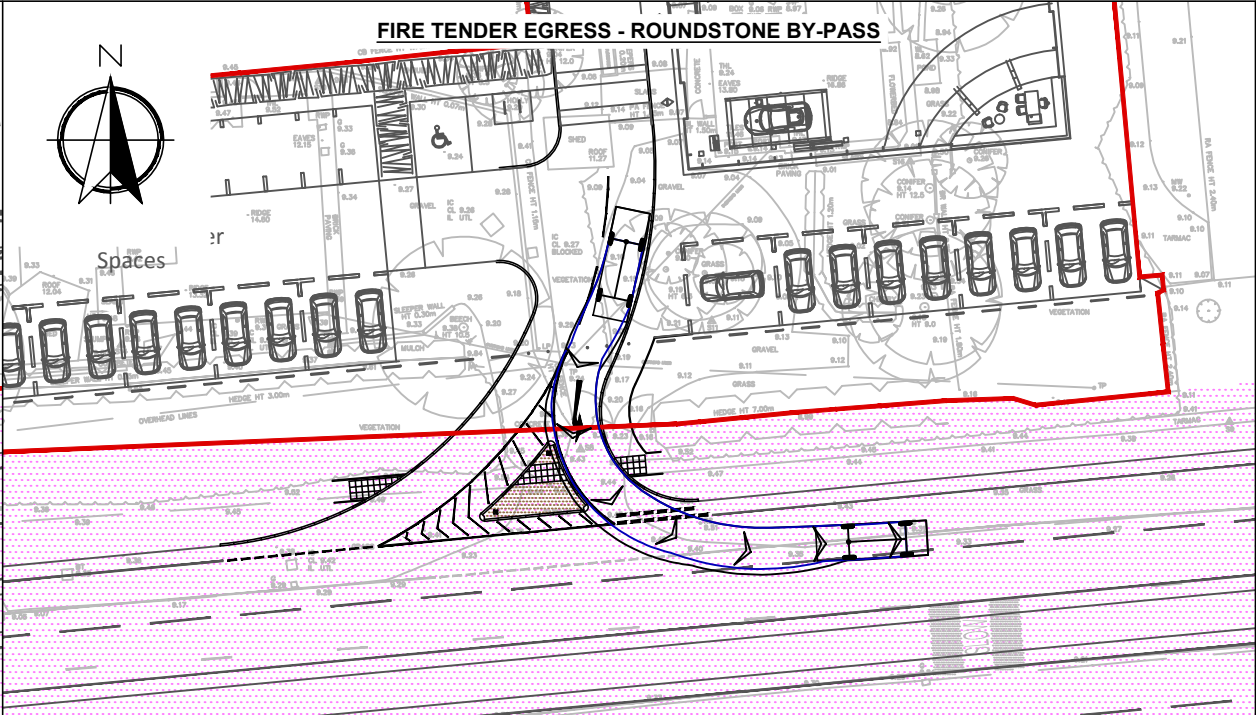
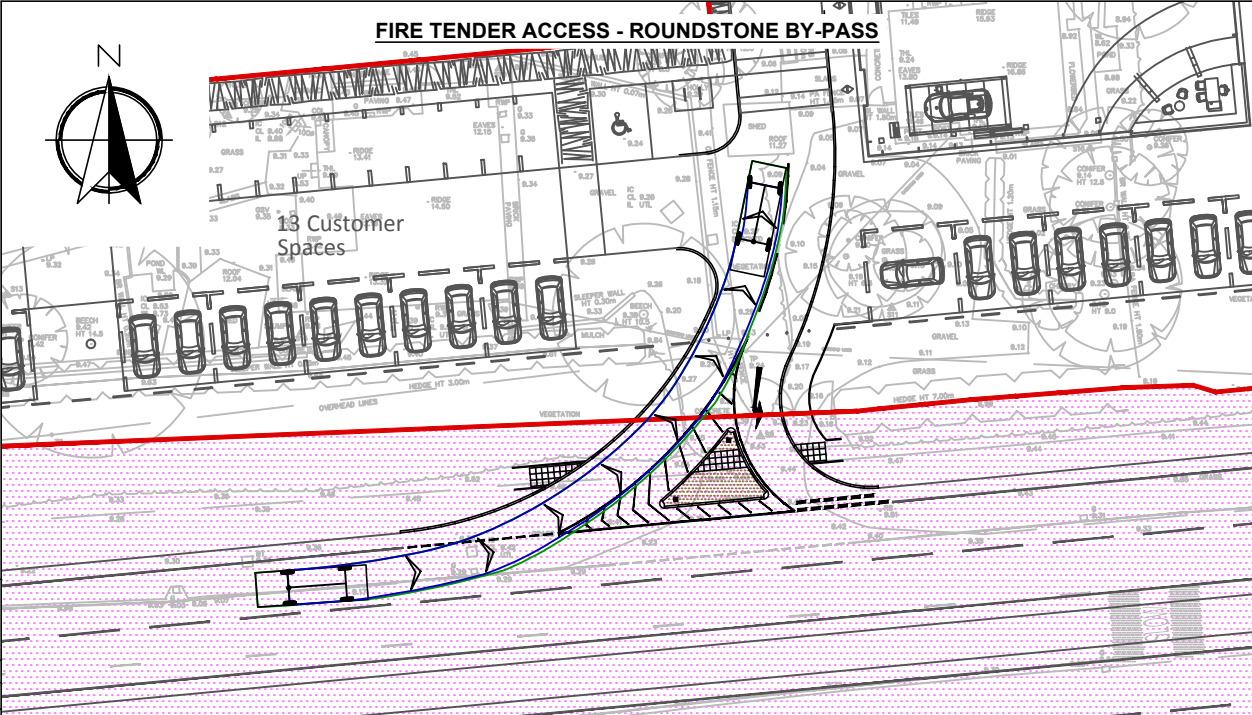


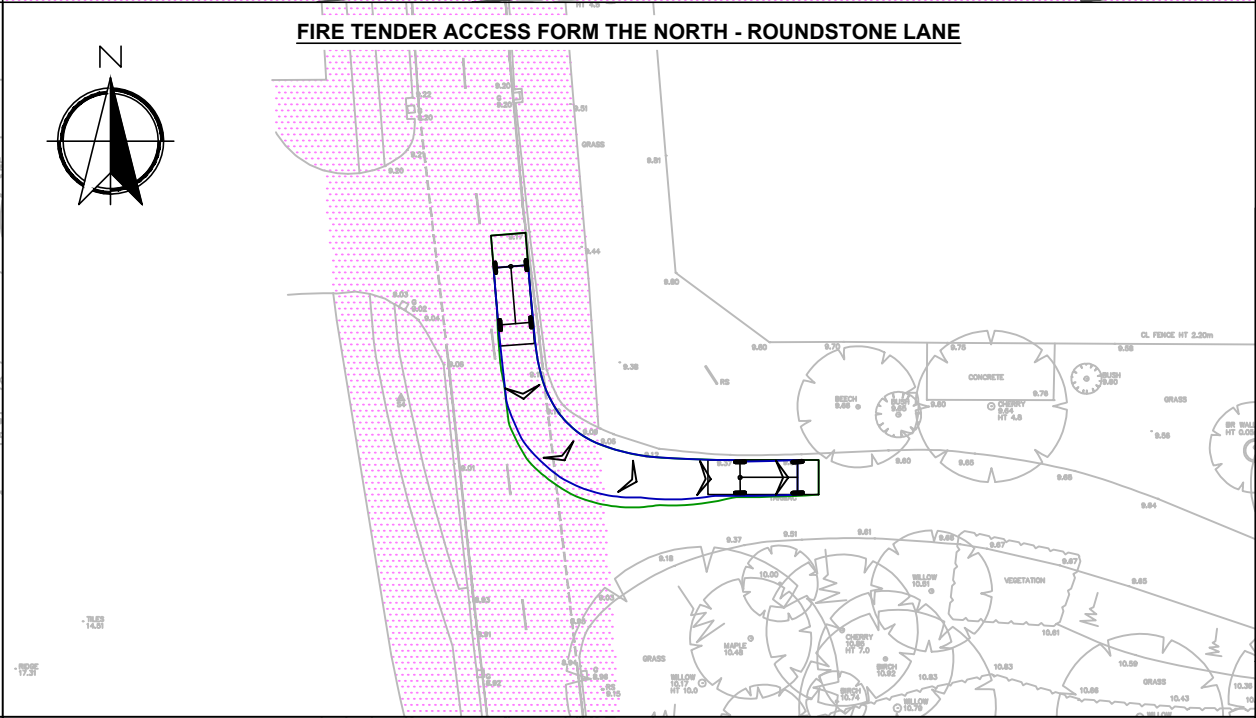
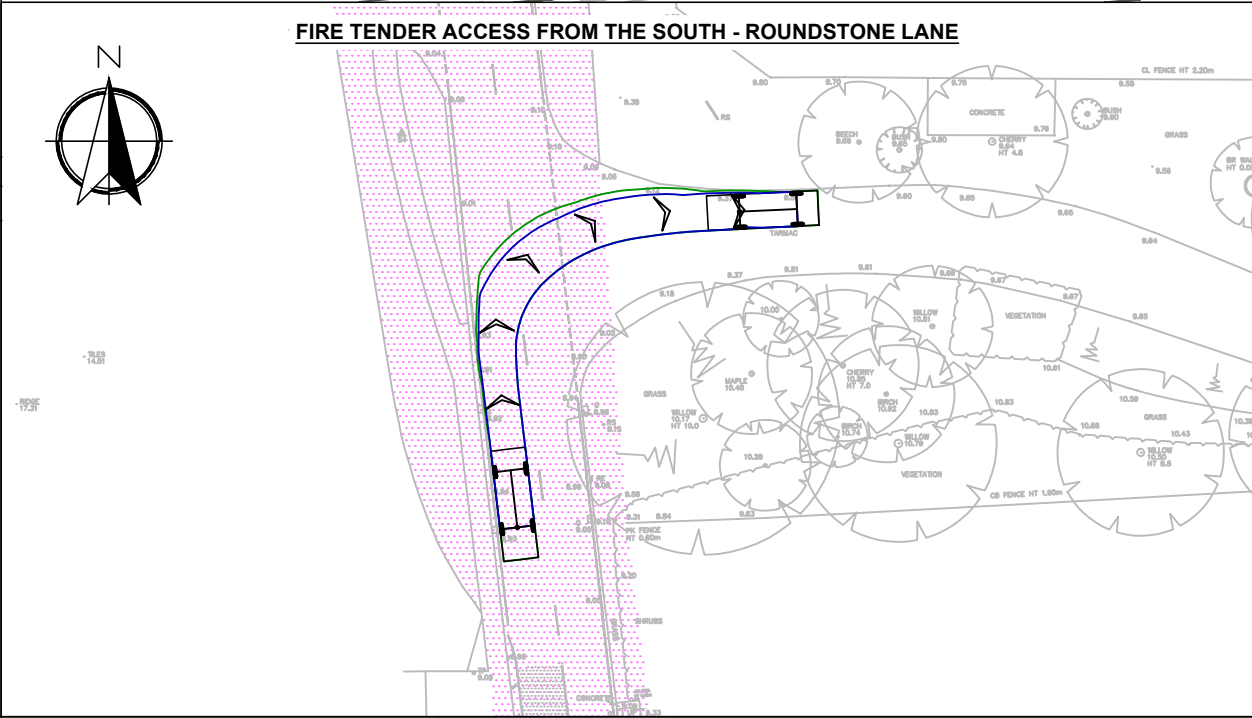
\\projects\2015 PROJECTS (2501-2600)\2564 CAFFYNS - WORTHING AUDI\DRAWINGS - CURRENT\2015-2564-007 REV B.DWG (007) (Oct 29, 2015 - 4:47pm) (r.atwood)



LEGEND

EXTENT OF HIGHWAY BOUNDARY

SITE BOUNDARY



FIRE TENDER SPECIFICATION

Fire Tender

Overall Length

Overall Width

Overall Body Height

Min Body Ground Clearance

Track Width

Lock-to-lock time

Curb to Curb Turning Radius

7.334m

2.286m

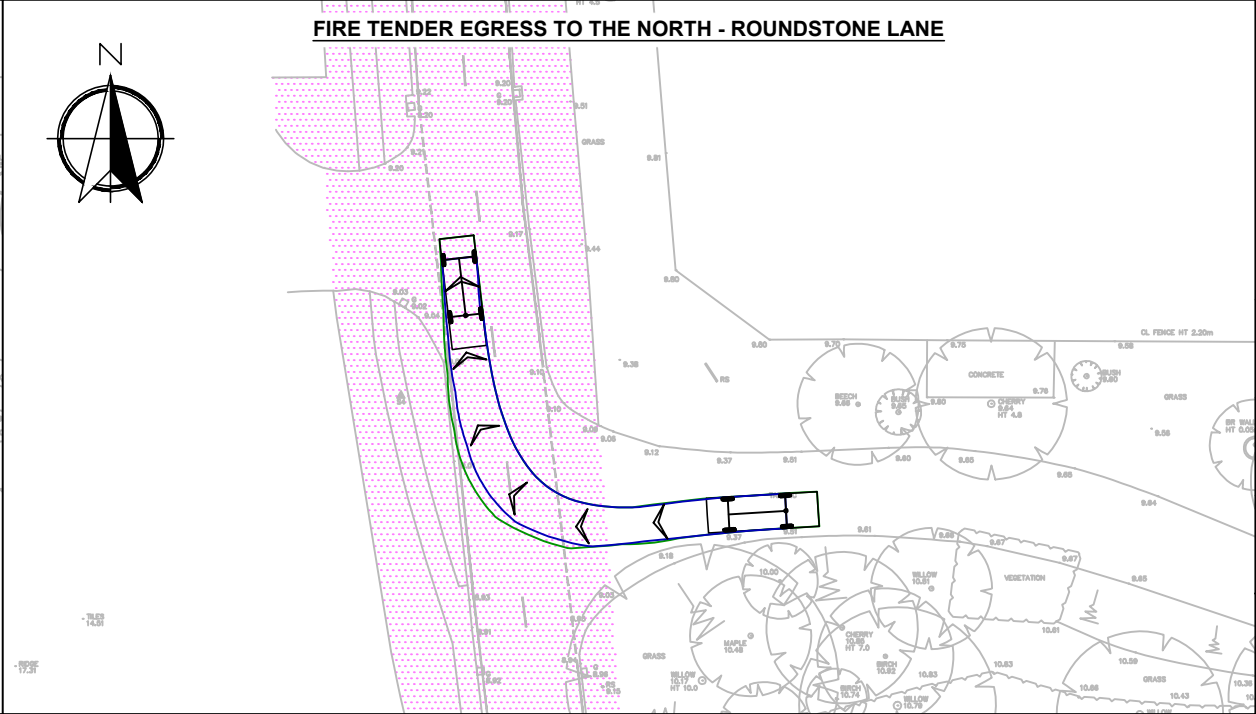
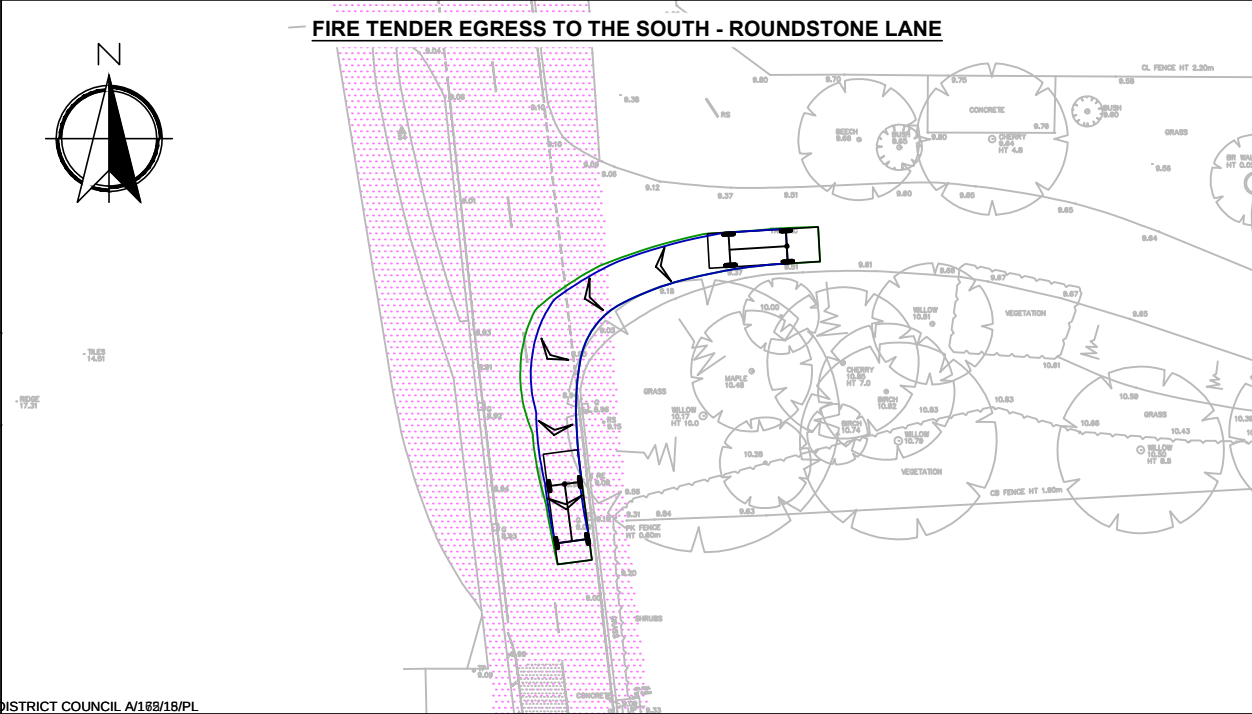
3.495m

