

Secondary Filtering selection:

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

Parameter: Number of dwellings

Actual Range: 6 to 432 (units:)

Range Selected by User: 6 to 491 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/08 to 12/11/15

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	8 days
Tuesday	9 days
Wednesday	10 days
Thursday	12 days
Friday	7 days

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

Selected survey types:

Manual count	46 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)	25
Edge of Town	21

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	40
No Sub Category	6

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.

Secondary Filtering selection:**Use Class:**

C3	46 days
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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®.

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	4 days
5,001 to 10,000	11 days
10,001 to 15,000	12 days
15,001 to 20,000	9 days
20,001 to 25,000	6 days
25,001 to 50,000	4 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	5 days
25,001 to 50,000	7 days
50,001 to 75,000	4 days
75,001 to 100,000	14 days
100,001 to 125,000	5 days
125,001 to 250,000	6 days
250,001 to 500,000	4 days
500,001 or More	1 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	16 days
1.1 to 1.5	30 days

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

Travel Plan:

Yes	4 days
No	42 days

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

PTAL Rating:

No PTAL Present	46 days
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This data displays the number of selected surveys with PTAL Ratings.

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

MULTI-MODAL PEDESTRIANS

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	46	59	0.026	46	59	0.063	46	59	0.089
08:00 - 09:00	46	59	0.048	46	59	0.161	46	59	0.209
09:00 - 10:00	46	59	0.048	46	59	0.061	46	59	0.109
10:00 - 11:00	46	59	0.046	46	59	0.055	46	59	0.101
11:00 - 12:00	46	59	0.038	46	59	0.032	46	59	0.070
12:00 - 13:00	46	59	0.044	46	59	0.032	46	59	0.076
13:00 - 14:00	46	59	0.036	46	59	0.045	46	59	0.081
14:00 - 15:00	46	59	0.048	46	59	0.057	46	59	0.105
15:00 - 16:00	46	59	0.146	46	59	0.075	46	59	0.221
16:00 - 17:00	46	59	0.093	46	59	0.054	46	59	0.147
17:00 - 18:00	46	59	0.081	46	59	0.042	46	59	0.123
18:00 - 19:00	46	59	0.059	46	59	0.044	46	59	0.103
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.713			0.721			1.434

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 - 432 (units:)
 Survey date range: 01/01/08 - 12/11/15
 Number of weekdays (Monday-Friday): 46
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 1
 Surveys manually removed from selection: 0

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

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

MULTI-MODAL CYCLISTS**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	46	59	0.004	46	59	0.014	46	59	0.018
08:00 - 09:00	46	59	0.002	46	59	0.016	46	59	0.018
09:00 - 10:00	46	59	0.001	46	59	0.005	46	59	0.006
10:00 - 11:00	46	59	0.003	46	59	0.009	46	59	0.012
11:00 - 12:00	46	59	0.003	46	59	0.002	46	59	0.005
12:00 - 13:00	46	59	0.006	46	59	0.005	46	59	0.011
13:00 - 14:00	46	59	0.005	46	59	0.003	46	59	0.008
14:00 - 15:00	46	59	0.004	46	59	0.004	46	59	0.008
15:00 - 16:00	46	59	0.013	46	59	0.004	46	59	0.017
16:00 - 17:00	46	59	0.013	46	59	0.004	46	59	0.017
17:00 - 18:00	46	59	0.017	46	59	0.009	46	59	0.026
18:00 - 19:00	46	59	0.009	46	59	0.005	46	59	0.014
19:00 - 20:00	1	7	0.000	1	7	0.000	1	7	0.000
20:00 - 21:00	1	7	0.000	1	7	0.000	1	7	0.000
21:00 - 22:00	1	7	0.000	1	7	0.000	1	7	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.080			0.080			0.160

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.

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Parameter summary

Trip rate parameter range selected: 6 - 432 (units:)
 Survey date range: 01/01/08 - 12/11/15
 Number of weekdays (Monday-Friday): 46
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 1
 Surveys manually removed from selection: 0

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

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

MULTI-MODAL PUBLIC TRANSPORT USERS

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	46	59	0.000	46	59	0.012	46	59	0.012
08:00 - 09:00	46	59	0.002	46	59	0.011	46	59	0.013
09:00 - 10:00	46	59	0.001	46	59	0.007	46	59	0.008
10:00 - 11:00	46	59	0.003	46	59	0.005	46	59	0.008
11:00 - 12:00	46	59	0.005	46	59	0.005	46	59	0.010
12:00 - 13:00	46	59	0.006	46	59	0.007	46	59	0.013
13:00 - 14:00	46	59	0.005	46	59	0.001	46	59	0.006
14:00 - 15:00	46	59	0.005	46	59	0.004	46	59	0.009
15:00 - 16:00	46	59	0.006	46	59	0.005	46	59	0.011
16:00 - 17:00	46	59	0.009	46	59	0.004	46	59	0.013
17:00 - 18:00	46	59	0.011	46	59	0.003	46	59	0.014
18:00 - 19:00	46	59	0.009	46	59	0.000	46	59	0.009
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.062			0.064			0.126

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 - 432 (units:)
 Survey date range: 01/01/08 - 12/11/15
 Number of weekdays (Monday-Friday): 46
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 1
 Surveys manually removed from selection: 0

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

APPENDIX E: SENSITIVITY TEST RESIDENTIAL TRIPS RATES

Calculation Reference: AUDIT-730701-211111-1152

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	2 days
	HF HERTFORDSHIRE	1 days
	KC KENT	3 days
	SC SURREY	1 days
	WS WEST SUSSEX	5 days
03	SOUTH WEST	
	DV DEVON	1 days
04	EAST ANGLIA	
	NF NORFOLK	4 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
06	WEST MIDLANDS	
	ST STAFFORDSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NE NORTH EAST LINCOLNSHIRE	2 days
11	SCOTLAND	
	FA FALKIRK	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
 Actual Range: 110 to 799 (units:)
 Range Selected by User: 100 to 800 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 16/06/21

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	5 days
Tuesday	4 days
Wednesday	5 days
Thursday	4 days
Friday	4 days

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

Selected survey types:

Manual count	19 days
Directional ATC Count	3 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:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	3
Edge of Town	18

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	19
Village	1
Out of Town	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.

Secondary Filtering selection:

Use Class:

C3	22 days
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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 500m Range:

All Surveys Included

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	4 days
5,001 to 10,000	5 days
10,001 to 15,000	8 days
15,001 to 20,000	1 days
20,001 to 25,000	3 days

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

Population within 5 miles:

5,001 to 25,000	4 days
25,001 to 50,000	2 days
50,001 to 75,000	3 days
75,001 to 100,000	5 days
100,001 to 125,000	1 days
125,001 to 250,000	7 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	7 days
1.1 to 1.5	13 days
1.6 to 2.0	2 days

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

Travel Plan:

Yes	11 days
No	11 days

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

PTAL Rating:

No PTAL Present	22 days
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This data displays the number of selected surveys with PTAL Ratings.

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
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LIST OF SITES relevant to selection parameters

1	DS-03-A-02 RADBOURNE LANE DERBY	MIXED HOUSES	DERBYSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	371	
	Survey date: TUESDAY	10/07/18	Survey Type: MANUAL
2	DV-03-A-02 MILLHEAD ROAD HONITON	HOUSES & BUNGALOWS	DEVON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	116	
	Survey date: FRIDAY	25/09/15	Survey Type: MANUAL
3	ES-03-A-03 SHEPHAM LANE POLEGATE	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:	212	
	Survey date: MONDAY	11/07/16	Survey Type: MANUAL
4	ES-03-A-04 NEW LYDD ROAD CAMBER	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:	134	
	Survey date: FRIDAY	15/07/16	Survey Type: MANUAL
5	FA-03-A-02 ROSEBANK AVENUE & SPRINGFIELD DRIVE FALKIRK	MIXED HOUSES	FALKIRK
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	161	
	Survey date: WEDNESDAY	29/05/13	Survey Type: MANUAL
6	HF-03-A-03 HARE STREET ROAD BUNTINGFORD	MIXED HOUSES	HERTFORDSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	160	
	Survey date: MONDAY	08/07/19	Survey Type: MANUAL
7	KC-03-A-04 KILN BARN ROAD AYLESFORD DITTON	SEMI-DETACHED & TERRACED	KENT
	Edge of Town Residential Zone Total No of Dwellings:	110	
	Survey date: FRIDAY	22/09/17	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	KC-03-A-06 MARGATE ROAD HERNE BAY	MIXED HOUSES & FLATS	KENT
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 363 Survey date: WEDNESDAY 27/09/17		Survey Type: MANUAL
9	KC-03-A-07 RECVLVER ROAD HERNE BAY	MIXED HOUSES	KENT
	Edge of Town Residential Zone Total No of Dwellings: 288 Survey date: WEDNESDAY 27/09/17		Survey Type: MANUAL
10	NE-03-A-02 HANOVER WALK SCUNTHORPE	SEMI DETACHED & DETACHED	NORTH EAST LINCOLNSHIRE
	Edge of Town No Sub Category Total No of Dwellings: 432 Survey date: MONDAY 12/05/14		Survey Type: MANUAL
11	NE-03-A-03 STATION ROAD SCUNTHORPE	PRIVATE HOUSES	NORTH EAST LINCOLNSHIRE
	Edge of Town Centre Residential Zone Total No of Dwellings: 180 Survey date: TUESDAY 20/05/14		Survey Type: MANUAL
12	NF-03-A-06 BEAUFORT WAY GREAT YARMOUTH BRADWELL	MIXED HOUSES	NORFOLK
	Edge of Town Residential Zone Total No of Dwellings: 275 Survey date: MONDAY 23/09/19		Survey Type: MANUAL
13	NF-03-A-07 SILFIELD ROAD WYMONDHAM	MIXED HOUSES & FLATS	NORFOLK
	Edge of Town Out of Town Total No of Dwellings: 297 Survey date: FRIDAY 20/09/19		Survey Type: DIRECTIONAL ATC COUNT
14	NF-03-A-16 NORWICH COMMON WYMONDHAM	MIXED HOUSES & FLATS	NORFOLK
	Edge of Town Residential Zone Total No of Dwellings: 138 Survey date: TUESDAY 20/10/15		Survey Type: DIRECTIONAL ATC COUNT
15	NF-03-A-17 ROUND HOUSE WAY NORWICH CRINGLEFORD	MIXED HOUSES & FLATS	NORFOLK
	Edge of Town Residential Zone Total No of Dwellings: 716 Survey date: TUESDAY 20/10/15		Survey Type: DIRECTIONAL ATC COUNT

LIST OF SITES relevant to selection parameters (Cont.)

16	SC-03-A-05 REIGATE ROAD HORLEY	MIXED HOUSES		SURREY
	Edge of Town Residential Zone Total No of Dwellings:	207		
	Survey date: MONDAY	01/04/19	Survey Type: MANUAL	
17	ST-03-A-07 BEACONSIDE STAFFORD MARSTON GATE	DETACHED & SEMI-DETACHED		STAFFORDSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	248		
	Survey date: WEDNESDAY	22/11/17	Survey Type: MANUAL	
18	WS-03-A-04 HILLS FARM LANE HORSHAM BROADBRIDGE HEATH	MIXED HOUSES		WEST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:	151		
	Survey date: THURSDAY	11/12/14	Survey Type: MANUAL	
19	WS-03-A-06 ELLIS ROAD WEST HORSHAM S BROADBRIDGE HEATH	MIXED HOUSES		WEST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:	799		
	Survey date: THURSDAY	02/03/17	Survey Type: MANUAL	
20	WS-03-A-08 ROUNDSTONE LANE ANGMERING	MIXED HOUSES		WEST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:	180		
	Survey date: THURSDAY	19/04/18	Survey Type: MANUAL	
21	WS-03-A-09 LITTLEHAMPTON ROAD WORTHING WEST DURRINGTON	MIXED HOUSES & FLATS		WEST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:	197		
	Survey date: THURSDAY	05/07/18	Survey Type: MANUAL	
22	WS-03-A-12 MADGWICK LANE CHICHESTER WESTHAMPNETT	MIXED HOUSES		WEST SUSSEX
	Edge of Town Village Total No of Dwellings:	152		
	Survey date: WEDNESDAY	16/06/21	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 Rates for Key Periods		Trips per 1 dwells DWELLS	
Period	Inbound	Outbound	Total
0800-0900	0.140	0.375	0.515
1700-1800	0.342	0.165	0.507

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

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 160 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	22	268	0.088	14.024	22	268	0.320	51.259	22	268	0.408	65.283
08:00 - 09:00	22	268	0.140	22.422	22	268	0.375	60.065	22	268	0.515	82.487
09:00 - 10:00	22	268	0.146	23.401	22	268	0.177	28.293	22	268	0.323	51.694
10:00 - 11:00	22	268	0.124	19.813	22	268	0.156	24.923	22	268	0.280	44.736
11:00 - 12:00	22	268	0.130	20.819	22	268	0.145	23.238	22	268	0.275	44.057
12:00 - 13:00	22	268	0.154	24.597	22	268	0.149	23.836	22	268	0.303	48.433
13:00 - 14:00	22	268	0.156	25.031	22	268	0.151	24.080	22	268	0.307	49.111
14:00 - 15:00	22	268	0.155	24.732	22	268	0.184	29.380	22	268	0.339	54.112
15:00 - 16:00	22	268	0.260	41.529	22	268	0.171	27.369	22	268	0.431	68.898
16:00 - 17:00	22	268	0.275	43.948	22	268	0.184	29.516	22	268	0.459	73.464
17:00 - 18:00	22	268	0.342	54.656	22	268	0.165	26.418	22	268	0.507	81.074
18:00 - 19:00	22	268	0.308	49.220	22	268	0.178	28.456	22	268	0.486	77.676
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			2.278	364.192			2.355	376.833			4.633	741.025

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.

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Parameter summary

Trip rate parameter range selected: 110 - 799 (units:)
 Survey date range: 01/01/13 - 16/06/21
 Number of weekdays (Monday-Friday): 26
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 3
 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

APPENDIX F: SENSITIVITY TEST COMMERCIAL TRIPS RATES

Calculation Reference: AUDIT-730701-211111-1124

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : A - OFFICE
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	HC HAMPSHIRE	1 days
03	SOUTH WEST	
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	1 days
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	NR NORTHAMPTONSHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
	WO WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	1 days
08	NORTH WEST	
	LC LANCASHIRE	1 days
09	NORTH	
	DH DURHAM	1 days
10	WALES	
	BG BRIDGEND	1 days
	CO CONWY	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 186 to 10100 (units: sqm)
Range Selected by User: 178 to 175000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 06/05/21

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	6 days
Wednesday	3 days
Thursday	4 days

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

Selected survey types:

Manual count	14 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)	5
Edge of Town	9

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.

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.

Secondary Filtering selection:

Use Class:

Not Known 14 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®.

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	3 days
5,001 to 10,000	3 days
10,001 to 15,000	3 days
15,001 to 20,000	2 days
25,001 to 50,000	3 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	1 days
50,001 to 75,000	1 days
75,001 to 100,000	2 days
100,001 to 125,000	2 days
125,001 to 250,000	6 days
250,001 to 500,000	1 days
500,001 or More	1 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	9 days
1.1 to 1.5	4 days
1.6 to 2.0	1 days

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

Travel Plan:

Yes	1 days
No	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.

PTAL Rating:

No PTAL Present	14 days
-----------------	---------

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

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
-----------------------	-----	--

LIST OF SITES relevant to selection parameters

1	BG-02-A-01 KENT ROAD BRIDGEND	HAULAGE COMPANY	BRIDGEND
	Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 300 sqm Survey date: THURSDAY 06/05/21 Survey Type: MANUAL		
2	CA-02-A-06 LYNCH WOOD PETERBOROUGH	OFFICES	CAMBRIDGESHIRE
	Edge of Town Commercial Zone Total Gross floor area: 4040 sqm Survey date: WEDNESDAY 19/10/16 Survey Type: MANUAL		
3	CO-02-A-01 NARROW LANE LLANDUDNO JUNCTION	GOVERNMENT OFFICES	CONWY
	Edge of Town Commercial Zone Total Gross floor area: 6186 sqm Survey date: WEDNESDAY 28/03/18 Survey Type: MANUAL		
4	DH-02-A-03 ALDERMAN BEST WAY DARLINGTON	ENGINEERING COMPANY	DURHAM
	Edge of Town No Sub Category Total Gross floor area: 3530 sqm Survey date: THURSDAY 18/10/18 Survey Type: MANUAL		
5	ES-02-A-11 THE SIDINGS HASTINGS ORE VALLEY	HOUSING COMPANY	EAST SUSSEX
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 186 sqm Survey date: TUESDAY 17/11/15 Survey Type: MANUAL		
6	HC-02-A-12 NORTHERN ROAD PORTSMOUTH COSHAM	HMRC	HAMPSHIRE
	Suburban Area (PPS6 Out of Centre) No Sub Category Total Gross floor area: 10100 sqm Survey date: MONDAY 23/11/15 Survey Type: MANUAL		
7	LC-02-A-09 FURTHERGATE BLACKBURN	OFFICES	LANCASHIRE
	Suburban Area (PPS6 Out of Centre) Built-Up Zone Total Gross floor area: 2600 sqm Survey date: TUESDAY 04/06/13 Survey Type: MANUAL		
8	NF-02-A-04 WHITING ROAD NORWICH	BUILDING CONSULTANT	NORFOLK
	Edge of Town Commercial Zone Total Gross floor area: 500 sqm Survey date: WEDNESDAY 13/11/19 Survey Type: MANUAL		

LIST OF SITES relevant to selection parameters (Cont.)

9	NR-02-A-01 THE LAKES NORTHAMPTON	OFFICES		NORTHAMPTONSHIRE
	Edge of Town Commercial Zone			
	Total Gross floor area:	9225 sqm		
	Survey date: THURSDAY	22/10/20	Survey Type: MANUAL	
10	SF-02-A-03 WHITE HOUSE ROAD IPSWICH	OFFICES		SUFFOLK
	Edge of Town Industrial Zone			
	Total Gross floor area:	2800 sqm		
	Survey date: THURSDAY	24/09/20	Survey Type: MANUAL	
11	WL-02-A-01 THE CRESCENT AMESBURY	PET INSURANCE COMPANY		WILTSHIRE
	SUNRISE WAY Edge of Town Development Zone			
	Total Gross floor area:	2500 sqm		
	Survey date: TUESDAY	18/09/18	Survey Type: MANUAL	
12	WM-02-A-04 BOURNVILLE LANE BIRMINGHAM	OFFICE		WEST MIDLANDS
	Suburban Area (PPS6 Out of Centre) Residential Zone			
	Total Gross floor area:	1800 sqm		
	Survey date: TUESDAY	10/11/15	Survey Type: MANUAL	
13	WO-02-A-03 STOURPORT ROAD KIDDERMINSTER	IT SERVICES		WORCESTERSHIRE
	Edge of Town Industrial Zone			
	Total Gross floor area:	5945 sqm		
	Survey date: TUESDAY	13/10/20	Survey Type: MANUAL	
14	WY-02-A-05 PIONEER WAY CASTLEFORD	OFFICES		WEST YORKSHIRE
	WHITWOOD Edge of Town No Sub Category			
	Total Gross floor area:	1230 sqm		
	Survey date: TUESDAY	23/05/17	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 02 - EMPLOYMENT/A - OFFICE

TOTAL VEHICLES

Calculation factor: 100 sqm

Estimated TRIP rate value per 557 SQM shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate
00:00 - 00:30												
00:30 - 01:00												
01:00 - 01:30												
01:30 - 02:00												
02:00 - 02:30												
02:30 - 03:00												
03:00 - 03:30												
03:30 - 04:00												
04:00 - 04:30												
04:30 - 05:00												
05:00 - 05:30												
05:30 - 06:00												
06:00 - 06:30	1	10100	0.406	2.261	1	10100	0.030	0.165	1	10100	0.436	2.426
06:30 - 07:00	1	10100	0.703	3.916	1	10100	0.139	0.772	1	10100	0.842	4.688
07:00 - 07:30	13	3461	0.287	1.597	13	3461	0.027	0.149	13	3461	0.314	1.746
07:30 - 08:00	13	3461	0.462	2.575	13	3461	0.058	0.322	13	3461	0.520	2.897
08:00 - 08:30	13	3461	0.724	4.035	13	3461	0.053	0.297	13	3461	0.777	4.332
08:30 - 09:00	14	3639	0.876	4.877	14	3639	0.051	0.284	14	3639	0.927	5.161
09:00 - 09:30	14	3639	0.669	3.728	14	3639	0.086	0.481	14	3639	0.755	4.209
09:30 - 10:00	14	3639	0.287	1.596	14	3639	0.092	0.514	14	3639	0.379	2.110
10:00 - 10:30	14	3639	0.171	0.951	14	3639	0.069	0.383	14	3639	0.240	1.334
10:30 - 11:00	14	3639	0.135	0.754	14	3639	0.063	0.350	14	3639	0.198	1.104
11:00 - 11:30	14	3639	0.090	0.503	14	3639	0.077	0.426	14	3639	0.167	0.929
11:30 - 12:00	14	3639	0.114	0.634	14	3639	0.094	0.525	14	3639	0.208	1.159
12:00 - 12:30	14	3639	0.110	0.612	14	3639	0.232	1.290	14	3639	0.342	1.902
12:30 - 13:00	14	3639	0.183	1.017	14	3639	0.220	1.225	14	3639	0.403	2.242
13:00 - 13:30	14	3639	0.194	1.082	14	3639	0.232	1.290	14	3639	0.426	2.372
13:30 - 14:00	14	3639	0.175	0.973	14	3639	0.132	0.733	14	3639	0.307	1.706
14:00 - 14:30	14	3639	0.108	0.601	14	3639	0.147	0.820	14	3639	0.255	1.421
14:30 - 15:00	14	3639	0.114	0.634	14	3639	0.234	1.301	14	3639	0.348	1.935
15:00 - 15:30	14	3639	0.090	0.503	14	3639	0.273	1.520	14	3639	0.363	2.023
15:30 - 16:00	14	3639	0.059	0.328	14	3639	0.261	1.454	14	3639	0.320	1.782
16:00 - 16:30	14	3639	0.086	0.481	14	3639	0.430	2.395	14	3639	0.516	2.876
16:30 - 17:00	14	3639	0.104	0.580	14	3639	0.481	2.679	14	3639	0.585	3.259
17:00 - 17:30	14	3639	0.053	0.295	14	3639	0.866	4.822	14	3639	0.919	5.117
17:30 - 18:00	14	3639	0.084	0.470	14	3639	0.577	3.215	14	3639	0.661	3.685
18:00 - 18:30	13	3824	0.024	0.134	13	3824	0.412	2.297	13	3824	0.436	2.431
18:30 - 19:00	13	3824	0.030	0.168	13	3824	0.139	0.773	13	3824	0.169	0.941
19:00 - 19:30												
19:30 - 20:00												
20:00 - 20:30												
20:30 - 21:00												
21:00 - 21:30												
21:30 - 22:00												
22:00 - 22:30												
22:30 - 23:00												
23:00 - 23:30												
23:30 - 24:00												
Total Rates:			6.338	35.305			5.475	30.482			11.813	65.787

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.

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Parameter summary

Trip rate parameter range selected:	186 - 10100 (units: sqm)
Survey date range:	01/01/13 - 06/05/21
Number of weekdays (Monday-Friday):	14
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	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 G: TRAFFIC SURVEY DATA

Site No: 22422001

Grid Reference: TQ06733,05483

Arundel Road, Angmering (Direction Sign)

Speed Report-Limit 60 Mph

Fri 01-Dec-17

Channel: Northbound

AVE

NB 85%ile=

37.6

AVE

SB 85%ile=

35.7

Time	Total	85th	Mean	Std.	Bin 1	Bin 2	Bin 3	Bin 4	Bin 5	Bin 6	Bin 7	Bin 8	Bin 9	Bin 10	Bin 11	Bin 12
Begin	Vol.	%ile	Ave.	Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	2	-	43.5	7.1	0	0	0	0	0	0	1	0	1	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	-	38.5	-	0	0	0	0	0	0	1	0	0	0	0	0
04:00	1	-	38.5	-	0	0	0	0	0	0	1	0	0	0	0	0
05:00	17	44.6	40.9	4.6	0	0	0	0	1	1	4	11	0	0	0	0
06:00	63	42.7	36.7	6.9	0	1	1	1	6	17	25	6	6	0	0	0
07:00	136	40.4	36	4.9	0	0	0	0	14	61	46	10	4	1	0	0
08:00	120	38.7	33.1	5.1	0	0	1	2	43	41	27	5	1	0	0	0
09:00	101	37.4	32.7	5.5	1	0	1	5	24	50	16	3	1	0	0	0
10:00	59	38.7	32.1	6.6	0	0	3	8	12	19	14	2	1	0	0	0
11:00	82	38.6	32.8	5.7	1	0	1	1	27	30	18	4	0	0	0	0
12:00	68	37.8	32.4	5.4	0	1	0	4	21	27	12	3	0	0	0	0
13:00	67	40.2	35.4	4.8	0	0	0	0	11	27	22	6	1	0	0	0
14:00	65	39.2	33	5.7	0	0	1	3	21	24	9	7	0	0	0	0
15:00	111	35.6	31.7	4.2	0	0	0	3	50	44	13	0	1	0	0	0
16:00	70	37.7	33.2	4.6	0	0	0	0	23	32	12	2	1	0	0	0
17:00	68	39.6	33.8	5.9	0	0	3	2	12	28	17	6	0	0	0	0
18:00	72	40.7	35.2	5.8	0	0	1	1	13	26	21	8	2	0	0	0
19:00	51	40.9	35.5	6	0	0	0	1	12	14	16	7	0	1	0	0
20:00	17	40.1	37.3	5.9	0	0	0	0	0	9	6	0	1	1	0	0
21:00	21	40	35.2	7.4	0	0	2	0	1	8	8	0	2	0	0	0
22:00	16	41.3	34.4	7.7	0	0	1	1	2	6	3	2	1	0	0	0
23:00	4	-	37.3	4.9	0	0	0	0	0	2	1	1	0	0	0	0

12H,7-19	1019	39.1	33.5	5.5	2	1	11	29	271	409	227	56	12	1	0	0
16H,6-22	1171	39.5	33.9	5.7	2	2	14	31	290	457	282	69	21	3	0	0
18H,6-24	1191	39.6	33.9	5.7	2	2	15	32	292	465	286	72	22	3	0	0
24H,0-24	1212	39.7	34	5.8	2	2	15	32	293	466	293	83	23	3	0	0

Am	07:00 -	-	-	-	11:00	06:00	10:00	10:00	08:00	07:00	07:00	05:00	06:00	07:00 -	-	-
Peak	136 -	-	-	-	1	1	3	8	43	61	46	11	6	1 -	-	-

Pm	15:00 -	-	-	-	20:00	22:00 -	-	12:00	17:00	12:00	15:00	15:00	13:00	18:00	21:00	20:00 -
Peak	111 -	-	-	-	37.3	7.7 -	-	1	3	4	50	44	22	8	2	1 -

K & M TRAFFIC SURVEYS

Created at 11:37:47 on 13 Dec 2017

Site No: 22422001

Grid Reference: TQ06733,05483

Arundel Road, Angmering (Direction Sign)

Speed Report-Limit 60 Mph

Sat 02-Dec-17

Channel: Northbound

Time	Total	85th	Mean	Std.	Bin 1	Bin 2	Bin 3	Bin 4	Bin 5	Bin 6	Bin 7	Bin 8	Bin 9	Bin 10	Bin 11	Bin 12
Begin	Vol.	%ile	Ave.	Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
00:00	6	-	37.7	4	0	0	0	0	0	2	3	1	0	0	0	0
01:00	3	-	38.5	5	0	0	0	0	0	1	1	1	0	0	0	0
02:00	1	-	38.5	-	0	0	0	0	0	0	1	0	0	0	0	0
03:00	1	-	33.5	-	0	0	0	0	0	1	0	0	0	0	0	0
04:00	4	-	43.5	6	0	0	0	0	0	0	2	0	2	0	0	0
05:00	6	-	36	6.3	0	0	0	0	2	0	3	1	0	0	0	0
06:00	15	42.6	34.5	8.6	0	1	0	1	2	4	3	4	0	0	0	0
07:00	43	41.9	37.1	5.5	0	0	0	0	4	15	16	6	1	1	0	0
08:00	83	39.6	34.5	6	1	1	0	1	13	34	28	3	2	0	0	0
09:00	80	39.4	33	6.9	0	2	1	5	22	24	20	4	1	1	0	0
10:00	95	39	33.3	6.7	0	2	2	2	23	40	19	4	2	0	1	0
11:00	95	39.4	34.2	5.4	0	1	2	0	18	38	31	5	0	0	0	0
12:00	79	40.5	35.9	4.9	0	0	1	0	5	39	24	8	2	0	0	0
13:00	78	39.5	34.3	5.3	0	0	2	0	16	31	24	4	1	0	0	0
14:00	74	40.3	34.1	6.3	1	0	1	2	16	26	19	9	0	0	0	0
15:00	84	41.4	35.6	5.7	0	0	0	0	18	31	21	11	2	1	0	0
16:00	82	38.7	34	4.4	0	0	0	1	17	39	23	1	1	0	0	0
17:00	62	40.7	35.4	6.9	0	0	0	2	11	27	13	5	2	1	0	1
18:00	45	40.8	35.3	5.7	0	0	0	2	5	22	9	5	2	0	0	0
19:00	30	40.5	36.2	5.7	0	0	0	0	5	10	11	3	0	1	0	0
20:00	14	38.3	34.9	6.5	0	0	0	0	3	7	3	0	0	1	0	0
21:00	15	40.5	37.5	3.7	0	0	0	0	0	5	8	2	0	0	0	0
22:00	15	39.6	36.8	2.9	0	0	0	0	0	5	10	0	0	0	0	0
23:00	14	44.5	37.8	9	0	0	0	1	2	3	4	2	1	0	1	0

12H,7-19	900	40	34.6	5.9	2	6	9	15	168	366	247	65	16	4	1	1
16H,6-22	974	40.1	34.7	6	2	7	9	16	178	392	272	74	16	6	1	1
18H,6-24	1003	40.1	34.7	6	2	7	9	17	180	400	286	76	17	6	2	1
24H,0-24	1024	40.2	34.8	6	2	7	9	17	182	404	296	79	19	6	2	1

Am	11:00 -		04:00 -		08:00	10:00	11:00	09:00	10:00	10:00	11:00	07:00	10:00	09:00	10:00 -	
Peak	95	-	43.5	-	1	2	2	5	23	40	31	6	2	1	1	-

Pm	15:00	23:00	23:00	23:00	14:00 -		13:00	18:00	15:00	16:00	13:00	15:00	18:00	20:00	23:00	17:00
Peak	84	44.5	37.8	9	1	-	2	2	18	39	24	11	2	1	1	1

K & M TRAFFIC SURVEYS

Created at 11:37:47 on 13 Dec 2017

Site No: 22422001

Grid Reference: TQ06733,05483

Arundel Road, Angmering (Direction Sign)

Speed Report-Limit 60 Mph

Sun 03-Dec-17

Channel: Northbound

Time	Total	85th	Mean	Std.	Bin 1	Bin 2	Bin 3	Bin 4	Bin 5	Bin 6	Bin 7	Bin 8	Bin 9	Bin 10	Bin 11	Bin 12
Begin	Vol.	%ile	Ave.	Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
00:00	7	-	39.9	8.1	0	0	0	0	0	3	2	0	1	1	0	0
01:00	6	-	36.8	3	0	0	0	0	0	2	4	0	0	0	0	0
02:00	3	-	35.2	7.6	0	0	0	0	1	1	0	1	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	2	-	26	3.5	0	0	0	1	1	0	0	0	0	0	0	0
05:00	3	-	36.8	3.1	0	0	0	0	0	1	2	0	0	0	0	0
06:00	12	40.3	36	5.2	0	0	0	0	2	4	4	2	0	0	0	0
07:00	21	40.4	34	7	0	0	1	0	7	5	5	2	1	0	0	0
08:00	53	39.9	35.4	4.3	0	0	0	0	6	26	16	5	0	0	0	0
09:00	93	38.7	33.8	5.3	0	0	0	4	20	45	18	4	1	1	0	0
10:00	82	38	32.7	5.3	1	0	0	3	25	33	18	2	0	0	0	0
11:00	74	37.7	33	4.5	0	0	0	4	18	35	16	1	0	0	0	0
12:00	95	39.1	34.2	5.1	0	0	1	2	15	51	18	6	2	0	0	0
13:00	81	39.8	35	5	0	0	0	1	15	32	27	4	2	0	0	0
14:00	61	39.7	34.2	6.1	0	1	1	1	10	28	14	4	2	0	0	0
15:00	56	38.7	33.9	5.1	0	0	2	0	9	29	13	3	0	0	0	0
16:00	51	38.8	33.2	6.1	0	1	0	3	11	24	7	4	1	0	0	0
17:00	36	40.5	36	4.1	0	0	0	0	1	21	9	5	0	0	0	0
18:00	28	39.3	33.5	6.9	1	0	0	1	5	11	8	2	0	0	0	0
19:00	12	40.3	37.3	5.5	0	0	0	1	0	2	7	2	0	0	0	0
20:00	21	44.4	36.4	8.6	0	1	0	1	2	6	4	5	2	0	0	0
21:00	11	45.6	39	5.8	0	0	0	0	0	4	4	1	2	0	0	0
22:00	5	-	34.5	4.4	0	0	0	0	1	2	2	0	0	0	0	0
23:00	5	-	40.5	6.8	0	0	0	0	0	2	0	2	1	0	0	0

