

GLADMAN DEVELOPMENTS LTD

**PROPOSED RESIDENTIAL DEVELOPMENT
LAND OFF ARUNDEL ROAD
ANGMERING**

Transport Assessment

March 2018

REPORT CONTROL

Document: Transport Assessment

Project: Proposed Residential Development, Land off Arundel Road, Angmering

Client: Gladman Developments Ltd

Job Number: 2020

File Origin: Z:\projects\2020 Arundel Road, Angmering\Docs\Reports\2020TA.2.doc

Document Checking:

Primary Author	MR	Initialled:
-----------------------	----	--------------------

Contributor	SM/GM	Initialled:
--------------------	-------	--------------------

Review By	PJW	Initialled:
------------------	-----	--------------------

Issue	Date	Status	Checked for Issue
1	18-12-17	Final	
2	02-03-13	Revision	
3			
4			

Contents

1	INTRODUCTION.....	4
1.1	Introduction.....	4
1.2	Scope of Report	4
1.3	Structure of Report	5
2	DEVELOPMENT SITE	6
2.1	Existing Site Information.....	6
2.2	Existing Highway Network	7
2.3	Baseline Transport Data.....	8
3	DEVELOPMENT SITE AND PROPOSALS	9
3.1	Proposed Development	9
3.2	Vehicular Access	9
3.3	Servicing	10
3.4	Pedestrian and Cycle Access	10
4	TRANSPORT POLICY AND GUIDANCE.....	11
4.1	Preamble	11
4.2	National Policy.....	11
4.3	Planning Practice Guidance.....	13
4.4	Local Planning Policy.....	15
	Parking Standards	18
4.5	Policy and Guidance Summary.....	19
5	ACCESSIBILITY BY NON CAR MODES	21
5.1	Introduction.....	21
5.2	Accessibility on Foot	21
5.3	Access by Cycle	26
5.4	Access by Bus.....	26
5.5	Accessibility by Rail.....	28
5.6	Accessibility Summary	28
6	TRAFFIC IMPACT ANALYSIS	29
6.1	Introduction.....	29
6.2	Assessment Criteria	29
6.3	Traffic Survey Data	29
6.4	Growthed Traffic Flows.....	30
6.5	Committed Development	31
6.6	Base Flows	32
6.7	Trip Distribution	32
6.8	Proposed Development	32

6.9	With Development Flows.....	33
6.11	Traffic Impact Summary.....	41
7	ACCIDENT DATA	43
7.1	Introduction.....	43
7.2	Accident Review	43
7.3	Accident Summary.....	44
8	SMARTER TRAVEL CHOICES VIA TRAVEL PLANS.....	46
8.1	Introduction.....	46
8.2	Travel Planning Guidance	46
8.3	Residential Travel Plan.....	48
9	ROAD SAFETY AUDIT	49
9.1	Introduction.....	49
9.2	Road Safety Audit	49
9.3	Road Safety Audit	49
9.4	Summary	50
10	CONCLUSIONS	51

Contents

FIGURES **1 to 26**

PLANS

Plan 1	Site Location
Plan 2	Proposed Site Access
Plan 3	Proposed Secondary Access
Plan 4	Swept Path Analysis
Plan 5	800m & 2km Pedestrian Catchment Plan

APPENDICES

Appendix 1	Traffic Survey Data
Appendix 2	TRICS Output for Residential Use
Appendix 3	PICADY Output for Arundel Road/Site Access
Appendix 4	PICADY Output for Arundel Road/Water Lane/Station Road
Appendix 5	PICADY Output for Water Lane/A280
Appendix 6	ARCADY Output for A529 New Road/Station Rd/Roundstone Bypass Rd/B2140
Appendix 7	Roundstone Bypass Road/A280/Chips Away/A529/B2140 Old Worthing Road
Appendix 8	Personal Injury Accident Data
Appendix 9	Stage 1 Road Safety Audit & Designers Response

1 INTRODUCTION

1.1 Introduction

1.1.1 Croft have been instructed by Gladman Developments Ltd (Gladman) to advise on the traffic and transportation issues relating to a proposed residential development on land off Arundel Road, Angmering.

1.1.2 The report will form supplementary information to assist in the determination of a planning application on the site for up to 200 residential dwellings.

1.1.3 A Travel Plan has also been prepared to ensure that travel to and from the site by sustainable modes is maximised.

1.2 Scope of Report

1.2.1 This Transport Assessment (TA) has been prepared to consider the development in transport and highways terms in order to provide the necessary reassurance that the proposals can be accommodated by the local transport network.

1.2.2 The scope of this Transport Assessment conforms to the guidance provided in the Department for Communities and Local Government (DCLG) Planning Practice Guidance 'Transport Evidence Bases in Plan Making'.

1.2.3 The guidance covers the following issues;

- Reducing the need to travel, especially by car – ensure, at the outset, that thought is given to reducing the need to travel; consider the types of uses (or mix of uses) and the scale of development in order to promote multipurpose or linked trips;
- Sustainable accessibility – promote accessibility by all modes of travel, in particular public transport, cycling and walking; assess the likely travel behaviour or travel pattern to and from the proposed site; and develop appropriate measures to influence travel behaviour;

- Dealing with residual trips – provide accurate quantitative and qualitative analyses of the predicted impacts of residual trips from the proposed development and ensure that suitable measures are proposed to manage these impacts; and
- Mitigation measures – ensure as much as possible that the proposed mitigation measures avoid unnecessary physical improvements to highways and promote innovative and sustainable transport solutions.

1.2.4 As a Travel Plan has been prepared, reference has also been made to guidance presented in the DfT document entitled ‘Good Practice Guidelines: Delivering Travel Plans through the Planning Process’ which was published in August 2009.

1.3 Structure of Report

1.3.1 Following this introduction, Section 2 of the Report details the existing site conditions and describes the adjacent highway, while Section 3 details the development proposals including access.

1.3.2 Section 4 considers relevant local and national policy and Section 5 considers the accessibility of the site by non-car modes, including walking, cycling and public transport.

1.3.3 Section 6 considers the trip generation and traffic impact assessment of the local highway network.

1.3.4 The review of road safety and personal injury accidents in the vicinity of the site over the last 3 years is detailed in Section 7.

1.3.5 Section 8 contains details of the Travel Plan, although the actual document will be submitted as a separate document, within the application package. Section 9 provides an overview of the Road Safety Audit and summarises the findings.

1.3.6 Section 10 draws together the Report’s findings and conclusions.

2 DEVELOPMENT SITE

2.1 Existing Site Information

2.1.1 The application site extends to approximately 9.07 hectares (22 acres) and is located on the northern edge of the village of Angmering, approximately 28 kilometres to the east of Chichester and around 10 kilometres to the west of Worthing.

2.1.2 The location of the site in relation to the surrounding area is presented in **Plan 1**, while the approximate red line boundary is shown in **Figure 2.1** below.

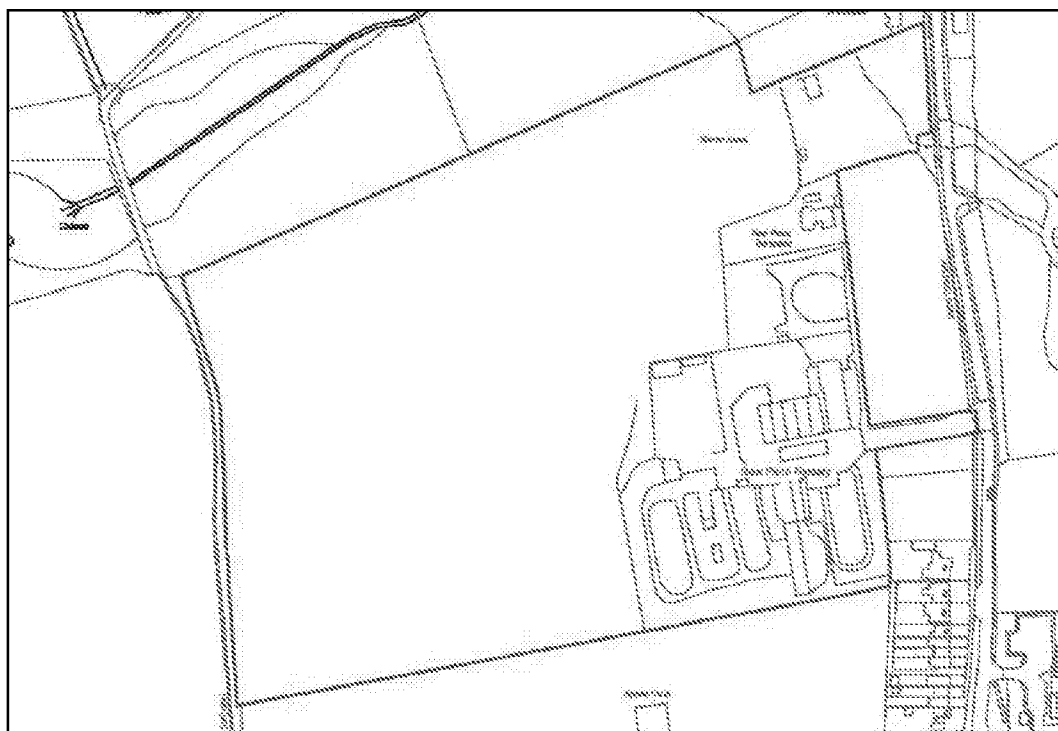


Figure 2.1 – Approximate Red Line Boundary

2.1.3 Angmering is a large village and civil parish between Littlehampton and Worthing in West Sussex just to the south of the south Downs National Park. The site comprises the former Angmering Auto Services and a Volkswagen and Audi recycled parts centre and undeveloped land. The site is irregular in shape with two short frontages with Arundel Road on its eastern side and undeveloped land bounding the site on all other sides.

2.1.4 The nearest local shop is The Co-operative foodstore, which lies within easy walking distance of the site, along with a Lloyds Pharmacy outlet, which are approximately 1,220 metres and 1,330 metres away respectively. The nearest school to the site is St Margaret's Church of England Primary School, which is only 350 metres away, located to the south of the site.

2.1.5 The accessibility of the site in relation to local services will be detailed further in Section 5.

2.2 Existing Highway Network

2.2.1 In the vicinity of the site, the B2225 Arundel Road is approximately 7.3 metres wide with a footway along its western side. It benefits from street lighting and is subject to a 30mph speed limit.

