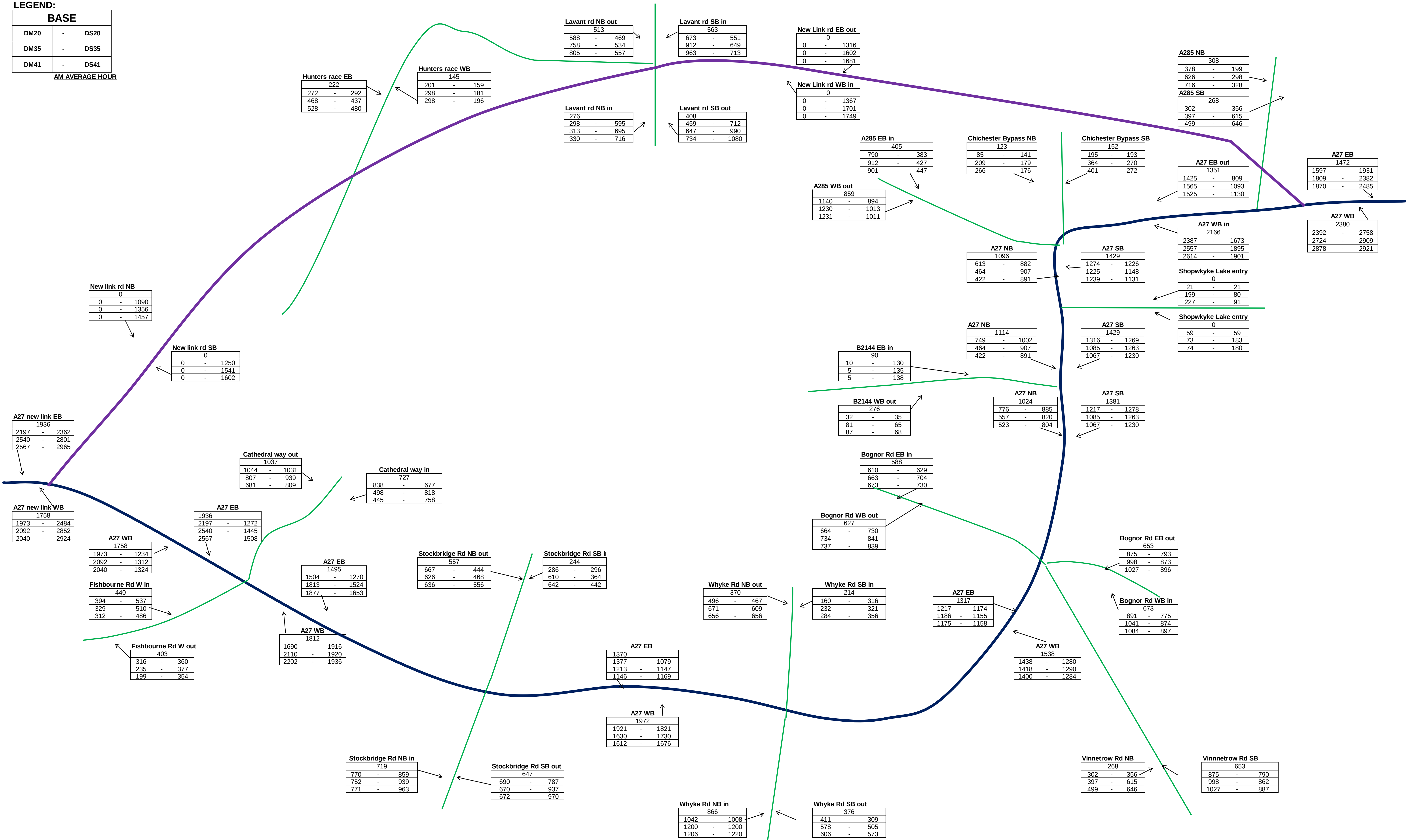
OPTION 4

LEGEND:

| BASE |   |      |
|------|---|------|
| DM20 | - | DS20 |
| DM35 | - | DS35 |
| DM41 | - | DS41 |

AM AVERAGE HOUR

HIGH





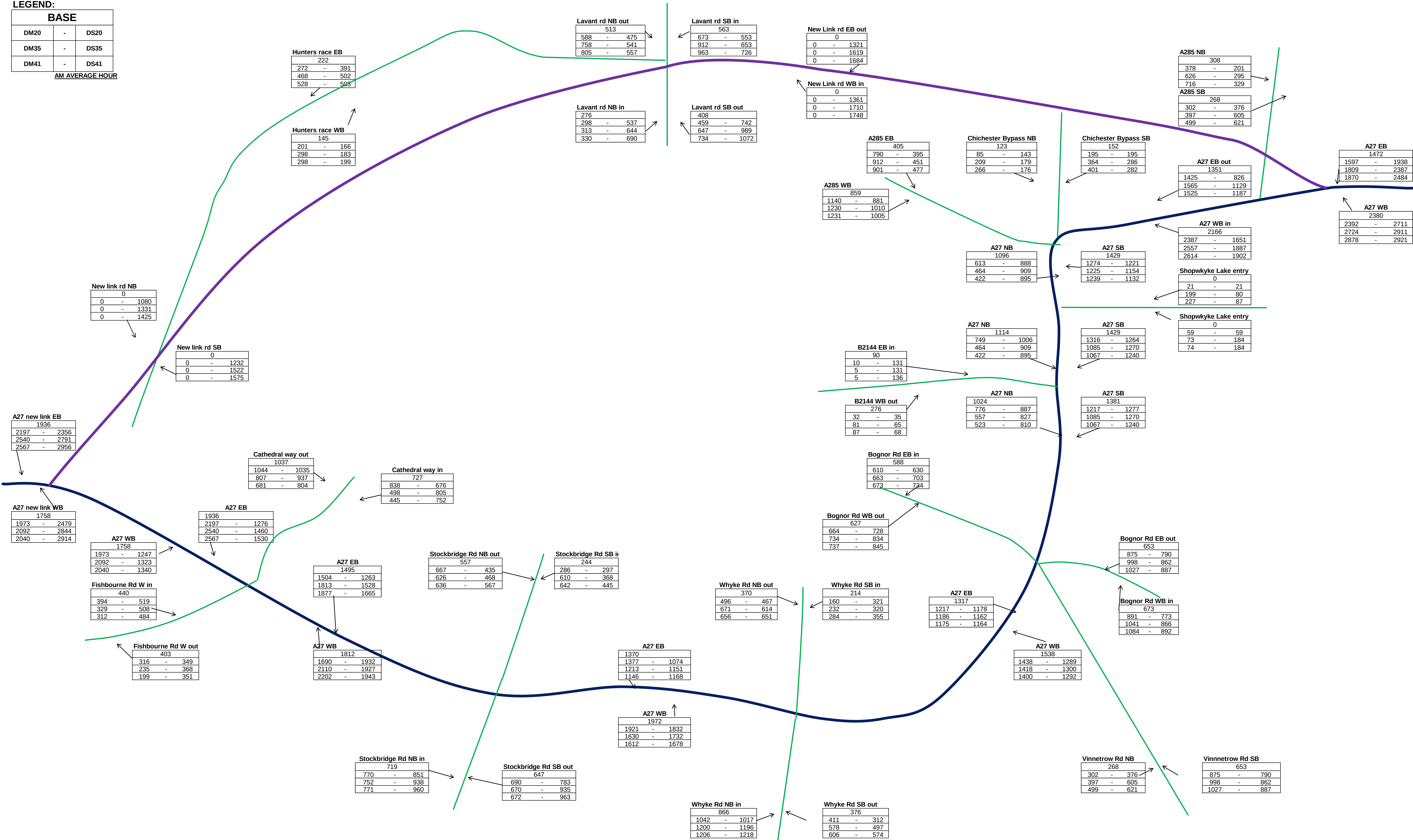
OPTION 5

LEGEND:

| BASE |   |      |
|------|---|------|
| DM20 | - | DS20 |
| DM35 | - | DS35 |
| DM41 | - | DS41 |

AM AVERAGE HOUR

HIGH





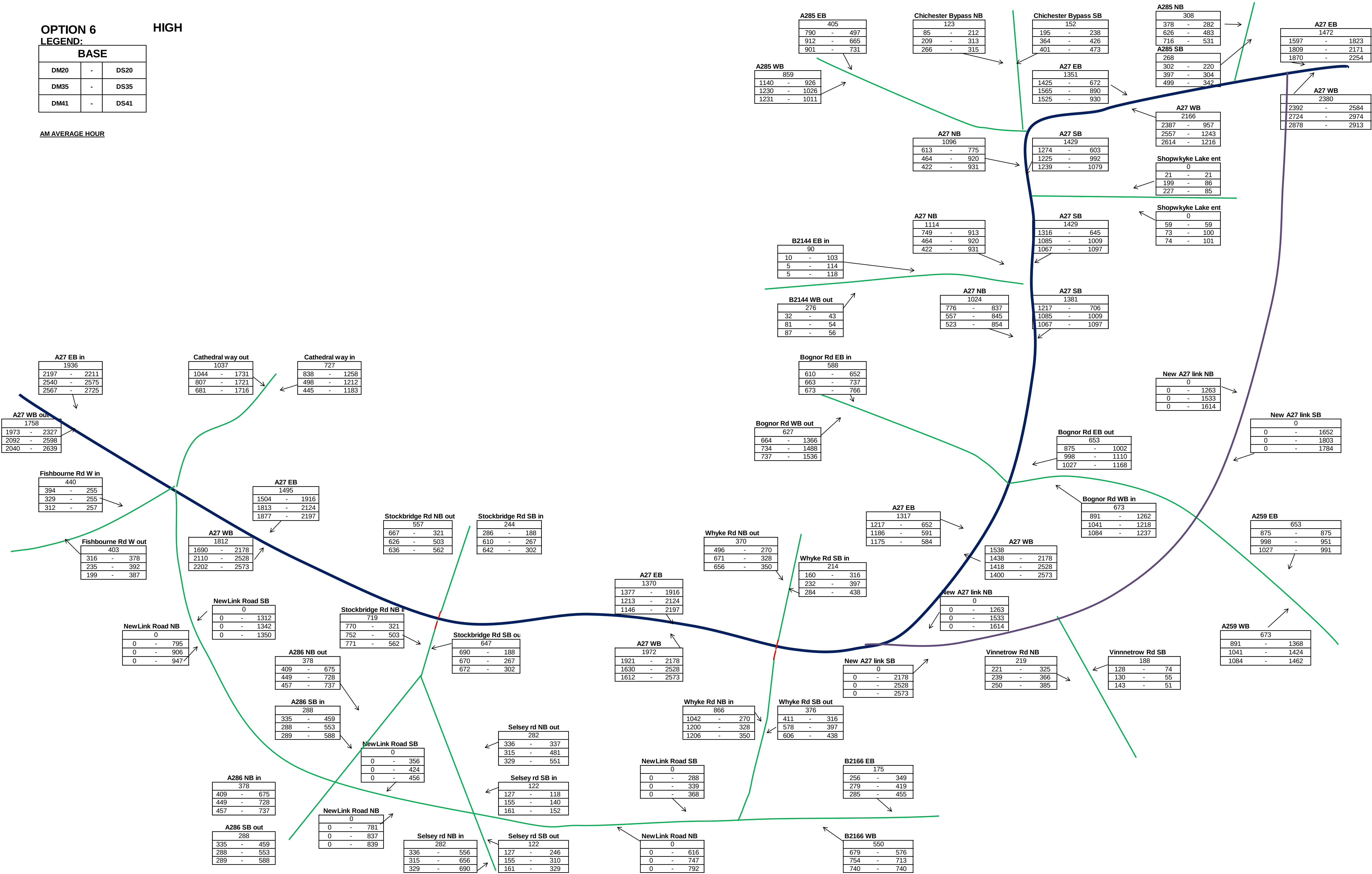
OPTION 6

LEGEND:

| BASE |   |      |
|------|---|------|
| DM20 | - | DS20 |
| DM35 | - | DS35 |
| DM41 | - | DS41 |

HIGH

AM AVERAGE HOUR



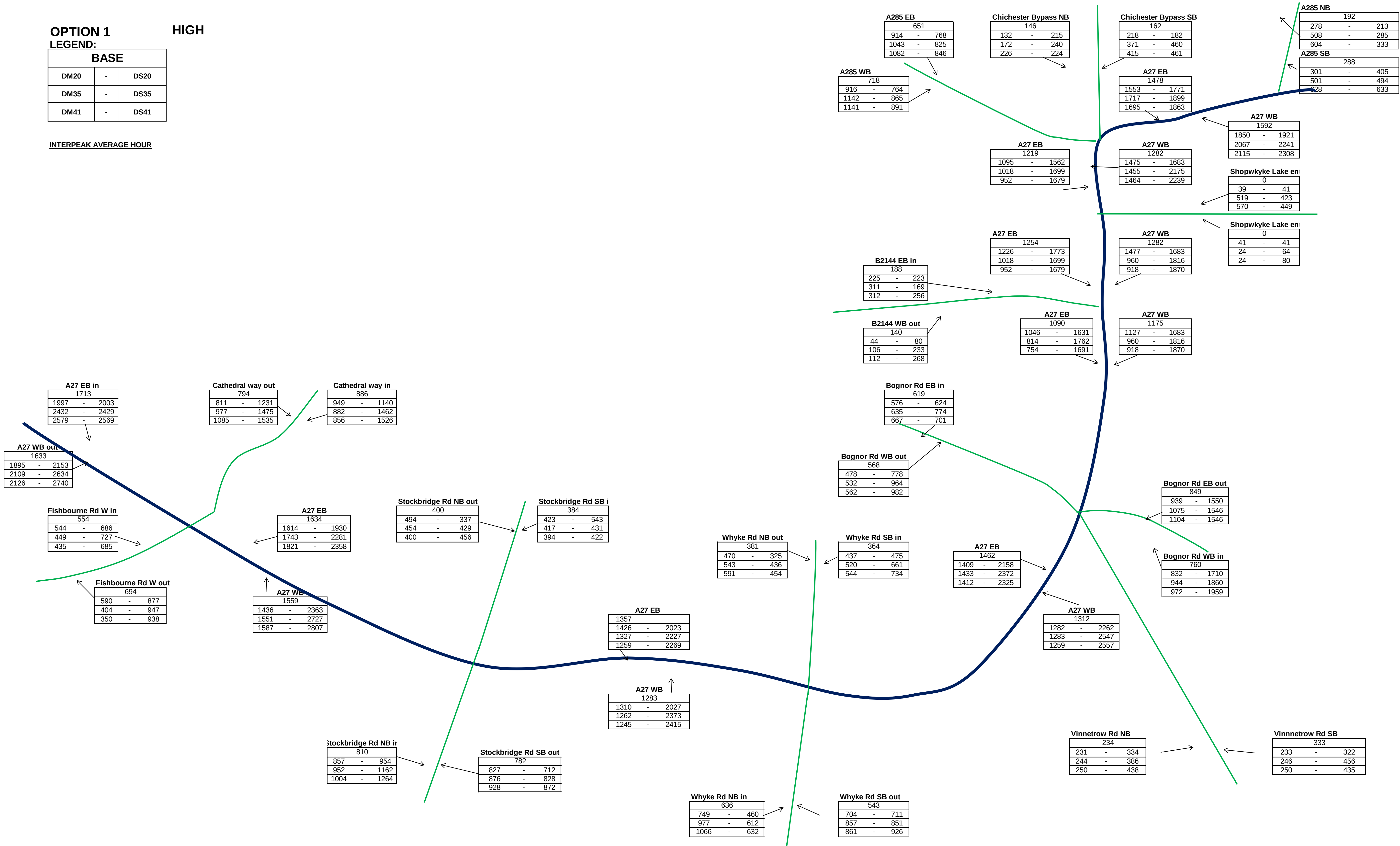


OPTION 1  
LEGEND:

| BASE |   |      |  |
|------|---|------|--|
| DM20 | - | DS20 |  |
| DM35 | - | DS35 |  |
| DM41 | - | DS41 |  |

INTERPEAK AVERAGE HOUR

HIGH





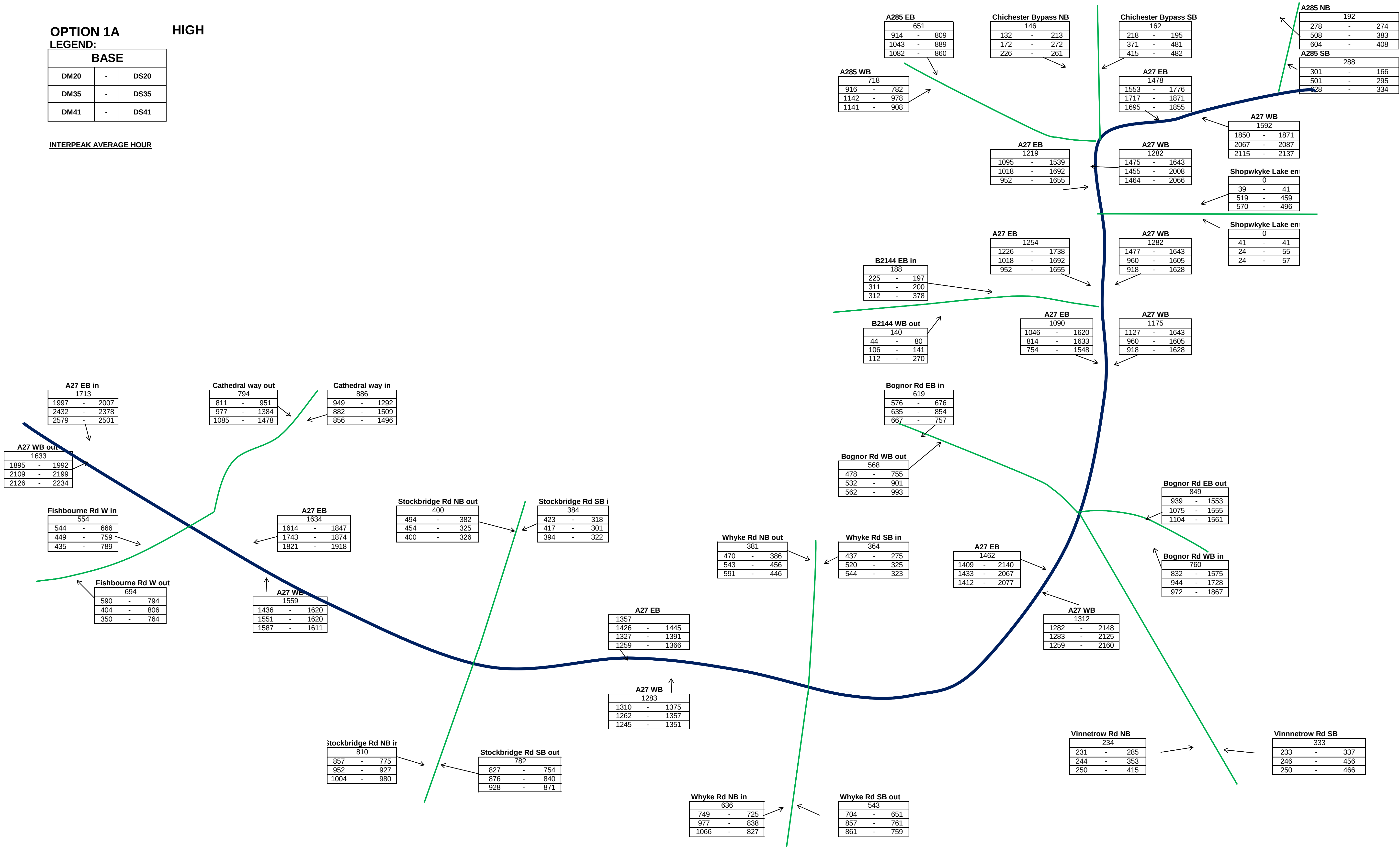
OPTION 1A

LEGEND:

| BASE |   |      |  |
|------|---|------|--|
| DM20 | - | DS20 |  |
| DM35 | - | DS35 |  |
| DM41 | - | DS41 |  |

INTERPEAK AVERAGE HOUR

HIGH





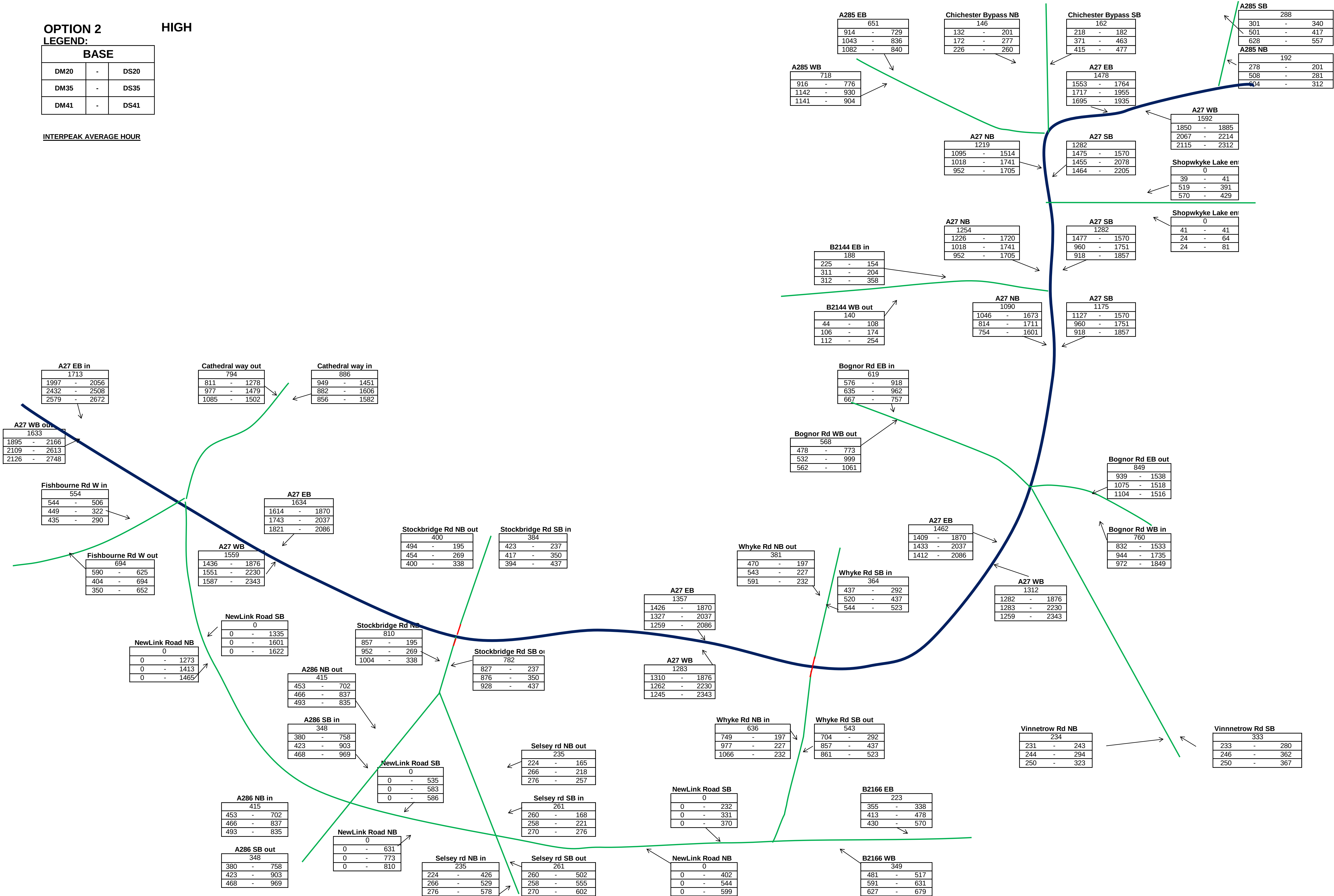
OPTION 2

LEGEND:

| BASE |   |      |
|------|---|------|
| DM20 | - | DS20 |
| DM35 | - | DS35 |
| DM41 | - | DS41 |

INTERPEAK AVERAGE HOUR

HIGH





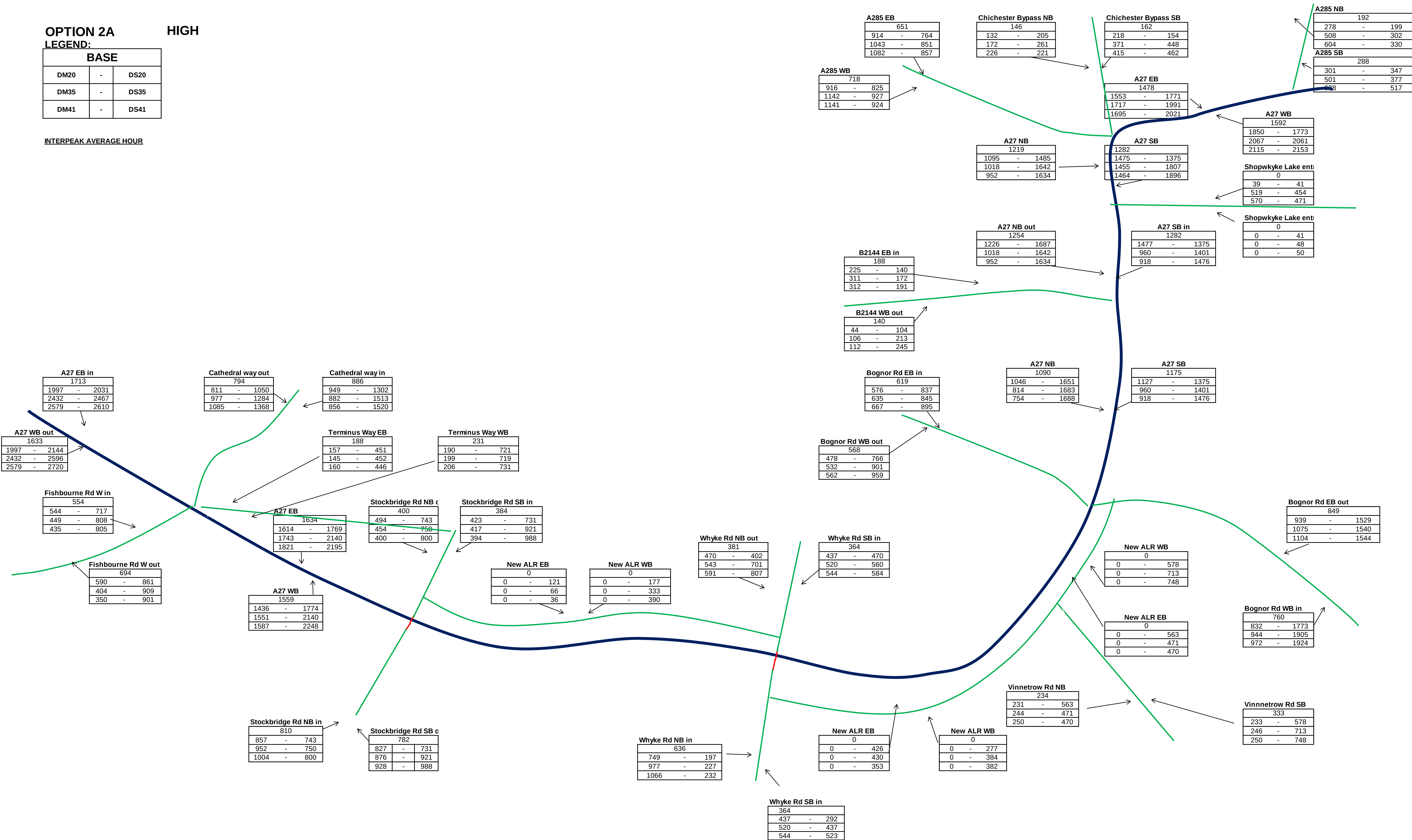
OPTION 2A

LEGEND:

| BASE |   |      |
|------|---|------|
| DM20 | - | DS20 |
| DM35 | - | DS35 |
| DM41 | - | DS41 |

INTERPEAK AVERAGE HOUR

HIGH





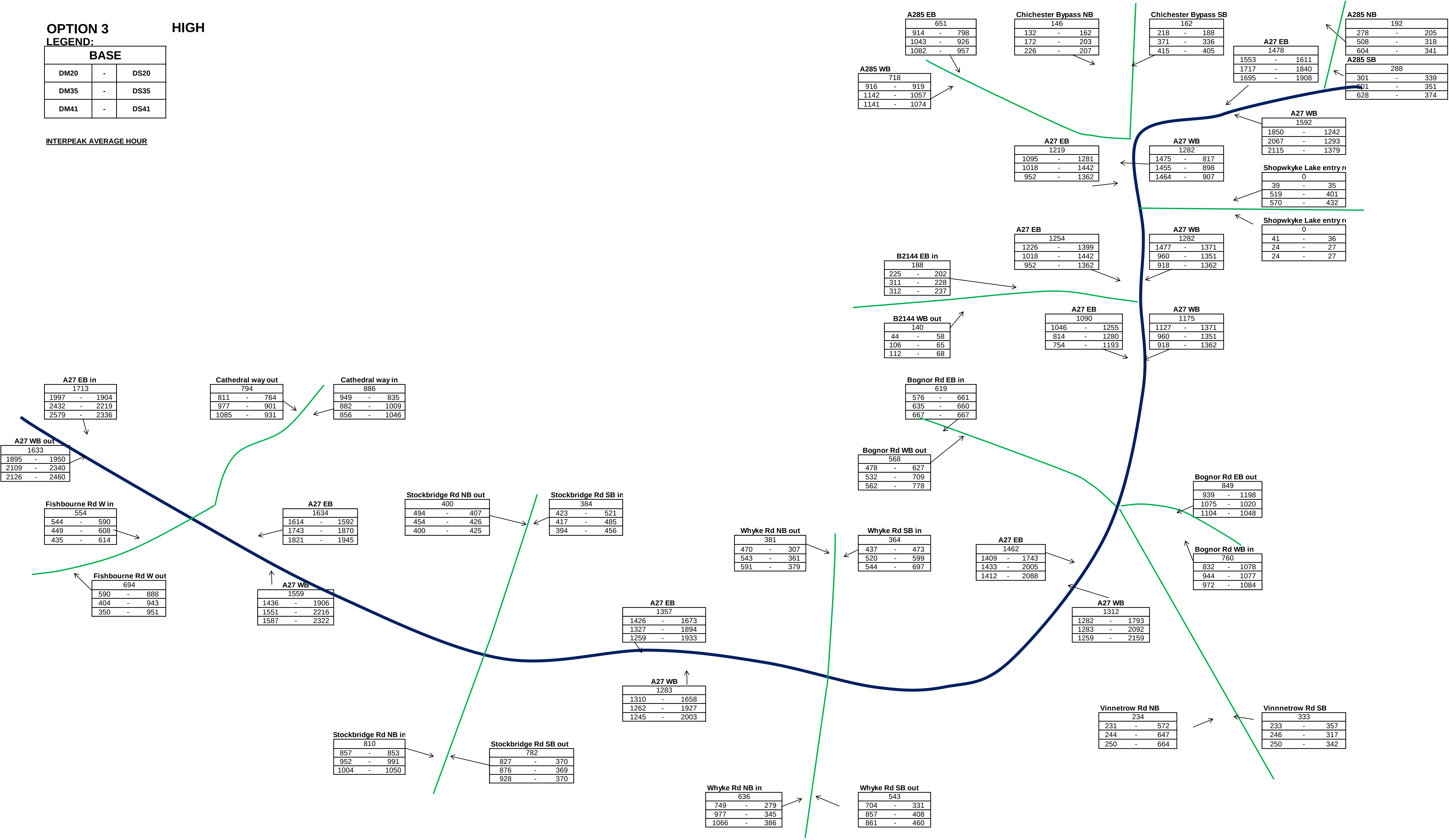
OPTION 3

LEGEND:

| BASE |   |      |
|------|---|------|
| DM20 | - | DS20 |
| DM35 | - | DS35 |
| DM41 | - | DS41 |

INTERPEAK AVERAGE HOUR

HIGH





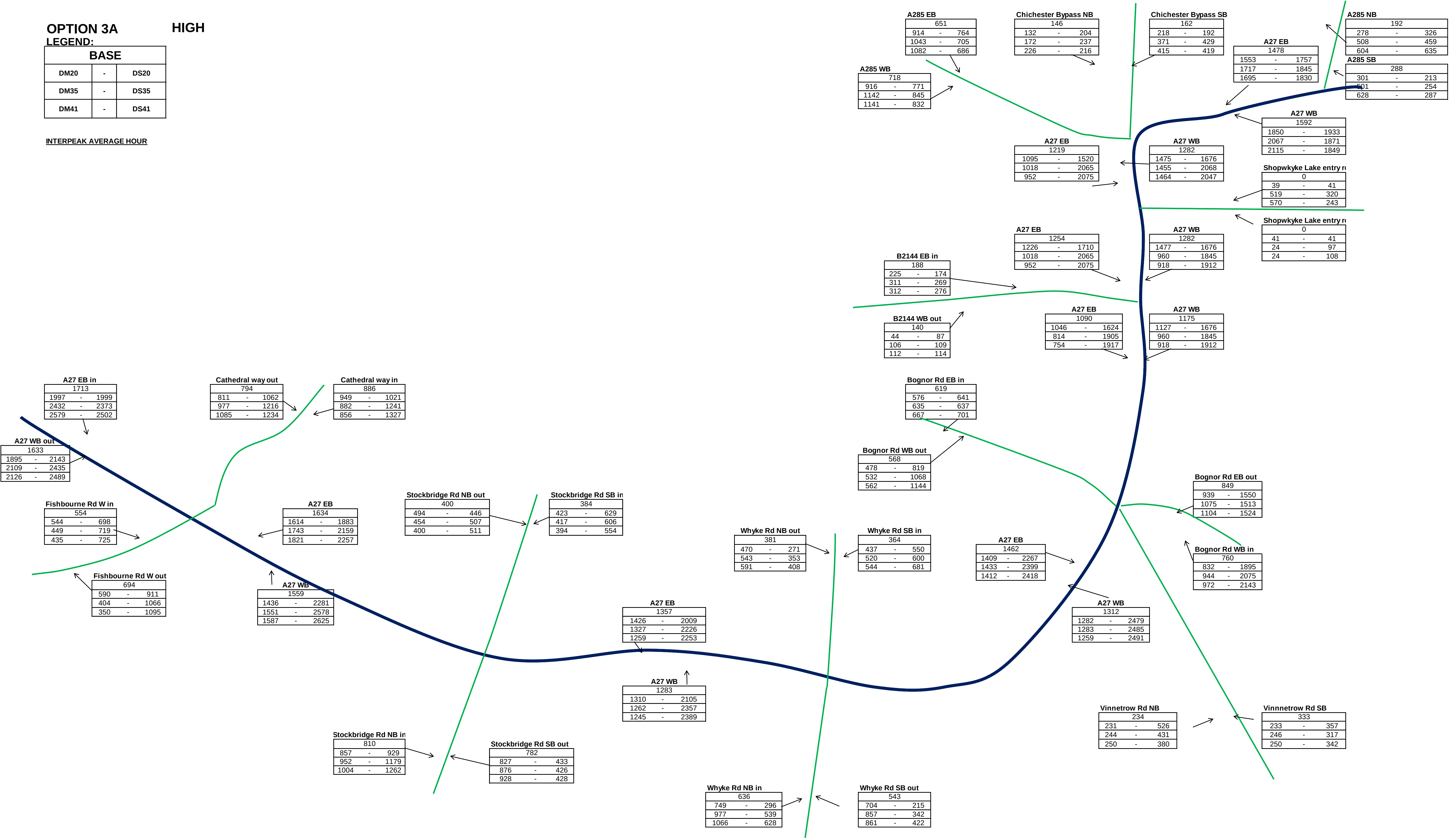
OPTION 3A

LEGEND:

| BASE |   |      |
|------|---|------|
| DM20 | - | DS20 |
| DM35 | - | DS35 |
| DM41 | - | DS41 |

INTERPEAK AVERAGE HOUR

HIGH





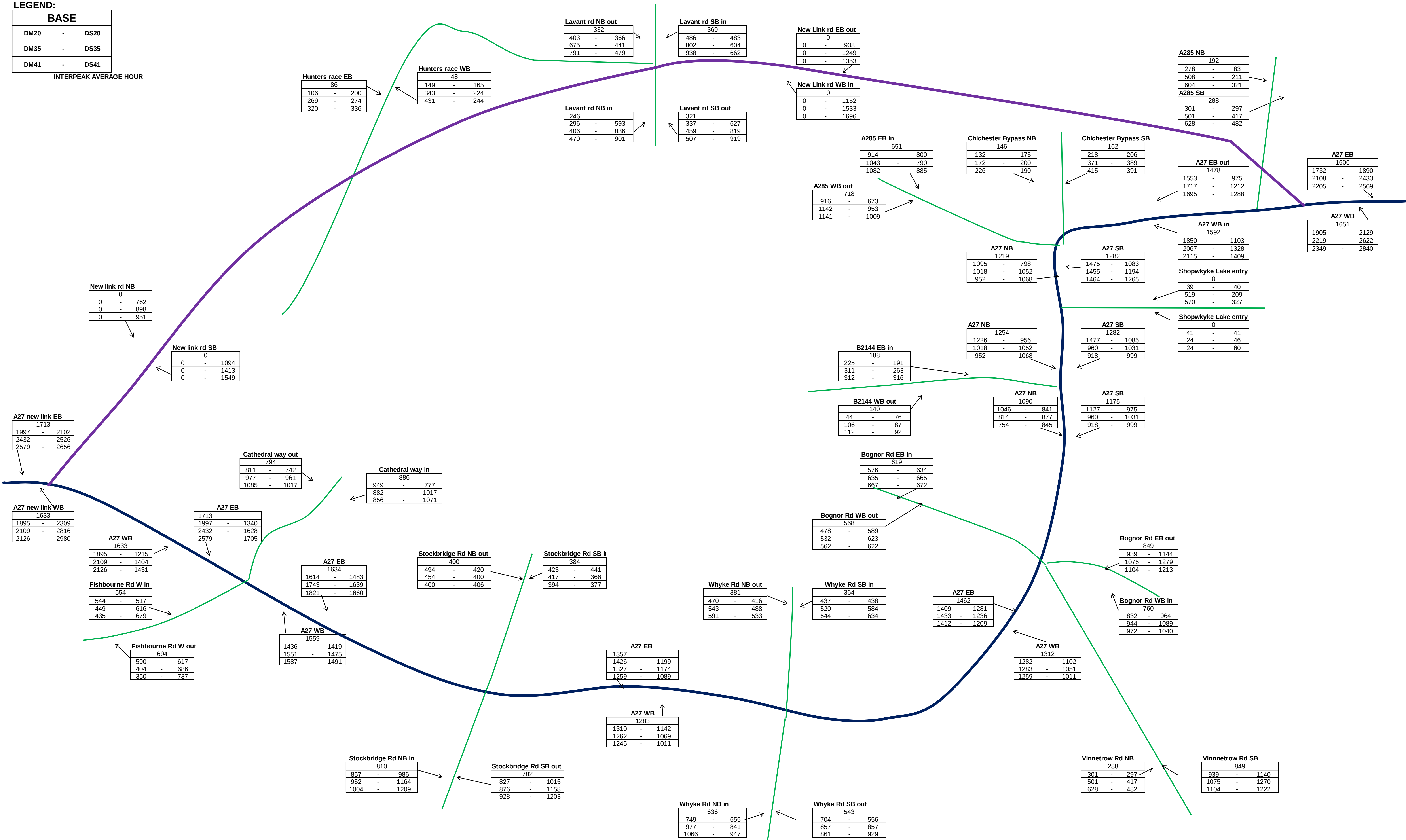
OPTION 4

LEGEND:

| BASE |   |      |  |
|------|---|------|--|
| DM20 | - | DS20 |  |
| DM35 | - | DS35 |  |
| DM41 | - | DS41 |  |

INTERPEAK AVERAGE HOUR

HIGH





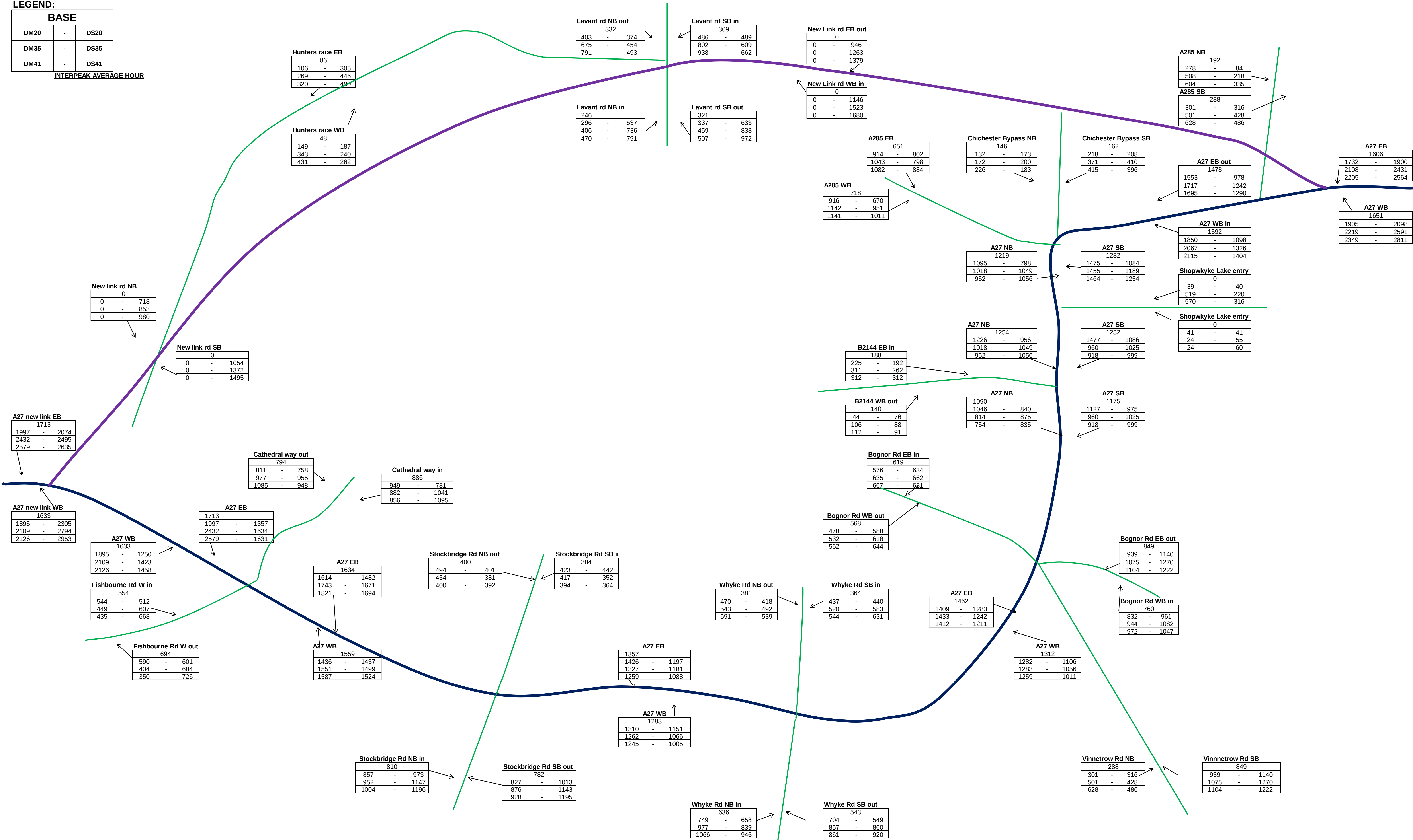
OPTION 5

LEGEND:

| BASE |   |      |
|------|---|------|
| DM20 | - | DS20 |
| DM35 | - | DS35 |
| DM41 | - | DS41 |

INTERPEAK AVERAGE HOUR

HIGH

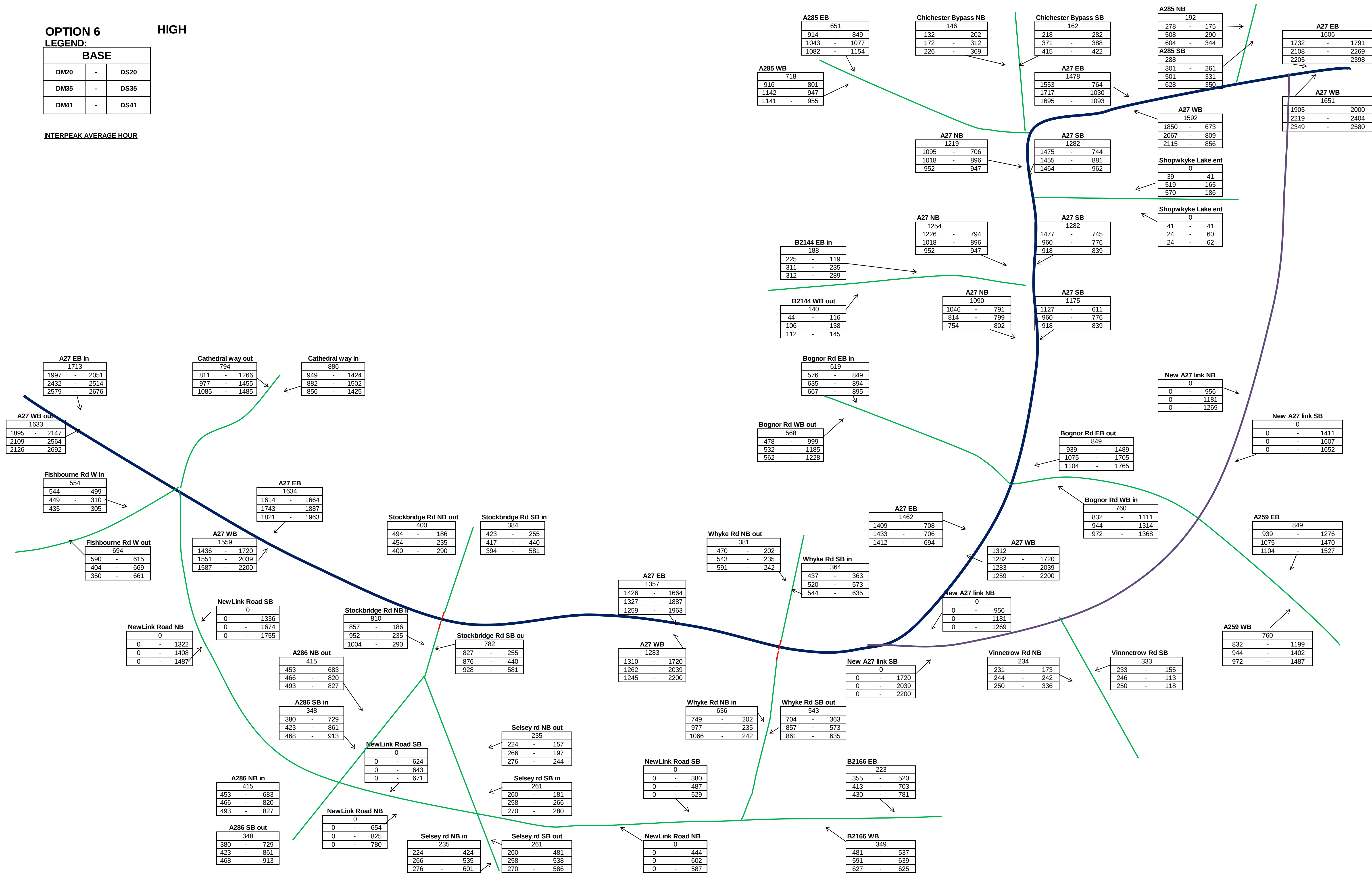




# HIGH

**BASE**

INTERPEAK AVERAGE HOUR



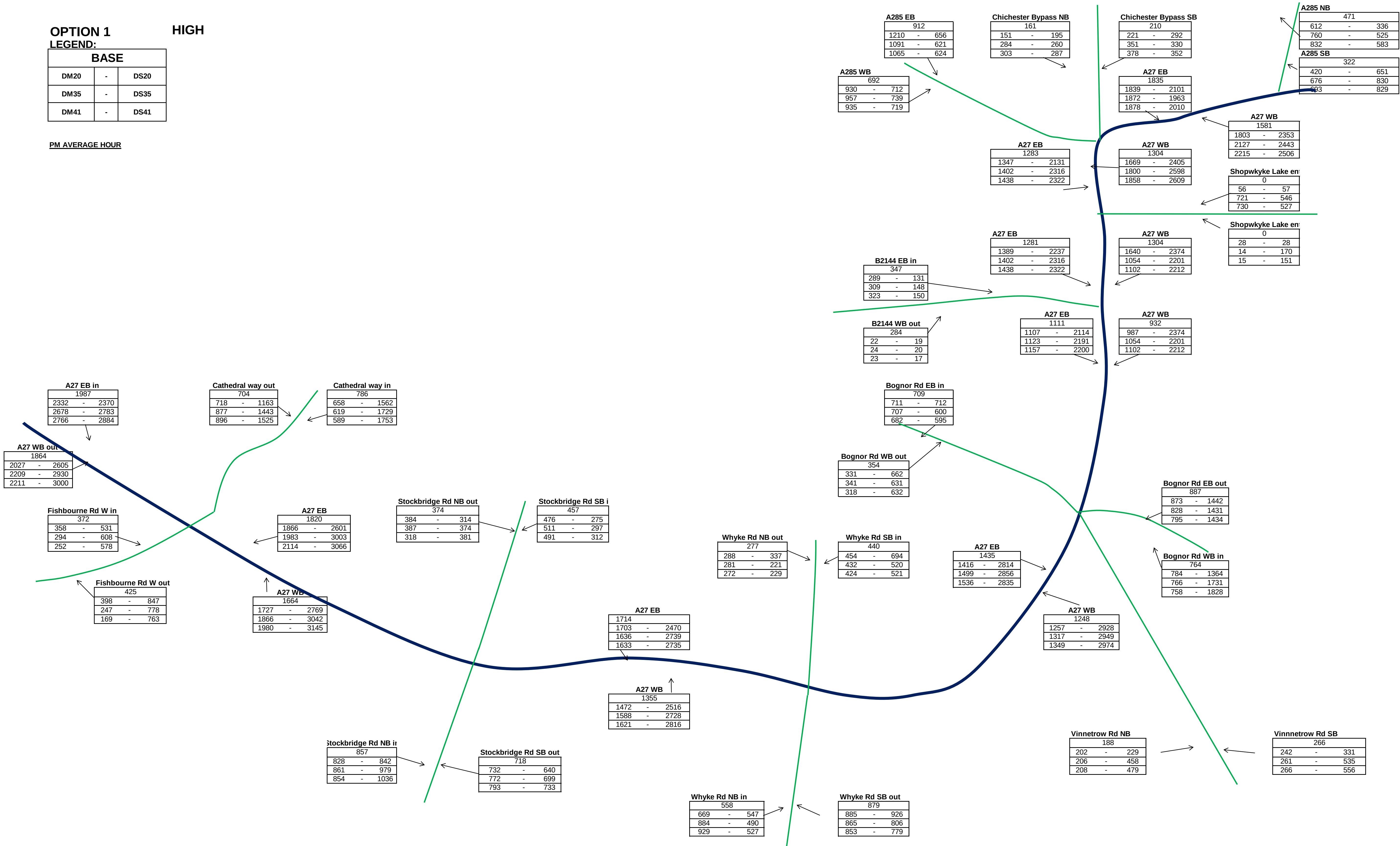


OPTION 1  
LEGEND:

| BASE |   |      |  |
|------|---|------|--|
| DM20 | - | DS20 |  |
| DM35 | - | DS35 |  |
| DM41 | - | DS41 |  |

PM AVERAGE HOUR

HIGH



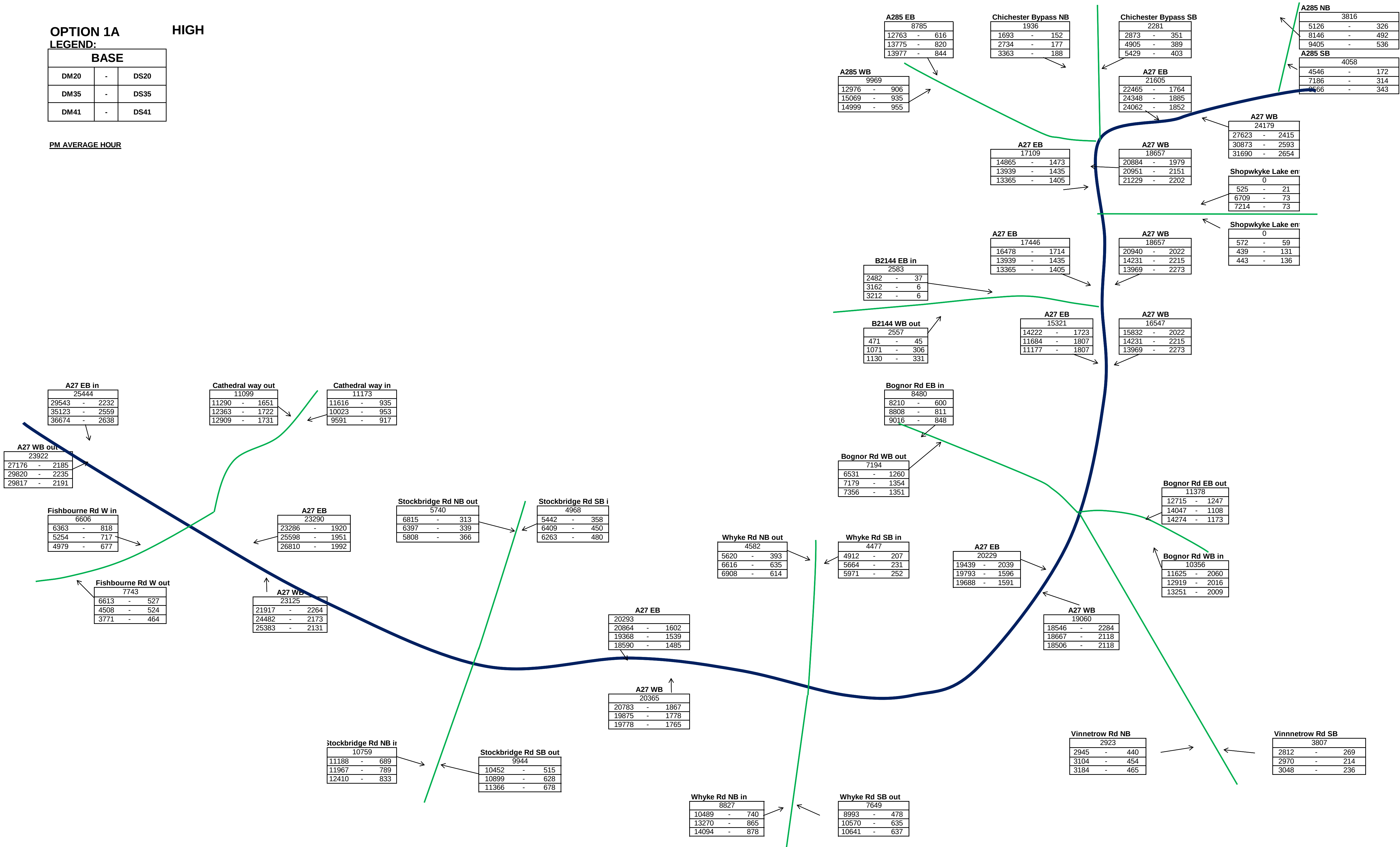


OPTION 1A  
LEGEND:

| BASE |   |      |  |
|------|---|------|--|
| DM20 | - | DS20 |  |
| DM35 | - | DS35 |  |
| DM41 | - | DS41 |  |

PM AVERAGE HOUR

HIGH

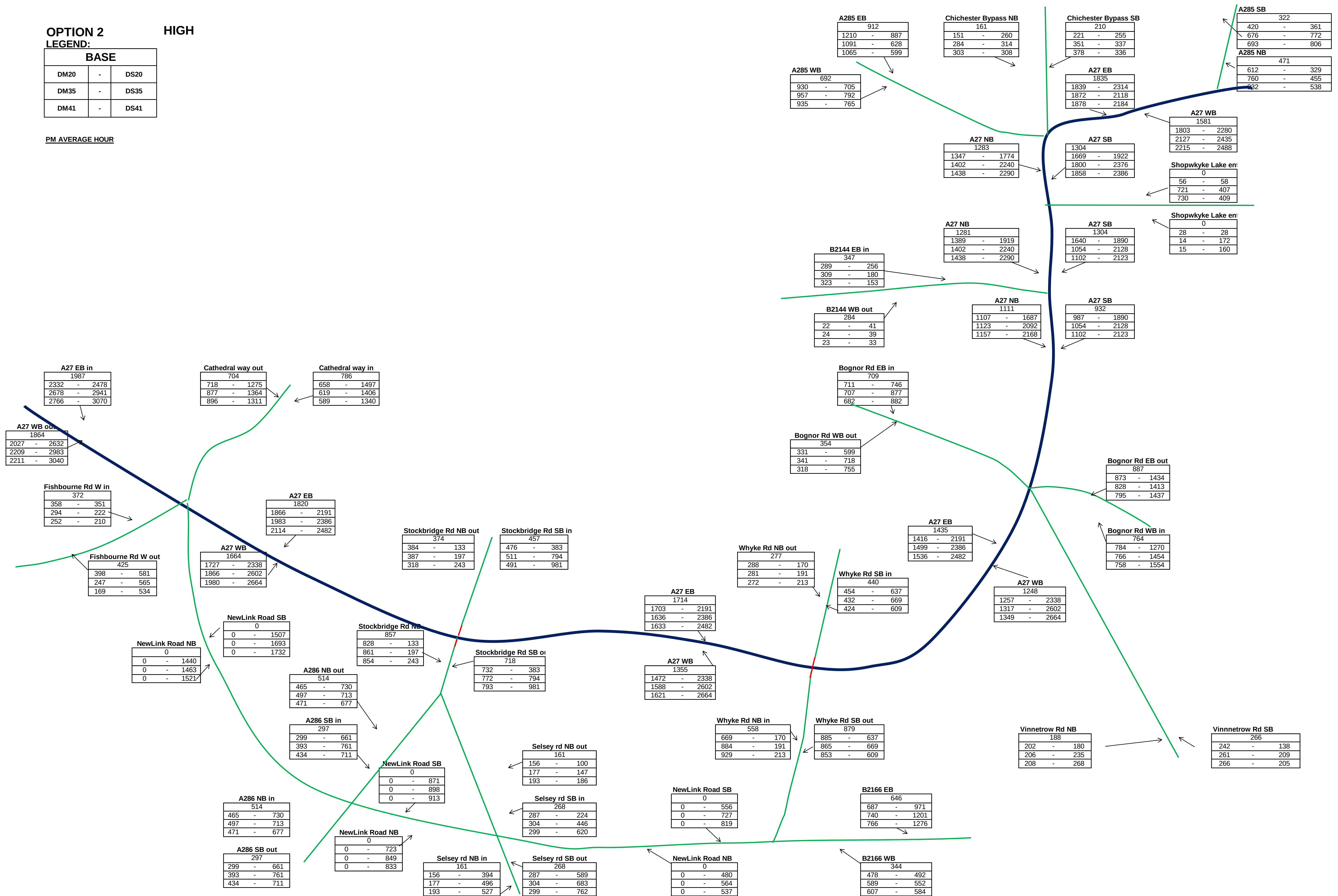




**LEGEND:**

|  |  |
|--|--|
|  |  |
|  |  |

|      |   |      |
|------|---|------|
| DM20 | - | DS20 |
| DM35 | - | DS35 |
| DM41 | - | DS41 |





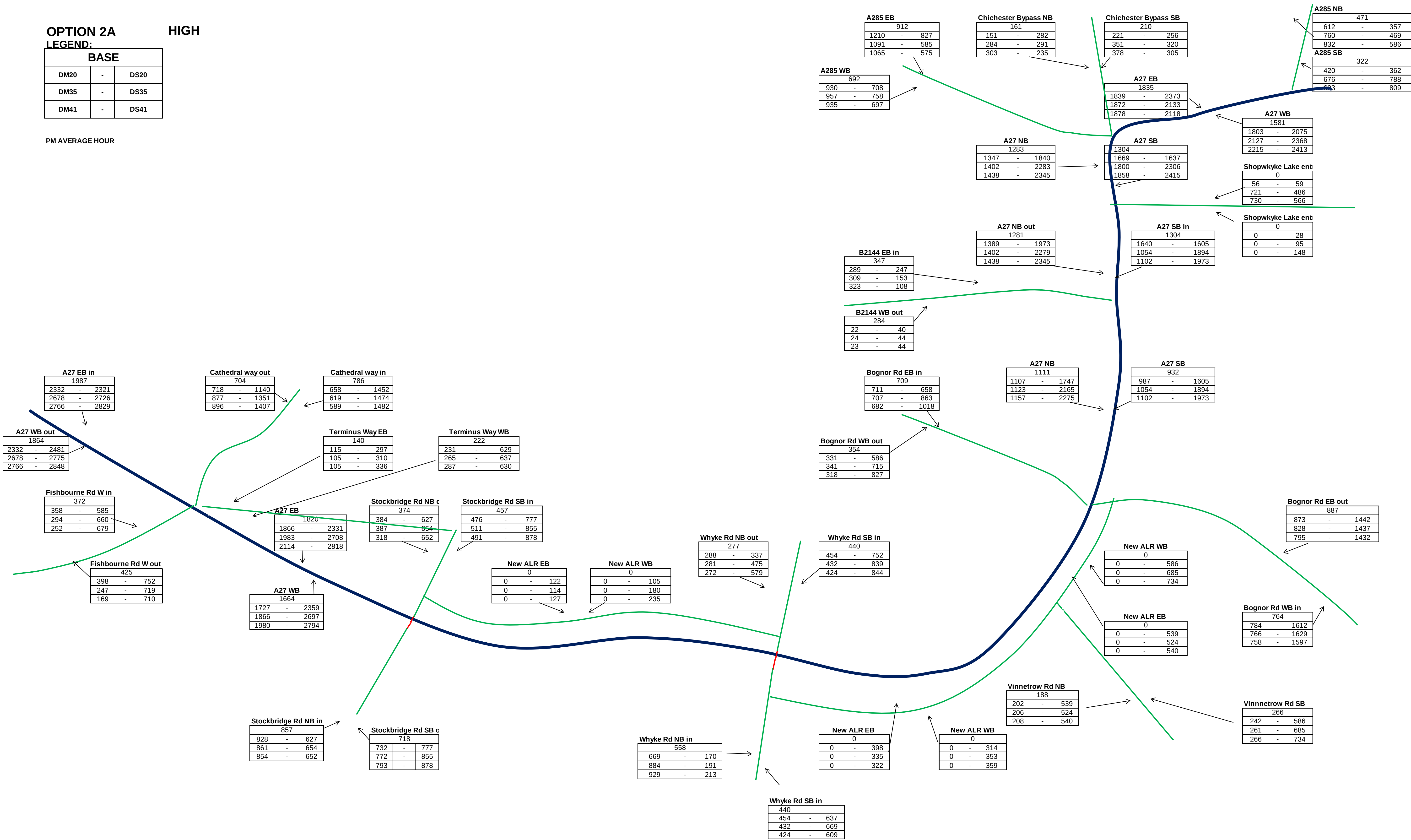
OPTION 2A

LEGEND:

| BASE |   |      |
|------|---|------|
| DM20 | - | DS20 |
| DM35 | - | DS35 |
| DM41 | - | DS41 |

PM AVERAGE HOUR

HIGH





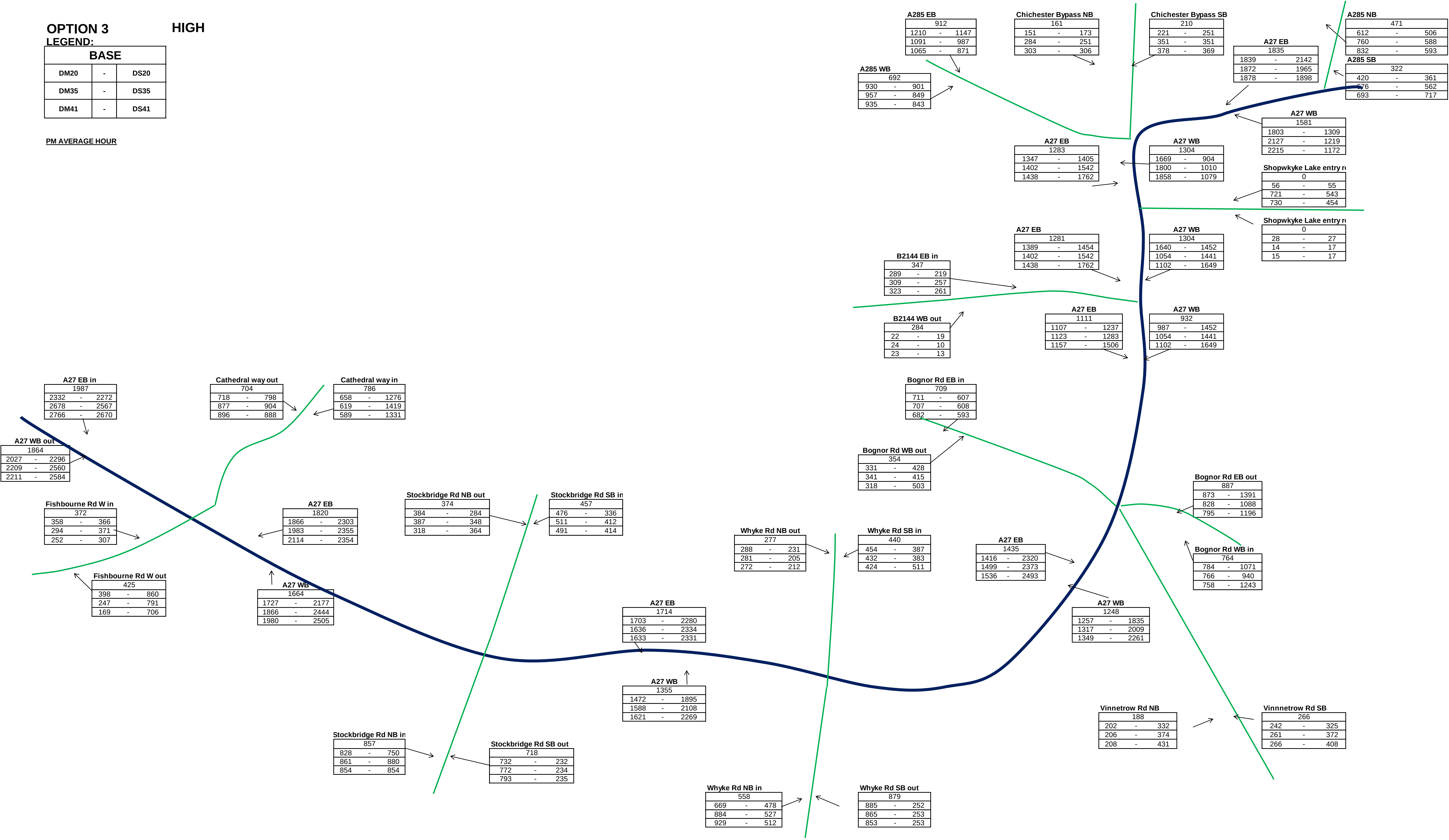
OPTION 3

LEGEND:

| BASE |   |      |
|------|---|------|
| DM20 | - | DS20 |
| DM35 | - | DS35 |
| DM41 | - | DS41 |

PM AVERAGE HOUR

HIGH





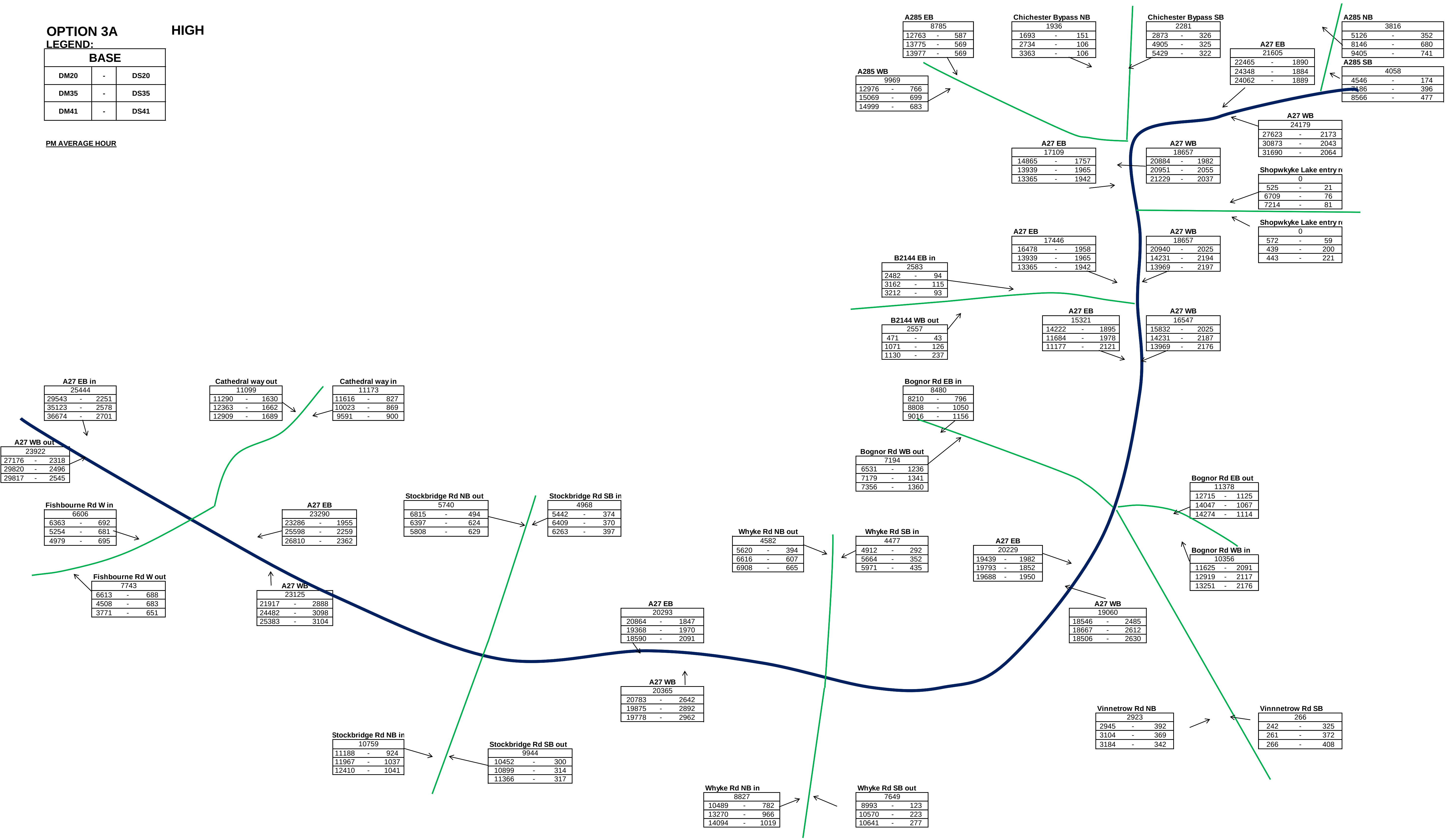
OPTION 3A

LEGEND:

| BASE |   |      |
|------|---|------|
| DM20 | - | DS20 |
| DM35 | - | DS35 |
| DM41 | - | DS41 |

PM AVERAGE HOUR

HIGH





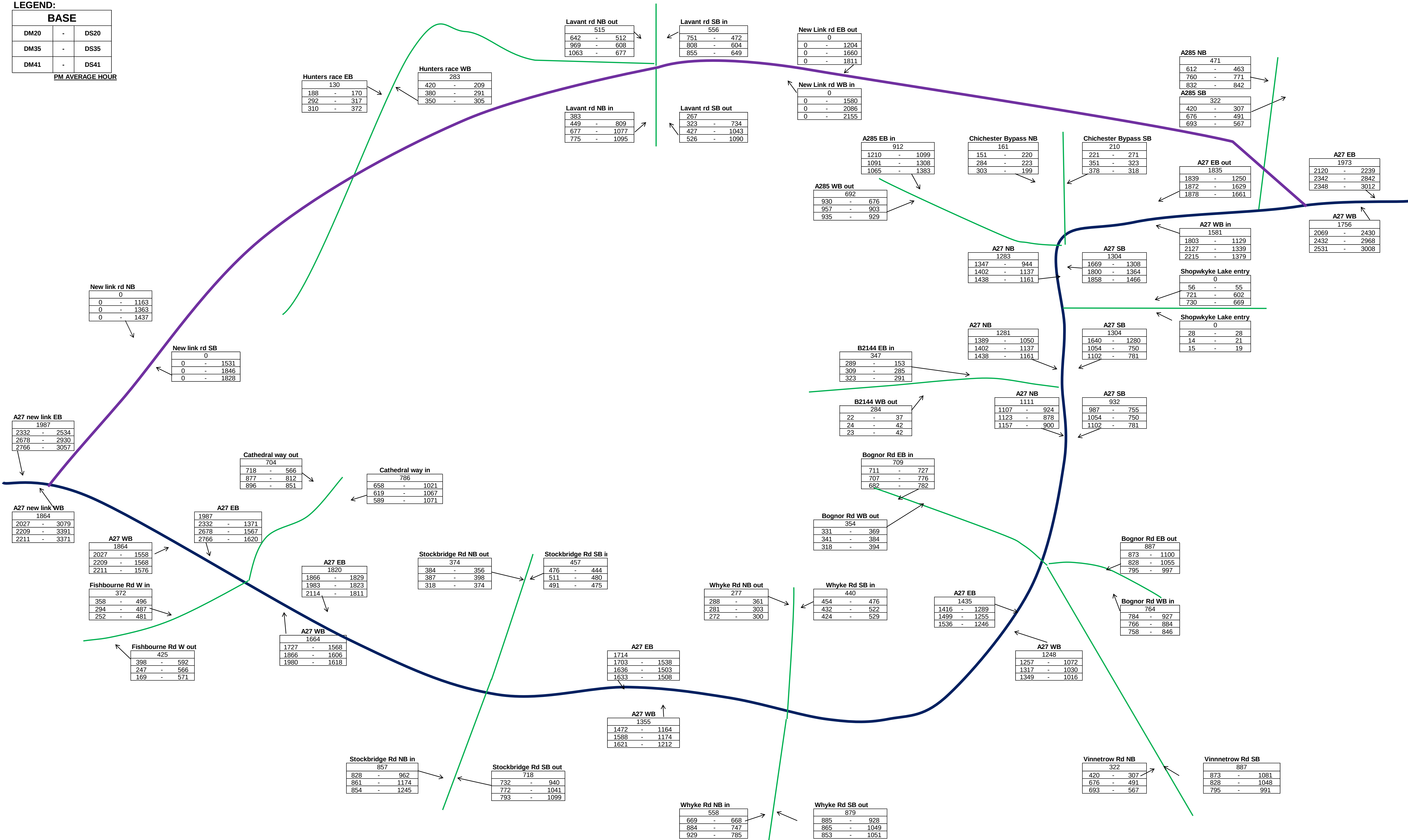
OPTION 4

LEGEND:

| BASE |   |      |  |
|------|---|------|--|
| DM20 | - | DS20 |  |
| DM35 | - | DS35 |  |
| DM41 | - | DS41 |  |

PM AVERAGE HOUR

HIGH





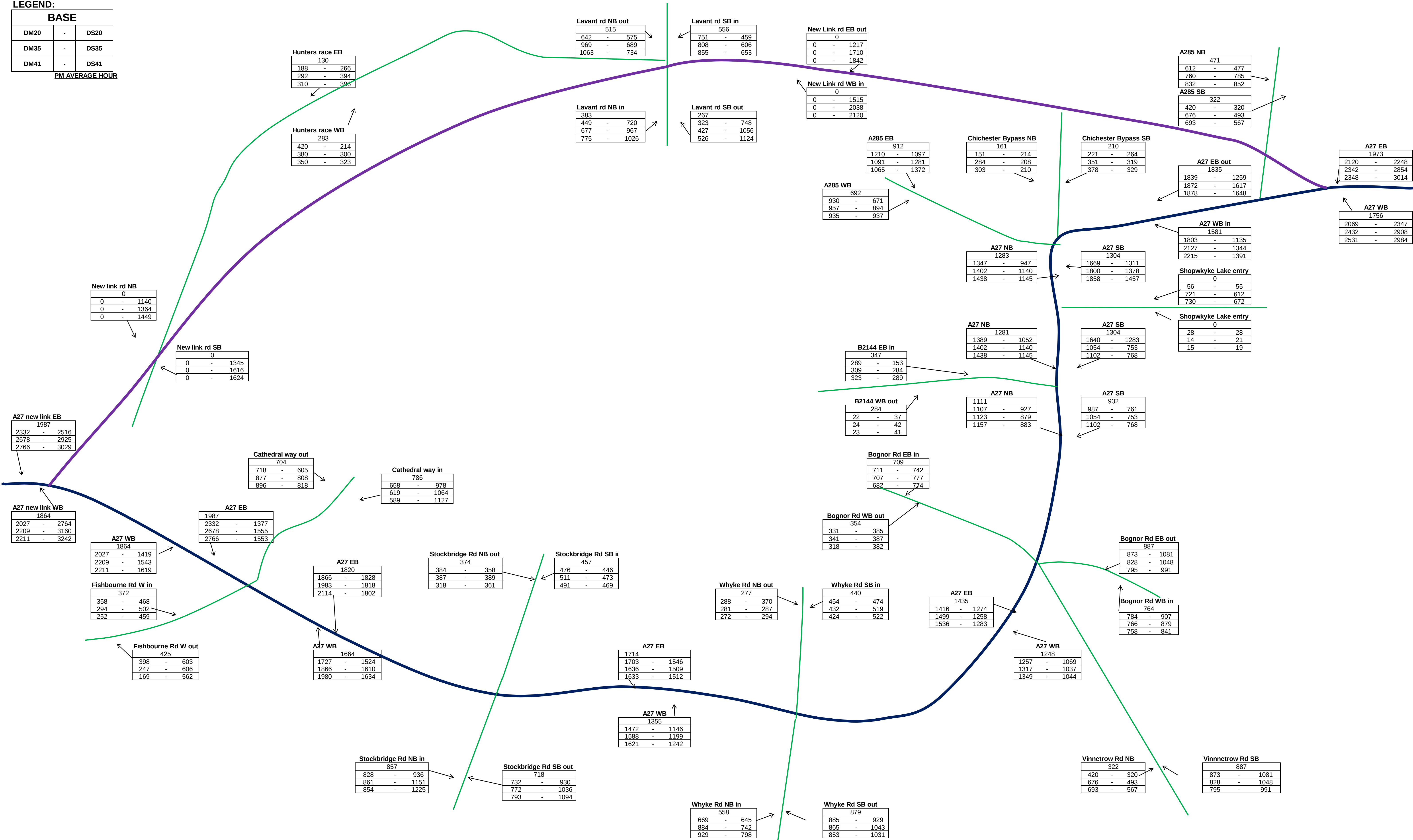
OPTION 5

LEGEND:

| BASE |   |      |
|------|---|------|
| DM20 | - | DS20 |
| DM35 | - | DS35 |
| DM41 | - | DS41 |

PM AVERAGE HOUR

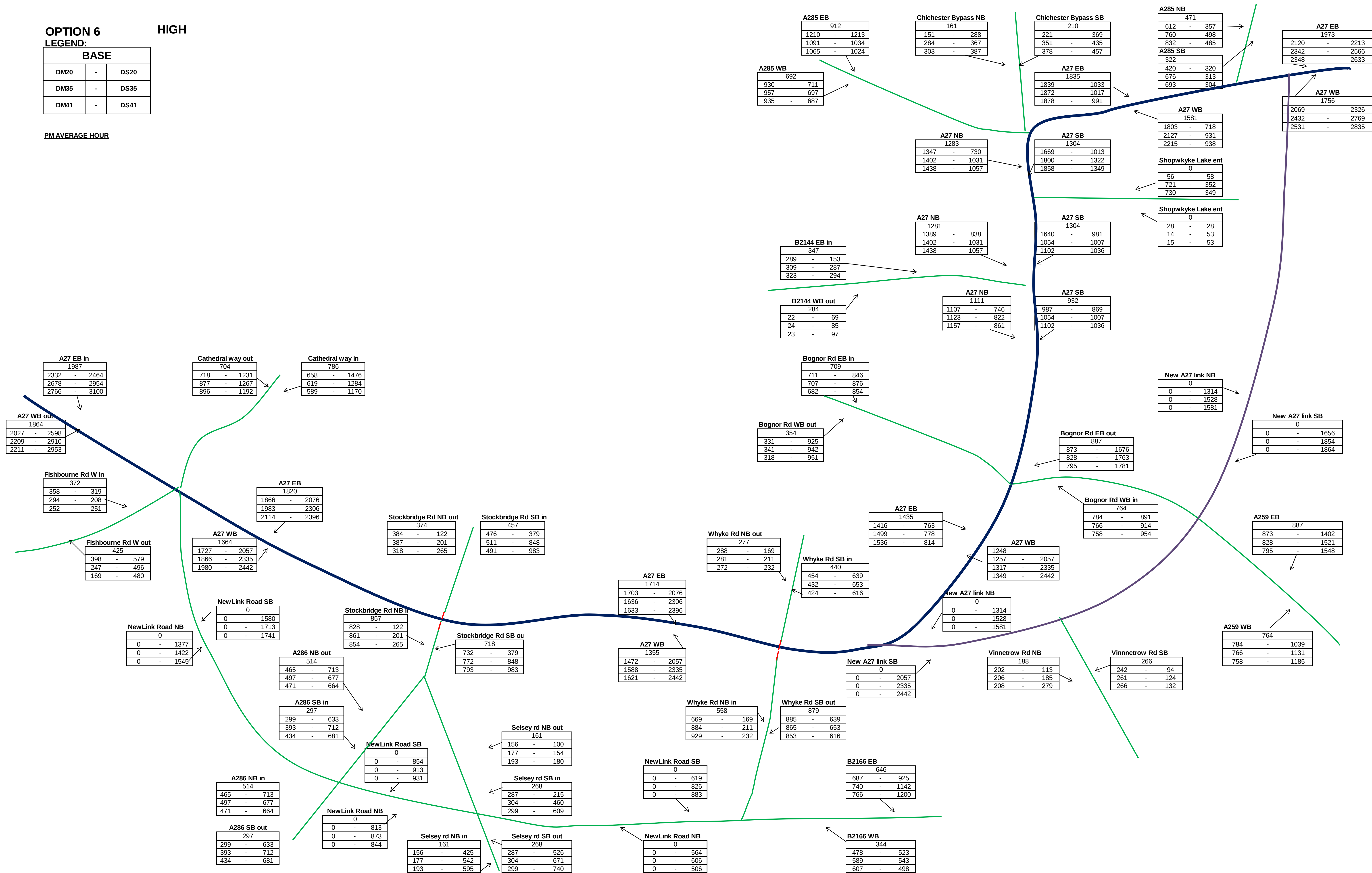
HIGH





# HIGH

**BASE**

PM AVERAGE HOUR

**APPENDIX L    TRAFFIC FLOW PLOT DIFFERENCES**

# 2035 IP Option 6 – Diff from Do Min





## 2035 IP Option 6 – Diff from Do Min





# 2035 IP Option 6



## General Display Options:

Border = 0. mm  
LH Border = 0. mm

no Annot inside borders

Factor Char Sizes By: 0.70

## Pen Menu

No Grid Line

XYUNIT = 1.0 M/XY

CEntre Windo

Lines on edges included

GeN Params

Q - Return

+ Menu bar!

2035 Do Something Option6 CATM - AM 6-11-15



# 2035 IP Option 5 – Diff from Do Min





# 2035 IP Option 5 – Diff from Do Min





# 2035 IP Option 5



General  
Display  
Options:

Border =  
0. mm

LH Border =  
0. mm

no Annot in-  
side borders

Factor Char  
Sizes By:  
0.70

Pen Menu

No Grid Line

KYUNIT =  
1.0 M/XY

CEntre Windo

Lines on edg  
es included

GeN Params

Q - Return

+ Menu bar!

2035 Do Something Option 5J CATM - IP 3-12-15



# 2035 IP Option 4 – Diff from Do Min





# 2035 IP Option 4 – Diff from Do Min





# 2035 IP Option 4



General  
Display  
Options:

Border =  
0. mm  
LH Border =  
0. mm

no Annot in-  
side borders

Factor Char  
Sizes By:  
0.70

Pen Menu

No Grid Line

KYUNIT =  
1.0 M/XY

CEntre Windo

Lines on edg  
es included

GeN Params

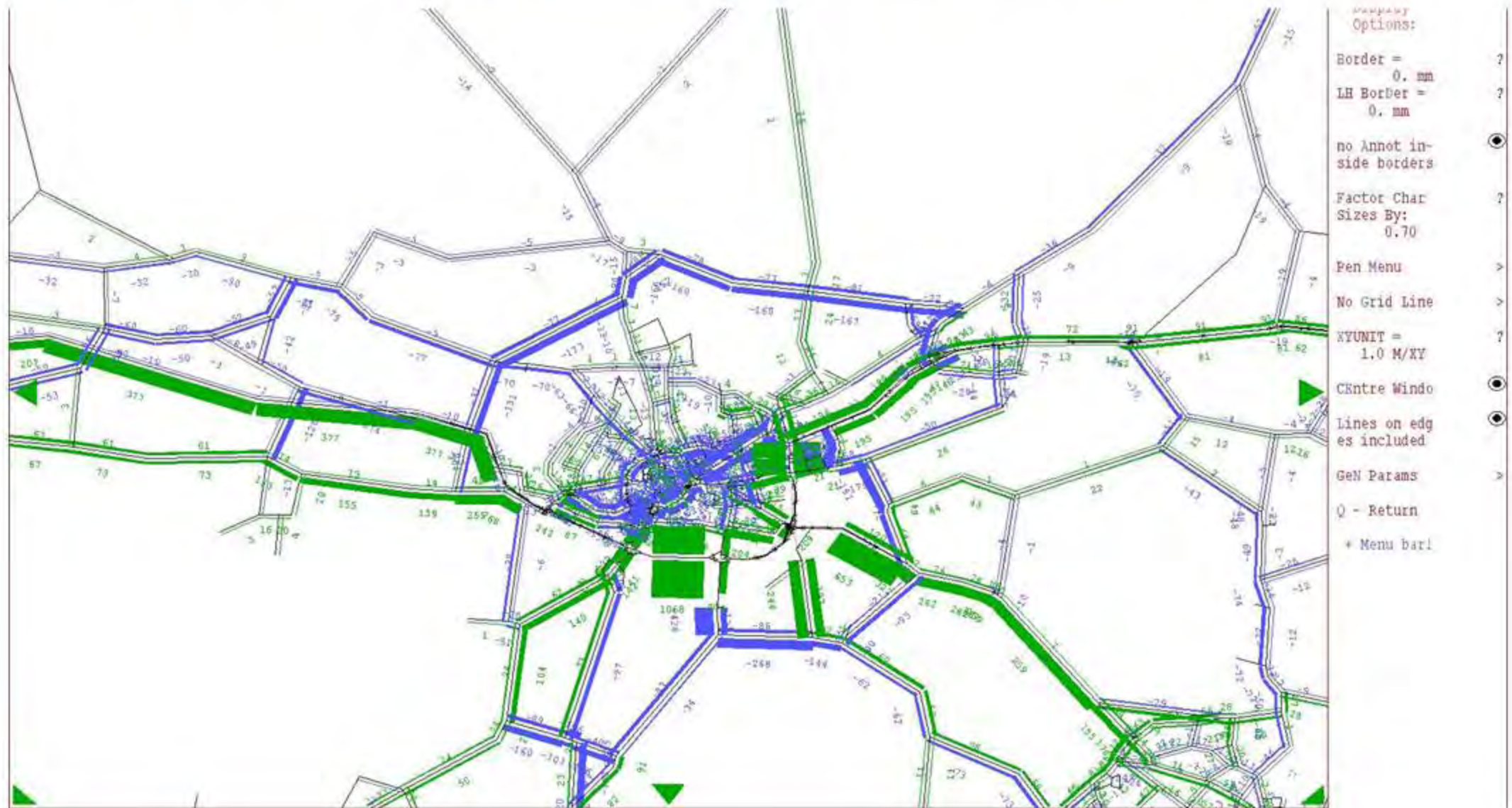
Q - Return

+ Menu bar!

2035 Do Something CATM - IP 6-11-15



# 2035 IP Option 3A – Diff from Do Min





# 2035 IP Option 3A – Diff from Do Min



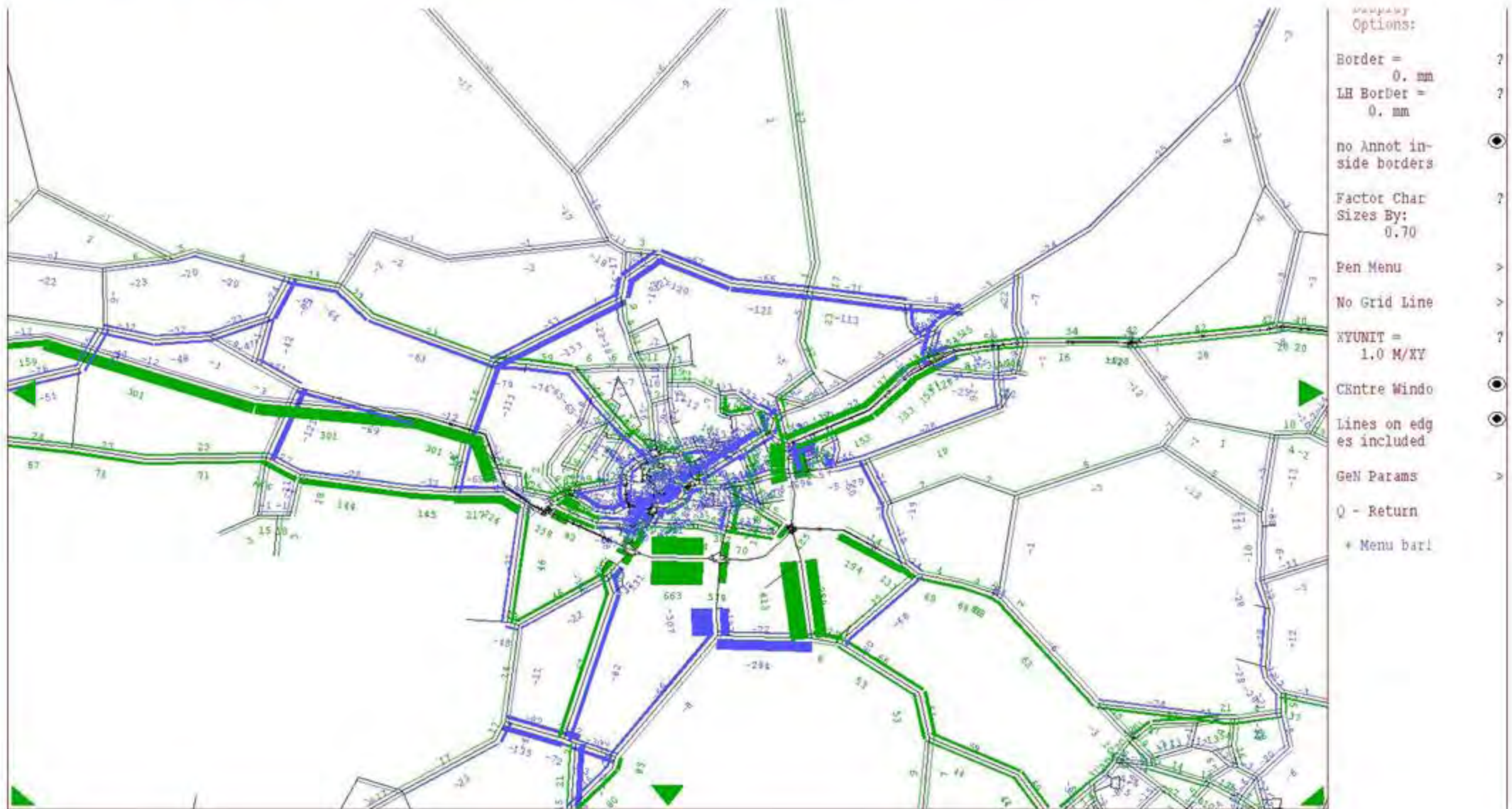


# 2035 IP Option 3A





# 2035 IP Option 3 – Diff from Do Min





# 2035 IP Option 3 – Diff from Do Min





# 2035 IP Option 3





# 2035 IP Option 2A – Diff from Do Min





# 2035 IP Option 2A – Diff from Do Min





# 2035 IP Option 2A



General  
Display  
Options:

Border =  
0. mm  
LH Border =  
0. mm

no Annot in-  
side borders

Factor Char  
Sizes By:  
0.70

Pen Menu

No Grid Line

XYUNIT =  
1.0 M/XY

Centre Windo

Lines on edg  
es included

GeN Params

Q - Return

+ Menu bar!

2035 Do Something Option2A CATM - IP 29-10-15



# 2035 IP Option 2 – Diff from Do Min





# 2035 IP Option 2 – Diff from Do Min





# 2035 IP Option 2



## General Display Options:

Border = 0. mm  
 LH Border = 0. mm

no Annot in-  
 side borders

Factor Char  
 Sizes By:  
 0.70

## Pen Menu

No Grid Line

XYUNIT =  
 1.0 M/XY

Centre Windo

Lines on edg  
 es included

GeN Params

Q - Return

+ Menu bar!

2035 Do Something Option2 CATM - IP 6-11-15



# 2035 IP Option 1A – Diff from Do Min





# 2035 IP Option 1A – Diff from Do Min



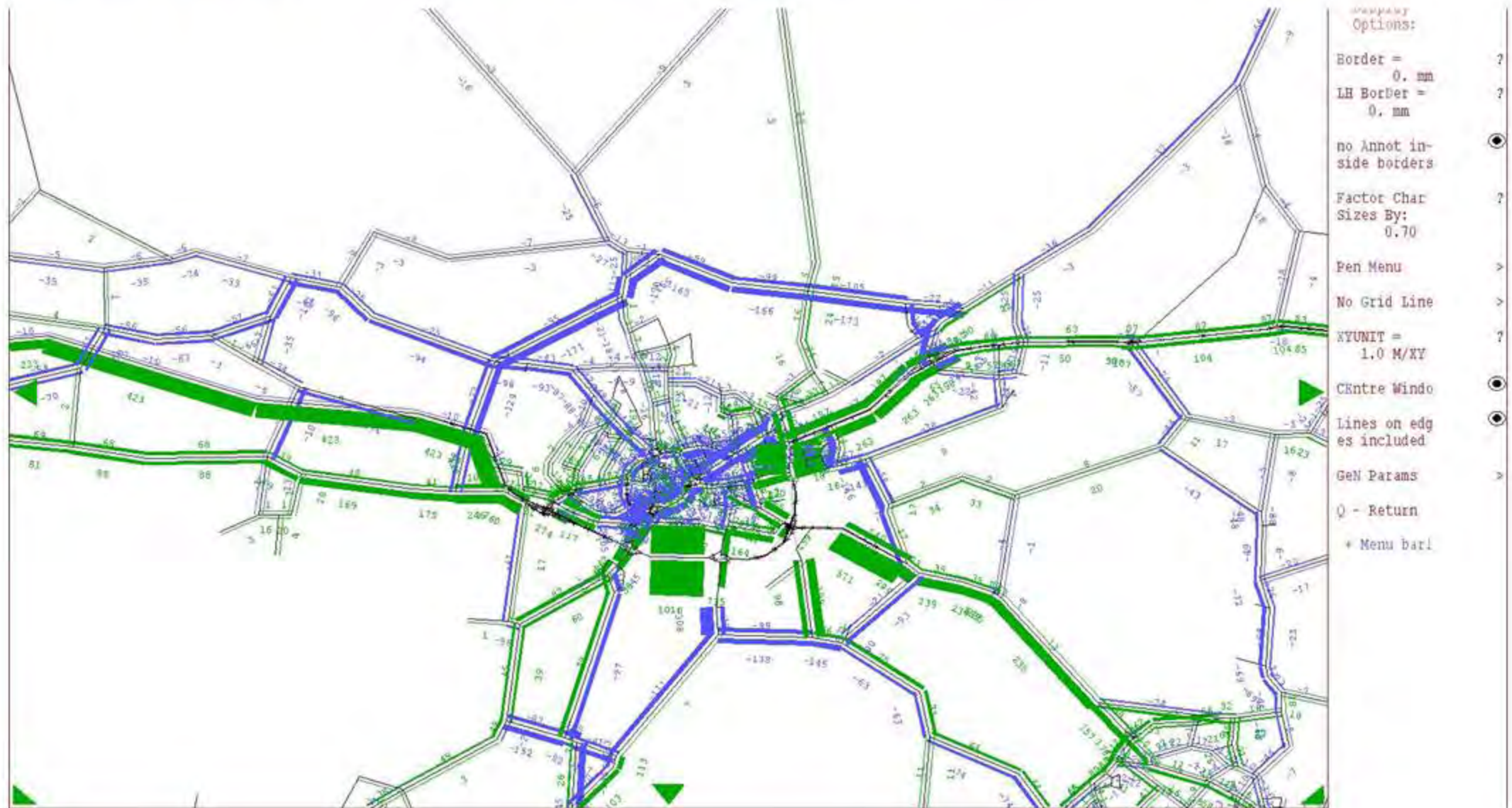


# 2035 IP Option 1A





# 2035 IP Option 1 – Diff from Do Min





# 2035 IP Option 1 – Diff from Do Min





# 2035 IP Option 1





# 2035 Do Minimum Interpeak





# 2035 PM Option 6 – Diff from Do Min





# 2035 PM Option 6 – Diff from Do Min





# 2035 PM Option 6



General  
Display  
Options:

Border =  
0. mm  
LH Border =  
0. mm

no Annot in-  
side borders

Factor Char  
Sizes By:  
0.70

Pen Menu

No Grid Line

XYUNIT =  
1.0 M/XY

CEntre Windo

Lines on edg  
es included

GeN Params

Q - Return

+ Menu bar!

2035 Do Something Option6 CATM - PM 29-10-15



# 2035 AM Option 6 – Diff from Do Min





# 2035 AM Option 6 – Diff from Do Min





# 2035 AM Option 6



General  
Display  
Options:

Border =  
0. mm  
LH Border =  
0. mm

no Annot in-  
side borders

Factor Char  
Sizes By:  
0.70

Pen Menu

No Grid Line

XYUNIT =  
1.0 M/XY

CEntre Windo

Lines on edg  
es included

GeN Params

Q - Return

+ Menu bar!

2035 Do Something Option6 CATM - AM 29-10-15



# 2035 PM Option 5 – Diff from Do Min



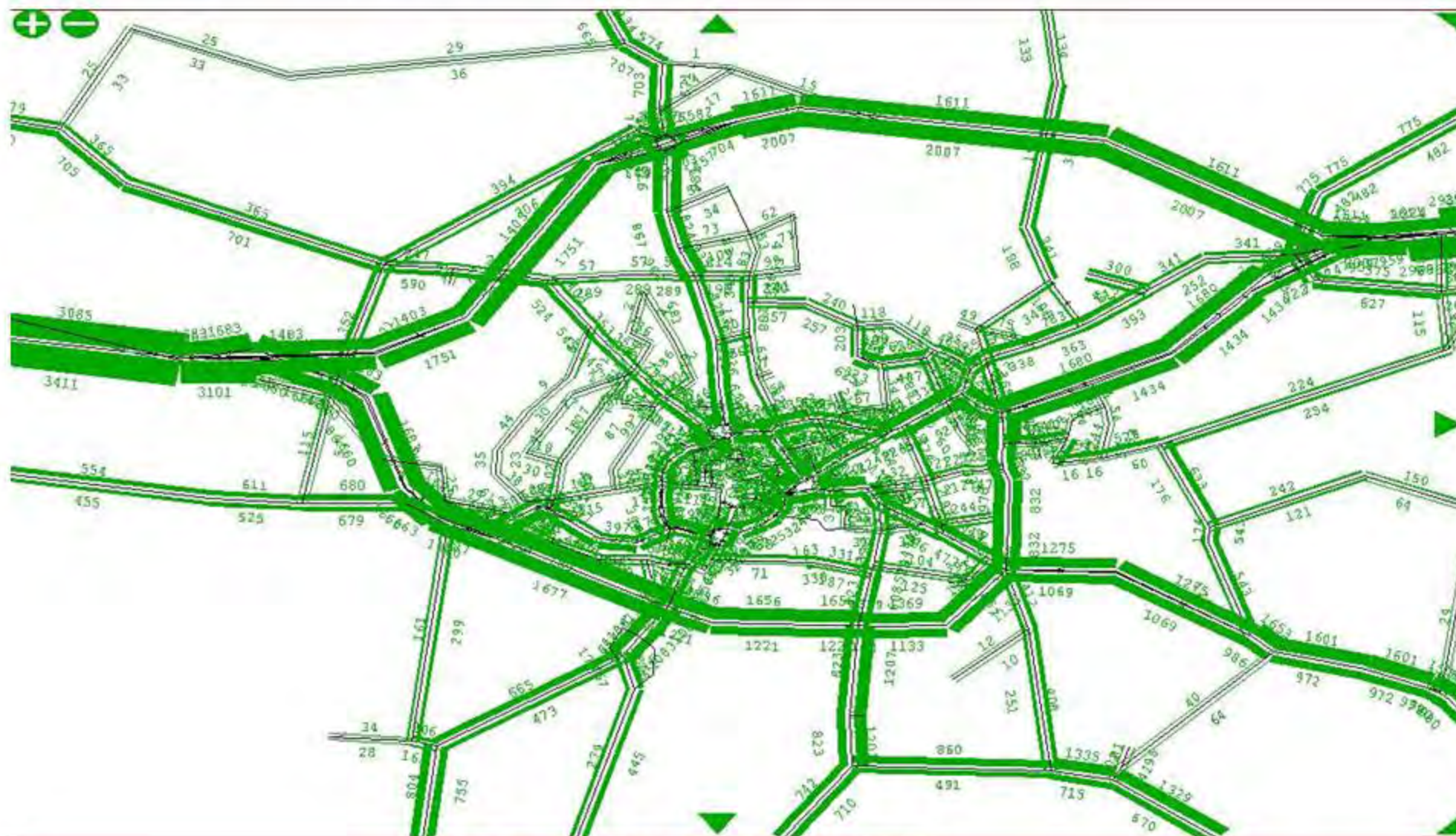


# 2035 PM Option 5 – Diff from Do Min





# 2035 PM Option 5



General  
Display  
Options:

Border =  
0. mm  
LH Border =  
0. mm

no Annot in-  
side borders

Factor Char  
Sizes By:  
0.70

Pen Menu

No Grid Line

XYUNIT =  
1.0 M/XY

CEntre Windo

Lines on edg  
es included

GeN Params

Q - Return

+ Menu bar!

2035 Do Something Option 5J CATM - PM 27-10-15



# 2035 AM Option 5 – Diff from Do Min





# 2035 AM Option 5 – Diff from Do Min





# 2035 AM Option 5





# 2035 PM Option 4 – Diff from Do Min





# 2035 PM Option 4 – Diff from Do Min





# 2035 PM Option 4



## General Display Options:

Border = 0. mm  
LH Border = 0. mm

no Annot inside borders

Factor Char Sizes By: 0.70

## Pen Menu

No Grid Line

XYUNIT = 1.0 M/XY

CEntre Windo

Lines on edges included

GeN Params

Q - Return

+ Menu bar!

2035 Do Something CATM - PM 27-10-15



# 2035 AM Option 4 – Diff from Do Min





# 2035 AM Option 4 – Diff from Do Min





# 2035 AM Option 4





# 2035 PM Option 3A – Diff from Do Min





## 2035 PM Option 3A – Diff from Do Min





# 2035 PM Option 3A



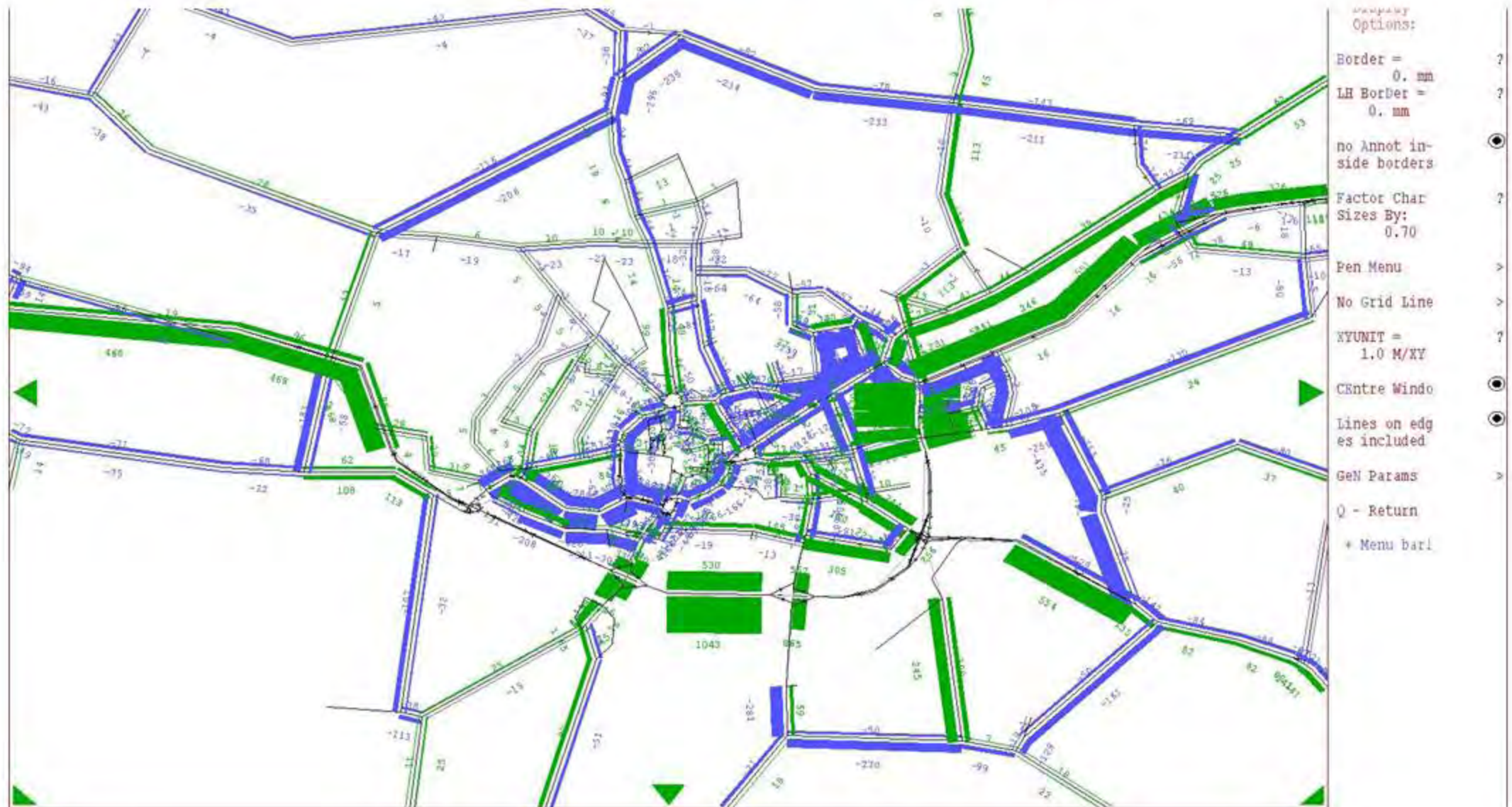


# 2035 AM Option 3A – Diff from Do Min





# 2035 AM Option 3A – Diff from Do Min





# 2035 AM Option 3A





# 2035 PM Option 3 – Diff from Do Min



# 2035 PM Option 3 – Diff from Do Min





# 2035 PM Option 3





# 2035 AM Option 3 – Diff from Do Min



# 2035 AM Option 3 – Diff from Do Min





## 2035 AM Option 3





# 2035 PM Option 2A – Diff from Do Min





# 2035 PM Option 2A – Diff from Do Min





# 2035 PM Option 2A



General  
Display  
Options:

Border =  
0. mm  
LH Border =  
0. mm

no Annot in-  
side borders

Factor Char  
Sizes By:  
0.70

Pen Menu

No Grid Line

XYUNIT =  
1.0 M/XY

CEntre Windo

Lines on edg  
es included

GeN Params

Q - Return

+ Menu bar!

2035 Do Something Option2A CATM - PM 29-10-15



# 2035 AM Option 2A – Diff from Do Min





# 2035 AM Option 2A – Diff from Do Min





# 2035 AM Option 2A



General  
Display  
Options:

Border =  
0. mm  
LH Border =  
0. mm

no Annot in-  
side borders

Factor Char  
Sizes By:  
0.70

Pen Menu

No Grid Line

XYUNIT =  
1.0 M/XY

CEntre Windo

Lines on edg  
es included

GeN Params

Q - Return

+ Menu bar!

2035 Do Something Option2A CATM - AM 29-10-15



# 2035 PM Option 2 – Diff from Do Min





# 2035 PM Option 2 – Diff from Do Min





# 2035 PM Option 2



General  
Display  
Options:

Border =  
0. mm

LH Border =  
0. mm

no Annot in-  
side borders

Factor Char  
Sizes By:  
0.70

Pen Menu

No Grid Line

KYUNIT =  
1.0 M/XY

CEntre Windo

Lines on edg  
es included

GeN Params

Q - Return

+ Menu bar!

2035 Do Something Option2 CATM - PM 29-10-15



# 2035 AM Option 2 – Diff from Do Min





# 2035 AM Option 2 – Diff from Do Min





# 2035 AM Option 2



General  
Display  
Options:

Border =  
0. mm  
LH Border =  
0. mm

no Annot in-  
side borders

Factor Char  
Sizes By:  
0.70

Pen Menu

No Grid Line

XYUNIT =  
1.0 M/XY

CEntre Windo

Lines on edg  
es included

GeN Params

Q - Return

+ Menu bar!