12H,7-19	731	39.3	34	5.3	2	2	5	19	142	340	169	42	9	1	0	0
16H,6-22	787	39.6	34.2	5.5	2	3	5	21	146	356	188	52	13	1	0	0
18H,6-24	797	39.7	34.2	5.5	2	3	5	21	147	360	190	54	14	1	0	0
24H,0-24	818	39.7	34.3	5.6	2	3	5	22	149	367	198	55	15	2	0	0

Am	09:00 -	-	-	-	10:00 -	-	07:00	11:00	10:00	09:00	10:00	08:00	09:00	09:00 -	-	-
Peak	93 -	-	-	-	1 -	-	1	4	25	45	18	5	1	1 -	-	-

Pm	12:00 -	-	23:00	20:00	18:00	20:00	15:00	16:00	13:00	12:00	13:00	12:00	21:00 -	-	-	-
Peak	95 -	-	40.5	8.6	1	1	2	3	15	51	27	6	2 -	-	-	-

K & M TRAFFIC SURVEYS

Created at 11:37:47 on 13 Dec 2017

Site No: 22422001

Grid Reference: TQ06733,05483

Arundel Road, Angmering (Direction Sign)

Speed Report-Limit 60 Mph

Mon 04-Dec-17

Channel: Northbound

Time	Total	85th	Mean	Std.	Bin 1	Bin 2	Bin 3	Bin 4	Bin 5	Bin 6	Bin 7	Bin 8	Bin 9	Bin 10	Bin 11	Bin 12
Begin	Vol.	%ile	Ave.	Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
00:00	2	-	41	3.5	0	0	0	0	0	0	1	1	0	0	0	0
01:00	2	-	36	3.5	0	0	0	0	0	1	1	0	0	0	0	0
02:00	1	-	33.5	-	0	0	0	0	0	1	0	0	0	0	0	0
03:00	1	-	48.5	-	0	0	0	0	0	0	0	0	1	0	0	0
04:00	5	-	39.5	4.4	0	0	0	0	0	1	2	2	0	0	0	0
05:00	35	44	38.6	5.3	0	0	0	0	2	8	15	7	3	0	0	0
06:00	67	41.9	36.8	5.3	0	0	0	0	4	32	19	8	3	1	0	0
07:00	160	39.5	34.2	5.6	1	1	0	5	28	69	45	9	2	0	0	0
08:00	128	37.9	33.1	4.4	0	0	0	1	42	56	25	4	0	0	0	0
09:00	89	38.1	32.8	5.4	0	0	2	4	24	38	17	3	1	0	0	0
10:00	82	39.1	33.6	5.9	0	1	1	4	16	34	21	3	2	0	0	0
11:00	73	37.6	32.5	5.7	0	1	0	3	26	29	8	5	1	0	0	0
12:00	73	37.8	32.7	5.6	0	0	1	5	20	31	13	2	0	1	0	0
13:00	64	39.3	33.9	6.2	0	0	2	2	14	24	18	2	1	1	0	0
14:00	65	35.4	30.9	6.3	1	1	0	7	22	27	5	1	0	1	0	0
15:00	98	36.6	31.9	4.8	0	0	1	5	38	37	15	2	0	0	0	0
16:00	71	37.8	33	6.1	0	0	2	5	13	36	11	3	0	0	1	0
17:00	48	39.3	33.6	6.6	0	2	1	1	6	21	14	3	0	0	0	0
18:00	36	37.8	34.1	5.1	0	0	0	1	6	21	6	0	2	0	0	0
19:00	39	40.3	34.8	7.2	0	0	0	2	10	13	9	2	2	0	1	0
20:00	21	40.5	36.1	4.6	0	0	0	0	2	9	7	3	0	0	0	0
21:00	12	40.1	36.8	5.5	0	0	0	0	2	2	7	0	1	0	0	0
22:00	9	-	34.1	4.2	0	0	0	0	2	4	3	0	0	0	0	0
23:00	3	-	35.2	7.6	0	0	0	0	1	1	0	1	0	0	0	0

12H,7-19	987	38.5	33	5.6	2	6	10	43	255	423	198	37	9	3	1	0
16H,6-22	1126	39	33.4	5.7	2	6	10	45	273	479	240	50	15	4	2	0
18H,6-24	1138	39	33.4	5.7	2	6	10	45	276	484	243	51	15	4	2	0
24H,0-24	1184	39.2	33.6	5.8	2	6	10	45	278	495	262	61	19	4	2	0

Am	07:00 -	03:00 -	07:00	11:00	09:00	07:00	08:00	07:00	07:00	07:00	06:00	06:00 -	-
Peak	160 -	48.5 -	1	1	2	5	42	69	45	9	3	1 -	-

Pm	15:00 -	21:00	23:00	14:00	17:00	16:00	14:00	15:00	15:00	13:00	20:00	19:00	14:00	19:00 -
Peak	98 -	36.8	7.6	1	2	2	7	38	37	18	3	2	1	1 -

K & M TRAFFIC SURVEYS

Created at 11:37:47 on 13 Dec 2017

Site No: 22422001

Grid Reference: TQ06733,05483

Arundel Road, Angmering (Direction Sign)

Speed Report-Limit 60 Mph

Tue 05-Dec-17

Channel: Northbound

Time	Total	85th	Mean	Std.	Bin 1	Bin 2	Bin 3	Bin 4	Bin 5	Bin 6	Bin 7	Bin 8	Bin 9	Bin 10	Bin 11	Bin 12
Begin	Vol.	%ile	Ave.	Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
00:00	2	-	36	3.5	0	0	0	0	0	1	1	0	0	0	0	0
01:00	2	-	36	10.6	0	0	0	0	1	0	0	1	0	0	0	0
02:00	1	-	33.5	-	0	0	0	0	0	1	0	0	0	0	0	0
03:00	1	-	43.5	-	0	0	0	0	0	0	0	1	0	0	0	0
04:00	4	-	39.8	2.8	0	0	0	0	0	0	3	1	0	0	0	0
05:00	30	44	38	5.8	0	0	0	0	3	8	11	5	3	0	0	0
06:00	73	42.5	36.2	6.2	0	1	0	1	10	24	22	12	3	0	0	0
07:00	142	40.8	35.5	5.8	1	0	0	2	17	64	38	15	4	1	0	0
08:00	147	37.9	32.6	5.8	1	0	0	7	53	56	20	6	3	1	0	0
09:00	102	36.6	32.2	5.1	0	2	0	3	33	46	17	0	1	0	0	0
10:00	73	38.9	33.5	6.5	0	2	0	3	15	33	15	2	2	1	0	0
11:00	49	40.1	33.1	8.1	0	3	1	1	12	16	10	4	1	1	0	0
12:00	87	37.2	32.6	5.2	0	1	1	4	21	43	14	3	0	0	0	0
13:00	76	36.6	31.3	6	1	0	3	3	29	27	10	3	0	0	0	0
14:00	54	38.3	32.3	6.2	0	2	0	3	15	20	12	2	0	0	0	0
15:00	110	37.2	32.5	5.5	0	2	1	5	26	55	17	3	1	0	0	0
16:00	84	39.7	34.7	6.1	0	0	2	1	16	31	28	5	0	0	0	1
17:00	61	40.2	34.9	6	0	1	0	2	7	28	16	6	0	1	0	0
18:00	44	39.8	34.8	5.6	0	0	1	1	6	19	13	3	1	0	0	0
19:00	32	40.3	35.7	6	0	0	0	0	6	13	9	2	1	1	0	0
20:00	17	45.9	39.7	8.3	0	0	0	0	0	8	3	3	2	0	0	1
21:00	17	40.3	36.4	4.6	0	0	0	0	2	5	8	2	0	0	0	0
22:00	7	-	39.2	7.4	0	0	0	0	0	3	2	1	0	1	0	0
23:00	6	-	37.7	4	0	0	0	0	0	2	3	1	0	0	0	0

12H,7-19	1029	39	33.3	6	3	13	9	35	250	438	210	52	13	5	0	1
16H,6-22	1168	39.5	33.7	6.1	3	14	9	36	268	488	252	71	19	6	0	2
18H,6-24	1181	39.5	33.8	6.2	3	14	9	36	268	493	257	73	19	7	0	2
24H,0-24	1221	39.7	33.9	6.2	3	14	9	36	272	503	272	81	22	7	0	2

Am	08:00 -	03:00 -	08:00	11:00	11:00	08:00	08:00	07:00	07:00	07:00	07:00	11:00 -	-
Peak	147 -	43.5 -	1	3	1	7	53	64	38	15	4	1 -	-

Pm	15:00 -	20:00	20:00	13:00	15:00	13:00	15:00	13:00	15:00	16:00	17:00	20:00	22:00 -	20:00
Peak	110 -	39.7	8.3	1	2	3	5	29	55	28	6	2	1 -	1

K & M TRAFFIC SURVEYS

Created at 11:37:47 on 13 Dec 2017

Site No: 22422001

Grid Reference: TQ06733,05483

Arundel Road, Angmering (Direction Sign)

Speed Report-Limit 60 Mph

Wed 06-Dec-17

Channel: Northbound

Time	Total	85th	Mean	Std.	Bin 1	Bin 2	Bin 3	Bin 4	Bin 5	Bin 6	Bin 7	Bin 8	Bin 9	Bin 10	Bin 11	Bin 12
Begin	Vol.	%ile	Ave.	Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
00:00	3	-	33.5	-	5	0	0	0	0	1	1	1	0	0	0	0
01:00	1	-	48.5	-	-	0	0	0	0	0	0	0	0	1	0	0
02:00	0	-	-	-	-	0	0	0	0	0	0	0	0	0	0	0
03:00	1	-	48.5	-	-	0	0	0	0	0	0	0	0	1	0	0
04:00	5	-	41.5	-	3.1	0	0	0	0	0	0	2	3	0	0	0
05:00	25	45.7	39.7	-	6	0	0	0	0	2	4	9	6	4	0	0
06:00	84	42.3	36.5	-	5.9	0	1	0	0	14	20	32	15	2	0	0
07:00	147	39.5	34.9	-	5	1	0	0	0	21	72	44	6	2	1	0
08:00	128	39.5	34.3	-	5.1	0	0	0	1	30	59	26	9	3	0	0
09:00	99	40.3	35	-	6	0	2	0	3	11	42	30	8	3	0	0
10:00	87	39.7	33.6	-	6.3	0	2	0	6	16	34	21	7	1	0	0
11:00	73	39.4	34.5	-	4.9	0	0	1	1	13	30	24	4	0	0	0
12:00	69	40.2	35	-	5.5	0	0	1	1	13	23	24	6	1	0	0
13:00	64	39.4	33.8	-	5.3	0	0	1	1	17	24	16	5	0	0	0
14:00	57	38.3	33.1	-	4.9	0	0	0	3	15	25	11	3	0	0	0
15:00	102	36.4	31.3	-	5.4	0	0	4	8	36	37	14	3	0	0	0
16:00	71	40.6	35.4	-	6.3	0	0	0	0	17	28	16	4	4	2	0
17:00	41	42.3	35.7	-	6.8	0	1	0	3	2	14	12	9	0	0	0
18:00	44	40	34.8	-	7	0	0	1	1	10	16	11	2	1	2	0
19:00	40	39.5	33.4	-	7.1	1	0	2	0	8	14	12	3	0	0	0
20:00	27	42.5	36.1	-	6	0	0	0	0	6	8	7	5	1	0	0
21:00	18	43	37.4	-	6.5	0	0	0	1	1	5	7	2	2	0	0
22:00	6	-	44.3	-	8.1	0	0	0	0	0	1	1	2	0	2	0
23:00	4	-	38.5	-	4.2	0	0	0	0	0	1	2	1	0	0	0

12H,7-19	982	39.8	34.2	-	5.7	1	5	8	28	201	404	249	66	15	5	0
16H,6-22	1151	40.1	34.4	-	5.8	2	6	10	29	230	451	307	91	20	5	0
18H,6-24	1161	40.1	34.5	-	5.9	2	6	10	29	230	453	310	94	20	7	0
24H,0-24	1196	40.3	34.7	-	6	2	6	10	29	233	458	322	103	26	7	0

Am	07:00 -	-	-	-	07:00	10:00	11:00	10:00	08:00	07:00	07:00	06:00	05:00	07:00 -	-	-
Peak	147 -	-	-	-	1	2	1	6	30	72	44	15	4	1 -	-	-
Pm	15:00 -	-	22:00	22:00	19:00	17:00	15:00	15:00	15:00	15:00	12:00	17:00	16:00	22:00 -	-	-
Peak	102 -	-	44.3	8.1	1	1	4	8	36	37	24	9	4	2 -	-	-

K & M TRAFFIC SURVEYS

Created at 11:37:47 on 13 Dec 2017

Site No: 22422001

Grid Reference: TQ06733,05483

Arundel Road, Angmering (Direction Sign)

Speed Report-Limit 60 Mph

Thu 07-Dec-17

Channel: Northbound

Time	Total	85th	Mean	Std.	Bin 1	Bin 2	Bin 3	Bin 4	Bin 5	Bin 6	Bin 7	Bin 8	Bin 9	Bin 10	Bin 11	Bin 12
Begin	Vol.	%ile	Ave.	Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
00:00	4	-	36	6.5	0	0	0	0	1	1	1	1	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	1	-	38.5	-	0	0	0	0	0	0	1	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	4	-	39.8	4.9	0	0	0	0	0	1	1	2	0	0	0	0
05:00	24	43.4	39.1	4.7	0	0	0	0	2	1	14	6	1	0	0	0
06:00	85	41.9	36.4	6	0	1	0	0	8	36	25	10	4	1	0	0
07:00	129	39.7	34.5	5.4	1	0	0	3	24	50	42	8	1	0	0	0
08:00	144	39.5	34.5	5	0	0	0	2	29	65	37	9	1	1	0	0
09:00	101	38.7	33.4	5.2	0	0	1	4	25	45	19	6	1	0	0	0
10:00	61	37.2	32.8	4.4	0	0	0	1	20	28	10	2	0	0	0	0
11:00	63	37.5	31.8	6.1	0	1	2	6	16	25	10	3	0	0	0	0
12:00	74	36.9	32.6	4.6	0	0	1	3	20	36	13	1	0	0	0	0
13:00	73	38.7	33.1	5	0	0	0	3	24	25	18	3	0	0	0	0
14:00	69	35.2	30.6	5.6	1	0	2	7	22	31	5	1	0	0	0	0
15:00	85	37.4	32.4	4.6	0	0	0	5	28	34	17	1	0	0	0	0
16:00	76	38.3	32.8	5.9	0	0	2	5	20	31	13	3	2	0	0	0
17:00	40	39.9	34.1	6.3	0	1	0	3	4	17	11	4	0	0	0	0
18:00	51	39.7	34.2	6	0	0	0	2	14	18	12	2	3	0	0	0
19:00	54	38.8	33.4	4.8	0	0	0	1	18	18	15	2	0	0	0	0
20:00	16	40.4	37.3	4.8	0	0	0	0	1	5	8	1	1	0	0	0
21:00	21	39.1	33.8	7.1	1	0	0	0	3	9	7	1	0	0	0	0
22:00	13	38.8	38.5	4.3	0	0	0	0	0	3	8	1	1	0	0	0
23:00	5	-	35.5	3.1	0	0	0	0	0	3	2	0	0	0	0	0

12H,7-19	966	38.7	33.2	5.4	2	2	8	44	246	405	207	43	8	1	0	0
16H,6-22	1142	39.1	33.5	5.5	3	3	8	45	276	473	262	57	13	2	0	0
18H,6-24	1160	39.2	33.6	5.5	3	3	8	45	276	479	272	58	14	2	0	0
24H,0-24	1193	39.3	33.7	5.6	3	3	8	45	279	482	289	67	15	2	0	0

Am	08:00	-	-	-	07:00	11:00	11:00	11:00	08:00	08:00	07:00	06:00	05:00	08:00	-	-
Peak	144	-	-	-	1	1	2	6	29	65	42	10	4	1	-	-

Pm	15:00	-	22:00	21:00	21:00	17:00	16:00	14:00	15:00	12:00	13:00	17:00	18:00	-	-	-
Peak	85	-	38.5	7.1	1	1	2	7	28	36	18	4	3	-	-	-

K & M TRAFFIC SURVEYS

Created at 11:37:48 on 13 Dec 2017

Site No: 22422001

Grid Reference: TQ06733,05483

Arundel Road, Angmering (Direction Sign)

Speed Report-Limit 60 Mph

Fri 01-Dec-17

Channel: Southbound

Time	Total	85th	Mean	Std.	Bin 1	Bin 2	Bin 3	Bin 4	Bin 5	Bin 6	Bin 7	Bin 8	Bin 9	Bin 10	Bin 11	Bin 12
Begin	Vol.	%ile	Ave.	Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	3	-	31.8	3.1	0	0	0	0	1	2	0	0	0	0	0	0
04:00	1	-	28.5	-	0	0	0	0	1	0	0	0	0	0	0	0
05:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
06:00	13	38.8	33.5	8.3	0	0	0	2	3	5	1	1	0	1	0	0
07:00	45	37.9	31.9	5.3	0	0	0	5	16	13	10	1	0	0	0	0
08:00	55	38.2	32.2	5.4	0	0	1	4	19	16	14	1	0	0	0	0
09:00	39	35.6	30.9	5.5	1	0	0	2	16	15	5	0	0	0	0	0
10:00	36	35	30.6	4.4	0	0	0	5	14	14	3	0	0	0	0	0
11:00	34	35.7	30.9	5.2	0	0	0	5	14	10	4	1	0	0	0	0
12:00	41	35.6	31.4	5.2	0	1	0	4	10	21	5	0	0	0	0	0
13:00	44	37.5	33.3	4.4	0	0	1	1	7	25	10	0	0	0	0	0
14:00	59	37.7	32.5	5.5	0	0	2	5	11	28	11	2	0	0	0	0
15:00	67	38.8	33.3	5.3	0	0	1	3	17	27	15	4	0	0	0	0
16:00	105	38.6	32.5	5.6	0	0	0	10	34	34	21	5	1	0	0	0
17:00	109	38.3	32.6	5.7	0	0	2	11	25	45	20	5	1	0	0	0
18:00	44	38	32.5	5.3	0	0	1	3	12	17	10	1	0	0	0	0
19:00	27	38	32.2	6.3	0	0	1	2	9	8	6	0	1	0	0	0
20:00	25	37.8	32.9	5.1	0	0	0	2	6	11	5	1	0	0	0	0
21:00	13	37.4	33.5	5.2	0	0	0	1	2	7	2	1	0	0	0	0
22:00	11	38.1	34	6.6	0	0	0	1	2	5	2	0	1	0	0	0
23:00	7	-	32.1	4.9	0	0	0	0	4	1	2	0	0	0	0	0

12H,7-19	678	37.9	32.2	5.4	1	1	8	58	195	265	128	20	2	0	0	0
16H,6-22	756	37.9	32.3	5.4	1	1	9	65	215	296	142	23	3	1	0	0
18H,6-24	774	38	32.3	5.4	1	1	9	66	221	302	146	23	4	1	0	0
24H,0-24	778	37.9	32.3	5.4	1	1	9	66	223	304	146	23	4	1	0	0

Am	08:00 -	-	-	-	09:00 -	-	08:00	11:00	08:00	08:00	08:00	11:00 -	-	06:00 -	-	-
Peak	55 -	-	-	-	1 -	-	1	5	19	16	14	1 -	-	1 -	-	-

Pm	17:00 -	-	22:00	22:00 -	-	12:00	17:00	17:00	16:00	17:00	16:00	17:00	22:00 -	-	-	-
Peak	109 -	-	34	6.6 -	-	1	2	11	34	45	21	5	1 -	-	-	-

K & M TRAFFIC SURVEYS

Created at 11:37:48 on 13 Dec 2017

Site No: 22422001

Grid Reference: TQ06733,05483

Arundel Road, Angmering (Direction Sign)

Speed Report-Limit 60 Mph

Sat 02-Dec-17

Channel: Southbound

Time	Total	85th	Mean	Std.	Bin 1	Bin 2	Bin 3	Bin 4	Bin 5	Bin 6	Bin 7	Bin 8	Bin 9	Bin 10	Bin 11	Bin 12
Begin	Vol.	%ile	Ave.	Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
00:00	7	-	27.8	5.5	0	0	1	1	3	2	0	0	0	0	0	0
01:00	5	-	29.5	4.4	0	0	0	1	2	2	0	0	0	0	0	0
02:00	1	-	33.5	-	0	0	0	0	0	1	0	0	0	0	0	0
03:00	1	-	33.5	-	0	0	0	0	0	1	0	0	0	0	0	0
04:00	2	-	31	10.6	0	0	0	1	0	0	1	0	0	0	0	0
05:00	3	-	25.2	10.4	0	1	0	0	1	1	0	0	0	0	0	0
06:00	6	-	34.3	8.1	0	0	0	1	0	4	0	0	1	0	0	0
07:00	9	-	31.8	5.2	0	0	0	1	3	3	2	0	0	0	0	0
08:00	13	34.9	30.4	5.8	0	0	1	1	5	4	2	0	0	0	0	0
09:00	41	35.9	32.4	4.2	0	0	0	3	9	23	6	0	0	0	0	0
10:00	35	37.6	32.6	6.2	0	2	0	0	7	18	7	1	0	0	0	0
11:00	57	37.1	32.2	5.1	0	0	0	6	16	24	9	2	0	0	0	0
12:00	63	37.8	33.2	4.9	0	0	0	2	18	29	11	2	1	0	0	0
13:00	48	37.3	33	4.3	0	0	0	1	14	23	9	1	0	0	0	0
14:00	37	38.5	33.2	5.6	0	0	1	0	12	14	8	1	1	0	0	0
15:00	42	38.6	32.7	5.5	0	0	0	4	13	13	10	2	0	0	0	0
16:00	48	39.3	34.3	5.6	0	0	0	3	8	20	14	1	2	0	0	0
17:00	41	35.8	30.7	5.9	0	0	2	7	10	16	5	1	0	0	0	0
18:00	31	38.3	32.2	7	0	1	0	3	9	11	4	2	1	0	0	0
19:00	20	34.8	31.5	5.2	0	0	0	2	8	7	2	1	0	0	0	0
20:00	10	37.7	33.5	4.3	0	0	0	0	3	4	3	0	0	0	0	0
21:00	9	-	32.4	5.6	0	0	0	1	3	2	3	0	0	0	0	0
22:00	8	-	34.8	3.8	0	0	0	0	0	7	0	1	0	0	0	0
23:00	9	-	31.8	5.7	0	0	0	1	4	1	3	0	0	0	0	0

12H,7-19	465	38	32.6	5.4	0	3	4	31	124	198	87	13	5	0	0	0
16H,6-22	510	38	32.6	5.4	0	3	4	35	138	215	95	14	6	0	0	0
18H,6-24	527	38	32.6	5.4	0	3	4	36	142	223	98	15	6	0	0	0
24H,0-24	546	37.9	32.5	5.5	0	4	5	39	148	230	99	15	6	0	0	0

Am	11:00 -	06:00 -	-	10:00	08:00	11:00	11:00	11:00	11:00	11:00	11:00	06:00 -	-	-
Peak	57	34.3	-	2	1	6	16	24	9	2	1	-	-	-
Pm	12:00 -	22:00	18:00 -	18:00	17:00	17:00	12:00	12:00	16:00	18:00	16:00 -	-	-	-
Peak	63	34.8	7	1	2	7	18	29	14	2	2	-	-	-

K & M TRAFFIC SURVEYS

Created at 11:37:48 on 13 Dec 2017

Site No: 22422001

Grid Reference: TQ06733,05483

Arundel Road, Angmering (Direction Sign)

Speed Report-Limit 60 Mph

Sun 03-Dec-17

Channel: Southbound

Time	Total	85th	Mean	Std.	Bin 1	Bin 2	Bin 3	Bin 4	Bin 5	Bin 6	Bin 7	Bin 8	Bin 9	Bin 10	Bin 11	Bin 12
Begin	Vol.	%ile	Ave.	Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
00:00	7	-	30.6	4.2	0	0	0	1	2	4	0	0	0	0	0	0
01:00	3	-	26.8	3.1	0	0	0	1	2	0	0	0	0	0	0	0
02:00	1	-	33.5	-	0	0	0	0	0	1	0	0	0	0	0	0
03:00	3	-	31.8	7.6	0	0	0	1	0	1	1	0	0	0	0	0
04:00	3	-	31.8	3.1	0	0	0	0	1	2	0	0	0	0	0	0
05:00	1	-	23.5	-	0	0	0	1	0	0	0	0	0	0	0	0
06:00	2	-	26	3.5	0	0	0	1	1	0	0	0	0	0	0	0
07:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
08:00	14	36.7	31	6.9	0	1	0	1	4	5	3	0	0	0	0	0
09:00	42	39.8	34.2	5.8	0	0	1	2	7	16	12	4	0	0	0	0
10:00	45	35.8	31.2	5.1	0	0	0	8	12	18	7	0	0	0	0	0
11:00	47	35.6	32.2	4.9	1	0	0	1	10	30	5	0	0	0	0	0
12:00	44	37.8	32.9	7.1	0	0	1	2	15	16	8	0	1	0	0	1
13:00	58	37.7	32.6	4.9	0	0	1	1	20	23	11	2	0	0	0	0
14:00	51	38.3	32.4	5.3	0	0	1	3	17	16	13	1	0	0	0	0
15:00	39	39	33.8	5.9	0	0	0	2	10	17	6	2	2	0	0	0
16:00	41	35.4	32	3.7	0	0	0	1	14	22	4	0	0	0	0	0
17:00	32	38.7	33.8	5	0	0	0	1	7	16	5	3	0	0	0	0
18:00	27	35.8	31.6	4.6	0	0	1	0	11	11	4	0	0	0	0	0
19:00	19	35.2	30.9	5	0	0	1	1	7	8	2	0	0	0	0	0
20:00	6	-	36	5.4	0	0	0	0	1	2	2	1	0	0	0	0
21:00	11	34.8	32.1	3.5	0	0	0	1	1	9	0	0	0	0	0	0
22:00	4	-	36	9.6	0	0	0	0	2	0	1	0	1	0	0	0
23:00	4	-	29.8	4.9	0	0	0	1	1	2	0	0	0	0	0	0

12H,7-19	440	37.8	32.6	5.4	1	1	5	22	127	190	78	12	3	0	0	1
16H,6-22	478	37.6	32.5	5.4	1	1	6	25	137	209	82	13	3	0	0	1
18H,6-24	486	37.7	32.6	5.4	1	1	6	26	140	211	83	13	4	0	0	1
24H,0-24	504	37.3	32.5	5.4	1	1	6	30	145	219	84	13	4	0	0	1

Am	11:00 -	-	-	-	11:00	08:00	09:00	10:00	10:00	11:00	09:00	09:00 -	-	-	-	-
Peak	47	-	-	-	1	1	1	8	12	30	12	4	-	-	-	-

Pm	13:00 -	-	20:00	22:00 -	-	-	19:00	14:00	13:00	13:00	14:00	17:00	15:00 -	-	-	12:00
Peak	58	-	36	9.6	-	-	1	3	20	23	13	3	2	-	-	1

K & M TRAFFIC SURVEYS

Created at 11:37:48 on 13 Dec 2017

Site No: 22422001

Grid Reference: TQ06733,05483

Arundel Road, Angmering (Direction Sign)

Speed Report-Limit 60 Mph

Mon 04-Dec-17

Channel: Southbound

Time	Total	85th	Mean	Std.	Bin 1	Bin 2	Bin 3	Bin 4	Bin 5	Bin 6	Bin 7	Bin 8	Bin 9	Bin 10	Bin 11	Bin 12
Begin	Vol.	%ile	Ave.	Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
00:00	2	-	38.5	1.8	0	0	0	0	0	0	2	0	0	0	0	0
01:00	1	-	33.5	-	0	0	0	0	0	1	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	3	-	26.8	7.6	0	0	1	0	1	1	0	0	0	0	0	0
06:00	10	36	32.5	5.8	0	0	0	1	3	4	1	1	0	0	0	0
07:00	41	35.5	31.9	5.2	0	1	1	1	9	25	3	1	0	0	0	0
08:00	51	38	32.5	5.7	0	1	0	5	10	22	12	1	0	0	0	0
09:00	38	35.1	30.5	5.7	0	0	3	4	10	18	2	1	0	0	0	0
10:00	32	35.6	32.3	4.3	0	0	0	0	14	13	4	1	0	0	0	0
11:00	30	39	31.8	7	0	1	1	2	11	4	10	1	0	0	0	0
12:00	42	36.2	32.3	5.5	0	0	1	2	13	19	5	1	1	0	0	0
13:00	57	38.3	32.1	6	0	0	1	6	19	17	11	2	1	0	0	0
14:00	48	35.7	31.7	5	0	0	1	5	11	25	5	1	0	0	0	0
15:00	52	37.9	32.3	4.9	0	0	0	2	22	16	10	2	0	0	0	0
16:00	100	37.6	32.3	5.2	0	0	3	6	27	42	20	2	0	0	0	0
17:00	125	38.3	33	4.9	0	0	0	8	33	52	28	4	0	0	0	0
18:00	72	38.6	32.9	5.7	0	0	1	5	20	28	13	4	1	0	0	0
19:00	33	37.9	31.8	6.7	0	0	1	5	9	11	4	2	1	0	0	0
20:00	17	38	33.5	4.2	0	0	0	0	5	7	5	0	0	0	0	0
21:00	13	37.4	33.1	5.4	0	0	0	1	3	6	2	1	0	0	0	0
22:00	11	35.6	32.1	4.7	0	0	0	1	3	5	2	0	0	0	0	0
23:00	2	-	36	3.5	0	0	0	0	0	1	1	0	0	0	0	0

12H,7-19	688	37.8	32.3	5.4	0	3	12	46	199	281	123	21	3	0	0	0
16H,6-22	761	37.8	32.3	5.4	0	3	13	53	219	309	135	25	4	0	0	0
18H,6-24	774	37.8	32.3	5.4	0	3	13	54	222	315	138	25	4	0	0	0
24H,0-24	780	37.8	32.3	5.4	0	3	14	54	223	317	140	25	4	0	0	0

Am	08:00 -	-	-	-	-	11:00	09:00	08:00	10:00	07:00	08:00	11:00 -	-	-	-	-
Peak	51	-	-	-	-	1	3	5	14	25	12	1	-	-	-	-

Pm	17:00 -	-	23:00	19:00 -	-	16:00	17:00	17:00	17:00	17:00	17:00	18:00	19:00 -	-	-	-
Peak	125	-	36	6.7	-	3	8	33	52	28	4	1	-	-	-	-

K & M TRAFFIC SURVEYS

Created at 11:37:48 on 13 Dec 2017

Site No: 22422001

Grid Reference: TQ06733,05483

Arundel Road, Angmering (Direction Sign)

Speed Report-Limit 60 Mph

Tue 05-Dec-17

Channel: Southbound

Time	Total	85th	Mean	Std.	Bin 1	Bin 2	Bin 3	Bin 4	Bin 5	Bin 6	Bin 7	Bin 8	Bin 9	Bin 10	Bin 11	Bin 12
Begin	Vol.	%ile	Ave.	Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	2	-	28.5	1.8	0	0	0	0	2	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	1	-	28.5	-	0	0	0	0	1	0	0	0	0	0	0	0
05:00	3	-	28.5	8.8	0	0	1	0	0	2	0	0	0	0	0	0
06:00	8	-	31.6	6.6	0	0	1	0	2	3	2	0	0	0	0	0
07:00	43	37.5	32.1	6	0	1	0	5	9	19	7	2	0	0	0	0
08:00	46	37.3	32.3	5.3	0	0	1	1	18	17	6	3	0	0	0	0
09:00	46	35.7	32.2	5.1	0	0	1	2	14	22	6	0	1	0	0	0
10:00	32	34.6	30.4	4.4	0	0	1	3	12	15	1	0	0	0	0	0
11:00	43	35.2	31.5	4.5	0	0	0	2	19	18	2	2	0	0	0	0
12:00	26	35.3	31.2	5.7	0	0	0	6	5	11	3	1	0	0	0	0
13:00	74	37.2	31.8	5.3	0	0	2	7	21	29	14	1	0	0	0	0
14:00	32	37.9	32.9	4.7	0	0	0	1	11	12	7	1	0	0	0	0
15:00	50	37.1	32	5.5	0	0	1	7	9	23	9	1	0	0	0	0
16:00	107	38.3	32.8	5.3	0	0	1	8	29	42	23	3	1	0	0	0
17:00	102	39	33.7	6.8	0	0	1	6	26	40	22	4	1	0	0	2
18:00	71	37.5	32.5	4.9	0	0	0	6	19	31	13	2	0	0	0	0
19:00	47	38.9	33	5.3	0	0	0	1	19	16	6	5	0	0	0	0
20:00	17	39.5	35.9	3.8	0	0	0	0	1	8	7	1	0	0	0	0
21:00	14	38.8	34.9	4.4	0	0	0	1	0	7	6	0	0	0	0	0
22:00	12	49.5	36	12.2	0	1	0	1	1	4	2	1	0	1	1	0
23:00	7	-	34.9	4	0	0	0	0	1	3	3	0	0	0	0	0