2.2.2 To the north Arundel Road provides direct access onto the A27, which is a two-lane dual carriageway. It runs in a broadly east-west alignment and links the site to Worthing, Shoreham and Lancing to the east and Chichester and Portsmouth to the west.

2.2.3 To the south of the site, Arundel Road extends for approximately 1 kilometre before forming a priority-controlled junction with Water Lane/station Road.

2.2.4 From the junction, Water Lane extends in a north-easterly direction and forms a priority-controlled junction with the A280, although movements from Water Lane and are restricted to left turns only.

2.2.5 To the south of the junction, Station Road continues in a south-westerly direction for approximately 3 kilometres before joining the A259 New Road/Roundstone By-Pass Road at a roundabout junction, with the A2140 forming the southern arm.

2.2.6 Approximately 1.5 kilometres to the east, Roundstone By-Pass Road forms another roundabout junction with the A280, the A259 and the B2140 Old Worthing Road.

2.2.7 The A529 provides another key route in the area, running in a broadly east-west alignment between Worthing to the east and Flansham and Shripney to the west.

2.3 Baseline Transport Data

- 2.3.1 The site has previously operated as Angmering Auto Services and a Volkswagen and Audi recycled parts centre and so clearly has generated traffic movements onto the local highway network.

3 DEVELOPMENT SITE AND PROPOSALS

3.1 Proposed Development

- 3.1.1 The applicant is seeking outline planning consent to develop the site for up to 200 residential dwellings with associated car parking, landscaping and public open space. An indicative site layout is included within other documents submitted as part of the planning application.
- 3.1.2 Following discussions with the local planning authority, the proposals also include the provision of a full size adult football pitch that will form a focal point to the development and assist in promoting a healthy and active lifestyle for new and existing residents.

3.2 Vehicular Access

- 3.2.1 Vehicular access to the site will be taken directly from Arundel Road via a new priority controlled junction.
- 3.2.2 The site access provides a 5.5 metre carriageway with 2 metre footways on both sides continuing through the site and corner radii of 6 metres. While not a requirement in capacity terms, the junction layout will incorporate a right turn harbourage of 3 metres in width for right turning traffic, with through lanes of around 3 metres. The proposed site access is shown in **Plan 2**.
- 3.2.3 The access plan shows visibility splays of 2.4 metres by 59 metres can be achieved in both directions, which are commensurate with traffic speeds of 37mph, as set out in Manual for Streets.
- 3.2.4 The design and criteria of the proposed site access conforms with current guidance for priority-controlled junctions (TD42/95 - Geometric Design of Major/Minor Priority Junctions) and so on that basis, it is considered that the proposed vehicular access would be deemed acceptable by the local highway authority.

3.2.5 A further access could also be provided off Arundel Road, at a point approximately 150 metres to the south of the main access. The potential secondary access off Arundel Road is shown in **Plan 3**. This access would also cater for pedestrians, providing 2 metre footways on both sides, that would simply tie into existing footway provision located on the western side of Arundel Road.

3.2.6 For the purpose of the Road Safety Audit a series of swept paths have been undertaken and are presented in **Plan 4**. This will be discussed further in Section 9 of this report.

3.3 Servicing

3.3.1 The internal layout will be designed to facilitate waste collections and allow refuse vehicles to enter the site, turn around and exit in a forward gear.

3.3.2 This will ensure there is no detrimental impact to the public highway and confirm that the site can be serviced without giving rise to any road safety issues.

3.4 Pedestrian and Cycle Access

3.4.1 The main point of pedestrian and cycle access will be from the site access on Arundel Road and the potential secondary access, located to the south.

3.4.2 However, to assist permeability, potential exists to provide further links around the periphery of the site including in the north and south west corners of the site, with a further link along the southern boundary connecting to the Angmering Sports and Recreation Ground and the wider community of Angmering.

4 TRANSPORT POLICY AND GUIDANCE

4.1 Preamble

- 4.1.1 The objectives for the development have been defined taking into account national and local policies that seek to safeguard the environment and resources and to put into practice the principles of sustainable development.
- 4.1.2 The national policy presented in this document focuses on the National Planning Policy Framework (NPPF) formerly known as 'The Framework' which was published in March 2012 and sets out the Government's planning policies for achieving sustainable development. Reference has also been made to the Planning Practice Guidance that was produced to supplement the NPPF.
- 4.1.3 Consideration has also been given to the on-line Planning Practice Guidance, as well local planning policy, including the West Sussex Transport Plan 2011-2026 (LTP3) and the Arun District Council Emerging Local Plan 2011 to 2029.
- 4.1.4 This section will outline the pertinent policies relating to the proposed development.

4.2 National Policy

Nation Planning Policy Framework

- 4.2.1 The presumption in favour of sustainable development is a central theme running through the Framework and transport planning policies are seen as a key element of delivering sustainable development as well as contributing to wider sustainability and health objectives.
- 4.2.2 To achieve these objectives paragraph 30 states that; *"When making decisions, local authorities should:-*
- Support a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport."*

4.2.3 As will be demonstrated within this Transport Assessment, the proposed development is situated in a highly accessible location meaning residents will have a real choice about how they travel, which will allow the use of the private car to be minimised.

4.2.4 This Transport Assessment will show that the proposed development accords with the policy test contained within paragraph 32 of the Framework which states that:-

“All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment and that any plans or decisions should take into account the following;

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

4.2.5 In addition, the proposals comply with paragraph 35 which states that *“To further enhance the opportunities for sustainable development any future developments should be located and designed where practical to:-*

- *To accommodate the efficient delivery of goods and supplies;*
- *Give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;*
- *Create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones;*
- *Incorporate facilities for charging plug-in and other ultra-low emission vehicles; and*

- *Consider the needs of people with disabilities by all modes of transport.*

4.2.6 Paragraph 36 states that *“A key tool to facilitate this will be a Travel Plan. All developments which generate significant amounts of movement should be required to provide a Travel Plan”*.

4.2.7 In that regard, a Travel Plan has been prepared to accompany the application and so conforms to the national guidance set out above.

4.2.8 In paragraph 38 the document states that *“Key facilities such as primary schools and local shops should be located within walking distance of most properties”*

4.2.9 The location of the site is therefore compliant with the above, being located within walking distance of several local facilities and amenities, as well as being accessible by local public transport services and so accords with the aims and objectives of the Framework.

4.3 Planning Practice Guidance

4.3.1 The Government has produced the Planning Practice Guidance to supplement the NPPF. Within the guidance, there is specific section clarifying the over-arching principles on Travel Plans, Transport Assessments and Transport Statements. There are also sections advising further on each of the three documents discussed.

4.3.2 The guidance on Transport Assessments and Statements reiterates the circumstances in which either document would usually be required. It is clear that a development of the size and nature of this development requires a full Transport Assessment (TA).

4.3.3 It also clarifies the process for establishing a scope for the assessment, and what the document should contain. The guidance has been considered in the preparation of this TA.

4.3.4 The guidance on Travel Plans reinforces the requirement for a Travel Plan, the scope of the document, and need for monitoring to continue the strategy into the future. The guidance has been considered in the production of the accompanying Travel Plan.

4.3.5 The theme of sustainable development runs throughout Planning Practice Guidance, with the detailed elements regarding transport being focussed in the following sections:

- Transport evidence bases in plan making and decision taking; and
- Travel plans, transport assessments and statements in decision-taking.

4.3.6 Both sections of the Guidance provide significant amounts of detail on the information types and sources that are appropriate for helping Local Planning Authorities to take forward their Local Plan with an appropriate evidence base. The Guidance is also a useful reference for assessing schemes such as the development which this report accompanies.

4.3.7 The core components of the requirements for assessment, as set out in the Guidance, can be summarised as:

“The key issues, which should be considered in developing a transport evidence base, include the need to:

- *assess the existing situation and likely generation of trips over time by all modes and the impact on the locality in economic, social and environmental terms*
- *assess the opportunities to support a pattern of development that, where reasonable to do so, facilitates the use of sustainable modes of transport*
- *highlight and promote opportunities to reduce the need for travel where appropriate*
- *identify opportunities to prioritise the use of alternative modes in both existing and new development locations if appropriate*
- *consider the cumulative impacts of existing and proposed development on transport networks*
- *assess the quality and capacity of transport infrastructure and its ability to meet forecast demands*

- *identify the short, medium and long-term transport proposals across all modes.”*

4.3.8 The principles set out in Planning Practice Guidance are consistent with the approach undertaken in the production of this Transport Assessment.

4.4 Local Planning Policy

West Sussex Transport Plan 2011-2026 (LTP3)

4.4.1 The LTP3 sets out the aspirations of the Highway Authority. The priorities and main objectives are stated as follows: *‘Our highest priorities will tackle the key issues we face and bring about radical improvements to quality of life for the people and businesses in the County. Our highest priorities are:*

- 1. Improvements to the A27 trunk road and complementary public transport improvements to the current bottlenecks at Chichester, Arundel and Worthing (not currently programmed) to increase capacity, improve reliability and safety and increase the competitiveness of local businesses and attract investment.*
- 2. Programmed improvements to the A23 trunk road at the current bottleneck between Handcross and Warninglid to increase capacity and improve the safety record.*
- 3. Maintaining the highway network.*
- 4. Whilst major schemes are a high priority for us, they are likely to take many years to deliver. It remains important that alongside these priorities we continue to work with our community to improve the safety record on our local roads, increase usage of healthy and sustainable modes of transport, and provide access to services.’*

‘Our main objective is to improve quality of life for the people of West Sussex by helping to provide:

- *a high quality transport network that promotes a competitive and prosperous economy in all parts of the County* ☐☐ *a resilient transport network that complements the built and natural environment whilst reducing carbon emissions over time*
- *access to services, employment and housing*
- *a transport network that feels, and is, safer and healthier to use'*

4.4.2 There is no specific policy or proposal for Angmering or the key roads in the vicinity of the site. The A259 (from A29 Bognor Regis to Angmering bypass) and A280 Angmering Bypass are identified as part of the County's Strategic Road Network.