2035 Do Something Option2 CATM - AM 29-10-15



# 2035 PM Option 1A – Diff from Do Min





# 2035 PM Option 1A – Diff from Do Min





# 2035 PM Option 1A



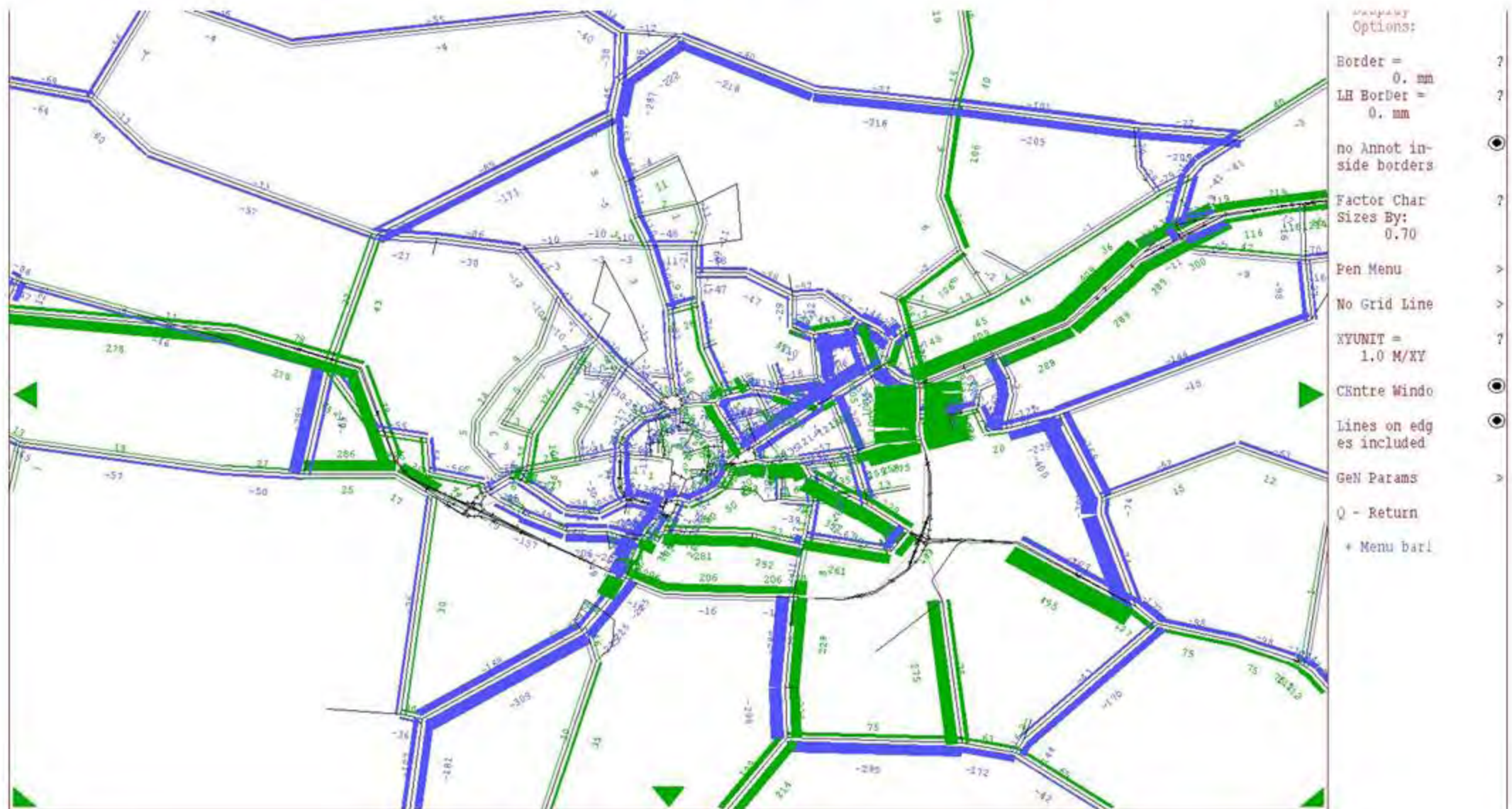


# 2035 AM Option 1A – Diff from Do Min





# 2035 AM Option 1A – Diff from Do Min





# 2035 AM Option 1A





# 2035 PM Option 1 – Diff from Do Min





# 2035 PM Option 1 – Diff from Do Min





# 2035 PM Option 1





# 2035 AM Option 1 – Diff from Do Min





# 2035 AM Option 1 – Diff from Do Min





# 2035 AM Option 1





# 2035 PM Do Min – Diff from Base



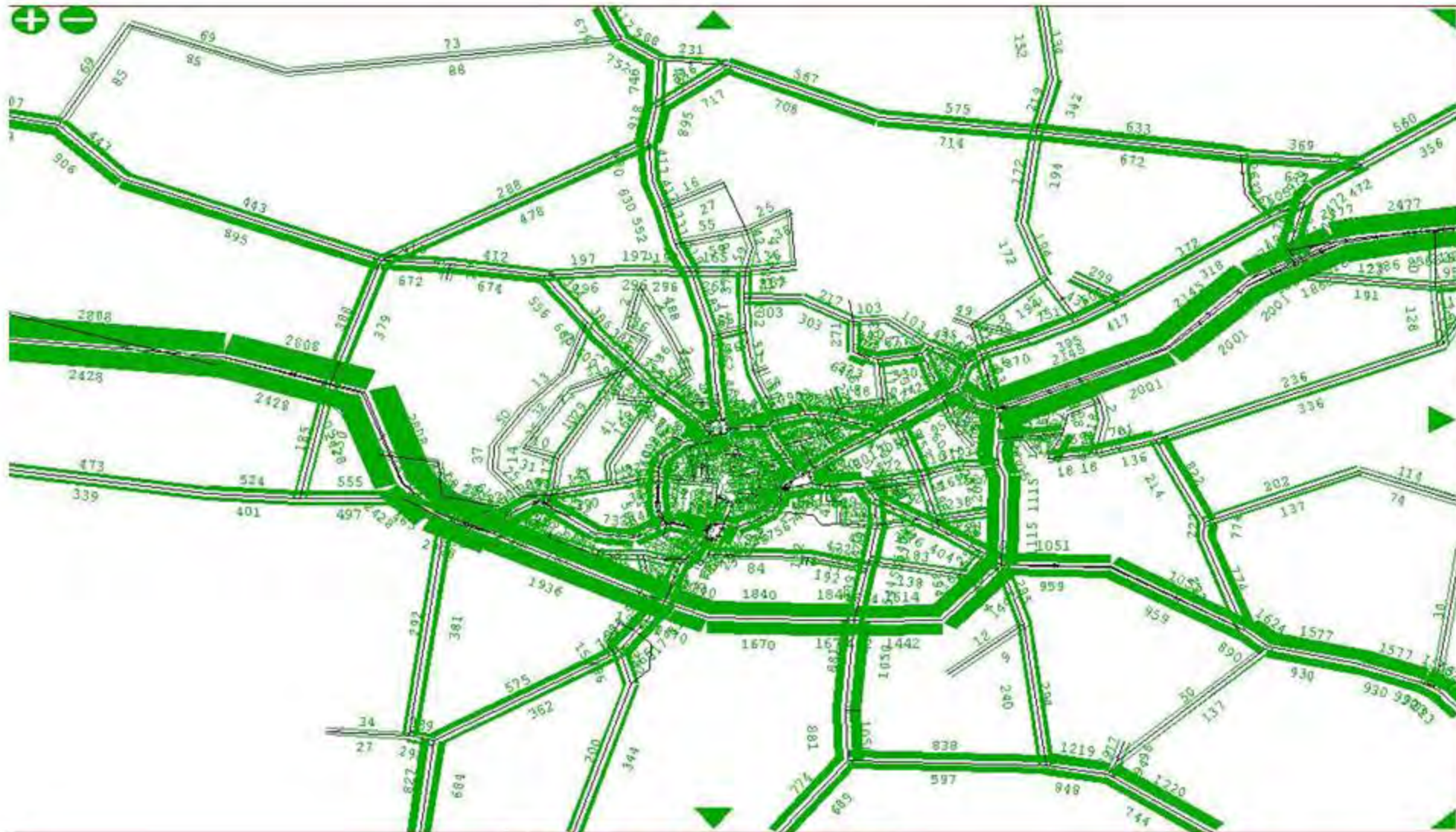


# 2035 PM Do Min – Diff from Base





# 2035 PM Do Min



2035 Do Minimum CATM - PM 29-10-15

General  
Display  
Options:

Border =  
0. mm  
LH Border =  
0. mm

no Annot in-  
side borders

Factor Char  
Sizes By:  
0.70

Pen Menu

No Grid Line

XYUNIT =  
1.0 M/XY

CEntre Windo

Lines on edg  
es included

GeN Params

Q - Return

+ Menu bar!



# 2035 AM Do Min – Diff from Base



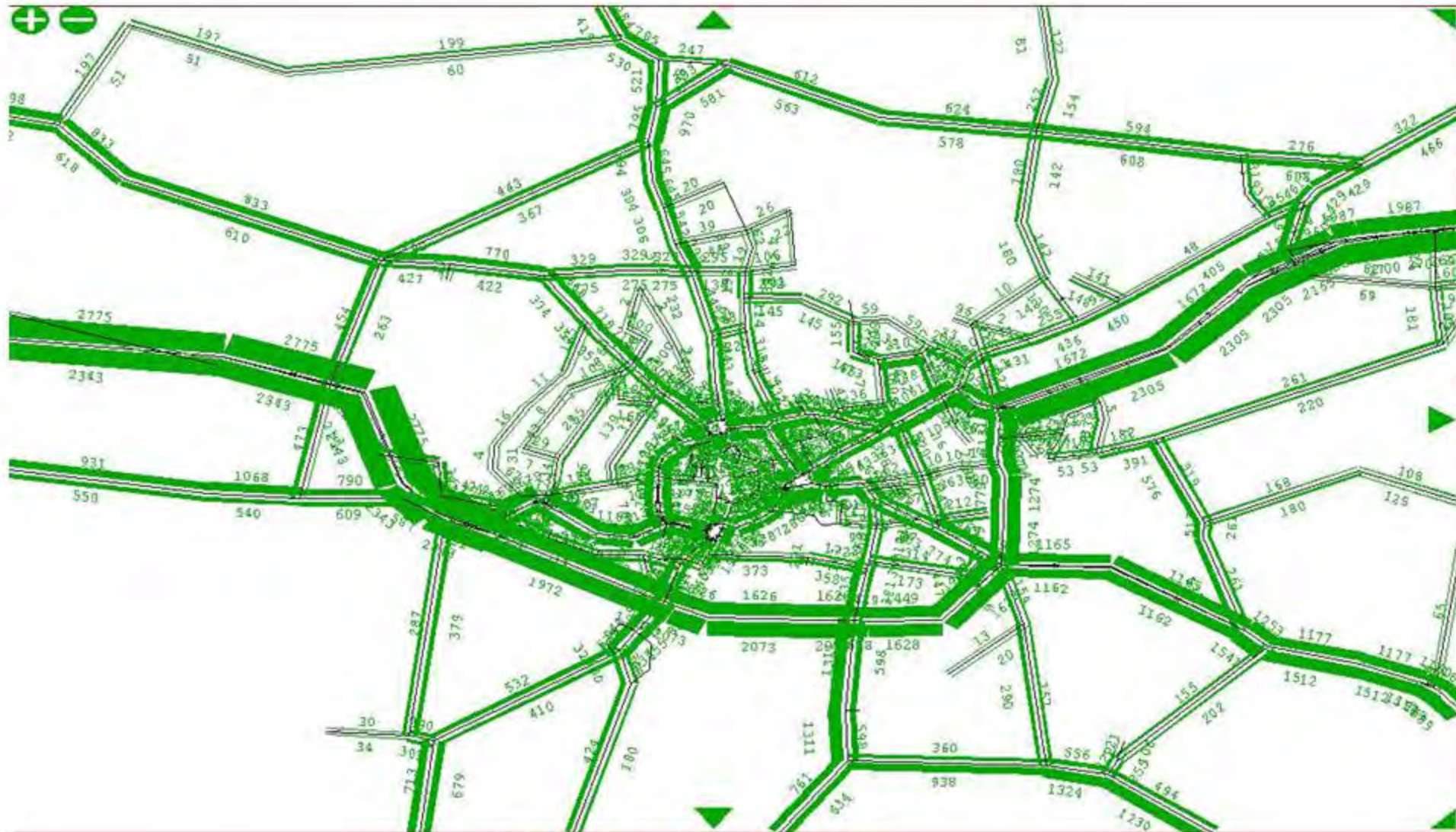


# 2035 AM Do Min – Diff from Base





# 2035 AM Do Min



2035 Do Minimum CATM - AM 29-10-15

## General Display Options:

Border = 0. mm  
LH Border = 0. mm

no Annot inside borders

Factor Char Sizes By: 0.70

## Pen Menu

No Grid Line

XYUNIT = 1.0 M/XY

CEntre Windo

Lines on edges included

GeN Params

Q - Return

+ Menu bar!



# 2014 PM

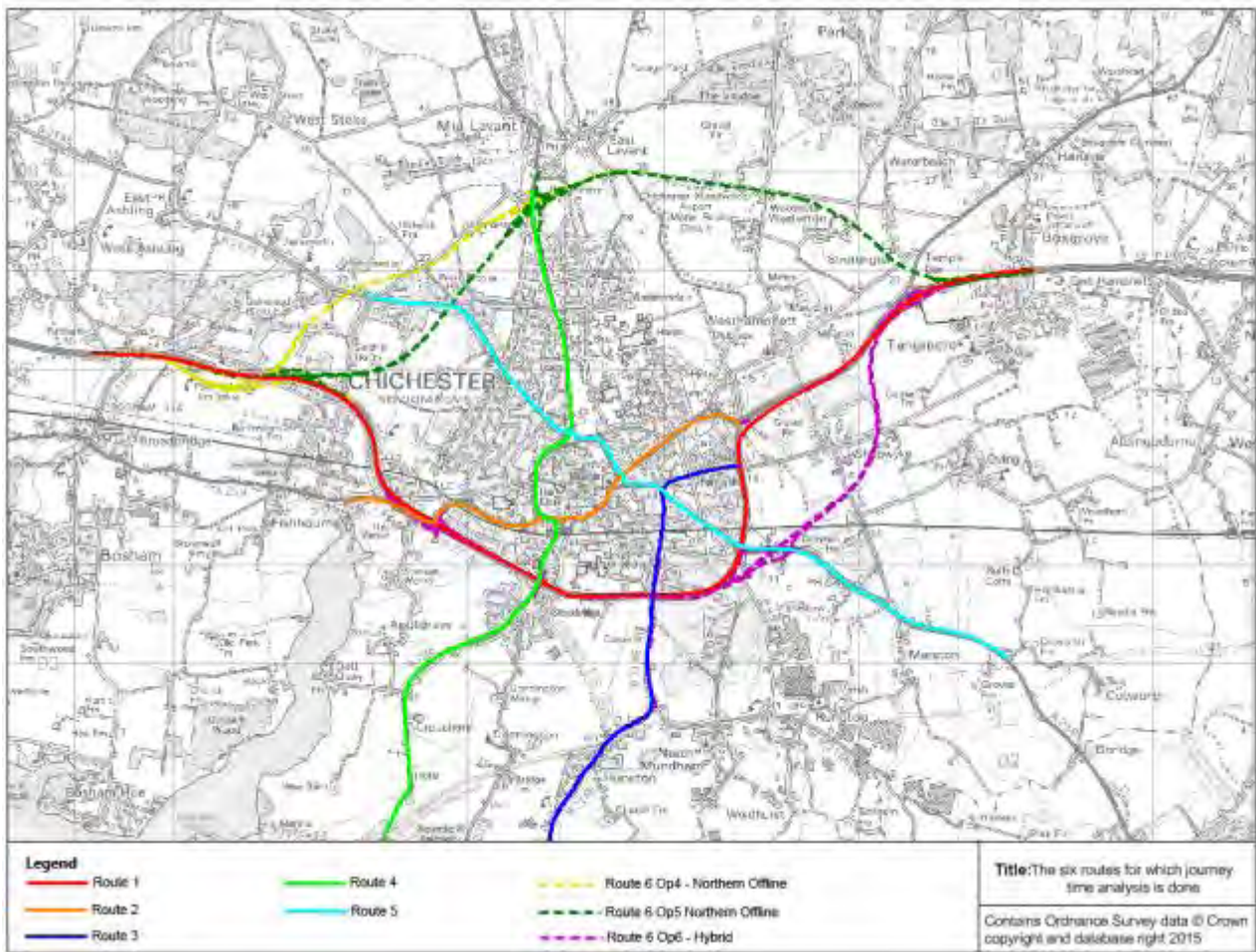




# 2014 AM



APPENDIX M    A27 JOURNEY TIMES LOW AND HIGH  
SCENARIOS





A27 Chichester Bypass Improvement Scheme  
Traffic Forecasting Report

**HIGH SCENARIO**

|                         |           | 2020  |      |      |      |      |      |      |      |      |      |
|-------------------------|-----------|-------|------|------|------|------|------|------|------|------|------|
|                         | Base 2014 | DoMin | Op1  | Op1A | Op2  | Op2A | Op3  | Op3A | Op4  | Op5  | Op6  |
| <b>Eastbound AM</b>     |           |       |      |      |      |      |      |      |      |      |      |
| Route 1 - Minutes       | 12.5      | 14.3  | 11.1 | 12.3 | 10.5 | 10.4 | 11.5 | 10.4 | 10.7 | 10.7 | 10.8 |
| Route 2 - Minutes       | 12.4      | 13.7  | 11.1 | 8.7  | 13.6 | 9.6  | 12.8 | 11.5 | 11.2 | 11.2 | 13.6 |
| Route 3 - Minutes       | 13.4      | 14.0  | 13.6 | 13.4 | 13.1 | 13.2 | 14.4 | 13.6 | 13.3 | 13.2 | 13.0 |
| Route 4 - Minutes       | 8.8       | 8.8   | 8.7  | 9.5  | 8.0  | 8.8  | 8.9  | 8.7  | 8.7  | 8.7  | 8.1  |
| Route 5 - Minutes       | 11.3      | 12.0  | 11.4 | 10.8 | 11.7 | 11.9 | 12.7 | 11.5 | 11.0 | 10.9 | 11.8 |
| New Alignment - Minutes | n/a       | n/a   | n/a  | n/a  | n/a  | n/a  | n/a  | n/a  | 5.9  | 6.0  | 9.3  |
| <b>Westbound AM</b>     |           |       |      |      |      |      |      |      |      |      |      |
| Route 1 - Minutes       | 13.7      | 16.1  | 11.6 | 12.6 | 10.5 | 10.4 | 14.0 | 11.9 | 11.3 | 11.5 | 11.5 |
| Route 2 - Minutes       | 9.2       | 10.4  | 8.4  | 8.6  | 8.5  | 9.0  | 10.3 | 8.8  | 8.3  | 8.3  | 8.7  |
| Route 3 - Minutes       | 12.9      | 13.7  | 12.7 | 15.8 | 12.1 | 14.8 | 13.2 | 13.1 | 13.0 | 13.0 | 12.0 |
| Route 4 - Minutes       | 10.0      | 10.1  | 9.4  | 11.8 | 8.8  | 10.5 | 9.8  | 10.0 | 9.5  | 9.5  | 8.9  |
| Route 5 - Minutes       | 13.5      | 14.7  | 10.7 | 11.0 | 10.6 | 11.3 | 15.0 | 11.1 | 13.5 | 13.6 | 10.7 |
| New Alignment - Minutes | n/a       | n/a   | n/a  | n/a  | n/a  | n/a  | n/a  | n/a  | 6.1  | 6.5  | 9.4  |
| <b>Eastbound PM</b>     |           |       |      |      |      |      |      |      |      |      |      |
| Route 1 - Minutes       | 12.7      | 14.1  | 11.0 | 13.4 | 10.2 | 10.4 | 11.7 | 11.1 | 10.9 | 11.0 | 10.2 |
| Route 2 - Minutes       | 10.0      | 11.3  | 9.3  | 8.5  | 10.0 | 8.2  | 10.9 | 11.7 | 8.5  | 8.4  | 10.3 |
| Route 3 - Minutes       | 14.5      | 15.7  | 17.6 | 15.9 | 13.1 | 13.9 | 17.5 | 16.8 | 13.7 | 13.7 | 12.9 |
| Route 4 - Minutes       | 9.3       | 10.6  | 12.4 | 11.9 | 8.3  | 9.3  | 12.4 | 11.8 | 8.9  | 8.9  | 8.1  |
| Route 5 - Minutes       | 13.7      | 15.0  | 16.4 | 15.9 | 13.6 | 14.9 | 14.8 | 16.2 | 12.6 | 12.6 | 12.2 |
| New Alignment - Minutes | n/a       | n/a   | n/a  | n/a  | n/a  | n/a  | n/a  | n/a  | 5.8  | 6.0  | 9.5  |
| <b>Westbound PM</b>     |           |       |      |      |      |      |      |      |      |      |      |
| Route 1 - Minutes       | 15.5      | 18.2  | 12.2 | 14.2 | 11.0 | 10.6 | 15.2 | 12.9 | 13.5 | 13.4 | 13.0 |
| Route 2 - Minutes       | 10.7      | 12.8  | 8.4  | 9.3  | 9.7  | 9.3  | 9.9  | 8.6  | 8.2  | 8.3  | 9.2  |
| Route 3 - Minutes       | 12.9      | 13.1  | 13.0 | 13.1 | 12.4 | 14.9 | 13.1 | 13.3 | 12.9 | 12.7 | 12.5 |
| Route 4 - Minutes       | 9.1       | 9.7   | 9.6  | 9.0  | 8.1  | 10.1 | 9.3  | 10.0 | 8.6  | 8.6  | 8.1  |
| Route 5 - Minutes       | 11.6      | 13.1  | 10.0 | 10.0 | 9.8  | 10.2 | 13.1 | 10.0 | 10.9 | 10.9 | 10.0 |
| New Alignment - Minutes | n/a       | n/a   | n/a  | n/a  | n/a  | n/a  | n/a  | n/a  | 6.2  | 6.5  | 9.7  |
| <b>Eastbound IP</b>     |           |       |      |      |      |      |      |      |      |      |      |
| Route 1 - Minutes       | 11.2      | 12.2  | 9.4  | 10.9 | 8.8  | 8.7  | 9.9  | 9.4  | 10.5 | 10.5 | 9.2  |
| Route 2 - Minutes       | 8.0       | 9.0   | 7.4  | 7.4  | 9.0  | 7.4  | 8.9  | 8.1  | 7.7  | 7.7  | 9.3  |
| Route 3 - Minutes       | 13.2      | 13.8  | 14.1 | 13.6 | 12.8 | 13.0 | 14.6 | 13.5 | 13.0 | 13.0 | 12.7 |
| Route 4 - Minutes       | 9.2       | 9.6   | 9.6  | 10.7 | 8.2  | 9.2  | 9.6  | 9.5  | 9.2  | 9.2  | 8.2  |
| Route 5 - Minutes       | 11.1      | 12.1  | 12.4 | 12.4 | 11.8 | 12.1 | 12.0 | 12.3 | 11.3 | 11.3 | 10.2 |
| New Alignment - Minutes | n/a       | n/a   | n/a  | n/a  | n/a  | n/a  | n/a  | n/a  | 5.7  | 5.9  | 8.4  |
| <b>Westbound IP</b>     |           |       |      |      |      |      |      |      |      |      |      |
| Route 1 - Minutes       | 11.2      | 12.2  | 9.8  | 12.1 | 9.0  | 8.8  | 12.5 | 9.9  | 11.0 | 11.0 | 10.6 |
| Route 2 - Minutes       | 8.0       | 9.0   | 7.8  | 8.0  | 8.0  | 7.9  | 8.4  | 8.2  | 7.6  | 7.6  | 7.9  |
| Route 3 - Minutes       | 13.2      | 13.8  | 12.4 | 12.5 | 11.8 | 13.4 | 12.6 | 12.5 | 12.4 | 12.3 | 11.8 |
| Route 4 - Minutes       | 9.2       | 9.6   | 8.9  | 9.2  | 8.4  | 9.1  | 9.2  | 9.2  | 8.9  | 8.9  | 8.6  |
| Route 5 - Minutes       | 11.1      | 12.1  | 9.8  | 9.9  | 9.8  | 10.0 | 12.3 | 9.9  | 11.3 | 11.3 | 9.9  |
| New Alignment - Minutes | n/a       | n/a   | n/a  | n/a  | n/a  | n/a  | n/a  | n/a  | 5.9  | 6.2  | 8.4  |

A27 Chichester Bypass Improvement Scheme  
Traffic Forecasting Report

|                         |           | 2035  |      |      |      |      |      |      |      |      |      |
|-------------------------|-----------|-------|------|------|------|------|------|------|------|------|------|
|                         | Base 2014 | DoMin | Op1  | Op1A | Op2  | Op2A | Op3  | Op3A | Op4  | Op5  | Op6  |
| <b>Eastbound AM</b>     |           |       |      |      |      |      |      |      |      |      |      |
| Route 1 - Minutes       | 12.5      | 17.3  | 13.8 | 14.3 | 12.7 | 12.2 | 14.0 | 12.5 | 11.7 | 11.9 | 13.0 |
| Route 2 - Minutes       | 12.4      | 16.3  | 14.7 | 9.9  | 16.6 | 11.9 | 14.7 | 14.3 | 12.1 | 12.3 | 16.1 |
| Route 3 - Minutes       | 13.4      | 16.0  | 16.0 | 15.1 | 14.3 | 14.3 | 16.6 | 15.5 | 14.4 | 14.4 | 13.8 |
| Route 4 - Minutes       | 8.8       | 9.7   | 10.1 | 10.8 | 8.4  | 9.5  | 9.7  | 9.1  | 9.1  | 9.1  | 8.3  |
| Route 5 - Minutes       | 11.3      | 13.9  | 13.1 | 13.0 | 13.1 | 13.4 | 14.5 | 13.0 | 12.4 | 12.3 | 13.1 |
| New Alignment - Minutes | n/a       | n/a   | n/a  | n/a  | n/a  | n/a  | n/a  | n/a  | 6.0  | 6.3  | 10.4 |
| <b>Westbound AM</b>     |           |       |      |      |      |      |      |      |      |      |      |
| Route 1 - Minutes       | 13.7      | 19.2  | 14.1 | 15.1 | 12.3 | 11.8 | 16.2 | 13.6 | 12.6 | 12.9 | 13.1 |
| Route 2 - Minutes       | 9.2       | 14.3  | 9.6  | 10.6 | 10.3 | 10.8 | 11.8 | 10.0 | 9.6  | 9.6  | 10.5 |
| Route 3 - Minutes       | 12.9      | 15.8  | 14.4 | 17.2 | 12.7 | 18.1 | 14.8 | 14.5 | 14.3 | 14.4 | 12.6 |
| Route 4 - Minutes       | 10.0      | 11.2  | 11.1 | 13.5 | 9.6  | 13.6 | 10.9 | 11.4 | 10.8 | 10.8 | 9.4  |
| Route 5 - Minutes       | 13.5      | 16.6  | 11.7 | 12.6 | 11.6 | 12.0 | 17.4 | 11.7 | 15.1 | 15.3 | 11.5 |
| New Alignment - Minutes | n/a       | n/a   | n/a  | n/a  | n/a  | n/a  | n/a  | n/a  | 6.3  | 6.8  | 10.6 |
| <b>Eastbound PM</b>     |           |       |      |      |      |      |      |      |      |      |      |
| Route 1 - Minutes       | 12.7      | 17.0  | 13.6 | 15.1 | 11.5 | 12.4 | 14.5 | 13.5 | 12.7 | 12.9 | 11.5 |
| Route 2 - Minutes       | 10.0      | 16.7  | 14.5 | 12.0 | 15.1 | 11.5 | 14.5 | 16.9 | 10.2 | 10.1 | 14.3 |
| Route 3 - Minutes       | 14.5      | 19.6  | 21.2 | 18.5 | 14.2 | 16.4 | 20.4 | 19.9 | 15.7 | 15.6 | 14.1 |
| Route 4 - Minutes       | 9.3       | 13.2  | 15.6 | 13.8 | 8.9  | 11.3 | 14.4 | 13.9 | 10.7 | 10.7 | 9.0  |
| Route 5 - Minutes       | 13.7      | 19.4  | 20.1 | 17.8 | 16.2 | 18.1 | 18.2 | 19.5 | 15.8 | 15.7 | 15.3 |
| New Alignment - Minutes | n/a       | n/a   | n/a  | n/a  | n/a  | n/a  | n/a  | n/a  | 6.0  | 6.3  | 10.9 |
| <b>Westbound PM</b>     |           |       |      |      |      |      |      |      |      |      |      |
| Route 1 - Minutes       | 15.5      | 20.7  | 13.4 | 15.1 | 12.4 | 12.3 | 16.9 | 14.5 | 15.4 | 15.4 | 14.3 |
| Route 2 - Minutes       | 10.7      | 17.3  | 11.3 | 11.8 | 12.1 | 12.6 | 13.9 | 11.0 | 10.5 | 10.5 | 11.8 |
| Route 3 - Minutes       | 12.9      | 14.7  | 13.8 | 16.1 | 13.2 | 17.0 | 14.0 | 13.9 | 14.0 | 13.7 | 13.2 |
| Route 4 - Minutes       | 9.1       | 12.5  | 13.6 | 13.6 | 10.2 | 13.4 | 11.8 | 12.9 | 9.3  | 9.2  | 9.4  |
| Route 5 - Minutes       | 11.6      | 15.4  | 11.0 | 11.0 | 10.9 | 11.4 | 15.0 | 11.0 | 12.8 | 12.9 | 11.0 |
| New Alignment - Minutes | n/a       | n/a   | n/a  | n/a  | n/a  | n/a  | n/a  | n/a  | 6.6  | 7.0  | 11.0 |
| <b>Eastbound IP</b>     |           |       |      |      |      |      |      |      |      |      |      |
| Route 1 - Minutes       | 11.2      | 14.0  | 11.2 | 13.1 | 10.2 | 10.4 | 11.7 | 10.5 | 11.7 | 11.8 | 10.1 |
| Route 2 - Minutes       | 8.0       | 10.9  | 9.7  | 8.5  | 12.1 | 8.4  | 10.4 | 10.2 | 8.1  | 8.1  | 12.0 |
| Route 3 - Minutes       | 13.2      | 16.4  | 15.5 | 15.3 | 13.3 | 13.8 | 15.9 | 15.1 | 14.3 | 14.4 | 13.2 |
| Route 4 - Minutes       | 9.2       | 11.8  | 10.6 | 12.4 | 8.5  | 10.0 | 10.8 | 10.3 | 10.0 | 10.0 | 8.7  |
| Route 5 - Minutes       | 11.1      | 14.2  | 13.3 | 13.0 | 12.6 | 12.9 | 13.2 | 13.4 | 12.6 | 12.6 | 11.3 |
| New Alignment - Minutes | n/a       | n/a   | n/a  | n/a  | n/a  | n/a  | n/a  | n/a  | 5.8  | 6.0  | 9.2  |
| <b>Westbound IP</b>     |           |       |      |      |      |      |      |      |      |      |      |
| Route 1 - Minutes       | 12.2      | 17.4  | 11.6 | 14.3 | 10.4 | 10.1 | 14.2 | 11.9 | 12.3 | 12.7 | 12.0 |
| Route 2 - Minutes       | 8.0       | 11.9  | 8.4  | 9.1  | 9.3  | 8.7  | 9.2  | 8.6  | 8.3  | 8.3  | 9.4  |
| Route 3 - Minutes       | 12.5      | 13.9  | 12.9 | 13.7 | 12.3 | 15.6 | 13.1 | 13.3 | 13.1 | 12.9 | 12.3 |
| Route 4 - Minutes       | 9.4       | 9.8   | 9.1  | 9.8  | 8.7  | 10.6 | 9.6  | 9.8  | 9.2  | 9.2  | 8.8  |
| Route 5 - Minutes       | 11.3      | 13.5  | 10.5 | 10.6 | 10.3 | 11.3 | 13.1 | 10.6 | 11.8 | 11.9 | 10.4 |
| New Alignment - Minutes | n/a       | n/a   | n/a  | n/a  | n/a  | n/a  | n/a  | n/a  | 6.1  | 6.5  | 9.4  |



# A27 Chichester Bypass Improvement Scheme

## Traffic Forecasting Report

|                         |           | 2041  |      |      |      |      |      |      |      |      |      |
|-------------------------|-----------|-------|------|------|------|------|------|------|------|------|------|
|                         | Base 2014 | DoMin | Op1  | Op1A | Op2  | Op2A | Op3  | Op3A | Op4  | Op5  | Op6  |
| <b>Eastbound AM</b>     |           |       |      |      |      |      |      |      |      |      |      |
| Route 1 - Minutes       | 12.5      | 19.4  | 14.6 | 15.8 | 13.5 | 13.0 | 14.9 | 13.4 | 12.1 | 12.3 | 13.8 |
| Route 2 - Minutes       | 12.4      | 17.7  | 15.4 | 10.3 | 18.5 | 12.9 | 15.9 | 15.8 | 12.5 | 12.7 | 17.1 |
| Route 3 - Minutes       | 13.4      | 17.0  | 17.3 | 16.0 | 14.8 | 15.0 | 17.4 | 16.3 | 14.9 | 14.9 | 14.3 |
| Route 4 - Minutes       | 8.8       | 10.6  | 10.6 | 12.0 | 8.8  | 10.3 | 10.1 | 9.4  | 9.4  | 9.4  | 8.5  |
| Route 5 - Minutes       | 11.3      | 14.8  | 13.8 | 13.7 | 13.8 | 14.0 | 15.2 | 13.8 | 13.6 | 13.3 | 13.6 |
| New Alignment - Minutes | n/a       | n/a   | n/a  | n/a  | n/a  | n/a  | n/a  | n/a  | 6.1  | 6.4  | 10.9 |
| <b>Westbound AM</b>     |           |       |      |      |      |      |      |      |      |      |      |
| Route 1 - Minutes       | 13.7      | 20.6  | 15.0 | 16.3 | 12.8 | 11.9 | 17.3 | 14.2 | 13.3 | 13.7 | 13.3 |
| Route 2 - Minutes       | 9.2       | 16.0  | 10.3 | 11.5 | 10.8 | 11.3 | 12.7 | 10.8 | 10.1 | 10.1 | 10.8 |
| Route 3 - Minutes       | 12.9      | 17.0  | 14.9 | 17.8 | 13.0 | 20.8 | 15.4 | 15.6 | 14.8 | 14.8 | 12.8 |
| Route 4 - Minutes       | 10.0      | 12.0  | 11.4 | 14.4 | 10.1 | 16.1 | 11.2 | 12.7 | 11.1 | 11.1 | 9.8  |
| Route 5 - Minutes       | 13.5      | 17.5  | 12.2 | 13.5 | 12.0 | 12.3 | 19.2 | 12.3 | 15.2 | 15.3 | 11.9 |
| New Alignment - Minutes | n/a       | n/a   | n/a  | n/a  | n/a  | n/a  | n/a  | n/a  | 6.3  | 6.9  | 10.8 |
| <b>Eastbound PM</b>     |           |       |      |      |      |      |      |      |      |      |      |
| Route 1 - Minutes       | 12.7      | 18.5  | 14.5 | 16.3 | 12.1 | 13.8 | 16.0 | 13.9 | 13.4 | 13.8 | 12.0 |
| Route 2 - Minutes       | 10.0      | 19.3  | 16.4 | 14.0 | 16.7 | 13.6 | 16.7 | 19.9 | 11.3 | 11.2 | 15.8 |
| Route 3 - Minutes       | 14.5      | 21.3  | 23.0 | 20.2 | 15.1 | 18.2 | 21.6 | 21.6 | 16.7 | 16.7 | 15.3 |
| Route 4 - Minutes       | 9.3       | 14.5  | 17.2 | 14.8 | 10.0 | 12.8 | 15.3 | 15.4 | 11.7 | 11.6 | 9.9  |
| Route 5 - Minutes       | 13.7      | 21.2  | 22.0 | 19.4 | 17.5 | 20.8 | 19.8 | 21.3 | 16.9 | 16.8 | 16.7 |
| New Alignment - Minutes | n/a       | n/a   | n/a  | n/a  | n/a  | n/a  | n/a  | n/a  | 6.1  | 6.4  | 11.4 |
| <b>Westbound PM</b>     |           |       |      |      |      |      |      |      |      |      |      |
| Route 1 - Minutes       | 15.5      | 20.9  | 13.8 | 15.7 | 12.8 | 12.8 | 17.7 | 14.8 | 16.1 | 16.2 | 14.7 |
| Route 2 - Minutes       | 10.7      | 19.2  | 12.5 | 13.3 | 13.6 | 14.0 | 15.9 | 13.5 | 11.6 | 11.4 | 13.3 |
| Route 3 - Minutes       | 12.9      | 15.9  | 14.0 | 17.0 | 13.8 | 18.5 | 14.3 | 14.3 | 14.6 | 14.2 | 14.0 |
| Route 4 - Minutes       | 9.1       | 14.8  | 15.6 | 15.4 | 11.3 | 13.4 | 13.3 | 15.1 | 10.1 | 10.0 | 10.1 |
| Route 5 - Minutes       | 11.6      | 16.7  | 11.5 | 11.5 | 11.4 | 11.9 | 15.9 | 11.7 | 13.8 | 13.9 | 11.5 |
| New Alignment - Minutes | n/a       | n/a   | n/a  | n/a  | n/a  | n/a  | n/a  | n/a  | 6.6  | 7.2  | 11.3 |
| <b>Eastbound IP</b>     |           |       |      |      |      |      |      |      |      |      |      |
| Route 1 - Minutes       | 11.2      | 15.0  | 11.9 | 14.0 | 10.6 | 11.0 | 12.3 | 10.9 | 12.1 | 12.5 | 10.6 |
| Route 2 - Minutes       | 8.0       | 12.0  | 10.3 | 9.1  | 12.9 | 9.3  | 10.7 | 11.0 | 8.5  | 8.4  | 12.4 |
| Route 3 - Minutes       | 13.2      | 18.2  | 17.1 | 16.8 | 13.6 | 14.8 | 16.8 | 16.1 | 15.0 | 15.0 | 13.6 |
| Route 4 - Minutes       | 9.2       | 13.4  | 11.7 | 14.0 | 8.9  | 10.8 | 11.5 | 11.0 | 10.6 | 10.6 | 9.0  |
| Route 5 - Minutes       | 11.1      | 15.0  | 13.9 | 14.1 | 13.4 | 13.5 | 13.7 | 14.2 | 13.1 | 12.9 | 11.7 |
| New Alignment - Minutes | n/a       | n/a   | n/a  | n/a  | n/a  | n/a  | n/a  | n/a  | 5.8  | 6.1  | 9.6  |
| <b>Westbound IP</b>     |           |       |      |      |      |      |      |      |      |      |      |
| Route 1 - Minutes       | 12.2      | 18.7  | 12.7 | 15.1 | 11.0 | 10.6 | 15.1 | 12.9 | 13.0 | 13.3 | 12.6 |
| Route 2 - Minutes       | 8.0       | 13.3  | 8.8  | 9.9  | 9.9  | 9.5  | 9.7  | 8.8  | 8.8  | 8.8  | 10.1 |
| Route 3 - Minutes       | 12.5      | 14.4  | 13.2 | 14.6 | 12.6 | 16.7 | 13.5 | 14.0 | 13.5 | 13.3 | 12.8 |
| Route 4 - Minutes       | 9.4       | 10.2  | 9.4  | 10.8 | 8.9  | 11.6 | 9.8  | 10.6 | 9.6  | 9.5  | 8.9  |
| Route 5 - Minutes       | 11.3      | 14.1  | 10.8 | 10.9 | 10.7 | 11.7 | 13.8 | 11.1 | 12.3 | 12.3 | 10.8 |
| New Alignment - Minutes | n/a       | n/a   | n/a  | n/a  | n/a  | n/a  | n/a  | n/a  | 6.2  | 6.7  | 9.9  |