0.380m

2.286m

5.00s

8.000m



Transport Planners and Infrastructure Design Consultants
Metro House, Northgate, Chichester, West Sussex, PO19 1BE
Tel: 01243 210418 Fax: 01483 861682 www.rgp.co.uk

Client
Caffyns PLC

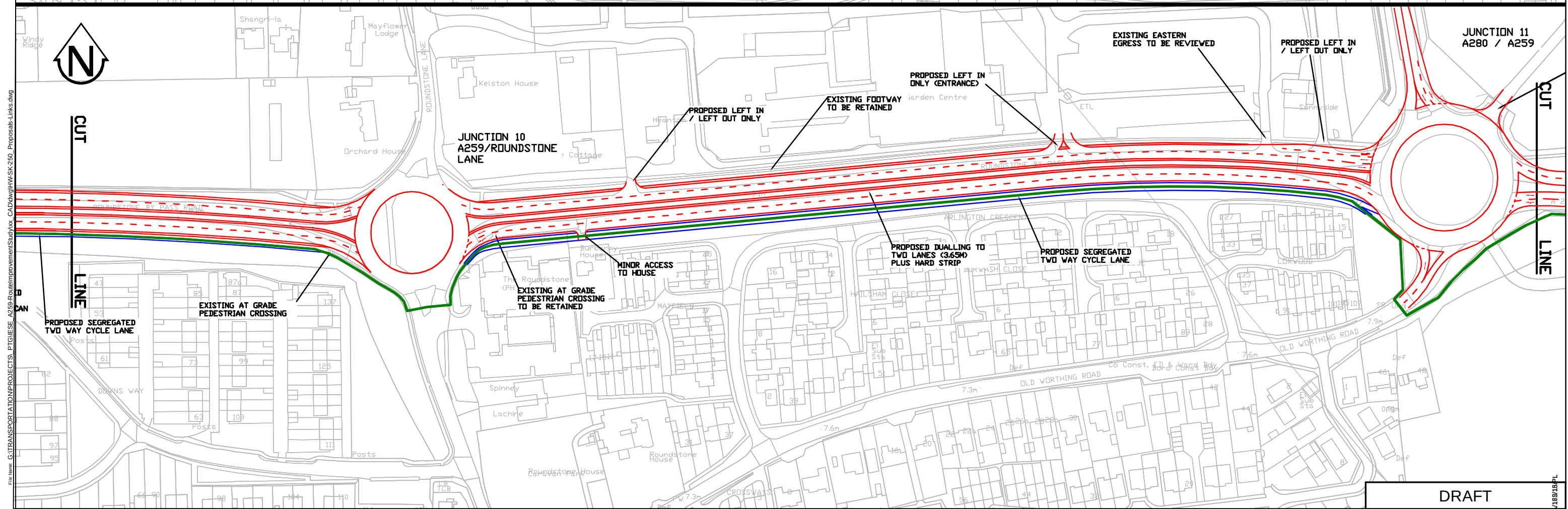
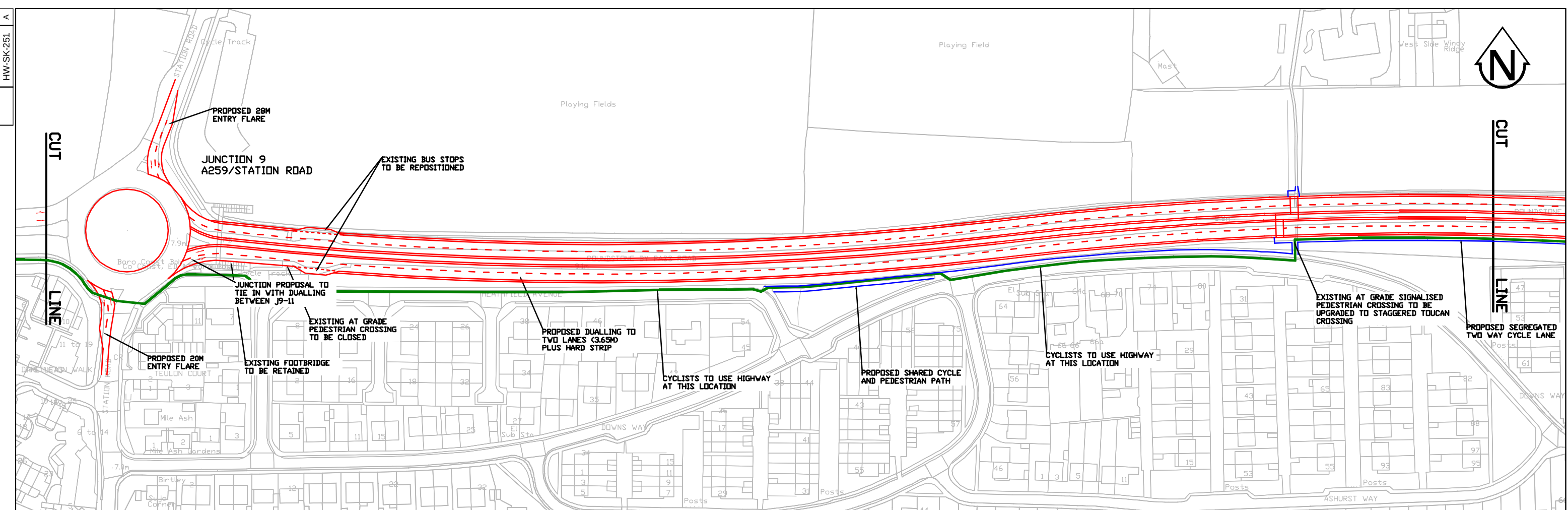
Project
Caffyns - Worthing Audi

Drawing Title
Fire Tender Vehicle Swept Path Analysis

Scale	Drawn By	Checked By	Approved By
1:500 @ A3	RAA	ALB	PMR
Drawing No.	Date	Rev.	
2015/2564/007	October 2015	B	



APPENDIX A





APPENDIX B

Roundstone Bypass – West Sussex – RGP

Collision report 01/03/2010 – 28/02/2015

Date produced
09 April 2015

The information included in this report is provided for analysis and is based on the data provided by Sussex Police. Some of the data included in this report is subjective and as such is not considered suitable for general release. In view of this it should not be transmitted to any other person in its original form, including in any report which may be available to the public. If you have any doubt regarding how this data may be used other than for analysis please contact SSRP for advice.

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

Safer Roads
Safer Communities
Sharing the Responsibility

Produced by Sussex Safer Roads Partnership on behalf of Sussex Police

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

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

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

For further information:

web: www.sussexsaferroads.gov.uk

email: data@sussexsaferroads.gov.uk



© Crown copyright. All rights reserved. 100019601.2015

Colour coding by SEVERITY

- ▲ Fatal (0)
- Serious (4)
- Slight (21)

Her Majesty's Office (c) Crown Copyright

Sussex Safer Roads
PARTNERSHIP

Collision data
Roundstone Bypass - West Sussex - RGP
01/03/2010 - 28/02/2015

SCALE	1 : 5115
DATE	09/04/2015
DRAWING No.	
DRAWN BY	

Details of Personal Injury Accidents for Period - 01/03/2010 to 28/02/2015 (60) months

Selection:

Selected using Manual Selection

Notes:

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

1001547 Tuesday B2225 ROUNDSTONE LANE of U
02/03/2010 PRIVATE DRIVE
Veh 2 M/C < 125 cc 17 Go/head N to S Dri M 17 Slight
R1: B 2225 1450 hrs Veh 1 Car Turning right S to E
R2: U
E 507,414 Dry
N 103,287 Fine without high winds
30 mph

Causation Factor:

Participant:

Confidence:

1st: Failed to judge other persons path or speed

Vehicle 001

Very Likely

V2 A MOTORCYCLE TRAVELLING SOUTH, V1 TRAVELLING NORTH STOPPED INDICATED TO TURN RIGHT, TURNED RIGHT IN PATH OF V2, V2 HIT THE FRONT NEAR SIDE OF V1 RIDER CAME OFF THE MOTORCYCLE OVER THE BONNET AND ENDED UP IN THE ROAD, KNOCKED UNCONSCIOUS BRIEFLY,

1004575 Tuesday B2140 WORTHING ROAD of U
13/07/2010 ARLINGTON CRESCENT
Veh 2 Goods < 3.5t 27 Turning right N to W
R1: B 2140 1031 hrs Veh 1 Pedal cycle 36 Go/head W to E Dri M 36 Slight
R2: U
E 507,591 Dry
N 103,062 Fine without high winds
30 mph

Causation Factor:

Participant:

Confidence:

1st: Failed to look properly

Vehicle 002

Very Likely

CYCLIST RIDING ALONG WORTHING ROAD IMPACTED WITH SIDE OF LORRY PULLING OUT ACROSS JUNCTION CAUSING SLIGHT INJURY TO FACE.

1006283 Wednesday A259 ROUNDSTONE BYPASS ROAD
22/09/2010 of B2225 ROUNDSTONE LANE AT
0854 hrs JUNCTION WITH A259 AT THE
Veh 2 Pedal cycle 54 Go/head NW to E Dri F 54 Slight
R1: A 259 Veh 1 Car 46 Turning left N to E
R2: B 2225
E 507,419 Dry
N 103,205 Fine without high winds
50 mph

Causation Factor:

Participant:

Confidence:

1st: Failed to look properly

Vehicle 001

Very Likely

2nd: Distraction in vehicle

Vehicle 001

Possible

VEHICLE 1 WAS AT JUNCTION WITH ROUNDABOUT. VEHICLE 1 PULLED OUT IN FRONT OF CYCLIST WHO WAS ALREADY ON THE ROUNDABOUT.

Details of Personal Injury Accidents for Period - 01/03/2010 to 28/02/2015 (60) months

Selection: Notes:
Selected using Manual Selection

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

1005907

Tuesday

A259 ROUNDSTONE-BY-PASS of B2225 ROUNDSTONE LANE

Veh 2 Pedal cycle 16 Turning left

S to W Dri M 16 Slight

R1: A 259

07/09/2010

Veh 1 M/C > 125 cc 31 Go/head

E to W

R2: B 2225

E 507,406

Dry

N 103,196

Fine without high winds

30 mph

Causation Factor:

Participant:

Confidence:

1st:

Failed to look properly

Vehicle 001

Possible

2nd:

Failed to judge other persons path or speed

Vehicle 002

Possible

BOTH PARTIES ENTERED ROUNDABOUT ACROSS EACH OTHERS PATH & CLIPPED WHEELS CAUSING BOTH TO FALL TO GROUND, NO INJURIES TO MOTOR CYCLIST, CYCLIST HAS SLIGHT GRAZE TO ARM ONLY

1005916

Tuesday

A259 LITTLEHAMPTON ROAD 50m West of A280 ROUNDSTONE GARDEN CENTRE

Veh 2 Pedal cycle 44 Go/head

W to E Dri M 44 Slight

R1: A 259

07/09/2010

Veh 1 Car 26 Stopping

W to E

E 507,842

Dry

N 103,220

Fine without high winds

50 mph

Causation Factor:

Participant:

Confidence:

1st:

Failed to look properly

Vehicle 001

Very Likely

2nd:

Distraction in vehicle

Vehicle 001

Very Likely

V1 TRAVELLING EAST IN RD,HAD JUST OVERTAKEN V2. DRIVER OF V1 PULLED OVER TO N/S IN TO DRIVEWAY ENTRANCE AS HIS SEAT HAD SUDDENLY SLIPPED BACKWARDS. AS V1 MOVED TO N/S V2 WAS AT THE R/N/S OF VEHICLE, AND WAS STRUCK AND KNOCKED OFF.

1008378

Friday

A259 ROUNDSTONE ROUNDABOUT of A259

Veh 2 Car 19 Starting

E to W Dri F 19 Slight

R1: A 259

10/12/2010

Veh 1 Car 23 Ch/lane to left

E to W

R2: A 259

E 507,870

Wet/Damp

N 103,216

Fine without high winds

50 mph

Causation Factor:

Participant:

Confidence:

1st:

Failed to look properly

Vehicle 001

Very Likely

BOTH VEHICLES TRAVELLING WEST ON A259, ONE IN EACH LANE. BOTH VEHICLES WERE GOING STRAIGHT ON INTO A SINGLE LANE CARRIAGEWAY. VEHICLE 2 IN LEFT HAND LANE ACCESSED ROUNDABOUT FIRST, VEHICLE 1 IN RIGHT HAND LANE THEN WENT ONTO ROUNDABOUT, INDICATED LEFT AND CUT IN ON VEHICLE 2 IN LEFT HAND LANE, COLLISION THEN OCCURRED.