12H,7-19	672	37.6	32.4	5.5	0	1	8	54	192	279	113	20	3	0	0	2
16H,6-22	758	37.9	32.5	5.5	0	1	9	56	214	313	134	26	3	0	0	2
18H,6-24	777	38	32.6	5.6	0	2	9	57	216	320	139	27	3	1	1	2
24H,0-24	783	38	32.6	5.6	0	2	10	57	219	322	139	27	3	1	1	2

Am	09:00	-	-	-	-	07:00	10:00	07:00	11:00	09:00	07:00	08:00	09:00	-	-	-
Peak	46	-	-	-	-	1	1	5	19	22	7	3	1	-	-	-

Pm	16:00	-	22:00	22:00	-	22:00	13:00	16:00	16:00	16:00	16:00	19:00	17:00	22:00	22:00	17:00
Peak	107	-	36	12.2	-	1	2	8	29	42	23	5	1	1	1	2

K & M TRAFFIC SURVEYS

Created at 11:37:48 on 13 Dec 2017

Site No: 22422001

Grid Reference: TQ06733,05483

Arundel Road, Angmering (Direction Sign)

Speed Report-Limit 60 Mph

Wed 06-Dec-17

Channel: Southbound

Time	Total	85th	Mean	Std.	Bin 1	Bin 2	Bin 3	Bin 4	Bin 5	Bin 6	Bin 7	Bin 8	Bin 9	Bin 10	Bin 11	Bin 12
Begin	Vol.	%ile	Ave.	Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
00:00	1	-	38.5	-	0	0	0	0	0	0	1	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	1	-	33.5	-	0	0	0	0	0	1	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	4	-	33.5	7.1	0	0	0	1	0	1	2	0	0	0	0	0
06:00	12	34.5	31.4	6.3	0	0	0	3	2	5	1	1	0	0	0	0
07:00	42	36.3	32.3	6	0	1	0	2	13	19	4	2	1	0	0	0
08:00	66	36.3	31.7	4.9	0	0	0	6	25	24	9	2	0	0	0	0
09:00	38	36.7	31.8	5.8	0	1	1	1	12	16	6	1	0	0	0	0
10:00	33	36.6	30.6	6.6	0	1	2	3	10	11	5	1	0	0	0	0
11:00	43	35.4	31.3	5	0	0	1	2	19	16	3	2	0	0	0	0
12:00	37	35.5	31.6	5.6	0	1	1	2	8	21	3	1	0	0	0	0
13:00	32	35.7	30.5	4.4	0	0	0	2	20	5	5	0	0	0	0	0
14:00	66	35.5	31.8	4.8	0	0	0	6	21	32	5	1	1	0	0	0
15:00	57	35.8	31.3	4.9	0	0	0	8	18	23	7	1	0	0	0	0
16:00	93	37.6	32.6	5	0	0	1	7	22	43	17	3	0	0	0	0
17:00	130	38.9	33.5	5.2	0	0	1	6	33	50	35	3	2	0	0	0
18:00	87	38.3	32.6	5.1	0	0	1	4	30	29	21	2	0	0	0	0
19:00	49	36.8	31.4	5.4	0	0	1	4	21	14	7	2	0	0	0	0
20:00	31	38.9	33.8	4.9	0	0	0	1	8	11	10	1	0	0	0	0
21:00	16	37.4	32.9	4.6	0	0	0	1	4	7	4	0	0	0	0	0
22:00	14	35	32.4	4.3	0	0	0	0	5	8	0	1	0	0	0	0
23:00	8	-	31.6	5.5	0	0	0	1	3	2	2	0	0	0	0	0

12H,7-19	724	37.4	32.1	5.3	0	4	8	49	231	289	120	19	4	0	0	0
16H,6-22	832	37.5	32.1	5.3	0	4	9	58	266	326	142	23	4	0	0	0
18H,6-24	854	37.5	32.1	5.2	0	4	9	59	274	336	144	24	4	0	0	0
24H,0-24	860	37.5	32.2	5.3	0	4	9	60	274	338	147	24	4	0	0	0

Am	08:00	-	-	-	-	10:00	10:00	08:00	08:00	08:00	08:00	11:00	07:00	-	-	-
Peak	66	-	-	-	-	1	2	6	25	24	9	2	1	-	-	-
Pm	17:00	-	20:00	12:00	-	12:00	19:00	15:00	17:00	17:00	17:00	17:00	17:00	-	-	-
Peak	130	-	33.8	5.6	-	1	1	8	33	50	35	3	2	-	-	-

K & M TRAFFIC SURVEYS

Created at 11:37:48 on 13 Dec 2017

Site No: 22422001

Grid Reference: TQ06733,05483

Arundel Road, Angmering (Direction Sign)

Speed Report-Limit 60 Mph

Thu 07-Dec-17

Channel: Southbound

Time	Total	85th	Mean	Std.	Bin 1	Bin 2	Bin 3	Bin 4	Bin 5	Bin 6	Bin 7	Bin 8	Bin 9	Bin 10	Bin 11	Bin 12
Begin	Vol.	%ile	Ave.	Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
00:00	2	-	33.5	1.8	0	0	0	0	0	2	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	2	-	28.5	1.8	0	0	0	0	2	0	0	0	0	0	0	0
03:00	1	-	28.5	-	0	0	0	0	1	0	0	0	0	0	0	0
04:00	1	-	33.5	-	0	0	0	0	0	1	0	0	0	0	0	0
05:00	3	-	36.8	5.9	0	0	0	0	0	2	0	1	0	0	0	0
06:00	10	36	28	8.1	0	1	0	4	1	2	2	0	0	0	0	0
07:00	41	35.5	31.4	4.8	0	0	0	3	18	15	3	2	0	0	0	0
08:00	49	38	32.3	5.4	0	0	0	4	18	16	8	3	0	0	0	0
09:00	38	35.3	30.1	5	0	0	1	5	18	9	5	0	0	0	0	0
10:00	39	34.7	29.5	5	0	0	0	11	12	13	3	0	0	0	0	0
11:00	38	34.4	29.3	5.8	1	0	2	4	14	16	1	0	0	0	0	0
12:00	42	36.2	31	6.3	1	0	0	5	15	14	5	2	0	0	0	0
13:00	34	34.4	30	4.2	0	0	0	5	16	11	2	0	0	0	0	0
14:00	59	35.8	32.1	4.4	0	0	0	4	18	29	7	1	0	0	0	0
15:00	56	37.5	32.2	5.5	0	0	1	4	19	21	7	4	0	0	0	0
16:00	89	36.8	32	5.7	0	0	3	6	26	38	13	2	0	1	0	0
17:00	105	38.7	33.3	5.6	0	0	0	6	30	42	20	3	4	0	0	0
18:00	65	36.8	31.7	5.2	0	0	1	8	17	27	11	1	0	0	0	0
19:00	30	37.7	32.3	5.5	0	0	1	2	8	12	6	1	0	0	0	0
20:00	26	37.6	33.5	4.2	0	0	0	0	7	13	5	1	0	0	0	0
21:00	18	38.3	32.4	6.2	0	0	0	4	2	7	4	1	0	0	0	0
22:00	12	39.5	36.4	7	0	0	0	0	2	5	3	1	0	1	0	0
23:00	8	-	34.1	8.3	0	0	0	1	2	3	0	1	1	0	0	0

12H,7-19	655	36.5	31.6	5.4	2	0	8	65	221	251	85	18	4	1	0	0
16H,6-22	739	36.8	31.7	5.5	2	1	9	75	239	285	102	21	4	1	0	0
18H,6-24	759	37	31.8	5.6	2	1	9	76	243	293	105	23	5	2	0	0
24H,0-24	768	37	31.8	5.6	2	1	9	76	246	298	105	24	5	2	0	0

Am	08:00 -	-	-	-	11:00	06:00	11:00	10:00	09:00	11:00	08:00	08:00 -	-	-	-	-
Peak	49	-	-	-	1	1	2	11	18	16	8	3	-	-	-	-

Pm	17:00 -	-	22:00	23:00	12:00 -	-	16:00	18:00	17:00	17:00	17:00	15:00	17:00	22:00 -	-	-
Peak	105	-	36.4	8.3	1	-	3	8	30	42	20	4	4	1	-	-

K & M TRAFFIC SURVEYS

Created at 11:37:48 on 13 Dec 2017

Mfs

$$SSD = vt + (v^2/2d)$$

where:

v = speed (m/s)

t = driver perception-reaction time (seconds)

d = deceleration (m/s²)

Cars

NB

Speed (mph) = 37.6

v = Speed (m/s) = 16.8087

t = 1.5

d = 0.45 x g (9.81) = 4.4145

SSD = 57.21 m

SSD adjusted for bonnet = 59.61 m

Mfs

$$SSD = vt + (v^2/2d)$$

where:

v = speed (m/s)
t = driver perception-reaction time (seconds)
d = deceleration (m/s²)

Cars

SB

v = Speed (mph) = 35.7
v = Speed (m/s) = 15.95933
t = 1.5
d = 0.45 x g (9.81) = 4.4145

SSD = 52.79 m
SSD adjusted for bonnet = 55.19 m

DATE : WEDNESDAY 15TH NOVEMBER 2017

LOCATION : ANGMERING, WEST SUSSEX

A259 / A280 / B2140 OLD WORTHING ROAD ROUNDABOUT

	A259 EAST LEFT TURN TO B2140 OLD WORTHING RD SOUTH							A259 EAST STRAIGHT AHEAD TO A259 ROUNDSTONE BY-PASS WEST							A259 EAST RIGHT TURN TO A280 NORTH							A259 EAST RIGHT TURN TO CHIPS AWAY ACCESS							A259 EAST U TURNS					
	CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT
0730-0745	24	2	1			27		213	9	4	3	1	230		17					17		0					0		2				2	
0745-0800	35	3	1			39		203	1	4	2		210		20	1				21		0					0		3				3	
0800-0815	28	2	1			31		214	3		2	4	223		17					17		0					0		4				4	
0815-0830	25		1			26		201	5		3		209		21	2	1			24		0					0		5				5	
0830-0845	33		1			34		192	7	1	1	2	203		30	2	1			33		0					0		6				6	
0845-0900	40	2	3			45		193	4	1	1		199		28	2				30		0					0		7				7	
0900-0915	30		2			32		178	7	3	1		189		17	2				19		0					0		4				4	
0915-0930	25		2			27		198	3		2	1	204		20	2				22		0					0		5				5	
0730-0930	240	9	12	0	0	261		1592	39	13	15	8	1667		170	11	2	0	0	183		0	0	0	0	0	0	36	0	0	0	0	36	
0730-0830	112	7	4	0	0	123		831	18	8	10	5	872		75	3	1	0	0	79		0	0	0	0	0	0	14	0	0	0	0	14	
0745-0845	121	5	4	0	0	130		810	16	5	8	6	845		88	5	2	0	0	95		0	0	0	0	0	0	18	0	0	0	0	18	
0800-0900	126	4	6	0	0	136		800	19	2	7	6	834		96	6	2	0	0	104		0	0	0	0	0	0	22	0	0	0	0	22	
0815-0915	128	2	7	0	0	137		764	23	5	6	2	800		96	8	2	0	0	106		0	0	0	0	0	0	22	0	0	0	0	22	
0830-0930	128	2	8	0	0	138		761	21	5	5	3	795		95	8	1	0	0	104		0	0	0	0	0	0	22	0	0	0	0	22	

	A259 EAST LEFT TURN TO B2140 OLD WORTHING RD SOUTH							A259 EAST STRAIGHT AHEAD TO A259 ROUNDSTONE BY-PASS WEST							A259 EAST RIGHT TURN TO A280 NORTH							A259 EAST RIGHT TURN TO CHIPS AWAY ACCESS							A259 EAST U TURNS					
	CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT
1630-1645	35	1	2	3		41		205	1		2		208		28					28		3					3		15				15	
1645-1700	31		1	1		33		206	2		4	2	214		20		1			21		2					2		17				17	
1700-1715	40		4			44		220	2	2	4		228		32	1				33		2					2		20				20	
1715-1730	32		3			35		176	1		2		179		32			1		33		1					1		18				18	
1730-1745	39		1		1	41		223	1		1	1	226		36					36		1					1		24				24	
1745-1800	30		1			31		210		1	4		215		43	1				44		3					3		23				23	
1800-1815	35		2			37		210	1	1	5		217		36		1		1	38		1					1		17				17	
1815-1830	15		1			16		180		1			181		43					43		1					1		12				12	
1630-1830	257	1	15	4	1	278		1630	8	5	22	3	1668		270	2	2	1	1	276		14	0	0	0	0	14	146	0	0	0	0	146	
1630-1730	138	1	10	4	0	153		807	6	2	12	2	829		112	1	1	1	0	115		8	0	0	0	0	8	70	0	0	0	0	70	
1645-1745	142	0	9	1	1	153		825	6	2	11	3	847		120	1	1	1	0	123		6	0	0	0	0	6	79	0	0	0	0	79	
1700-1800	141	0	9	0	1	151		829	4	3	11	1	848		143	2	0	1	0	146		7	0	0	0	0	7	85	0	0	0	0	85	
1715-1815	136	0	7	0	1	144		819	3	2	12	1	837		147	1	1	1	1	151		6	0	0	0	0	6	82	0	0	0	0	82	
1730-1830	119	0	5	0	1	125		823	2	3	10	1	839		158	1	1	0	1	161		6	0	0	0	0	6	76	0	0	0	0	76	

DATE : WEDNESDAY 15TH NOVEMBER 2017

LOCATION : ANGMERING, WEST SUSSEX

A259 / A280 / B2140 OLD WORTHING ROAD ROUNDABOUT

	B2140 OLD WORTHING RD SOUTH LEFT TURN TO A259 ROUNDSTONE BY-PASS WEST						B2140 OLD WORTHING RD SOUTH STRAIGHT AHEAD TO A280 NORTH						B2140 OLD WORTHING RD SOUTH STRAIGHT AHEAD TO CHIPS AWAY ACCESS						B2140 OLD WORTHING RD SOUTH RIGHT TURN TO A259 EAST						B2140 OLD WORTHING RD SOUTH U TURNS					
	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT
0730-0745	5					5	15	1		1		17	0					0	106		1			107	0					0
0745-0800	3					3	15	1				16	0					0	119	2	1	1		123	0					0
0800-0815	4					4	7					7	0					0	87	2	1	1		91	0					0
0815-0830	4					4	19					19	0					0	112		2			114	1					1
0830-0845	4					4	13		1			14	0					0	64	3	1			68	0					0
0845-0900	3					3	10					10	0					0	81	1	2			84	0					0
0900-0915	3					3	26	1		1		28	0					0	62		1			63	0					0
0915-0930	2					2	14					14	0					0	35		2			37	0					0
0730-0930	28	0	0	0	0	28	119	3	1	2	0	125	0	0	0	0	0	0	666	8	11	2	0	687	1	0	0	0	0	1
0730-0830	16	0	0	0	0	16	56	2	0	1	0	59	0	0	0	0	0	0	424	4	5	2	0	435	1	0	0	0	0	1
0745-0845	15	0	0	0	0	15	54	1	1	0	0	56	0	0	0	0	0	0	382	7	5	2	0	396	1	0	0	0	0	1
0800-0900	15	0	0	0	0	15	49	0	1	0	0	50	0	0	0	0	0	0	344	6	6	1	0	357	1	0	0	0	0	1
0815-0915	14	0	0	0	0	14	68	1	1	1	0	71	0	0	0	0	0	0	319	4	6	0	0	329	1	0	0	0	0	1
0830-0930	12	0	0	0	0	12	63	1	1	1	0	66	0	0	0	0	0	0	242	4	6	0	0	252	0	0	0	0	0	0

	B2140 OLD WORTHING RD SOUTH LEFT TURN TO A259 ROUNDSTONE BY-PASS WEST						B2140 OLD WORTHING RD SOUTH STRAIGHT AHEAD TO A280 NORTH						B2140 OLD WORTHING RD SOUTH STRAIGHT AHEAD TO CHIPS AWAY ACCESS						B2140 OLD WORTHING RD SOUTH RIGHT TURN TO A259 EAST						B2140 OLD WORTHING RD SOUTH U TURNS					
	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT
1630-1645	5					5	3			1		4	0					0	35		2			37	0					0
1645-1700	9					9	9					9	0					0	43		1		1	45	0					0
1700-1715	4					4	7			1		8	0					0	35		1		1	37	0					0
1715-1730	3					3	5					5	0					0	30		1			31	0					0
1730-1745	0					0	9					9	0					0	32		3			35	0					0
1745-1800	1					1	6					6	0					0	28		1			29	0					0
1800-1815	4					4	6					6	0					0	31		1			32	0					0
1815-1830	9					9	8					8	0					0	47		1	1		49	0					0
1630-1830	35	0	0	0	0	35	53	0	0	2	0	55	0	0	0	0	0	0	281	0	11	1	2	295	0	0	0	0	0	0
1630-1730	21	0	0	0	0	21	24	0	0	2	0	26	0	0	0	0	0	0	143	0	5	0	2	150	0	0	0	0	0	0
1645-1745	16	0	0	0	0	16	30	0	0	1	0	31	0	0	0	0	0	0	140	0	6	0	2	148	0	0	0	0	0	0
1700-1800	8	0	0	0	0	8	27	0	0	1	0	28	0	0	0	0	0	0	125	0	6	0	1	132	0	0	0	0	0	0
1715-1815	8	0	0	0	0	8	26	0	0	0	0	26	0	0	0	0	0	0	121	0	6	0	0	127	0	0	0	0	0	0
1730-1830	14	0	0	0	0	14	29	0	0	0	0	29	0	0	0	0	0	0	138	0	6	1	0	145	0	0	0	0	0	0

M&M TRAFFIC SURVEYS

DATE : WEDNESDAY 15TH NOVEMBER 2017

LOCATION : ANGMERING, WEST SUSSEX

A259 / A280 / B2140 OLD WORTHING ROAD ROUNDABOUT

	A259 ROUNDSTONE BY-PASS WEST LEFT TURN TO A280 NORTH						A259 ROUNDSTONE BY-PASS WEST STRAIGHT AHEAD TO CHIPS AWAY ACCESS						A259 ROUNDSTONE BY-PASS WEST STRAIGHT AHEAD TO A259 EAST						A259 ROUNDSTONE BY-PASS WEST RIGHT TURN TO B2140 OLD WORTHING RD SOUTH						A259 ROUNDSTONE BY-PASS WEST U TURNS					
	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT
0730-0745	24	4		1		29	0					0	289	9	1	8	1	308	0					0	0					0
0745-0800	20	3				23	0					0	270	8	2	3	1	284	0					0	1					1
0800-0815	27	2		1		30	1			1		2	278	8	4	2	1	293	0					0	2					2
0815-0830	33	4		3		40	2					2	221	6	6	2		235	3					3	2					2
0830-0845	56	4				60	4					4	232	4	3	2	1	242	5					5	3					3
0845-0900	41	4		1		46	2					2	252	7		1		260	1					1	1	1				2
0900-0915	39	4	1			44	2					2	222	9	2	2	1	236	1					1	1					1
0915-0930	35	3	1			39	1					1	236	15	1	1		253	0					0	1					1
0730-0930	275	28	2	6	0	311	12	0	0	1	0	13	2000	66	19	21	5	2111	10	0	0	0	0	10	11	0	1	0	0	12
0730-0830	104	13	0	5	0	122	3	0	0	1	0	4	1058	31	13	15	3	1120	3	0	0	0	0	3	5	0	0	0	0	5
0745-0845	136	13	0	4	0	153	7	0	0	1	0	8	1001	26	15	9	3	1054	8	0	0	0	0	8	8	0	0	0	0	8
0800-0900	157	14	0	5	0	176	9	0	0	1	0	10	983	25	13	7	2	1030	9	0	0	0	0	9	8	0	1	0	0	9
0815-0915	169	16	1	4	0	190	10	0	0	0	0	10	927	26	11	7	2	973	10	0	0	0	0	10	7	0	1	0	0	8
0830-0930	171	15	2	1	0	189	9	0	0	0	0	9	942	35	6	6	2	991	7	0	0	0	0	7	6	0	1	0	0	7

	A259 ROUNDSTONE BY-PASS WEST LEFT TURN TO A280 NORTH						A259 ROUNDSTONE BY-PASS WEST STRAIGHT AHEAD TO CHIPS AWAY ACCESS						A259 ROUNDSTONE BY-PASS WEST STRAIGHT AHEAD TO A259 EAST						A259 ROUNDSTONE BY-PASS WEST RIGHT TURN TO B2140 OLD WORTHING RD SOUTH						A259 ROUNDSTONE BY-PASS WEST U TURNS					
	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT
1630-1645	45	4		1		50	0					0	259	4	3	9	1	276	6		1			7	5			1		6
1645-1700	47	3	1			51	0					0	239	1	1	1		242	4					4	6					6
1700-1715	47	1				48	0					0	237	5	1	5	1	249	18					18	7		1			8
1715-1730	54	2	1	1		58	0					0	236	2	1	4	1	244	8					8	11					11
1730-1745	50	1				51	0					0	239	1		3		243	15					15	15		1	1		17
1745-1800	42	2	2			46	0					0	220	1		1	2	224	9					9	15					15
1800-1815	44					44	0					0	229	1	1	2		233	14					14	16					16
1815-1830	25				1	26	0					0	187	1	3			191	15					15	7					7
1630-1830	354	13	4	2	1	374	0	0	0	0	0	0	1846	16	10	25	5	1902	89	0	0	1	0	90	82	0	2	2	0	86
1630-1730	193	10	2	2	0	207	0	0	0	0	0	0	971	12	6	19	3	1011	36	0	0	1	0	37	29	0	1	1	0	31
1645-1745	198	7	2	1	0	208	0	0	0	0	0	0	951	9	3	13	2	978	45	0	0	0	0	45	39	0	2	1	0	42
1700-1800	193	6	3	1	0	203	0	0	0	0	0	0	932	9	2	13	4	960	50	0	0	0	0	50	48	0	2	1	0	51
1715-1815	190	5	3	1	0	199	0	0	0	0	0	0	924	5	2	10	3	944	46	0	0	0	0	46	57	0	1	1	0	59
1730-1830	161	3	2	0	1	167	0	0	0	0	0	0	875	4	4	6	2	891	53	0	0	0	0	53	53	0	1	1	0	55

DATE : WEDNESDAY 15TH NOVEMBER 2017

LOCATION : ANGMERING, WEST SUSSEX

A259 / A280 / B2140 OLD WORTHING ROAD ROUNDABOUT

	A280 NORTH LEFT TURN TO CHIPS AWAY ACCESS						A280 NORTH LEFT TURN TO A259 EAST						A280 NORTH STRAIGHT AHEAD TO B2140 OLD WORTHING RD SOUTH						A280 NORTH RIGHT TURN TO A259 ROUNDSTONE BY-PASS WEST						A280 NORTH U TURNS					
	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT
0730-0745	0					0	7	1				8	18					18	44	5				49	0					0
0745-0800	0					0	2					2	14					14	47	4	1	1		53	0					0
0800-0815	1					1	13					13	20					20	65	3				68	0					0
0815-0830	1			1		2	5	1				6	12					12	50	3				53	0					0
0830-0845	0					0	8					8	11		1			12	76	6	1			83	0					0
0845-0900	1					1	19	1				20	14	1				15	70	4	1			75	0					0
0900-0915	0					0	10					10	11	3				14	58	6				62	0					0
0915-0930	0					0	6	2				8	10	2				12	55	7				62	0					0
0730-0930	3	0	0	1	0	4	70	5	0	0	0	75	110	6	1	0	0	117	463	38	3	1	0	505	0	0	0	0	0	0
0730-0830	2	0	0	1	0	3	27	2	0	0	0	29	64	0	0	0	0	64	206	15	1	1	0	223	0	0	0	0	0	0
0745-0845	2	0	0	1	0	3	28	1	0	0	0	29	57	0	1	0	0	58	238	16	2	1	0	257	0	0	0	0	0	0
0800-0900	3	0	0	1	0	4	45	2	0	0	0	47	57	1	1	0	0	59	261	16	2	0	0	279	0	0	0	0	0	0
0815-0915	2	0	0	1	0	3	42	2	0	0	0	44	48	4	1	0	0	53	252	19	2	0	0	273	0	0	0	0	0	0
0830-0930	1	0	0	0	0	1	43	3	0	0	0	46	46	6	1	0	0	53	257	23	2	0	0	282	0	0	0	0	0	0

	A280 NORTH LEFT TURN TO CHIPS AWAY ACCESS						A280 NORTH LEFT TURN TO A259 EAST						A280 NORTH STRAIGHT AHEAD TO B2140 OLD WORTHING RD SOUTH						A280 NORTH RIGHT TURN TO A259 ROUNDSTONE BY-PASS WEST						A280 NORTH U TURNS					
	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT
1630-1645	0					0	13					13	23					23	58	4		1		63	0					0
1645-1700	0					0	8					8	27					27	62					62	0					0
1700-1715	0					0	7	1				8	26					26	63	4		1		68	0					0
1715-1730	0					0	4					4	30		1	1		32	59		1			60	0					0
1730-1745	0					0	4			1		5	37					37	70			1		71	0					0
1745-1800	0					0	8			1		9	44					44	78	2		4		84	0					0
1800-1815	0					0	10					10	34					34	79	1		1		81	0					0
1815-1830	0					0	6					6	38					38	90		1	1		92	0					0
1630-1830	0	0	0	0	0	0	60	1	0	2	0	63	259	0	1	1	0	261	559	11	2	9	0	581	0	0	0	0	0	0
1630-1730	0	0	0	0	0	0	32	1	0	0	0	33	106	0	1	1	0	108	242	8	1	2	0	253	0	0	0	0	0	0
1645-1745	0	0	0	0	0	0	23	1	0	1	0	25	120	0	1	1	0	122	254	4	1	2	0	261	0	0	0	0	0	0
1700-1800	0	0	0	0	0	0	23	1	0	2	0	26	137	0	1	1	0	139	270	6	1	6	0	283	0	0	0	0	0	0
1715-1815	0	0	0	0	0	0	26	0	0	2	0	28	145	0	1	1	0	147	286	3	1	6	0	296	0	0	0	0	0	0
1730-1830	0	0	0	0	0	0	28	0	0	2	0	30	153	0	0	0	0	153	317	3	1	7	0	328	0	0	0	0	0	0

LOCATION : ANGMERING, WEST SUSSEX

A259 / A280 / B2140 OLD WORTHING ROAD ROUNDABOUT

	CHIPS AWAY ACCESS LEFT TURN TO A259 EAST						CHIPS AWAY ACCESS STRAIGHT AHEAD TO B2140 OLD WORTHING RD SOUTH						CHIPS AWAY ACCESS RIGHT TURN TO A259 ROUNDSTONE BY-PASS WEST						CHIPS AWAY ACCESS RIGHT TURN TO A280 NORTH						CHIPS AWAY ACCESS U TURNS					
	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT
0730-0745	0					0	0					0	0					0	0					0	0					0
0745-0800	0					0	0					0	0					0	0					0	0					0
0800-0815	0					0	0					0	0					0	0					0	0					0
0815-0830	1					1	0					0	0					0	0					0	0					0
0830-0845	5					5	0					0	0					0	0					0	0					0
0845-0900	1					1	0					0	0					0	1					0	0					0
0900-0915	1					1	0					0	0					0	0					0	0					0
0915-0930	1					1	0					0	0					0	0					0	0					0
0730-0930	9	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0
0730-0830	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745-0845	6	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800-0900	7	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0
0815-0915	8	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0
0830-0930	8	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0

	CHIPS AWAY ACCESS LEFT TURN TO A259 EAST						CHIPS AWAY ACCESS STRAIGHT AHEAD TO B2140 OLD WORTHING RD SOUTH						CHIPS AWAY ACCESS RIGHT TURN TO A259 ROUNDSTONE BY-PASS WEST						CHIPS AWAY ACCESS RIGHT TURN TO A280 NORTH						CHIPS AWAY ACCESS U TURNS					
	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT
1630-1645	2	1				3	0					0	3					3	0					0	0					0
1645-1700	3					3	0					0	1					1	0					0	0					0
1700-1715	1					1	0					0	2					2	2	1				3	0					0
1715-1730	0					0	0					0	0					0	0					0	0					0
1730-1745	0					0	0					0	0					0	0					0	0					0
1745-1800	0					0	0					0	0					0	0					0	0					0
1800-1815	0					0	0					0	0					0	0					0	0					0
1815-1830	0					0	0					0	0					0	0					0	0					0
1630-1830	6	1	0	0	0	7	0	0	0	0	0	0	6	0	0	0	0	6	2	1	0	0	0	0	3	0	0	0	0	0
1630-1730	6	1	0	0	0	7	0	0	0	0	0	0	6	0	0	0	0	6	2	1	0	0	0	0	3	0	0	0	0	0
1645-1745	4	0	0	0	0	4	0	0	0	0	0	0	3	0	0	0	0	3	2	1	0	0	0	0	3	0	0	0	0	0
1700-1800	1	0	0	0	0	1	0	0	0	0	0	0	2	0	0	0	0	2	2	1	0	0	0	0	3	0	0	0	0	0
1715-1815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730-1830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

M&M TRAFFIC SURVEYS

DATE : WEDNESDAY 15TH NOVEMBER 2017

LOCATION : ANGMERING, WEST SUSSEX

A259 NEW ROAD / STATION ROAD / A259 ROUNDSTONE BY-PASS / B2140 ROUNDABOUT

A259 ROUNDSTONE BY-PASS EAST LEFT TURN TO B2140 SOUTH							A259 ROUNDSTONE BY-PASS EAST STRAIGHT AHEAD TO A259 NEW ROAD WEST							A259 ROUNDSTONE BY-PASS EAST RIGHT TURN TO STATION ROAD NORTH							A259 ROUNDSTONE BY-PASS EAST U TURNS						
CAR HGV BUS MCY PCY						TOT	CAR HGV BUS MCY PCY						TOT	CAR HGV BUS MCY PCY						TOT	CAR HGV BUS MCY PCY						TOT
0730-0745	15	2				17	238	10	4	3		255	8				8	0					0				
0745-0800	13					13	225	8	3	3	2	241	9				9	0					0				
0800-0815	8	1				9	252	3		1	2	258	5				5	0					0				
0815-0830	9		1			10	248	8		2	2	260	6				6	0					0				
0830-0845	13					13	231	10	2	4	1	248	4				4	0					0				
0845-0900	8					8	273	6	2	1	1	283	3				3	0					0				
0900-0915	14	2				16	271	11	2	1		285	6				6	1					1				
0915-0930	12	1				13	241	5	1	2	1	250	6				6	0					0				
0730-0930	92	6	0	1	0	99	1979	61	14	17	9	2080	47	0	0	0	0	1	0	0	0	0	1				
0730-0830	45	3	0	1	0	49	963	29	7	9	6	1014	28	0	0	0	0	0	0	0	0	0	0				
0745-0845	43	1	0	1	0	45	956	29	5	10	7	1007	24	0	0	0	0	0	0	0	0	0	0				
0800-0900	38	1	0	1	0	40	1004	27	4	8	6	1049	18	0	0	0	0	0	0	0	0	0	0				
0815-0915	44	2	0	1	0	47	1023	35	6	8	4	1076	19	0	0	0	0	1	0	0	0	0	1				
0830-0930	47	3	0	0	0	50	1016	32	7	8	3	1066	19	0	0	0	0	1	0	0	0	0	1				

A259 ROUNDSTONE BY-PASS EAST LEFT TURN TO B2140 SOUTH							A259 ROUNDSTONE BY-PASS EAST STRAIGHT AHEAD TO A259 NEW ROAD WEST							A259 ROUNDSTONE BY-PASS EAST RIGHT TURN TO STATION ROAD NORTH							A259 ROUNDSTONE BY-PASS EAST U TURNS						
CAR HGV BUS MCY PCY						TOT	CAR HGV BUS MCY PCY						TOT	CAR HGV BUS MCY PCY						TOT	CAR HGV BUS MCY PCY						TOT
1630-1645	11					11	265	5	1	6		277	6				6	0					0				
1645-1700	13					13	290	1	2	9		302	6		1		7	0					0				
1700-1715	14					14	266	6	1	5	1	279	6				6	0					0				
1715-1730	15					15	302	3	1	4		310	4				4	0					0				
1730-1745	15			1		16	271	1		1		273	4			1	5	0					0				
1745-1800	16					16	289	2	1	7	1	300	2				2	0					0				
1800-1815	12			1		13	289	4		5	1	299	2				2	0					0				
1815-1830	29					29	289	1		2		292	3				3	0					0				
1630-1830	125	0	0	0	2	127	2261	23	6	39	3	2332	33	0	1	0	1	0	0	0	0	0	0				
1630-1730	53	0	0	0	0	53	1123	15	5	24	1	1168	22	0	1	0	0	0	0	0	0	0	0				
1645-1745	57	0	0	0	1	58	1129	11	4	19	1	1164	20	0	1	0	1	0	0	0	0	0	0				
1700-1800	60	0	0	0	1	61	1128	12	3	17	2	1162	16	0	0	0	1	0	0	0	0	0	0				
1715-1815	58	0	0	0	2	60	1151	10	2	17	2	1182	12	0	0	0	1	0	0	0	0	0	0				
1730-1830	72	0	0	0	2	74	1138	8	1	15	2	1164	11	0	0	0	1	0	0	0	0	0	0				