4.4.3 The implementation plan for Arun District includes the following aspirations:

- *'All new development should be designed to promote 'local living', for example shops, jobs and homes all being within easy reach of each other.'*
- *'All new development should provide enough secure cycle parking to meet the needs of the development and be within close proximity to public transport.'*
- *'Parking provision at new residential development should provide enough spaces to accommodate the expected number of vehicles at the site or provide measures such as car clubs which reduce the number of vehicles to match the space available.'*
- *'Developing opportunities through new development to improve the access along the A259 including improvements that will achieve better bus journey times.'*

Arun District Council Emerging Local Plan 2011 – 2029

4.4.4 The current draft emerging local plan is the Local Plan (Summer 2013) dated June 2013 which was considered by Council Members at the end of May 2013 when it was resolved that the Local Plan is to be treated as a material consideration in the determination of planning applications having regard to the advice in the National Planning Policy Framework.

- 4.4.5 The Council also resolved to review the Local Plan following review of the Strategic Housing Market Assessment which is expected to take a further 6 to 12 months to undertake to inform the discussion on the locations for and the numbers of new homes.
- 4.4.6 At the time of writing there was no revised timetable for agreeing the draft Local Plan which would have to undergo further public examination before it is submitted to the Planning Inspector.
- 4.4.7 The timetable for the Local Plan 2011-2029 is yet to be revised and the existing Local Development Scheme is therefore out of date.
- 4.4.8 Until the Local Plan is adopted by the District Council the statutory development currently consists of:
- The saved policies within the Arun District Local Plan (2003)
 - The Arun District Proposals Map
 - The saved policies within the West Sussex Minerals Local Plan (2003)

Arun District Council Local Plan Saved Policies

- 4.4.9 The Arun District Council Local Plan 2003 saved policies will remain effective until replaced by the new Arun Local Plan.
- 4.4.10 The site is not identified on the Local Plan Proposals Map for any specific development. The general policies relevant to transport are highlighted as follows:
- 4.4.11 **Policy GEN7** The Form of New Development confirms that 'development will be permitted provided it

(iii) promotes sustainable development, including the effective use and conservation of energy and reducing the need to travel, particularly by private car;

(vii) allows for the safe movement of pedestrians and vehicles, giving priority to pedestrians.'

- 4.4.12 **Policy GEN12** Parking in New Development confirms that provision of parking in excess of the District Council's Parking Standards will not be allowed. The Parking Standards are included in the Local Plan.
- 4.4.13 **Policy GEN14** Public Transport confirms that *'Where appropriate, new development will be required to make provision for public transport facilities. Where new development can only take place with improvements to public transport services, or such improvements would be likely to influence desirable travel patterns, the Local Planning Authority will seek contributions towards the cost of improvements.'*
- 4.4.14 **Policy GEN15** Cycling and Walking confirms that *'where appropriate, new development will be required to provide safe and attractive facilities for cyclists and pedestrians, both within the site and in the form of links to the surrounding area.'*

Parking Standards

- 4.4.15 Arun District Council's Supplementary Planning Guidance – Parking Standards dated October 2000 is included as Appendix 2 of the former Local Plan and for residential developments of over 16 units based upon maximum parking standards are summarised in **Table 4.1** below.

Dwelling Type	Maximum Car Parking	Minimum Cycle Parking Standard
Dwellings – House 1,2 or 3 bedrooms	2 spaces per house plus 0.2 per house for visitors	1 space per 8 car parking spaces
Dwellings – House 1,2 or 3 bedrooms	3 spaces per house plus 0.2 per house for visitors	1 space per 8 car parking spaces

Table 4.1 – Arun Car and Cycle Parking Standards

- 4.4.16 The West Sussex County Council [WSCC] Standards are set out in the Supplementary Planning Guidance adopted by West Sussex County Council in November 2003 entitled 'Revised County Parking Standards and Transport Contributions Methodology'.
- 4.4.17 The WSCC Guidance for Car Parking in New Residential Developments dated September 2010 and Parking Demand Calculator is used for residential development which together with the WSCC Supplementary Planning Guidance - Revised County Parking Standards and Transport Contributions Methodology 2003 forms the adopted county parking standards. These parking standards are referred to by the Emerging Arun District Council Local Plan.
- 4.4.18 The relevant WSCC parking standards are summarised in **Table 4.2** as follows:

Dwelling Type	Car Parking	Minimum Cycle Parking Standard
Residential Dwellings	Within 5% of parking demand	1 space per dwelling

Table 4.1 – West Sussex Parking Standards

- 4.4.19 The West Sussex County Council demand based parking standards have been used to assess the proposed development.

4.5 Policy and Guidance Summary

- 4.5.1 Reference to national guidance contained within NPPF has helped to establish that the site is well related to the surrounding area and will contribute towards the creation of a sustainable development.
- 4.5.2 The review of both national and local transport planning policy has shown that the proposals conform to the aims and aspirations of the Council and will assist in delivering the policies contained within.

- 4.5.3 The NPPF seeks to ensure access to all road users including pedestrians and cyclists, as well as delivering a scheme, which allows the promotion of travel by public transport to result in an encompassing strategy to provide a high quality development whilst not compromising a high level of sustainability.
- 4.5.4 One of the key aims of local policy is to focus on the accessibility of a site by modes other than the private car to ensure that new development is located where a range of transport modes can access it. Locations which offer alternatives to the use of the private car should be encouraged.
- 4.5.5 The site is ideally located to assist in delivering these aims and aspirations and has potential, through the implementation of the site Travel Plan to deliver a highly sustainable development in transport terms.
- 4.5.6 It can therefore be concluded that the development proposals fully conform to the main aims and aspirations of the wider and economic objectives of national and local policy.

5 ACCESSIBILITY BY NON CAR MODES

5.1 Introduction

5.1.1 In order to accord with the aspirations of the NPPF, any new proposals should extend the choice in transport and secure mobility in a way that supports sustainable development.

5.1.2 New proposals should attempt to influence the mode of travel to the development in terms of gaining a shift in modal split towards non-car modes, thus assisting in meeting the aspirations of current national and local planning policy.

5.1.3 The accessibility of the proposed site has been considered by the following modes of transport:

- Accessibility on foot.
- Accessibility by cycle.
- Accessibility by bus.
- Accessibility by rail.

5.2 Accessibility on Foot

5.2.1 It is important to create a choice of direct, safe and attractive routes between where people live and where they need to travel in their day-to-day life. This philosophy clearly encourages the opportunity to walk whatever the journey purpose and also helps to create more active streets and a more vibrant neighbourhood.

5.2.2 An existing pedestrian footway of around 2 metres in width is located to the east of the site on the western side of Arundel Road, this footway provides pedestrian links throughout Angmering and provides direct linkages to the nearby day to day amenities within the village.

- 5.2.3 The CIHT document 'Planning for Walking' from 2015 states, in paragraph 2.1, that in 2015 that 78% of all journeys made in the UK of less than a mile (1.6 kilometres) are carried out on foot.
- 5.2.4 Within the Institution of Highways and Transportation (IHT) document, entitled "Guidelines for Providing for Journeys on Foot", Table 2.2 suggests distances for desirable, acceptable and preferred maximum walks to 'town centres', 'commuting/schools' and 'elsewhere'. The 'preferred maximum' distances are shown below in **Table 5.1**.

Suggested Preferred Maximum Walk		
Town Centre	Commuting/School	Elsewhere
800m	2,000m	1,200m

Table 5.1 – IHT 'Providing for Journeys on Foot' Walk Distances

- 5.2.5 Reference to the 2,000 metre walk distance is also made in the now superseded Planning Policy Guidance (PPG) Note 13 which advised that 'walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2km'.
- 5.2.6 Manual for Streets (MfS) continues the theme of the acceptability of the 2,000 metre distance in paragraph 4.4.1. This states that '*walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800m) walking distance of residential areas which residents may access comfortably on foot. However, this is not an upper limit and PPS13 states that walking offers the greatest potential to replace short car trips, particularly those under 2 km'.*

5.2.7 **Table 5.2** below summarises this guidance in tabular form.

'Comfortable' Walk	'Preferred Maximum' Walk
800m	2,000m

Table 5.2 – Manual for Streets Walk Distances

5.2.8 More specific guidance on the distances that children will walk to school is found in the July 2014 document published by the Department for Education (DfE) entitled 'Home to School Travel and Transport' statutory guidance document. This suggests that the maximum walking distance to schools is 2 miles (3.2 kilometres) for children under 8 and 3 miles (4.8 kilometres) for children over the age of 8. This is summarised below in **Table 5.3**.

Children under 8 Walk Distance	Children over 8 Walk Distance
3,200m	4,800m

Table 5.3 – DfE Walk Distances to Schools

5.2.9 Further evidence that people will walk further than the suggested 'preferred maximum' distances in the IHT 'Providing for Journeys on Foot' is contained in a WYG Report entitled 'Accessibility – How Far do People Walk and Cycle'. This report refers to National Travel Survey (NTS) data for the UK as a whole, excluding London, that the 85th percentile walk distance for:

- All journey purposes – 1,930 metres.
- Commuting – 2, 400 metres.
- Shopping – 1,600 metres.
- Education – 3,200 or 4,800 metres.

- Personal business – 1,600 metres.

5.2.10 Overall, in Table 5.1, the document states that 1,950 square metres is the 85th percentile distance for walking as the main mode of travel. **Table 5.4** below summarises the various 85th percentile walk distances suggested as guidelines in the WYG Study.

85 th Percentile Walk Distances					Overall Recommen ded Preferred Max
All Journeys	Commuting	Shopping	Education	Personal	
1,950m	2,100m	1,600m	3,200/4,800m	1,600m	1,950m

Table 5.4 – WYG Report/NTS Data Walk Distances

5.2.11 In summary, the distance of 1,950 metres, or around 2 kilometres, represents an acceptable maximum walking distance for the majority of land uses although clearly the DfE guidance for walking to school is up to 3.2 kilometres.

5.2.12 Section 3.1 of the CIHT guidance 'Planning for Walking' mentioned earlier in this report provides a useful reminder of the health benefits of walking. This states that:

'A brisk 20 minute walk each day could be enough to reduce an individual's risk of an early death'.

5.2.13 A 20 minute walk equates to a walking distance of around 1,600 metres.

5.2.14 In light of the above review, a pedestrian catchment of 2 kilometres from the centre of the site, using all usable pedestrian routes, has been provided in **Plan 5** and provides an illustrative indication of the areas that can be reached based on a leisurely walk from the site.