Details of Personal Injury Accidents for Period - 01/03/2010 to 28/02/2015 (60) months

Selection:

Selected using Manual Selection

Notes:

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

1001594 Wednesday B2140 ROUNDSTONE LANE of U
10/03/2010 DOWNS WAY AT THE JUNCTION
Veh 2 Pedal cycle 60 Go/head S to N Dri M 60 Serious
R1: B 2140 0825 hrs Veh 1 Car 30 Turning right W to S
R2: U
E 507,427 Dry
N 103,049 Fine without high winds
30 mph

Causation Factor:

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

Participant:

Vehicle 001
Vehicle 001
Casualty 001

Confidence:

Possible
Possible

VEHICLE 2 A PEDAL CYCLE TRAVELLING NORTH VEHICLE 1 PULLED OUT OF JUNCTION STRUCK CYCLIST KNOCKING CYCLIST OFF CYCLE CAUSING IN JURY

1101316 Sunday A280 ANGMERING BY PASS 190m
27/02/2011 North of A259
Veh 2 Car 74 Parked 0 to 0
R1: A 280 1222 hrs Veh 1 Pedal cycle 67 Go/head S to N Dri M 67 Serious
E 507,896 Dry
N 103,423 Fine without high winds
60 mph

Causation Factor:

1st: Failed to look properly

Participant:

Vehicle 001

Confidence:

Very Likely

THIS IS A 2 VEHICLE RTC V1 = PEDAL CYCLE, V2 = MOTOR VEHICLE. V2 HEADING NORTH ON A280 STOPPED ON NEAR SIDE VERGE. V1 ALSO HEADING NORTH COLLIDES WITH THE REAR OF V2.

1102863 Thursday U DOWNS WAY of U ASHURST WAY
05/05/2011
Veh 2 Car 40 Go/head W to E
R1: U 0750 hrs Veh 1 Pedal cycle 29 O/take s/veh o/side E to W Dri M 29 Slight
R2: U
E 507,248 Dry
N 103,068 Fine without high winds
30 mph

Causation Factor:

1st: Failed to judge other persons path or speed

Participant:

Vehicle 001

Confidence:

Possible

VEHICLE 2 WEST ALONG DOWNS WAY TOWARDS ABOVE JUNCTION. VEHICLE 1 CYCLING EAST TOWARDS VEHICLE 2. PARKED AND UNATTENDED VEHICLE ON NORTHERN SIDE OF DOWNS WAY. VEHICLE 1 PULLS OUT AROUND PARKED VEHICLE AND COMES INTO CONTACT WITH ONCOMING VEHICLE 2. RIDER OF VEHICLE 1 FALLS FROM CYCLE ON TO ROAD SURFACE.

Details of Personal Injury Accidents for Period - 01/03/2010 to 28/02/2015 (60) months

Selection:Notes:

Selected using Manual Selection

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

1107417

Wednesday

B2140 OLD WORTHING ROAD 117m

16/11/2011

East of U ARLINGTON CRESCENT JUST BEFORE BUS STOP

Veh 1

Bus/coach

21

Starting

W to E

Ped

F

16

Slight

R1: B 2140

1605 hrs

Darkness: street lights present

E 507,703

Dry

N 103,092

Fine without high winds

30 mph

Causation Factor:

1st: Road layout (eg bend, hill etc.)

Participant: Vehicle 001

Confidence: Possible

YOUNG FEMALE WALKING ALONG THE PAVEMENT, BUS PULLS CLOSE TO THE KERB, PULLS OUT RIGHT AND IN DOING SO BACK END OF BUS CLIPS FEMALE KNOCKING HER OVER.

1201866

Tuesday

A259 ROUNDSTONE BY PASS 80m

03/04/2012

West of A280

Veh 2

Car

31

Stopping

W to E

Dri

M

31

Slight

R1: A 259

0840 hrs

Veh 1

Car

45

Stopping

W to E

E 507,828

Dry

N 103,209

Fine without high winds

60 mph

Causation Factor:

1st: Failed to judge other persons path or speed

Participant: Vehicle 001

Confidence: Very Likely

2nd: Failed to look properly

Participant: Vehicle 001

Confidence: Possible

VEHICLE TWO TRAVELLING EAST IN SLOW MOVING TRAFFIC, VEHICLE ONE DIRECTLY BEHIND FAILED TO JUDGE DISTANCE/SPEED AND STRUCK REAR OF VEHICLE TWO. DETAILS WERE EXCHANGED AT THE SCENE HOWEVER DRIVER OF VEHICLE TWO HAS SINCE ATTENDED BOGNOR HOSPITAL AND SU STAINED A WHIPLASH INJURY HENCE REPORT.

1202926

Saturday

B2140 STATION ROAD of A259 NEW ROAD ON ROUNDABOUT

09/06/2012

Veh 2

Car

31

Starting

S to N

FSP

M

47

Slight

R1: B 2140

1225 hrs

Veh 1

Car

40

Starting

S to N

R2: A 259

E 507,404

Dry

N 103,142

Fine without high winds

30 mph

Causation Factor:

1st: Failed to look properly

Participant: Vehicle 001

Confidence: Very Likely

V1 AND V2 NEXT TO EACH OTHER TRAVELLING NORTHBOUND ON STATION ROAD APPROACHED ROUNDABOUT AND WAITING AT GIVE WAY WHEN GAP APPEARED ON A259. BOTH VEHICLES MOVED ONTO ROUNDABOUT WHEN V1 MOVED SLIGHTLY TO ITS NEARSIDE AND COLLIDED WITH OFFSIDE WING/DOOR OF V2 CAUSING DENTS IN EACH PANEL. FNS PASSENGER IN V2 SUSTAINED SLIGHT WHIPLASH. REPORTED TO POLICE BY SECAMB AND PASSENGER ASSESSED AT WORTHING A&E. V1 ADMITTED LIABILITY AT SCENE TO V2.

Details of Personal Injury Accidents for Period - 01/03/2010 to 28/02/2015 (60) months

Selection:

Selected using Manual Selection

Notes:

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

1203073 Tuesday A259 ROUNDSTONE BY PASS of C0
12/06/2012 ROUNDSTONE LANE ON APP TO R/A Veh 1 Car 81 Go/head E to W Dri F 81 Slight
1112 hrs
R1: A 259
R2: C
E 507,450 Dry
N 103,179 Fine without high winds
50 mph

Causation Factor:

1st: Illness or disability, mental or physical

Participant:

Vehicle 001

Confidence:

Very Likely

SINGLE VEHICLE RTC IN WHICH A CONFUSED ELDERLY DRIVER MOUNTED KERB AND STRUCK LAMPOST ON APPROACH TO ROUNDABOUT.

1300923 Friday A259 ROUNDSTONE BY PASS
15/02/2013 LITTLEHAMPTON At Junction of C617 Veh 2 Car 25 Wait go ahead held W to E Dri F 25 Slight
1530 hrs ROUNDSTONE LANE Veh 1 Car 30 Stopping W to E
R1: A 259
R2: C 617
E 507,370 Dry
N 103,186 Fine without high winds
40 mph

Causation Factor:

1st: Failed to look properly

Participant:

Vehicle 001

Confidence:

Possible

2nd: Failed to judge other persons path or speed

Vehicle 001

Possible

V2 HAD STOPPED AT JUNCTION OF ROUNDABOUT TO GIVE WAY TO ON-COMING TRAFFIC. V1 HAS DRIVEN INTO THE REAR OF V2. BOTH PARTIES HAVE GOT OUT OF THEIR RESPECTIVE VEHICLES BUT DETAILS WERE NOT EXCHANGED AT THE SCENE.

1304921 Wednesday A280 ANGMERING BY PASS
18/09/2013 ANGMERING AT JUNCTION OF A259 Veh 1 Car 24 Go/head N to S
1835 hrs Veh 2 Car 33 Wait go ahead held N to S Dri F 33 Slight
R1: A 280
R2: A 259 Daylight:street lights present
E 507,947 Dry
N 103,235 Fine without high winds
60 mph

Causation Factor:

1st: Careless/Reckless/In a hurry

Participant:

Vehicle 1

Confidence:

Very Likely

UNMARKED POLICE VEHICLE IN LANE ONE, STATIONARY AT GIVE WAY LINE, WAITING TO PULL AWAY, VEH 1 STRUCK POLICE VEHICLE, SLOW SPEED, STRIKING REAR BUMPER, CAUSING VEH 2 TO JOULT FORWARDS.

Details of Personal Injury Accidents for Period - 01/03/2010 to 28/02/2015 (60) months

Selection:

Notes:

Selected using Manual Selection

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

1305201 Wednesday A259 LITTLEHAMPTON ROAD EAST
02/10/2013 PRESTON AT JUNCTION OF A280
R1: A 259 0835 hrs Veh 1 Car 59 Go/head W to E
R2: A 280 Daylight:street lights present Veh 2 Pedal cycle 49 Go/head W to E Dri M 49 Serious
E 507,934 Wet/Damp
N 103,222 Fine without high winds
50 mph

Causation Factor:

Participant:

Confidence:

1st: Failed to look properly

Vehicle 1

Very Likely

VEHICLE 1 FAILED TO OBSERVE VEHICLE 2 (PEDAL CYCLE) ON THE R/A AND A COLLISION OCCURRED.

1305478 Tuesday A259 ROUNDSTONE BY PASS ROAD
15/10/2013 ANGMERING 140M WEST OF A280
R1: A 259 1731 hrs Veh 1 Car 25 Go/head E to W
Veh 2 Car 66 Wait go ahead held E to W Dri M 66 Slight
Daylight:street lights present Veh 3 Car Wait go ahead held E to W
E 507,781 Dry Veh 4 Car 38 Wait go ahead held E to W
N 103,204 Fine without high winds
50 mph

Causation Factor:

Participant:

Confidence:

1st: Failed to look properly

Vehicle 1

Very Likely

2nd: Dazzling sun

Vehicle 1

Possible

V1 TRAVELLING WEST IN SLOW MOVING TRAFFIC FAILED TO OBSERVE THAT VEHICLES IN FRONT OF HIM HAD STOPPED AND COLLIDED WITH REAR OF V2 PUSHING IT INTO REAR V3 WHICH WAS THEN PUSHED INTO THE REAR OF V4

1305789 Tuesday A259 ANGMERING AT JUNCTION OF
29/10/2013 B2140
R1: A 259 1052 hrs Veh 1 Car 60 Go/head E to W
Veh 2 Car 70 Wait go ahead held E to W Dri F 70 Slight
R2: B 2140 Daylight:street lights present
E 507,981 Dry
N 103,186 Fine without high winds
40 mph

Causation Factor:

Participant:

Confidence:

1st: Failed to judge other persons path or speed

Vehicle 1

Very Likely

VEHICLE 1 TRAVELLING EAST TO WEST BEHIND VEHICLE 2. VEHICLE 2 APPROACHES ROUNDABOUT AND SLOWS FOR VEHICLE IN JUNCTION. VEHICLE 1 FAILS TO SEE VEHICLE 2 HAS SLOWED AND COLLIDES AT LOW SPEED CAUSING MINOR INJURY TO DRIVER OF V2 AND DAMAGE.

Details of Personal Injury Accidents for Period - 01/03/2010 to 28/02/2015 (60) months

Selection: Notes:
Selected using Manual Selection

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

1306317

Wednesday

A259 ROUNDSTONE BY PASS
LITTLEHAMPTON AT JUNCTION OF
B2225 ROUNDSTONE LANE

20/11/2013

1805 hrs

Darkness: street lights present

Dry

Fine without high winds

50 mph

Veh 1

Car

61

Starting

W

to E

Veh 2

Pedal cycle

21

Go/head

S

to N

Dri

M

21

Slight

Causation Factor:

Participant:

Confidence:

1st:

Failed to look properly

Vehicle 1

Possible

CYCLIST POSITIONED TO LEAVE THE ROUNDABOUT WAS STRUCK FROM BEHIND BY VEHICLE 2. CYCLIST AND DRIVER SPOKE AND EXCHANGED NAMES AND TELEPHONE NUMBERS. BOTH PARTES ARE IN CONTACT AND DRIVER HAS OFFERED TO PAY FOR DAMAGE TO BIKE

1306683

Monday

B2140 OLD WORTHING ROAD EAST
PRESTON AT JUNCTION OF U
ARLINGTON CRESCENT

09/12/2013

1735 hrs

Darkness: street lights present

Wet/Damp

Fine without high winds

30 mph

Veh 1

Car

71

Turning right

N

to SW

Veh 2

Car

19

Go/head

SW

to NE

Dri

M

19

Slight

Causation Factor:

Participant:

Confidence:

1st:

Failed to look properly

Vehicle 1

Very Likely

VEHICLE 2 TRAVELLING EAST ALONG ROAD VEHICLE 1 PULLS OUT OF JUNCTION TURNING RIGHT INTO THE PATH OF 2 CAUSING COLLISION.

1306462

Friday

A259 ANGMERING AT JUNCTION OF
B2140 OLD WORTHING ROAD

29/11/2013

0951 hrs

Daylight:street lights present

Dry

Fine without high winds

40 mph

Veh 1

Car

79

Go/head

N

to S

Veh 2

Pedal cycle

54

Go/head

E

to W

Dri

M

54

Serious

Causation Factor:

Participant:

Confidence:

1st:

Failed to look properly

Vehicle 1

Very Likely

VEH 2 ON THE ROUNDABOUT ON A PUSHBIKE, APPARENTLY TRAVELLING EAST TO WEST ON THE A259. VEH 1 TRAVELLING SOUTH FROM THE ANGMERING BYPASS TOWARDS EAST PRESTON. ACCORDING TO WITNESSES, VEH 1 HAS FAILED TO SEE THE CYCLIST AND CUT ACROSS HIS PATH ON THE ROUNDABOUT.

Details of Personal Injury Accidents for Period - 01/03/2010 to 28/02/2015 (60) months

Selection:

Selected using Manual Selection

Notes:

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

1402043 Tuesday A259 ANGMERING AT JUNCTION OF
15/04/2014 B2140 ROUNDSTONE LANE
Veh 1 Car 33 Starting E to W Dri F 33 Slight
R1: A 259 1330 hrs Veh 2 Car 41 Starting E to W
R2: B 2140 Daylight:street lights present
E 507,462 Dry
N 103,180 Fine without high winds
40 mph

Causation Factor:

1st: Failed to look properly
2nd: Distraction outside vehicle

Participant:

Vehicle 1
Vehicle 1

Confidence:

Very Likely
Possible

V1 BEHIND V2 AT ROUNDABOUT TRAVELLING WESTBOUND SLOW SPEED DUE TO BUILD UP OF TRAFFIC, V1 HIT REAR OF V2 SPEED BETWEEN 5 AND 10MPH AIRBAGS DEPLOYED IN V1 TO DRIVER AND PASSENGER SIDE FEMALE DRIVER SUSTAINED BURN TO ARM FROM AIRBAG

1402968 Thursday A259 EAST PRESTON AT JUNCTION
29/05/2014 OF B2225 ROUNDSTONE LANE
Veh 1 Car 39 Go/head N to S
R1: A 259 0730 hrs Veh 2 Pedal cycle 41 Go/head W to E Dri M 41 Slight
R2: B 2225 Daylight:street lights present
E 507,419 Wet/Damp
N 103,196 Fine without high winds
50 mph

Causation Factor:

1st: Careless/Reckless/In a hurry
2nd: Nervous/Uncertain/Panic
3rd: Failed to look properly

Participant:

Vehicle 1
Vehicle 1
Vehicle 1

Confidence:

Very Likely
Possible

VEHICLE ONE TRAVELLING SOUTH BOUND APPROACHING THE ROUNDABOUT. ON ENTERING THE ROUNDABOUT VEHICLE 1 STRUCK VEHICLE 2 ON ROUNDABOUT CAUSING RIDER OF VEHICLE 2 TO SUSTAIN INJURIES.