M&M TRAFFIC SURVEYS

DATE : WEDNESDAY 15TH NOVEMBER 2017

LOCATION : ANGMERING, WEST SUSSEX

A259 NEW ROAD / STATION ROAD / A259 ROUNDSTONE BY-PASS / B2140 ROUNDABOUT

	B2140 SOUTH LEFT TURN TO A259 NEW ROAD WEST							B2140 SOUTH STRAIGHT AHEAD TO STATION ROAD NORTH							B2140 SOUTH RIGHT TURN TO A259 ROUNDSTONE BY-PASS EAST							B2140 SOUTH U TURNS						
	CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT	
0730-0745	23	3				26		23	1				24		18					18		0					0	
0745-0800	28	1				29		36			1		37		12					12		0					0	
0800-0815	37	1			1	39		40		1			41		22			1		23		1					1	
0815-0830	33	2				35		53		1			54		14	2				16		0					0	
0830-0845	31	1				32		33					33		19					19		0					0	
0845-0900	50	2				52		17					17		16	1				17		0					0	
0900-0915	45	3	1		1	50		24		1			25		26					26		0					0	
0915-0930	45					45		25	1	1			27		14			1		15		1					1	
0730-0930	292	13	1	0	2	308		251	2	4	1	0	258		141	3	0	2	0	146		2	0	0	0	0	2	
0730-0830	121	7	0	0	1	129		152	1	2	1	0	156		66	2	0	1	0	69		1	0	0	0	0	1	
0745-0845	129	5	0	0	1	135		162	0	2	1	0	165		67	2	0	1	0	70		1	0	0	0	0	1	
0800-0900	151	6	0	0	1	158		143	0	2	0	0	145		71	3	0	1	0	75		1	0	0	0	0	1	
0815-0915	159	8	1	0	1	169		127	0	2	0	0	129		75	3	0	0	0	78		0	0	0	0	0	0	
0830-0930	171	8	1	0	1	179		99	1	2	0	0	102		75	1	0	1	0	77		1	0	0	0	0	1	

	B2140 SOUTH LEFT TURN TO A259 NEW ROAD WEST							B2140 SOUTH STRAIGHT AHEAD TO STATION ROAD NORTH							B2140 SOUTH RIGHT TURN TO A259 ROUNDSTONE BY-PASS EAST							B2140 SOUTH U TURNS						
	CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT	
1630-1645	48	2				50		16					16		21	1				22		0					0	
1645-1700	42			1		43		21					21		23			1		24		0					0	
1700-1715	26	1		1		28		10		1			11		16			1		17		0					0	
1715-1730	48					48		23					23		21					21		0					0	
1730-1745	35				3	38		14					14		18					18		0					0	
1745-1800	29			2		31		11					11		11			1		12		0					0	
1800-1815	52					52		26		1			27		20					20		0					0	
1815-1830	46					46		22					22		8					8		0					0	
1630-1830	326	3	0	4	3	336		143	0	2	0	0	145		138	1	1	2	0	142		0	0	0	0	0	0	
1630-1730	164	3	0	2	0	169		70	0	1	0	0	71		81	1	0	2	0	84		0	0	0	0	0	0	
1645-1745	151	1	0	2	3	157		68	0	1	0	0	69		78	0	0	2	0	80		0	0	0	0	0	0	
1700-1800	138	1	0	3	3	145		58	0	1	0	0	59		66	0	1	1	0	68		0	0	0	0	0	0	
1715-1815	164	0	0	2	3	169		74	0	1	0	0	75		70	0	1	0	0	71		0	0	0	0	0	0	
1730-1830	162	0	0	2	3	167		73	0	1	0	0	74		57	0	1	0	0	58		0	0	0	0	0	0	

DATE : WEDNESDAY 15TH NOVEMBER 2017

LOCATION : ANGMERING, WEST SUSSEX

A259 NEW ROAD / STATION ROAD / A259 ROUNDSTONE BY-PASS / B2140 ROUNDABOUT

A259 NEW ROAD WEST LEFT TURN TO STATION ROAD NORTH							A259 NEW ROAD WEST STRAIGHT AHEAD TO A259 ROUNDSTONE BY-PASS EAST							A259 NEW ROAD WEST RIGHT TURN TO B2140 SOUTH							A259 NEW ROAD WEST U TURNS						
	CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT
0730-0745	75			1		76		230	9	1	2		242		63	1				64		0					0
0745-0800	79	2				81		245	10	2	3		260		59					59		1					1
0800-0815	91	4			4	99		276	10	4	3	1	294		89	2				91		2	1				3
0815-0830	116					116		244	10	6			260		72	2				74		3					3
0830-0845	151	1		1		153		235	9	4	3		251		61	2				63		4	1				5
0845-0900	55	1	1		3	60		220	11	1	1		233		38					38		4					4
0900-0915	60	2			2	64		254	14	2	1		271		25	3				28		3	1				4
0915-0930	87	4		1		92		250	17	1	2		270		32	1				33		2	1				3
0730-0930	714	14	1	3	9	741		1954	90	21	15	1	2081		439	11	0	0	0	450		19	4	0	0	0	23
0730-0830	361	6	0	1	4	372		995	39	13	8	1	1056		283	5	0	0	0	288		6	1	0	0	0	7
0745-0845	437	7	0	1	4	449		1000	39	16	9	1	1065		281	6	0	0	0	287		10	2	0	0	0	12
0800-0900	413	6	1	1	7	428		975	40	15	7	1	1038		260	6	0	0	0	266		13	2	0	0	0	15
0815-0915	382	4	1	1	5	393		953	44	13	5	0	1015		196	7	0	0	0	203		14	2	0	0	0	16
0830-0930	353	8	1	2	5	369		959	51	8	7	0	1025		156	6	0	0	0	162		13	3	0	0	0	16

A259 NEW ROAD WEST LEFT TURN TO STATION ROAD NORTH							A259 NEW ROAD WEST STRAIGHT AHEAD TO A259 ROUNDSTONE BY-PASS EAST							A259 NEW ROAD WEST RIGHT TURN TO B2140 SOUTH							A259 NEW ROAD WEST U TURNS						
	CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT
1630-1645	70					70		254	2	2	6	2	266		33					33		5					5
1645-1700	92	1				93		259	3	2	3		267		43					43		7					7
1700-1715	62		1			63		255	3	2	6		266		51					51		6					6
1715-1730	68	1		1		70		295	5	2	3	1	306		53					53		6					6
1730-1745	63	2		1		66		286	4	1	3		294		38		1			39		2					2
1745-1800	74			1		75		256	2	2	4	3	267		48					48		6					6
1800-1815	71			1	1	73		257	1	2	2		262		27	1				28		7					7
1815-1830	59					59		216	2	1	1	1	221		37					37		8					8
1630-1830	559	4	1	4	1	569		2078	22	14	28	7	2149		330	1	0	1	0	332		47	0	0	0	0	47
1630-1730	292	2	1	1	0	296		1063	13	8	18	3	1105		180	0	0	0	0	180		24	0	0	0	0	24
1645-1745	285	4	1	2	0	292		1095	15	7	15	1	1133		185	0	0	1	0	186		21	0	0	0	0	21
1700-1800	267	3	1	3	0	274		1092	14	7	16	4	1133		190	0	0	1	0	191		20	0	0	0	0	20
1715-1815	276	3	0	4	1	284		1094	12	7	12	4	1129		166	1	0	1	0	168		21	0	0	0	0	21
1730-1830	267	2	0	3	1	273		1015	9	6	10	4	1044		150	1	0	1	0	152		23	0	0	0	0	23

DATE : WEDNESDAY 15TH NOVEMBER 2017

LOCATION : ANGMERING, WEST SUSSEX

A259 NEW ROAD / STATION ROAD / A259 ROUNDSTONE BY-PASS / B2140 ROUNDABOUT

	STATION ROAD NORTH LEFT TURN TO A259 ROUNDSTONE BY-PASS EAST							STATION ROAD NORTH STRAIGHT AHEAD TO B2140 SOUTH							STATION ROAD NORTH RIGHT TURN TO A259 NEW ROAD WEST							STATION ROAD NORTH U TURNS					
	CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT
0730-0745	14					14		11					11		39		1	1		41		0					0
0745-0800	9				1	10		17	1				18		67	1	1			69		0					0
0800-0815	10					10		20	1	1			22		71	1				72		0					0
0815-0830	11					11		21	2				23		90		1			91		0					0
0830-0845	9		1			10		18					18		85	1	2	1		89		0					0
0845-0900	8				1	9		38					38		118	1				119		0					0
0900-0915	11					11		21					21		68		1			69		0					0
0915-0930	8					8		13		2			15		53	1			1	55		0					0
0730-0930	80	0	1	0	2	83		159	4	3	0	0	166		591	5	6	2	1	605		0	0	0	0	0	0
0730-0830	44	0	0	0	1	45		69	4	1	0	0	74		267	2	3	1	0	273		0	0	0	0	0	0
0745-0845	39	0	1	0	1	41		76	4	1	0	0	81		313	3	4	1	0	321		0	0	0	0	0	0
0800-0900	38	0	1	0	1	40		97	3	1	0	0	101		364	3	3	1	0	371		0	0	0	0	0	0
0815-0915	39	0	1	0	1	41		98	2	0	0	0	100		361	2	4	1	0	368		0	0	0	0	0	0
0830-0930	36	0	1	0	1	38		90	0	2	0	0	92		324	3	3	1	1	332		0	0	0	0	0	0

	STATION ROAD NORTH LEFT TURN TO A259 ROUNDSTONE BY-PASS EAST							STATION ROAD NORTH STRAIGHT AHEAD TO B2140 SOUTH							STATION ROAD NORTH RIGHT TURN TO A259 NEW ROAD WEST							STATION ROAD NORTH U TURNS					
	CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT
1630-1645	9			1		10		14					14		81	1				82		0					0
1645-1700	11	1				12		24		1			25		94		1			95		0					0
1700-1715	19		1			20		18					18		77	1		1	1	80		0					0
1715-1730	8					8		9					9		70	3		2		75		0					0
1730-1745	7	1				8		13		1			14		81					81		0					0
1745-1800	3					3		20					20		85		1		1	87		0					0
1800-1815	5					5		18					18		96	2		2		100		0					0
1815-1830	3					3		22		1			23		129	2			1	132		0					0
1630-1830	65	2	1	1	0	69		138	0	3	0	0	141		713	9	2	5	3	732		0	0	0	0	0	0
1630-1730	47	1	1	1	0	50		65	0	1	0	0	66		322	5	1	3	1	332		0	0	0	0	0	0
1645-1745	45	2	1	0	0	48		64	0	2	0	0	66		322	4	1	3	1	331		0	0	0	0	0	0
1700-1800	37	1	1	0	0	39		60	0	1	0	0	61		313	4	1	3	2	323		0	0	0	0	0	0
1715-1815	23	1	0	0	0	24		60	0	1	0	0	61		332	5	1	4	1	343		0	0	0	0	0	0
1730-1830	18	1	0	0	0	19		73	0	2	0	0	75		391	4	1	2	2	400		0	0	0	0	0	0

DATE : WEDNESDAY 15TH NOVEMBER 2017

LOCATION : ANGMERING, WEST SUSSEX

WATER LANE / Arundel Road PRIORITY JUNCTION

Arundel Road OUT LEFT TO WATER LANE NORTH						
CAR	HGV	BUS	MCY	PCY	TOT	
0730-0745	24				24	
0745-0800	12				12	
0800-0815	16				16	
0815-0830	11			2	13	
0830-0845	21				21	
0845-0900	26				26	
0900-0915	20	1			21	
0915-0930	9				9	
0730-0930	139	0	1	0	2	142
0730-0830	63	0	0	0	2	65
0745-0845	60	0	0	0	2	62
0800-0900	74	0	0	0	2	76
0815-0915	78	0	1	0	2	81
0830-0930	76	0	1	0	0	77

Arundel Road OUT RIGHT TO WATER LANE SOUTH						
CAR	HGV	BUS	MCY	PCY	TOT	
30				1	31	
29					29	
35	1	1			37	
24	1			1	26	
40	1		1	2	44	
56					56	
45		1			46	
35					35	
294	3	2	1	4	304	
118	2	1	0	2	123	
128	3	1	1	3	136	
155	3	1	1	3	163	
165	2	1	1	3	172	
176	1	1	1	2	181	

Arundel Road RIGHT TURN IN FROM WATER LANE NORTH						
CAR	HGV	BUS	MCY	PCY	TOT	
15		1			16	
20	1		1		22	
25					25	
39					39	
40	1				41	
20					20	
16	1				17	
11					11	
186	3	1	1	0	191	
99	1	1	1	0	102	
124	2	0	1	0	127	
124	1	0	0	0	125	
115	2	0	0	0	117	
87	2	0	0	0	89	

Arundel Road LEFT TURN IN FROM WATER LANE SOUTH						
CAR	HGV	BUS	MCY	PCY	TOT	
23					23	
44		1	2		47	
56	1	2			59	
78					78	
64					64	
39		2		3	44	
22		1		1	24	
28	2			1	31	
354	3	6	2	5	370	
201	1	3	2	0	207	
242	1	3	2	0	248	
237	1	4	0	3	245	
203	0	3	0	4	210	
153	2	3	0	5	163	

Arundel Road OUT LEFT TO WATER LANE NORTH						
CAR	HGV	BUS	MCY	PCY	TOT	
1630-1645	17				17	
1645-1700	12				12	
1700-1715	24				24	
1715-1730	20				20	
1730-1745	11			1	12	
1745-1800	19	1			20	
1800-1815	12		1		13	
1815-1830	13				13	
1630-1830	128	0	1	1	1	131
1630-1730	73	0	0	0	0	73
1645-1745	67	0	0	0	1	68
1700-1800	74	0	1	0	1	76
1715-1815	62	0	1	1	1	65
1730-1830	55	0	1	1	1	58

Arundel Road OUT RIGHT TO WATER LANE SOUTH						
CAR	HGV	BUS	MCY	PCY	TOT	
34		2			36	
23					23	
29				1	30	
32	1	1			34	
33				1	34	
30					30	
27					27	
22		1			23	
230	1	4	0	2	237	
118	1	3	0	1	123	
117	1	1	0	2	121	
124	1	1	0	2	128	
122	1	1	0	1	125	
112	0	1	0	1	114	

Arundel Road RIGHT TURN IN FROM WATER LANE NORTH						
CAR	HGV	BUS	MCY	PCY	TOT	
17					17	
26					26	
27				1	28	
26	2			1	29	
20					20	
15		1	1		17	
20					20	
18			1		19	
169	2	0	1	4	176	
96	2	0	0	2	100	
99	2	0	0	2	103	
88	2	0	1	3	94	
81	2	0	1	2	86	
73	0	0	1	2	76	

Arundel Road LEFT TURN IN FROM WATER LANE SOUTH						
CAR	HGV	BUS	MCY	PCY	TOT	
32				1	33	
55	1				56	
29		2			31	
31				1	32	
30				1	31	
32	1		2	1	36	
35			1	1	37	
34		1			35	
278	2	3	3	5	291	
147	1	2	0	2	152	
145	1	2	0	2	150	
122	1	2	2	3	130	
128	1	0	3	4	136	
131	1	1	3	3	139	

ARUN DISTRICT COUNCIL A/21/9/OUT TRAFFIC SURVEYS

DATE : WEDNESDAY 15TH NOVEMBER 2017

LOCATION : ANGMERING, WEST SUSSEX

WATER LANE / Arundel Road PRIORITY JUNCTION

WATER LANE FROM NORTH STRAIGHT AHEAD TO WATER LANE SOUTH							WATER LANE FROM SOUTH STRAIGHT AHEAD TO WATER LANE NORTH						
	CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT
0730-0745	48			1	1	50	0730-0745	85			1		86
0745-0800	71	1			1	73	0745-0800	58		1			59
0800-0815	70	1	1		3	75	0800-0815	73	2				75
0815-0830	80		1		4	85	0815-0830	78		1			79
0830-0845	66				1	67	0830-0845	68	1				69
0845-0900	60				2	62	0845-0900	53	2				55
0900-0915	43					43	0900-0915	42	1				43
0915-0930	48	1			1	50	0915-0930	57	2		1	1	61
0730-0930	486	3	2	1	13	505	0730-0930	514	8	2	2	1	527
0730-0830	269	2	2	1	9	283	0730-0830	294	2	2	1	0	299
0745-0845	287	2	2	0	9	300	0745-0845	277	3	2	0	0	282
0800-0900	276	1	2	0	10	289	0800-0900	272	5	1	0	0	278
0815-0915	249	0	1	0	7	257	0815-0915	241	4	1	0	0	246
0830-0930	217	1	0	0	4	222	0830-0930	220	6	0	1	1	228

WATER LANE FROM NORTH STRAIGHT AHEAD TO WATER LANE SOUTH							WATER LANE FROM SOUTH STRAIGHT AHEAD TO WATER LANE NORTH						
	CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT
1630-1645	84	1			2	87	1630-1645	53					53
1645-1700	78	1				79	1645-1700	44					44
1700-1715	84	1		2	2	89	1700-1715	57					57
1715-1730	74	1		1	1	77	1715-1730	46	2			1	49
1730-1745	97					97	1730-1745	32	1			1	34
1745-1800	73		1		2	76	1745-1800	42				1	43
1800-1815	91	2		2	1	96	1800-1815	38			2		40
1815-1830	91	2			1	94	1815-1830	31					31
1630-1830	672	8	1	5	9	695	1630-1830	343	3	0	2	3	351
1630-1730	320	4	0	3	5	332	1630-1730	200	2	0	0	1	203
1645-1745	333	3	0	3	3	342	1645-1745	179	3	0	0	2	184
1700-1800	328	2	1	3	5	339	1700-1800	177	3	0	0	3	183
1715-1815	335	3	1	3	4	346	1715-1815	158	3	0	2	3	166
1730-1830	352	4	1	2	4	363	1730-1830	143	1	0	2	2	148

DATE : WEDNESDAY 15TH NOVEMBER 2017

LOCATION : ANGMERING, WEST SUSSEX

WATER LANE / A280 PRIORITY JUNCTION

WATER LANE OUT LEFT TO A280 NORTH							WATER LANE RIGHT TURN IN FROM A280 NORTH							WATER LANE LEFT TURN IN FROM A280 SOUTH							A280 FROM NORTH STRAIGHT AHEAD TO A280 SOUTH							A280 FROM SOUTH STRAIGHT AHEAD TO A280 NORTH						
CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT					
0730-0745	129			3		132	34	1	1	2		38	2					2	62	4				66	49	5		1		55				
0745-0800	127	1	1	1		130	74	1	1		76	2					2	73	5		1		79	46	5		2		53					
0800-0815	122	2	1	1		126	57		1		58	3					3	76	3				79	49	4				53					
0815-0830	124	1	3	1		129	73	2	2		77	3					3	79	7				86	70	6	2	3		81					
0830-0845	101	1	2			104	58				58	3	1				4	96	4	2			102	98	3	2			103					
0845-0900	100	2	1	2		105	59				59	7					7	91	7	1			99	63	7		1		71					
0900-0915	77					77	57	1			58	1					1	72	7				79	95	3	1			99					
0915-0930	85	2				87	52	1	1	1	55	1					1	73	11				84	73	5		1		79					
0730-0930	865	9	8	8	0	890	464	6	6	3	0	479	22	1	0	0	0	23	622	48	3	1	0	674	543	38	5	8	0	594				
0730-0830	502	4	5	6	0	517	238	4	5	2	0	249	10	0	0	0	0	10	290	19	0	1	0	310	214	20	2	6	0	242				
0745-0845	474	5	7	3	0	489	262	3	4	0	0	269	11	1	0	0	0	12	324	19	2	1	0	346	263	18	4	5	0	290				
0800-0900	447	6	7	4	0	464	247	2	3	0	0	252	16	1	0	0	0	17	342	21	3	0	0	366	280	20	4	4	0	308				
0815-0915	402	4	6	3	0	415	247	3	2	0	0	252	14	1	0	0	0	15	338	25	3	0	0	366	326	19	5	4	0	354				
0830-0930	363	5	3	2	0	373	226	2	1	1	0	230	12	1	0	0	0	13	332	29	3	0	0	364	329	18	3	2	0	352				

WATER LANE OUT LEFT TO A280 NORTH							WATER LANE RIGHT TURN IN FROM A280 NORTH							WATER LANE LEFT TURN IN FROM A280 SOUTH							A280 FROM NORTH STRAIGHT AHEAD TO A280 SOUTH							A280 FROM SOUTH STRAIGHT AHEAD TO A280 NORTH						
CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT					
1630-1645	62	1	1			64	83	1			84	8					9	86	4		1		91	62	3		1		66					
1645-1700	49	2	1			52	113	2	2		117	11					11	89					89	77	3	2	1		83					
1700-1715	65			1		66	128	1		4	133	9					9	86	4				90	83	1		1		85					
1715-1730	56	2		1		59	127	1			128	10	1				11	115	2	1	1		119	80	2	1			83					
1730-1745	45	1				46	140	1			141	7					7	113	1	1	3		118	75	3				78					
1745-1800	33					33	124	2		2	128	15					15	127	2		3		132	65	3	1			69					
1800-1815	46			2		48	123	1	1		125	17			1		18	111			1		112	62		1			63					
1815-1830	42	1				43	126	2			128	17					17	127			1		128	57					57					
1630-1830	398	7	2	4	0	411	964	11	3	6	0	984	94	1	0	2	0	97	854	13	2	10	0	879	561	15	5	3	0	584				
1630-1730	232	5	2	2	0	241	451	5	2	4	0	462	38	1	0	1	0	40	376	10	1	2	0	389	302	9	3	3	0	317				
1645-1745	215	5	1	2	0	223	508	5	2	4	0	519	37	1	0	0	0	38	403	7	2	4	0	416	315	9	3	2	0	329				
1700-1800	199	3	0	2	0	204	519	5	0	6	0	530	41	1	0	0	0	42	441	9	2	7	0	459	303	9	2	1	0	315				
1715-1815	180	3	0	3	0	186	514	5	1	2	0	522	49	1	0	1	0	51	466	5	2	8	0	481	282	8	3	0	0	293				
1730-1830	166	2	0	2	0	170	513	6	1	2	0	522	56	0	0	1	0	57	478	3	1	8	0	490	259	6	2	0	0	267				

TRAFFIC SURVEYS

DATE : WEDNESDAY 15TH NOVEMBER 2017

LOCATION : ANGMERING, WEST SUSSEX

ARUNDEL ROAD / A27 PRIORITY JUNCTION

ARUNDEL ROAD OUT LEFT TO A27 WEST						
	CAR	HGV	BUS	MCY	PCY	TOT
0730-0745	34		1			35
0745-0800	48			2		50
0800-0815	32			1		33
0815-0830	43					43
0830-0845	28	1			1	30
0845-0900	41					41
0900-0915	24					24
0915-0930	23	1			3	27
0730-0930	273	2	1	3	4	283
0730-0830	157	0	1	3	0	161
0745-0845	151	1	0	3	1	156
0800-0900	144	1	0	1	1	147
0815-0915	136	1	0	0	1	138
0830-0930	116	2	0	0	4	122

ARUNDEL ROAD LEFT TURN IN FROM A27 EAST						
	CAR	HGV	BUS	MCY	PCY	TOT
	10					10
	18	1				19
	13					13
	15					15
	13	1	2			16
	12	1	1			14
	11					11
	11		2			13
	103	3	5	0	0	111
	56	1	0	0	0	57
	59	2	2	0	0	63
	53	2	3	0	0	58
	51	2	3	0	0	56
	47	2	5	0	0	54

ARUNDEL ROAD OUT LEFT TO A27 WEST						
	CAR	HGV	BUS	MCY	PCY	TOT
1630-1645	22					22
1645-1700	21					21
1700-1715	19	1				20
1715-1730	17	1				18
1730-1745	5				2	7
1745-1800	8					8
1800-1815	9	1				10
1815-1830	12	1				13
1630-1830	113	4	0	0	2	119
1630-1730	79	2	0	0	0	81
1645-1745	62	2	0	0	2	66
1700-1800	49	2	0	0	2	53
1715-1815	39	2	0	0	2	43
1730-1830	34	2	0	0	2	38

ARUNDEL ROAD LEFT TURN IN FROM A27 EAST						
	CAR	HGV	BUS	MCY	PCY	TOT
	21	1	1	2		25
	20		1	1		22
	24					24
	35			2		37
	32	1		1		34
	30		1			31
	22		1			23
	22					22
	206	2	4	6	0	218
	100	1	2	5	0	108
	111	1	1	4	0	117
	121	1	1	3	0	126
	119	1	2	3	0	125
	106	1	2	1	0	110

M&M TRAFFIC SURVEYS

DATE : WEDNESDAY 15TH NOVEMBER 2017

LOCATION : ANGMERING, WEST SUSSEX

A27 / U TURN TO A27 EAST

A27 FROM EAST STRAIGHT AHEAD TO A27 WEST							A27 FROM EAST U TURN TO A27 EASTBOUND							A27 FROM WEST STRAIGHT AHEAD TO A27 EAST						
	CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT
0730-0745	301	25	2	3		331		8	1				9		245	27		2		274
0745-0800	295	18		6		319		9					9		268	27		2		297
0800-0815	258	22		2		282		11	1				12		271	3		3		277
0815-0830	332	20		1		353		17					17		315	32	2	1	1	351
0830-0845	298	22		2		322		12					12		242	33		2		277
0845-0900	281		1			282		13		1			14		230	31				261
0900-0915	264	36	1			301		8					8		241	23	2			266
0915-0930	257	28	1		1	287		10	1				11		272	30	2	4		308
0730-0930	2286	171	5	14	1	2477		88	3	1	0	0	92		2084	206	6	14	1	2311
0730-0830	1186	85	2	12	0	1285		45	2	0	0	0	47		1099	89	2	8	1	1199
0745-0845	1183	82	0	11	0	1276		49	1	0	0	0	50		1096	95	2	8	1	1202
0800-0900	1169	64	1	5	0	1239		53	1	1	0	0	55		1058	99	2	6	1	1166
0815-0915	1175	78	2	3	0	1258		50	0	1	0	0	51		1028	119	4	3	1	1155
0830-0930	1100	86	3	2	1	1192		43	1	1	0	0	45		985	117	4	6	0	1112

A27 FROM EAST STRAIGHT AHEAD TO A27 WEST							A27 FROM EAST U TURN TO A27 EASTBOUND							A27 FROM WEST STRAIGHT AHEAD TO A27 EAST						
	CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT
1630-1645	309	15		1		325		8					8		291	5	5			301
1645-1700	308	14		2		324		6					6		304	10				314
1700-1715	330	15		3		348		12	2				14		285	12	1			298
1715-1730	311	12		3	1	327		12	1				13		277	8		2	1	288
1730-1745	291	10		2		303		9					9		309	8	1	1		319
1745-1800	282	10		2		294		7					7		294	5		3		302
1800-1815	263	11	1	2		277		8					8		300	6	1			307
1815-1830	203	6		1		210		5					5		306	6		1		313
1630-1830	2297	93	1	16	1	2408		67	3	0	0	0	70		2366	60	8	7	1	2442
1630-1730	1258	56	0	9	1	1324		38	3	0	0	0	41		1157	35	6	2	1	1201
1645-1745	1240	51	0	10	1	1302		39	3	0	0	0	42		1175	38	2	3	1	1219
1700-1800	1214	47	0	10	1	1272		40	3	0	0	0	43		1165	33	2	6	1	1207
1715-1815	1147	43	1	9	1	1201		36	1	0	0	0	37		1180	27	2	6	1	1216
1730-1830	1039	37	1	7	0	1084		29	0	0	0	0	29		1209	25	2	5	0	1241

X&M TRAFFIC SURVEYS

DATE : WEDNESDAY 15TH NOVEMBER 2017

LOCATION : ANGMERING, WEST SUSSEX

	A280 / OLD WORTHING RD / A259 ROUNDABOUT								
	A259 EAST		OLD WORTHING ROAD		A259 WEST		A280 NORTH		CHIPS AWAY
	INSIDE	OUTSIDE	INSIDE	OUTSIDE	INSIDE	OUTSIDE	INSIDE	OUTSIDE	INSIDE
0735	5	2	0	0	7	0	2	10	0
0740	7	3	0	0	0	1	0	7	0
0745	6	4	0	6	7	0	0	8	0
0750	8	2	0	8	5	0	1	12	0
0755	4	0	2	5	4	0	1	14	0
0800	5	1	0	6	2	0	2	20	0
0805	6	2	0	8	4	2	2	40	0
0810	4	3	0	10	2	0	0	10	0
0815	6	1	0	15+	0	0	0	10	0
0820	7	0	0	15+	10	4	1	4	0
0825	8	0	0	10	4	0	0	10	0
0830	17	2	1	4	6	0	0	11	0
0835	20	3	0	15	0	0	1	7	0
0840	20	1	0	5	4	0	0	4	0
0845	20	3	0	7	5	0	0	3	0
0850	20	0	0	7	0	0	1	5	0
0855	15	1	0	7	6	0	0	4	0
0900	10	3	0	5	4	0	0	3	0
0905	5	0	0	6	0	0	0	8	0
0910	9	1	2	12	3	0	2	2	0
0915	10	4	0	5	4	0	1	4	0
0920	7	4	0	3	0	0	0	6	0
0925	8	0	0	9	0	0	1	1	0
0930	6	0	0	0	0	0	2	4	0

	STATION ROAD / A259 / B2140 ROUNDABOUT						
	A259 EAST		B24140 SOUTH	A259 WEST		STATION RD NORTH	
	INSIDE	OUTSIDE	INSIDE	INSIDE	OUTSIDE	INSIDE	OUTSIDE
0735	6	3	5	20	20	1	12
0740	7	2	5	20	20	0	10
0745	10	5	2	40+	40+	0	15
0750	14	10	3	40+	40+	0	3
0755	14	7	2	40+	40+	0	18
0800	5	4	1	40+	40+	1	20+
0805	4	4	12	40+	40+	0	8
0810	8	10	1	40+	40+	0	8
0815	17	3	2	40+	40+	1	12
0820	9	5	10	40+	40+	0	3
0825	6	6	2	40+	40+	0	2
0830	4	7	7	40+	40+	2	5
0835	3	2	3	40+	40+	1	5
0840	5	10	5	40+	40+	1	20
0845	2	2	5	20	20	0	30+
0850	7	1	5	10	10	0	30+
0855	7	2	3	15	10	1	25
0900	5	2	0	11	2	1	8
0905	2	2	14	9	7	3	2
0910	10	1	2	6	6	1	0
0915	5	0	1	7	5	5	1
0920	2	3	1	10	4	1	2
0925	3	3	1	7	3	1	2
0930	4	0	2	5	5	2	3

QUEUE LENGHTS RECORDED IN TOTAL NUMBER OF VEHICLES

DATE : WEDNESDAY 15TH NOVEMBER 2017

LOCATION : ANGMERING, WEST SUSSEX

	A280 / OLD WORTHING RD / A259 ROUNDABOUT								
	A259 EAST		OLD WORTHING ROAD		A259 WEST		A280 NORTH		CHIPS AWAY
	INSIDE	OUTSIDE	INSIDE	OUTSIDE	INSIDE	OUTSIDE	INSIDE	OUTSIDE	INSIDE
1635	30+	30+	0	7	7	2	2	7	0
1640	30+	30+	0	2	2	0	0	10	0
1645	30+	30+	0	10	7	2	3	10	0
1650	30+	30+	0	7	2	0	3	5	0
1655	30+	30+	0	5	5	7	2	6	0
1700	30+	30+	0	10	0	0	3	4	0
1705	30+	30+	0	5	6	3	5	4	0
1710	30+	30+	0	4	3	2	1	3	0
1715	30+	30+	0	3	8	3	2	4	0
1720	30+	30+	0	2	14	4	1	5	0
1725	30+	30+	1	3	8	0	2	10	0
1730	30+	30+	1	3	5	2	2	25	0
1735	30+	30+	1	15	8	2	3	30	0
1740	30+	30+	0	10	0	0	1	30	0
1745	30+	30+	0	7	4	2	1	50	0
1750	30+	30+	1	2	8	2	1	50	0
1755	30+	30+	4	5	2	2	2	50	0
1800	30+	30+	0	10	3	2	0	18	0
1805	30+	30+	0	2	0	0	2	5	0
1810	30+	30+	1	3	0	0	0	4	0
1815	30+	30+	0	12	0	0	0	0	0
1820	20	20	1	10	10	1	1	9	0
1825	20	20	1	10	0	0	2	3	0
1830	20	20	0	8	0	0	5	2	0