5.2.15 In addition, to the pedestrian catchment plan, a review of the proximity of local facilities such as pharmacies/doctor's surgeries, schools (both primary and secondary) local shops/retail outlets and leisure facilities has been undertaken and the location of these is also shown in Plan 5.

5.2.16 The 2,000 metre pedestrian catchment illustrates that the majority of Angmering can be accessed along various amenities such as St Margaret's Church of England Primary School, The Woodman Arms, A local play area, Angmering Library, St Margaret's Church, Big Fry Fish and chip shop, The Cooperative, The Lamb at Angering Public House, Lloyds Pharmacy and Ham Manor Golf Club.

5.2.17 **Table 5.5** below, shows the walking distance from the centre of the site to the local amenities in the vicinity of the site. The table also confirms whether or not the particular amenity is within the 'preferred maximum' walk distances using the above guideline criteria:

Local Amenity	Distance	Guidance Criteria	Meets with Guidance?
St Margaret's Church of England Primary School	350m	1,600m	YES
The Woodman Arms	610m	1,600m	YES
Local Play Area	1,040m	1,600m	YES
Angmering Library	1,110m	1,600m	YES
St Margaret's Church	1,120m	1,600m	YES
Big Fry Fish and Chip Shop	1,180m	1,600m	YES
The Cooperative	1,220m	1,600m	YES
The Lamb at Angering Public House	1,230m	1,600m	YES
Lloyds Pharmacy	1,330m	1,600m	YES
Ham Manor Golf Club	1,700m	2,000m	YES

Table 5.5 - Distance from Site to Local Facilities

5.2.18 As can be seen in the above table, the site is located within close proximity to a number of local amenities including primary services as well as leisure facilities.

- 5.2.19 All of the day to day amenities are well within the 'preferred maximum' walk distances described earlier in this section and indeed many, including the nearest convenience store, pharmacy and nearest primary school, are around the 800 metres 'comfortable walk' from the site as contained within MfS guidance.
- 5.2.20 It is therefore considered that the existing pedestrian infrastructure will facilitate safe and direct pedestrian linkages between the site and local destinations.

5.3 Access by Cycle

- 5.3.1 An alternative mode of travel to the site could be achieved by bicycle.
- 5.3.2 A distance of 5 kilometres is generally accepted as a distance where cycling has the potential to replace short car journeys. This distance equates to a journey of around 25 minutes based on a leisurely cycle speed of 12 kilometres per hour and would encompass Little Hampton, East Preston, Ferring and Rustington.
- 5.3.3 National cycle route 2 is located approximately 5km from the centre of the site, this cycle route which, when complete, will link Dover in Kent with St. Austell in Cornwall via the south coast of England.
- 5.3.4 The site can therefore be considered as being accessible by cycle.

5.4 Access by Bus

- 5.4.1 The nearest bus stops to the site are located to the south of the site with an approximate walking distance of 600 metres from the centre of the site consisting of a shelter, a bus stop pole with passing services shown and a bus service timetable.
- 5.4.2 There are also further bus stops located further along Arundel Road and Chantyfield Road. All the nearest bus stops to the site are shown on Plan 5.
- 5.4.3 A summary of the services available from the nearest bus stops from the development site is provided in **Table 5.6** below.

Service No	Route	Monday – Friday Frequency per hour				Sat	Sun
		AM Peak	Midday	PM Peak	Eve		
9	Arundel - Shoreham-by-Sea - East Preston - Worthing- Lancing	1	1	1	0	1	1

Table 5.6 - Existing Bus Services Operating Past the Site

- 5.4.4 As can be seen from Table 5.6, the nearest bus stops to the site provides 1 service in the peak periods to East Preston, Worthing and Lancing.
- 5.4.5 It is noted that the above services provide a choice of how people travel with the bus services operating from around 8.00am to around 6.00pm, making travel by public transport a real alternative to travelling by car for commuting trips.
- 5.4.6 In order to demonstrate the level of accessibility some example journey times by bus are presented below **Table 5.7** below.

Destination	Duration
East Preston	10 Minutes
Worthing	32 Minutes
Lancing	52 Minutes

Table 5.7 - Example Bus Journey Times from the Site

- 5.4.7 The above table demonstrates that East Preston is just a 10-minute bus journey from the site and Worthing is just a 32-minute bus journey.
- 5.4.8 It is therefore concluded that the proposed development site is accessible by bus.

5.5 Accessibility by Rail

5.5.1 The nearest train station to the site is Angmering. Although this is situated outside of the 2 kilometres, it is accessible via a 9-minute bus journey. This train station is managed by Southern and has 2 platforms, offering 8 services per hour to destinations such as London Victoria and Southampton Central.

5.5.2 This provides opportunities for commuting/leisure opportunities from the site via rail.

5.6 Accessibility Summary

5.6.1 The proposals have been considered in terms of accessibility by non-car modes for the proposed residential development.

5.6.2 The following conclusions can be drawn from this section of the Report:

- The site is accessible on foot and these provisions will be improved as part of the works on the development site.
- Cycling is also an alternative to the private car, with the site being located approximately 5 kilometres from National cycle route 2.
- The services from the bus stops on Arundel Road, travelling to East Preston, Worthing and Lancing, shows that the proposed development can be accessed by bus.
- The site is accessible via rail with Angmering train station located just a bus journey from the site.

5.6.3 In light of the above, it is considered the site is highly accessible by non-car modes and will cater for needs of the development's residents and assist in promoting a choice of travel modes other than the private car.

6 TRAFFIC IMPACT ANALYSIS

6.1 Introduction

6.1.1 Having established that the development site is accessible by modes of transport other than the private car, the following section considers the traffic impact of the development proposals on the local highway network.

6.1.2 While the proposals also include the provision of a full size adult football pitch on site, this section of the TA will only consider the traffic impact associated with the proposed residential element.

6.2 Assessment Criteria

6.2.1 Given the proposed residential land use, it is deemed appropriate to consider the AM and PM weekday peak hours, as being those with the greatest impact on the local highway network.

6.3 Traffic Survey Data

6.3.1 In order to establish current levels of traffic, full turning count surveys were undertaken at the following junctions on Wednesday 15th November 2017.

- A27/Arundel Road (Left in/left out);
- Arundel Road/Water Lane;
- A529 New Road/Station Road/Roundstone Bypass Road/B2140; and
- Roundstone Bypass Road/A280/Chips Away/A529/B2140 Old Worthing Road.

6.3.2 The surveys were undertaken between 0730 and 0930 hours in the morning and between 1630 and 1830 hours in the evening. The full traffic survey data is contained within **Appendix 1**.

6.3.3 The peak hours were identified as 0745 to 0845 hours and 1645 to 1745 hours, for the AM and PM peaks respectively.

- 6.3.4 The 2017 surveyed flows for the peak hours converted into Passenger Car Units (PCU's) are shown in **Figures 1 and 2**.

6.4 Growthed Traffic Flows

- 6.4.1 For the purpose of this Report, assessments have been undertaken for a design horizon of 2022, representing five years after the application registration.
- 6.4.2 In addition to the above, a further set of assessments have been undertaken assuming a future completion year of 2027, based on the anticipated build out rate.
- 6.4.3 This can be considered to be a robust approach.
- 6.4.4 To derive the baseline 2022 flows, the 2017 surveyed flows have been growthed to 2022 using National Traffic Model (NTM) factors adjusted by using the Trip End Model Program (TEMPro) local growth factors.
- 6.4.5 The resultant 2022 growthed traffic flows are shown in **Figures 3 and 4** for the AM and PM peak periods.
- 6.4.6 To derive the baseline 2027 flows, the 2017 surveyed flows have been growthed to 2027 using National Traffic Model (NTM) factors adjusted by using the Trip End Model Program (TEMPro) local growth factors.
- 6.4.7 The resultant 2027 surveyed traffic flows are shown in **Figures 5 and 6** for the AM and PM peak periods.
- 6.4.8 The resultant growth factors are shown below:
- 2017 to 2022 AM Peak - 1.0682
 - 2017 to 2022 PM Peak - 1.0667
 - 2017 to 2027 AM Peak - 1.1278
 - 2017 to 2027 PM Peak - 1.1274

6.5 Committed Development

6.5.1 During the preparation of this TA, consideration has been given to any committed developments in the area that would need to be included.

6.5.2 It is considered that the following committed development should be included in this TA;

- App ref no. A/22/12 – 138 residential units;
- App ref no A/144/15/PL – 246 residential units; and
- App ref no A/27/16/PL) – 53 bed care home.

6.5.3 The first committed development to be considered refers to the construction of 138 residential units on a site located off Roundstone Lane.

6.5.4 The resultant associated development flows are shown in **Figures 7 and 8** for the AM and PM peak periods.

6.5.5 The second committed development relates to the provision of 246 residential dwellings, also located off Roundstone Lane.

6.5.6 The resultant associated development flows are shown in **Figures 9 and 10** for the AM and PM peak periods.

6.5.7 The third committed development to be considered within this TA is for a 53 bedroom care home, located on land off Water Lane.

6.5.8 The resultant associated development flows are shown in **Figures 11 and 12** for the AM and PM peak periods.

6.5.9 The total committed development flows are shown in **Figures 13 and 14** for the AM and PM peak periods.

6.5.10 Croft are aware of other developments that have been consented, but consider them to be so small in scale that they need not be considered as part of this TA.

6.6 Base Flows

- 6.6.1 To establish the 2022 'Without Development' flows, the total committed development flows shown in Figures 13 and 14 for the AM and PM peak respectively have been added to the factored 2022 flows shown in Figures 3 and 4.
- 6.6.2 The resulting 2022 'Without Development' traffic flows are presented in **Figures 15 and 16**.
- 6.6.3 To establish the 2027 'Without Development' flows, the total committed development flows shown in Figures 13 and 14 for the AM and PM peak respectively have been added to the factored 2027 flows shown in Figures 5 and 6.
- 6.6.4 The resulting 2027 'Without Development' traffic flows are presented in **Figures 17 and 18**.

6.7 Trip Distribution

- 6.7.1 The directional distribution of the traffic associated with the proposals has been assigned to the local highway network in line with Travel to Work Census Data, as utilised in the TA associated with App ref no. A/22/12, which is considered to present a reasonable approach.
- 6.7.2 The resulting traffic assignment for the AM peak period is shown in **Figure 19** whilst the assigned PM peak traffic is shown in **Figure 20**.