1407025 Saturday A259 LITTLEHAMPTON AT
29/11/2014 JUNCTION OF A280
Veh 1 Car 85 Stopping NW to SE
R1: A 259 1607 hrs Veh 2 Car 75 Wait go ahead held NW to SE FSP F 72 Slight
R2: A 280 Darkness: street lights present Veh 3 Car 56 Wait go ahead held NW to SE
E 507,944 Dry
N 103,233 Fine without high winds
50 mph

Causation Factor:

1st: Careless/Reckless/In a hurry
2nd: Failed to judge other persons path or speed

Participant:

Vehicle 1
Vehicle 1

Confidence:

Possible
Very Likely

V3 STATIC AT GIVE WAY LINE OF R/A. V2 ALSO STATIC BEHIND V3, V1 FAILED TO SLOW SUFFICIENTLY, COLLIDED WITH REAR OF V2 CAUSING IT TO COLLIDE WITH V3.

Details of Personal Injury Accidents for Period - 01/03/2010 to 28/02/2015 (60) months

Selection:

Notes:

Selected using Manual Selection

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

1406492

Tuesday

A259 ROUNDSTONE BY-PASS ROAD
LITTLEHAMPTON AT JUNCTION OF
B2225 ROUNDSTONE LANE OUTSIDE

Veh 1 Pedal cycle 50 Go/head E to W Dri M 50 Slight

Veh 2 Car 51 Go/head E to W

R1: A 259

04/11/2014

1754 hrs

R2: B 2225

Darkness: no street lighting

E 507,377

Wet/Damp

N 103,165

Fine without high winds

30 mph

Causation Factor:

Participant:

Confidence:

1st: Failed to judge vehicles path or speed

Casualty 1

Very Likely

BOTH VEHICLES TRAVELLING WEST IN SLOW MOVING TRAFFIC. V#2 MOTORCAR BRAKES SHARPLY AND V#1 CYCLIST GOES INTO THE BACK OF IT

PIA DATA ANALYSIS

NO.	ACCIDENT REFERENCE	DATE	SEVERITY	LOCATION	CAUSATION FACTOR	DAYLIGHT / NIGHT-TIME	PED / CYCLE	COLLISION TYPE	DESCRIPTION
1	1001547	02-03-10	SLIGHT	B2225 ROUNDSTONE LANE OF U PRIVATE DRIVE	FAILED TO JUDGE OTHER PERSONS PATH OR SPEED	DAYLIGHT		MOTORCYCLE / VEH	V2 A MOTORCYCLE TRAVELLING SOUTH, V1 TRAVELLING NORTH STOPPED INDICATED TO TURN RIGHT, TURNED RIGHT IN PATH OF V2, V2 HIT THE FRONT NEARSIDE OF V1 RIDER CAME OFF THE MOTORCYCLE OVER THE BONNET AND ENDED UP IN THE ROAD, KNOCKED UNCONSCIOUS BRIEFLY.
2	1004575	13-07-10	SLIGHT	B2140 WORTHING ROAD OF U ARLINGTON CRESCENT	FAILED TO LOOK PROPERLY	DAYLIGHT	CYCLE	GOODS VEH / CYCLE	CYCLIST RIDING ALONG WORTHING ROAD IMPACTED WITH SIDE OF LORRY PULLING OUT ACROSS JUNCTION CAUSING SLIGHT INJURY TO FACE.
3	1006283	22-09-10	SLIGHT	A259 ROUNDSTONE BYPASS ROAD OF B2225 ROUNDSTONE LANE AT JUNCTION WITH A259 AT THE	FAILED TO LOOK PROPERLY / DISTRACTION IN VEHICLE	DAYLIGHT	CYCLE	VEH / CYCLE	VEHICLE 1 WAS AT JUNCTION WITH ROUNDABOUT, VEHICLE 1 PULLED OUT IN FRONT OF CYCLIST WHO WAS ALREADY ON THE ROUNDABOUT.
4	1005907	07-09-10	SLIGHT	A259 ROUNDSTONE BY PASS OF B2225 ROUNDSTONE LANE	FAILED TO LOOK PROPERLY / FAILED TO JUDGE OTHER PERSONS PATH OR SPEED	DAYLIGHT	CYCLE	MOTORCYCLE / CYCLE	BOTH PARTIES ENTERED ROUNDABOUT ACROSS EACH OTHERS PATH & CLIPPED WHEELS CAUSING BOTH TO FALL TO GROUND, NO INJURIES TO MOTOR CYCLIST, CYCLIST HAS SLIGHT GRAZE TO ARM ONLY.
5	1005916	07-09-10	SLIGHT	A259 LITTLEHAMPTON ROAD 50M WEST OF A280 ROUNDSTONE GARDEN CENTRE	FAILED TO LOOK PROPERLY / DISTRACTION IN VEHICLE	DAYLIGHT	CYCLE	VEH / CYCLE	V1 TRAVELLING EAST IN RD HAD JUST OVERTAKEN V2, DRIVER OF V1 PULLED OVER TO N/S IN TO DRIVEWAY ENTRANCE AS HIS SEAT HAD SUDDENLY SLIPPED BACKWARDS, AS V1 MOVED TO N/S V2 WAS AT THE REINS OF VEHICLE, AND WAS STRUCK AND KNOCKED OFF.
6	1008378	10-12-10	SLIGHT	A259 ROUNDSTONE ROUNDABOUT OF A259	FAILED TO LOOK PROPERLY	DAYLIGHT		VEH / VEH	BOTH VEHICLES TRAVELLING WEST ON A259, ONE IN EACH LANE, BOTH VEHICLES WERE GOING STRAIGHT ON INTO A SINGLE LANE CARRIAGEWAY, VEHICLE 2 IN LEFT HAND LANE ACCESSED ROUNDABOUT FIRST, VEHICLE 1 IN RIGHT HAND LANE THEN WENT ON TO ROUNDABOUT, INDICATED LEFT & NO CUT IN ON VEHICLE 2 IN LEFT HAND LANE, COLLISION THEN OCCURRED.
7	1001594	10-03-10	SERIOUS	B2140 ROUNDSTONE LANE OF U DOWNS WAY AT THE JUNCTION	FAILED TO LOOK PROPERLY / FAILED TO JUDGE OTHER PERSONS PATH OR SPEED	DAYLIGHT	CYCLE	VEH / CYCLE	VEHICLE 2 A PEDAL CYCLE TRAVELLING NORTH VEHICLE 1 PULLED OUT OF JUNCTION STRUCK CYCLIST KNOCKING CYCLIST OFF CYCLE CAUSING IN JURY.
8	1101316	27-02-11	SERIOUS	A280 ANGMERRING BY PASS 130M NORTH OF A259	FAILED TO LOOK PROPERLY	DAYLIGHT	CYCLE	VEH / CYCLE	THIS IS A 2 VEHICLE RTC V1 = PEDAL CYCLE, V2 = MOTOR VEHICLE, V2 HEADING NORTH ON A280 STOPPED ON NEAR SIDE VERGE, V1 ALSO HEADING NORTH COLLIDES WITH THE REAR OF V2.
9	1102863	05-05-11	SLIGHT	U DOWNS WAY OF U ASHURST WAY	FAILED TO JUDGE OTHER PERSONS PATH OR SPEED	DAYLIGHT	CYCLE	VEH / CYCLE	VEHICLE 2 WEST ALONG DOWNS WAY TOWARDS ABOVE JUNCTION, VEHICLE 1 CYCLING EAST TOWARDS VEHICLE 2, PARKED AND UNATTENDED VEHICLE ON NORTHERN SIDE OF DOWNS WAY, VEHICLE 1 PULLS OUT AROUND PARKED VEHICLE AND COMES INTO CONTACT WITH ONCOMING VEHICLE 2, RIDER OF VEHICLE 1 FALLS FROM CYCLE ON TO ROAD SURFACE.
10	1107417	16-11-11	SLIGHT	B2140 OLD WORTHING ROAD 117M EAST OF U ARLINGTON CRESCENT JUST BEFORE BUS STOP	ROAD LAYOUT (EG BEND, HILL ETC.)	DARKNESS	PED	BUSPED	YOUNG FEMALE WALKING ALONG THE PAVEMENT, BUS PULLS CLOSE TO THE KERB, PULLS OUT RIGHT AND IN DOING SO BACK END OF BUS CLIPS FEMALE KNOCKING HER OVER.
11	1201866	03-04-12	SLIGHT	A259 ROUNDSTONE BY PASS 80M WEST OF A280	FAILED TO JUDGE OTHER PERSONS PATH OR SPEED / FAILED TO LOOK PROPERLY	DAYLIGHT		VEH / VEH	VEHICLE TWO TRAVELLING EAST IN SLOW MOVING TRAFFIC, VEHICLE ONE DIRECTLY BEHIND FAILED TO JUDGE DISTANCE/SPEED AND STRUCK REAR OF VEHICLE TWO, DETAILS WERE EXCHANGED AT THE SCENE HOWEVER DRIVER ON VEHICLE TWO HAS SINCE ATTENDED BUCKNOR HOSPITAL AND SUSTAINED A WHIPLASH INJURY HENCE REPORT.
12	1202906	09-06-12	SLIGHT	B2140 STATION ROAD OF A259 NEW ROAD ON ROUNDABOUT	FAILED TO LOOK PROPERLY	DAYLIGHT		VEH / VEH	V1 AND V2 NEXT TO EACH OTHER TRAVELLING NORTHBOUND ON STATION ROAD APPROACHED ROUNDABOUT AND WAITING AT GIVE WAY WHEN CAR APPEARED ON A259, BOTH VEHICLES MOVED ON TO ROUNDABOUT WHEN V1 MOVED SLIGHTLY TO ITS NEARSIDE AND COLLIDED WITH OFFSIDE WING/DOOR OF V2 CAUSING DENTS IN EACH PANEL, PASSENGER IN V2 SUSTAINED SLIGHT WHIPLASH, REPORTED TO POLICE BY SECAMB AND PASSENGER ASSESSED AT WORTHING A&E, V1 ADMITTED LIABILITY AT SCENE TO V2.
13	1203073	12-06-12	SLIGHT	A259 ROUNDSTONE BY PASS OF C3 ROUNDSTONE LANE ON APP TO RIA	ILLNESS OR DISABILITY, MENTAL OR PHYSICAL	DAYLIGHT		VEH	SINGLE VEHICLE RTC IN WHICH A CONFUSED ELDERLY DRIVER MOUNTED KERB AND STRUCK LAMPPOST ON APPROACH TO ROUNDABOUT.
14	1300923	15-02-13	SLIGHT	A259 ROUNDSTONE BY PASS LITTLEHAMPTON AT JUNCTION OF C617 ROUNDSTONE LANE	FAILED TO LOOK PROPERLY / FAILED TO JUDGE OTHER PERSONS PATH OR SPEED	DAYLIGHT		VEH / VEH	V2 HAD STOPPED AT JUNCTION OF ROUNDABOUT TO GIVE WAY TO ON-COMING TRAFFIC, V1 HAS DRIVEN INTO THE REAR OF V2, BOTH PARTIES HAVE GOT OUT OF THEIR RESPECTIVE VEHICLES BUT DETAILS WERE NOT EXCHANGED AT THE SCENE.
15	1304921	18-09-13	SLIGHT	A280 ANGMERRING BY PASS ANGMERRING AT JUNCTION OF A259	CARELESS / RECKLESS / IN A HURRY	DAYLIGHT		VEH / VEH	UNMARKED POLICE VEHICLE IN LANE ONE, STATIONARY AT GIVE WAY LINE, WAITING TO PULL AWAY, VEH 1 STRUCK POLICE VEHICLE, SLOW SPEED, STRIKING REAR BUMPER, CAUSING VEH 2 TO JOLT FORWARD.
16	1305201	02-10-13	SERIOUS	A259 LITTLEHAMPTON ROAD EAST PRESTON AT JUNCTION OF A280	FAILED TO LOOK PROPERLY	DAYLIGHT	CYCLE	VEH / CYCLE	VEHICLE 1 FAILED TO OBSERVE VEHICLE 2 (PEDAL CYCLE) ON THE RIA AND A COLLISION OCCURRED.
17	1305478	15-10-13	SLIGHT	A259 ROUNDSTONE BY PASS ROAD ANGMERRING 140M WEST OF A280 OUTSIDE HASKINS GARDEN	FAILED TO LOOK PROPERLY / DAZZLING SUN	DAYLIGHT		VEH / VEH	V1 TRAVELLING WEST IN SLOW MOVING TRAFFIC FAILED TO OBSERVE THAT VEHICLES IN FRONT OF HIM HAD STOPPED AND COLLIDED WITH REAR OF V2 PUSHING IT INTO REAR V3 WHICH WAS THEN PUSHED INTO THE REAR OF V4
18	1305789	29-10-13	SLIGHT	A259 ANGMERRING AT JUNCTION OF B2140	FAILED TO JUDGE OTHER PERSONS PATH OR SPEED	DAYLIGHT		VEH / VEH	VEHICLE 1 TRAVELLING EAST TO WEST BEHIND VEHICLE 2, VEHICLE 2 APPROACHES ROUNDABOUT AND SLOWS FOR VEHICLE IN JUNCTION, VEHICLE 1 FAILS TO SEE VEHICLE 2 HAS SLOWED AND COLLIDES AT LOW SPEED CAUSING MINOR INJURY TO DRIVER OF V2 AND DAMAGE.
19	1306317	20-11-13	SLIGHT	A259 ROUNDSTONE BY PASS LITTLEHAMPTON AT JUNCTION OF B2225 ROUNDSTONE LANE	FAILED TO LOOK PROPERLY	DARKNESS	CYCLE	VEH / CYCLE	CYCLIST POSITIONED TO LEAVE THE ROUNDABOUT WAS STRUCK FROM BEHIND BY VEHICLE 2, CYCLIST AND DRIVER SPOKE AND EXCHANGED NAMES AND TELEPHONE NUMBERS, BOTH PARTIES ARE IN CONTACT AND DRIVER HAS OFFERED TO PAY FOR DAMAGE TO BIKE.
20	1306683	09-12-13	SLIGHT	B2140 OLD WORTHING ROAD EAST PRESTON AT JUNCTION OF U ARLINGTON CRESCENT	FAILED TO LOOK PROPERLY			VEH / VEH	VEHICLE 2 TRAVELLING EAST ALONG ROAD VEHICLE 1 PULLS OUT OF JUNCTION TURNING RIGHT INTO THE PATH OF 2 CAUSING COLLISION.
21	1306462	29-11-13	SERIOUS	A259 ANGMERRING AT JUNCTION OF B2140 OLD WORTHING ROAD	FAILED TO LOOK PROPERLY	DAYLIGHT	CYCLE	VEH / CYCLE	VEH 2 ON THE ROUNDABOUT ON A PUSHBIKE, APPARENTLY TRAVELLING EAST TO WEST ON THE A259, VEH 1 TRAVELLING SOUTH FROM THE ANGMERRING BYPASS TOWARDS EAST PRESTON, ACCORDING TO WITNESSES, VEH 1 HAS FAILED TO SEE THE CYCLIST AND CUT ACROSS HIS PATH ON THE ROUND ABOUT.
22	1402043	15-04-14	SLIGHT	A259 ANGMERRING AT JUNCTION OF B2140 ROUNDSTONE LANE	FAILED TO LOOK PROPERLY / DISTRACTION OUTSIDE VEHICLE	DAYLIGHT		VEH / VEH	V1 BEHIND V2 AT ROUNDABOUT TRAVELLING WESTBOUND SLOW SPEED DUE TO BUILD UP OF TRAFFIC, V1 HIT REAR OF V2, BOTH PARTIES BETWEEN 5 AND 10MPH, AIRBAGS DEPLOYED IN V1 TO DRIVER AND PASSENGER SIDE FEMALE DRIVER SUSTAINED BURN TO ARM FROM AIRBAG
23	1402968	29-05-14	SLIGHT	A259 EAST PRESTON AT JUNCTION OF B2225 ROUNDSTONE LANE	CARELESS / RECKLESS / IN A HURRY / NERVOUS UNCERTAIN / PANIC / FAILED TO LOOK PROPERLY	DAYLIGHT	CYCLE	VEH / CYCLE	VEHICLE ONE TRAVELLING SOUTH BOUND APPROACHING THE ROUNDABOUT, ON ENTERING THE ROUNDABOUT VEHICLE 1 STRUCK VEHICLE 2 ON ROUNDABOUT CAUSING RIDER OF VEHICLE 2 TO SUSTAIN INJURIES.
24	1407025	29-11-14	SLIGHT	A259 LITTLEHAMPTON AT JUNCTION OF A280	CARELESS / RECKLESS / IN A HURRY / FAILED TO JUDGE OTHER PERSONS PATH OR SPEED	DARKNESS		VEH / VEH	V3 STATIC AT GIVE WAY LINE OF RIA, V2 ALSO STATIC BEHIND V1, V1 FAILED TO SLOW SUFFICIENTLY, COLLIDED WITH REAR OF V2 CAUSING IT TO COLLIDE WITH V3.
25	1406492	04-11-14	SLIGHT	A259 ROUNDSTONE BY PASS ROAD LITTLEHAMPTON AT JUNCTION OF B2225 ROUNDSTONE LANE OUTSIDE	FAILED TO JUDGE VEHICLES PATH OR SPEED	DARKNESS	CYCLE	VEH / CYCLE	BOTH VEHICLES TRAVELLING WEST IN SLOW MOVING TRAFFIC, V12 MOTORCAR BRAKES SHARPLY AND V11 CYCLIST GOES INTO THE BACK OF IT.