	STATION ROAD / A259 / B2140 ROUNDABOUT						
	A259 EAST		B24140 SOUTH	A259 WEST		STATION RD NORTH	
	INSIDE	OUTSIDE	INSIDE	INSIDE	OUTSIDE	INSIDE	OUTSIDE
1635	3	3	9	7	2	0	15
1640	2	3	2	12	3	0	20+
1645	2	3	2	8	2	0	20+
1650	2	2	8	4	3	0	20+
1655	9	2	10	6	2	1	12
1700	3	3	7	5	3	1	10
1705	5	2	3	2	2	2	10
1710	4	4	2	7	4	3	12
1715	14	9	0	20	8	1	25
1720	4	1	7	15	4	0	25+
1725	8	5	4	9	2	0	25+
1730	5	5	2	6	3	0	25+
1735	3	2	4	0	0	1	25+
1740	3	2	0	12	3	0	25+
1745	3	2	2	9	0	2	25+
1750	4	1	4	4	3	0	25+
1755	4	1	5	10	2	1	25+
1800	6	2	0	5	2	1	25+
1805	5	7	6	10	3	1	25+
1810	4	2	5	8	1	0	25+
1815	4	4	3	4	0	0	25+
1820	4	4	3	4	1	1	25+
1825	10	2	4	2	2	3	25+
1830	8	7	2	2	0	0	5

QUEUE LENGHTS RECORDED IN TOTAL NUMBER OF VEHICLES

X&M TRAFFIC SURVEYS

DATE : WEDNESDAY 15TH NOVEMBER 2017

LOCATION : ANGMERING, WEST SUSSEX

	WATER LANE / Arundel Road	
	OUT Arundel Road	
	INSIDE	RIGHT IN
0735	2	3
0740	0	0
0745	2	1
0750	0	0
0755	0	3
0800	3	2
0805	2	2
0810	3	0
0815	0	3
0820	2	0
0825	1	3
0830	0	4
0835	5	1
0840	0	0
0845	5	0
0850	6	4
0855	4	0
0900	0	0
0905	0	0
0910	0	0
0915	0	0
0920	0	2
0925	5	3
0930	0	0

	A280 / WATER LANE	
	LEFT OUT OF WATER LANE	RIGHT INTO WATER LANE
0735	2	0
0740	5	0
0745	0	0
0750	4	0
0755	0	0
0800	5	0
0805	2	1
0810	6	0
0815	0	0
0820	6	0
0825	0	3
0830	0	0
0835	4	0
0840	0	3
0845	3	0
0850	5	0
0855	6	0
0900	0	0
0905	3	1
0910	0	0
0915	6	0
0920	0	2
0925	0	0
0930	7	0

	A27 / Arundel Road	
	OUT OF Arundel Road	
	INSIDE	
0735	1	
0740	2	
0745	2	
0750	2	
0755	3	
0800	1	
0805	1	
0810	0	
0815	1	
0820	1	
0825	1	
0830	1	
0835	2	
0840	0	
0845	1	
0850	1	
0855	3	
0900	1	
0905	0	
0910	0	
0915	1	
0920	1	
0925	0	
0930	0	

	A27 / U TURNS	
	U TURNS	
0735	0	
0740	0	
0745	0	
0750	0	
0755	0	
0800	0	
0805	0	
0810	0	
0815	0	
0820	0	
0825	0	
0830	0	
0835	0	
0840	0	
0845	0	
0850	0	
0855	0	
0900	0	
0905	0	
0910	0	
0915	0	
0920	0	
0925	0	
0930	0	

QUEUE LENGHTS RECORDED IN TOTAL NUMBER OF VEHICLES

K&M TRAFFIC SURVEYS

DATE : WEDNESDAY 15TH NOVEMBER 2017

LOCATION : ANGMERING, WEST SUSSEX

	WATER LANE / Arundel Road	
	OUT Arundel Road	
	INSIDE	RIGHT IN
1635	2	0
1640	0	0
1645	2	3
1650	0	0
1655	2	0
1700	0	5
1705	0	0
1710	5	0
1715	2	0
1720	5	0
1725	0	6
1730	0	0
1735	1	0
1740	0	0
1745	1	0
1750	0	0
1755	0	0
1800	1	0
1805	0	2
1810	1	0
1815	2	0
1820	2	8
1825	2	0
1830	1	0

	A280 / WATER LANE	
	LEFT OUT OF WATER LANE	RIGHT INTO WATER LANE
1635	2	0
1640	4	3
1645	3	0
1650	2	2
1655	8	0
1700	0	0
1705	3	3
1710	2	2
1715	0	4
1720	0	4
1725	3	3
1730	2	0
1735	0	3
1740	3	4
1745	0	0
1750	0	4
1755	4	6
1800	0	2
1805	0	2
1810	5	3
1815	0	0
1820	0	5
1825	2	8
1830	0	3

	A27 / Arundel Road	
	OUT OF Arundel Road	
	INSIDE	
1635	1	
1640	1	
1645	1	
1650	0	
1655	0	
1700	0	
1705	0	
1710	1	
1715	1	
1720	1	
1725	1	
1730	1	
1735	0	
1740	0	
1745	1	
1750	1	
1755	0	
1800	0	
1805	1	
1810	1	
1815	0	
1820	2	
1825	0	
1830	1	

	A27 / U TURNS	
	U TURNS	
1635	0	
1640	0	
1645	0	
1650	0	
1655	0	
1700	0	
1705	0	
1710	0	
1715	0	
1720	0	
1725	0	
1730	0	
1735	0	
1740	0	
1745	0	
1750	0	
1755	0	
1800	0	
1805	0	
1810	0	
1815	0	
1820	0	
1825	0	
1830	0	

QUEUE LENGHTS RECORDED IN TOTAL NUMBER OF VEHICLES

APPENDIX H: FLOW DIAGRAMS

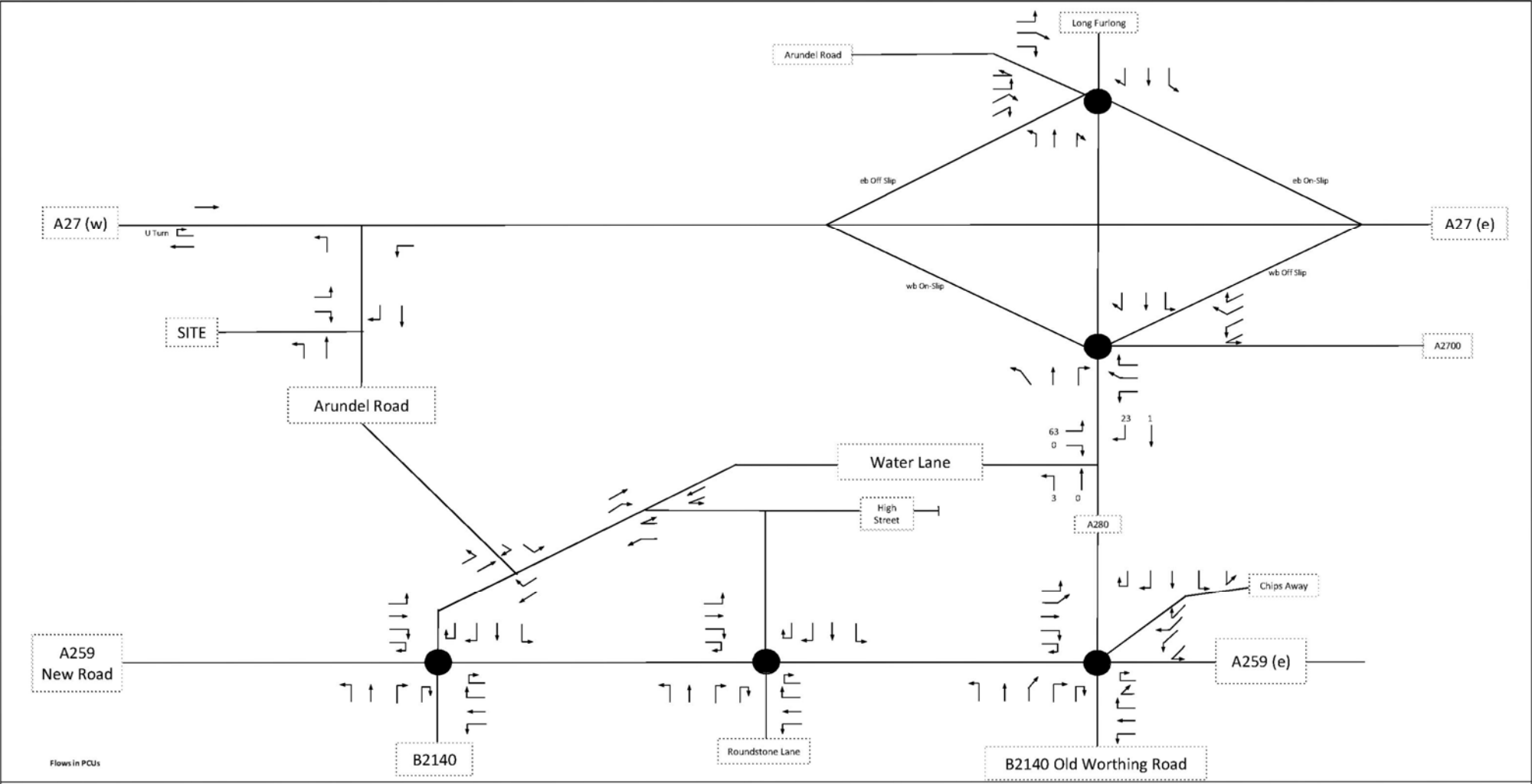


Figure A - Total Committed Development
AM Peak Period (0745 - 0845)

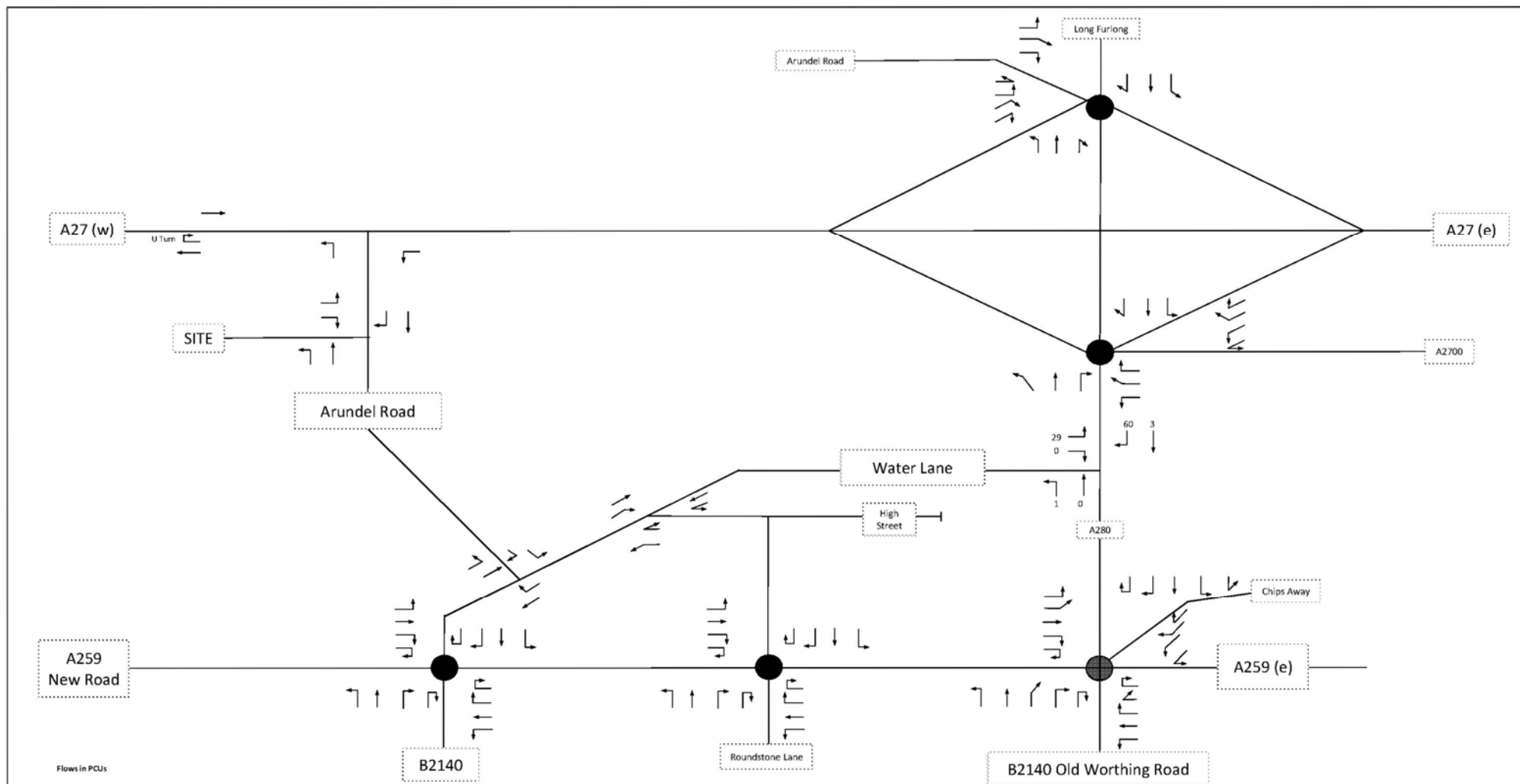


Figure B - Total Committed Development
PM Peak Period (1645 - 1745)

croft
Transport Solutions

Hill Quays, 9 Jordan Street, Manchester M15 4PY
Tel: 0161 667 3746 www.crofts.co.uk info@crofts.co.uk

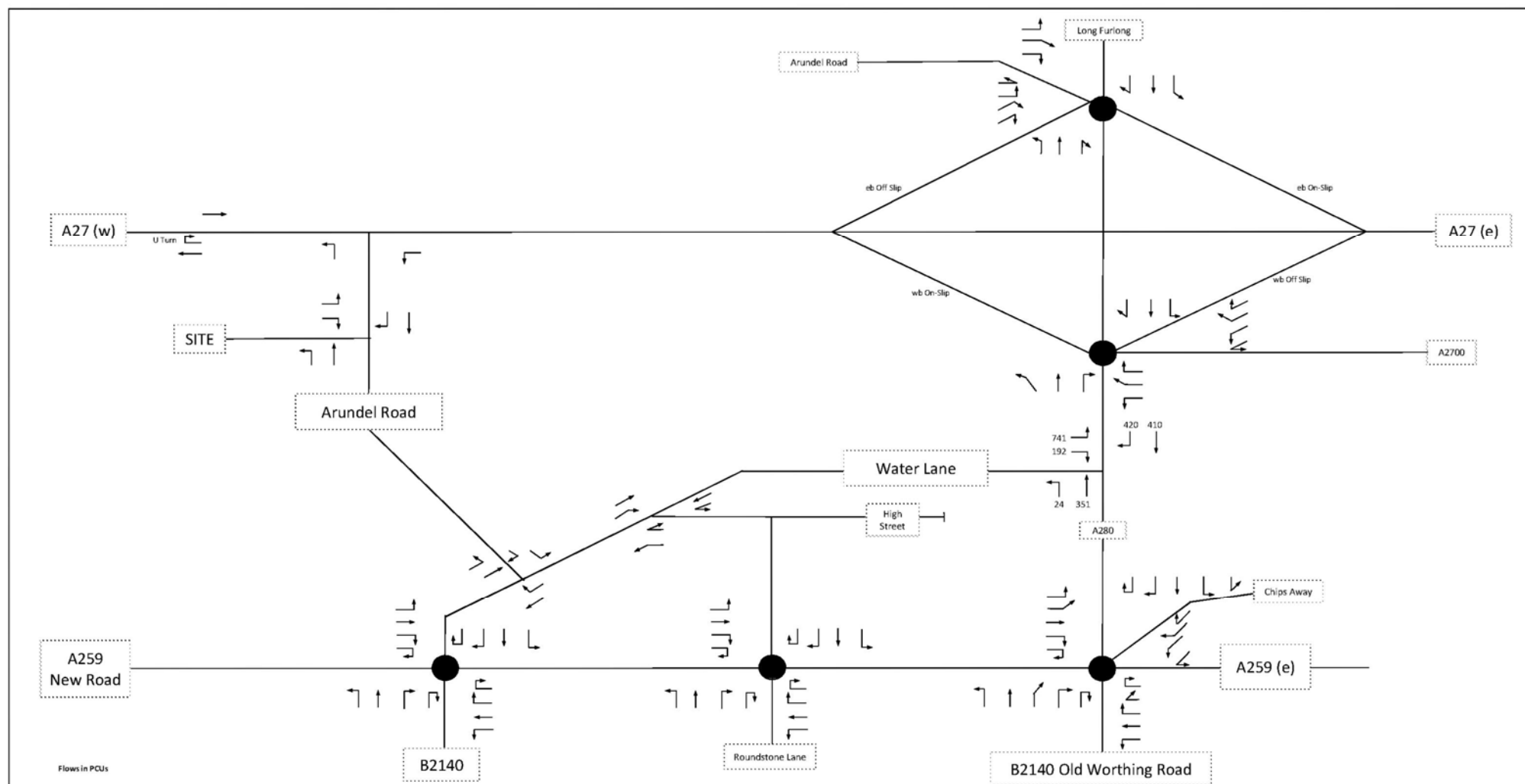


Figure C - 2031 + Committed + Development + Sensitivity (derived from Land North of Water Lane TA)
AM Peak Period (0745 - 0845)

croft
Transport Solutions

Hill Quays, 9 Jordan Street, Manchester M15 4PY
Tel: 0161 667 3746 www.croftts.co.uk info@croftts.co.uk

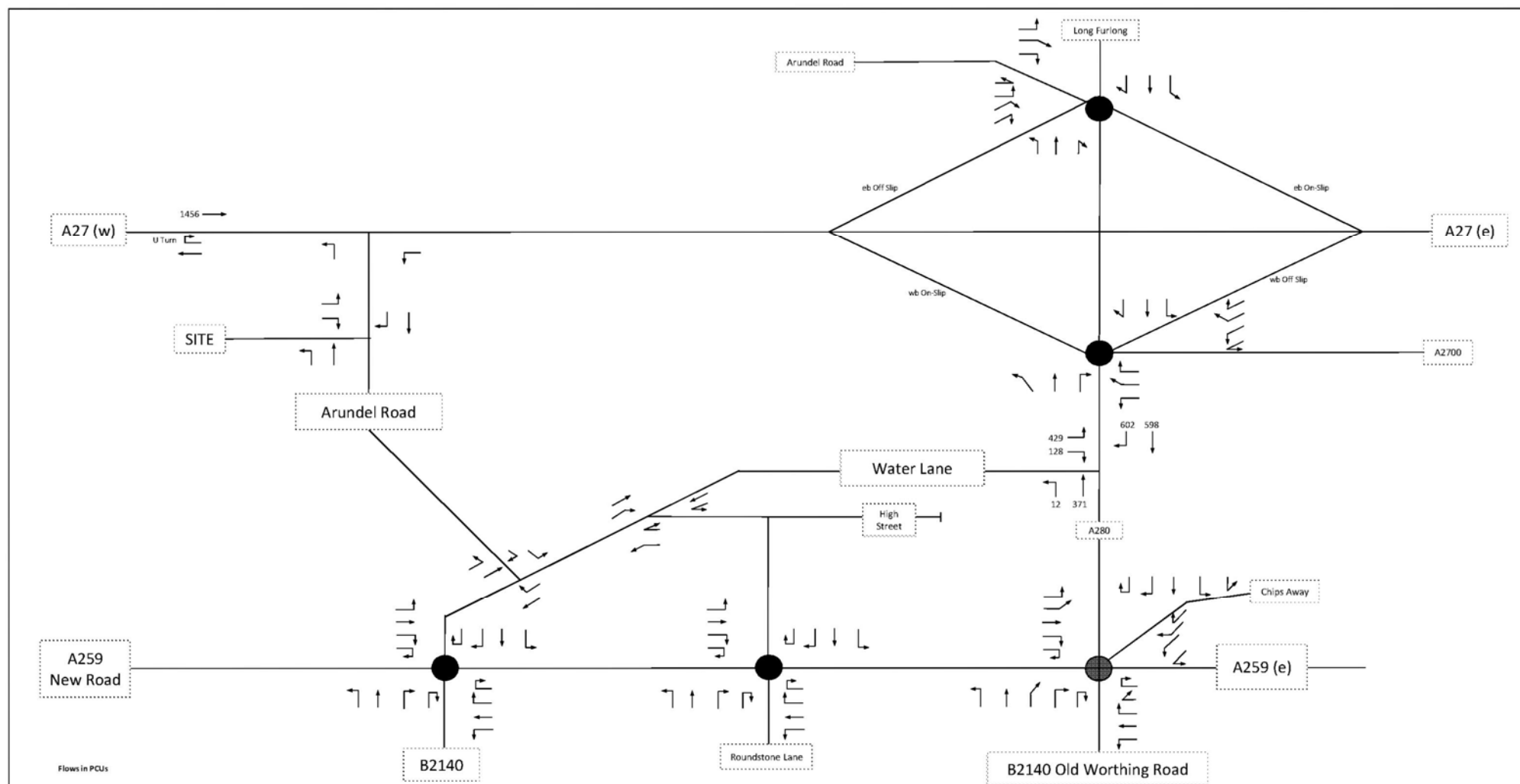


Figure D - 2031 + Committed + Development + Sensitivity (derived from Land North of Water Lane TA)
PM Peak Period (1645 - 1745)

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Transport Solutions

Hill Quays, 9 Jordan Street, Manchester M15 4PY
Tel: 0161 667 3746 www.crofts.co.uk info@crofts.co.uk

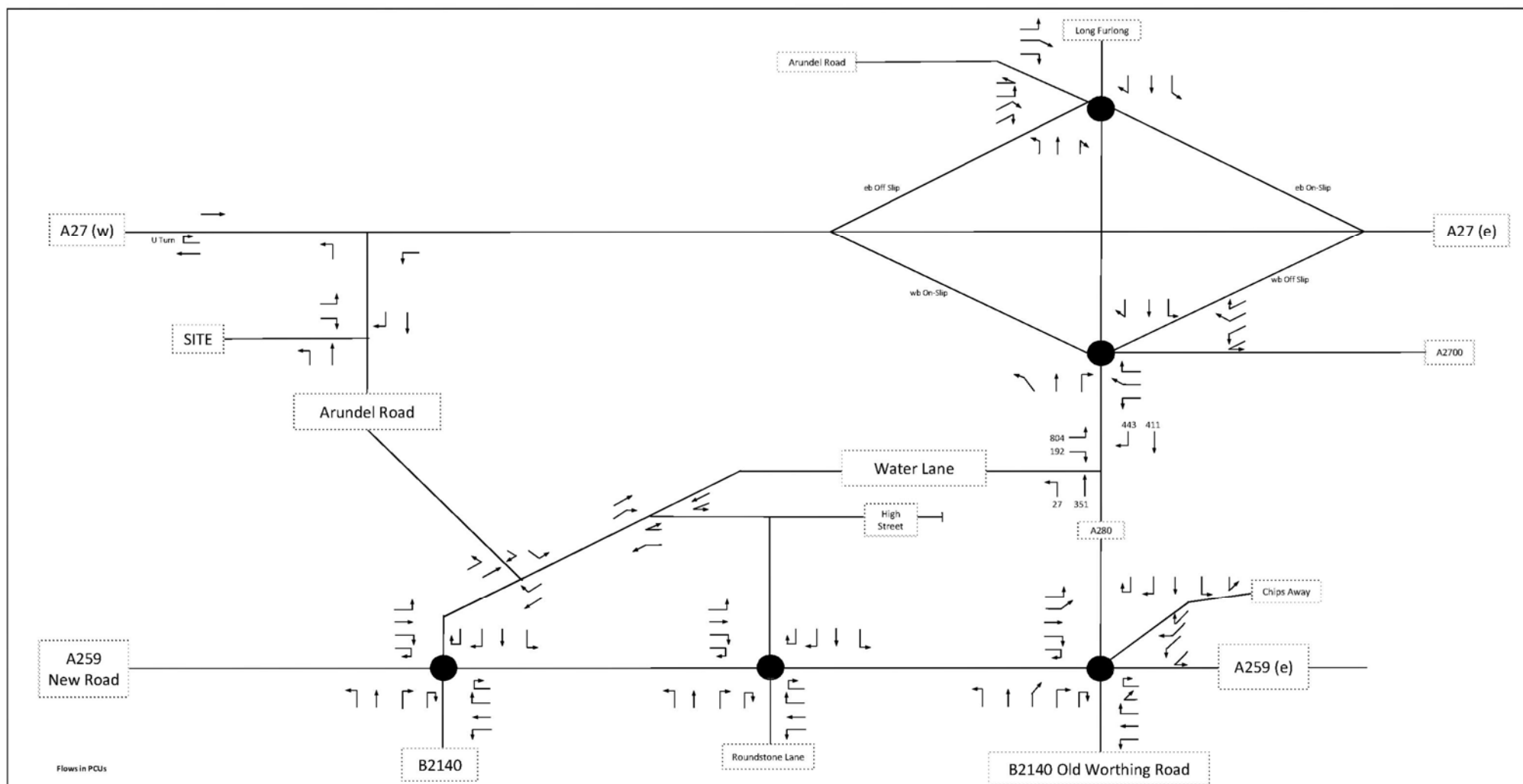


Figure E - 2031 Base Flows (includes all Water Lane Committed & Water Lane Developments & Other Committed as per the TA)
AM Peak Period (0745 - 0845)

croft
Transport Solutions

Hill Quays, 9 Jordan Street, Manchester M15 4PY
Tel: 0161 667 3746 www.crofts.co.uk info@crofts.co.uk

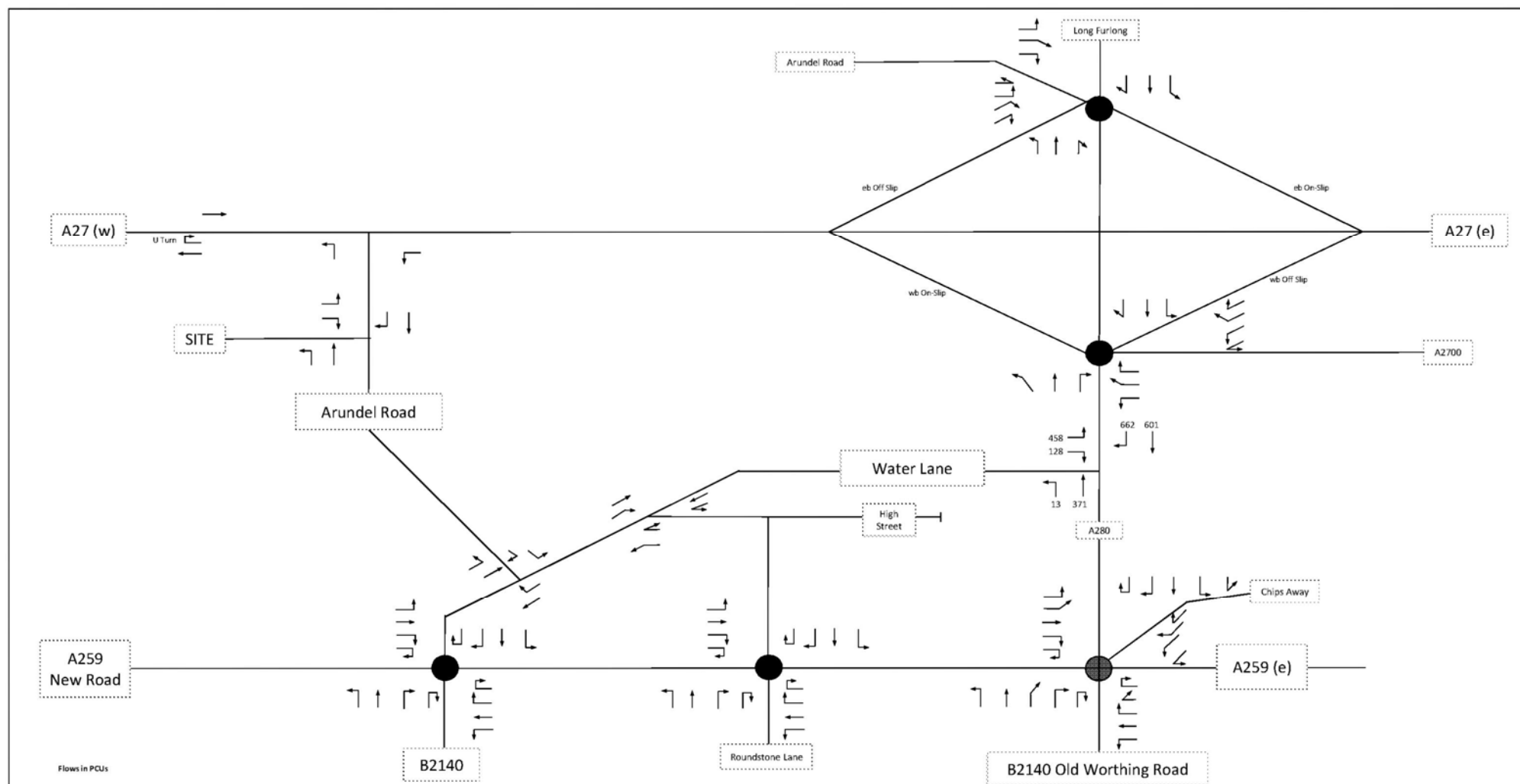


Figure F - 2031 Base Flows (includes all Water Lane Committed & Water Lane Developments & Other Committed as per the TA)
PM Peak Period (1645 - 1745)

croft
Transport Solutions

Hill Quays, 9 Jordan Street, Manchester M15 4PY
Tel: 0161 667 3746 www.crofts.co.uk info@crofts.co.uk



ARUN DISTRICT COUNCIL A/270/21/OUT

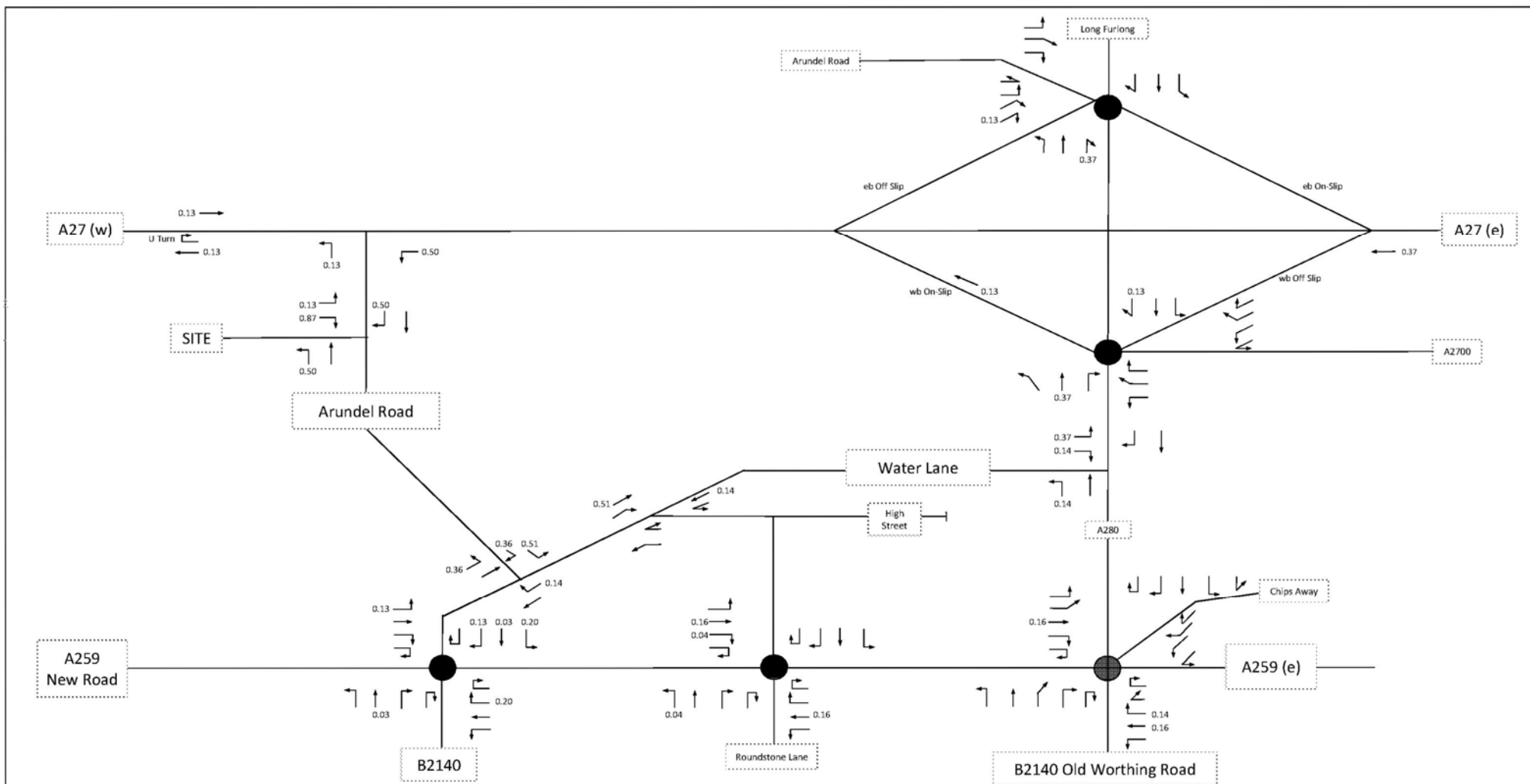


Figure H - Trip Distribution (Reassigned to permit right turn out of Water Lane)
PM Peak Period (1645 - 1745)

croft
Transport Solutions

Hill Quays, 9 Jordan Street, Manchester M15 4PY
Tel: 0161 667 3746 www.croftts.co.uk info@croftts.co.uk