6.8 Proposed Development

- 6.8.1 As previously stated it is proposed to develop the site for up to 200 residential units, however, in order to provide a robust assessment, up to 220 units have been considered in this assessment.
- 6.8.2 To establish the level of traffic generation that the proposed residential development is likely to generate, reference has been made to the latest TRICS database for all 'Private Housing' sites with any Ireland or London sites excluded.

- 6.8.3 The TRICS output in full is contained within **Appendix 2** whilst **Table 6.1** summarises the trip generation for the proposed development using these trip rates.

Peak Hour	Trip Rates		Trip Generation	
	Arr	Dep	Arr	Dep
AM Peak	0.15	0.41	32	90
PM Peak	0.35	0.22	77	49

Table 6.1 - Forecast Trip Generation of Proposed Residential Development

- 6.8.4 The assessment shows that the proposed residential development could potentially generate in the region of 122 two-way trips during the AM peak hour period and 126 two way trips during the traditional Weekday PM peak hour periods.
- 6.8.5 The traffic forecast to be generated by the proposed development has been assigned to the highway network in accordance with the trip distribution shown in the Figures 19 and 20.
- 6.8.6 The resultant proposed residential development flows for the AM Peak are shown in **Figure 21** whilst the development flows for the PM Peak are shown in **Figure 22**.

6.9 With Development Flows

- 6.9.1 In order to calculate the 2022 'With Development' flows, the development flows contained within Figures 21 and 22 have been added to the 2022 base flows contained within Figures 15 and 16.
- 6.9.2 The resulting 2022 'With Development' Flows are presented in **Figures 23** and **24** respectively for the AM and PM peak hours.

6.9.3 In order to calculate the 2027 'With Development' flows, the development flows contained within Figures 21 and 22 have been added to the 2027 base flows contained within Figures 17 and 18.

6.9.4 The resulting 2022 'With Development' Flows are presented in **Figures 25** and **26** respectively for the AM and PM peak hours.

6.10 Capacity Assessments

6.10.1 As already stated, vehicular access into the site is proposed directly from Arundel Road.

6.10.2 In addition to the proposed site access, the following junctions have been assessed;

- Arundel Road/Water Lane/Station Road;
- A280/Water Lane;
- A529 New Road/Station Road/Roundstone Bypass Road/B2140; and
- Roundstone Bypass Road/A280/Chips Away/A529/B2140 Old Worthing Road.

Site Access/Arundel Road

6.10.3 The proposed site access off Arundel Road will be a priority-controlled junction and so has been assessed using PICADY.

6.10.4 The results for the 'With Development' flow scenario for 2022 and 2027 are summarised within **Table 6.2** with the full results contained within **Appendix 3**.

Arm Name	2022 With Development				2027 With Development			
	AM		PM		AM		PM	
	RFC	Q	RFC	Q	RFC	Q	RFC	Q
Site Access	0.19	0	0.10	0	0.19	0	0.10	0
Arundel Road	0.02	0	0.06	0	0.02	0	0.06	0

Table 6.2- Summary of PICADY Results for Site Access/Arundel Road

6.10.5 As can be seen above, the results show the new access junction will operate efficiently in both the AM and PM peak hours in the 'With Development' 2022 and 2027 flow scenarios.

6.10.6 The above demonstrates that the proposed site access is suitable in terms of its geometric layout and design and will provide a safe point of access into the site.

Arundel Road/Water Lane/Station Road

6.10.7 The A529 New Road/Station Road/Roundstone Bypass Road/B2140 junction is a priority junction and so has been assessed using PICADY.

6.10.8 The results for the 'Without Development' and 'With Development' flow scenarios for 2022 are summarised within **Table 6.3** with the full results contained within **Appendix 4**.

Arm Name	2022 Without Development				2022 With Development			
	AM		PM		AM		PM	
	RFC	Q	RFC	Q	RFC	Q	RFC	Q
Arundel Road (Left)	0.14	0	0.14	0	0.16	0	0.15	0
Arundel Road (Right)	0.45	1	0.35	1	0.60	1	0.43	1
Water Lane	0.31	0	0.21	0	0.31	0	0.23	0

Table 6.3 – Summary of PICADY Results for Arundel Road/Water Lane/Station Road

6.10.9 The 2022 'Without Development' results for the AM and PM peak hour show the junction will operate with reserve capacity.

6.10.10 The results for the 2022 'With Development' assessments show that the junction will continue to operate efficiently in both peak hours, in a similar manner to the base situation.

6.10.11 The results for the 'Without Development' and 'With Development' flow scenarios for 2027 are summarised within **Table 6.4** with the full results contained within **Appendix 4**.

Arm Name	2027 Without Development				2027 With Development			
	AM		PM		AM		PM	
	RFC	Q	RFC	Q	RFC	Q	RFC	Q
Arundel Road (Left)	0.15	0	0.15	0	0.17	0	0.16	0
Arundel Road (Right)	0.49	1	0.38	1	0.64	2	0.46	1
Water Lane	0.33	1	0.23	0	0.33	1	0.24	0

Table 6.4 – Summary of PICADY Results for Arundel Road/Water Lane/Station Road

6.10.12 The 2027 'Without Development' results for the AM and PM peak hour show the junction will operate satisfactorily.

6.10.13 The results for the 2027 'With Development' assessment show that the junction will continue to operate efficiently in both peak hours.

A280/Water Lane

6.10.14 The A280/Water Lane junction is priority controlled but only permits left turns out of Water Lane. It has been assessed using PICADY.

6.10.15 The results for the 'Without Development' and 'With Development' flow scenarios for 2022 are summarised within **Table 6.5** with the full results contained within **Appendix 5**.

Arm Name	2022 Without Development				2022 With Development			
	AM		PM		AM		PM	
	RFC	Q	RFC	Q	RFC	Q	RFC	Q
Water Lane	0.91	8	0.42	1	0.92	8	0.42	8
A280	0.52	1	1.03	24	0.52	1	1.04	26

Table 6.5 – Summary of PICADY Results for A280/Water Lane

- 6.10.16 The 2022 ‘Without Development’ results for the AM and PM peak hour show the junction will operate above its theoretical capacity.
- 6.10.17 The results for the 2022 ‘With Development’ assessment show that the junction will continue to operate in a similar manner to the base situation, but with only slight increase in queues.
- 6.10.18 The results for the ‘Without Development’ and ‘With Development’ flow scenarios for 2027 are summarised within **Table 6.6** with the full results contained within **Appendix 5**.

Arm Name	2027 Without Development				2027 With Development			
	AM		PM		AM		PM	
	RFC	Q	RFC	Q	RFC	Q	RFC	Q
Water Lane	0.96	13	0.45	1	0.97	14	0.45	1
A280	0.55	1	1.09	40	0.55	1	1.10	42

Table 6.6 – Summary of PICADY Results for Arundel Road/Water Lane/Station Road

- 6.10.19 The 2027 ‘Without Development’ results for the AM and PM peak hour show the junction will still be operating above its theoretical capacity, with queueing on the A280 arm of the junction.

- 6.10.20 The 2027 'With Development' results for the AM and PM peak hour show the junction will operate at a similar level but again, with only a modest increase in queues.

A529 New Road/Station Road/Roundstone Bypass Road/B2140

- 6.10.21 The A529 New Road/Station Road/Roundstone Bypass Road/B2140 junction is a roundabout and so has been assessed using ARCADY.
- 6.10.22 The results for the 'Without Development' and 'With Development' flow scenarios for 2022 are summarised within **Table 6.7** with the full results contained within **Appendix 6**.

Arm Name	2022 Without Development				2022 With Development			
	AM		PM		AM		PM	
	RFC	Q	RFC	Q	RFC	Q	RFC	Q
Station Road	0.92	8	0.74	3	0.99	17	0.78	3
Roundstone Bypass Rd	1.12	77	1.16	112	1.13	84	1.19	131
B2140	0.77	3	0.68	2	0.77	3	0.69	2
A529 New Road	0.81	4	0.69	2	0.82	4	0.70	2

Table 6.7 – Summary of ARCADY Results for A529 New Road/Station Road/Roundstone Bypass Road/B2140

- 6.10.23 The 2022 'Without Development' results for the AM and PM peak hour show that overall, the junction will operate with reserve capacity, with the exception of the Roundstone Bypass Road arm.
- 6.10.24 The results for the 2022 'With Development' assessment show that the junction will continue to operate efficiently overall, but with an increase in queueing on the Roundstone Bypass Road arm.
- 6.10.25 The results for the 'Without Development' and 'With Development' flow scenarios for 2027 are summarised within **Table 6.8** with the full results contained within **Appendix 6**.

Arm Name	2027 Without Development				2027 With Development			
	AM		PM		AM		PM	
	RFC	Q	RFC	Q	RFC	Q	RFC	Q
Station Road	1.06	27	0.86	5	1.14	49	0.90	7
Roundstone Bypass Rd	1.19	118	1.25	168	1.18	120	1.28	189
B2140	0.80	4	0.72	3	0.80	4	0.73	3
A529 New Road	0.86	6	0.73	3	0.86	6	0.74	3

Table 6.8 – Summary of ARCADY Results for A529 New Road/Station Road/Roundstone Bypass Road/B2140

6.10.26 The 2022 ‘Without Development’ results for the AM and PM peak hour show the junction will continue to operate above its theoretical capacity, with queuing in the Roundstone Bypass Road arm, as in the 2022 base flow situation.

6.10.27 The results for the 2022 ‘With Development’ assessment show that the junction will continue to operate in a similar manner overall, but with increased queuing on the Roundstone Bypass Road approach.

Roundstone Bypass Road/A280/Chips Away/A52 (e)/B2140 Old Worthing Road

6.10.28 The A529 New Road/Station Road/Roundstone Bypass Road/B2140 junction is a roundabout and so has been assessed using ARCADY.

6.10.29 The results for the ‘Without Development’ and ‘With Development’ flow scenarios for 2022 are summarised within **Table 6.9** with the full results contained within **Appendix 7**.