A27 Chichester Bypass Improvement Scheme  
Traffic Forecasting Report

**LOW SCENARIO**

|                         |           | 2020  |      |      |      |      |      |      |      |      |      |
|-------------------------|-----------|-------|------|------|------|------|------|------|------|------|------|
|                         | Base 2014 | DoMin | Op1  | Op1A | Op2  | Op2A | Op3  | Op3A | Op4  | Op5  | Op6  |
| <b>Eastbound AM</b>     |           |       |      |      |      |      |      |      |      |      |      |
| Route 1 - Minutes       | 12.5      | 13.0  | 10.0 | 10.7 | 9.3  | 9.3  | 10.5 | 9.7  | 10.1 | 10.1 | 9.5  |
| Route 2 - Minutes       | 12.4      | 12.1  | 9.0  | 8.1  | 12.8 | 8.3  | 11.6 | 10.2 | 10.0 | 10.1 | 12.9 |
| Route 3 - Minutes       | 13.4      | 13.3  | 13.2 | 12.9 | 12.8 | 12.8 | 13.5 | 13.2 | 12.8 | 12.7 | 12.7 |
| Route 4 - Minutes       | 8.8       | 8.6   | 8.5  | 9.1  | 7.9  | 8.6  | 8.6  | 8.5  | 8.6  | 8.6  | 8.0  |
| Route 5 - Minutes       | 11.3      | 11.0  | 10.2 | 10.0 | 10.7 | 10.3 | 11.5 | 10.5 | 10.2 | 10.2 | 10.7 |
| New Alignment - Minutes | n/a       | n/a   | n/a  | n/a  | n/a  | n/a  | n/a  | n/a  | 5.8  | 6.0  | 8.8  |
| <b>Westbound AM</b>     |           |       |      |      |      |      |      |      |      |      |      |
| Route 1 - Minutes       | 13.7      | 14.6  | 10.8 | 11.7 | 9.8  | 9.8  | 12.7 | 10.7 | 10.4 | 10.5 | 10.8 |
| Route 2 - Minutes       | 9.2       | 9.2   | 8.1  | 8.2  | 8.2  | 8.2  | 9.3  | 8.6  | 8.0  | 7.9  | 8.3  |
| Route 3 - Minutes       | 12.9      | 12.8  | 12.4 | 14.8 | 11.8 | 13.7 | 12.5 | 12.5 | 12.1 | 12.2 | 11.8 |
| Route 4 - Minutes       | 10.0      | 9.3   | 9.1  | 10.7 | 8.6  | 9.8  | 9.3  | 9.5  | 9.1  | 9.1  | 8.6  |
| Route 5 - Minutes       | 13.5      | 13.8  | 10.2 | 10.4 | 10.1 | 10.8 | 13.6 | 10.3 | 13.1 | 13.1 | 10.2 |
| New Alignment - Minutes | n/a       | n/a   | n/a  | n/a  | n/a  | n/a  | n/a  | n/a  | 6.0  | 6.3  | 8.9  |
| <b>Eastbound PM</b>     |           |       |      |      |      |      |      |      |      |      |      |
| Route 1 - Minutes       | 12.7      | 12.8  | 10.3 | 11.9 | 9.6  | 9.8  | 10.8 | 10.1 | 10.4 | 10.4 | 9.7  |
| Route 2 - Minutes       | 10.0      | 9.8   | 8.3  | 7.9  | 8.7  | 8.2  | 9.6  | 10.5 | 8.1  | 8.1  | 8.9  |
| Route 3 - Minutes       | 14.5      | 14.3  | 15.8 | 13.9 | 12.7 | 13.7 | 16.2 | 15.5 | 12.9 | 12.9 | 12.6 |
| Route 4 - Minutes       | 9.3       | 9.3   | 10.8 | 10.3 | 7.8  | 9.8  | 11.1 | 10.6 | 8.5  | 8.4  | 7.7  |
| Route 5 - Minutes       | 13.7      | 13.3  | 14.9 | 13.9 | 12.4 | 10.8 | 13.3 | 14.8 | 11.6 | 11.6 | 10.9 |
| New Alignment - Minutes | n/a       | n/a   | n/a  | n/a  | n/a  | n/a  | n/a  | n/a  | 5.8  | 6.0  | 9.0  |
| <b>Westbound PM</b>     |           |       |      |      |      |      |      |      |      |      |      |
| Route 1 - Minutes       | 15.5      | 16.3  | 11.1 | 12.9 | 10.1 | 10.0 | 13.9 | 11.3 | 12.8 | 12.8 | 11.8 |
| Route 2 - Minutes       | 10.7      | 11.2  | 7.9  | 8.3  | 8.5  | 8.3  | 8.9  | 8.3  | 7.9  | 7.9  | 8.3  |
| Route 3 - Minutes       | 12.9      | 12.8  | 12.7 | 12.6 | 12.1 | 13.3 | 12.7 | 12.7 | 12.5 | 12.4 | 12.0 |
| Route 4 - Minutes       | 9.1       | 8.6   | 8.9  | 8.6  | 7.9  | 9.1  | 8.9  | 9.1  | 8.4  | 8.4  | 7.9  |
| Route 5 - Minutes       | 11.6      | 12.0  | 9.7  | 9.7  | 9.6  | 9.8  | 12.3 | 9.7  | 10.3 | 10.3 | 9.7  |
| New Alignment - Minutes | n/a       | n/a   | n/a  | n/a  | n/a  | n/a  | n/a  | n/a  | 6.0  | 6.3  | 9.2  |
| <b>Eastbound IP</b>     |           |       |      |      |      |      |      |      |      |      |      |
| Route 1 - Minutes       | 11.2      | 11.1  | 8.8  | 9.4  | 8.4  | 8.3  | 9.4  | 8.9  | 10.0 | 9.9  | 8.8  |
| Route 2 - Minutes       | 8.0       | 8.2   | 7.2  | 7.2  | 7.8  | 7.2  | 8.1  | 7.9  | 7.6  | 7.6  | 7.9  |
| Route 3 - Minutes       | 13.2      | 13.1  | 13.2 | 13.5 | 12.6 | 12.7 | 13.7 | 13.0 | 12.6 | 12.6 | 12.5 |
| Route 4 - Minutes       | 9.2       | 9.1   | 8.8  | 9.7  | 8.0  | 8.9  | 9.0  | 8.9  | 8.9  | 8.9  | 8.0  |
| Route 5 - Minutes       | 11.1      | 11.3  | 10.9 | 11.1 | 10.6 | 11.1 | 11.4 | 11.0 | 10.9 | 10.8 | 9.9  |
| New Alignment - Minutes | n/a       | n/a   | n/a  | n/a  | n/a  | n/a  | n/a  | n/a  | 5.7  | 5.8  | 8.1  |
| <b>Westbound IP</b>     |           |       |      |      |      |      |      |      |      |      |      |
| Route 1 - Minutes       | 11.2      | 11.1  | 9.2  | 10.7 | 8.6  | 8.5  | 11.4 | 9.3  | 10.5 | 10.6 | 10.0 |
| Route 2 - Minutes       | 8.0       | 8.2   | 7.6  | 7.7  | 7.7  | 7.7  | 8.0  | 8.0  | 7.5  | 7.5  | 7.7  |
| Route 3 - Minutes       | 13.2      | 13.1  | 12.2 | 12.3 | 11.6 | 12.0 | 12.3 | 12.3 | 12.1 | 12.0 | 11.6 |
| Route 4 - Minutes       | 9.2       | 9.1   | 8.6  | 8.8  | 8.2  | 8.7  | 9.0  | 9.0  | 8.8  | 8.8  | 8.5  |
| Route 5 - Minutes       | 11.1      | 11.3  | 9.7  | 9.7  | 9.6  | 9.7  | 11.3 | 9.7  | 10.7 | 10.8 | 9.7  |
| New Alignment - Minutes | n/a       | n/a   | n/a  | n/a  | n/a  | n/a  | n/a  | n/a  | 5.8  | 6.0  | 8.0  |



A27 Chichester Bypass Improvement Scheme  
Traffic Forecasting Report

|                         |           | 2035  |      |      |      |      |      |      |      |      |      |
|-------------------------|-----------|-------|------|------|------|------|------|------|------|------|------|
|                         | Base 2014 | DoMin | Op1  | Op1A | Op2  | Op2A | Op3  | Op3A | Op4  | Op5  | Op6  |
| <b>Eastbound AM</b>     |           |       |      |      |      |      |      |      |      |      |      |
| Route 1 - Minutes       | 12.5      | 13.8  |      | 11.9 | 10.2 | 10.0 | 11.2 | 10.4 | 10.3 | 10.3 | 10.1 |
| Route 2 - Minutes       | 12.4      | 13.0  | 10.9 | 8.3  | 13.3 | 9.1  | 12.3 | 11.0 | 10.7 | 10.7 | 13.3 |
| Route 3 - Minutes       | 13.4      | 13.6  | 13.4 | 13.2 | 13.0 | 13.0 | 13.9 | 13.5 | 13.0 | 13.0 | 12.9 |
| Route 4 - Minutes       | 8.8       | 8.7   | 8.7  | 9.4  | 8.0  | 8.8  | 8.8  | 8.6  | 8.7  | 8.7  | 8.0  |
| Route 5 - Minutes       | 11.3      | 11.8  | 11.3 | 10.7 | 11.5 | 11.4 | 12.2 | 11.3 | 10.7 | 10.7 | 11.6 |
| New Alignment - Minutes | n/a       | n/a   | n/a  | n/a  | n/a  | n/a  | n/a  | n/a  | 5.8  | 6.0  | 9.1  |
| <b>Westbound AM</b>     |           |       |      |      |      |      |      |      |      |      |      |
| Route 1 - Minutes       | 13.7      | 16.0  | 11.6 | 12.6 | 10.5 | 10.5 | 13.6 | 11.8 | 10.8 | 11.1 | 11.6 |
| Route 2 - Minutes       | 9.2       | 10.3  | 8.3  | 8.6  | 8.4  | 8.5  | 9.9  | 8.8  | 8.2  | 8.1  | 8.6  |
| Route 3 - Minutes       | 12.9      | 13.3  | 12.6 | 15.7 | 11.9 | 13.6 | 12.9 | 12.8 | 12.6 | 12.5 | 11.8 |
| Route 4 - Minutes       | 10.0      | 9.7   | 9.1  | 11.5 | 8.7  | 9.9  | 9.5  | 9.7  | 9.3  | 9.4  | 8.7  |
| Route 5 - Minutes       | 13.5      | 14.5  | 10.7 | 11.0 | 10.6 | 10.9 | 14.5 | 10.7 | 13.3 | 13.4 | 10.7 |
| New Alignment - Minutes | n/a       | n/a   | n/a  | n/a  | n/a  | n/a  | n/a  | n/a  | 6.1  | 6.5  | 9.5  |
| <b>Eastbound PM</b>     |           |       |      |      |      |      |      |      |      |      |      |
| Route 1 - Minutes       | 12.7      | 13.8  | 10.9 | 12.7 | 10.1 | 10.5 | 11.4 | 11.0 | 10.9 | 11.1 | 10.2 |
| Route 2 - Minutes       | 10.0      | 10.7  | 9.5  | 8.9  | 10.3 | 8.5  | 10.8 | 11.7 | 8.3  | 8.2  | 10.2 |
| Route 3 - Minutes       | 14.5      | 15.0  | 16.4 | 14.7 | 12.9 | 13.6 | 17.0 | 15.7 | 13.4 | 13.4 | 12.8 |
| Route 4 - Minutes       | 9.3       | 10.1  | 11.2 | 10.6 | 7.8  | 9.9  | 11.8 | 10.6 | 8.7  | 8.8  | 7.9  |
| Route 5 - Minutes       | 13.7      | 14.8  | 15.1 | 14.1 | 12.9 | 10.9 | 14.0 | 14.9 | 12.7 | 12.7 | 11.9 |
| New Alignment - Minutes | n/a       | n/a   | n/a  | n/a  | n/a  | n/a  | n/a  | n/a  | 5.8  | 6.0  | 9.5  |
| <b>Westbound PM</b>     |           |       |      |      |      |      |      |      |      |      |      |
| Route 1 - Minutes       | 15.5      | 17.8  | 11.8 | 13.6 | 10.9 | 10.6 | 14.4 | 12.9 | 13.6 | 13.5 | 12.4 |
| Route 2 - Minutes       | 10.7      | 12.7  | 8.2  | 8.8  | 9.2  | 8.9  | 9.2  | 8.4  | 8.4  | 8.4  | 9.1  |
| Route 3 - Minutes       | 12.9      | 13.0  | 12.9 | 13.1 | 12.4 | 14.2 | 13.0 | 12.9 | 12.9 | 12.8 | 12.4 |
| Route 4 - Minutes       | 9.1       | 9.1   | 9.5  | 9.6  | 8.2  | 10.0 | 9.3  | 9.6  | 8.5  | 8.5  | 8.0  |
| Route 5 - Minutes       | 11.6      | 12.6  | 9.9  | 10.0 | 9.8  | 10.1 | 12.4 | 10.0 | 10.2 | 10.3 | 10.0 |
| New Alignment - Minutes | n/a       | n/a   | n/a  | n/a  | n/a  | n/a  | n/a  | n/a  | 6.2  | 6.6  | 9.8  |
| <b>Eastbound IP</b>     |           |       |      |      |      |      |      |      |      |      |      |
| Route 1 - Minutes       | 11.2      | 11.9  | 9.3  | 10.2 | 8.8  | 8.7  | 9.8  | 9.3  | 10.4 | 10.4 | 9.1  |
| Route 2 - Minutes       | 8.0       | 8.9   | 7.6  | 7.4  | 9.2  | 7.5  | 8.7  | 8.2  | 7.7  | 7.7  | 9.3  |
| Route 3 - Minutes       | 13.2      | 13.6  | 13.7 | 13.5 | 12.7 | 12.8 | 14.2 | 13.2 | 12.9 | 12.9 | 12.6 |
| Route 4 - Minutes       | 9.2       | 9.5   | 9.2  | 10.1 | 8.1  | 9.1  | 9.3  | 9.1  | 9.1  | 9.1  | 8.1  |
| Route 5 - Minutes       | 11.1      | 12.2  | 11.5 | 11.3 | 11.1 | 11.6 | 11.9 | 11.6 | 11.5 | 11.5 | 10.5 |
| New Alignment - Minutes | n/a       | n/a   | n/a  | n/a  | n/a  | n/a  | n/a  | n/a  | 5.7  | 5.9  | 8.4  |
| <b>Westbound IP</b>     |           |       |      |      |      |      |      |      |      |      |      |
| Route 1 - Minutes       | 12.2      | 14.0  | 10.0 | 11.7 | 9.2  | 9.0  | 12.2 | 10.0 | 10.7 | 10.9 | 10.6 |
| Route 2 - Minutes       | 8.0       | 8.8   | 7.8  | 7.9  | 7.9  | 7.9  | 8.2  | 8.2  | 7.7  | 7.7  | 7.9  |
| Route 3 - Minutes       | 12.5      | 12.7  | 12.3 | 12.5 | 11.7 | 12.8 | 12.4 | 12.4 | 12.3 | 12.2 | 11.7 |
| Route 4 - Minutes       | 9.4       | 9.1   | 8.7  | 9.0  | 8.3  | 9.0  | 9.1  | 9.1  | 8.8  | 8.8  | 8.5  |
| Route 5 - Minutes       | 11.3      | 12.4  | 9.9  | 9.9  | 9.8  | 10.0 | 11.9 | 9.9  | 11.0 | 11.1 | 9.9  |
| New Alignment - Minutes | n/a       | n/a   | n/a  | n/a  | n/a  | n/a  | n/a  | n/a  | 5.9  | 6.2  | 8.5  |

A27 Chichester Bypass Improvement Scheme  
Traffic Forecasting Report

|                         |           | 2041  |      |      |      |      |      |      |      |      |      |
|-------------------------|-----------|-------|------|------|------|------|------|------|------|------|------|
|                         | Base 2014 | DoMin | Op1  | Op1A | Op2  | Op2A | Op3  | Op3A | Op4  | Op5  | Op6  |
| <b>Eastbound AM</b>     |           |       |      |      |      |      |      |      |      |      |      |
| Route 1 - Minutes       | 12.5      | 14.2  | 11.1 | 12.3 | 10.5 | 10.0 | 11.6 | 10.6 | 10.5 | 10.5 | 10.3 |
| Route 2 - Minutes       | 12.4      | 13.3  | 11.2 | 8.5  | 13.5 | 9.1  | 12.6 | 11.3 | 10.9 | 10.8 | 13.3 |
| Route 3 - Minutes       | 13.4      | 13.9  | 13.4 | 13.4 | 13.1 | 13.1 | 14.2 | 13.5 | 13.1 | 13.1 | 13.0 |
| Route 4 - Minutes       | 8.8       | 8.8   | 8.9  | 9.5  | 8.0  | 8.8  | 8.9  | 8.6  | 8.7  | 8.7  | 8.1  |
| Route 5 - Minutes       | 11.3      | 11.9  | 11.5 | 10.8 | 11.7 | 11.6 | 12.4 | 11.5 | 10.9 | 10.8 | 11.7 |
| New Alignment - Minutes | n/a       | n/a   | n/a  | n/a  | n/a  | n/a  | n/a  | n/a  | 5.9  | 6.1  | 9.3  |
| <b>Westbound AM</b>     |           |       |      |      |      |      |      |      |      |      |      |
| Route 1 - Minutes       | 13.7      | 16.4  | 12.0 | 13.0 | 10.8 | 10.3 | 14.0 | 12.4 | 11.1 | 11.4 | 11.8 |
| Route 2 - Minutes       | 9.2       | 10.5  | 8.4  | 8.8  | 8.5  | 8.6  | 10.1 | 8.8  | 8.2  | 8.2  | 8.8  |
| Route 3 - Minutes       | 12.9      | 13.5  | 12.6 | 15.7 | 12.0 | 14.4 | 13.0 | 12.9 | 12.9 | 12.9 | 11.9 |
| Route 4 - Minutes       | 10.0      | 9.9   | 9.3  | 11.4 | 8.8  | 10.2 | 9.6  | 9.8  | 9.5  | 9.5  | 8.8  |
| Route 5 - Minutes       | 13.5      | 14.7  | 10.9 | 11.0 | 10.7 | 11.2 | 14.6 | 11.1 | 13.4 | 13.5 | 10.8 |
| New Alignment - Minutes | n/a       | n/a   | n/a  | n/a  | n/a  | n/a  | n/a  | n/a  | 6.2  | 6.6  | 9.8  |
| <b>Eastbound PM</b>     |           |       |      |      |      |      |      |      |      |      |      |
| Route 1 - Minutes       | 12.7      | 14.4  | 11.2 | 13.2 | 10.3 | 10.3 | 12.0 | 11.6 | 11.1 | 11.2 | 10.4 |
| Route 2 - Minutes       | 10.0      | 11.0  | 9.6  | 9.3  | 10.9 | 8.6  | 11.7 | 12.8 | 8.4  | 8.3  | 10.9 |
| Route 3 - Minutes       | 14.5      | 15.4  | 16.7 | 15.2 | 13.0 | 14.4 | 17.1 | 16.0 | 13.6 | 13.7 | 12.8 |
| Route 4 - Minutes       | 9.3       | 10.5  | 11.5 | 11.0 | 7.9  | 10.2 | 11.8 | 10.8 | 8.9  | 8.9  | 8.0  |
| Route 5 - Minutes       | 13.7      | 15.1  | 15.5 | 14.5 | 13.1 | 11.2 | 14.2 | 15.1 | 12.8 | 12.8 | 12.2 |
| New Alignment - Minutes | n/a       | n/a   | n/a  | n/a  | n/a  | n/a  | n/a  | n/a  | 5.9  | 6.1  | 9.7  |
| <b>Westbound PM</b>     |           |       |      |      |      |      |      |      |      |      |      |
| Route 1 - Minutes       | 15.5      | 18.4  | 12.2 | 13.9 | 11.1 | 10.9 | 14.2 | 13.3 | 13.9 | 13.7 | 12.7 |
| Route 2 - Minutes       | 10.7      | 13.0  | 8.3  | 9.1  | 9.4  | 9.1  | 9.2  | 8.5  | 8.5  | 8.5  | 9.4  |
| Route 3 - Minutes       | 12.9      | 13.2  | 13.0 | 13.5 | 12.5 | 14.7 | 13.1 | 13.0 | 13.1 | 12.9 | 12.6 |
| Route 4 - Minutes       | 9.1       | 9.4   | 9.7  | 10.1 | 8.3  | 10.3 | 9.5  | 9.7  | 8.5  | 8.5  | 8.0  |
| Route 5 - Minutes       | 11.6      | 13.0  | 9.9  | 10.1 | 9.9  | 10.2 | 11.3 | 10.0 | 10.3 | 10.5 | 10.1 |
| New Alignment - Minutes | n/a       | n/a   | n/a  | n/a  | n/a  | n/a  | n/a  | n/a  | 6.3  | 6.6  | 10.0 |
| <b>Eastbound IP</b>     |           |       |      |      |      |      |      |      |      |      |      |
| Route 1 - Minutes       | 11.2      | 12.2  | 9.5  | 10.6 | 9.0  | 8.9  | 10.1 | 9.5  | 10.6 | 10.6 | 9.3  |
| Route 2 - Minutes       | 8.0       | 9.3   | 7.7  | 7.5  | 9.4  | 7.6  | 9.1  | 8.3  | 7.8  | 7.8  | 9.4  |
| Route 3 - Minutes       | 13.2      | 13.9  | 13.9 | 13.6 | 12.8 | 12.9 | 14.4 | 13.4 | 13.2 | 13.2 | 12.7 |
| Route 4 - Minutes       | 9.2       | 9.7   | 9.3  | 10.3 | 8.1  | 9.2  | 9.5  | 9.3  | 9.2  | 9.2  | 8.2  |
| Route 5 - Minutes       | 11.1      | 12.4  | 11.7 | 11.5 | 11.5 | 11.8 | 12.0 | 11.8 | 11.7 | 11.6 | 10.6 |
| New Alignment - Minutes | n/a       | n/a   | n/a  | n/a  | n/a  | n/a  | n/a  | n/a  | 5.7  | 5.9  | 8.6  |
| <b>Westbound IP</b>     |           |       |      |      |      |      |      |      |      |      |      |
| Route 1 - Minutes       | 12.2      | 14.6  | 10.3 | 12.4 | 9.4  | 9.3  | 12.4 | 10.4 | 11.0 | 11.1 | 10.8 |
| Route 2 - Minutes       | 8.0       | 9.3   | 7.9  | 8.0  | 8.0  | 7.9  | 8.3  | 8.2  | 7.7  | 7.7  | 8.1  |
| Route 3 - Minutes       | 12.5      | 12.8  | 12.4 | 12.6 | 11.8 | 13.3 | 12.5 | 12.4 | 12.4 | 12.3 | 11.8 |
| Route 4 - Minutes       | 9.4       | 9.2   | 8.8  | 9.1  | 8.3  | 9.2  | 9.2  | 9.2  | 8.9  | 8.9  | 8.5  |
| Route 5 - Minutes       | 11.3      | 12.5  | 9.9  | 9.9  | 9.9  | 10.1 | 12.1 | 10.0 | 11.1 | 11.1 | 10.0 |
| New Alignment - Minutes | n/a       | n/a   | n/a  | n/a  | n/a  | n/a  | n/a  | n/a  | 5.9  | 6.2  | 8.7  |



**APPENDIX N   AADT TRAFFIC FLOWS**

## AADT 24HR CORE SCENARIO

| EB_2020                                    | AADT 24 for each option |       |       |       |       |       |       |       |       |       |
|--------------------------------------------|-------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Junction to Junction section               | DM                      | 1     | 1A    | 2     | 2A    | 3     | 3A    | 4     | 5     | 6     |
| A27 to Fishbourne Rdabt                    | 28176                   | 28484 | 28467 | 29090 | 28156 | 28475 | 28399 | 17709 | 17871 | 28974 |
| Fishbourne to Stockbridge                  | 23162                   | 27821 | 27426 | 26939 | 25422 | 24755 | 26605 | 20466 | 20368 | 24711 |
| Stockbridge to Whyke                       | 21147                   | 27902 | 22655 | 26939 | 25422 | 25313 | 27335 | 17248 | 17213 | 24711 |
| Whyke to Bognor Roundabout                 | 19519                   | 29870 | 29582 | 26939 | 25422 | 26124 | 30832 | 18144 | 18126 | 10080 |
| Bognor Roundabout to Oving                 | 14877                   | 24317 | 22917 | 23484 | 23152 | 17514 | 23698 | 12290 | 12298 | 10675 |
| Oving to Portfield                         | 15221                   | 22839 | 21600 | 21696 | 21517 | 18129 | 22710 | 11677 | 11690 | 10059 |
| Portfield to A285/A27                      | 21839                   | 25282 | 25660 | 25562 | 25710 | 24425 | 25058 | 13515 | 13672 | 10627 |
| Tangmere to Arundel                        | 23946                   | 25528 | 25262 | 25315 | 25367 | 25567 | 25414 | 26131 | 26300 | 25087 |
| New Bypass - A27 to Lavant                 |                         |       |       |       |       |       |       | 12227 | 11962 |       |
| New Bypass - Lavant to A27                 |                         |       |       |       |       |       |       | 14081 | 14198 |       |
| New Bypass - New Bognor Rdabt to A27       |                         |       |       |       |       |       |       |       |       | 14631 |
| Portfield to A285/A27 + New Bypass section |                         |       |       |       |       |       |       | 27596 | 27870 | 25258 |
| EB_2020                                    | % change relative to DM |       |       |       |       |       |       |       |       |       |
| Junction to Junction section               | DM                      | 1     | 1A    | 2     | 2A    | 3     | 3A    | 4     | 5     | 6     |
| A27 to Fishbourne Rdabt                    |                         | 1%    | 1%    | 3%    | 0%    | 1%    | 1%    | -37%  | -37%  | 3%    |
| Fishbourne to Stockbridge                  |                         | 20%   | 18%   | 16%   | 10%   | 7%    | 15%   | -12%  | -12%  | 7%    |
| Stockbridge to Whyke                       |                         | 32%   | 7%    | 27%   | 20%   | 20%   | 29%   | -18%  | -19%  | 17%   |
| Whyke to Bognor Roundabout                 |                         | 53%   | 52%   | 38%   | 30%   | 34%   | 58%   | -7%   | -7%   | -48%  |
| Bognor Roundabout to Oving                 |                         | 63%   | 54%   | 58%   | 56%   | 18%   | 59%   | -17%  | -17%  | -28%  |
| Oving to Portfield                         |                         | 50%   | 42%   | 43%   | 41%   | 19%   | 49%   | -23%  | -23%  | -34%  |
| Portfield to A285/A27                      |                         | 16%   | 17%   | 17%   | 18%   | 12%   | 15%   | -38%  | -37%  | -51%  |
| Tangmere to Arundel                        |                         | 7%    | 5%    | 6%    | 6%    | 7%    | 6%    | 9%    | 10%   | 5%    |
| New Bypass - A27 to Lavant                 |                         |       |       |       |       |       |       |       |       |       |
| New Bypass - Lavant to A27                 |                         |       |       |       |       |       |       |       |       |       |
| New Bypass - New Bognor Rdabt to A27       |                         |       |       |       |       |       |       |       |       |       |
| Portfield to A285/A27 + New Bypass section |                         |       |       |       |       |       |       | 26%   | 28%   | 16%   |



A27 Chichester Bypass Improvement Scheme  
Traffic Forecasting Report

| EB _ 2035                                  | AADT 24 for each option |       |       |       |       |       |       |       |       |       |
|--------------------------------------------|-------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Junction to Junction section               | DM                      | 1     | 1A    | 2     | 2A    | 3     | 3A    | 4     | 5     | 6     |
| A27 to Fishbourne Rdabt                    | 32477                   | 32780 | 32767 | 33575 | 32451 | 32743 | 33630 | 20635 | 20791 | 33624 |
| Fishbourne to Stockbridge                  | 23627                   | 32192 | 27612 | 28162 | 28893 | 27922 | 30176 | 22970 | 22964 | 27377 |
| Stockbridge to Whyke                       | 20546                   | 31430 | 22232 | 28162 | 28893 | 27828 | 30304 | 17964 | 17957 | 27377 |
| Whyke to Bognor Roundabout                 | 19888                   | 32347 | 28126 | 28162 | 28893 | 28918 | 33374 | 17814 | 17836 | 9940  |
| Bognor Roundabout to Oving                 | 12796                   | 26415 | 24419 | 26019 | 24822 | 17501 | 23205 | 12619 | 12605 | 11369 |
| Oving to Portfield                         | 15141                   | 26614 | 25149 | 26013 | 25326 | 19557 | 27584 | 14493 | 14505 | 12359 |
| Portfield to A285/A27                      | 24487                   | 27001 | 26913 | 27599 | 27870 | 26271 | 25706 | 17116 | 17297 | 13151 |
| Tangmere to Arundel                        | 28075                   | 29268 | 28764 | 29201 | 29396 | 29071 | 27788 | 32036 | 32166 | 30102 |
| New Bypass - A27 to Lavant                 |                         |       |       |       |       |       |       | 13894 | 13477 |       |
| New Bypass - Lavant to A27                 |                         |       |       |       |       |       |       | 17164 | 17429 |       |
| New Bypass - New Bognor Rdabt to A27       |                         |       |       |       |       |       |       |       |       | 17438 |
| Portfield to A285/A27 + New Bypass section |                         |       |       |       |       |       |       | 34280 | 34725 | 30589 |
| EB _ 2035                                  | % change relative to DM |       |       |       |       |       |       |       |       |       |
| Junction to Junction section               | DM                      | 1     | 1A    | 2     | 2A    | 3     | 3A    | 4     | 5     | 6     |
| A27 to Fishbourne Rdabt                    |                         | 1%    | 1%    | 3%    | 0%    | 1%    | 4%    | -36%  | -36%  | 4%    |
| Fishbourne to Stockbridge                  |                         | 36%   | 17%   | 19%   | 22%   | 18%   | 28%   | -3%   | -3%   | 16%   |
| Stockbridge to Whyke                       |                         | 53%   | 8%    | 37%   | 41%   | 35%   | 47%   | -13%  | -13%  | 33%   |
| Whyke to Bognor Roundabout                 |                         | 63%   | 41%   | 42%   | 45%   | 45%   | 68%   | -10%  | -10%  | -50%  |
| Bognor Roundabout to Oving                 |                         | 106%  | 91%   | 103%  | 94%   | 37%   | 81%   | -1%   | -1%   | -11%  |
| Oving to Portfield                         |                         | 76%   | 66%   | 72%   | 67%   | 29%   | 82%   | -4%   | -4%   | -18%  |
| Portfield to A285/A27                      |                         | 10%   | 10%   | 13%   | 14%   | 7%    | 5%    | -30%  | -29%  | -46%  |
| Tangmere to Arundel                        |                         | 4%    | 2%    | 4%    | 5%    | 4%    | -1%   | 14%   | 15%   | 7%    |
| New Bypass - A27 to Lavant                 |                         |       |       |       |       |       |       |       |       |       |
| New Bypass - Lavant to A27                 |                         |       |       |       |       |       |       |       |       |       |
| New Bypass - New Bognor Rdabt to A27       |                         |       |       |       |       |       |       |       |       |       |
| Portfield to A285/A27 + New Bypass section |                         |       |       |       |       |       |       | 40%   | 42%   | 25%   |

A27 Chichester Bypass Improvement Scheme  
Traffic Forecasting Report

| EB_2041                                    | AADT 24 for each option |       |       |       |       |       |       |       |       |       |
|--------------------------------------------|-------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Junction to Junction section               | DM                      | 1     | 1A    | 2     | 2A    | 3     | 3A    | 4     | 5     | 6     |
| A27 to Fishbourne Rdabt                    | 34020                   | 34180 | 34217 | 35251 | 33827 | 34325 | 35113 | 21562 | 21712 | 35356 |
| Fishbourne to Stockbridge                  | 24650                   | 33702 | 27911 | 28928 | 30383 | 29017 | 31139 | 23261 | 23517 | 28014 |
| Stockbridge to Whyke                       | 20103                   | 31786 | 21681 | 28928 | 30383 | 28322 | 31018 | 17567 | 17566 | 28014 |
| Whyke to Bognor Roundabout                 | 19980                   | 32862 | 28138 | 28928 | 30383 | 30129 | 33607 | 17482 | 17504 | 9915  |
| Bognor Roundabout to Oving                 | 12340                   | 26481 | 24115 | 26312 | 25099 | 17313 | 24283 | 12605 | 12656 | 11610 |
| Oving to Portfield                         | 14658                   | 26117 | 24735 | 26015 | 25213 | 19385 | 29213 | 14808 | 14810 | 12847 |
| Portfield to A285/A27                      | 24843                   | 27223 | 27238 | 28249 | 28408 | 26730 | 26115 | 17948 | 18125 | 13830 |
| Tangmere to Arundel                        | 29160                   | 30210 | 29831 | 30423 | 30470 | 29918 | 28761 | 33750 | 33899 | 31498 |
| New Bypass - A27 to Lavant                 |                         |       |       |       |       |       |       | 14551 | 14057 |       |
| New Bypass - Lavant to A27                 |                         |       |       |       |       |       |       | 18388 | 18718 |       |
| New Bypass - New Bognor Rdabt to A27       |                         |       |       |       |       |       |       |       |       | 18099 |
| Portfield to A285/A27 + New Bypass section |                         |       |       |       |       |       |       | 36336 | 36843 | 31929 |
| EB_2041                                    | % change relative to DM |       |       |       |       |       |       |       |       |       |
| Junction to Junction section               | DM                      | 1     | 1A    | 2     | 2A    | 3     | 3A    | 4     | 5     | 6     |
| A27 to Fishbourne Rdabt                    |                         | 0%    | 1%    | 4%    | -1%   | 1%    | 3%    | -37%  | -36%  | 4%    |
| Fishbourne to Stockbridge                  |                         | 37%   | 13%   | 17%   | 23%   | 18%   | 26%   | -6%   | -5%   | 14%   |
| Stockbridge to Whyke                       |                         | 58%   | 8%    | 44%   | 51%   | 41%   | 54%   | -13%  | -13%  | 39%   |
| Whyke to Bognor Roundabout                 |                         | 64%   | 41%   | 45%   | 52%   | 51%   | 68%   | -13%  | -12%  | -50%  |
| Bognor Roundabout to Oving                 |                         | 115%  | 95%   | 113%  | 103%  | 40%   | 97%   | 2%    | 3%    | -6%   |
| Oving to Portfield                         |                         | 78%   | 69%   | 77%   | 72%   | 32%   | 99%   | 1%    | 1%    | -12%  |
| Portfield to A285/A27                      |                         | 10%   | 10%   | 14%   | 14%   | 8%    | 5%    | -28%  | -27%  | -44%  |
| Tangmere to Arundel                        |                         | 4%    | 2%    | 4%    | 4%    | 3%    | -1%   | 16%   | 16%   | 8%    |
| New Bypass - A27 to Lavant                 |                         |       |       |       |       |       |       |       |       |       |
| New Bypass - Lavant to A27                 |                         |       |       |       |       |       |       |       |       |       |
| New Bypass - New Bognor Rdabt to A27       |                         |       |       |       |       |       |       |       |       |       |
| Portfield to A285/A27 + New Bypass section |                         |       |       |       |       |       |       | 46%   | 48%   | 29%   |