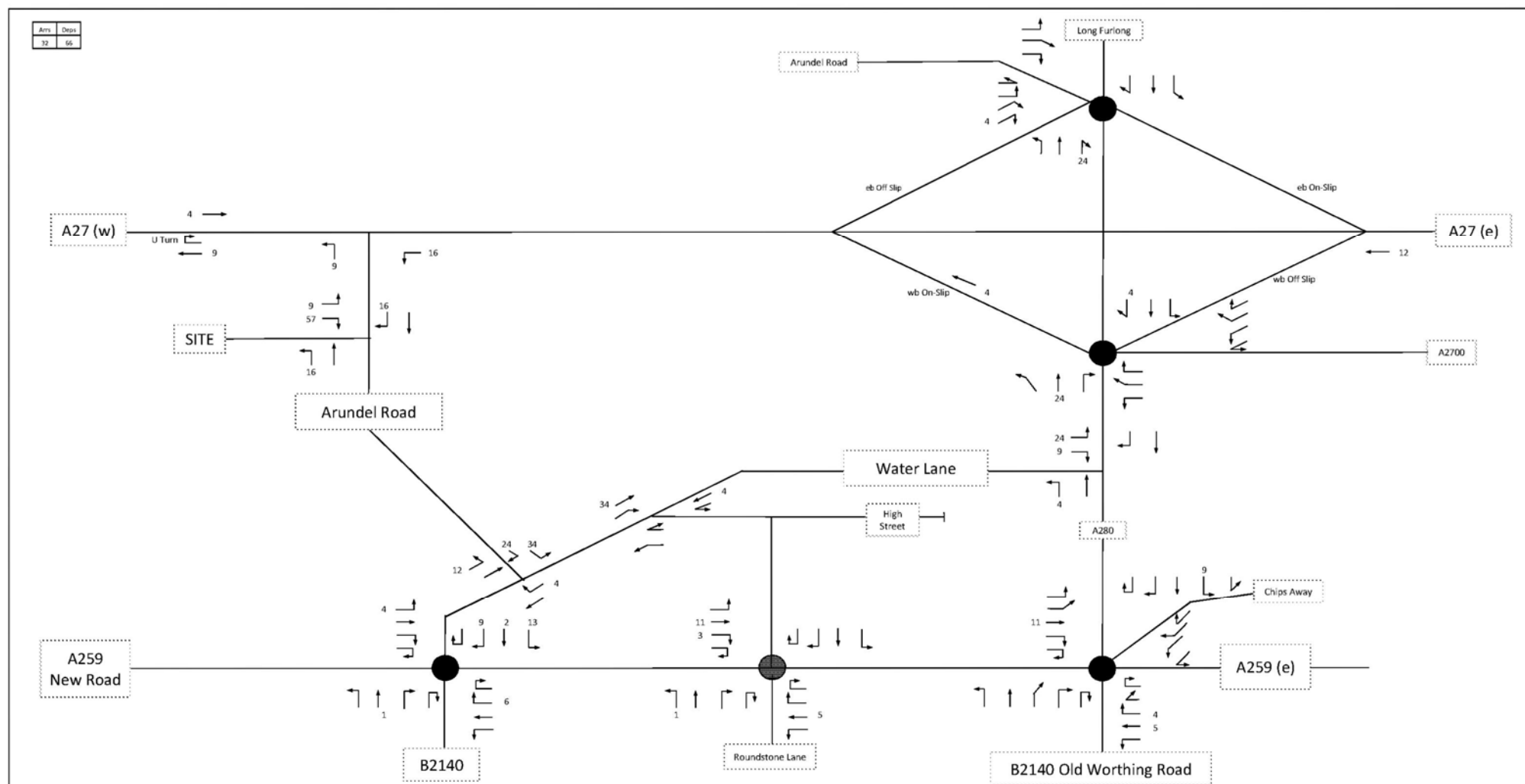
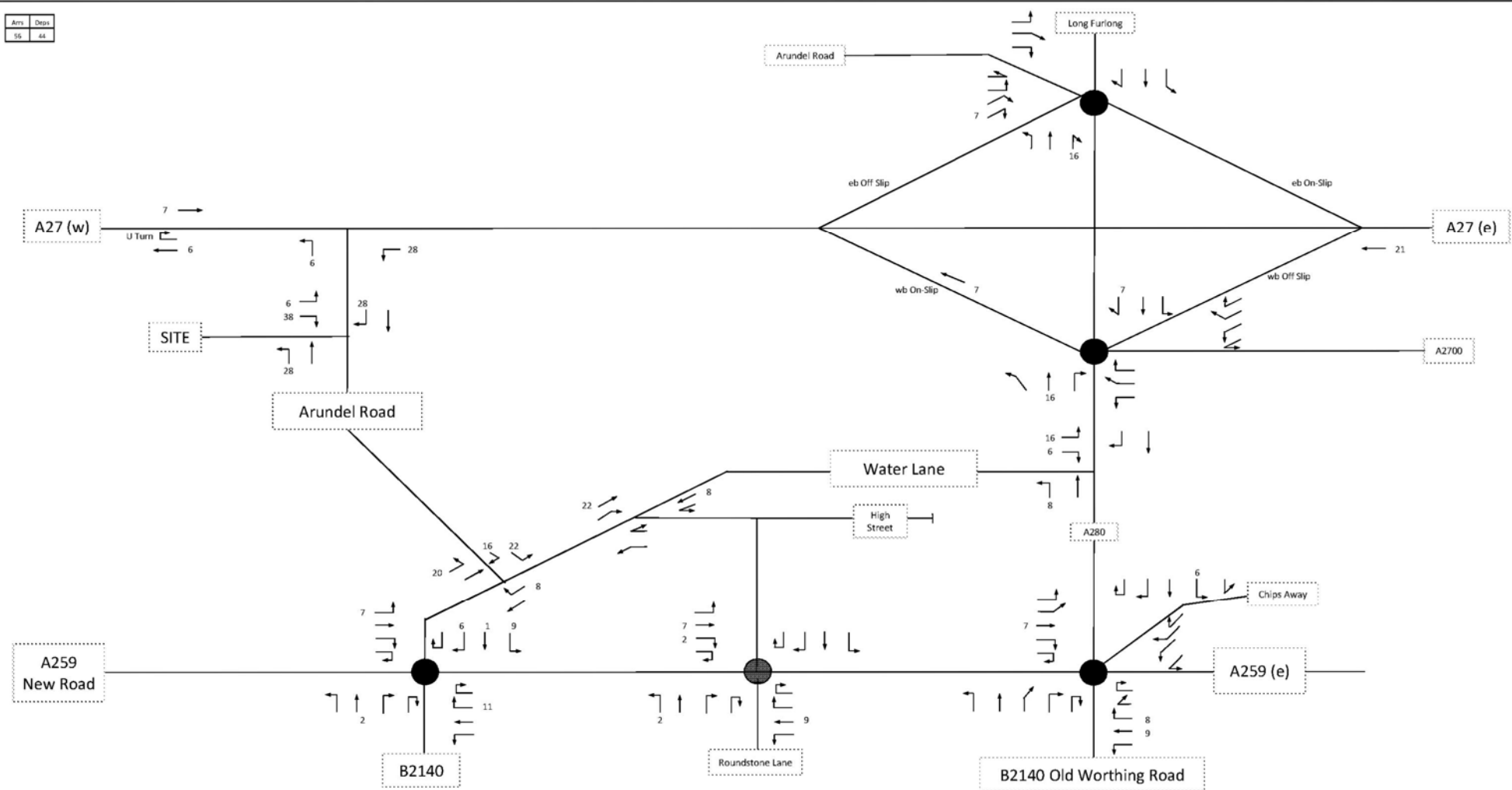


Figure 1 - Development Flows (Re-assigned traffic to permit right turn out of Water Lane)
AM Peak Period (0745 - 0845)

croft
Transport Solutions

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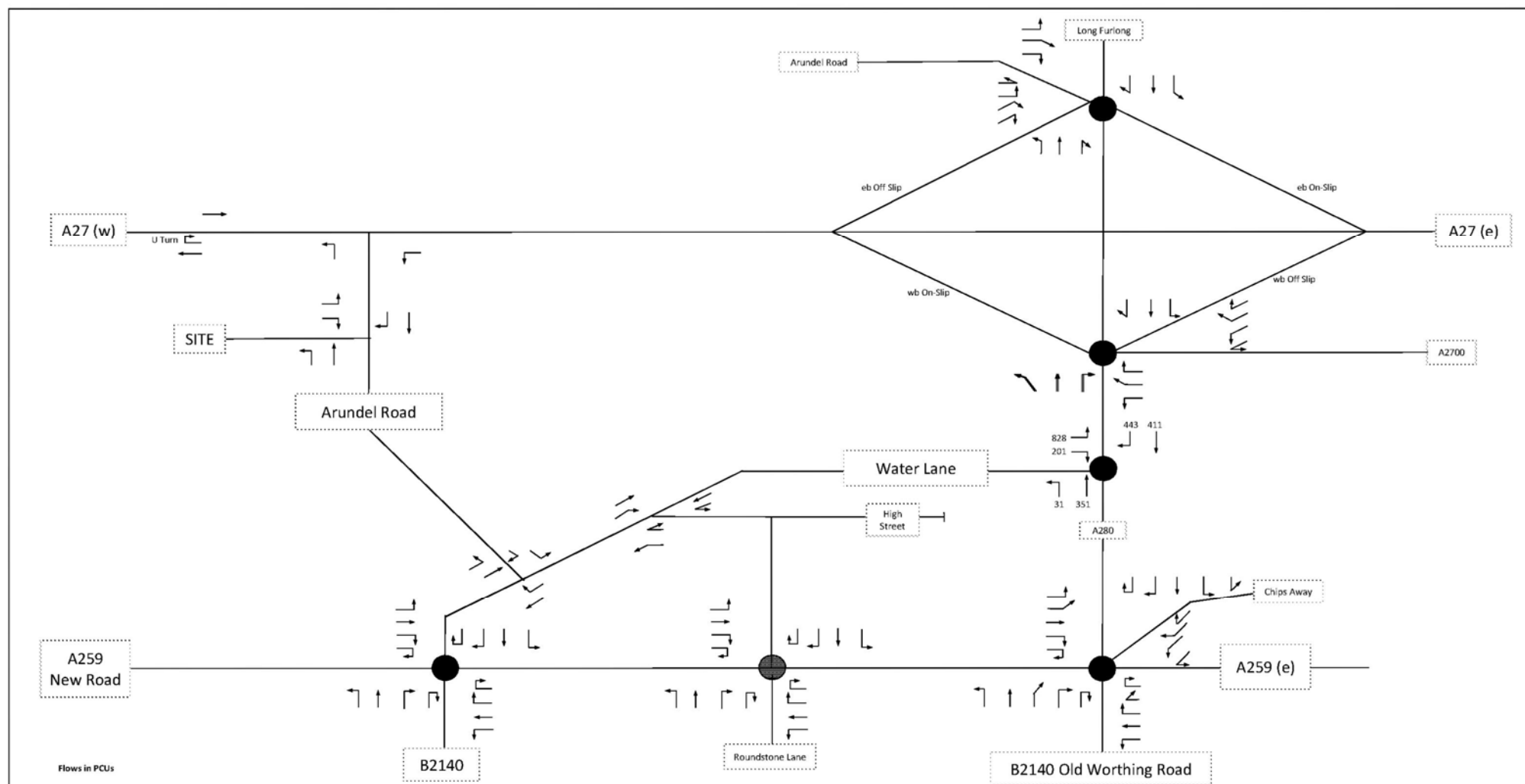


Figure K - 2031 Base Flows (includes all Water Lane Committed & Water Lane Developments & Other Committed as per the TA) + Arundel Road Development
AM Peak Period (0745 - 0845)

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Tel: 0161 667 3746 www.crofts.co.uk info@crofts.co.uk

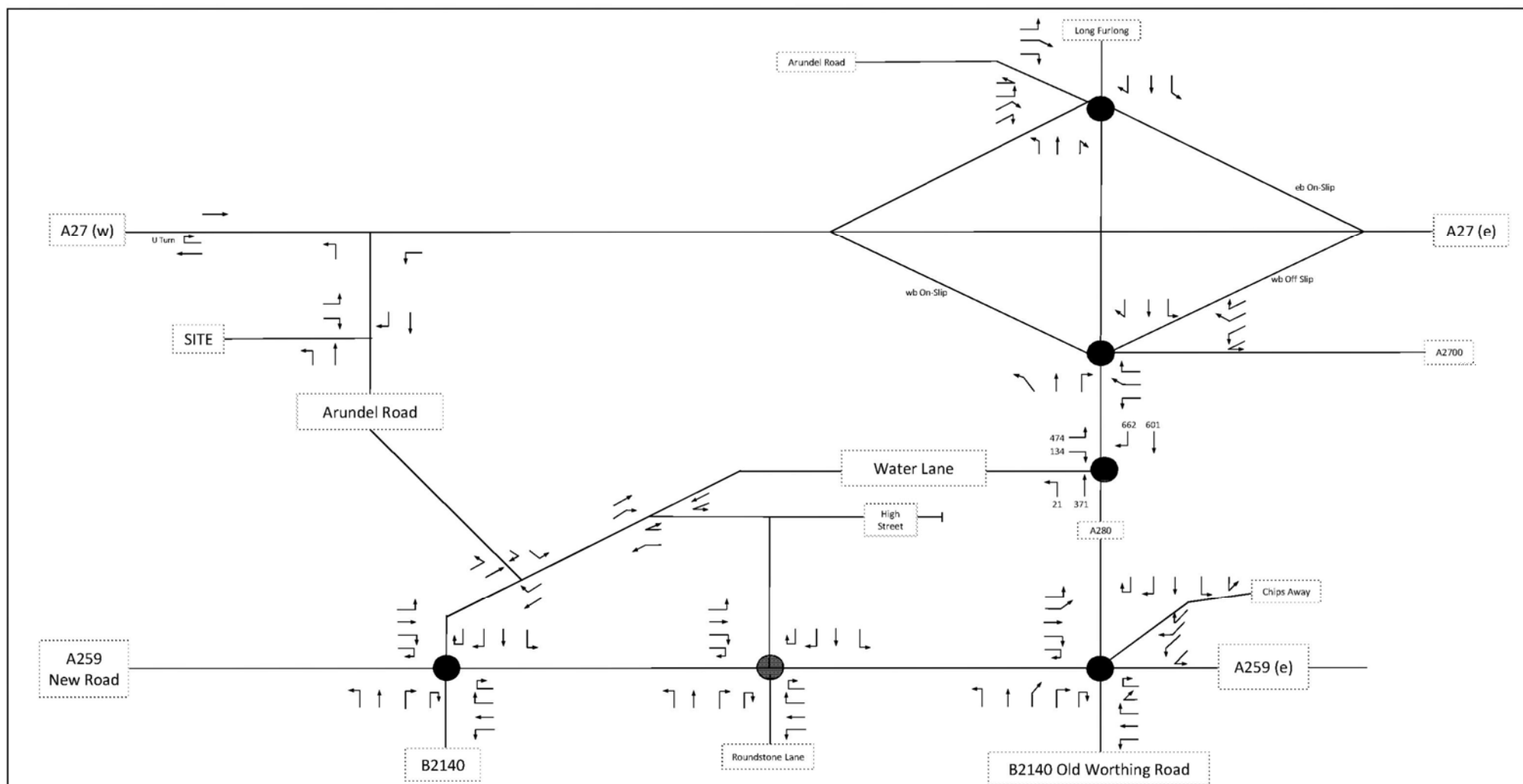


Figure I - 2031 Base Flows (includes all Water Lane Committed & Water Lane Developments & Other Committed as per the TA) + Arundel Road Development
PM Peak Period (1645 -1745)

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Tel: 0161 667 3746 www.crofts.co.uk info@crofts.co.uk

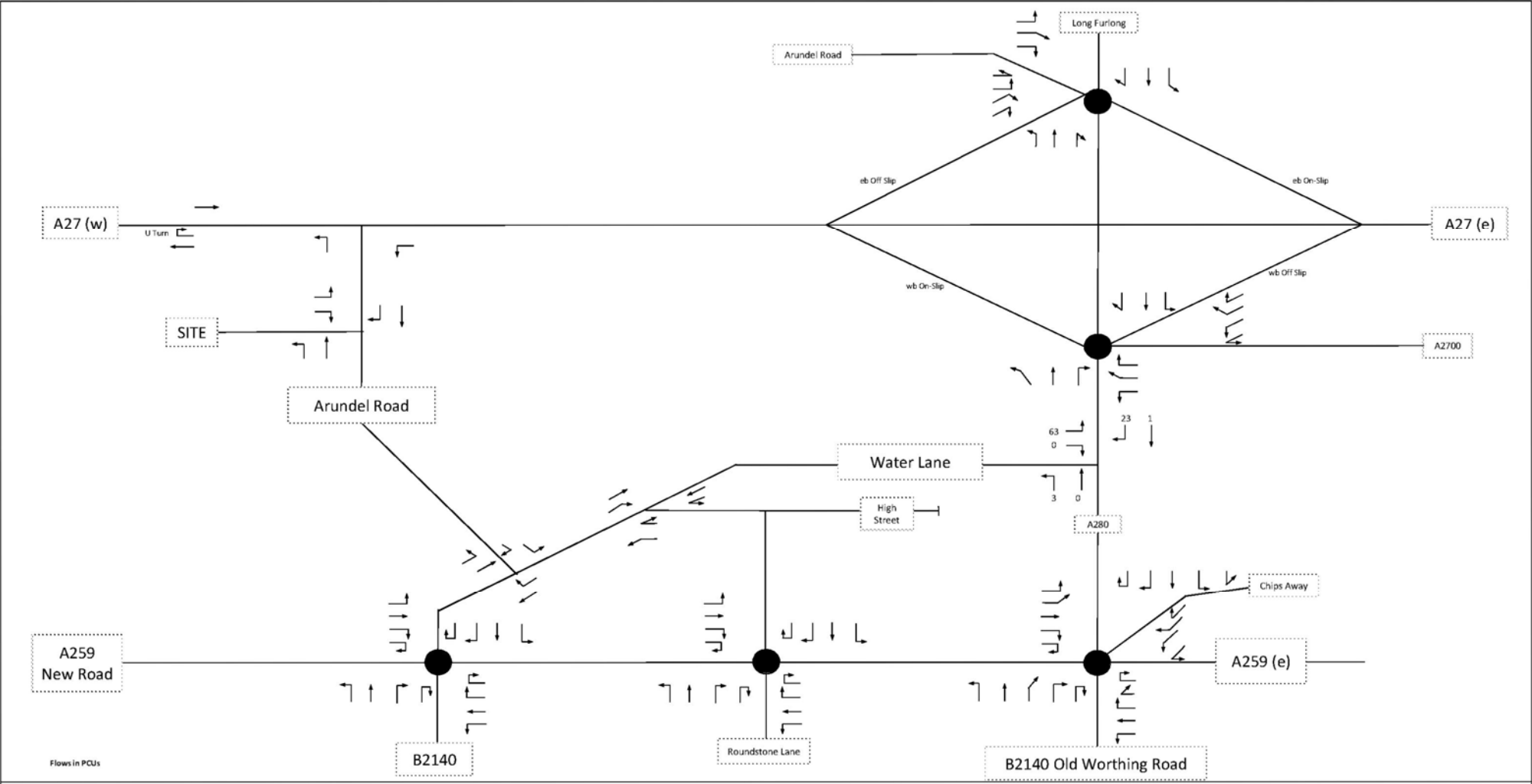


Figure A - Total Committed Development
AM Peak Period (0745 - 0845)



Hill Quays, 9 Jordan Street, Manchester M15 4PY
Tel: 0161 667 3746 www.croftts.co.uk info@croftts.co.uk

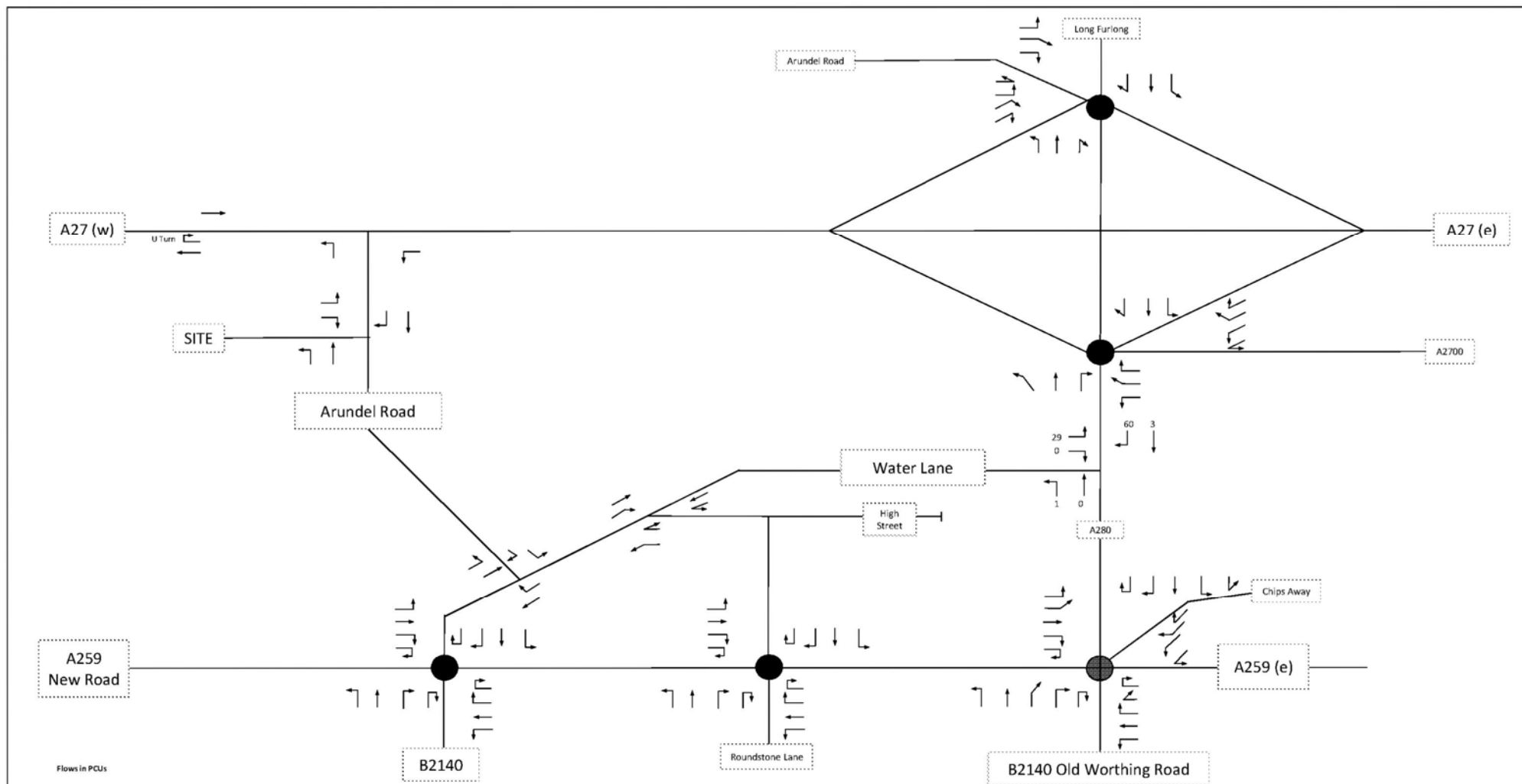


Figure B - Total Committed Development
PM Peak Period (1645 - 1745)

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Tel: 0161 667 3746 www.crofts.co.uk info@crofts.co.uk

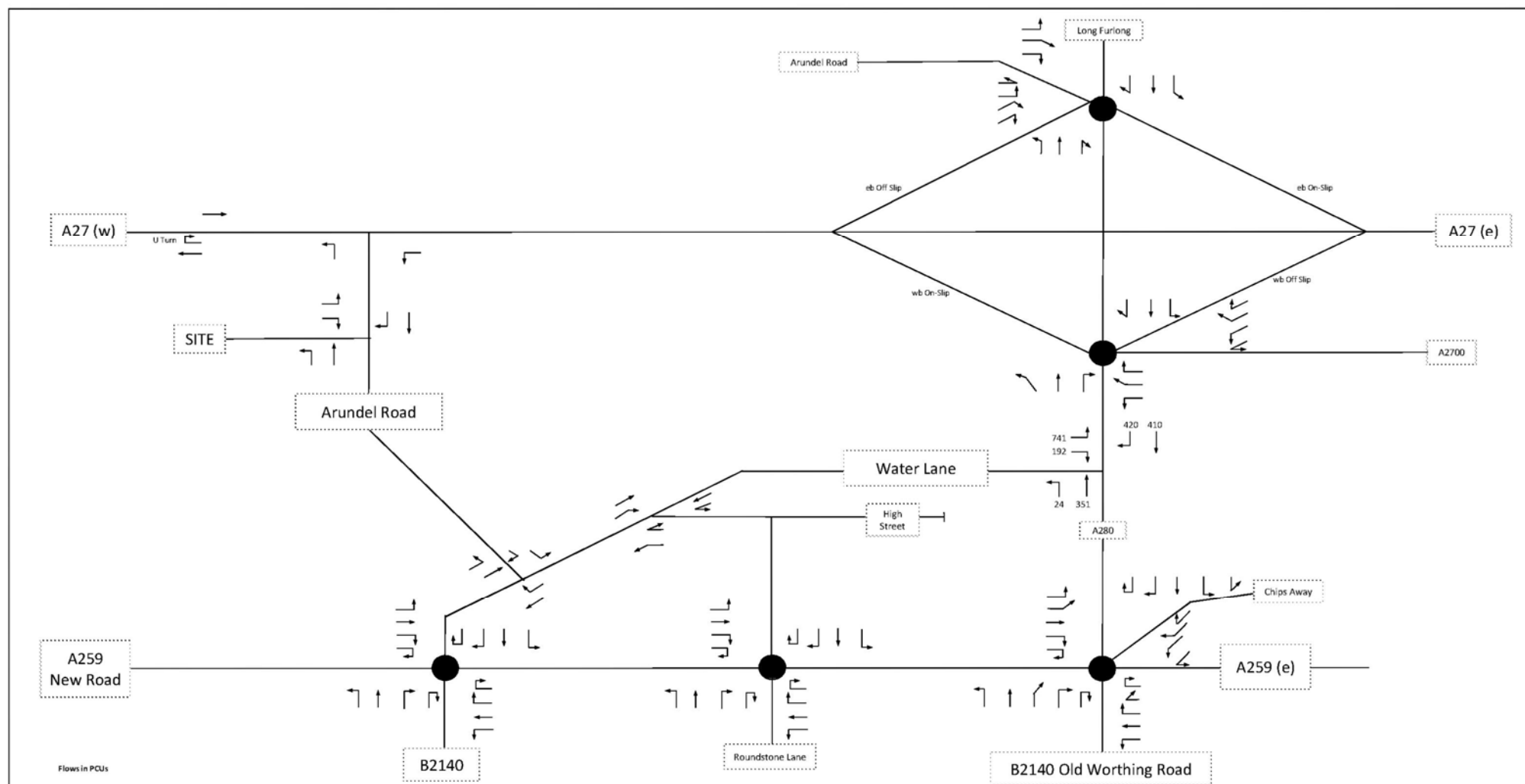


Figure C - 2031 + Committed + Development + Sensitivity (derived from Land North of Water Lane TA)
AM Peak Period (0745 - 0845)

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Transport Solutions

Hill Quays, 9 Jordan Street, Manchester M15 4PY
Tel: 0161 667 3746 www.crofts.co.uk info@crofts.co.uk

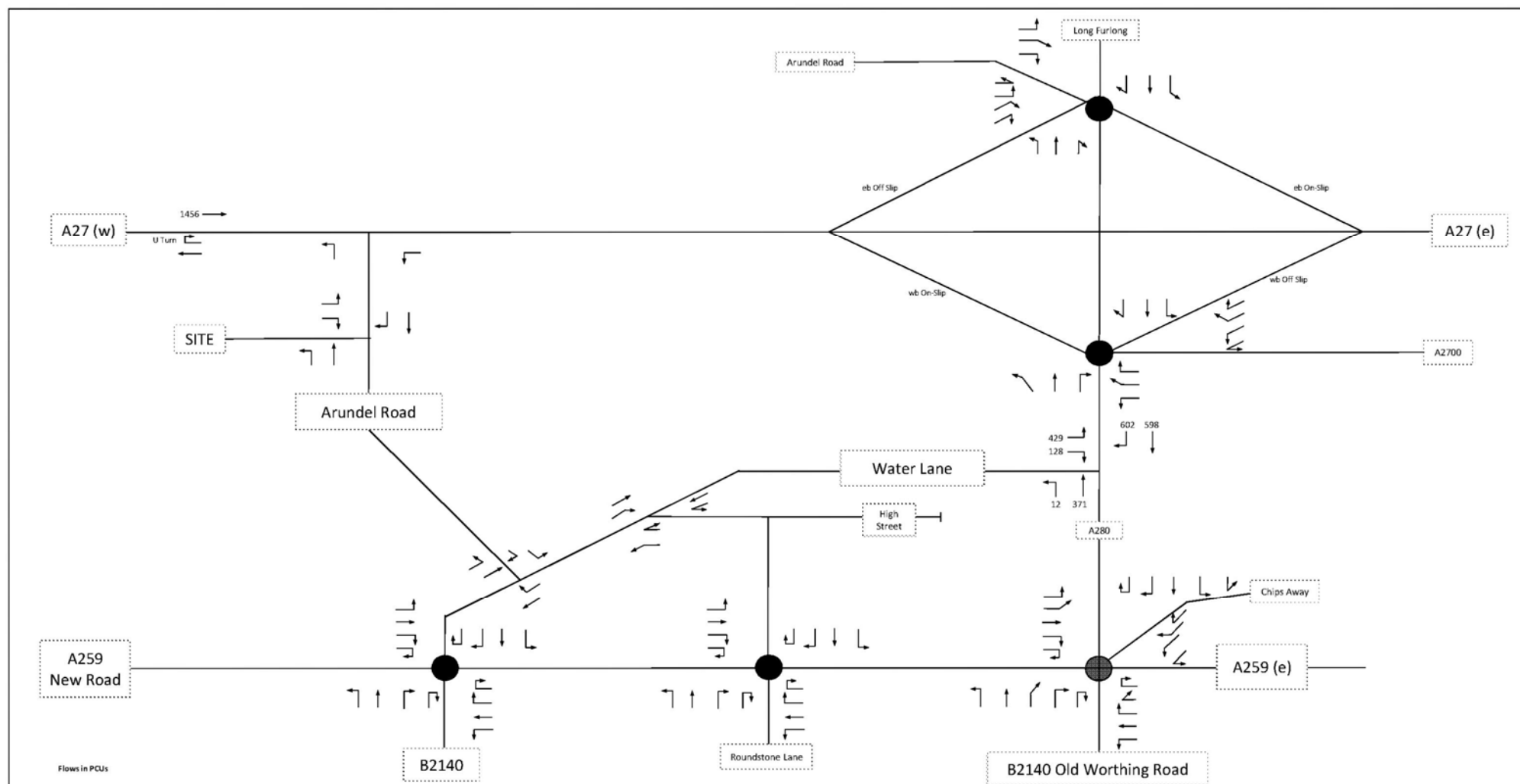


Figure D - 2031 + Committed + Development + Sensitivity (derived from Land North of Water Lane TA)
PM Peak Period (1645 - 1745)

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Tel: 0161 667 3746 www.crofts.co.uk info@crofts.co.uk