Arm Name	2022 Without Development				2022 With Development			
	AM		PM		AM		PM	
	RFC	Q	RFC	Q	RFC	Q	RFC	Q
A280	0.58	1	0.53	1	0.58	1	0.54	1
Chips Away	0.10	0	0.04	0	0.11	0	0.07	0
A529 (e)	0.54	1	0.59	2	0.54	1	0.61	2
B2140 Old Worthing Road	0.61	1	0.26	0	0.61	2	0.26	0
Roundstone Bypass Road	1.04	48	0.90	8	1.06	61	0.91	9

Table 6.9 – Summary of ARCADY Results for Roundstone Bypass Road/A280/Chips Away/A529 /B2140 Old Worthing Road

- 6.10.30 The 2022 ‘Without Development’ results for the AM peak hour show the junction will continue to operate with reserve capacity overall, but with queuing on the Roundstone Bypass Road arm in the AM peak. The results for the 2022 ‘Without Development’ PM peak show the junction will operate efficiently.
- 6.10.31 The results for the 2022 ‘With Development’ assessment show that the junction will operate in a similar manner in the AM peak, with an increase in queueing.
- 6.10.32 The 2022 ‘With Development’ assessment results for the PM peak hour show the junction will operate efficiently, in a similar manner to the base situation.
- 6.10.33 The results for the ‘Without Development’ and ‘With Development’ flow scenarios for 2027 are summarised within **Table 6.10** with the full results contained within **Appendix 7**.

Arm Name	2027 Without Development				2027 With Development			
	AM		PM		AM		PM	
	RFC	Q	RFC	Q	RFC	Q	RFC	Q
A280	0.62	2	0.58	1	0.62	2	0.59	1
Chips Away	0.16	0	0.10	0	0.17	0	0.07	0
A529 (e)	0.57	1	0.63	2	0.57	1	0.64	2
B2140 Old Worthing Road	0.67	2	0.29	0	0.67	2	0.29	0
Roundstone Bypass Road	1.11	94	0.96	16	1.13	108	0.97	17

Table 6.10 – Summary of ARCADY Results for Roundstone Bypass Road/A280/Chips Away/A529 /B2140 Old Worthing Road

- 6.10.34 The 2022 ‘Without Development’ results show the junction will operate within capacity in the PM peak but above its theoretical capacity in the AM peak.
- 6.10.35 The results for the 2022 ‘With Development’ assessments show that the junction will continue to operate in a similar manner to the base situation, but with an increase in queues.

6.11 Traffic Impact Summary

- 6.11.1 This section of the report has considered the impact of the proposal in transport terms.
- 6.11.2 The capacity assessments undertaken demonstrate that overall, the local highway network would remain operating well within its capacity and the development traffic can be accommodated in both peak hours, without the need for any mitigation measures.
- 6.11.3 Where the junctions are shown to be operating above their theoretical capacity in the ‘Without Development’ flow scenario, the increase in queuing is not considered to be severe.

- 6.11.4 It is concluded therefore, that the development will not have a material impact on the local network and will not give rise to any highways or transportation issues.

7 ACCIDENT DATA

7.1 Introduction

7.1.1 In order to consider the potential impact of the development on road safety, a review of the Crashmap website (www.crashmap.co.uk) has been undertaken. The information provided on the website covered the three-year period 2015 to 2017, the latest data available in the vicinity of the development site. The accident data is contained within **Appendix 8**.

7.2 Accident Review

7.2.1 According to the data provided, there have been no accidents in the immediate vicinity of the site on Arundel Road. The records show however, that there have been 4 recorded incidents on the A27, located approximately 350 metres away to the north of the site, as identified in **Figure 7.1** below.

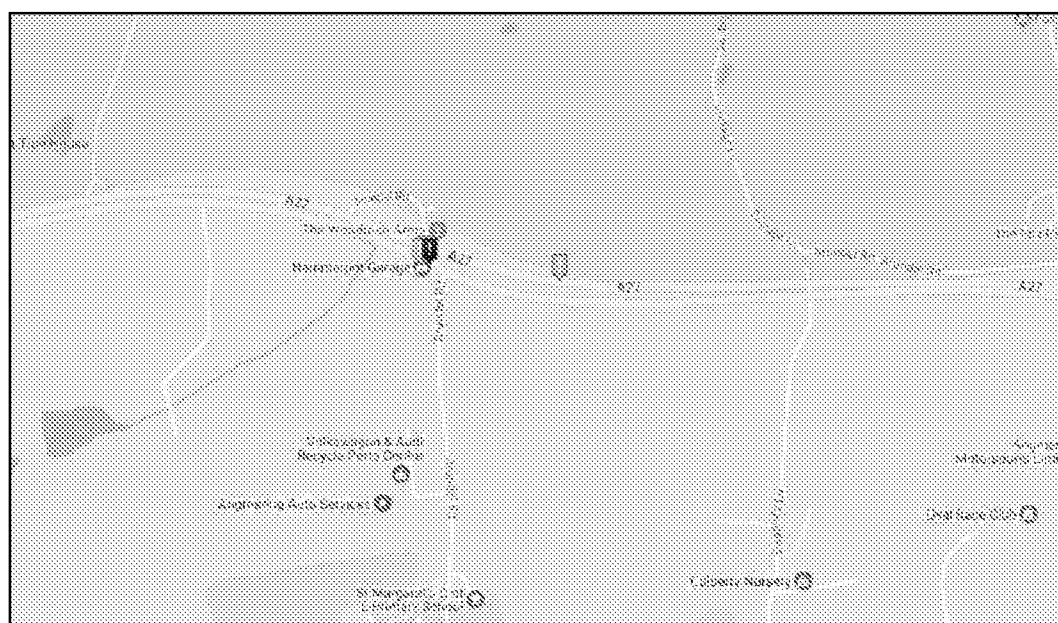


Figure 7.1 – Accident Location

7.2.2 The data shows that the incident to the east of Arundel Road took place in 2015 and the road surface was wet/damp and resulted in a slight injury being sustained.

- 7.2.3 The details show that the accident involved only one vehicle, which collided with a tree. This suggests that the accident was due to driver error, rather than there being any particular issues with the road layout. It is likely that the vehicle was travelling in excess of the speed limit or the driver was not paying sufficient attention to the road conditions.
- 7.2.4 The second accident took place to the west of Arundel Road and involved a car and a light goods vehicle. The weather conditions were fine and the road surface was dry. The data shows that the light goods vehicle was in the act of turning left when it was struck by the car, with both drivers sustaining slight injuries. It is likely that the car driver was not paying sufficient attention to other road users or failed to see that the vehicle in front was slowing down to make the left turn.
- 7.2.5 The records show that the accident involved two vehicles, a car and a light goods vehicle in 2016. It was daylight, the weather conditions were fine and the road surface was dry. The details indicate that the car was parked in the carriageway, when it was struck by the light goods vehicle, resulting in a slight injury to the van driver. This suggests that the driver of the van was not paying sufficient attention to the surroundings and failed to notice the stationary vehicle, or was travelling in excess of the speed limit and failed to react in time.
- 7.2.6 The fourth incident related to an accident involving a pedestrian who was crossing the dual carriageway and was struck by a car. The records show it was dark when the accident took place, although the weather was fine and road surface dry. The details indicate that the elderly pedestrian was walking in the carriageway and so it is likely that the car driver simply did not see the pedestrian. The incident unfortunately resulted in a fatal injury to the pedestrian.

7.3 Accident Summary

- 7.3.1 The data reviewed has not identified any untypical accidents.
- 7.3.2 The data reviewed has therefore demonstrated that there are no particular road safety issues in the vicinity of the site.

- 7.3.3 It is considered that the proposals for a residential development will not unduly change the characteristics or nature of the surrounding highway network and as such will not have a detrimental impact on overall road safety.
- 7.3.4 Furthermore, the proposed site access junction accords with relevant design criteria and is deemed to be a safe and appropriate form of junction to serve the development.
- 7.3.5 As such, there is no evidence to suggest that the proposed residential development will have an adverse effect on road safety or the number of accidents in the vicinity.

8 SMARTER TRAVEL CHOICES VIA TRAVEL PLANS

8.1 Introduction

- 8.1.1 In order to manage the travel by residents at the new development, the applicant wishes to offer a Travel Plan to encourage travel to the site by non-car modes.

8.2 Travel Planning Guidance

- 8.2.1 The preparation and adoption of a Travel Plan is an important element of managing the demand for travel to all modern developments. The Department for Transport (DfT) have produced guidance on the preparation of Travel Plans. The document, entitled *'Good Practice Guidelines: Delivering Travel Plans through the Planning Process'* was published in August 2009.
- 8.2.2 The guidance explains how *"we often need to meet the demands of population and economic growth whilst simultaneously reducing our impact on the environment"* and identifies that *"The benefits of increases in sustainable travel, in particular cycling and walking, can extend beyond reduction in CO₂ emissions and climate impacts, and include tackling congestion, tackling obesity and health issues, reducing social exclusion and improving quality of life"*.
- 8.2.3 The document sets out an overview of the process and delivery of Travel Plans and states that *"A Travel Plan is a long-term management strategy for an occupier or site that seeks to deliver sustainable transport objectives through positive action and is articulated in a document that is regularly reviewed."*
- 8.2.4 The Guidance states that *"Travel Plans should involve the development of agreed explicit outcomes linked to an appropriate package of measures aimed at encouraging more sustainable travel, with an emphasis on reducing single occupancy car use..."* and;

"A Travel Plan should seek to establish clear outcomes to be achieved in relation to access and set out all the measures to be implemented in detail, including an action plan, timescales, targets and responsibilities for implementation, monitoring and review".

- 8.2.5 It is made clear in the document that Travel Plans should focus on achieving the lowest practical level of single occupancy vehicle trips to or from a site and widening the use of other travel modes and assist in the wider aims of encouraging sustainable travel, improving health, reducing congestion, energy consumption and pollution. The Travel Plan, it advises *“needs to address all the journeys that may be made to and from a site”*.
- 8.2.6 The guidance also specifies that *“It is important to note that Travel Planning should be developed as one of the means of delivering an area’s sustainable transport strategy. Travel Planning should feature in the policy framework and implementation programmes of Regional Spatial Strategies and Local Development Frameworks”*.
- 8.2.7 Further guidance relating specifically to residential Travel Plans is presented in the DfT document entitled *“Making Residential Travel Plans Work”* published in June 2007.
- 8.2.8 The document states that:
- “Travel Planning is one of a range of measures known as smarter choices which have been found to be effective on reducing traffic and improving accessibility in residential areas”*.
- 8.2.9 A Residential Travel Plan is a package of measures designed to reduce car use originating from new housing by supporting alternative forms of transport and reducing the need to travel in the first place.
- 8.2.10 They are an important tool to help deliver accessible, sustainable communities and offer clear benefits to all the parties involved – public, private and the community. They involve meeting the access needs of residents in a new way and require partnerships between developers, local authorities, local communities and new residents.
- 8.2.11 The value of Travel Plans in reducing car use to workplaces and schools is widely recognised and many local authorities and developers have experience in their design and implementation.