APPENDIX C

Haskins A259 Roundstone Bypass

Globals

Report Id	CustomList-110
Descriptor	TSF Separate Dir
Created by	MetroCount Traffic Executive
Creation Time (UTC)	2015-05-11T17:25:24
Legal	Copyright (c)1997 - 2009 MetroCount
Graphic	header.bmp
Language	English
Country	United Kingdom
Create Version	3.21.15315.0
Metric	FALSE
Speed Unit	mph
Length Unit	ft
Mass Unit	ton

Dataset

Site Name	Haskins A259
Site Attribute	ATC 3
File Name	\\RGP-SBS-01\Users\rmoore\MetroCount\MT E 3.21\Data\Haskins A25911May2015.EC0
File Type	Plus
Algorithm	Factory default
Description	roundstone bypass
Lane	0
Direction	8
Direction Text	8 - East bound A>B, West bound B>A.
Layout Text	Axle sensors - Paired (Class/Speed/Count)
Setup Time	2015-04-29T18:25:16
Start Time	2015-04-29T18:25:16
Finish Time	2015-05-11T18:11:16
Operator	RM
Configuration	00000000 80 00 14 6a 6a 00 00 00 00 00 , Standard

Profile

Name	Default Profile
Title	MetroCount Traffic Executive
Graphic Logo	
Header	
Footer	
Percentile 1	85
Percentile 2	95
Pace	10
Filter Start	2015-05-03T00:00:00
Filter End	2015-05-10T00:00:00
Class Scheme	ARX
Low Speed	5
High Speed	100
Posted Limit	50
Speed Limits	50 50 50 50 50 50 50 50 50
Separation	0.000
Separation Type	Headway
Direction	AB
Encoded Direction	10

Haskins A259 Roundstone Bypass

Column

Time	24-hour time (0000 - 2359)
Cls 1	Class totals
Cls 2	Class totals
Cls 3	Class totals
Cls 4	Class totals
Cls 5	Class totals
Cls 6	Class totals
Cls 7	Class totals
Cls 8	Class totals
Cls 9	Class totals
Cls 10	Class totals
Cls 11	Class totals
Cls 12	Class totals
Total	Number in time step
Vbin 5 10	Speed bin totals
Vbin 10 15	Speed bin totals
Vbin 15 20	Speed bin totals
Vbin 20 25	Speed bin totals
Vbin 25 30	Speed bin totals
Vbin 30 35	Speed bin totals
Vbin 35 40	Speed bin totals
Vbin 40 45	Speed bin totals
Vbin 45 50	Speed bin totals
Vbin 50 55	Speed bin totals
Vbin 55 60	Speed bin totals
Vbin 60 65	Speed bin totals
Vbin 65 70	Speed bin totals
Vbin 70 75	Speed bin totals
Vbin 75 80	Speed bin totals
Mean	Average speed
Vpp 85	Percentile speed

Haskins A259 Roundstone Bypass

Report Id - CustomList-110
Site Name - Haskins A259
Description - roundstone bypass
Direction - AB

03 May 2015

Time	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Total	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Mean	Vpp 85
0000	0	106	0	3	0	0	0	0	0	0	0	0	109	0	0	0	7	50	40	11	1	0	0	0	0	0	0	0	30.2	33.8
0100	0	65	0	5	0	0	0	0	1	0	0	0	71	0	0	1	5	27	29	9	0	0	0	0	0	0	0	0	30.5	34.2
0200	1	53	0	2	0	0	0	0	0	0	0	0	56	0	0	0	4	19	27	6	0	0	0	0	0	0	0	0	30.9	34.4
0300	0	39	0	1	0	0	0	0	1	0	0	0	41	0	0	1	0	11	23	6	0	0	0	0	0	0	0	0	31.7	34.7
0400	0	49	0	2	0	0	0	0	0	0	0	0	51	0	0	0	3	12	22	10	4	0	0	0	0	0	0	0	32.4	37.6
0500	3	83	0	3	0	0	0	0	1	1	0	0	91	0	0	2	7	28	37	15	2	0	0	0	0	0	0	0	31.1	35.3
0600	2	160	0	7	0	0	0	0	0	0	0	0	169	1	0	0	4	39	89	31	4	1	0	0	0	0	0	0	32.3	36
0700	2	203	0	8	0	0	0	0	0	1	0	0	214	0	0	0	6	79	105	23	0	0	1	0	0	0	0	0	31	34.2
0800	4	317	0	19	1	0	0	2	0	0	0	0	343	1	5	9	20	168	120	19	1	0	0	0	0	0	0	0	29.2	32.9
0900	4	626	1	17	2	0	0	0	0	0	0	0	650	3	29	33	109	325	136	15	0	0	0	0	0	0	0	0	26.6	30.9
1000	5	1003	2	24	1	4	0	0	0	0	0	1	1040	19	120	132	391	340	36	2	0	0	0	0	0	0	0	0	22.5	27.3
1100	3	1217	3	18	0	1	1	0	0	1	0	0	1244	49	292	255	443	190	13	2	0	0	0	0	0	0	0	0	19.4	25.1
1200	3	1259	3	17	0	0	1	0	0	0	0	0	1283	119	483	393	240	47	1	0	0	0	0	0	0	0	0	0	16	21.3
1300	4	1355	5	14	0	0	0	0	1	0	0	0	1379	62	523	448	293	49	4	0	0	0	0	0	0	0	0	0	16.6	21.7
1400	1	1251	2	11	2	1	0	0	0	0	0	0	1268	96	384	272	333	168	11	4	0	0	0	0	0	0	0	0	18	24.8
1500	3	1244	0	15	0	0	1	0	0	0	0	1	1264	100	376	227	324	216	21	0	0	0	0	0	0	0	0	0	18.4	25.5
1600	2	1089	2	16	0	0	0	0	0	0	0	0	1109	46	251	126	253	335	93	5	0	0	0	0	0	0	0	0	21.4	28.4
1700	7	783	1	16	1	0	0	0	1	1	0	1	811	1	30	43	145	406	169	16	1	0	0	0	0	0	0	0	26.6	30.6
1800	3	633	2	15	0	0	1	0	1	0	0	0	655	0	0	10	81	306	224	32	1	1	0	0	0	0	0	0	29	32.7
1900	1	479	2	14	1	0	0	0	0	0	0	0	497	0	0	1	54	251	161	24	6	0	0	0	0	0	0	29.2	32.7	
2000	6	345	0	9	1	0	0	0	0	0	0	0	361	0	0	3	31	171	134	18	2	2	0	0	0	0	0	29.5	32.7	
2100	3	220	1	6	0	0	0	0	3	0	0	0	233	0	0	2	23	108	75	21	2	2	0	0	0	0	0	29.6	33.6	
2200	6	199	1	5	0	0	0	0	1	0	0	0	212	0	0	1	23	104	58	22	4	0	0	0	0	0	0	29.7	34	
2300	2	129	0	2	0	0	0	0	0	0	0	0	133	0	0	0	7	43	61	20	2	0	0	0	0	0	0	0	31.2	35.3
07-19	41	10980	21	190	7	6	4	2	3	3	0	3	11260	496	2493	1948	2638	2629	933	118	3	1	1	0	0	0	0	0	20.9	28.4
06-22	53	12184	24	226	9	6	4	2	6	3	0	3	12520	497	2493	1954	2750	3198	1392	212	17	6	1	0	0	0	0	0	21.8	29.3
06-00	61	12512	25	233	9	6	4	2	7	3	0	3	12865	497	2493	1955	2780	3345	1511	254	23	6	1	0	0	0	0	0	22	29.5
00-00	65	12907	25	249	9	6	4	2	10	4	0	3	13284	497	2493	1959	2806	3492	1689	311	30	6	1	0	0	0	0	0	22.3	30

Haskins A259 Roundstone Bypass

Report Id - CustomList-110
Site Name - Haskins A259
Description - roundstone bypass
Direction - AB

04 May 2015

Time	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Total	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Mean	Vpp 85
0000	0	45	0	4	0	0	0	0	0	0	0	0	49	0	0	0	2	15	21	10	1	0	0	0	0	0	0	0	31.7	35.8
0100	0	37	0	1	0	0	0	0	0	0	0	0	38	0	0	0	1	8	21	7	1	0	0	0	0	0	0	0	32.3	35.8
0200	0	27	0	4	0	0	0	0	0	0	0	0	31	0	0	1	0	4	14	11	1	0	0	0	0	0	0	0	33.4	37.8
0300	1	21	0	4	0	0	0	0	0	0	0	0	26	0	0	0	0	6	13	6	1	0	0	0	0	0	0	0	33.1	36.9
0400	0	39	0	2	0	0	0	0	0	1	0	0	42	0	0	0	2	11	16	7	5	1	0	0	0	0	0	0	33.2	38.5
0500	2	95	0	6	0	0	0	0	0	0	0	0	103	0	0	0	1	21	53	23	5	0	0	0	0	0	0	0	32.9	36
0600	8	148	0	16	2	0	0	0	1	1	0	0	176	0	0	2	4	36	85	39	10	0	0	0	0	0	0	0	32.7	36.7
0700	11	249	1	24	1	1	0	1	1	0	0	0	289	0	0	2	7	66	164	45	3	2	0	0	0	0	0	0	32	35.1
0800	16	375	0	21	1	2	0	2	0	0	0	0	417	1	11	8	32	115	186	63	1	0	0	0	0	0	0	0	30.2	34.9
0900	18	817	4	38	2	1	0	1	0	0	0	0	881	10	44	65	242	374	134	11	1	0	0	0	0	0	0	0	25.3	30.2
1000	15	1140	9	21	1	2	0	1	2	1	0	0	1192	46	210	297	413	189	34	3	0	0	0	0	0	0	0	0	20.1	25.7
1100	14	1081	8	18	13	0	2	0	0	3	1	0	1140	177	507	292	144	19	1	0	0	0	0	0	0	0	0	0	14.4	19.7
1200	11	1116	16	10	24	1	1	0	1	3	0	0	1183	180	487	306	183	26	1	0	0	0	0	0	0	0	0	0	14.9	20.6
1300	18	1246	9	11	16	3	0	0	1	2	1	1	1308	115	407	376	319	90	1	0	0	0	0	0	0	0	0	0	17	23
1400	8	1211	9	11	4	3	0	0	1	1	0	0	1248	150	471	385	206	34	2	0	0	0	0	0	0	0	0	0	15.5	20.8
1500	15	1264	8	16	8	4	1	0	2	0	0	0	1318	109	495	336	290	80	8	0	0	0	0	0	0	0	0	0	16.6	22.8
1600	14	1175	6	19	6	2	0	0	0	1	0	0	1223	36	222	225	418	267	51	3	1	0	0	0	0	0	0	0	20.8	26.6
1700	8	869	1	19	4	0	0	1	0	0	0	0	902	6	58	52	242	419	118	7	0	0	0	0	0	0	0	0	25.2	29.8
1800	6	665	1	12	0	0	0	0	1	1	0	0	686	2	24	14	63	379	192	10	0	2	0	0	0	0	0	0	27.9	31.3
1900	5	437	0	15	0	0	0	0	0	0	0	0	457	0	0	2	58	256	130	11	0	0	0	0	0	0	0	0	28.5	31.3
2000	1	272	1	6	2	0	1	0	0	0	0	0	283	0	0	4	63	145	66	4	1	0	0	0	0	0	0	0	27.7	31.5
2100	3	236	0	5	0	0	0	0	2	0	0	0	246	0	0	4	41	120	71	10	0	0	0	0	0	0	0	0	28.4	32
2200	2	153	0	2	1	0	0	0	1	0	0	0	159	0	0	4	26	78	42	9	0	0	0	0	0	0	0	0	28.3	31.8
2300	1	82	0	3	0	0	0	0	0	0	0	0	86	0	0	0	9	48	25	4	0	0	0	0	0	0	0	0	28.8	31.5
07-19	154	11208	72	220	80	19	4	6	9	12	2	1	11787	832	2936	2358	2559	2058	892	142	6	4	0	0	0	0	0	0	19.8	28
06-22	171	12301	73	262	84	19	5	6	12	13	2	1	12949	832	2936	2370	2725	2615	1244	206	17	4	0	0	0	0	0	0	20.6	28.9
06-00	174	12536	73	267	85	19	5	6	13	13	2	1	13194	832	2936	2374	2760	2741	1311	219	17	4	0	0	0	0	0	0	20.7	29.1
00-00	177	12800	73	288	85	19	5	6	13	14	2	1	13483	832	2936	2375	2766	2806	1449	283	31	5	0	0	0	0	0	0	21	29.3