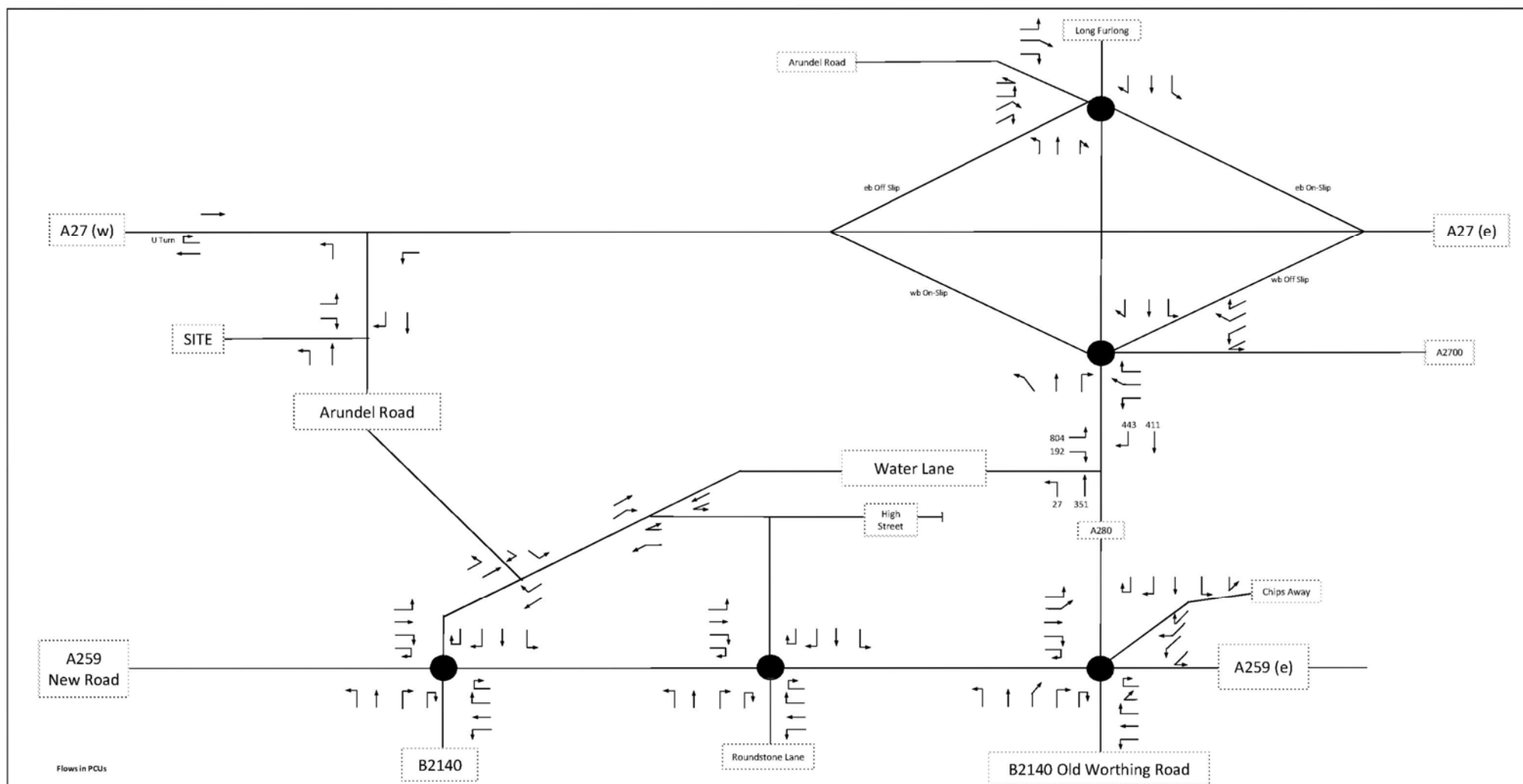


Figure E - 2031 Base Flows (includes all Water Lane Committed & Water Lane Developments & Other Committed as per the TA)
AM Peak Period (0745 - 0845)

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Hill Quays, 9 Jordan Street, Manchester M15 4PY
Tel: 0161 667 3746 www.crofts.co.uk info@crofts.co.uk

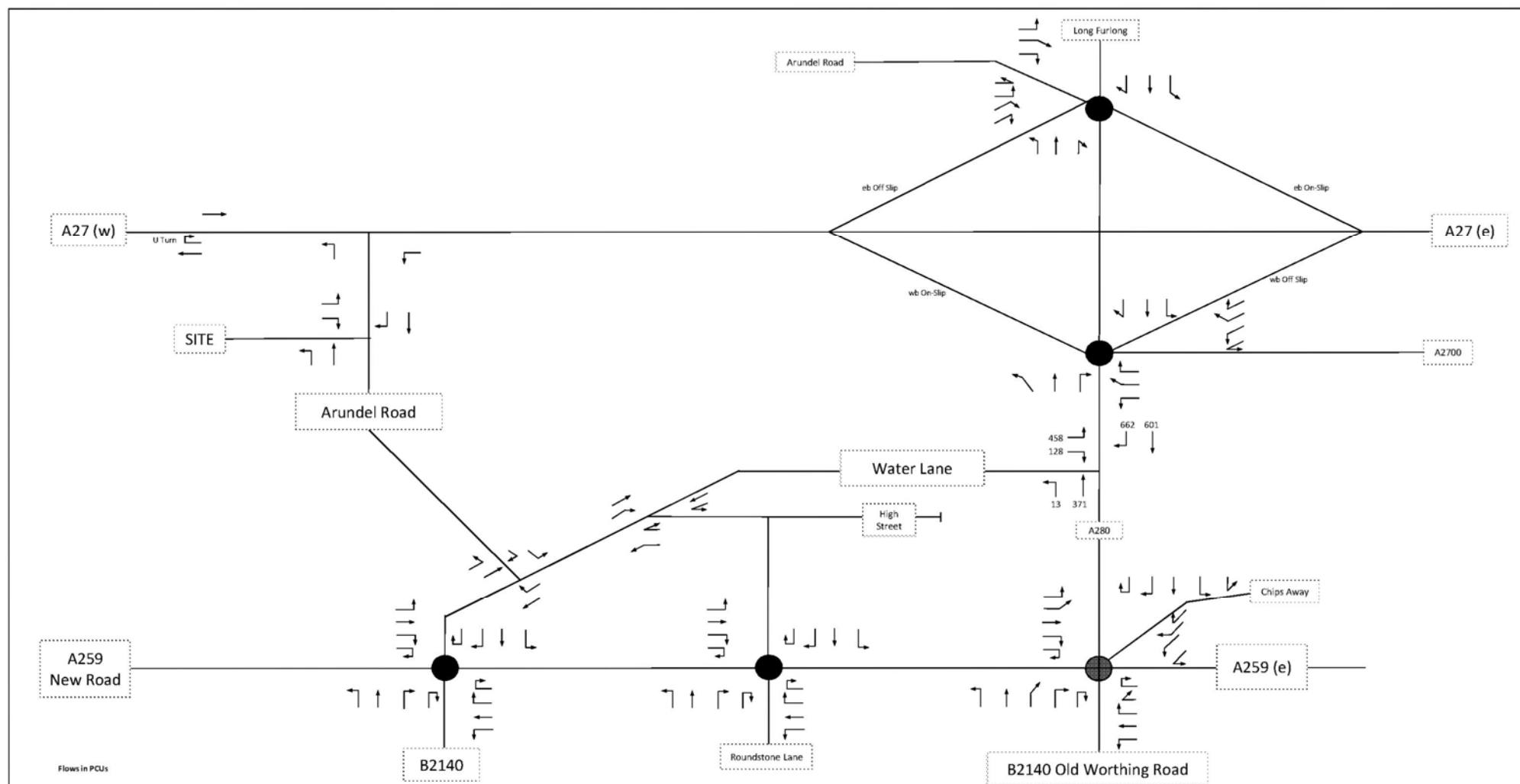


Figure F - 2031 Base Flows (includes all Water Lane Committed & Water Lane Developments & Other Committed as per the TA)
PM Peak Period (1645 - 1745)

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croft
Transport Solutions

ARUN DISTRICT COUNCIL A/270/21/OUT

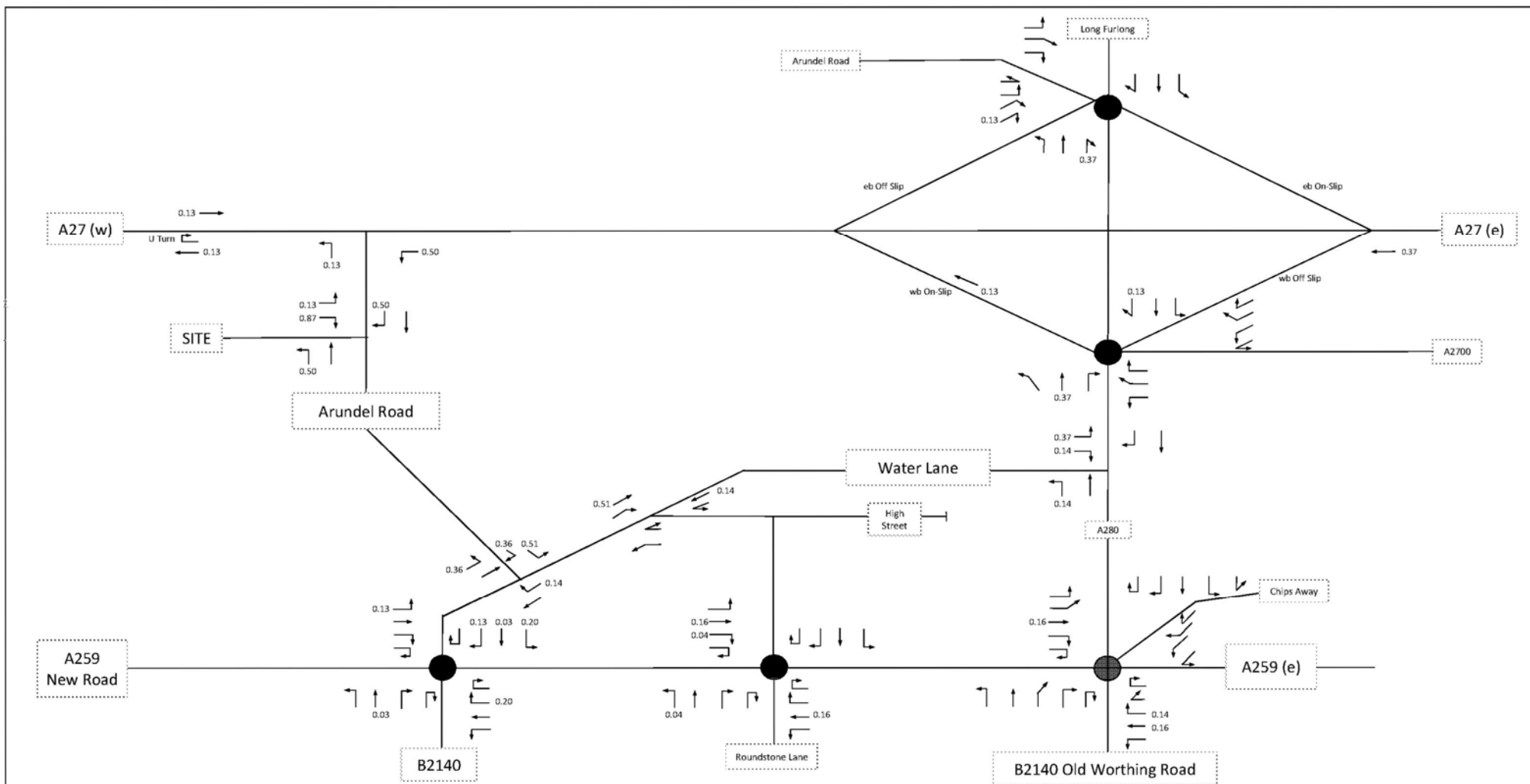
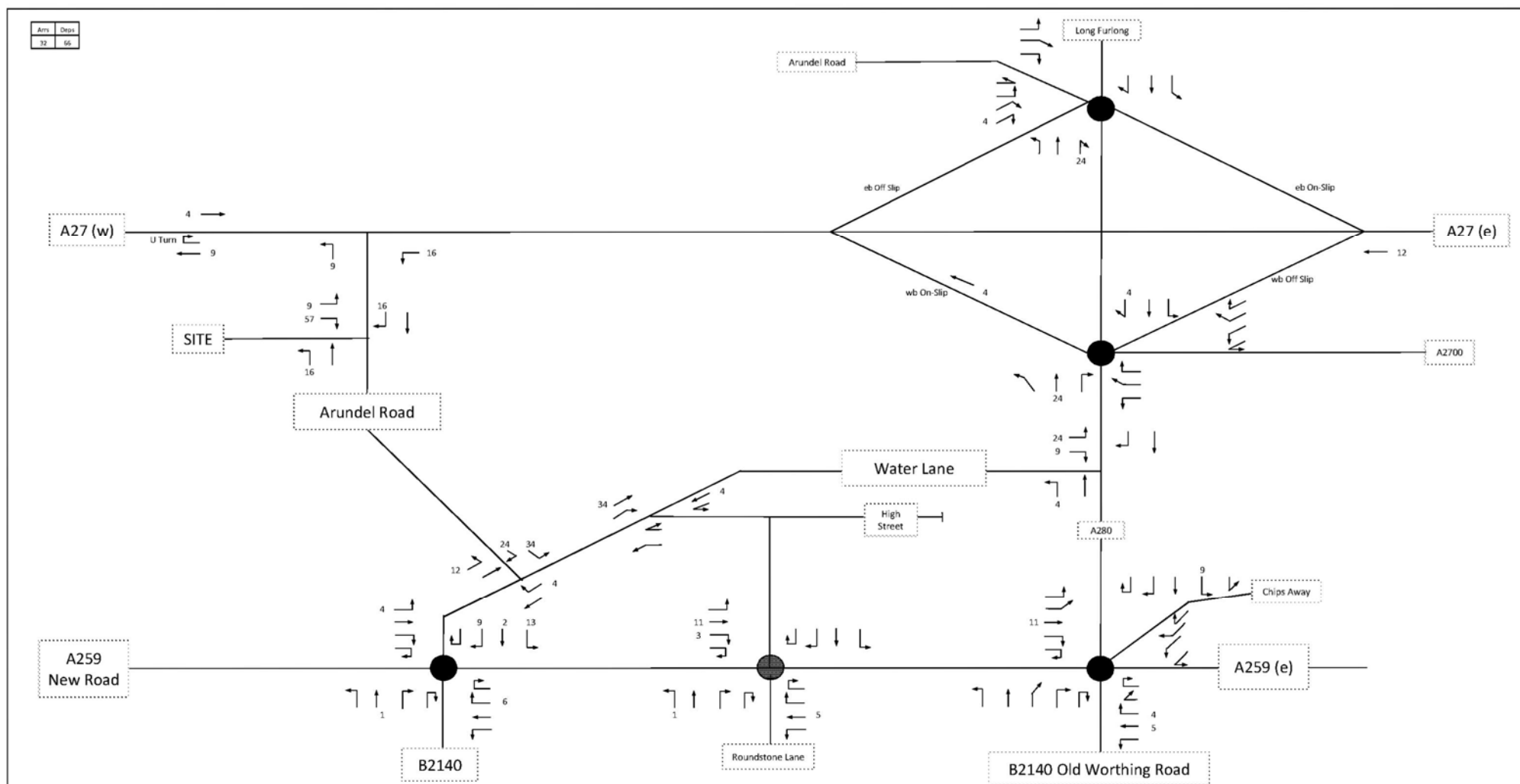


Figure H - Trip Distribution (Reassigned to permit right turn out of Water Lane)
PM Peak Period (1645 - 1745)

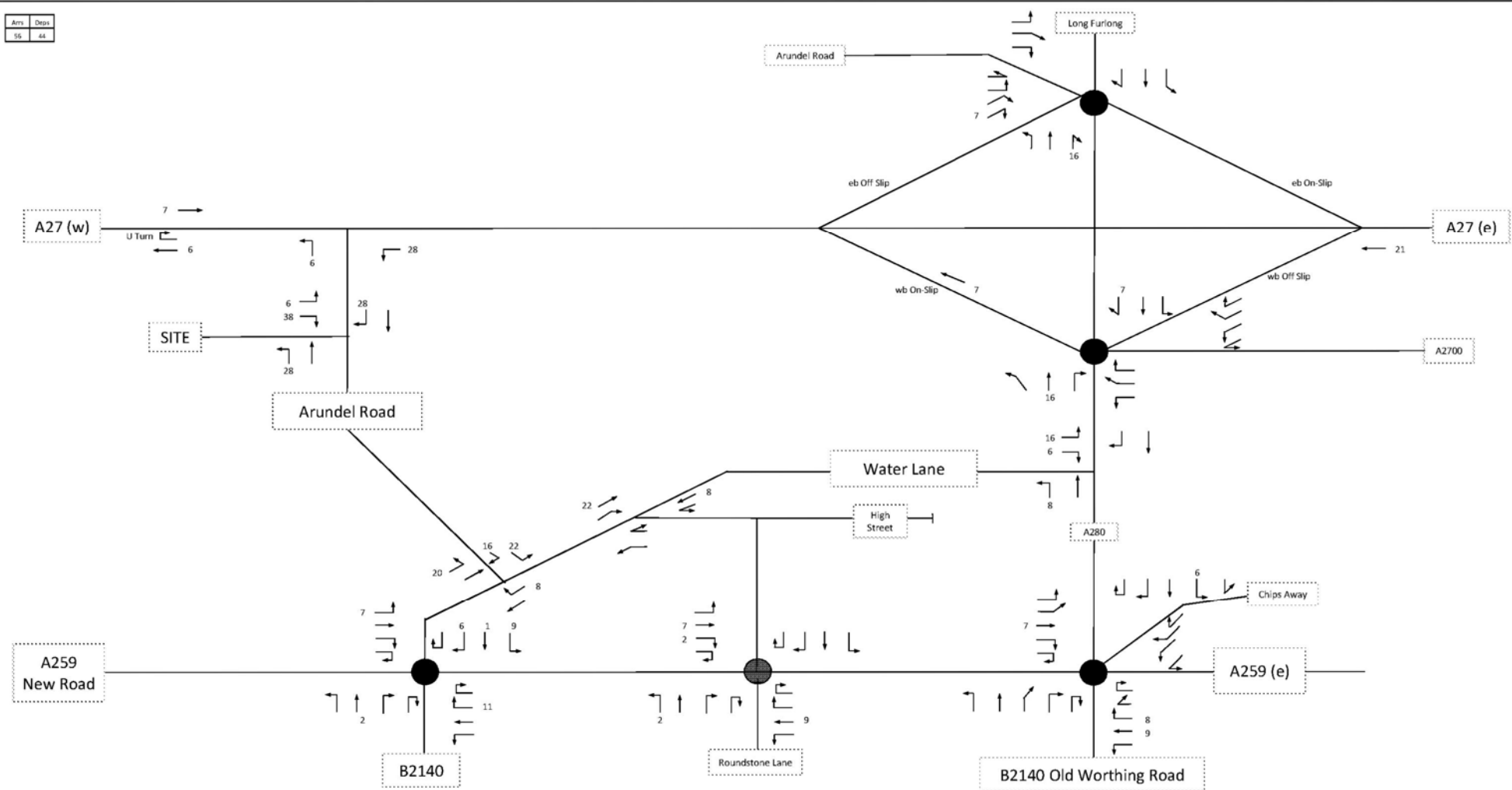
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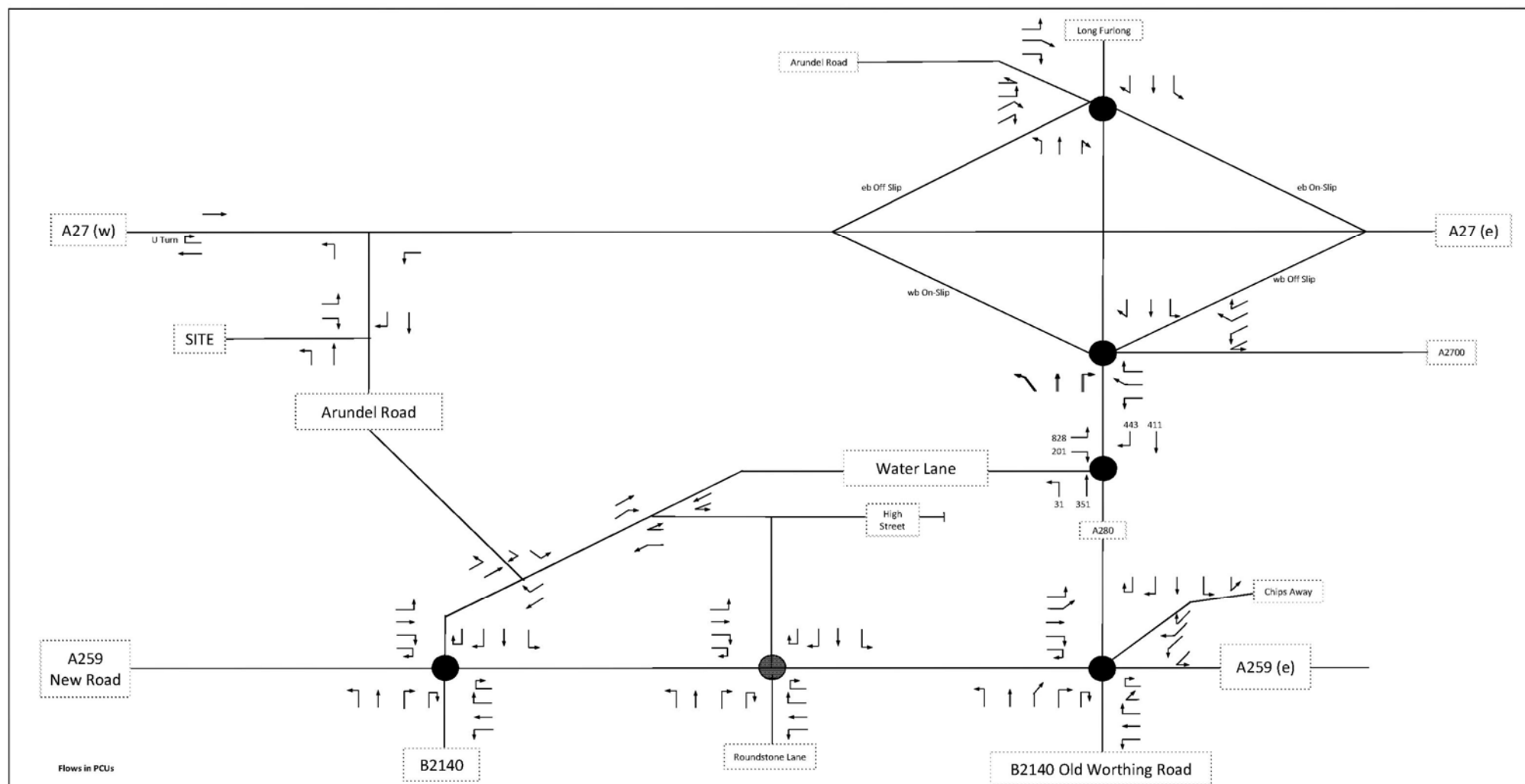


Figure K - 2031 Base Flows (includes all Water Lane Committed & Water Lane Developments & Other Committed as per the TA) + Arundel Road Development
AM Peak Period (0745 - 0845)

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Transport Solutions

Hill Quays, 9 Jordan Street, Manchester M15 4PY
Tel: 0161 667 3746 www.crofts.co.uk info@crofts.co.uk

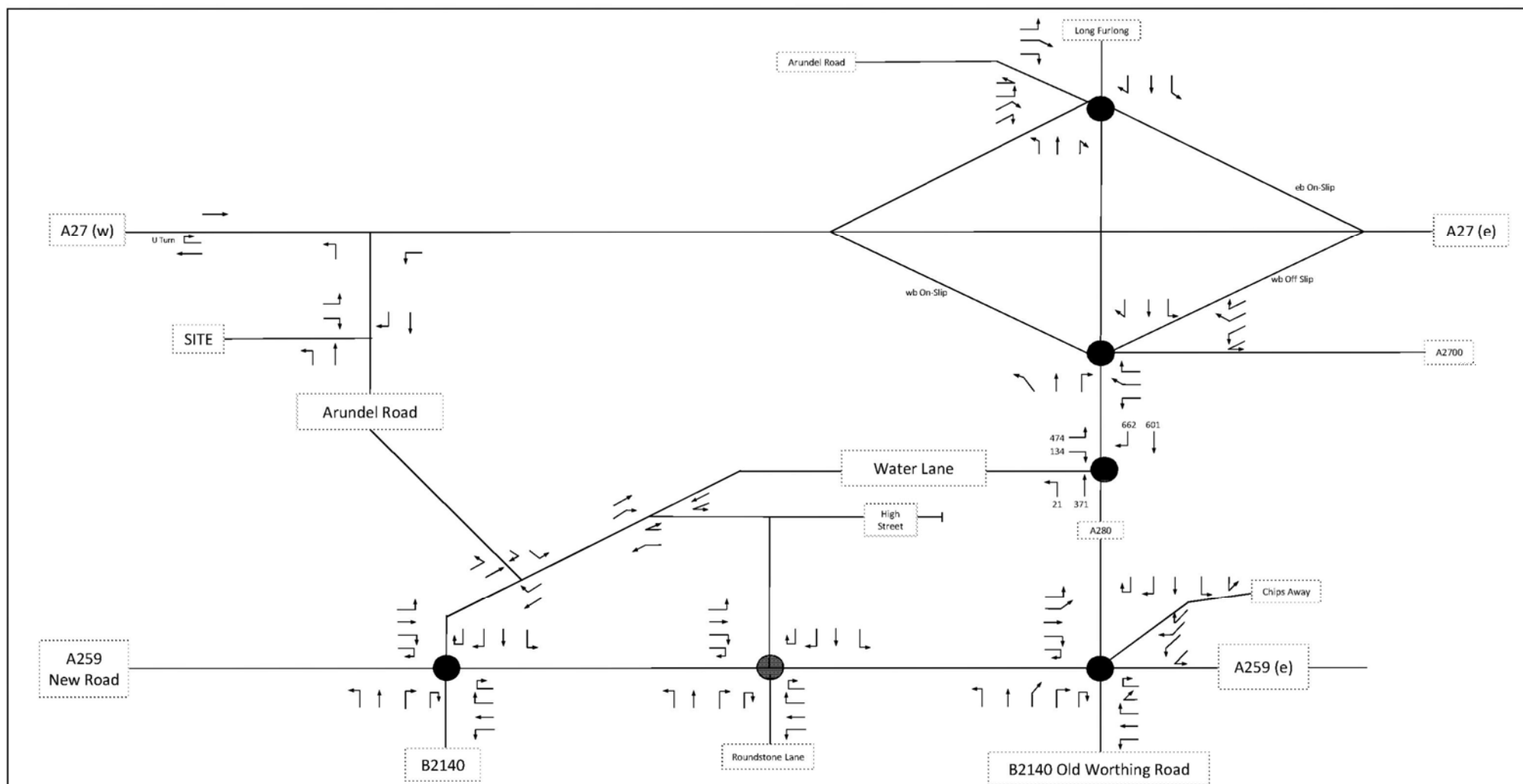


Figure I - 2031 Base Flows (includes all Water Lane Committed & Water Lane Developments & Other Committed as per the TA) + Arundel Road Development
PM Peak Period (1645 -1745)

croft
Transport Solutions

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Tel: 0161 667 3746 www.croftts.co.uk info@croftts.co.uk

APPENDIX I: MODELLING OUTPUTS

Junctions 9
PICADY 9 - Priority Intersection Module
Version: 9.5.0.6896 © Copyright TRL Limited, 2018
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: Site Access.j9

Path: Z:\projects\2020 Arundel Road, Angmering\Picady\July 19

Report generation date: 30/07/2019 13:45:42

#2031 Assessment Flows, AM

#2031 Assessment Flows, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
2031 Assessment Flows								
Stream B-AC	0.2	8.84	0.15	A	0.1	8.05	0.10	A
Stream C-B	0.0	5.92	0.03	A	0.0	5.77	0.05	A

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	Arundel Road/Site Access
Location	Angmering
Site number	
Date	12/12/2017
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	2020
Enumerator	Croft Transport Solutions
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2031 Assessment Flows	AM	ONE HOUR	07:45	09:15	15
D2	2031 Assessment Flows	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2031 Assessment Flows, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.84	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Arundel Road (S)		Major
B	Site Access		Minor
C	Arundel Road (N)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.00		✓	3.00	100.0		-

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	2.75	90	90

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	538	0.098	0.248	0.156	0.354
1	B-C	664	0.102	0.257	-	-
1	C-B	687	0.266	0.266	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2031 Assessment Flows	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	207	100.000
B		✓	66	100.000
C		✓	95	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	16	191
	B	57	0	9
	C	79	16	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.15	8.84	0.2	A
C-A				
C-B	0.03	5.92	0.0	A
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	50	503	0.099	49	0.1	7.926	A
C-A	59			59			
C-B	12	645	0.019	12	0.0	5.688	A
A-B	12			12			
A-C	144			144			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	59	493	0.120	59	0.1	8.289	A
C-A	71			71			
C-B	14	637	0.023	14	0.0	5.783	A
AB	14			14			
AC	172			172			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	73	480	0.151	73	0.2	8.828	A
C-A	87			87			
C-B	18	626	0.028	18	0.0	5.920	A
AB	18			18			
AC	210			210			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	73	480	0.151	73	0.2	8.835	A
C-A	87			87			
C-B	18	626	0.028	18	0.0	5.920	A
AB	18			18			
AC	210			210			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	59	493	0.120	59	0.1	8.301	A
C-A	71			71			
C-B	14	637	0.023	14	0.0	5.786	A
AB	14			14			
AC	172			172			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	50	503	0.099	50	0.1	7.944	A
C-A	59			59			
C-B	12	645	0.019	12	0.0	5.691	A
AB	12			12			
AC	144			144			

2031 Assessment Flows, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.62	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2031 Assessment Flows	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	109	100.000
B		✓	44	100.000
C		✓	166	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
From		A	B	C	
	A	0	28	81	
	B	38	0	6	
	C	138	28	0	

Vehicle Mix

Heavy Vehicle Percentages

		To			
From		A	B	C	
	A	0	0	0	
	B	0	0	0	
	C	0	0	0	

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.10	8.05	0.1	A
C-A				
C-B	0.05	5.77	0.0	A
AB				
AC				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	33	514	0.065	33	0.1	7.485	A
C-A	104			104			
C-B	21	665	0.032	21	0.0	5.593	A
AB	21			21			
AC	61			61			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	40	506	0.078	39	0.1	7.717	A
C-A	124			124			
C-B	25	661	0.038	25	0.0	5.668	A
AB	25			25			
AC	73			73			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	48	495	0.098	48	0.1	8.050	A
C-A	152			152			
C-B	31	655	0.047	31	0.0	5.773	A
AB	31			31			
AC	89			89			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	48	495	0.098	48	0.1	8.054	A
C-A	152			152			
C-B	31	655	0.047	31	0.0	5.773	A
AB	31			31			
AC	89			89			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	40	506	0.078	40	0.1	7.723	A
C-A	124			124			
C-B	25	661	0.038	25	0.0	5.671	A
AB	25			25			
AC	73			73			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	33	514	0.065	33	0.1	7.494	A
C-A	104			104			
C-B	21	665	0.032	21	0.0	5.597	A
AB	21			21			
AC	61			61			