- 8.2.12 However, until recently, little attention has been given to tackling the origins of journeys from people's homes. Now, forward-thinking developers and local authorities are developing packages of smarter choices to both reduce the traffic generated by new housing developments and increasing the travel choices available to residents. These smarter choices are being set out in Residential Travel Plans.

8.3 Residential Travel Plan

- 8.3.1 The objective of a Residential Travel Plan is the delivery of the objectives of the NPPF, i.e. to encourage residents to travel to work by bus, on foot and by bicycle.
- 8.3.2 The Residential Travel Plan outlines physical and management measures that are designed to achieve this objective.
- 8.3.3 However, the principle measure will consist of a Residents Travel Information Pack containing relevant material to promote non-car modes of travel and the provision of certain physical measures.
- 8.3.4 The Travel Pack will contain information to inform residents of the existing long-term strategy for reducing the dependence of residents and visitors on travel by private car.
- 8.3.5 The site has been demonstrated to benefit from excellent non-car accessibility and it should, therefore, be expected that the adoption of a Travel Plan would be particularly effective.
- 8.3.6 A Residential Travel Plan has been prepared and is submitted as a separate document within the application package.

9 ROAD SAFETY AUDIT

9.1 Introduction

9.1.1 As requested by the local highway authority, a Stage 1 Road Safety Audit has been undertaken for the site access.

9.2 Road Safety Audit

9.2.1 The site visit was undertaken on Saturday 9th December 2017 between 13:15-13:40 and comprised a walk and drive through of the area in the vicinity of the scheme. During the site visit both the weather and road surface were dry. Traffic in the vicinity of the scheme was light/moderate.

9.2.2 Arundel Road in the vicinity of the proposed access is subject to a 60 mph speed limit.

9.2.3 The Stage 1 Road Safety Audit is contained within **Appendix 9**.

9.3 Road Safety Audit

9.3.1 The terms of reference of the audit are as that described in DMRB HD19/15 Guidelines on Road Safety Audits. This standard has been used for guidance only. The team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the designs to any other criteria.

9.3.2 The scope of the RSA is limited to the proposed access arrangements to the site that will include:

- The introduction of a priority controlled 'ghost island' right turn lane with lane widths of 3.0 metres;
- Visibility splays of 2.4 metres by 59 metres from the site access (which it is noted accords with MfS guidance on vehicle speeds of 37mph); and
- Access road with a 5.5 metre width, 6.0 metre kerb radii and 2.0 metre wide footways on either side of the access road.

- 9.3.3 Junction capacity assessments provided for review as part of the RSA has forecast that the proposed junction would operate within capacity with no forecast queuing during the 2027 assessment year.
- 9.3.4 A review of the Personal Injury Collisions (PIC) data between 01/01/2012 and 31/12/2016 in the immediate vicinity of the proposed site access junction has indicated that during this period there have been no PIC's recorded.
- 9.3.5 The RSA identified two issues with the proposed site access which related to the vertical alignment of Arundel Road and the swept path analyses undertaken for a refuse vehicle in terms of its manoeuvring in and out of the site access.
- 9.3.6 In order to address the points raised above, the site access plan has been revised and is also contained within Appendix 9. In addition, the results of the Automatic Traffic Counts (ATC's) and visibility calculations based on Manual for Streets are also contained within Appendix 9.
- 9.3.7 The traffic speed data shows that the 85th percentile wet weather traffic speeds in the vicinity of the site are as follows;
- Northbound - 37.6mph; and
 - Southbound - 35.7mph
- 9.3.8 Based on the Manual for streets guidance, the above traffic speeds would require visibility splays of 59.61 metres (northbound) and 55.19 metres (southbound).
- 9.3.9 As indicated above, and within the RSA report, the site access can achieve visibility splays of 59 metres in both directions and as such, it is considered that design meets the required standards.

9.4 Summary

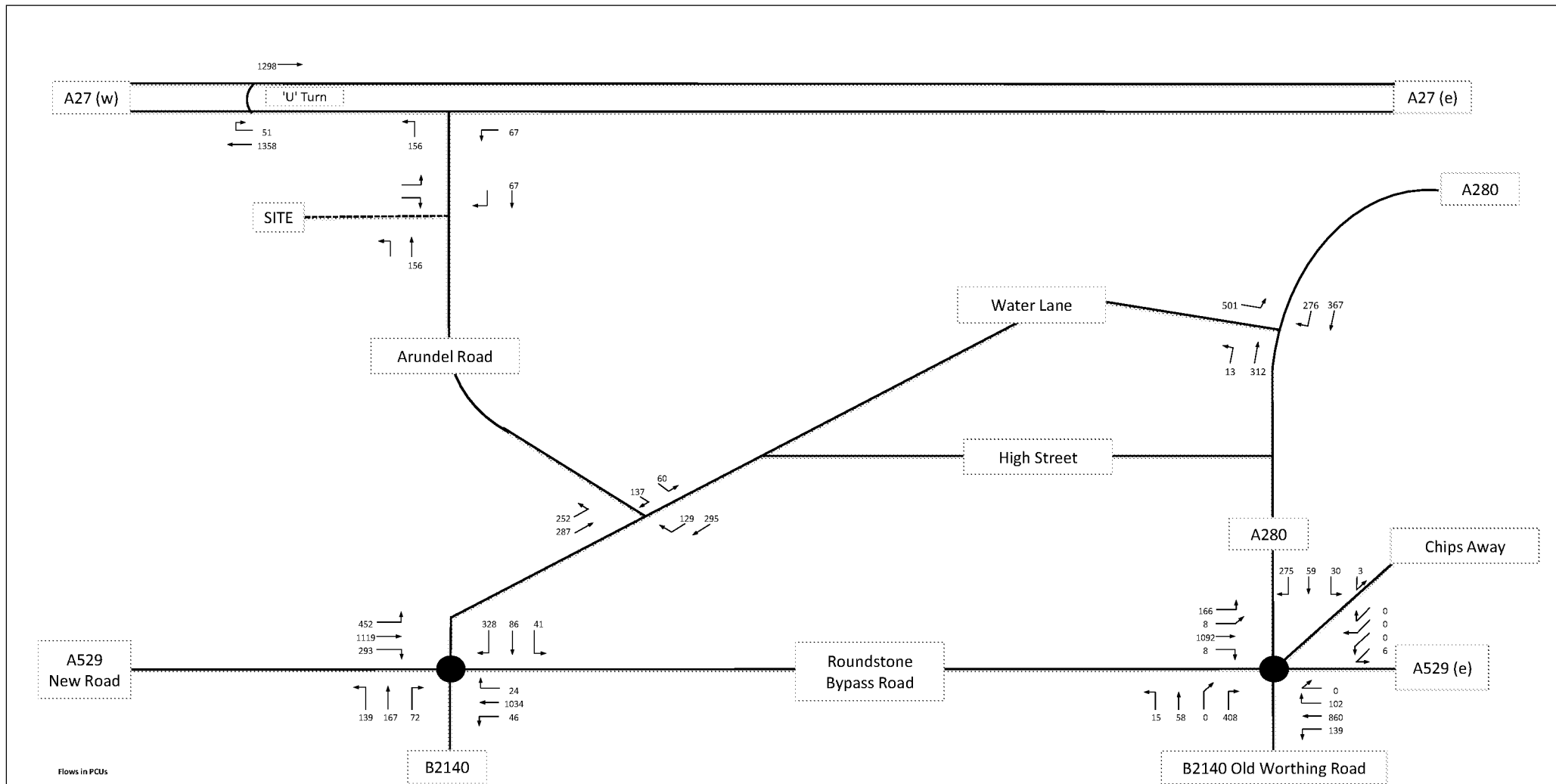
- 9.4.1 In light of the above, the vehicular access proposals should be deemed acceptable to the local highway authority.

10 CONCLUSIONS

- 10.1.1 Croft have been commissioned by Gladman to produce a Transport Assessment and Travel Plan to assist the Local Planning Authority's determination of a planning application for a proposed residential development off Arundel Road in Angmering.
- 10.1.2 The existing pedestrian infrastructure in the vicinity of the site is of good standard, providing safe linkages to the surrounding area and local facilities.
- 10.1.3 The site benefits from being located in close proximity to the bus stops located within a short walk of the site, which provide services to local destinations and are ideally placed to cater for the needs of the residents and visitors.
- 10.1.4 The proposals comply with the aims and aspirations of both of local and national policy.
- 10.1.5 The proposed development will be accessed by a safe and efficient priority controlled vehicular access arrangement that will not compromise highway safety.
- 10.1.6 The impact of the proposals has been assessed using the TRICS database and the assessments undertaken have shown that the proposals will not have a material impact or give rise to any highways related issues.
- 10.1.7 There is no evidence to suggest that the proposals would have an adverse effect on road safety or the number of accidents in the vicinity.
- 10.1.8 A Travel Plan will be implemented to encourage the use of non-car modes to meet the aims and aspirations of national and local policy and assist in delivering as sustainable development.
- 10.1.9 The Road Safety Audit has confirmed that the proposals will provide a safe point of access into the site.
- 10.1.10 Based on the above, it is the conclusion of this report that there are no material reasons why the proposed development should not be granted planning consent on highways or transportation grounds.