Time	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Total	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Mean	Vpp 85	
0000	0	30	0	3	0	0	0	0	0	0	0	0	33	0	0	0	1	6	10	15	1	0	0	0	0	0	0	0	0	33.2	37.8
0100	0	17	0	3	0	0	0	0	0	0	0	0	20	0	0	0	1	4	8	6	1	0	0	0	0	0	0	0	0	32.9	36.2
0200	2	15	0	4	0	0	0	0	0	0	0	0	21	0	1	0	2	4	12	2	0	0	0	0	0	0	0	0	0	30.8	34
0300	0	23	0	5	0	0	0	0	0	0	0	0	28	0	0	0	2	12	13	1	0	0	0	0	0	0	0	0	0	29.9	34.2
0400	0	61	0	3	1	0	0	0	1	0	0	0	66	0	0	0	0	21	35	8	2	0	0	0	0	0	0	0	0	31.9	34.7
0500	5	238	0	23	0	0	0	0	0	0	0	0	266	0	2	0	3	79	144	38	0	0	0	0	0	0	0	0	0	31.6	34.7
0600	11	737	4	50	5	4	2	3	0	1	0	0	817	2	8	22	87	391	283	23	1	0	0	0	0	0	0	0	0	28.5	32
0700	18	1249	12	52	11	4	0	1	0	3	0	0	1350	14	45	167	624	427	72	1	0	0	0	0	0	0	0	0	0	23.5	27.5
0800	14	1198	6	67	6	3	0	3	1	1	1	1	1300	21	88	243	575	341	31	1	0	0	0	0	0	0	0	0	0	22.2	26.6
0900	4	1100	10	71	5	10	4	1	2	1	0	0	1208	42	130	217	465	303	48	2	1	0	0	0	0	0	0	0	0	21.7	26.8
1000	9	1045	5	73	6	6	3	3	0	1	1	0	1152	74	253	345	316	152	9	3	0	0	0	0	0	0	0	0	0	18.5	24.6
1100	8	1110	5	79	6	3	3	1	2	3	0	0	1220	95	295	319	392	106	11	2	0	0	0	0	0	0	0	0	0	18.1	23.7
1200	6	1170	0	49	7	5	1	0	1	0	0	0	1239	87	426	291	263	155	17	0	0	0	0	0	0	0	0	0	0	17.6	24.6
1300	7	1179	6	85	6	5	3	2	1	5	0	0	1299	69	333	298	351	225	23	0	0	0	0	0	0	0	0	0	0	19	25.7
1400	8	1176	6	78	3	4	1	2	2	3	0	1	1284	65	323	364	340	168	24	0	0	0	0	0	0	0	0	0	0	18.6	24.8
1500	10	1130	6	58	4	5	0	1	3	2	0	0	1219	56	244	242	404	237	35	1	0	0	0	0	0	0	0	0	0	20	26.2
1600	5	1247	5	77	8	2	1	2	1	4	1	0	1353	71	335	411	387	132	17	0	0	0	0	0	0	0	0	0	0	18.3	23.9
1700	11	1284	6	42	2	1	1	1	0	0	0	0	1348	26	187	317	482	294	41	1	0	0	0	0	0	0	0	0	0	21	26.4
1800	7	1032	5	40	0	0	0	2	1	1	0	0	1088	9	56	107	294	479	130	13	0	0	0	0	0	0	0	0	0	25	29.5
1900	8	636	3	28	0	0	0	0	0	1	0	0	676	0	1	13	85	345	208	22	2	0	0	0	0	0	0	0	0	28.5	31.8
2000	6	438	0	9	1	0	0	0	0	0	0	0	454	0	1	2	51	266	113	20	1	0	0	0	0	0	0	0	0	28.6	31.5
2100	2	290	0	7	0	0	0	1	0	0	1	0	301	0	0	0	36	147	96	20	2	0	0	0	0	0	0	0	0	29.3	32.9
2200	1	176	0	5	0	0	0	0	1	0	0	0	183	0	0	0	12	76	74	19	2	0	0	0	0	0	0	0	0	30.4	34
2300	2	86	0	2	0	0	0	0	0	0	0	0	90	0	0	0	2	27	47	10	3	1	0	0	0	0	0	0	0	31.7	34.9
07-19	107	13920	72	771	64	48	17	19	14	24	3	1	15060	629	2715	3321	4893	3019	458	24	1	0	0	0	0	0	0	0	0	20.3	26.4
06-22	134	16021	79	865	70	52	19	23	14	27	3	1	17308	631	2725	3358	5152	4168	1158	109	7	0	0	0	0	0	0	0	0	21.4	27.7
06-00	137	16283	79	872	70	52	19	23	15	27	3	1	17581	631	2725	3358	5166	4271	1279	138	12	1	0	0	0	0	0	0	0	21.5	28
00-00	144	16667	79	913	71	52	19	23	16	27	3	1	18015	631	2728	3358	5175	4397	1501	208	16	1	0	0	0	0	0	0	0	21.8	28.4

Time	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Total	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Mean	Vpp 85	
0000	0	38	0	1	0	0	0	0	0	0	1	0	0	40	0	0	0	2	9	17	6	6	0	0	0	0	0	0	0	33	39.6
0100	0	14	0	3	0	0	0	0	0	0	0	0	17	0	0	0	0	4	8	5	0	0	0	0	0	0	0	0	0	32.8	35.3
0200	0	17	0	4	0	0	0	0	0	0	0	0	21	0	0	0	0	7	7	6	1	0	0	0	0	0	0	0	0	32.3	36
0300	0	17	0	3	0	0	0	0	0	1	0	0	21	0	0	0	0	4	14	3	0	0	0	0	0	0	0	0	0	32.7	34.7
0400	0	66	0	4	1	0	0	0	0	0	1	0	72	0	0	0	3	19	29	18	3	0	0	0	0	0	0	0	0	32	35.8
0500	7	256	0	29	0	1	0	0	1	0	0	0	294	1	2	0	9	77	154	47	4	0	0	0	0	0	0	0	0	31.5	35.1
0600	11	765	3	60	1	3	0	1	0	1	0	0	845	2	10	15	73	375	321	45	4	0	0	0	0	0	0	0	0	29.2	32.9
0700	21	1251	8	45	10	13	0	4	2	2	1	0	1357	18	51	186	642	412	45	3	0	0	0	0	0	0	0	0	0	23.2	27.1
0800	9	1165	6	49	11	7	2	5	2	6	0	1	1263	25	69	212	654	285	18	0	0	0	0	0	0	0	0	0	0	22	25.9
0900	8	1067	7	54	8	7	1	2	1	2	1	0	1157	27	109	270	456	248	46	1	0	0	0	0	0	0	0	0	0	21.5	26.6
1000	3	1012	3	52	11	7	0	1	2	2	0	0	1093	37	156	290	424	169	15	2	0	0	0	0	0	0	0	0	0	20.2	25.3
1100	8	1138	7	55	6	8	1	0	4	3	1	1	1232	64	333	420	314	94	6	1	0	0	0	0	0	0	0	0	0	17.7	23.3
1200	6	1160	6	67	4	0	0	0	2	1	0	0	1246	64	332	340	326	169	13	1	1	0	0	0	0	0	0	0	0	18.6	24.8
1300	5	1198	3	61	2	6	1	2	2	2	0	0	1282	75	366	346	343	137	14	1	0	0	0	0	0	0	0	0	0	18.1	23.9
1400	6	1171	4	58	2	1	0	0	3	0	0	0	1245	88	437	342	298	76	4	0	0	0	0	0	0	0	0	0	0	16.8	22.6
1500	4	1131	3	87	0	2	1	0	0	2	0	1	1231	34	263	227	354	311	42	0	0	0	0	0	0	0	0	0	0	20.6	27.1
1600	9	1203	7	83	2	3	1	0	1	2	0	0	1311	40	253	279	442	256	41	0	0	0	0	0	0	0	0	0	0	20.4	26.4
1700	14	1305	6	43	3	2	1	0	0	0	0	0	1374	21	119	213	464	482	74	1	0	0	0	0	0	0	0	0	0	23	28
1800	13	1016	1	45	0	1	0	1	0	0	0	0	1077	2	30	63	259	539	170	13	0	1	0	0	0	0	0	0	0	26.2	30.2
1900	7	706	3	31	0	0	0	0	1	0	0	0	749	0	0	9	150	381	188	21	0	0	0	0	0	0	0	0	0	27.8	31.1
2000	4	426	1	12	0	0	0	0	1	0	0	0	444	0	0	2	29	233	165	14	1	0	0	0	0	0	0	0	0	29.3	32.4
2100	6	296	1	12	0	1	0	0	0	0	0	0	316	0	0	0	36	161	100	18	0	1	0	0	0	0	0	0	0	29.2	32.7
2200	4	199	0	6	0	0	0	0	0	0	1	0	210	0	0	0	15	70	99	23	3	0	0	0	0	0	0	0	0	30.9	34.4
2300	3	100	0	6	0	0	0	0	2	1	0	0	112	0	0	0	8	34	46	21	1	2	0	0	0	0	0	0	0	31.7	36.2
07-19	106	13817	61	699	59	57	8	15	19	21	2	4	14868	495	2518	3188	4976	3178	488	23	1	1	0	0	0	0	0	0	0	20.7	26.6
06-22	134	16010	69	814	60	61	8	17	20	23	2	4	17222	497	2528	3214	5264	4328	1262	121	6	2	0	0	0	0	0	0	0	21.8	28.2
06-00	141	16309	69	826	60	61	8	17	22	25	2	4	17544	497	2528	3214	5287	4432	1407	165	10	4	0	0	0	0	0	0	0	21.9	28.4
00-00	148	16717	69	870	61	62	8	17	24	27	2	4	18009	498	2530	3214	5301	4552	1636	250	24	4	0	0	0	0	0	0	0	22.2	28.6

Time	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Total	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Mean	Vpp 85	
0000	0	40	0	0	0	0	0	0	0	1	0	0	41	0	1	0	2	9	23	5	1	0	0	0	0	0	0	0	0	31.5	34.2
0100	0	21	0	4	0	0	0	0	0	0	0	0	25	0	0	0	0	5	12	7	1	0	0	0	0	0	0	0	0	33.5	36.5
0200	2	16	0	5	0	0	0	0	0	0	0	0	23	0	0	1	0	8	11	2	1	0	0	0	0	0	0	0	0	31.7	34.9
0300	0	19	0	6	0	0	0	0	0	0	0	0	26	0	0	1	0	6	16	1	2	0	0	0	0	0	0	0	0	31.6	34.7
0400	0	62	0	3	0	0	0	0	0	0	0	0	65	0	0	0	2	24	20	14	4	1	0	0	0	0	0	0	0	32.4	37.1
0500	7	265	1	34	1	1	0	1	1	1	1	0	312	0	2	1	8	81	173	45	2	0	0	0	0	0	0	0	0	31.6	34.7
0600	18	733	2	52	3	1	0	1	1	0	0	0	812	0	5	6	79	365	300	50	7	0	0	0	0	0	0	0	0	29.5	33.1
0700	21	1273	15	72	10	10	0	5	2	2	0	1	1411	14	50	182	570	481	112	2	0	0	0	0	0	0	0	0	0	23.9	28.2
0800	19	1196	9	66	7	11	1	3	0	1	0	1	1314	17	75	255	554	365	45	3	0	0	0	0	0	0	0	0	0	22.5	27.1
0900	13	1158	9	71	2	5	0	1	1	0	4	1	1265	29	204	344	451	210	27	0	0	0	0	0	0	0	0	0	0	20.3	25.5
1000	10	1071	3	88	5	8	2	0	1	2	0	0	1190	85	223	332	388	140	22	0	0	0	0	0	0	0	0	0	0	19	24.6
1100	8	1136	7	84	3	5	0	0	2	3	0	0	1248	74	331	378	354	102	9	0	0	0	0	0	0	0	0	0	0	17.9	23.5
1200	13	1157	1	68	4	2	1	1	1	4	0	0	1252	80	446	415	235	68	6	2	0	0	0	0	0	0	0	0	0	16.7	22.1
1300	9	1174	9	79	9	5	0	2	3	3	0	0	1294	91	364	394	321	112	12	0	0	0	0	0	0	0	0	0	0	17.6	23.3
1400	10	1164	2	97	5	1	1	1	1	0	0	0	1282	37	279	319	436	189	22	0	0	0	0	0	0	0	0	0	0	19.5	25.3
1500	12	1167	3	58	2	4	1	0	3	4	1	0	1255	77	358	367	309	132	12	0	0	0	0	0	0	0	0	0	0	17.9	23.9
1600	10	1244	5	51	2	3	1	0	0	2	0	0	1318	72	273	323	416	221	13	0	0	0	0	0	0	0	0	0	0	19.3	25.3
1700	14	1232	3	46	2	3	0	0	1	1	0	0	1302	51	191	238	449	334	39	0	0	0	0	0	0	0	0	0	0	21.1	26.8
1800	17	1006	6	39	0	1	0	3	1	0	0	0	1074	2	42	81	295	539	109	6	0	0	0	0	0	0	0	0	0	25.3	29.3
1900	17	704	3	33	2	1	0	1	0	0	0	0	761	1	24	24	99	417	182	12	2	0	0	0	0	0	0	0	0	27.4	31.1
2000	4	475	0	16	1	0	1	0	0	0	0	0	497	0	2	4	67	277	126	19	0	1	1	0	0	0	0	0	0	28.4	31.8
2100	4	378	1	8	2	1	0	0	0	0	1	0	395	0	5	5	56	211	99	16	2	1	0	0	0	0	0	0	0	28.3	32
2200	2	218	0	10	0	0	0	0	0	0	0	0	230	0	0	1	32	102	77	16	2	0	0	0	0	0	0	0	0	29.5	33.1
2300	0	96	0	5	0	0	0	0	1	0	0	0	102	0	0	0	0	4	29	47	20	2	0	0	0	0	0	0	0	31.9	35.3
07-19	156	13978	72	819	51	58	7	16	16	25	3	4	15205	629	2836	3628	4778	2893	428	13	0	0	0	0	0	0	0	0	0	20.1	26.2
06-22	199	16268	78	928	59	61	8	18	17	26	3	5	17670	630	2872	3667	5079	4163	1135	110	11	2	1	0	0	0	0	0	0	21.2	27.7
06-00	201	16582	78	943	59	61	8	18	18	26	3	5	18002	630	2872	3668	5115	4294	1259	146	15	2	1	0	0	0	0	0	0	21.4	28
00-00	210	17005	79	995	60	62	8	19	20	28	3	5	18494	630	2875	3671	5127	4427	1514	220	26	3	1	0	0	0	0	0	0	21.7	28.4