APPENDIX 6

LINSIG Output for Arundel Road/Water Lane/Station Road/High Street

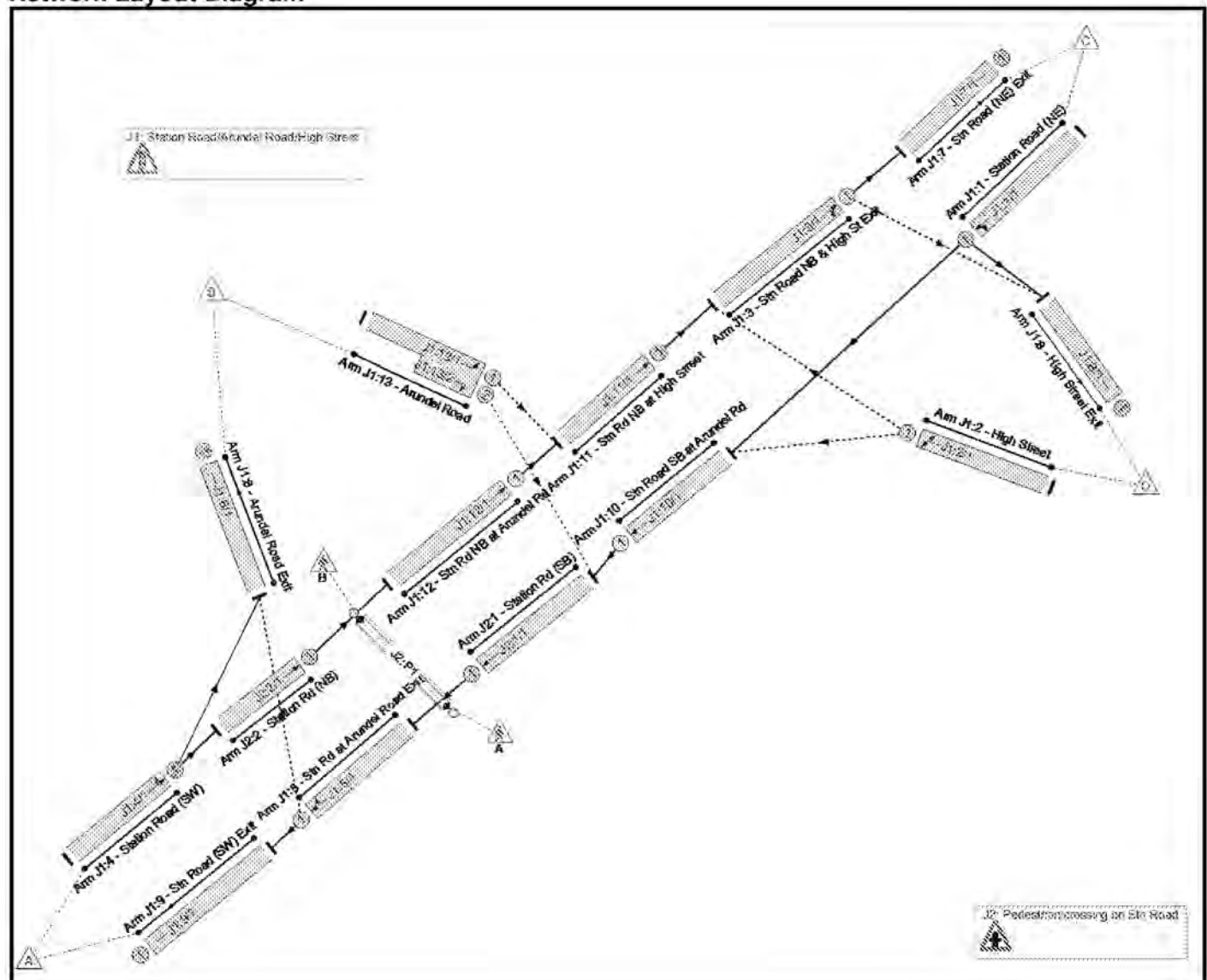
Full Input Data And Results

Full Input Data And Results

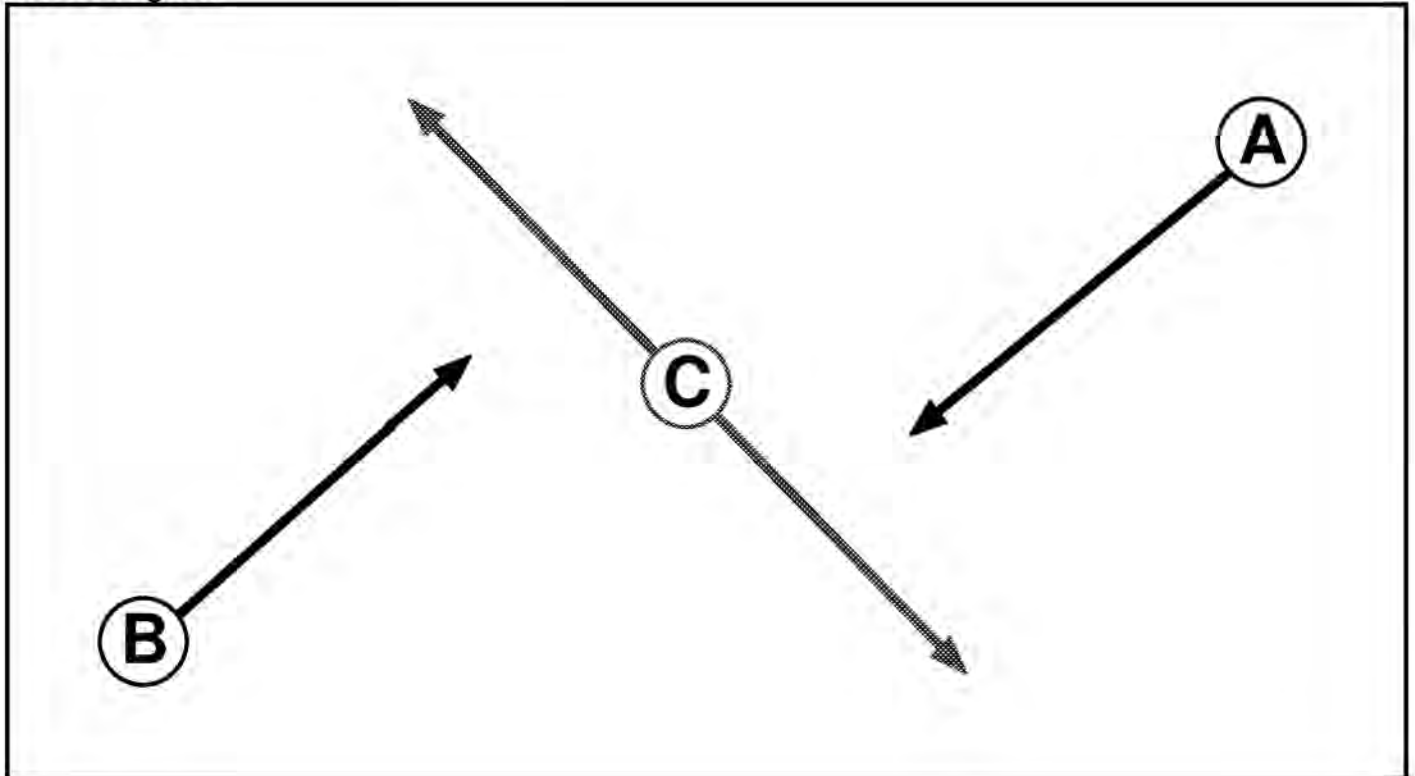
User and Project Details

Project:	Proposed Residential Development
Title:	Arundel Road
Location:	Angmering
Additional detail:	
File name:	Arundel Road-High Street v2.lsg3x
Author:	
Company:	CROFT
Address:	

Network Layout Diagram



Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Pedestrian		4	4

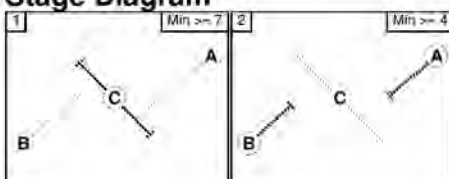
Phase Intergreens Matrix

		Starting Phase			
Terminating Phase		A	B	C	
	A			5	
	B			5	
	C	8	8		

Phases in Stage

Stage No.	Phases in Stage
1	A B
2	C

Stage Diagram



Full Input Data And Results

Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

	To Stage		
From Stage		1	2
	1		5
	2	8	

Give-Way Lane Input Data

Junction: J1: Station Road/Arundel Road/High Street											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
J1:2/1 (High Street)	J1:3/1 (Right)	481	0	J1:1/1	0.21	To J1:10/1 (Ahead)	-	-	-	-	-
				J1:11/1	0.13	All					
	J1:10/1 (Left)	611	0	J1:1/1	0.22	To J1:10/1 (Ahead)					
J1:3/1 (Stn Road NB & High St Exit)	J1:8/1 (Right)	632	0	J1:1/1	0.23	All	-	-	-	-	-
J1:5/1 (Stn Rd at Arundel Road Exit)	J1:6/1 (Right)	643	0	J1:4/1	0.23	All	-	-	-	-	-
J1:13/1 (Arundel Road)	J1:11/1 (Left)	621	0	J1:12/1	0.09	All	-	-	-	-	-
J1:13/2 (Arundel Road)	J2:1/1 (Right)	491	0	J1:12/1	0.08	All	-	-	-	-	-
				J1:10/1	0.23	All					

Junction: J2: Pedestrian crossing on Stn Road

There are no Opposed Lanes in this Junction

Full Input Data And Results
Lane Input Data

Full Input Data And Results

Junction: J1: Station Road/Arundel Road/High Street												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
J1:1/1 (Station Road (NE))	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:2/1 (High Street)	O		2	3	60.0	Geom	-	3.25	0.00	Y	Arm J1:3 Right	20.00
											Arm J1:10 Left	Inf
J1:3/1 (Strn Road NB & High St Exit)	O		2	3	60.0	Geom	-	3.25	0.00	Y	Arm J1:7 Ahead	Inf
											Arm J1:8 Right	20.00
J1:4/1 (Station Road (SW))	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:5/1 (Strn Rd at Arundel Road Exit)	O		2	3	60.0	Geom	-	3.25	0.00	Y	Arm J1:6 Right	20.00
											Arm J1:9 Ahead	Inf
J1:6/1 (Arundel Road Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:7/1 (Strn Road (NE) Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:8/1 (High Street Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:9/1 (Strn Road (SW) Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:10/1 (Strn Road SB at Arundel Rd)	U	A	2	3	60.0	Geom	-	3.50	0.00	Y	Arm J2:1 Ahead	Inf
J1:11/1 (Strn Rd NB at High Street)	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:12/1 (Strn Rd NB at Arundel Rd)	U	B	2	3	60.0	Geom	-	3.50	0.00	Y	Arm J1:11 Ahead	Inf
J1:13/1 (Arundel Road)	O		2	3	60.0	User	1800	-	-	-	-	-

Full Input Data And Results

J1:13/2 (Arundel Road)	O		2	3	5.0	User	1800	-	-	-	-	-
---------------------------	---	--	---	---	-----	------	------	---	---	---	---	---

Junction: J2: Pedestrian crossing on Stn Road

Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
J2:1/1 (Station Rd (SB))	U		2	3	60.0	Geom	-	3.50	0.00	Y	Arm J1:5 Ahead	Inf
J2:2/1 (Station Rd (NB))	U		2	3	60.0	Geom	-	3.50	0.00	Y	Arm J1:12 Ahead	Inf

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2031 AM Base'	07:45	08:45	01:00	
2: '2031 PM Base'	16:45	17:45	01:00	
3: 'AM Dev Flows'	07:45	08:45	01:00	
4: 'PM Dev Flows'	16:45	17:45	01:00	
5: '2031 AM Ass'	07:45	08:45	01:00	F1+F3
6: '2031 PM Ass'	16:45	17:45	01:00	F2+F4

Scenario 1: '2031 Base AM' (FG1: '2031 AM Base', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
Origin		A	B	C	D	Tot.
	A	0	291	333	59	683
	B	158	0	60	11	229
	C	86	32	0	87	205
	D	33	12	234	0	279
	Tot.	277	335	627	157	1396

Traffic Lane Flows

Lane	Scenario 1: 2031 Base AM
Junction: J1: Station Road/Arundel Road/High Street	
J1:1/1	205
J1:2/1	279
J1:3/1	697
J1:4/1	683
J1:5/1	321
J1:6/1	335
J1:7/1	627
J1:8/1	157
J1:9/1	277
J1:10/1	163
J1:11/1	463
J1:12/1	392
J1:13/1 (with short)	229(In) 71(Out)
J1:13/2 (short)	158
Junction: J2: Pedestrian crossing on Stn Road	
J2:1/1	321
J2:2/1	392

Lane Saturation Flows

Junction: J1: Station Road/Arundel Road/High Street								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (Station Road (NE) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:2/1 (High Street)	3.25	0.00	Y	Arm J1:3 Right	20.00	83.9 %	1825	1825
				Arm J1:10 Left	Inf	16.1 %		
J1:3/1 (Stn Road NB & High St Exit)	3.25	0.00	Y	Arm J1:7 Ahead	Inf	90.0 %	1925	1925
				Arm J1:8 Right	20.00	10.0 %		
J1:4/1 (Station Road (SW) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Stn Rd at Arundel Road Exit)	3.25	0.00	Y	Arm J1:6 Right	20.00	13.7 %	1920	1920
				Arm J1:9 Ahead	Inf	86.3 %		
J1:6/1 (Arundel Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/1 (Stn Road (NE) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:8/1 (High Street Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:9/1 (Stn Road (SW) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:10/1 (Stn Road SB at Arundel Rd)	3.50	0.00	Y	Arm J2:1 Ahead	Inf	100.0 %	1965	1965
J1:11/1 (Stn Rd NB at High Street Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:12/1 (Stn Rd NB at Arundel Rd)	3.50	0.00	Y	Arm J1:11 Ahead	Inf	100.0 %	1965	1965
J1:13/1 (Arundel Road Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
J1:13/2 (Arundel Road Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800

Junction: J2: Pedestrian crossing on Stn Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Station Rd (SB))	3.50	0.00	Y	Arm J1:5 Ahead	Inf	100.0 %	1965	1965
J2:2/1 (Station Rd (NB))	3.50	0.00	Y	Arm J1:12 Ahead	Inf	100.0 %	1965	1965

Full Input Data And Results

Scenario 2: '2031 Base PM' (FG2: '2031 PM Base', Plan 1; 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	175	219	66	460
	B	140	0	60	18	218
	C	282	84	0	124	490
	D	57	23	77	0	157
	Tot.	479	282	356	208	1325

Traffic Lane Flows

Lane	Scenario 2: 2031 Base PM
Junction: J1: Station Road/Arundel Road/High Street	
J1:1/1	490
J1:2/1	157
J1:3/1	440
J1:4/1	460
J1:5/1	586
J1:6/1	282
J1:7/1	356
J1:8/1	208
J1:9/1	479
J1:10/1	446
J1:11/1	363
J1:12/1	285
J1:13/1 (with short)	218(In) 78(Out)
J1:13/2 (short)	140
Junction: J2: Pedestrian crossing on Stn Road	
J2:1/1	586
J2:2/1	285

Lane Saturation Flows

Junction: J1: Station Road/Arundel Road/High Street								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (Station Road (NE) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:2/1 (High Street)	3.25	0.00	Y	Arm J1:3 Right	20.00	49.0 %	1871	1871
				Arm J1:10 Left	Inf	51.0 %		
J1:3/1 (Stn Road NB & High St Exit)	3.25	0.00	Y	Arm J1:7 Ahead	Inf	80.9 %	1913	1913
				Arm J1:8 Right	20.00	19.1 %		
J1:4/1 (Station Road (SW) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Stn Rd at Arundel Road Exit)	3.25	0.00	Y	Arm J1:6 Right	20.00	18.3 %	1914	1914
				Arm J1:9 Ahead	Inf	81.7 %		
J1:6/1 (Arundel Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/1 (Stn Road (NE) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:8/1 (High Street Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:9/1 (Stn Road (SW) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:10/1 (Stn Road SB at Arundel Rd)	3.50	0.00	Y	Arm J2:1 Ahead	Inf	100.0 %	1965	1965
J1:11/1 (Stn Rd NB at High Street Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:12/1 (Stn Rd NB at Arundel Rd)	3.50	0.00	Y	Arm J1:11 Ahead	Inf	100.0 %	1965	1965
J1:13/1 (Arundel Road Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
J1:13/2 (Arundel Road Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800

Junction: J2: Pedestrian crossing on Stn Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Station Rd (SB))	3.50	0.00	Y	Arm J1:5 Ahead	Inf	100.0 %	1965	1965
J2:2/1 (Station Rd (NB))	3.50	0.00	Y	Arm J1:12 Ahead	Inf	100.0 %	1965	1965

Full Input Data And Results

Scenario 3: '2031 Ass' (FG5: '2031 AM Ass', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	307	333	59	699
	B	191	0	84	11	286
	C	86	32	0	87	205
	D	33	12	234	0	279
	Tot.	310	351	651	157	1469

Traffic Lane Flows

Lane	Scenario 3: 2031 Ass
Junction: J1: Station Road/Arundel Road/High Street	
J1:1/1	205
J1:2/1	279
J1:3/1	721
J1:4/1	699
J1:5/1	354
J1:6/1	351
J1:7/1	651
J1:8/1	157
J1:9/1	310
J1:10/1	163
J1:11/1	487
J1:12/1	392
J1:13/1 (with short)	286(In) 95(Out)
J1:13/2 (short)	191
Junction: J2: Pedestrian crossing on Stn Road	
J2:1/1	354
J2:2/1	392

Lane Saturation Flows

Junction: J1: Station Road/Arundel Road/High Street								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (Station Road (NE) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:2/1 (High Street)	3.25	0.00	Y	Arm J1:3 Right	20.00	83.9 %	1825	1825
				Arm J1:10 Left	Inf	16.1 %		
J1:3/1 (Stn Road NB & High St Exit)	3.25	0.00	Y	Arm J1:7 Ahead	Inf	90.3 %	1926	1926
				Arm J1:8 Right	20.00	9.7 %		
J1:4/1 (Station Road (SW) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Stn Rd at Arundel Road Exit)	3.25	0.00	Y	Arm J1:6 Right	20.00	12.4 %	1922	1922
				Arm J1:9 Ahead	Inf	87.6 %		
J1:6/1 (Arundel Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/1 (Stn Road (NE) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:8/1 (High Street Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:9/1 (Stn Road (SW) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:10/1 (Stn Road SB at Arundel Rd)	3.50	0.00	Y	Arm J2:1 Ahead	Inf	100.0 %	1965	1965
J1:11/1 (Stn Rd NB at High Street Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:12/1 (Stn Rd NB at Arundel Rd)	3.50	0.00	Y	Arm J1:11 Ahead	Inf	100.0 %	1965	1965
J1:13/1 (Arundel Road Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
J1:13/2 (Arundel Road Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800

Junction: J2: Pedestrian crossing on Stn Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Station Rd (SB))	3.50	0.00	Y	Arm J1:5 Ahead	Inf	100.0 %	1965	1965
J2:2/1 (Station Rd (NB))	3.50	0.00	Y	Arm J1:12 Ahead	Inf	100.0 %	1965	1965

Full Input Data And Results

Scenario 4: '2031 Ass' (FG6: '2031 PM Ass', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	203	219	66	488
	B	162	0	76	18	256
	C	282	84	0	124	490
	D	57	23	77	0	157
	Tot.	501	310	372	208	1391

Traffic Lane Flows

Lane	Scenario 4: 2031 Ass
Junction: J1: Station Road/Arundel Road/High Street	
J1:1/1	490
J1:2/1	157
J1:3/1	456
J1:4/1	488
J1:5/1	608
J1:6/1	310
J1:7/1	372
J1:8/1	208
J1:9/1	501
J1:10/1	446
J1:11/1	379
J1:12/1	285
J1:13/1 (with short)	256(In) 94(Out)
J1:13/2 (short)	162
Junction: J2: Pedestrian crossing on Stn Road	
J2:1/1	608
J2:2/1	285

Lane Saturation Flows

Junction: J1: Station Road/Arundel Road/High Street								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (Station Road (NE) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:2/1 (High Street)	3.25	0.00	Y	Arm J1:3 Right	20.00	49.0 %	1871	1871
				Arm J1:10 Left	Inf	51.0 %		
J1:3/1 (Stn Road NB & High St Exit)	3.25	0.00	Y	Arm J1:7 Ahead	Inf	81.6 %	1914	1914
				Arm J1:8 Right	20.00	18.4 %		
J1:4/1 (Station Road (SW) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Stn Rd at Arundel Road Exit)	3.25	0.00	Y	Arm J1:6 Right	20.00	17.6 %	1915	1915
				Arm J1:9 Ahead	Inf	82.4 %		
J1:6/1 (Arundel Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/1 (Stn Road (NE) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:8/1 (High Street Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:9/1 (Stn Road (SW) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:10/1 (Stn Road SB at Arundel Rd)	3.50	0.00	Y	Arm J2:1 Ahead	Inf	100.0 %	1965	1965
J1:11/1 (Stn Rd NB at High Street Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:12/1 (Stn Rd NB at Arundel Rd)	3.50	0.00	Y	Arm J1:11 Ahead	Inf	100.0 %	1965	1965
J1:13/1 (Arundel Road Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
J1:13/2 (Arundel Road Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800

Junction: J2: Pedestrian crossing on Stn Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Station Rd (SB))	3.50	0.00	Y	Arm J1:5 Ahead	Inf	100.0 %	1965	1965
J2:2/1 (Station Rd (NB))	3.50	0.00	Y	Arm J1:12 Ahead	Inf	100.0 %	1965	1965

Full Input Data And Results

Scenario 1: '2031 Base AM' (FG1: '2031 AM Base', Plan 1: 'Network Control Plan 1')

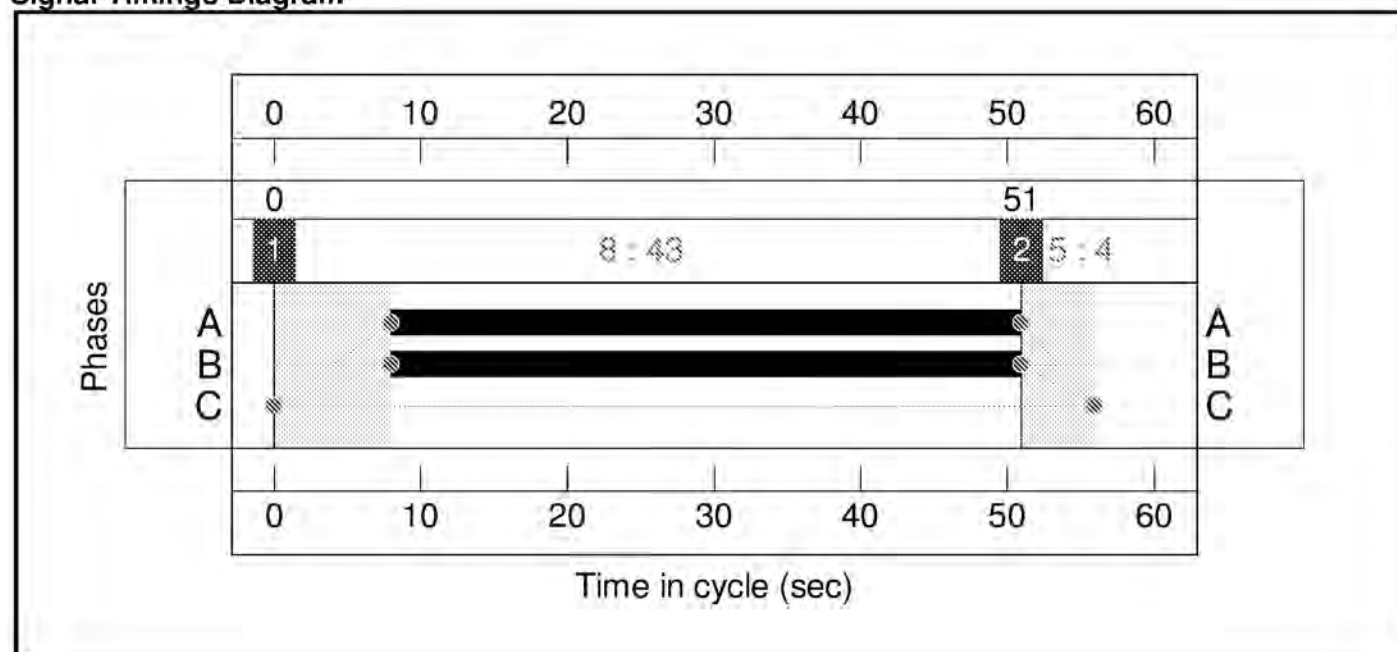
Stage Sequence Diagram



Stage Timings

Stage	1	2
Duration	43	4
Change Point	0	51

Signal Timings Diagram



Full Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	66.9%
J1: Station Road/Arundel Road/High Street	-	-	N/A	-	-		-	-	-	-	-	-	66.9%
1/1	Station Road (NE) Left Ahead	U	N/A	N/A	-		-	-	-	205	Inf	Inf	0.0%
2/1	High Street Right Left	O	N/A	N/A	-		-	-	-	279	1825	417	66.9%
3/1	Stn Road NB & High St Exit Ahead Right	O	N/A	N/A	-		-	-	-	697	1925	1565	44.5%
4/1	Station Road (SW) Left Ahead	U	N/A	N/A	-		-	-	-	663	Inf	Inf	0.0%
5/1	Stn Rd at Arundel Road Exit Right Ahead	O	N/A	N/A	-		-	-	-	321	1920	1367	23.5%
6/1	Arundel Road Exit	U	N/A	N/A	-		-	-	-	335	Inf	Inf	0.0%
7/1	Stn Road (NE) Exit	U	N/A	N/A	-		-	-	-	627	Inf	Inf	0.0%
8/1	High Street Exit	U	N/A	N/A	-		-	-	-	167	Inf	Inf	0.0%
9/1	Stn Road (SW) Exit	U	N/A	N/A	-		-	-	-	277	Inf	Inf	0.0%
10/1	Stn Road SB at Arundel Rd Ahead	U	N/A	N/A	A		1	43	-	163	1965	1441	11.3%
11/1	Stn Rd NB at High Street Ahead	U	N/A	N/A	-		-	-	-	463	Inf	Inf	0.0%
12/1	Stn Rd NB at Arundel Rd Ahead	U	N/A	N/A	B		1	43	-	392	1965	1441	27.2%
13/1+13/2	Arundel Road Left Right	O	N/A	N/A	-		-	-	-	229	1800:1800	347+773	20.4 : 20.4%
J2: Pedestrian crossing on Stn Road	-	-	N/A	-	-		-	-	-	-	-	-	19.9%

Full Input Data And Results

1/1	Station Rd (SB) Ahead	U	N/A	N/A	-		-	-	-	321	1965	1965	16.3%
2/1	Station Rd (NB) Ahead	U	N/A	N/A	-		-	-	-	392	1965	1965	19.9%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C		1	4	-	0	-	4800	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	729	122	0	0.4	2.2	0.0	2.6	-	-	-	-
J1: Station Road/Arundel Road/High Street	-	-	729	122	0	0.4	1.9	0.0	2.3	-	-	-	-
1/1	205	205	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	279	279	279	0	0	0.0	1.0	-	1.0	12.9	0.3	1.0	1.3
3/1	697	697	70	0	0	0.0	0.4	-	0.4	2.2	2.6	0.4	3.0
4/1	683	683	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	321	321	44	0	0	0.0	0.2	-	0.2	1.7	0.0	0.2	0.2
6/1	335	335	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	627	627	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	157	157	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	277	277	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	163	163	-	-	-	0.1	0.1	-	0.2	3.8	0.8	0.1	0.8
11/1	463	463	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	392	392	-	-	-	0.3	0.2	-	0.5	4.4	2.1	0.2	2.3
13/1+13/2	229	229	336	122	0	0.0	0.1	-	0.1	2.1	0.1	0.1	0.3
J2: Pedestrian crossing on Stn Road	-	-	0	0	0	0.0	0.2	0.0	0.2	-	-	-	-
1/1	321	321	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
2/1	392	392	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0

Full Input Data And Results

G1	PRC for Signalled Lanes (%):	230.8	Total Delay for Signalled Lanes (pcuHr):	0.65	Cycle Time (s):	60
	PRC Over All Lanes (%):	34.5	Total Delay Over All Lanes(pcuHr):	2.57		

Full Input Data And Results

Scenario 2: '2031 Base PM' (FG2: '2031 PM Base', Plan 1: 'Network Control Plan 1')

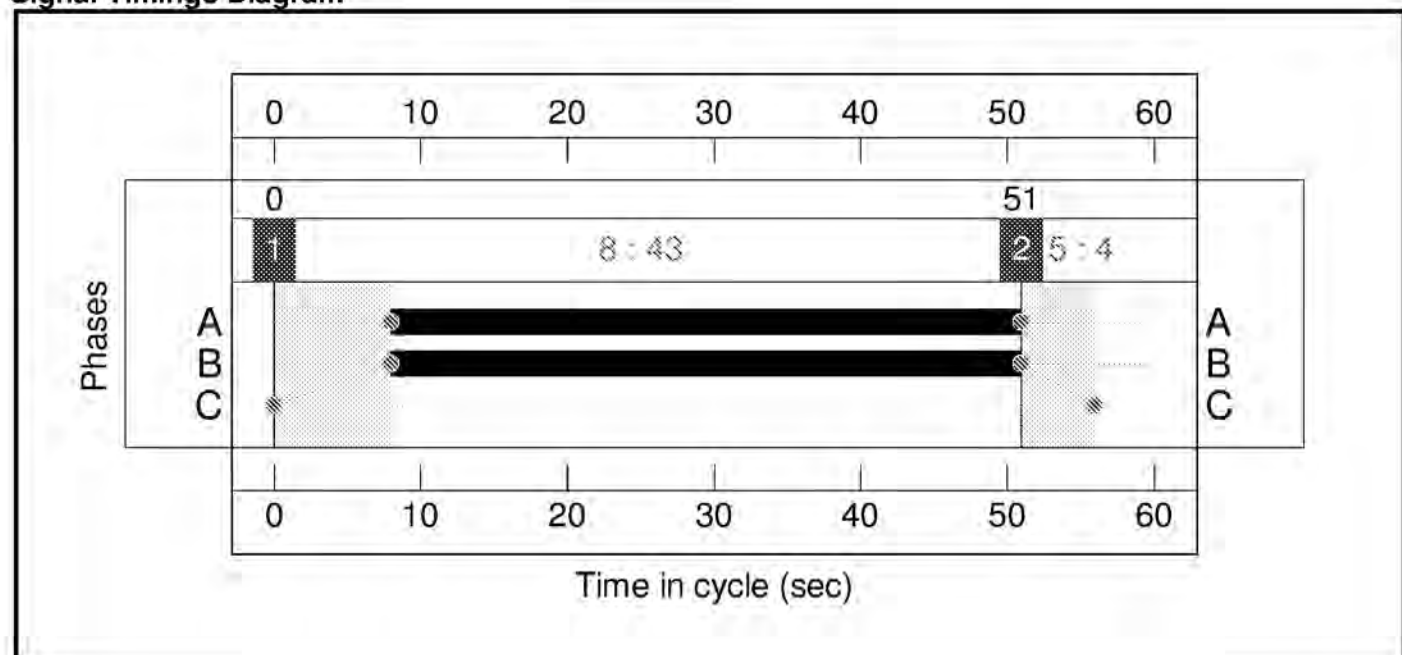
Stage Sequence Diagram



Stage Timings

Stage	1	2
Duration	43	4
Change Point	0	51

Signal Timings Diagram



Full Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	44.9%
J1: Station Road/Arundel Road/High Street	-	-	N/A	-	-		-	-	-	-	-	-	44.9%
1/1	Station Road (NE) Left Ahead	U	N/A	N/A	-		-	-	-	490	Inf	Inf	0.0%
2/1	High Street Right Left	O	N/A	N/A	-		-	-	-	157	1871	427	36.8%
3/1	Stn Road NB & High St Exit Ahead Right	O	N/A	N/A	-		-	-	-	440	1913	1265	34.8%
4/1	Station Road (SW) Left Ahead	U	N/A	N/A	-		-	-	-	460	Inf	Inf	0.0%
5/1	Stn Rd at Arundel Road Exit Right Ahead	O	N/A	N/A	-		-	-	-	586	1914	1304	44.9%
6/1	Arundel Road Exit	U	N/A	N/A	-		-	-	-	282	Inf	Inf	0.0%
7/1	Stn Road (NE) Exit	U	N/A	N/A	-		-	-	-	356	Inf	Inf	0.0%
8/1	High Street Exit	U	N/A	N/A	-		-	-	-	208	Inf	Inf	0.0%
9/1	Stn Road (SW) Exit	U	N/A	N/A	-		-	-	-	479	Inf	Inf	0.0%
10/1	Stn Road SB at Arundel Rd Ahead	U	N/A	N/A	A		1	43	-	446	1965	1441	31.0%
11/1	Stn Rd NB at High Street Ahead	U	N/A	N/A	-		-	-	-	363	Inf	Inf	0.0%
12/1	Stn Rd NB at Arundel Rd Ahead	U	N/A	N/A	B		1	43	-	285	1965	1441	19.8%
13/1+13/2	Arundel Road Left Right	O	N/A	N/A	-		-	-	-	218	1800:1800	401+720	19.5 : 19.5%
J2: Pedestrian crossing on Stn Road	-	-	N/A	-	-		-	-	-	-	-	-	29.8%

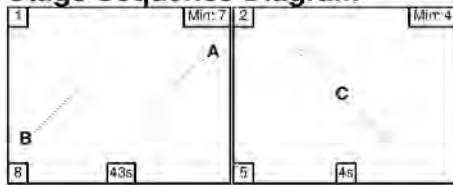
Full Input Data And Results

1/1	Station Rd (SB) Ahead	U	N/A	N/A	-		-	-	-	586	1965	1965	29.8%
2/1	Station Rd (NB) Ahead	U	N/A	N/A	-		-	-	-	285	1965	1965	14.5%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C		1	4	-	0	-	4800	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	668	116	0	0.6	1.7	0.0	2.3	-	-	-	-
J1: Station Road/Arundel Road/High Street	-	-	668	116	0	0.6	1.4	0.0	2.0	-	-	-	-
1/1	490	490	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	157	157	157	0	0	0.0	0.3	-	0.3	6.7	0.0	0.3	0.3
3/1	440	440	84	0	0	0.0	0.3	-	0.3	2.2	1.4	0.3	1.7
4/1	460	460	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	586	586	107	0	0	0.0	0.4	-	0.5	2.8	3.1	0.4	3.5
6/1	282	282	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	356	356	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	208	208	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	479	479	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	446	446	-	-	-	0.3	0.2	-	0.6	4.6	2.5	0.2	2.7
11/1	363	363	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	285	285	-	-	-	0.2	0.1	-	0.3	4.1	1.4	0.1	1.5
13/1+13/2	218	218	320	116	0	0.0	0.1	-	0.1	2.2	0.3	0.1	0.4
J2: Pedestrian crossing on Stn Road	-	-	0	0	0	0.0	0.3	0.0	0.3	-	-	-	-
1/1	586	586	-	-	-	0.0	0.2	-	0.2	1.3	1.1	0.2	1.3
2/1	285	285	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0

Full Input Data And Results

G1	PRC for Signalled Lanes (%):	190.8	Total Delay for Signalled Lanes (pcuHr):	0.89	Cycle Time (s):	60
	PRC Over All Lanes (%):	100.2	Total Delay Over All Lanes(pcuHr):	2.33		

Stage Sequence Diagram



Stage	1	2
Duration	43	4
Change Point	0	51

Stage	1	2
Duration	43	4
Change Point	0	51

Timing diagram for a 60-second cycle. The diagram shows three phases: A, B, and C. The top timeline is labeled 0, 10, 20, 30, 40, 50, 60. The bottom timeline is labeled 0, 10, 20, 30, 40, 50, 60. The central area is labeled Phases. The diagram shows a shaded area from 0 to 10 seconds and a shaded area from 51 to 60 seconds. The text '8:43' is displayed in the center of the diagram.