A27 Chichester Bypass Improvement Scheme  
Traffic Forecasting Report

| WB_2020                                    | AADT 24 for each option |       |       |       |       |       |       |       |       |       |
|--------------------------------------------|-------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Junction to Junction section               | DM                      | 1     | 1A    | 2     | 2A    | 3     | 3A    | 4     | 5     | 6     |
| A285/A27 to Portfield + New Bypass section |                         |       |       |       |       |       |       | 33231 | 33001 | 30432 |
| New Bypass - A27 to New Bognor Rdabt       |                         |       |       |       |       |       |       |       |       | 20454 |
| New Bypass - A27 to Lavant                 |                         |       |       |       |       |       |       | 16640 | 16436 |       |
| New Bypass - Lavant to A27                 |                         |       |       |       |       |       |       | 15998 | 15119 |       |
| Arundel to Tangmere                        | 27315                   | 27827 | 27515 | 27551 | 27304 | 27651 | 27316 | 30796 | 30247 | 29116 |
| A285/A27 to Portfield                      | 26615                   | 28852 | 28012 | 28289 | 26986 | 19266 | 28032 | 16591 | 16566 | 9978  |
| Portfield to Oving                         | 20755                   | 26031 | 23450 | 23526 | 21704 | 11759 | 25234 | 15705 | 15732 | 10261 |
| Oving to Bognor Rd                         | 16209                   | 26063 | 23477 | 23558 | 21734 | 20071 | 25269 | 13972 | 13987 | 9130  |
| Bognor Rd to Whyke                         | 18822                   | 32759 | 29340 | 27772 | 27407 | 25336 | 34995 | 16183 | 16216 | 25708 |
| Whyke to Stockbridge                       | 20907                   | 30369 | 21965 | 27772 | 27407 | 25350 | 31197 | 17790 | 17868 | 25708 |
| Stockbridge to Fishbourne                  | 21870                   | 34918 | 25890 | 27772 | 27407 | 29073 | 33710 | 21432 | 21425 | 25708 |
| Fishbourne Rdabt to A27                    | 26450                   | 30686 | 28659 | 30903 | 29849 | 28733 | 30274 | 17613 | 17518 | 30690 |
| WB_2020                                    | % change relative to DM |       |       |       |       |       |       |       |       |       |
| Junction to Junction section               | DM                      | 1     | 1A    | 2     | 2A    | 3     | 3A    | 4     | 5     | 6     |
| A285/A27 to Portfield + New Bypass section |                         |       |       |       |       |       |       | 25%   | 24%   | 14%   |
| New Bypass - A27 to New Bognor Rdabt       |                         |       |       |       |       |       |       |       |       |       |
| New Bypass - A27 to Lavant                 |                         |       |       |       |       |       |       |       |       |       |
| New Bypass - Lavant to A27                 |                         |       |       |       |       |       |       |       |       |       |
| Arundel to Tangmere                        |                         | 2%    | 1%    | 1%    | 0%    | 1%    | 0%    | 13%   | 11%   | 7%    |
| A285/A27 to Portfield                      |                         | 8%    | 5%    | 6%    | 1%    | -28%  | 5%    | -38%  | -38%  | -63%  |
| Portfield to Oving                         |                         | 25%   | 13%   | 13%   | 5%    | -43%  | 22%   | -24%  | -24%  | -51%  |
| Oving to Bognor Rd                         |                         | 61%   | 45%   | 45%   | 34%   | 24%   | 56%   | -14%  | -14%  | -44%  |
| Bognor Rd to Whyke                         |                         | 74%   | 56%   | 48%   | 46%   | 35%   | 86%   | -14%  | -14%  | 37%   |
| Whyke to Stockbridge                       |                         | 45%   | 5%    | 33%   | 31%   | 21%   | 49%   | -15%  | -15%  | 23%   |
| Stockbridge to Fishbourne                  |                         | 60%   | 18%   | 27%   | 25%   | 33%   | 54%   | -2%   | -2%   | 18%   |
| Fishbourne Rdabt to A27                    |                         | 16%   | 8%    | 17%   | 13%   | 9%    | 14%   | -33%  | -34%  | 16%   |

A27 Chichester Bypass Improvement Scheme  
Traffic Forecasting Report

| WB_2035                                    | AADT 24 for each option |       |       |       |       |       |       |       |       |       |
|--------------------------------------------|-------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Junction to Junction section               | DM                      | 1     | 1A    | 2     | 2A    | 3     | 3A    | 4     | 5     | 6     |
| A285/A27 to Portfield + New Bypass section |                         |       |       |       |       |       |       | 40598 | 40552 | 34981 |
| New Bypass - A27 to New Bognor Rdabt       |                         |       |       |       |       |       |       |       |       | 22913 |
| New Bypass - A27 to Lavant                 |                         |       |       |       |       |       |       | 20913 | 20881 |       |
| New Bypass - Lavant to A27                 |                         |       |       |       |       |       |       | 19868 | 18722 |       |
| Arundel to Tangmere                        | 30985                   | 32230 | 31842 | 31905 | 31808 | 32202 | 31342 | 35860 | 35478 | 33719 |
| A285/A27 to Portfield                      | 29462                   | 31657 | 30218 | 31378 | 30397 | 19400 | 25912 | 19685 | 19671 | 12068 |
| Portfield to Oving                         | 20535                   | 31278 | 28595 | 29755 | 27335 | 12501 | 29769 | 16624 | 16676 | 12187 |
| Oving to Bognor Rd                         | 14971                   | 27760 | 24429 | 27285 | 23414 | 19919 | 26733 | 14400 | 14400 | 10626 |
| Bognor Rd to Whyke                         | 18930                   | 36296 | 29593 | 31445 | 31195 | 28859 | 37500 | 15933 | 15969 | 29030 |
| Whyke to Stockbridge                       | 20620                   | 34118 | 22158 | 31445 | 31195 | 29046 | 34805 | 17964 | 17999 | 29030 |
| Stockbridge to Fishbourne                  | 22573                   | 39331 | 26781 | 31445 | 31195 | 33185 | 37145 | 22276 | 22294 | 29030 |
| Fishbourne Rdabt to A27                    | 29203                   | 35710 | 32440 | 35771 | 34408 | 33493 | 34774 | 19362 | 19432 | 35244 |
| WB_2035                                    | % change relative to DM |       |       |       |       |       |       |       |       |       |
| Junction to Junction section               | DM                      | 1     | 1A    | 2     | 2A    | 3     | 3A    | 4     | 5     | 6     |
| A285/A27 to Portfield + New Bypass section |                         |       |       |       |       |       |       | 38%   | 38%   | 19%   |
| New Bypass - A27 to New Bognor Rdabt       |                         |       |       |       |       |       |       |       |       |       |
| New Bypass - A27 to Lavant                 |                         |       |       |       |       |       |       |       |       |       |
| New Bypass - Lavant to A27                 |                         |       |       |       |       |       |       |       |       |       |
| Arundel to Tangmere                        |                         | 4%    | 3%    | 3%    | 3%    | 4%    | 1%    | 16%   | 15%   | 9%    |
| A285/A27 to Portfield                      |                         | 7%    | 3%    | 7%    | 3%    | -34%  | -12%  | -33%  | -33%  | -59%  |
| Portfield to Oving                         |                         | 52%   | 39%   | 45%   | 33%   | -39%  | 45%   | -19%  | -19%  | -41%  |
| Oving to Bognor Rd                         |                         | 85%   | 63%   | 82%   | 56%   | 33%   | 79%   | -4%   | -4%   | -29%  |
| Bognor Rd to Whyke                         |                         | 92%   | 56%   | 66%   | 65%   | 52%   | 98%   | -16%  | -16%  | 53%   |
| Whyke to Stockbridge                       |                         | 65%   | 7%    | 52%   | 51%   | 41%   | 69%   | -13%  | -13%  | 41%   |
| Stockbridge to Fishbourne                  |                         | 74%   | 19%   | 39%   | 38%   | 47%   | 65%   | -1%   | -1%   | 29%   |
| Fishbourne Rdabt to A27                    |                         | 22%   | 11%   | 22%   | 18%   | 15%   | 19%   | -34%  | -33%  | 21%   |



A27 Chichester Bypass Improvement Scheme  
Traffic Forecasting Report

| WB_2041                                    | AADT 24 for each option |       |       |       |       |       |       |       |       |       |
|--------------------------------------------|-------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Junction to Junction section               | DM                      | 1     | 1A    | 2     | 2A    | 3     | 3A    | 4     | 5     | 6     |
| A285/A27 to Portfield + New Bypass section |                         |       |       |       |       |       |       | 41129 | 41067 | 36339 |
| New Bypass - A27 to New Bognor Rdabt       |                         |       |       |       |       |       |       |       |       | 23617 |
| New Bypass - A27 to Lavant                 |                         |       |       |       |       |       |       | 20913 | 20881 |       |
| New Bypass - Lavant to A27                 |                         |       |       |       |       |       |       | 19868 | 18722 |       |
| Arundel to Tangmere                        | 32595                   | 33918 | 33491 | 33621 | 33291 | 33494 | 32466 | 37444 | 36987 | 35598 |
| A285/A27 to Portfield                      | 30480                   | 32971 | 31142 | 32805 | 30975 | 20106 | 25844 | 20216 | 20186 | 12722 |
| Portfield to Oving                         | 20866                   | 32279 | 29234 | 30732 | 27410 | 12758 | 30094 | 16980 | 17034 | 13260 |
| Oving to Bognor Rd                         | 14689                   | 28512 | 24607 | 27808 | 23238 | 20655 | 27572 | 14528 | 14582 | 11607 |
| Bognor Rd to Whyke                         | 18904                   | 37152 | 29956 | 32827 | 32243 | 30251 | 37032 | 15679 | 15732 | 30428 |
| Whyke to Stockbridge                       | 20495                   | 35177 | 21844 | 32827 | 32243 | 30481 | 35659 | 17448 | 17479 | 30428 |
| Stockbridge to Fishbourne                  | 23550                   | 40849 | 26550 | 32827 | 32243 | 34545 | 37899 | 22523 | 22773 | 30428 |
| Fishbourne Rdabt to A27                    | 29897                   | 37229 | 33328 | 37377 | 35469 | 34766 | 36075 | 19810 | 19984 | 36676 |
| WB_2041                                    | % change relative to DM |       |       |       |       |       |       |       |       |       |
| Junction to Junction section               | DM                      | 1     | 1A    | 2     | 2A    | 3     | 3A    | 4     | 5     | 6     |
| A285/A27 to Portfield + New Bypass section |                         |       |       |       |       |       |       | 35%   | 35%   | 19%   |
| New Bypass - A27 to New Bognor Rdabt       |                         |       |       |       |       |       |       |       |       |       |
| New Bypass - A27 to Lavant                 |                         |       |       |       |       |       |       |       |       |       |
| New Bypass - Lavant to A27                 |                         |       |       |       |       |       |       |       |       |       |
| Arundel to Tangmere                        |                         | 4%    | 3%    | 3%    | 2%    | 3%    | 0%    | 15%   | 13%   | 9%    |
| A285/A27 to Portfield                      |                         | 8%    | 2%    | 8%    | 2%    | -34%  | -15%  | -34%  | -34%  | -58%  |
| Portfield to Oving                         |                         | 55%   | 40%   | 47%   | 31%   | -39%  | 44%   | -19%  | -18%  | -36%  |
| Oving to Bognor Rd                         |                         | 94%   | 68%   | 89%   | 58%   | 41%   | 88%   | -1%   | -1%   | -21%  |
| Bognor Rd to Whyke                         |                         | 97%   | 58%   | 74%   | 71%   | 60%   | 96%   | -17%  | -17%  | 61%   |
| Whyke to Stockbridge                       |                         | 72%   | 7%    | 60%   | 57%   | 49%   | 74%   | -15%  | -15%  | 48%   |
| Stockbridge to Fishbourne                  |                         | 73%   | 13%   | 39%   | 37%   | 47%   | 61%   | -4%   | -3%   | 29%   |
| Fishbourne Rdabt to A27                    |                         | 25%   | 11%   | 25%   | 19%   | 16%   | 21%   | -34%  | -33%  | 23%   |

A27 Chichester Bypass Improvement Scheme  
Traffic Forecasting Report

**AADT 24HR CORE – HGV**

| EB_2020                                    | AADT 24 for each option |      |      |      |      |      |      |      |      |      | % change relative to DM |     |     |      |     |      |      |      |      |
|--------------------------------------------|-------------------------|------|------|------|------|------|------|------|------|------|-------------------------|-----|-----|------|-----|------|------|------|------|
| Junction to Junction section               | DM                      | 1    | 1A   | 2    | 2A   | 3    | 3A   | 4    | 5    | 6    | 1                       | 1A  | 2   | 2A   | 3   | 3A   | 4    | 5    | 6    |
| A27 to Fishbourne Rdabt                    | 1773                    | 1801 | 1827 | 1832 | 1553 | 1821 | 1815 | 870  | 891  | 1832 | 2%                      | 3%  | 3%  | -12% | 3%  | 2%   | -51% | -50% | 3%   |
| Fishbourne to Stockbridge                  | 1693                    | 1804 | 1893 | 1706 | 1721 | 1723 | 1781 | 988  | 970  | 1643 | 7%                      | 12% | 1%  | 2%   | 2%  | 5%   | -42% | -43% | -3%  |
| Stockbridge to Whyke                       | 1618                    | 1785 | 1698 | 1706 | 1721 | 1733 | 1802 | 897  | 893  | 1643 | 10%                     | 5%  | 5%  | 6%   | 7%  | 11%  | -45% | -45% | 2%   |
| Whyke to Bognor Roundabout                 | 1492                    | 1816 | 1914 | 1706 | 1721 | 1787 | 1886 | 878  | 873  | 639  | 22%                     | 28% | 14% | 15%  | 20% | 26%  | -41% | -42% | -57% |
| Bognor Roundabout to Oving                 | 1090                    | 1528 | 1512 | 1460 | 1454 | 1252 | 1489 | 707  | 706  | 569  | 40%                     | 39% | 34% | 33%  | 15% | 37%  | -35% | -35% | -48% |
| Oving to Portfield                         | 1107                    | 1467 | 1451 | 1409 | 1424 | 1351 | 1462 | 671  | 670  | 508  | 33%                     | 31% | 27% | 29%  | 22% | 32%  | -39% | -39% | -54% |
| Portfield to A285/A27                      | 1248                    | 1535 | 1534 | 1522 | 1539 | 1495 | 1536 | 534  | 541  | 490  | 23%                     | 23% | 22% | 23%  | 20% | 23%  | -57% | -57% | -61% |
| Tangmere to Arundel                        | 1362                    | 1484 | 1464 | 1463 | 1476 | 1451 | 1485 | 1689 | 1700 | 1457 | 9%                      | 8%  | 7%  | 8%   | 7%  | 9%   | 24%  | 25%  | 7%   |
| New Bypass - A27 to Lavant                 |                         |      |      |      |      |      |      | 1036 | 1034 |      |                         |     |     |      |     |      |      |      |      |
| New Bypass - Lavant to A27                 |                         |      |      |      |      |      |      | 1193 | 1197 |      |                         |     |     |      |     |      |      |      |      |
| New Bypass - New Bognor Rdabt to A27       |                         |      |      |      |      |      |      |      |      | 1004 |                         |     |     |      |     |      |      |      |      |
| Portfield to A285/A27 + New Bypass section |                         |      |      |      |      |      |      | 1727 | 1739 | 1494 |                         |     |     |      |     |      | 38%  | 39%  | 20%  |
| EB _ 2035                                  | AADT 24 for each option |      |      |      |      |      |      |      |      |      | % change relative to DM |     |     |      |     |      |      |      |      |
| Junction to Junction section               | DM                      | 1    | 1A   | 2    | 2A   | 3    | 3A   | 4    | 5    | 6    | 1                       | 1A  | 2   | 2A   | 3   | 3A   | 4    | 5    | 6    |
| A27 to Fishbourne Rdabt                    | 2019                    | 2069 | 2070 | 2087 | 1754 | 2070 | 1815 | 989  | 1004 | 2095 | 2%                      | 3%  | 3%  | -13% | 3%  | -10% | -51% | -50% | 4%   |
| Fishbourne to Stockbridge                  | 1816                    | 2057 | 2043 | 1860 | 1954 | 1947 | 1781 | 1118 | 1115 | 1862 | 13%                     | 12% | 2%  | 8%   | 7%  | -2%  | -38% | -39% | 3%   |
| Stockbridge to Whyke                       | 1711                    | 2005 | 1784 | 1860 | 1954 | 1912 | 1802 | 979  | 970  | 1862 | 17%                     | 4%  | 9%  | 14%  | 12% | 5%   | -43% | -43% | 9%   |
| Whyke to Bognor Roundabout                 | 1593                    | 2033 | 1917 | 1860 | 1954 | 1960 | 1886 | 902  | 892  | 638  | 28%                     | 20% | 17% | 23%  | 23% | 18%  | -43% | -44% | -60% |
| Bognor Roundabout to Oving                 | 1041                    | 1678 | 1664 | 1685 | 1638 | 1356 | 1489 | 736  | 729  | 557  | 61%                     | 60% | 62% | 57%  | 30% | 43%  | -29% | -30% | -47% |
| Oving to Portfield                         | 1183                    | 1764 | 1745 | 1780 | 1740 | 1514 | 1462 | 820  | 813  | 629  | 49%                     | 47% | 50% | 47%  | 28% | 24%  | -31% | -31% | -47% |
| Portfield to A285/A27                      | 1401                    | 1685 | 1671 | 1717 | 1692 | 1615 | 1536 | 773  | 769  | 576  | 20%                     | 19% | 23% | 21%  | 15% | 10%  | -45% | -45% | -59% |
| Tangmere to Arundel                        | 1558                    | 1673 | 1666 | 1703 | 1668 | 1644 | 1485 | 1989 | 2010 | 1706 | 7%                      | 7%  | 9%  | 7%   | 5%  | -5%  | 28%  | 29%  | 9%   |
| New Bypass - A27 to Lavant                 |                         |      |      |      |      |      |      | 1182 | 1174 |      |                         |     |     |      |     |      |      |      |      |
| New Bypass - Lavant to A27                 |                         |      |      |      |      |      |      | 1380 | 1387 |      |                         |     |     |      |     |      |      |      |      |
| New Bypass - New Bognor Rdabt to A27       |                         |      |      |      |      |      |      |      |      | 1224 |                         |     |     |      |     |      |      |      |      |
| Portfield to A285/A27 + New Bypass section |                         |      |      |      |      |      |      | 2153 | 2156 | 1800 |                         |     |     |      |     |      | 54%  | 54%  | 28%  |

## A27 Chichester Bypass Improvement Scheme Traffic Forecasting Report

| EB_2041                                    | AADT 24 for each option |      |      |      |      |      |      |      |      |      | % change relative to DM |     |     |      |     |      |      |      |      |  |
|--------------------------------------------|-------------------------|------|------|------|------|------|------|------|------|------|-------------------------|-----|-----|------|-----|------|------|------|------|--|
| Junction to Junction section               | DM                      | 1    | 1A   | 2    | 2A   | 3    | 3A   | 4    | 5    | 6    | 1                       | 1A  | 2   | 2A   | 3   | 3A   | 4    | 5    | 6    |  |
| A27 to Fishbourne Rdabt                    | 2117                    | 2173 | 2139 | 2194 | 1843 | 2173 | 1815 | 1031 | 1044 | 2203 | 3%                      | 1%  | 4%  | -13% | 3%  | -14% | -51% | -51% | 4%   |  |
| Fishbourne to Stockbridge                  | 1872                    | 2154 | 2047 | 1923 | 2064 | 2017 | 1781 | 1145 | 1151 | 1931 | 15%                     | 9%  | 3%  | 10%  | 8%  | -5%  | -39% | -39% | 3%   |  |
| Stockbridge to Whyke                       | 1727                    | 2078 | 1753 | 1923 | 2064 | 1972 | 1802 | 983  | 979  | 1931 | 20%                     | 2%  | 11% | 20%  | 14% | 4%   | -43% | -43% | 12%  |  |
| Whyke to Bognor Roundabout                 | 1633                    | 2102 | 1970 | 1923 | 2064 | 2031 | 1886 | 916  | 914  | 590  | 29%                     | 21% | 18% | 26%  | 24% | 16%  | -44% | -44% | -64% |  |
| Bognor Roundabout to Oving                 | 1018                    | 1716 | 1681 | 1771 | 1644 | 1339 | 1489 | 722  | 717  | 573  | 69%                     | 65% | 74% | 61%  | 32% | 46%  | -29% | -30% | -44% |  |
| Oving to Portfield                         | 1164                    | 1791 | 1766 | 1864 | 1742 | 1510 | 1462 | 820  | 813  | 659  | 54%                     | 52% | 60% | 50%  | 30% | 26%  | -30% | -30% | -43% |  |
| Portfield to A285/A27                      | 1415                    | 1754 | 1723 | 1809 | 1729 | 1661 | 1536 | 810  | 808  | 612  | 24%                     | 22% | 28% | 22%  | 17% | 9%   | -43% | -43% | -57% |  |
| Tangmere to Arundel                        | 1595                    | 1737 | 1733 | 1778 | 1688 | 1668 | 1485 | 2094 | 2106 | 1850 | 9%                      | 9%  | 11% | 6%   | 5%  | -7%  | 31%  | 32%  | 16%  |  |
| New Bypass - A27 to Lavant                 |                         |      |      |      |      |      |      | 1246 | 1231 |      |                         |     |     |      |     |      |      |      |      |  |
| New Bypass - Lavant to A27                 |                         |      |      |      |      |      |      | 1459 | 1457 |      |                         |     |     |      |     |      |      |      |      |  |
| New Bypass - New Bognor Rdabt to A27       |                         |      |      |      |      |      |      |      |      | 1341 |                         |     |     |      |     |      |      |      |      |  |
| Portfield to A285/A27 + New Bypass section |                         |      |      |      |      |      |      | 2269 | 2265 | 1953 |                         |     |     |      |     |      | 60%  | 60%  | 38%  |  |
| WB_2020                                    | AADT 24 for each option |      |      |      |      |      |      |      |      |      | % change relative to DM |     |     |      |     |      |      |      |      |  |
| Junction to Junction section               | DM                      | 1    | 1A   | 2    | 2A   | 3    | 3A   | 4    | 5    | 6    | 1                       | 1A  | 2   | 2A   | 3   | 3A   | 4    | 5    | 6    |  |
| A285/A27 to Portfield + New Bypass section |                         |      |      |      |      |      |      | 2057 | 2055 | 1808 |                         |     |     |      |     |      | 21%  | 21%  | 7%   |  |
| New Bypass - A27 to New Bognor Rdabt       |                         |      |      |      |      |      |      |      |      | 1311 |                         |     |     |      |     |      |      |      |      |  |
| New Bypass - A27 to Lavant                 |                         |      |      |      |      |      |      | 1249 | 1264 |      |                         |     |     |      |     |      |      |      |      |  |
| New Bypass - Lavant to A27                 |                         |      |      |      |      |      |      | 1111 | 1102 |      |                         |     |     |      |     |      |      |      |      |  |
| Arundel to Tangemere                       | 1726                    | 1717 | 1713 | 1703 | 1680 | 1701 | 1712 | 1956 | 1948 | 1766 | -1%                     | -1% | -1% | -3%  | -1% | -1%  | 13%  | 13%  | 2%   |  |
| A285/A27 to Portfield                      | 1696                    | 1756 | 1746 | 1738 | 1701 | 1646 | 1728 | 808  | 791  | 497  | 4%                      | 3%  | 3%  | 0%   | -3% | 2%   | -52% | -53% | -71% |  |
| Portfield to Oving                         | 1489                    | 1583 | 1546 | 1514 | 1471 | 1355 | 1567 | 926  | 914  | 541  | 6%                      | 4%  | 2%  | -1%  | -9% | 5%   | -38% | -39% | -64% |  |
| Oving to Bognor Rd                         | 1283                    | 1584 | 1547 | 1515 | 1472 | 1470 | 1569 | 763  | 752  | 458  | 23%                     | 21% | 18% | 15%  | 15% | 22%  | -41% | -41% | -64% |  |
| Bognor Rd to Whyke                         | 1460                    | 1984 | 1876 | 1743 | 1746 | 1745 | 2058 | 788  | 779  | 1641 | 36%                     | 28% | 19% | 20%  | 19% | 41%  | -46% | -47% | 12%  |  |
| Whyke to Stockbridge                       | 1578                    | 1903 | 1653 | 1743 | 1746 | 1724 | 1932 | 883  | 877  | 1641 | 21%                     | 5%  | 10% | 11%  | 9%  | 22%  | -44% | -44% | 4%   |  |
| Stockbridge to Fishbourne                  | 1571                    | 1973 | 1742 | 1743 | 1746 | 1836 | 1984 | 987  | 985  | 1641 | 26%                     | 11% | 11% | 11%  | 17% | 26%  | -37% | -37% | 4%   |  |
| Fishbourne Rdabt to A27                    | 1672                    | 1797 | 1744 | 1810 | 1517 | 1749 | 1805 | 750  | 786  | 1809 | 8%                      | 4%  | 8%  | -9%  | 5%  | 8%   | -55% | -53% | 8%   |  |



# A27 Chichester Bypass Improvement Scheme Traffic Forecasting Report

| WB_2035                                    | AADT 24 for each option |      |      |      |      |      |      |      |      |      | % change relative to DM |     |     |     |      |      |      |      |      |
|--------------------------------------------|-------------------------|------|------|------|------|------|------|------|------|------|-------------------------|-----|-----|-----|------|------|------|------|------|
| Junction to Junction section               | DM                      | 1    | 1A   | 2    | 2A   | 3    | 3A   | 4    | 5    | 6    | 1                       | 1A  | 2   | 2A  | 3    | 3A   | 4    | 5    | 6    |
| A285/A27 to Portfield + New Bypass section |                         |      |      |      |      |      |      | 2438 | 2438 | 2114 |                         |     |     |     |      |      | 29%  | 29%  | 12%  |
| New Bypass - A27 to New Bognor Rdabt       |                         |      |      |      |      |      |      |      |      | 1503 |                         |     |     |     |      |      |      |      |      |
| New Bypass - A27 to Lavant                 |                         |      |      |      |      |      |      | 1474 | 1478 |      |                         |     |     |     |      |      |      |      |      |
| New Bypass - Lavant to A27                 |                         |      |      |      |      |      |      | 1276 | 1273 |      |                         |     |     |     |      |      |      |      |      |
| Arundel to Tangemere                       | 1961                    | 1959 | 1954 | 1949 | 1935 | 1957 | 1712 | 2250 | 2242 | 2028 | 0%                      | 0%  | -1% | -1% | 0%   | -13% | 15%  | 14%  | 3%   |
| A285/A27 to Portfield                      | 1885                    | 1934 | 1922 | 1930 | 1894 | 1826 | 1728 | 964  | 960  | 611  | 3%                      | 2%  | 2%  | 0%  | -3%  | -8%  | -49% | -49% | -68% |
| Portfield to Oving                         | 1472                    | 1916 | 1840 | 1866 | 1768 | 1563 | 1567 | 900  | 892  | 597  | 30%                     | 25% | 27% | 20% | 6%   | 7%   | -39% | -39% | -59% |
| Oving to Bognor Rd                         | 1212                    | 1737 | 1655 | 1780 | 1592 | 1582 | 1569 | 826  | 817  | 506  | 43%                     | 36% | 47% | 31% | 30%  | 29%  | -32% | -33% | -58% |
| Bognor Rd to Whyke                         | 1453                    | 2213 | 2020 | 1948 | 1973 | 1927 | 2058 | 813  | 806  | 1834 | 52%                     | 39% | 34% | 36% | 33%  | 42%  | -44% | -45% | 26%  |
| Whyke to Stockbridge                       | 1565                    | 2151 | 1744 | 1948 | 1973 | 1964 | 1932 | 924  | 916  | 1834 | 37%                     | 11% | 24% | 26% | 26%  | 23%  | -41% | -41% | 17%  |
| Stockbridge to Fishbourne                  | 1586                    | 2263 | 1822 | 1948 | 1973 | 2087 | 1984 | 1040 | 1048 | 1834 | 43%                     | 15% | 23% | 24% | 32%  | 25%  | -34% | -34% | 16%  |
| Fishbourne Rdabt to A27                    | 1724                    | 2059 | 1937 | 2035 | 1692 | 1985 | 1805 | 832  | 871  | 2022 | 19%                     | 12% | 18% | -2% | 15%  | 5%   | -52% | -49% | 17%  |
| WB_2041                                    | AADT 24 for each option |      |      |      |      |      |      |      |      |      | % change relative to DM |     |     |     |      |      |      |      |      |
| Junction to Junction section               | DM                      | 1    | 1A   | 2    | 2A   | 3    | 3A   | 4    | 5    | 6    | 1                       | 1A  | 2   | 2A  | 3    | 3A   | 4    | 5    | 6    |
| A285/A27 to Portfield + New Bypass section |                         |      |      |      |      |      |      | 2486 | 2491 | 2236 |                         |     |     |     |      |      | 31%  | 31%  | 18%  |
| New Bypass - A27 to New Bognor Rdabt       |                         |      |      |      |      |      |      |      |      | 1592 |                         |     |     |     |      |      |      |      |      |
| New Bypass - A27 to Lavant                 |                         |      |      |      |      |      |      | 1474 | 1478 |      |                         |     |     |     |      |      |      |      |      |
| New Bypass - Lavant to A27                 |                         |      |      |      |      |      |      | 1276 | 1273 |      |                         |     |     |     |      |      |      |      |      |
| Arundel to Tangemere                       | 2059                    | 2058 | 2051 | 2051 | 2039 | 2057 | 1712 | 2352 | 2336 | 2171 | 0%                      | 0%  | 0%  | -1% | 0%   | -17% | 14%  | 13%  | 5%   |
| A285/A27 to Portfield                      | 1902                    | 2034 | 1995 | 2014 | 1977 | 1657 | 1728 | 1012 | 1014 | 644  | 7%                      | 5%  | 6%  | 4%  | -13% | -9%  | -47% | -47% | -66% |
| Portfield to Oving                         | 1515                    | 2014 | 1900 | 1946 | 1820 | 1363 | 1567 | 942  | 941  | 637  | 33%                     | 25% | 28% | 20% | -10% | 3%   | -38% | -38% | -58% |
| Oving to Bognor Rd                         | 1228                    | 1819 | 1692 | 1833 | 1596 | 1614 | 1569 | 843  | 835  | 543  | 48%                     | 38% | 49% | 30% | 31%  | 28%  | -31% | -32% | -56% |
| Bognor Rd to Whyke                         | 1482                    | 2301 | 2084 | 2051 | 2062 | 1993 | 2058 | 813  | 821  | 1920 | 55%                     | 41% | 38% | 39% | 34%  | 39%  | -45% | -45% | 30%  |
| Whyke to Stockbridge                       | 1554                    | 2242 | 1755 | 2051 | 2062 | 2037 | 1932 | 911  | 915  | 1920 | 44%                     | 13% | 32% | 33% | 31%  | 24%  | -41% | -41% | 24%  |
| Stockbridge to Fishbourne                  | 1633                    | 2373 | 1824 | 2051 | 2062 | 2166 | 1984 | 1056 | 1074 | 1920 | 45%                     | 12% | 26% | 26% | 33%  | 22%  | -35% | -34% | 18%  |
| Fishbourne Rdabt to A27                    | 1765                    | 2152 | 2000 | 2131 | 1765 | 2070 | 1805 | 859  | 899  | 2111 | 22%                     | 13% | 21% | 0%  | 17%  | 2%   | -51% | -49% | 20%  |

## A27 Chichester Bypass Improvement Scheme Traffic Forecasting Report

### AADT 24HR - LOW

| EB_2020                                    |       |       |       | AADT 24hr LOW for each option |       |       |       |       |       |       | % change relative to DM |     |     |     |     |     |      |      |      |
|--------------------------------------------|-------|-------|-------|-------------------------------|-------|-------|-------|-------|-------|-------|-------------------------|-----|-----|-----|-----|-----|------|------|------|
| Junction to Junction section               | DM    | 1     | 1A    | 2                             | 2A    | 3     | 3A    | 4     | 5     | 6     | 1                       | 1A  | 2   | 2A  | 3   | 3A  | 4    | 5    | 6    |
| A27 to Fishbourne Rdabt                    | 26864 | 27057 | 27103 | 27654                         | 26750 | 27046 | 27019 | 16778 | 16990 | 27562 | 1%                      | 1%  | 3%  | 0%  | 1%  | 1%  | -38% | -37% | 3%   |
| Fishbourne to Stockbridge                  | 23225 | 26127 | 27008 | 25461                         | 23890 | 23470 | 25080 | 19697 | 19624 | 23642 | 12%                     | 16% | 10% | 3%  | 1%  | 8%  | -15% | -16% | 2%   |
| Stockbridge to Whyke                       | 20848 | 26471 | 23364 | 25461                         | 23890 | 24066 | 25808 | 17062 | 16927 | 23642 | 27%                     | 12% | 22% | 15% | 15% | 24% | -18% | -19% | 13%  |
| Whyke to Bognor Roundabout                 | 19607 | 28360 | 29250 | 25461                         | 23890 | 25005 | 28451 | 18192 | 18203 | 9717  | 45%                     | 49% | 30% | 22% | 28% | 45% | -7%  | -7%  | -50% |
| Bognor Roundabout to Oving                 | 15293 | 23248 | 23149 | 22665                         | 22924 | 17587 | 22943 | 12583 | 12388 | 10332 | 52%                     | 51% | 48% | 50% | 15% | 50% | -18% | -19% | -32% |
| Oving to Portfield                         | 15373 | 22143 | 21490 | 21177                         | 21170 | 18123 | 21875 | 11685 | 11506 | 9678  | 44%                     | 40% | 38% | 38% | 18% | 42% | -24% | -25% | -37% |
| Portfield to A285/A27                      | 21204 | 24504 | 24636 | 24562                         | 24754 | 23324 | 24165 | 13096 | 13051 | 9953  | 16%                     | 16% | 16% | 17% | 10% | 14% | -38% | -38% | -53% |
| Tangmere to Arundel                        | 22902 | 24164 | 24250 | 24079                         | 24177 | 23627 | 24113 | 24866 | 24995 | 23773 | 6%                      | 6%  | 5%  | 6%  | 3%  | 5%  | 9%   | 9%   | 4%   |
| New Bypass - A27 to Lavant                 |       |       |       |                               |       |       |       | 11652 | 11318 |       |                         |     |     |     |     |     |      |      |      |
| New Bypass - Lavant to A27                 |       |       |       |                               |       |       |       | 13008 | 13309 |       |                         |     |     |     |     |     |      |      |      |
| New Bypass - New Bognor Rdabt to A27       |       |       |       |                               |       |       |       |       |       | 13924 |                         |     |     |     |     |     |      |      |      |
| Portfield to A285/A27 + New Bypass section |       |       |       |                               |       |       |       | 26104 | 26360 | 23877 |                         |     |     |     |     |     | 23%  | 24%  | 13%  |
| EB _ 2035                                  |       |       |       | AADT 24hr LOW for each option |       |       |       |       |       |       | % change relative to DM |     |     |     |     |     |      |      |      |
| Junction to Junction section               | DM    | 1     | 1A    | 2                             | 2A    | 3     | 3A    | 4     | 5     | 6     | 1                       | 1A  | 2   | 2A  | 3   | 3A  | 4    | 5    | 6    |
| A27 to Fishbourne Rdabt                    | 29642 | 29810 | 29885 | 30452                         | 29498 | 29781 | 29725 | 18576 | 18655 | 30480 | 1%                      | 1%  | 3%  | 0%  | 0%  | 0%  | -37% | -37% | 3%   |
| Fishbourne to Stockbridge                  | 23444 | 28757 | 27717 | 27058                         | 26145 | 25595 | 27833 | 21424 | 21432 | 25725 | 23%                     | 18% | 15% | 12% | 9%  | 19% | -9%  | -9%  | 10%  |
| Stockbridge to Whyke                       | 21190 | 28708 | 23234 | 27058                         | 26145 | 26018 | 28376 | 17682 | 17704 | 25725 | 35%                     | 10% | 28% | 23% | 23% | 34% | -17% | -16% | 21%  |
| Whyke to Bognor Roundabout                 | 19713 | 30537 | 29371 | 27058                         | 26145 | 26834 | 31197 | 18502 | 18504 | 10103 | 55%                     | 49% | 37% | 33% | 36% | 58% | -6%  | -6%  | -49% |
| Bognor Roundabout to Oving                 | 14313 | 25631 | 24084 | 24194                         | 24313 | 18193 | 24607 | 12338 | 12424 | 10610 | 79%                     | 68% | 69% | 70% | 27% | 72% | -14% | -13% | -26% |
| Oving to Portfield                         | 16176 | 26104 | 25064 | 24815                         | 24916 | 20094 | 25765 | 13797 | 13913 | 10887 | 61%                     | 55% | 53% | 54% | 24% | 59% | -15% | -14% | -33% |
| Portfield to A285/A27                      | 23546 | 25411 | 25722 | 25946                         | 26239 | 24910 | 25134 | 15770 | 16050 | 11804 | 8%                      | 9%  | 10% | 11% | 6%  | 7%  | -33% | -32% | -50% |
| Tangmere to Arundel                        | 25677 | 26703 | 26543 | 26560                         | 26760 | 26282 | 26707 | 28762 | 28909 | 26907 | 4%                      | 3%  | 3%  | 4%  | 2%  | 4%  | 12%  | 13%  | 5%   |
| New Bypass - A27 to Lavant                 |       |       |       |                               |       |       |       | 12777 | 12499 |       |                         |     |     |     |     |     |      |      |      |
| New Bypass - Lavant to A27                 |       |       |       |                               |       |       |       | 15017 | 15229 |       |                         |     |     |     |     |     |      |      |      |
| New Bypass - New Bognor Rdabt to A27       |       |       |       |                               |       |       |       |       |       | 15622 |                         |     |     |     |     |     |      |      |      |
| Portfield to A285/A27 + New Bypass section |       |       |       |                               |       |       |       | 30787 | 31279 | 27425 |                         |     |     |     |     |     | 31%  | 33%  | 16%  |