Time	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Total	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Mean	Vpp 85
0000	0	41	0	3	0	0	0	0	0	0	0	0	44	0	0	0	6	8	25	4	1	0	0	0	0	0	0	0	31.1	34
0100	0	20	0	3	0	0	0	0	1	0	0	0	24	0	0	0	1	4	14	4	1	0	0	0	0	0	0	0	32.6	35.1
0200	0	23	0	4	1	0	0	0	0	0	0	0	28	0	0	0	2	7	12	7	0	0	0	0	0	0	0	0	31.6	35.6
0300	0	27	0	5	0	0	0	0	0	0	0	0	32	0	0	0	0	6	20	5	1	0	0	0	0	0	0	0	32.7	35.6
0400	0	60	0	6	1	0	0	0	1	1	0	0	69	0	0	0	1	19	23	21	5	0	0	0	0	0	0	0	33.2	37.6
0500	4	223	0	28	0	0	0	1	1	1	0	0	257	0	2	0	2	42	162	44	4	1	0	0	0	0	0	0	32.6	35.6
0600	15	742	2	58	3	2	0	1	0	1	0	0	824	3	7	13	92	388	276	42	3	0	0	0	0	0	0	0	28.8	32.7
0700	19	1199	9	80	6	7	0	2	0	1	0	2	1325	20	45	125	476	519	130	9	1	0	0	0	0	0	0	0	24.5	29.1
0800	19	1240	9	67	9	11	3	1	0	0	0	0	1359	25	56	280	636	329	31	2	0	0	0	0	0	0	0	0	22.3	26.6
0900	15	1115	2	64	6	10	0	2	0	3	0	0	1217	36	160	337	424	233	27	0	0	0	0	0	0	0	0	0	20.6	25.9
1000	11	1133	8	64	9	10	3	0	2	1	0	0	1241	24	211	328	493	165	19	1	0	0	0	0	0	0	0	0	19.9	24.8
1100	9	1061	10	74	2	7	2	0	0	1	0	0	1166	74	309	272	297	194	19	0	0	1	0	0	0	0	0	0	18.7	25.7
1200	11	1180	6	52	3	5	1	0	2	2	0	0	1262	105	433	353	281	78	12	0	0	0	0	0	0	0	0	0	16.8	22.8
1300	9	1226	11	53	1	10	1	3	1	3	1	0	1319	75	437	436	321	47	3	0	0	0	0	0	0	0	0	0	16.8	21.7
1400	5	1113	9	41	3	8	1	3	0	2	0	0	1185	134	411	419	189	30	2	0	0	0	0	0	0	0	0	0	15.6	20.8
1500	13	1078	4	49	5	9	2	0	0	0	0	0	1160	90	343	354	300	67	5	1	0	0	0	0	0	0	0	0	17.1	22.6
1600	8	1133	5	33	10	11	1	3	0	2	0	1	1207	99	327	401	321	55	4	0	0	0	0	0	0	0	0	0	17.2	22.4
1700	14	1115	9	45	12	4	0	0	0	6	0	0	1205	23	136	275	465	278	26	2	0	0	0	0	0	0	0	0	21.4	26.2
1800	10	972	1	31	3	1	0	1	1	1	0	1	1021	4	36	78	305	445	140	13	0	0	0	0	0	0	0	0	25.4	29.8
1900	9	674	3	20	0	0	0	0	1	2	0	0	709	4	21	13	128	352	179	12	0	0	0	0	0	0	0	0	27.3	31.5
2000	7	426	1	11	0	0	0	0	1	1	0	0	447	0	7	4	75	217	126	18	0	0	0	0	0	0	0	0	28.3	32.2
2100	6	293	0	6	0	0	0	0	1	1	0	0	307	0	3	2	54	148	82	18	0	0	0	0	0	0	0	0	28.4	32.7
2200	3	264	1	3	0	0	0	0	0	0	0	0	271	0	1	3	47	123	89	5	3	0	0	0	0	0	0	0	28.6	32.7
2300	0	149	0	5	0	0	0	0	1	0	0	0	155	0	0	0	2	11	71	58	11	2	0	0	0	0	0	0	29.9	33.6
07-19	143	13565	83	653	69	93	14	15	6	21	1	4	14667	709	2904	3658	4508	2440	418	28	1	1	0	0	0	0	0	0	19.7	25.7
06-22	180	15700	89	748	72	95	14	16	9	26	1	4	16954	716	2942	3690	4857	3545	1081	118	4	1	0	0	0	0	0	0	20.8	27.5
06-00	183	16113	90	756	72	95	14	16	10	26	1	4	17380	716	2943	3695	4915	3739	1228	134	9	1	0	0	0	0	0	0	21	27.7
00-00	187	16507	90	805	74	95	14	17	13	27	1	4	17834	716	2945	3695	4927	3825	1484	219	21	2	0	0	0	0	0	0	21.3	28.4

Time	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Total	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Mean	Vpp 85	
0000	0	74	0	3	0	0	0	0	0	0	0	0	77	0	0	1	6	31	29	10	0	0	0	0	0	0	0	0	0	30.3	34.2
0100	1	36	0	4	0	0	0	0	0	0	0	0	41	0	0	1	2	11	17	9	1	0	0	0	0	0	0	0	0	31.5	36
0200	0	29	0	2	1	0	0	0	1	0	0	0	33	0	0	0	1	10	12	8	2	0	0	0	0	0	0	0	0	32.6	36.5
0300	0	30	0	7	0	0	0	0	0	0	0	0	37	0	0	0	2	13	14	8	0	0	0	0	0	0	0	0	0	31.1	35.3
0400	1	48	0	3	0	0	0	0	1	0	0	0	53	0	0	0	1	12	25	14	1	0	0	0	0	0	0	0	0	32.7	37.1
0500	4	113	0	9	1	0	0	1	0	0	0	0	128	0	1	2	2	15	83	19	3	3	0	0	0	0	0	0	0	32.9	35.6
0600	2	247	3	18	0	3	0	1	0	0	0	0	274	0	1	1	7	56	142	63	4	0	0	0	0	0	0	0	0	32.3	36.2
0700	7	473	1	37	1	0	1	2	1	1	0	0	524	0	1	6	20	200	248	44	4	1	0	0	0	0	0	0	0	30.4	33.6
0800	13	772	2	52	1	1	0	2	1	1	0	0	845	0	11	13	151	426	213	30	1	0	0	0	0	0	0	0	0	27.9	31.8
0900	8	1077	4	45	1	3	1	1	0	2	0	1	1143	12	109	158	356	419	86	3	0	0	0	0	0	0	0	0	0	23.4	28.9
1000	6	1200	6	31	3	1	0	0	0	1	0	1	1249	47	268	347	423	154	10	0	0	0	0	0	0	0	0	0	0	19.1	24.4
1100	3	1066	8	18	8	3	0	0	1	2	0	0	1109	195	422	314	155	20	3	0	0	0	0	0	0	0	0	0	0	14.7	20.1
1200	5	1174	2	23	4	0	0	0	1	0	0	0	1209	153	439	369	211	37	0	0	0	0	0	0	0	0	0	0	0	15.6	21
1300	9	1309	6	18	0	1	0	0	0	0	0	0	1343	89	384	322	380	148	20	0	0	0	0	0	0	0	0	0	0	18.2	24.4
1400	7	1211	3	22	1	0	1	1	0	0	0	0	1247	163	484	356	199	41	4	0	0	0	0	0	0	0	0	0	0	15.5	21
1500	5	1255	0	21	0	4	0	1	0	4	0	0	1290	104	489	387	223	78	9	0	0	0	0	0	0	0	0	0	0	16.4	22.1
1600	4	1262	2	21	1	1	0	0	0	0	0	0	1291	82	325	325	348	186	24	1	0	0	0	0	0	0	0	0	0	18.7	25.3
1700	8	1109	2	21	0	2	0	0	0	0	0	0	1142	16	192	104	260	438	124	7	1	0	0	0	0	0	0	0	0	23.3	29.3
1800	12	844	3	24	0	2	0	1	0	1	0	0	887	12	58	52	158	410	189	8	0	0	0	0	0	0	0	0	0	26	30.6
1900	8	645	3	17	0	0	0	0	0	0	0	0	673	0	0	2	77	356	216	21	1	0	0	0	0	0	0	0	0	28.7	31.8
2000	2	364	0	8	1	1	0	0	0	0	0	0	376	0	0	1	35	206	114	20	0	0	0	0	0	0	0	0	0	29.2	32.4
2100	4	250	1	7	0	1	0	0	1	0	0	0	264	0	0	1	30	126	91	15	0	1	0	0	0	0	0	0	0	29.3	32.9
2200	0	233	0	5	0	0	0	0	1	0	0	0	239	0	0	2	22	104	97	13	1	0	0	0	0	0	0	0	0	29.5	33.1
2300	0	166	0	6	0	0	0	0	0	0	0	0	172	0	0	0	0	9	75	71	15	2	0	0	0	0	0	0	0	30.2	33.1
07-19	87	12752	39	333	20	18	3	8	4	12	0	3	13279	873	3182	2753	2884	2557	930	93	6	1	0	0	0	0	0	0	0	19.9	27.7
06-22	103	14258	46	383	21	23	3	8		6	12	0	3	14866	873	3183	2758	3033	3301	1493	212	11	2	0	0	0	0	0	0	20.9	29.1
06-00	103	14657	46	394	21	23	3	8	7	12	0	3	15277	873	3183	2760	3064	3480	1661	240	14	2	0	0	0	0	0	0	0	21.1	29.3
00-00	109	14987	46	422	23	23	3	9	9	12	0	3	15646	873	3184	2764	3078	3572	1841	308	21	5	0	0	0	0	0	0	0	21.4	29.5

Haskins A259 Roundstone Bypass

Report Id - CustomList-110
Site Name - Haskins A259
Description - roundstone bypass
Direction - AB

Grand Total

Time	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Total	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Mean	Vpp 85
--	1040	107590	461	4542	383	319	61	93	105	139	11	21	114765	4677	19691	21036	29180	27071	11114	1799	169	26	2	0	0	0	0	0	21.7	28.9



APPENDIX D

Vehicle Speed Survey



Time: 1- 4pm
Day: Monday
Location: Worthing
85th Percentile: 31.90 mph
51.34 kph
Average Speed: 29.05 mph
46.75 kph
Design Speed: 31.91 mph
51.34 kph

Job No.: 2564
Date: 20-07-15
Direction: Eastbound (towards Worthing)
Weather: Dry

No of Readings, n= 191
Standard Deviation: 2.85

Speed (mph)	No. of Readings	Sum of Speeds	Sum of v ²
10	0	0	0
11	0	0	0
12	0	0	0
13	0	0	0
14	0	0	0
15	0	0	0
16	0	0	0
17	0	0	0
18	0	0	0
19	0	0	0
20	0	0	0
21	1	21	441
22	0	0	0
23	3	69	1587
24	4	96	2304
25	11	275	6875
26	19	494	12844
27	20	540	14580
28	25	700	19600
29	27	783	22707
30	23	690	20700
31	23	713	22103
32	10	320	10240
33	11	363	11979
34	8	272	9248
35	4	140	4900
36	2	72	2592
37	0	0	0
38	0	0	0
39	0	0	0
40	0	0	0
41	0	0	0
42	0	0	0
43	0	0	0
44	0	0	0
45	0	0	0
46	0	0	0
47	0	0	0
48	0	0	0
49	0	0	0
Sub Total		5548	162700

Speed (mph)	No. of Readings	Sum of Speeds	Sum of v ²
50	0	0	0
51	0	0	0
52	0	0	0
53	0	0	0
54	0	0	0
55	0	0	0
56	0	0	0
57	0	0	0
58	0	0	0
59	0	0	0
60	0	0	0
61	0	0	0
62	0	0	0
63	0	0	0
64	0	0	0
65	0	0	0
66	0	0	0
67	0	0	0
68	0	0	0
69	0	0	0
70	0	0	0
71	0	0	0
72	0	0	0
73	0	0	0
74	0	0	0
75	0	0	0
76	0	0	0
77	0	0	0
78	0	0	0
79	0	0	0
80	0	0	0
81	0	0	0
82	0	0	0
83	0	0	0
84	0	0	0
85	0	0	0
86	0	0	0
87	0	0	0
88	0	0	0
89	0	0	0
Sub Total		0	0

$$S v^2 = 5548$$

Mean Speed, m = 29.04712

Standard Deviation, s = 2.85

Velocity, v = 31.90

$$(Sv)^2 = 162700$$

Note: Italics require no input of information.
Taken from TA 22/81



APPENDIX E



Caffyns Audi

Drawing title
Site plan

Drawing number & revision
3068-060 -

Amendments
First issue

Drawn by
MR

Checked by
MR

Scale
1:500

Scale
1:1000

Status
First issue
October 2023

SRA | ARCHITECTS

124 Walcot Street Bath BA1 5BG | 01225 827444 | www.sra-architects.co.uk
© (UK 2015) SRA Architects LLP. Responsibility is not accepted for errors made by others in scaling from this drawing.

DRAFT



APPENDIX F

APPENDIX B: Road Safety Audit Response

Auditors: Dave Hubbard (Team Leader) and Laurence Shaw (Team Member). Date Response Completed: 15/10/2015

Scheme: Caffyns Worthing Audi, Proposed Development and Access Arrangements.

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

Problem no. in safety audit report	Problem accepted (yes/no)	Recommended measure accepted (yes/no)	Alternative measure (detail description)
3.1	No	No	The geometric design of the access makes it extremely difficult to undertake right turns in and out of the site. The channelizing road island at the access positions vehicles such that a driver would have to perform a near 'U' turn on leaving the site to head west bound, and a similarly difficult manoeuvre would be needed on entry to the site when turning in from the west bound lane of the Roundstone Bypass. The difficulty undertaking these manoeuvres means right turns are highly unlikely to be attempted, particularly within the context of the high traffic flows on the Roundstone Bypass which increases the difficulty of performing the manoeuvre. The left-in left-out junction arrangement would be signed at the access and on the Roundstone Bypass to make it clear that only left turns are permitted. A driver would have to deliberately contravene the signage to undertake the difficult right turn manoeuvre and would be taking a considerable risk in doing so. The relatively close proximity of the roundabouts either end of the Roundstone Bypass means that the time gained by performing such a manoeuvre would be negligible, thereby further reducing the likelihood of drivers risking right turns.