## A27 Chichester Bypass Improvement Scheme

### Traffic Forecasting Report

| EB_2041                                    | AADT 24hr LOW for each option |       |       |       |       |       |       |       |       |       | % change relative to DM |     |     |     |      |     |      |      |      |  |
|--------------------------------------------|-------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------------------------|-----|-----|-----|------|-----|------|------|------|--|
| Junction to Junction section               | DM                            | 1     | 1A    | 2     | 2A    | 3     | 3A    | 4     | 5     | 6     | 1                       | 1A  | 2   | 2A  | 3    | 3A  | 4    | 5    | 6    |  |
| A27 to Fishbourne Rdabt                    | 30641                         | 30793 | 30837 | 31435 | 30265 | 30735 | 30681 | 19243 | 19324 | 31471 | 0%                      | 1%  | 3%  | -1% | 0%   | 0%  | -37% | -37% | 3%   |  |
| Fishbourne to Stockbridge                  | 23365                         | 29905 | 27763 | 27865 | 26849 | 26335 | 28662 | 22061 | 22022 | 26489 | 28%                     | 19% | 19% | 15% | 13%  | 23% | -6%  | -6%  | 13%  |  |
| Stockbridge to Whyke                       | 20817                         | 29662 | 22976 | 27865 | 26849 | 26753 | 29090 | 17833 | 17893 | 26489 | 42%                     | 10% | 34% | 29% | 29%  | 40% | -14% | -14% | 27%  |  |
| Whyke to Bognor Roundabout                 | 19649                         | 31374 | 28890 | 27865 | 26849 | 27903 | 32448 | 18294 | 18374 | 10123 | 60%                     | 47% | 42% | 37% | 42%  | 65% | -7%  | -6%  | -48% |  |
| Bognor Roundabout to Oving                 | 13954                         | 26298 | 24435 | 24871 | 24825 | 18786 | 25270 | 12483 | 12488 | 10974 | 88%                     | 75% | 78% | 78% | 35%  | 81% | -11% | -11% | -21% |  |
| Oving to Portfield                         | 16070                         | 26706 | 25260 | 25366 | 25404 | 20818 | 26468 | 14075 | 14084 | 11263 | 66%                     | 57% | 58% | 58% | 30%  | 65% | -12% | -12% | -30% |  |
| Portfield to A285/A27                      | 24055                         | 25981 | 26287 | 26521 | 26549 | 25404 | 25836 | 16364 | 16544 | 12194 | 8%                      | 9%  | 10% | 10% | 6%   | 7%  | -32% | -31% | -49% |  |
| Tangmere to Arundel                        | 26495                         | 27759 | 27443 | 27582 | 27502 | 27162 | 27692 | 29831 | 29964 | 28062 | 5%                      | 4%  | 4%  | 4%  | 3%   | 5%  | 13%  | 13%  | 6%   |  |
| New Bypass - A27 to Lavant                 |                               |       |       |       |       |       |       | 13165 | 12860 |       |                         |     |     |     |      |     |      |      |      |  |
| New Bypass - Lavant to A27                 |                               |       |       |       |       |       |       | 15663 | 15913 |       |                         |     |     |     |      |     |      |      |      |  |
| New Bypass - New Bognor Rdabt to A27       |                               |       |       |       |       |       |       |       |       | 16366 |                         |     |     |     |      |     |      |      |      |  |
| Portfield to A285/A27 + New Bypass section |                               |       |       |       |       |       |       | 32026 | 32457 | 28560 |                         |     |     |     |      |     | 33%  | 35%  | 19%  |  |
| WB_2020                                    | AADT 24hr LOW for each option |       |       |       |       |       |       |       |       |       | % change relative to DM |     |     |     |      |     |      |      |      |  |
| Junction to Junction section               | DM                            | 1     | 1A    | 2     | 2A    | 3     | 3A    | 4     | 5     | 6     | 1                       | 1A  | 2   | 2A  | 3    | 3A  | 4    | 5    | 6    |  |
| A285/A27 to Portfield + New Bypass section |                               |       |       |       |       |       |       | 31170 | 30857 | 28740 |                         |     |     |     |      |     | 21%  | 20%  | 11%  |  |
| New Bypass - A27 to New Bognor Rdabt       |                               |       |       |       |       |       |       |       |       | 19685 |                         |     |     |     |      |     |      |      |      |  |
| New Bypass - A27 to Lavant                 |                               |       |       |       |       |       |       | 15582 | 15382 |       |                         |     |     |     |      |     |      |      |      |  |
| New Bypass - Lavant to A27                 |                               |       |       |       |       |       |       | 14991 | 14174 |       |                         |     |     |     |      |     |      |      |      |  |
| Arundel to Tangmere                        | 25984                         | 26512 | 26210 | 26403 | 26100 | 25505 | 26218 | 29132 | 28582 | 27651 | 2%                      | 1%  | 2%  | 0%  | -2%  | 1%  | 12%  | 10%  | 6%   |  |
| A285/A27 to Portfield                      | 25801                         | 27781 | 27188 | 27389 | 26398 | 18622 | 27405 | 15588 | 15475 | 9056  | 8%                      | 5%  | 6%  | 2%  | -28% | 6%  | -40% | -40% | -65% |  |
| Portfield to Oving                         | 20376                         | 25955 | 22654 | 23703 | 21992 | 12031 | 25835 | 15040 | 14918 | 9548  | 27%                     | 11% | 16% | 8%  | -41% | 27% | -26% | -27% | -53% |  |
| Oving to Bognor Rd                         | 16400                         | 25985 | 22677 | 23733 | 22019 | 19908 | 25866 | 14230 | 14116 | 8414  | 58%                     | 38% | 45% | 34% | 21%  | 58% | -13% | -14% | -49% |  |
| Bognor Rd to Whyke                         | 19152                         | 31317 | 28698 | 26644 | 26267 | 25145 | 33230 | 16400 | 16481 | 24919 | 64%                     | 50% | 39% | 37% | 31%  | 74% | -14% | -14% | 30%  |  |
| Whyke to Stockbridge                       | 20887                         | 29077 | 22385 | 26644 | 26267 | 24735 | 29870 | 17347 | 17275 | 24919 | 39%                     | 7%  | 28% | 26% | 18%  | 43% | -17% | -17% | 19%  |  |
| Stockbridge to Fishbourne                  | 22721                         | 33690 | 25944 | 26644 | 26267 | 28404 | 32596 | 20765 | 20715 | 24919 | 48%                     | 14% | 17% | 16% | 25%  | 43% | -9%  | -9%  | 10%  |  |
| Fishbourne Rdabt to A27                    | 25862                         | 29334 | 27713 | 29604 | 28652 | 27795 | 29059 | 17086 | 16971 | 29501 | 13%                     | 7%  | 14% | 11% | 7%   | 12% | -34% | -34% | 14%  |  |
| WB_2035                                    | AADT 24hr LOW for each option |       |       |       |       |       |       |       |       |       | % change relative to DM |     |     |     |      |     |      |      |      |  |
| Junction to Junction section               | DM                            | 1     | 1A    | 2     | 2A    | 3     | 3A    | 4     | 5     | 6     | 1                       | 1A  | 2   | 2A  | 3    | 3A  | 4    | 5    | 6    |  |
| A285/A27 to Portfield + New Bypass section |                               |       |       |       |       |       |       | 36390 | 36137 | 32004 |                         |     |     |     |      |     | 33%  | 32%  | 17%  |  |
| New Bypass - A27 to New Bognor Rdabt       |                               |       |       |       |       |       |       |       |       | 21385 |                         |     |     |     |      |     |      |      |      |  |
| New Bypass - A27 to Lavant                 |                               |       |       |       |       |       |       | 18136 | 18027 |       |                         |     |     |     |      |     |      |      |      |  |
| New Bypass - Lavant to A27                 |                               |       |       |       |       |       |       | 17730 | 16804 |       |                         |     |     |     |      |     |      |      |      |  |
| Arundel to Tangmere                        | 28347                         | 29214 | 28803 | 28966 | 28681 | 28330 | 28385 | 32543 | 31991 | 30421 | 3%                      | 2%  | 2%  | 1%  | 0%   | 0%  | 15%  | 13%  | 7%   |  |
| A285/A27 to Portfield                      | 27377                         | 29263 | 28492 | 29127 | 28082 | 18024 | 27464 | 18254 | 18109 | 10620 | 7%                      | 4%  | 6%  | 3%  | -34% | 0%  | -33% | -34% | -61% |  |
| Portfield to Oving                         | 20140                         | 29616 | 26532 | 27675 | 25894 | 12471 | 28612 | 15298 | 15378 | 10170 | 47%                     | 32% | 37% | 29% | -38% | 42% | -24% | -24% | -50% |  |
| Oving to Bognor Rd                         | 15851                         | 27721 | 23606 | 26109 | 23314 | 19876 | 26778 | 14037 | 14124 | 9022  | 75%                     | 49% | 65% | 47% | 25%  | 69% | -11% | -11% | -43% |  |
| Bognor Rd to Whyke                         | 18930                         | 33658 | 29156 | 29379 | 28732 | 27126 | 35834 | 16432 | 16468 | 27056 | 78%                     | 54% | 55% | 52% | 43%  | 89% | -13% | -13% | 43%  |  |
| Whyke to Stockbridge                       | 20946                         | 31585 | 22852 | 29379 | 28732 | 27060 | 32398 | 18050 | 18109 | 27056 | 51%                     | 9%  | 40% | 37% | 29%  | 55% | -14% | -14% | 29%  |  |
| Stockbridge to Fishbourne                  | 22011                         | 36778 | 27129 | 29379 | 28732 | 30997 | 35327 | 22092 | 22030 | 27056 | 67%                     | 23% | 33% | 31% | 41%  | 60% | 0%   | 0%   | 23%  |  |
| Fishbourne Rdabt to A27                    | 28204                         | 33194 | 30949 | 33330 | 32187 | 31327 | 32606 | 18552 | 18426 | 33035 | 18%                     | 10% | 18% | 14% | 11%  | 16% | -34% | -35% | 17%  |  |



## A27 Chichester Bypass Improvement Scheme

### Traffic Forecasting Report

| WB_2041                                    |       |       | AADT 24hr LOW for each option |       |       |       |       |       |       |       | % change relative to DM |     |     |     |      |     |      |      |      |
|--------------------------------------------|-------|-------|-------------------------------|-------|-------|-------|-------|-------|-------|-------|-------------------------|-----|-----|-----|------|-----|------|------|------|
| Junction to Junction section               | DM    | 1     | 1A                            | 2     | 2A    | 3     | 3A    | 4     | 5     | 6     | 1                       | 1A  | 2   | 2A  | 3    | 3A  | 4    | 5    | 6    |
| A285/A27 to Portfield + New Bypass section |       |       |                               |       |       |       |       | 36766 | 36526 | 32969 |                         |     |     |     |      |     | 32%  | 32%  | 19%  |
| New Bypass - A27 to New Bognor Rdabt       |       |       |                               |       |       |       |       |       |       | 21948 |                         |     |     |     |      |     |      |      |      |
| New Bypass - A27 to Lavant                 |       |       |                               |       |       |       |       | 18136 | 18027 |       |                         |     |     |     |      |     |      |      |      |
| New Bypass - Lavant to A27                 |       |       |                               |       |       |       |       | 17730 | 16804 |       |                         |     |     |     |      |     |      |      |      |
| Arundel to Tangmere                        | 29337 | 30203 | 29834                         | 29787 | 29474 | 29267 | 29363 | 33846 | 33266 | 31454 | 3%                      | 2%  | 2%  | 0%  | 0%   | 0%  | 15%  | 13%  | 7%   |
| A285/A27 to Portfield                      | 27772 | 29926 | 28978                         | 29585 | 28631 | 17999 | 27843 | 18630 | 18499 | 11021 | 8%                      | 4%  | 7%  | 3%  | -35% | 0%  | -33% | -33% | -60% |
| Portfield to Oving                         | 20125 | 30505 | 27264                         | 28137 | 26556 | 12541 | 29262 | 15614 | 15595 | 10761 | 52%                     | 35% | 40% | 32% | -38% | 45% | -22% | -23% | -47% |
| Oving to Bognor Rd                         | 15651 | 28126 | 23952                         | 26349 | 23517 | 20541 | 27032 | 14205 | 14181 | 9528  | 80%                     | 53% | 68% | 50% | 31%  | 73% | -9%  | -9%  | -39% |
| Bognor Rd to Whyke                         | 18750 | 34560 | 29134                         | 30298 | 29363 | 28353 | 36745 | 16230 | 16313 | 27854 | 84%                     | 55% | 62% | 57% | 51%  | 96% | -13% | -13% | 49%  |
| Whyke to Stockbridge                       | 20713 | 32565 | 22730                         | 30298 | 29363 | 28113 | 33443 | 18178 | 18250 | 27854 | 57%                     | 10% | 46% | 42% | 36%  | 61% | -12% | -12% | 34%  |
| Stockbridge to Fishbourne                  | 22051 | 37908 | 27214                         | 30298 | 29363 | 32000 | 36225 | 22423 | 22401 | 27854 | 72%                     | 23% | 37% | 33% | 45%  | 64% | 2%   | 2%   | 26%  |
| Fishbourne Rdabt to A27                    | 28889 | 34462 | 31880                         | 34603 | 32943 | 32597 | 33701 | 18966 | 18873 | 34244 | 19%                     | 10% | 20% | 14% | 13%  | 17% | -34% | -35% | 19%  |

A27 Chichester Bypass Improvement Scheme  
Traffic Forecasting Report

**AADT 24 HR HGV – LOW**

| EB_2020                                    | AADT 24hr LOW HGV for each option |      |      |      |      |      |      |      |      |      | % change relative to DM |     |     |      |     |     |      |      |      |  |
|--------------------------------------------|-----------------------------------|------|------|------|------|------|------|------|------|------|-------------------------|-----|-----|------|-----|-----|------|------|------|--|
| Junction to Junction section               | DM                                | 1    | 1A   | 2    | 2A   | 3    | 3A   | 4    | 5    | 6    | 1                       | 1A  | 2   | 2A   | 3   | 3A  | 4    | 5    | 6    |  |
| A27 to Fishbourne Rdabt                    | 1687                              | 1697 | 1718 | 1724 | 1456 | 1716 | 1711 | 829  | 838  | 1724 | 1%                      | 2%  | 2%  | -14% | 2%  | 1%  | -51% | -50% | 2%   |  |
| Fishbourne to Stockbridge                  | 1645                              | 1684 | 1798 | 1603 | 1607 | 1621 | 1662 | 921  | 916  | 1548 | 2%                      | 9%  | -3% | -2%  | -2% | 1%  | -44% | -44% | -6%  |  |
| Stockbridge to Whyke                       | 1578                              | 1676 | 1669 | 1603 | 1607 | 1634 | 1687 | 861  | 850  | 1548 | 6%                      | 6%  | 2%  | 2%   | 4%  | 7%  | -45% | -46% | -2%  |  |
| Whyke to Bognor Roundabout                 | 1485                              | 1714 | 1888 | 1603 | 1607 | 1686 | 1750 | 861  | 894  | 613  | 15%                     | 27% | 8%  | 8%   | 14% | 18% | -42% | -40% | -59% |  |
| Bognor Roundabout to Oving                 | 1102                              | 1458 | 1476 | 1402 | 1404 | 1234 | 1424 | 694  | 695  | 555  | 32%                     | 34% | 27% | 27%  | 12% | 29% | -37% | -37% | -50% |  |
| Oving to Portfield                         | 1084                              | 1389 | 1383 | 1344 | 1362 | 1319 | 1385 | 645  | 636  | 497  | 28%                     | 28% | 24% | 26%  | 22% | 28% | -40% | -41% | -54% |  |
| Portfield to A285/A27                      | 1201                              | 1457 | 1459 | 1443 | 1461 | 1413 | 1448 | 508  | 507  | 459  | 21%                     | 22% | 20% | 22%  | 18% | 21% | -58% | -58% | -62% |  |
| Tangmere to Arundel                        | 1284                              | 1392 | 1388 | 1377 | 1391 | 1365 | 1394 | 1584 | 1594 | 1379 | 8%                      | 8%  | 7%  | 8%   | 6%  | 9%  | 23%  | 24%  | 7%   |  |
| New Bypass - A27 to Lavant                 |                                   |      |      |      |      |      |      | 972  | 971  |      |                         |     |     |      |     |     |      |      |      |  |
| New Bypass - Lavant to A27                 |                                   |      |      |      |      |      |      | 1113 | 1122 |      |                         |     |     |      |     |     |      |      |      |  |
| New Bypass - New Bognor Rdabt to A27       |                                   |      |      |      |      |      |      |      |      | 934  |                         |     |     |      |     |     |      |      |      |  |
| Portfield to A285/A27 + New Bypass section |                                   |      |      |      |      |      |      | 1620 | 1629 | 1393 |                         |     |     |      |     |     | 35%  | 36%  | 16%  |  |
| EB _ 2035                                  | AADT 24hr LOW HGV for each option |      |      |      |      |      |      |      |      |      | % change relative to DM |     |     |      |     |     |      |      |      |  |
| Junction to Junction section               | DM                                | 1    | 1A   | 2    | 2A   | 3    | 3A   | 4    | 5    | 6    | 1                       | 1A  | 2   | 2A   | 3   | 3A  | 4    | 5    | 6    |  |
| A27 to Fishbourne Rdabt                    | 1777                              | 1832 | 1832 | 1842 | 1548 | 1832 | 1826 | 884  | 895  | 1852 | 3%                      | 3%  | 4%  | -13% | 3%  | 3%  | -50% | -50% | 4%   |  |
| Fishbourne to Stockbridge                  | 1660                              | 1803 | 1883 | 1695 | 1718 | 1711 | 1783 | 999  | 977  | 1663 | 9%                      | 13% | 2%  | 4%   | 3%  | 7%  | -40% | -41% | 0%   |  |
| Stockbridge to Whyke                       | 1597                              | 1780 | 1699 | 1695 | 1718 | 1719 | 1794 | 915  | 907  | 1663 | 12%                     | 6%  | 6%  | 8%   | 8%  | 12% | -43% | -43% | 4%   |  |
| Whyke to Bognor Roundabout                 | 1469                              | 1816 | 1897 | 1695 | 1718 | 1773 | 1860 | 889  | 874  | 605  | 24%                     | 29% | 15% | 17%  | 21% | 27% | -39% | -40% | -59% |  |
| Bognor Roundabout to Oving                 | 1032                              | 1532 | 1529 | 1469 | 1498 | 1301 | 1533 | 699  | 690  | 525  | 48%                     | 48% | 42% | 45%  | 26% | 49% | -32% | -33% | -49% |  |
| Oving to Portfield                         | 1147                              | 1611 | 1605 | 1564 | 1587 | 1426 | 1591 | 767  | 761  | 564  | 40%                     | 40% | 36% | 38%  | 24% | 39% | -33% | -34% | -51% |  |
| Portfield to A285/A27                      | 1306                              | 1518 | 1507 | 1512 | 1530 | 1472 | 1514 | 693  | 691  | 509  | 16%                     | 15% | 16% | 17%  | 13% | 16% | -47% | -47% | -61% |  |
| Tangmere to Arundel                        | 1383                              | 1487 | 1468 | 1469 | 1488 | 1461 | 1484 | 1755 | 1768 | 1490 | 7%                      | 6%  | 6%  | 8%   | 6%  | 7%  | 27%  | 28%  | 8%   |  |
| New Bypass - A27 to Lavant                 |                                   |      |      |      |      |      |      | 1038 | 1030 |      |                         |     |     |      |     |     |      |      |      |  |
| New Bypass - Lavant to A27                 |                                   |      |      |      |      |      |      | 1199 | 1206 |      |                         |     |     |      |     |     |      |      |      |  |
| New Bypass - New Bognor Rdabt to A27       |                                   |      |      |      |      |      |      |      |      | 1057 |                         |     |     |      |     |     |      |      |      |  |
| Portfield to A285/A27 + New Bypass section |                                   |      |      |      |      |      |      | 1892 | 1898 | 1567 |                         |     |     |      |     |     | 45%  | 45%  | 20%  |  |

# A27 Chichester Bypass Improvement Scheme Traffic Forecasting Report

| EB_2041                                    | AADT 24hr LOW HGV for each option |      |      |      |      |      |      |      |      |      | % change relative to DM |     |     |      |      |     |      |      |      |
|--------------------------------------------|-----------------------------------|------|------|------|------|------|------|------|------|------|-------------------------|-----|-----|------|------|-----|------|------|------|
| Junction to Junction section               | DM                                | 1    | 1A   | 2    | 2A   | 3    | 3A   | 4    | 5    | 6    | 1                       | 1A  | 2   | 2A   | 3    | 3A  | 4    | 5    | 6    |
| A27 to Fishbourne Rdabt                    | 1825                              | 1879 | 1885 | 1891 | 1593 | 1880 | 1874 | 902  | 913  | 1901 | 3%                      | 3%  | 4%  | -13% | 3%   | 3%  | -51% | -50% | 4%   |
| Fishbourne to Stockbridge                  | 1668                              | 1853 | 1920 | 1740 | 1768 | 1764 | 1829 | 1031 | 1027 | 1712 | 11%                     | 15% | 4%  | 6%   | 6%   | 10% | -38% | -38% | 3%   |
| Stockbridge to Whyke                       | 1614                              | 1828 | 1704 | 1740 | 1768 | 1762 | 1839 | 931  | 923  | 1712 | 13%                     | 6%  | 8%  | 10%  | 9%   | 14% | -42% | -43% | 6%   |
| Whyke to Bognor Roundabout                 | 1481                              | 1860 | 1894 | 1740 | 1768 | 1815 | 1914 | 887  | 880  | 587  | 26%                     | 28% | 17% | 19%  | 23%  | 29% | -40% | -41% | -60% |
| Bognor Roundabout to Oving                 | 1049                              | 1558 | 1550 | 1519 | 1540 | 1335 | 1570 | 698  | 688  | 541  | 49%                     | 48% | 45% | 47%  | 27%  | 50% | -33% | -34% | -48% |
| Oving to Portfield                         | 1170                              | 1644 | 1624 | 1605 | 1628 | 1455 | 1631 | 772  | 764  | 574  | 40%                     | 39% | 37% | 39%  | 24%  | 39% | -34% | -35% | -51% |
| Portfield to A285/A27                      | 1332                              | 1548 | 1528 | 1533 | 1558 | 1498 | 1543 | 714  | 710  | 516  | 16%                     | 15% | 15% | 17%  | 12%  | 16% | -46% | -47% | -61% |
| Tangmere to Arundel                        | 1403                              | 1496 | 1471 | 1480 | 1495 | 1473 | 1490 | 1792 | 1817 | 1559 | 7%                      | 5%  | 5%  | 7%   | 5%   | 6%  | 28%  | 30%  | 11%  |
| New Bypass - A27 to Lavant                 |                                   |      |      |      |      |      |      | 1068 | 1063 |      |                         |     |     |      |      |     |      |      |      |
| New Bypass - Lavant to A27                 |                                   |      |      |      |      |      |      | 1230 | 1242 |      |                         |     |     |      |      |     |      |      |      |
| New Bypass - New Bognor Rdabt to A27       |                                   |      |      |      |      |      |      |      |      | 1125 |                         |     |     |      |      |     |      |      |      |
| Portfield to A285/A27 + New Bypass section |                                   |      |      |      |      |      |      | 1943 | 1951 | 1640 |                         |     |     |      |      |     | 46%  | 46%  | 23%  |
| WB_2020                                    | AADT 24hr LOW HGV for each option |      |      |      |      |      |      |      |      |      | % change relative to DM |     |     |      |      |     |      |      |      |
| Junction to Junction section               | DM                                | 1    | 1A   | 2    | 2A   | 3    | 3A   | 4    | 5    | 6    | 1                       | 1A  | 2   | 2A   | 3    | 3A  | 4    | 5    | 6    |
| A285/A27 to Portfield + New Bypass section |                                   |      |      |      |      |      |      | 1936 | 1930 | 1689 |                         |     |     |      |      |     | 18%  | 18%  | 3%   |
| New Bypass - A27 to New Bognor Rdabt       |                                   |      |      |      |      |      |      |      |      | 1230 |                         |     |     |      |      |     |      |      |      |
| New Bypass - A27 to Lavant                 |                                   |      |      |      |      |      |      | 1170 | 1184 |      |                         |     |     |      |      |     |      |      |      |
| New Bypass - Lavant to A27                 |                                   |      |      |      |      |      |      | 1042 | 1034 |      |                         |     |     |      |      |     |      |      |      |
| Arundel to Tangemere                       | 1626                              | 1608 | 1604 | 1599 | 1584 | 1601 | 1608 | 1836 | 1828 | 1656 | -1%                     | -1% | -2% | -3%  | -2%  | -1% | 13%  | 12%  | 2%   |
| A285/A27 to Portfield                      | 1639                              | 1659 | 1642 | 1641 | 1619 | 1533 | 1654 | 766  | 747  | 458  | 1%                      | 0%  | 0%  | -1%  | -6%  | 1%  | -53% | -54% | -72% |
| Portfield to Oving                         | 1449                              | 1578 | 1454 | 1476 | 1434 | 1304 | 1578 | 883  | 865  | 515  | 9%                      | 0%  | 2%  | -1%  | -10% | 9%  | -39% | -40% | -64% |
| Oving to Bognor Rd                         | 1300                              | 1579 | 1455 | 1477 | 1435 | 1412 | 1579 | 750  | 731  | 425  | 21%                     | 12% | 14% | 10%  | 9%   | 21% | -42% | -44% | -67% |
| Bognor Rd to Whyke                         | 1446                              | 1889 | 1808 | 1636 | 1652 | 1693 | 1954 | 789  | 771  | 1564 | 31%                     | 25% | 13% | 14%  | 17%  | 35% | -45% | -47% | 8%   |
| Whyke to Stockbridge                       | 1548                              | 1811 | 1605 | 1636 | 1652 | 1655 | 1833 | 849  | 835  | 1564 | 17%                     | 4%  | 6%  | 7%   | 7%   | 18% | -45% | -46% | 1%   |
| Stockbridge to Fishbourne                  | 1596                              | 1884 | 1688 | 1636 | 1652 | 1748 | 1879 | 944  | 937  | 1564 | 18%                     | 6%  | 3%  | 3%   | 10%  | 18% | -41% | -41% | -2%  |
| Fishbourne Rdabt to A27                    | 1621                              | 1703 | 1659 | 1722 | 1435 | 1665 | 1705 | 719  | 745  | 1721 | 5%                      | 2%  | 6%  | -11% | 3%   | 5%  | -56% | -54% | 6%   |



# A27 Chichester Bypass Improvement Scheme Traffic Forecasting Report

| WB_2035                                    | AADT 24hr LOW HGV for each option |      |      |      |      |      |      |      |      |      | % change relative to DM |     |     |      |     |     |      |      |      |  |
|--------------------------------------------|-----------------------------------|------|------|------|------|------|------|------|------|------|-------------------------|-----|-----|------|-----|-----|------|------|------|--|
| Junction to Junction section               | DM                                | 1    | 1A   | 2    | 2A   | 3    | 3A   | 4    | 5    | 6    | 1                       | 1A  | 2   | 2A   | 3   | 3A  | 4    | 5    | 6    |  |
| A285/A27 to Portfield + New Bypass section |                                   |      |      |      |      |      |      | 2131 | 2131 | 1880 |                         |     |     |      |     |     | 23%  | 23%  | 9%   |  |
| New Bypass - A27 to New Bognor Rdabt       |                                   |      |      |      |      |      |      |      |      | 1346 |                         |     |     |      |     |     |      |      |      |  |
| New Bypass - A27 to Lavant                 |                                   |      |      |      |      |      |      | 1257 | 1274 |      |                         |     |     |      |     |     |      |      |      |  |
| New Bypass - Lavant to A27                 |                                   |      |      |      |      |      |      | 1118 | 1112 |      |                         |     |     |      |     |     |      |      |      |  |
| Arundel to Tangemere                       | 1729                              | 1729 | 1724 | 1725 | 1698 | 1711 | 1724 | 1996 | 1984 | 1790 | 0%                      | 0%  | 0%  | -2%  | -1% | 0%  | 15%  | 15%  | 4%   |  |
| A285/A27 to Portfield                      | 1727                              | 1740 | 1707 | 1734 | 1701 | 1615 | 1682 | 874  | 857  | 535  | 1%                      | -1% | 0%  | -2%  | -6% | -3% | -49% | -50% | -69% |  |
| Portfield to Oving                         | 1415                              | 1742 | 1643 | 1660 | 1604 | 1409 | 1733 | 815  | 808  | 511  | 23%                     | 16% | 17% | 13%  | 0%  | 22% | -42% | -43% | -64% |  |
| Oving to Bognor Rd                         | 1266                              | 1673 | 1518 | 1611 | 1507 | 1441 | 1656 | 761  | 747  | 429  | 32%                     | 20% | 27% | 19%  | 14% | 31% | -40% | -41% | -66% |  |
| Bognor Rd to Whyke                         | 1419                              | 1988 | 1877 | 1737 | 1747 | 1767 | 2051 | 805  | 796  | 1648 | 40%                     | 32% | 22% | 23%  | 25% | 45% | -43% | -44% | 16%  |  |
| Whyke to Stockbridge                       | 1533                              | 1917 | 1648 | 1737 | 1747 | 1746 | 1934 | 892  | 886  | 1648 | 25%                     | 7%  | 13% | 14%  | 14% | 26% | -42% | -42% | 7%   |  |
| Stockbridge to Fishbourne                  | 1526                              | 1998 | 1739 | 1737 | 1747 | 1853 | 2000 | 999  | 998  | 1648 | 31%                     | 14% | 14% | 14%  | 21% | 31% | -35% | -35% | 8%   |  |
| Fishbourne Rdabt to A27                    | 1659                              | 1835 | 1761 | 1821 | 1501 | 1762 | 1813 | 764  | 804  | 1825 | 11%                     | 6%  | 10% | -10% | 6%  | 9%  | -54% | -52% | 10%  |  |
| WB_2041                                    | AADT 24hr LOW HGV for each option |      |      |      |      |      |      |      |      |      | % change relative to DM |     |     |      |     |     |      |      |      |  |
| Junction to Junction section               | DM                                | 1    | 1A   | 2    | 2A   | 3    | 3A   | 4    | 5    | 6    | 1                       | 1A  | 2   | 2A   | 3   | 3A  | 4    | 5    | 6    |  |
| A285/A27 to Portfield + New Bypass section |                                   |      |      |      |      |      |      | 2157 | 2151 | 1936 |                         |     |     |      |     |     | 24%  | 23%  | 11%  |  |
| New Bypass - A27 to New Bognor Rdabt       |                                   |      |      |      |      |      |      |      |      | 1388 |                         |     |     |      |     |     |      |      |      |  |
| New Bypass - A27 to Lavant                 |                                   |      |      |      |      |      |      | 1257 | 1274 |      |                         |     |     |      |     |     |      |      |      |  |
| New Bypass - Lavant to A27                 |                                   |      |      |      |      |      |      | 1118 | 1112 |      |                         |     |     |      |     |     |      |      |      |  |
| Arundel to Tangemere                       | 1773                              | 1775 | 1767 | 1757 | 1744 | 1758 | 1768 | 2052 | 2037 | 1846 | 0%                      | 0%  | -1% | -2%  | -1% | 0%  | 16%  | 15%  | 4%   |  |
| A285/A27 to Portfield                      | 1746                              | 1773 | 1738 | 1732 | 1729 | 1638 | 1717 | 900  | 877  | 548  | 2%                      | 0%  | -1% | -1%  | -6% | -2% | -48% | -50% | -69% |  |
| Portfield to Oving                         | 1417                              | 1796 | 1680 | 1679 | 1652 | 1441 | 1778 | 826  | 824  | 527  | 27%                     | 19% | 19% | 17%  | 2%  | 25% | -42% | -42% | -63% |  |
| Oving to Bognor Rd                         | 1255                              | 1711 | 1543 | 1614 | 1537 | 1476 | 1690 | 759  | 757  | 444  | 36%                     | 23% | 29% | 22%  | 18% | 35% | -40% | -40% | -65% |  |
| Bognor Rd to Whyke                         | 1414                              | 2021 | 1906 | 1784 | 1792 | 1775 | 2104 | 791  | 791  | 1688 | 43%                     | 35% | 26% | 27%  | 26% | 49% | -44% | -44% | 19%  |  |
| Whyke to Stockbridge                       | 1521                              | 1955 | 1649 | 1784 | 1792 | 1795 | 1992 | 885  | 888  | 1688 | 29%                     | 8%  | 17% | 18%  | 18% | 31% | -42% | -42% | 11%  |  |
| Stockbridge to Fishbourne                  | 1529                              | 2054 | 1740 | 1784 | 1792 | 1903 | 2049 | 1001 | 1008 | 1688 | 34%                     | 14% | 17% | 17%  | 25% | 34% | -35% | -34% | 10%  |  |
| Fishbourne Rdabt to A27                    | 1668                              | 1885 | 1799 | 1872 | 1546 | 1813 | 1858 | 775  | 817  | 1872 | 13%                     | 8%  | 12% | -7%  | 9%  | 11% | -54% | -51% | 12%  |  |

## A27 Chichester Bypass Improvement Scheme Traffic Forecasting Report

### AADT 24HR - HIGH

| EB_2020                                    | AADT 24hr HIGH for each option |       |       |       |       |       |       |       |       |       | % change relative to DM |      |      |      |     |      |      |      |      |  |
|--------------------------------------------|--------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------------------------|------|------|------|-----|------|------|------|------|--|
| Junction to Junction section               | DM                             | 1     | 1A    | 2     | 2A    | 3     | 3A    | 4     | 5     | 6     | 1                       | 1A   | 2    | 2A   | 3   | 3A   | 4    | 5    | 6    |  |
| A27 to Fishbourne Rdabt                    | 29543                          | 29822 | 29717 | 30500 | 29555 | 29822 | 29788 | 18689 | 18853 | 30402 | 1%                      | 1%   | 3%   | 0%   | 1%  | 1%   | -37% | -36% | 3%   |  |
| Fishbourne to Stockbridge                  | 23286                          | 29611 | 27145 | 27526 | 26737 | 25896 | 28251 | 21401 | 21367 | 25483 | 27%                     | 17%  | 18%  | 15%  | 11% | 21%  | -8%  | -8%  | 9%   |  |
| Stockbridge to Whyke                       | 20864                          | 29479 | 22121 | 27526 | 26737 | 26335 | 28857 | 17619 | 17617 | 25483 | 41%                     | 6%   | 32%  | 28%  | 26% | 38%  | -16% | -16% | 22%  |  |
| Whyke to Bognor Roundabout                 | 19439                          | 31624 | 29523 | 27526 | 26737 | 27226 | 32945 | 17869 | 17862 | 10030 | 63%                     | 52%  | 42%  | 38%  | 40% | 69%  | -8%  | -8%  | -48% |  |
| Bognor Roundabout to Oving                 | 14222                          | 24968 | 22905 | 24250 | 23581 | 17520 | 24469 | 12281 | 12291 | 11211 | 76%                     | 61%  | 71%  | 66%  | 23% | 72%  | -14% | -14% | -21% |  |
| Oving to Portfield                         | 14865                          | 23785 | 22081 | 22420 | 22033 | 18401 | 23686 | 11965 | 11999 | 10275 | 60%                     | 49%  | 51%  | 48%  | 24% | 59%  | -20% | -19% | -31% |  |
| Portfield to A285/A27                      | 22465                          | 26226 | 26654 | 26715 | 26818 | 25532 | 26022 | 14135 | 14234 | 11340 | 17%                     | 19%  | 19%  | 19%  | 14% | 16%  | -37% | -37% | -50% |  |
| Tangmere to Arundel                        | 25019                          | 26679 | 26379 | 26551 | 26586 | 26039 | 26603 | 27626 | 27749 | 26420 | 7%                      | 5%   | 6%   | 6%   | 4%  | 6%   | 10%  | 11%  | 6%   |  |
| New Bypass - A27 to Lavant                 |                                |       |       |       |       |       |       | 12769 | 12307 |       |                         |      |      |      |     |      |      |      |      |  |
| New Bypass - Lavant to A27                 |                                |       |       |       |       |       |       | 14993 | 15115 |       |                         |      |      |      |     |      |      |      |      |  |
| New Bypass - New Bognor Rdabt to A27       |                                |       |       |       |       |       |       |       |       | 15453 |                         |      |      |      |     |      |      |      |      |  |
| Portfield to A285/A27 + New Bypass section |                                |       |       |       |       |       |       | 29128 | 29349 | 26793 |                         |      |      |      |     |      | 30%  | 31%  | 19%  |  |
| EB _ 2035                                  | AADT 24hr HIGH for each option |       |       |       |       |       |       |       |       |       | % change relative to DM |      |      |      |     |      |      |      |      |  |
| Junction to Junction section               | DM                             | 1     | 1A    | 2     | 2A    | 3     | 3A    | 4     | 5     | 6     | 1                       | 1A   | 2    | 2A   | 3   | 3A   | 4    | 5    | 6    |  |
| A27 to Fishbourne Rdabt                    | 35123                          | 35379 | 34570 | 36508 | 35246 | 35373 | 34688 | 22132 | 22191 | 36692 | 1%                      | -2%  | 4%   | 0%   | 1%  | -1%  | -37% | -37% | 4%   |  |
| Fishbourne to Stockbridge                  | 25598                          | 34854 | 27965 | 29367 | 31901 | 29776 | 31433 | 23430 | 23695 | 28622 | 36%                     | 9%   | 15%  | 25%  | 16% | 23%  | -8%  | -7%  | 12%  |  |
| Stockbridge to Whyke                       | 19368                          | 32224 | 21418 | 29367 | 31901 | 28710 | 31132 | 17506 | 17591 | 28622 | 66%                     | 11%  | 52%  | 65%  | 48% | 61%  | -10% | -9%  | 48%  |  |
| Whyke to Bognor Roundabout                 | 19793                          | 33205 | 27989 | 29367 | 31901 | 30367 | 33193 | 17345 | 17422 | 9882  | 68%                     | 41%  | 48%  | 61%  | 53% | 68%  | -12% | -12% | -50% |  |
| Bognor Roundabout to Oving                 | 11684                          | 26631 | 23725 | 26343 | 24863 | 16173 | 27423 | 12264 | 12276 | 11523 | 128%                    | 103% | 125% | 113% | 38% | 135% | 5%   | 5%   | -1%  |  |
| Oving to Portfield                         | 13939                          | 25350 | 24133 | 25522 | 24367 | 18246 | 29433 | 14740 | 14726 | 13152 | 82%                     | 73%  | 83%  | 75%  | 31% | 111% | 6%   | 6%   | -6%  |  |
| Portfield to A285/A27                      | 24348                          | 27128 | 26546 | 28097 | 28496 | 26868 | 26261 | 18033 | 18352 | 14157 | 11%                     | 9%   | 15%  | 17%  | 10% | 8%   | -26% | -25% | -42% |  |
| Tangmere to Arundel                        | 29379                          | 30620 | 29592 | 31007 | 31187 | 30079 | 30245 | 35147 | 35182 | 32394 | 4%                      | 1%   | 6%   | 6%   | 2%  | 3%   | 20%  | 20%  | 10%  |  |
| New Bypass - A27 to Lavant                 |                                |       |       |       |       |       |       | 15236 | 14790 |       |                         |      |      |      |     |      |      |      |      |  |
| New Bypass - Lavant to A27                 |                                |       |       |       |       |       |       | 19705 | 20009 |       |                         |      |      |      |     |      |      |      |      |  |
| New Bypass - New Bognor Rdabt to A27       |                                |       |       |       |       |       |       |       |       | 18739 |                         |      |      |      |     |      |      |      |      |  |
| Portfield to A285/A27 + New Bypass section |                                |       |       |       |       |       |       | 37739 | 38361 | 32897 |                         |      |      |      |     |      | 55%  | 58%  | 35%  |  |

## A27 Chichester Bypass Improvement Scheme Traffic Forecasting Report

| EB_2041                                    | AADT 24hr HIGH for each option |       |       |       |       |       |       |       |       |       | % change relative to DM |      |      |      |      |      |      |      |      |  |
|--------------------------------------------|--------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------------------------|------|------|------|------|------|------|------|------|--|
| Junction to Junction section               | DM                             | 1     | 1A    | 2     | 2A    | 3     | 3A    | 4     | 5     | 6     | 1                       | 1A   | 2    | 2A   | 3    | 3A   | 4    | 5    | 6    |  |
| A27 to Fishbourne Rdabt                    | 36674                          | 37156 | 36080 | 38627 | 36900 | 37181 | 36374 | 23104 | 22360 | 38886 | 1%                      | -2%  | 5%   | 1%   | 1%   | -1%  | -37% | -39% | 6%   |  |
| Fishbourne to Stockbridge                  | 26810                          | 36078 | 28642 | 30356 | 32993 | 31074 | 32543 | 23943 | 24235 | 29736 | 35%                     | 7%   | 13%  | 23%  | 16%  | 21%  | -11% | -10% | 11%  |  |
| Stockbridge to Whyke                       | 18590                          | 32863 | 21014 | 30356 | 32993 | 29767 | 31666 | 16863 | 16864 | 29736 | 77%                     | 13%  | 63%  | 77%  | 60%  | 70%  | -9%  | -9%  | 60%  |  |
| Whyke to Bognor Roundabout                 | 19688                          | 32924 | 28015 | 30356 | 32993 | 31855 | 33490 | 17092 | 17237 | 9865  | 67%                     | 42%  | 54%  | 68%  | 62%  | 70%  | -13% | -12% | -50% |  |
| Bognor Roundabout to Oving                 | 11177                          | 26218 | 23165 | 25824 | 25106 | 15405 | 27858 | 12014 | 11902 | 11688 | 135%                    | 107% | 131% | 125% | 38%  | 149% | 7%   | 6%   | 5%   |  |
| Oving to Portfield                         | 13365                          | 25209 | 23812 | 25290 | 24265 | 17695 | 29393 | 14893 | 14759 | 13689 | 89%                     | 78%  | 89%  | 82%  | 32%  | 120% | 11%  | 10%  | 2%   |  |
| Portfield to A285/A27                      | 24062                          | 26892 | 26419 | 28030 | 28662 | 26902 | 26210 | 18872 | 19011 | 14736 | 12%                     | 10%  | 16%  | 19%  | 12%  | 9%   | -22% | -21% | -39% |  |
| Tangmere to Arundel                        | 30381                          | 31453 | 30379 | 32139 | 32056 | 31024 | 31219 | 37055 | 37020 | 33897 | 4%                      | 0%   | 6%   | 6%   | 2%   | 3%   | 22%  | 22%  | 12%  |  |
| New Bypass - A27 to Lavant                 |                                |       |       |       |       |       |       | 16177 | 16353 |       |                         |      |      |      |      |      |      |      |      |  |
| New Bypass - Lavant to A27                 |                                |       |       |       |       |       |       | 21223 | 21539 |       |                         |      |      |      |      |      |      |      |      |  |
| New Bypass - New Bognor Rdabt to A27       |                                |       |       |       |       |       |       |       |       | 19870 |                         |      |      |      |      |      |      |      |      |  |
| Portfield to A285/A27 + New Bypass section |                                |       |       |       |       |       |       | 40094 | 40550 | 34606 |                         |      |      |      |      |      | 67%  | 69%  | 44%  |  |
| WB_2020                                    | AADT 24hr HIGH for each option |       |       |       |       |       |       |       |       |       | % change relative to DM |      |      |      |      |      |      |      |      |  |
| Junction to Junction section               | DM                             | 1     | 1A    | 2     | 2A    | 3     | 3A    | 4     | 5     | 6     | 1                       | 1A   | 2    | 2A   | 3    | 3A   | 4    | 5    | 6    |  |
| A285/A27 to Portfield + New Bypass section |                                |       |       |       |       |       |       | 35339 | 34997 | 31873 |                         |      |      |      |      |      | 28%  | 27%  | 15%  |  |
| New Bypass - A27 to New Bognor Rdabt       |                                |       |       |       |       |       |       |       |       | 21392 |                         |      |      |      |      |      |      |      |      |  |
| New Bypass - A27 to Lavant                 |                                |       |       |       |       |       |       | 17997 | 17745 |       |                         |      |      |      |      |      |      |      |      |  |
| New Bypass - Lavant to A27                 |                                |       |       |       |       |       |       | 17038 | 16128 |       |                         |      |      |      |      |      |      |      |      |  |
| Arundel to Tangmere                        | 28577                          | 29391 | 29039 | 29060 | 28775 | 28423 | 28746 | 32520 | 31887 | 30650 | 3%                      | 2%   | 2%   | 1%   | -1%  | 1%   | 14%  | 12%  | 7%   |  |
| A285/A27 to Portfield                      | 27623                          | 29915 | 28635 | 29415 | 27805 | 19994 | 28390 | 17342 | 17252 | 10481 | 8%                      | 4%   | 6%   | 1%   | -28% | 3%   | -37% | -38% | -62% |  |
| Portfield to Oving                         | 20884                          | 27186 | 24331 | 24767 | 21519 | 11570 | 25941 | 16405 | 16409 | 10911 | 30%                     | 17%  | 19%  | 3%   | -45% | 24%  | -21% | -21% | -48% |  |
| Oving to Bognor Rd                         | 15832                          | 27221 | 24359 | 24801 | 21549 | 20291 | 25982 | 14053 | 14074 | 9670  | 72%                     | 54%  | 57%  | 36%  | 28%  | 64%  | -11% | -11% | -39% |  |
| Bognor Rd to Whyke                         | 18546                          | 34431 | 30005 | 28969 | 28411 | 25672 | 36236 | 16045 | 16092 | 26659 | 86%                     | 62%  | 56%  | 53%  | 38%  | 95%  | -13% | -13% | 44%  |  |
| Whyke to Stockbridge                       | 20783                          | 31666 | 21803 | 28969 | 28411 | 25955 | 32447 | 18189 | 18250 | 26659 | 52%                     | 5%   | 39%  | 37%  | 25%  | 56%  | -12% | -12% | 28%  |  |
| Stockbridge to Fishbourne                  | 21917                          | 36229 | 26062 | 28969 | 28411 | 29937 | 34752 | 21959 | 22031 | 26659 | 65%                     | 19%  | 32%  | 30%  | 37%  | 59%  | 0%   | 1%   | 22%  |  |
| Fishbourne Rdabt to A27                    | 27176                          | 31988 | 29552 | 32230 | 30921 | 29836 | 31555 | 18075 | 18009 | 31920 | 18%                     | 9%   | 19%  | 14%  | 10%  | 16%  | -33% | -34% | 17%  |  |
| WB_2035                                    | AADT 24hr HIGH for each option |       |       |       |       |       |       |       |       |       | % change relative to DM |      |      |      |      |      |      |      |      |  |
| Junction to Junction section               | DM                             | 1     | 1A    | 2     | 2A    | 3     | 3A    | 4     | 5     | 6     | 1                       | 1A   | 2    | 2A   | 3    | 3A   | 4    | 5    | 6    |  |
| A285/A27 to Portfield + New Bypass section |                                |       |       |       |       |       |       | 44041 | 43819 | 37106 |                         |      |      |      |      |      | 43%  | 42%  | 20%  |  |
| New Bypass - A27 to New Bognor Rdabt       |                                |       |       |       |       |       |       |       |       | 24044 |                         |      |      |      |      |      |      |      |      |  |
| New Bypass - A27 to Lavant                 |                                |       |       |       |       |       |       | 23566 | 23367 |       |                         |      |      |      |      |      |      |      |      |  |
| New Bypass - Lavant to A27                 |                                |       |       |       |       |       |       | 21419 | 20367 |       |                         |      |      |      |      |      |      |      |      |  |
| Arundel to Tangmere                        | 33177                          | 34607 | 32920 | 34230 | 34575 | 33934 | 31487 | 38584 | 38163 | 36394 | 4%                      | -1%  | 3%   | 4%   | 2%   | -5%  | 16%  | 15%  | 10%  |  |
| A285/A27 to Portfield                      | 30873                          | 33806 | 31357 | 33618 | 31612 | 21119 | 27014 | 20475 | 20452 | 13062 | 10%                     | 2%   | 9%   | 2%   | -32% | -13% | -34% | -34% | -58% |  |
| Portfield to Oving                         | 20951                          | 32760 | 29643 | 31392 | 27720 | 12717 | 29790 | 17276 | 17296 | 14071 | 56%                     | 41%  | 50%  | 32%  | -39% | 42%  | -18% | -17% | -33% |  |
| Oving to Bognor Rd                         | 14231                          | 28818 | 24789 | 28093 | 23059 | 20310 | 27583 | 14477 | 14451 | 12326 | 103%                    | 74%  | 97%  | 62%  | 43%  | 94%  | 2%   | 2%   | -13% |  |
| Bognor Rd to Whyke                         | 18667                          | 37342 | 29728 | 33693 | 33490 | 29598 | 36259 | 15522 | 15612 | 31150 | 100%                    | 59%  | 80%  | 79%  | 59%  | 94%  | -17% | -16% | 67%  |  |
| Whyke to Stockbridge                       | 19875                          | 35576 | 21579 | 33693 | 33490 | 30805 | 35330 | 17344 | 17397 | 31150 | 79%                     | 9%   | 70%  | 68%  | 55%  | 78%  | -13% | -12% | 57%  |  |
| Stockbridge to Fishbourne                  | 24482                          | 41503 | 26093 | 33693 | 33490 | 35165 | 38027 | 22552 | 22785 | 31150 | 70%                     | 7%   | 38%  | 37%  | 44%  | 55%  | -8%  | -7%  | 27%  |  |
| Fishbourne Rdabt to A27                    | 29820                          | 37654 | 31808 | 37824 | 36203 | 34900 | 34661 | 19893 | 20015 | 37049 | 26%                     | 7%   | 27%  | 21%  | 17%  | 16%  | -33% | -33% | 24%  |  |



## A27 Chichester Bypass Improvement Scheme

### Traffic Forecasting Report

| WB_2041                                    | AADT 24hr HIGH for each option |       |       |       |       |       |       |       |       |       | % change relative to DM |     |      |     |      |      |      |      |      |
|--------------------------------------------|--------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------------------------|-----|------|-----|------|------|------|------|------|
| Junction to Junction section               | DM                             | 1     | 1A    | 2     | 2A    | 3     | 3A    | 4     | 5     | 6     | 1                       | 1A  | 2    | 2A  | 3    | 3A   | 4    | 5    | 6    |
| A285/A27 to Portfield + New Bypass section |                                |       |       |       |       |       |       | 44856 | 44651 | 37797 |                         |     |      |     |      |      | 42%  | 41%  | 19%  |
| New Bypass - A27 to New Bognor Rdabt       |                                |       |       |       |       |       |       |       |       | 24401 |                         |     |      |     |      |      |      |      |      |
| New Bypass - A27 to Lavant                 |                                |       |       |       |       |       |       | 23566 | 23367 |       |                         |     |      |     |      |      |      |      |      |
| New Bypass - Lavant to A27                 |                                |       |       |       |       |       |       | 21419 | 20367 |       |                         |     |      |     |      |      |      |      |      |
| Arundel to Tangmere                        | 34979                          | 36189 | 34245 | 35906 | 36569 | 35817 | 32439 | 40542 | 40235 | 37865 | 3%                      | -2% | 3%   | 5%  | 2%   | -7%  | 16%  | 15%  | 8%   |
| A285/A27 to Portfield                      | 31690                          | 34573 | 32059 | 34710 | 32586 | 21765 | 26950 | 21290 | 21284 | 13396 | 9%                      | 1%  | 10%  | 3%  | -31% | -15% | -33% | -33% | -58% |
| Portfield to Oving                         | 21229                          | 33388 | 30326 | 32639 | 28711 | 12736 | 29589 | 18124 | 18008 | 15082 | 57%                     | 43% | 54%  | 35% | -40% | 39%  | -15% | -15% | -29% |
| Oving to Bognor Rd                         | 13969                          | 29370 | 25237 | 29162 | 23742 | 20623 | 28114 | 14197 | 14184 | 13192 | 110%                    | 81% | 109% | 70% | 48%  | 101% | 2%   | 2%   | -6%  |
| Bognor Rd to Whyke                         | 18506                          | 37557 | 30065 | 35097 | 34753 | 30155 | 36305 | 15130 | 15231 | 32940 | 103%                    | 62% | 90%  | 88% | 63%  | 96%  | -18% | -18% | 78%  |
| Whyke to Stockbridge                       | 19778                          | 36246 | 21469 | 35097 | 34753 | 32041 | 35867 | 16809 | 16854 | 32940 | 83%                     | 9%  | 77%  | 76% | 62%  | 81%  | -15% | -15% | 67%  |
| Stockbridge to Fishbourne                  | 25383                          | 42618 | 25875 | 35097 | 34753 | 36275 | 38525 | 22772 | 23115 | 32940 | 68%                     | 2%  | 38%  | 37% | 43%  | 52%  | -10% | -9%  | 30%  |
| Fishbourne Rdabt to A27                    | 29817                          | 38839 | 32054 | 39285 | 37384 | 36103 | 35080 | 20182 | 20568 | 38350 | 30%                     | 8%  | 32%  | 25% | 21%  | 18%  | -32% | -31% | 29%  |

A27 Chichester Bypass Improvement Scheme  
Traffic Forecasting Report

## AADT 24HR HGV – HIGH

| EB_2020                                    | AADT 24hr HGV HIGH for each option |      |      |      |      |      |      |      |      |      | % change relative to DM |     |     |      |     |     |      |      |      |  |
|--------------------------------------------|------------------------------------|------|------|------|------|------|------|------|------|------|-------------------------|-----|-----|------|-----|-----|------|------|------|--|
| Junction to Junction section               | DM                                 | 1    | 1A   | 2    | 2A   | 3    | 3A   | 4    | 5    | 6    | 1                       | 1A  | 2   | 2A   | 3   | 3A  | 4    | 5    | 6    |  |
| A27 to Fishbourne Rdabt                    | 1872                               | 1908 | 1936 | 1942 | 1643 | 1922 | 1922 | 922  | 941  | 1940 | 2%                      | 3%  | 4%  | -12% | 3%  | 3%  | -51% | -50% | 4%   |  |
| Fishbourne to Stockbridge                  | 1752                               | 1925 | 1974 | 1791 | 1828 | 1818 | 1894 | 1045 | 1039 | 1730 | 10%                     | 13% | 2%  | 4%   | 4%  | 8%  | -40% | -41% | -1%  |  |
| Stockbridge to Whyke                       | 1680                               | 1903 | 1747 | 1791 | 1828 | 1807 | 1908 | 941  | 936  | 1730 | 13%                     | 4%  | 7%  | 9%   | 8%  | 14% | -44% | -44% | 3%   |  |
| Whyke to Bognor Roundabout                 | 1545                               | 1944 | 1937 | 1791 | 1828 | 1880 | 1988 | 885  | 878  | 661  | 26%                     | 25% | 16% | 18%  | 22% | 29% | -43% | -43% | -57% |  |
| Bognor Roundabout to Oving                 | 1111                               | 1546 | 1540 | 1497 | 1522 | 1297 | 1540 | 718  | 719  | 596  | 39%                     | 39% | 35% | 37%  | 17% | 39% | -35% | -35% | -46% |  |
| Oving to Portfield                         | 1141                               | 1533 | 1499 | 1482 | 1519 | 1383 | 1539 | 693  | 695  | 541  | 34%                     | 31% | 30% | 33%  | 21% | 35% | -39% | -39% | -53% |  |
| Portfield to A285/A27                      | 1302                               | 1614 | 1602 | 1603 | 1628 | 1575 | 1613 | 565  | 572  | 521  | 24%                     | 23% | 23% | 25%  | 21% | 24% | -57% | -56% | -60% |  |
| Tangmere to Arundel                        | 1440                               | 1564 | 1534 | 1545 | 1561 | 1531 | 1561 | 1793 | 1807 | 1546 | 9%                      | 7%  | 7%  | 8%   | 6%  | 8%  | 25%  | 26%  | 7%   |  |
| New Bypass - A27 to Lavant                 |                                    |      |      |      |      |      |      | 1095 | 1088 |      |                         |     |     |      |     |     |      |      |      |  |
| New Bypass - Lavant to A27                 |                                    |      |      |      |      |      |      | 1270 | 1277 |      |                         |     |     |      |     |     |      |      |      |  |
| New Bypass - New Bognor Rdabt to A27       |                                    |      |      |      |      |      |      |      |      | 1069 |                         |     |     |      |     |     |      |      |      |  |
| Portfield to A285/A27 + New Bypass section |                                    |      |      |      |      |      |      | 1835 | 1849 | 1590 |                         |     |     |      |     |     | 41%  | 42%  | 22%  |  |
| EB _ 2035                                  | AADT 24hr HGV HIGH for each option |      |      |      |      |      |      |      |      |      | % change relative to DM |     |     |      |     |     |      |      |      |  |
| Junction to Junction section               | DM                                 | 1    | 1A   | 2    | 2A   | 3    | 3A   | 4    | 5    | 6    | 1                       | 1A  | 2   | 2A   | 3   | 3A  | 4    | 5    | 6    |  |
| A27 to Fishbourne Rdabt                    | 2220                               | 2287 | 2211 | 2319 | 1958 | 2220 | 2288 | 1062 | 1076 | 2327 | 3%                      | 0%  | 4%  | -12% | 0%  | 3%  | -52% | -52% | 5%   |  |
| Fishbourne to Stockbridge                  | 1945                               | 2226 | 2096 | 2008 | 2166 | 2049 | 2213 | 1184 | 1201 | 2028 | 14%                     | 8%  | 3%  | 11%  | 5%  | 14% | -39% | -38% | 4%   |  |
| Stockbridge to Whyke                       | 1740                               | 2134 | 1776 | 2008 | 2166 | 1995 | 2149 | 1000 | 1001 | 2028 | 23%                     | 2%  | 15% | 25%  | 15% | 24% | -43% | -42% | 17%  |  |
| Whyke to Bognor Roundabout                 | 1682                               | 2098 | 1901 | 2008 | 2166 | 2056 | 2227 | 927  | 928  | 642  | 25%                     | 13% | 19% | 29%  | 22% | 32% | -45% | -45% | -62% |  |
| Bognor Roundabout to Oving                 | 992                                | 1788 | 1623 | 1749 | 1578 | 1239 | 1900 | 720  | 722  | 544  | 80%                     | 64% | 76% | 59%  | 25% | 91% | -27% | -27% | -45% |  |
| Oving to Portfield                         | 1136                               | 1851 | 1744 | 1862 | 1720 | 1416 | 2083 | 829  | 831  | 685  | 63%                     | 54% | 64% | 51%  | 25% | 83% | -27% | -27% | -40% |  |
| Portfield to A285/A27                      | 1456                               | 1808 | 1727 | 1852 | 1776 | 1630 | 1838 | 840  | 846  | 632  | 24%                     | 19% | 27% | 22%  | 12% | 26% | -42% | -42% | -57% |  |
| Tangmere to Arundel                        | 1685                               | 1857 | 1827 | 1871 | 1777 | 1749 | 1919 | 2181 | 2199 | 1913 | 10%                     | 8%  | 11% | 5%   | 4%  | 14% | 29%  | 30%  | 14%  |  |
| New Bypass - A27 to Lavant                 |                                    |      |      |      |      |      |      | 1298 | 1285 |      |                         |     |     |      |     |     |      |      |      |  |
| New Bypass - Lavant to A27                 |                                    |      |      |      |      |      |      | 1523 | 1521 |      |                         |     |     |      |     |     |      |      |      |  |
| New Bypass - New Bognor Rdabt to A27       |                                    |      |      |      |      |      |      |      |      | 1386 |                         |     |     |      |     |     |      |      |      |  |
| Portfield to A285/A27 + New Bypass section |                                    |      |      |      |      |      |      | 2363 | 2368 | 2018 |                         |     |     |      |     |     | 62%  | 63%  | 39%  |  |

## A27 Chichester Bypass Improvement Scheme Traffic Forecasting Report

| EB_2041                                    | AADT 24hr HGV HIGH for each option |      |      |      |      |      |      |      |      |      | % change relative to DM |     |     |      |     |      |      |      |      |  |
|--------------------------------------------|------------------------------------|------|------|------|------|------|------|------|------|------|-------------------------|-----|-----|------|-----|------|------|------|------|--|
| Junction to Junction section               | DM                                 | 1    | 1A   | 2    | 2A   | 3    | 3A   | 4    | 5    | 6    | 1                       | 1A  | 2   | 2A   | 3   | 3A   | 4    | 5    | 6    |  |
| A27 to Fishbourne Rdabt                    | 2342                               | 2396 | 2338 | 2471 | 2083 | 2358 | 2426 | 1119 | 1094 | 2478 | 2%                      | 0%  | 6%  | -11% | 1%  | 4%   | -52% | -53% | 6%   |  |
| Fishbourne to Stockbridge                  | 2015                               | 2334 | 2154 | 2123 | 2285 | 2175 | 2324 | 1250 | 1235 | 2142 | 16%                     | 7%  | 5%  | 13%  | 8%  | 15%  | -38% | -39% | 6%   |  |
| Stockbridge to Whyke                       | 1732                               | 2206 | 1776 | 2123 | 2285 | 2112 | 2244 | 1011 | 992  | 2142 | 27%                     | 3%  | 23% | 32%  | 22% | 30%  | -42% | -43% | 24%  |  |
| Whyke to Bognor Roundabout                 | 1712                               | 2159 | 1930 | 2123 | 2285 | 2168 | 2281 | 941  | 929  | 576  | 26%                     | 13% | 24% | 33%  | 27% | 33%  | -45% | -46% | -66% |  |
| Bognor Roundabout to Oving                 | 970                                | 1783 | 1656 | 1797 | 1646 | 1205 | 2027 | 732  | 723  | 546  | 84%                     | 71% | 85% | 70%  | 24% | 109% | -25% | -25% | -44% |  |
| Oving to Portfield                         | 1106                               | 1890 | 1808 | 1955 | 1771 | 1391 | 2189 | 855  | 848  | 696  | 71%                     | 64% | 77% | 60%  | 26% | 98%  | -23% | -23% | -37% |  |
| Portfield to A285/A27                      | 1453                               | 1815 | 1763 | 1911 | 1817 | 1652 | 1931 | 882  | 883  | 657  | 25%                     | 21% | 32% | 25%  | 14% | 33%  | -39% | -39% | -55% |  |
| Tangmere to Arundel                        | 1729                               | 1951 | 1868 | 1945 | 1809 | 1782 | 2027 | 2269 | 2319 | 2055 | 13%                     | 8%  | 12% | 5%   | 3%  | 17%  | 31%  | 34%  | 19%  |  |
| New Bypass - A27 to Lavant                 |                                    |      |      |      |      |      |      | 1377 | 1403 |      |                         |     |     |      |     |      |      |      |      |  |
| New Bypass - Lavant to A27                 |                                    |      |      |      |      |      |      | 1622 | 1638 |      |                         |     |     |      |     |      |      |      |      |  |
| New Bypass - New Bognor Rdabt to A27       |                                    |      |      |      |      |      |      |      |      | 1565 |                         |     |     |      |     |      |      |      |      |  |
| Portfield to A285/A27 + New Bypass section |                                    |      |      |      |      |      |      | 2504 | 2520 | 2222 |                         |     |     |      |     |      | 72%  | 73%  | 53%  |  |
| WB_2020                                    | AADT 24hr HGV HIGH for each option |      |      |      |      |      |      |      |      |      | % change relative to DM |     |     |      |     |      |      |      |      |  |
| Junction to Junction section               | DM                                 | 1    | 1A   | 2    | 2A   | 3    | 3A   | 4    | 5    | 6    | 1                       | 1A  | 2   | 2A   | 3   | 3A   | 4    | 5    | 6    |  |
| A285/A27 to Portfield + New Bypass section |                                    |      |      |      |      |      |      | 2203 | 2202 | 1929 |                         |     |     |      |     |      | 26%  | 26%  | 10%  |  |
| New Bypass - A27 to New Bognor Rdabt       |                                    |      |      |      |      |      |      |      |      | 1399 |                         |     |     |      |     |      |      |      |      |  |
| New Bypass - A27 to Lavant                 |                                    |      |      |      |      |      |      | 1341 | 1356 |      |                         |     |     |      |     |      |      |      |      |  |
| New Bypass - Lavant to A27                 |                                    |      |      |      |      |      |      | 1177 | 1177 |      |                         |     |     |      |     |      |      |      |      |  |
| Arundel to Tangemere                       | 1830                               | 1826 | 1815 | 1810 | 1785 | 1808 | 1818 | 2086 | 2073 | 1893 | 0%                      | -1% | -1% | -2%  | -1% | -1%  | 14%  | 13%  | 3%   |  |
| A285/A27 to Portfield                      | 1749                               | 1855 | 1833 | 1834 | 1794 | 1739 | 1808 | 862  | 846  | 531  | 6%                      | 5%  | 5%  | 3%   | -1% | 3%   | -51% | -52% | -70% |  |
| Portfield to Oving                         | 1505                               | 1666 | 1620 | 1598 | 1499 | 1385 | 1638 | 963  | 948  | 575  | 11%                     | 8%  | 6%  | 0%   | -8% | 9%   | -36% | -37% | -62% |  |
| Oving to Bognor Rd                         | 1258                               | 1668 | 1621 | 1600 | 1500 | 1506 | 1639 | 780  | 765  | 490  | 33%                     | 29% | 27% | 19%  | 20% | 30%  | -38% | -39% | -61% |  |
| Bognor Rd to Whyke                         | 1463                               | 2108 | 1935 | 1830 | 1840 | 1756 | 2151 | 795  | 781  | 1721 | 44%                     | 32% | 25% | 26%  | 20% | 47%  | -46% | -47% | 18%  |  |
| Whyke to Stockbridge                       | 1595                               | 2004 | 1680 | 1830 | 1840 | 1785 | 2020 | 905  | 893  | 1721 | 26%                     | 5%  | 15% | 15%  | 12% | 27%  | -43% | -44% | 8%   |  |
| Stockbridge to Fishbourne                  | 1589                               | 2090 | 1774 | 1830 | 1840 | 1908 | 2081 | 1013 | 1003 | 1721 | 32%                     | 12% | 15% | 16%  | 20% | 31%  | -36% | -37% | 8%   |  |
| Fishbourne Rdabt to A27                    | 1707                               | 1900 | 1824 | 1910 | 1601 | 1842 | 1900 | 784  | 820  | 1904 | 11%                     | 7%  | 12% | -6%  | 8%  | 11%  | -54% | -52% | 12%  |  |



## A27 Chichester Bypass Improvement Scheme

### Traffic Forecasting Report

| WB_2035                                    | AADT 24hr HGV HIGH for each option |      |      |      |      |      |      |      |      |      | % change relative to DM |     |     |     |      |      |      |      |      |  |
|--------------------------------------------|------------------------------------|------|------|------|------|------|------|------|------|------|-------------------------|-----|-----|-----|------|------|------|------|------|--|
| Junction to Junction section               | DM                                 | 1    | 1A   | 2    | 2A   | 3    | 3A   | 4    | 5    | 6    | 1                       | 1A  | 2   | 2A  | 3    | 3A   | 4    | 5    | 6    |  |
| A285/A27 to Portfield + New Bypass section |                                    |      |      |      |      |      |      | 2672 | 2691 | 2281 |                         |     |     |     |      |      | 32%  | 33%  | 13%  |  |
| New Bypass - A27 to New Bognor Rdabt       |                                    |      |      |      |      |      |      |      |      | 1636 |                         |     |     |     |      |      |      |      |      |  |
| New Bypass - A27 to Lavant                 |                                    |      |      |      |      |      |      | 1642 | 1649 |      |                         |     |     |     |      |      |      |      |      |  |
| New Bypass - Lavant to A27                 |                                    |      |      |      |      |      |      | 1411 | 1413 |      |                         |     |     |     |      |      |      |      |      |  |
| Arundel to Tangemere                       | 2165                               | 2156 | 2149 | 2139 | 2128 | 2141 | 2047 | 2457 | 2449 | 2249 | 0%                      | -1% | -1% | -2% | -1%  | -5%  | 13%  | 13%  | 4%   |  |
| A285/A27 to Portfield                      | 2023                               | 2144 | 2112 | 2128 | 2055 | 1584 | 1608 | 1030 | 1042 | 644  | 6%                      | 4%  | 5%  | 2%  | -22% | -21% | -49% | -48% | -68% |  |
| Portfield to Oving                         | 1578                               | 2108 | 2016 | 2028 | 1828 | 1251 | 1782 | 943  | 962  | 686  | 34%                     | 28% | 29% | 16% | -21% | 13%  | -40% | -39% | -57% |  |
| Oving to Bognor Rd                         | 1256                               | 1898 | 1790 | 1863 | 1597 | 1559 | 1882 | 829  | 849  | 581  | 51%                     | 42% | 48% | 27% | 24%  | 50%  | -34% | -32% | -54% |  |
| Bognor Rd to Whyke                         | 1531                               | 2381 | 2171 | 2148 | 2173 | 2013 | 2375 | 817  | 841  | 2017 | 56%                     | 42% | 40% | 42% | 31%  | 55%  | -47% | -45% | 32%  |  |
| Whyke to Stockbridge                       | 1579                               | 2320 | 1876 | 2148 | 2173 | 2080 | 2338 | 918  | 943  | 2017 | 47%                     | 19% | 36% | 38% | 32%  | 48%  | -42% | -40% | 28%  |  |
| Stockbridge to Fishbourne                  | 1719                               | 2475 | 1920 | 2148 | 2173 | 2220 | 2425 | 1071 | 1108 | 2017 | 44%                     | 12% | 25% | 26% | 29%  | 41%  | -38% | -36% | 17%  |  |
| Fishbourne Rdabt to A27                    | 1831                               | 2246 | 2079 | 2234 | 1848 | 2099 | 2189 | 868  | 909  | 2204 | 23%                     | 14% | 22% | 1%  | 15%  | 20%  | -53% | -50% | 20%  |  |
| WB_2041                                    | AADT 24hr HGV HIGH for each option |      |      |      |      |      |      |      |      |      | % change relative to DM |     |     |     |      |      |      |      |      |  |
| Junction to Junction section               | DM                                 | 1    | 1A   | 2    | 2A   | 3    | 3A   | 4    | 5    | 6    | 1                       | 1A  | 2   | 2A  | 3    | 3A   | 4    | 5    | 6    |  |
| A285/A27 to Portfield + New Bypass section |                                    |      |      |      |      |      |      | 2710 | 2710 | 2515 |                         |     |     |     |      |      | 27%  | 27%  | 17%  |  |
| New Bypass - A27 to New Bognor Rdabt       |                                    |      |      |      |      |      |      |      |      | 1837 |                         |     |     |     |      |      |      |      |      |  |
| New Bypass - A27 to Lavant                 |                                    |      |      |      |      |      |      | 1642 | 1649 |      |                         |     |     |     |      |      |      |      |      |  |
| New Bypass - Lavant to A27                 |                                    |      |      |      |      |      |      | 1411 | 1413 |      |                         |     |     |     |      |      |      |      |      |  |
| Arundel to Tangemere                       | 2275                               | 2256 | 2251 | 2239 | 2330 | 2202 | 2131 | 2560 | 2558 | 2496 | -1%                     | -1% | -2% | 2%  | -3%  | -6%  | 13%  | 12%  | 10%  |  |
| A285/A27 to Portfield                      | 2142                               | 2185 | 2160 | 2177 | 2219 | 1333 | 1699 | 1068 | 1061 | 678  | 2%                      | 1%  | 2%  | 4%  | -38% | -21% | -50% | -50% | -68% |  |
| Portfield to Oving                         | 1636                               | 2204 | 2112 | 2124 | 2044 | 952  | 1882 | 1005 | 989  | 760  | 35%                     | 29% | 30% | 25% | -42% | 15%  | -39% | -40% | -54% |  |
| Oving to Bognor Rd                         | 1289                               | 1982 | 1873 | 1967 | 1769 | 1514 | 1973 | 866  | 858  | 642  | 54%                     | 45% | 53% | 37% | 17%  | 53%  | -33% | -33% | -50% |  |
| Bognor Rd to Whyke                         | 1562                               | 2474 | 2263 | 2260 | 2292 | 2023 | 2467 | 817  | 819  | 2119 | 58%                     | 45% | 45% | 47% | 29%  | 58%  | -48% | -48% | 36%  |  |
| Whyke to Stockbridge                       | 1623                               | 2388 | 1938 | 2260 | 2292 | 2136 | 2436 | 897  | 895  | 2119 | 47%                     | 19% | 39% | 41% | 32%  | 50%  | -45% | -45% | 31%  |  |
| Stockbridge to Fishbourne                  | 1771                               | 2602 | 1938 | 2260 | 2292 | 2267 | 2538 | 1094 | 1111 | 2119 | 47%                     | 9%  | 28% | 29% | 28%  | 43%  | -38% | -37% | 20%  |  |
| Fishbourne Rdabt to A27                    | 1870                               | 2337 | 2141 | 2349 | 1935 | 2126 | 2267 | 876  | 913  | 2308 | 25%                     | 15% | 26% | 3%  | 14%  | 21%  | -53% | -51% | 23%  |  |