3.2	No	No	The route through the site would be gated and only used for internal movements by staff and by HGV deliveries accessing the rear service road.
3.3	Yes	Yes	The vegetation either side of the access would be maintained to ensure the visibility envelope is kept clear.

Principal Engineer's / Audit Project Sponsor's Statement:

Road Safety Audit for Scheme: Caffyns Worthing Audi, Proposed Development and Access Arrangements

I certify that I have considered the items raised in the Stage 1 Road Safety Audit Report and I am content to accept all of its recommendations except for the ones listed above. I have stated my reasons for not accepting them and I seek the Chief Engineer's endorsement of my proposals.



15th October 2015

..... Date.....

Principal Engineer

Chief Engineer's / Director's Decision:

I accept these proposals by the Principal Engineer.

..... Date.....

Chief Engineer



APPENDIX G

Calculation Reference: AUDIT-728001-150618-0646

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	1 days
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	2 days
	WK WARWICKSHIRE	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	3 days
08	NORTH WEST	
	CH CHESHIRE	2 days

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

Filtering Stage 2 selection:

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

Parameter: Number of dwellings
 Actual Range: 6 to 27 (units:)
 Range Selected by User: 6 to 30 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/07 to 22/05/14

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

Selected survey days:

Monday	1 days
Tuesday	7 days
Wednesday	1 days
Thursday	2 days
Friday	2 days

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

Selected survey types:

Manual count	13 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	7
Edge of Town	6

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

Selected Location Sub Categories:

Residential Zone	11
No Sub Category	2

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Filtering Stage 3 selection:

Use Class:

C3

12 days

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

Population within 1 mile:

1,001 to 5,000	3 days
5,001 to 10,000	4 days
10,001 to 15,000	3 days
15,001 to 20,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	1 days

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

Population within 5 miles:

5,001 to 25,000	2 days
25,001 to 50,000	1 days
50,001 to 75,000	1 days
75,001 to 100,000	4 days
100,001 to 125,000	2 days
125,001 to 250,000	3 days

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

Car ownership within 5 miles:

0.6 to 1.0	6 days
1.1 to 1.5	7 days

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

Travel Plan:

No

13 days

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

LIST OF SITES relevant to selection parameters

1	CA-03-A-04	DETACHED		CAMBRIDGESHIRE
	THORPE PARK ROAD			
	PETERBOROUGH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	9		
	Survey date: TUESDAY	18/10/11		Survey Type: MANUAL
2	CH-03-A-05	DETACHED		CHESHIRE
	SYDNEY ROAD			
	SYDNEY			
	CREWE			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	17		
	Survey date: TUESDAY	14/10/08		Survey Type: MANUAL
3	CH-03-A-08	DETACHED		CHESHIRE
	WHITCHURCH ROAD			
	BOUGHTON HEATH			
	CHESTER			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	11		
	Survey date: TUESDAY	22/05/12		Survey Type: MANUAL
4	LN-03-A-03	SEMI DETACHED		LINCOLNSHIRE
	ROOKERY LANE			
	BOULTHAM			
	LINCOLN			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	22		
	Survey date: TUESDAY	18/09/12		Survey Type: MANUAL
5	NF-03-A-01	SEMI DET. & BUNGALOWS		NORFOLK
	YARMOUTH ROAD			
	CAISTER-ON-SEA			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	27		
	Survey date: TUESDAY	16/10/12		Survey Type: MANUAL
6	NY-03-A-07	DETACHED & SEMI DET.		NORTH YORKSHIRE
	CRAVEN WAY			
	BOROUGHBRIDGE			
	Edge of Town			
	No Sub Category			
	Total Number of dwellings:	23		
	Survey date: TUESDAY	18/10/11		Survey Type: MANUAL
7	NY-03-A-08	TERRACED HOUSES		NORTH YORKSHIRE
	NICHOLAS STREET			
	YORK			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	21		
	Survey date: MONDAY	16/09/13		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	NY-03-A-11	PRIVATE HOUSING		NORTH YORKSHIRE
	HORSEFAIR			
	BOROUGHBRIDGE			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	23		
	Survey date: WEDNESDAY	18/09/13		Survey Type: MANUAL
9	SF-03-A-04	DETACHED & BUNGALOWS		SUFFOLK
	NORMANSTON DRIVE			
	LOWESTOFT			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	7		
	Survey date: TUESDAY	23/10/12		Survey Type: MANUAL
10	SH-03-A-03	DETACHED		SHROPSHIRE
	SOMERBY DRIVE			
	BICTON HEATH			
	SHREWSBURY			
	Edge of Town			
	No Sub Category			
	Total Number of dwellings:	10		
	Survey date: FRIDAY	26/06/09		Survey Type: MANUAL
11	SH-03-A-06	BUNGALOWS		SHROPSHIRE
	ELLESMERE ROAD			
	SHREWSBURY			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	16		
	Survey date: THURSDAY	22/05/14		Survey Type: MANUAL
12	WK-03-A-01	TERRACED / SEMI / DET.		WARWICKSHIRE
	ARLINGTON AVENUE			
	LEAMINGTON SPA			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	6		
	Survey date: FRIDAY	21/10/11		Survey Type: MANUAL
13	WK-03-A-02	BUNGALOWS		WARWICKSHIRE
	NARBERTH WAY			
	POTTERS GREEN			
	COVENTRY			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	17		
	Survey date: THURSDAY	17/10/13		Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

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

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	13	16	0.062	13	16	0.263	13	16	0.325
08:00 - 09:00	13	16	0.139	13	16	0.378	13	16	0.517
09:00 - 10:00	13	16	0.148	13	16	0.172	13	16	0.320
10:00 - 11:00	13	16	0.153	13	16	0.139	13	16	0.292
11:00 - 12:00	13	16	0.144	13	16	0.153	13	16	0.297
12:00 - 13:00	13	16	0.153	13	16	0.124	13	16	0.277
13:00 - 14:00	13	16	0.139	13	16	0.124	13	16	0.263
14:00 - 15:00	13	16	0.187	13	16	0.230	13	16	0.417
15:00 - 16:00	13	16	0.278	13	16	0.263	13	16	0.541
16:00 - 17:00	13	16	0.301	13	16	0.201	13	16	0.502
17:00 - 18:00	13	16	0.364	13	16	0.167	13	16	0.531
18:00 - 19:00	13	16	0.239	13	16	0.167	13	16	0.406
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.307			2.381			4.688

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

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

Parameter summary

Trip rate parameter range selected: 6 - 27 (units:)
 Survey date date range: 01/01/07 - 22/05/14
 Number of weekdays (Monday-Friday): 13
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

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

Calculation Reference: AUDIT-728001-150618-0645

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 14 - CAR SHOW ROOMS
 Category : A - CAR SHOW ROOMS
 VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	DV DEVON	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	2 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
	NR NORTHAMPTONSHIRE	1 days
08	NORTH WEST	
	LC LANCASHIRE	1 days

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

Filtering Stage 2 selection:

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

Parameter: Gross floor area
 Actual Range: 1100 to 3400 (units: sqm)
 Range Selected by User: 366 to 4000 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/07 to 23/05/14

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

Selected survey days:

Monday	2 days
Tuesday	1 days
Thursday	2 days
Friday	1 days

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

Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	3
Edge of Town	3

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

Selected Location Sub Categories:

Commercial Zone	4
Retail Zone	1
No Sub Category	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

RGP Fry's Yard Godalming

Licence No: 728001

Filtering Stage 3 selection:

Use Class:

Sui Generis 5 days

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

Population within 1 mile:

1,001 to 5,000 1 days

5,001 to 10,000 3 days

20,001 to 25,000 2 days

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

Population within 5 miles:

25,001 to 50,000 2 days

75,001 to 100,000 1 days

125,001 to 250,000 3 days

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

Car ownership within 5 miles:

0.6 to 1.0 2 days

1.1 to 1.5 4 days

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

Travel Plan:

No 6 days

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

LIST OF SITES relevant to selection parameters

1	CA-14-A-03	FORD		CAMBRIDGESHIRE
	STUKELEY MEADOWS			
	HUNTINGDON			
	Suburban Area (PPS6 Out of Centre)			
	Commercial Zone			
	Total Gross floor area:	1608 sqm		
	Survey date: FRIDAY	21/10/11		Survey Type: MANUAL
2	CA-14-A-04	MERCEDES BENZ		CAMBRIDGESHIRE
	BARNWELL ROAD			
	CAMBRIDGE			
	Edge of Town			
	Commercial Zone			
	Total Gross floor area:	3400 sqm		
	Survey date: THURSDAY	11/10/12		Survey Type: MANUAL
3	DV-14-A-02	VAUXHALL		DEVON
	MARSH BARTON ROAD			
	EXETER			
	Suburban Area (PPS6 Out of Centre)			
	Retail Zone			
	Total Gross floor area:	6623 sqm		
	Survey date: THURSDAY	28/11/13		Survey Type: MANUAL
4	LC-14-A-03	CAR SHOW ROOM		LANCASHIRE
	FYLDE ROAD			
	ASHTON-ON-RIBBLE			
	PRESTON			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total Gross floor area:	2400 sqm		
	Survey date: MONDAY	16/11/09		Survey Type: MANUAL
5	LN-14-A-01	HONDA		LINCOLNSHIRE
	TOLLEMACHE ROAD			
	GRANTHAM			
	Edge of Town			
	Commercial Zone			
	Total Gross floor area:	1350 sqm		
	Survey date: MONDAY	15/11/10		Survey Type: MANUAL
6	NR-14-A-01	TOYOTA		NORTHAMPTONSHIRE
	FERRIS ROW			
	RIVERSIDE BUSINESS PARK			
	NORTHAMPTON			
	Edge of Town			
	Commercial Zone			
	Total Gross floor area:	1100 sqm		
	Survey date: TUESDAY	22/05/07		Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

RGP Fry's Yard Godalming

Licence No: 728001

TRIP RATE for Land Use 14 - CAR SHOW ROOMS/A - CAR SHOW ROOMS
VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	1290	0.000	1	1290	0.000	1	1290	0.000
07:00 - 08:00	3	1930	0.674	3	1930	0.190	3	1930	0.864
08:00 - 09:00	6	2063	0.945	6	2063	0.533	6	2063	1.478
09:00 - 10:00	6	2063	0.719	6	2063	0.533	6	2063	1.252
10:00 - 11:00	6	2063	0.598	6	2063	0.541	6	2063	1.139
11:00 - 12:00	6	2063	0.638	6	2063	0.662	6	2063	1.300
12:00 - 13:00	6	2063	0.533	6	2063	0.501	6	2063	1.034
13:00 - 14:00	6	2063	0.679	6	2063	0.630	6	2063	1.309
14:00 - 15:00	6	2063	0.670	6	2063	0.816	6	2063	1.486
15:00 - 16:00	6	2063	0.654	6	2063	0.662	6	2063	1.316
16:00 - 17:00	6	2063	0.525	6	2063	0.654	6	2063	1.179
17:00 - 18:00	6	2063	0.396	6	2063	0.598	6	2063	0.994
18:00 - 19:00	6	2063	0.113	6	2063	0.452	6	2063	0.565
19:00 - 20:00	2	1841	0.109	2	1841	0.380	2	1841	0.489
20:00 - 21:00	1	2582	0.116	1	2582	0.194	1	2582	0.310
21:00 - 22:00	1	2582	0.000	1	2582	0.542	1	2582	0.542
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		7.369			7.888			15.257	

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

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

Parameter summary

Trip rate parameter range selected: 1100 - 3400 (units: sqm)
 Survey date range: 01/01/07 - 23/05/14
 Number of weekdays (Monday-Friday): 6
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

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



APPENDIX H

Green Scene - Pope's Lane, Gunnersbury W3											
Date: Monday 18th October 2010 - Period of Survey 07.00 - 18.00											
Time Period	IN				Total - IN	OUT				Total OUT	Two Way
	CAR - VAN	TRANSIT	LIGHT GOODS	HGV		CAR - VAN	TRANSIT	LIGHT GOODS	HGV		
07.00 - 07.15	2	5	0	0	7	0	0	0	0	0	7
07.15 - 07.30	0	4	0	0	4	1	8	0	0	9	13
07.30 - 07.45	0	0	0	0	0	0	2	0	0	2	2
07.45 - 08.00	0	1	0	0	1	0	2	0	0	2	3
08.00 - 08.15	1	0	0	0	1	0	3	0	0	3	4
08.15 - 08.30	0	0	0	0	0	0	2	0	0	2	2
08.30 - 08.45	0	0	0	0	0	0	0	0	0	0	0
08.45 - 09.00	1	0	0	0	1	0	2	0	0	2	3
09.00 - 09.15	1	0	0	0	1	0	1	0	0	1	2
09.15 - 09.30	0	1	0	0	1	0	0	0	0	0	1
09.30 - 09.45	0	0	0	0	0	0	0	0	0	0	0
09.45 - 10.00	0	0	0	0	0	0	0	0	0	0	0
10.00 - 10.15	0	0	0	1	1	0	1	0	0	1	2
10.15 - 10.30	1	0	0	0	1	0	1	0	0	1	2
10.30 - 10.45	1	0	0	0	1	0	0	0	0	0	1
10.45 - 11.00	0	0	0	0	0	0	0	0	0	0	0
11.00 - 11.15	0	3	0	0	3	1	0	0	1	2	5
11.15 - 11.30	0	0	0	0	0	0	0	0	0	0	0
11.30 - 11.45	0	0	0	0	0	0	1	0	0	1	1
11.45 - 12.00	0	1	1	0	2	0	1	0	0	1	3
12.00 - 12.15	0	0	0	0	0	0	0	1	0	1	1
12.15 - 12.30	0	0	0	0	0	0	0	0	1	1	1
12.30 - 12.45	1	0	0	1	2	0	0	0	0	0	2
12.45 - 13.00	1	1	0	0	2	1	1	0	0	2	4
13.00 - 13.15	0	0	0	0	0	0	0	0	0	0	0
13.15 - 13.30	0	0	0	1	1	0	0	0	0	0	1
13.30 - 13.45	0	0	0	0	0	0	1	0	1	2	2
13.45 - 14.00	0	0	0	0	0	0	0	0	0	0	0
14.00 - 14.15	0	3	0	0	3	0	0	0	1	1	4
14.15 - 14.30	1	0	0	0	1	0	1	0	0	1	2
14.30 - 14.45	0	4	0	0	4	1	0	0	0	1	5
14.45 - 15.00	0	1	0	0	1	0	1	0	0	1	2
15.00 - 15.15	0	3	0	1	4	0	3	0	0	3	7
15.15 - 15.30	0	1	0	0	1	0	2	0	0	2	3
15.30 - 15.45	0	1	1	0	2	1	7	1	0	9	11
15.45 - 16.00	0	3	0	0	3	1	2	0	0	3	6
16.00 - 16.15	1	0	0	0	1	2	3	0	0	5	6
16.15 - 16.30	0	0	0	0	0	1	1	0	0	2	2
16.30 - 16.45	0	3	0	0	3	0	0	0	0	0	3
16.45 - 17.00	0	0	0	0	0	2	3	0	0	5	5
	11	35	2	4	52	11	49	2	4	66	118