FIGURES

FIGURE	DESCRIPTION	SCENARIO	CALC
FIGURE 1	2017 SURVEYED FLOWS	AM PEAK	See TA
FIGURE 2	2017 SURVEYED FLOWS	PM PEAK	See TA
FIGURE 3	2022 FACTORED FLOWS	AM PEAK	FIG1xNTM
FIGURE 4	2022 FACTORED FLOWS	PM PEAK	FIG2xNTM
FIGURE 5	2027 FACTORED FLOWS	AM PEAK	FIG1xNTM
FIGURE 6	2027 FACTORED FLOWS	PM PEAK	FIG2xNTM
FIGURE 7	COMMITTED DEVELOPMENT (A/82/12) - 138 Units	AM PEAK	See TA
FIGURE 8	COMMITTED DEVELOPMENT (A/82/12) - 138 Units	PM PEAK	See TA
FIGURE 9	COMMITTED DEVELOPMENT (A/144/15/PL) - 246 Units	AM PEAK	See TA
FIGURE 10	COMMITTED DEVELOPMENT (A/144/15/PL) - 246 Units	PM PEAK	See TA
FIGURE 11	COMMITTED DEVELOPMENT (A/27/16/PL) - 53 Bed Care Home	AM PEAK	See TA
FIGURE 12	COMMITTED DEVELOPMENT (A/27/16/PL) - 53 Bed Care Home	PM PEAK	See TA
FIGURE 13	TOTAL COMMITTED DEVELOPMENT	AM PEAK	F7+F9+F11
FIGURE 14	TOTAL COMMITTED DEVELOPMENT	PM PEAK	F8+F10+F12
FIGURE 15	2022 BASE FLOWS	AM PEAK	F3+F13
FIGURE 16	2022 BASE FLOWS	PM PEAK	F4+F14
FIGURE 17	2027 BASE FLOWS	AM PEAK	F5+F13
FIGURE 18	2027 BASE FLOWS	PM PEAK	F6+F14
FIGURE 19	TRIP DISTRIBUTION	AM PEAK	See TA
FIGURE 20	TRIP DISTRIBUTION	PM PEAK	See TA
FIGURE 21	DEVELOPMENT FLOWS	AM PEAK	See TA
FIGURE 22	DEVELOPMENT FLOWS	PM PEAK	See TA
FIGURE 23	2022 ASSESSMENT FLOWS	AM PEAK	F15+F21
FIGURE 24	2022 ASSESSMENT FLOWS	PM PEAK	F16+F22
FIGURE 25	2027 ASSESSMENT FLOWS	AM PEAK	F17+F21
FIGURE 26	2027 ASSESSMENT FLOWS	PM PEAK	F18+F22



croft
Transport Solutions

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

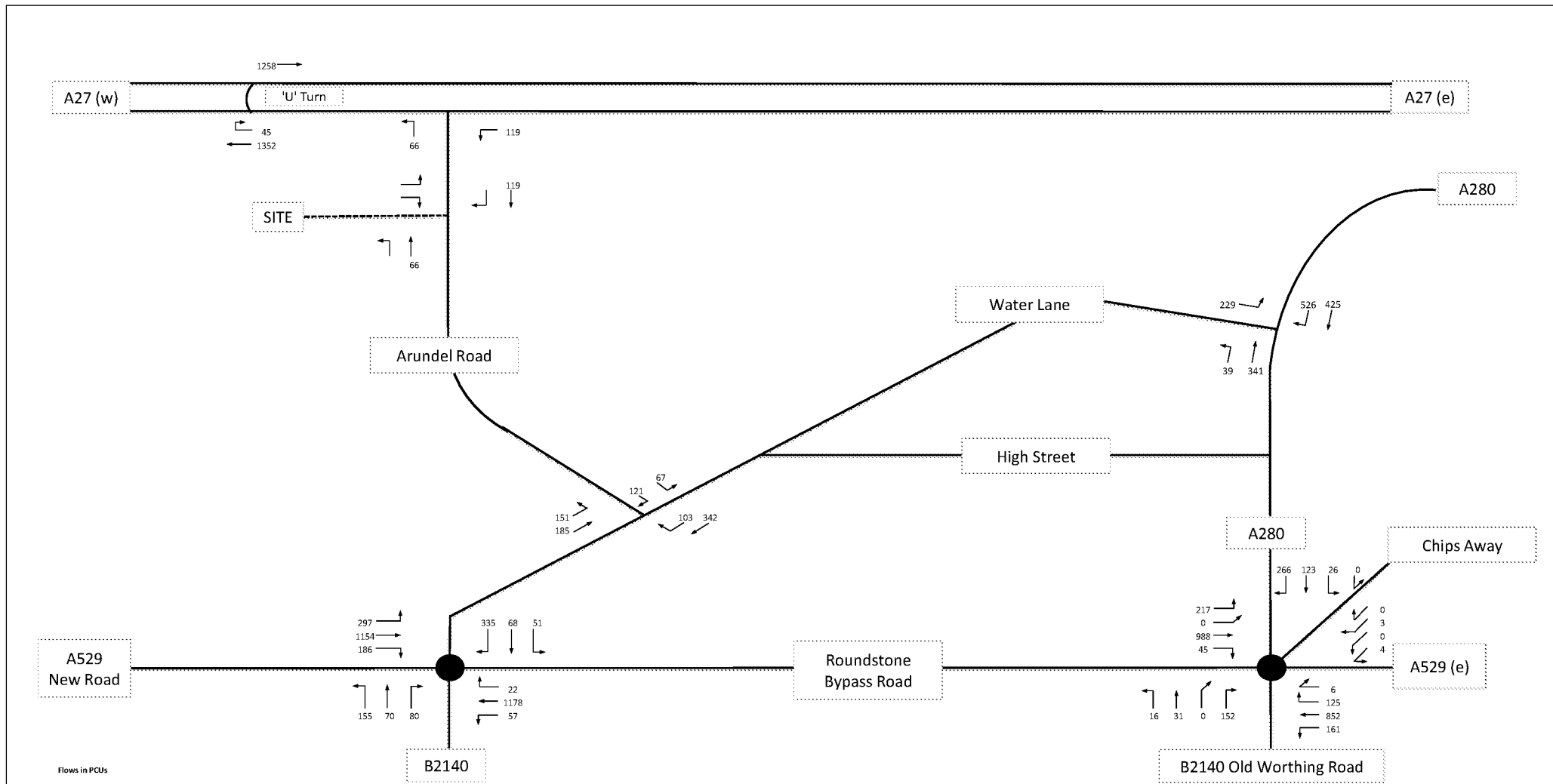


Figure 2 - 2017 Surveyed Flows
PM Peak Period (1645 - 1745)

croft
Transport Solutions

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

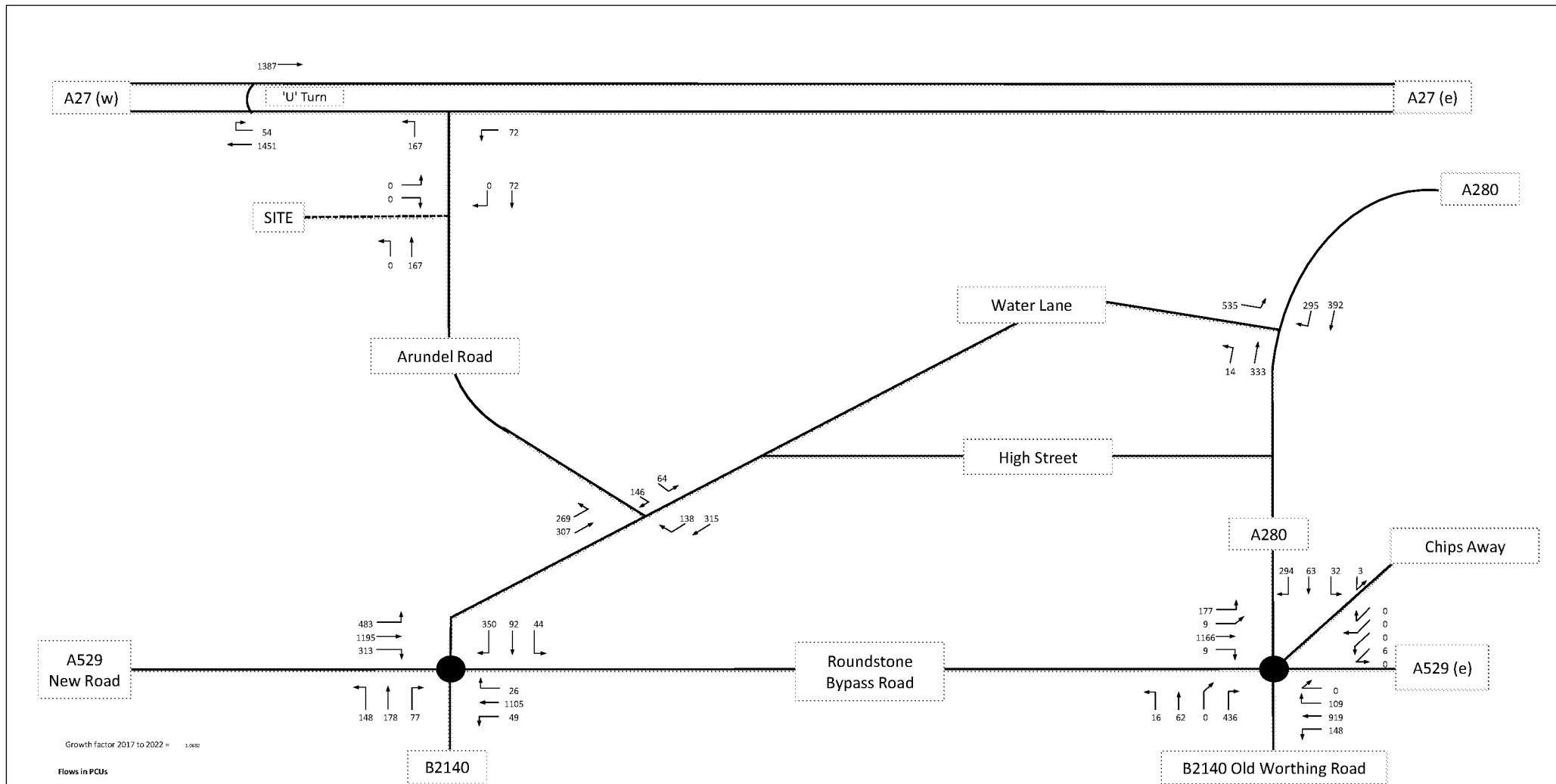


Figure 3 - 2022 Factored Flows
AM Peak Period (0745 - 0845)

croft
Transport Solutions

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

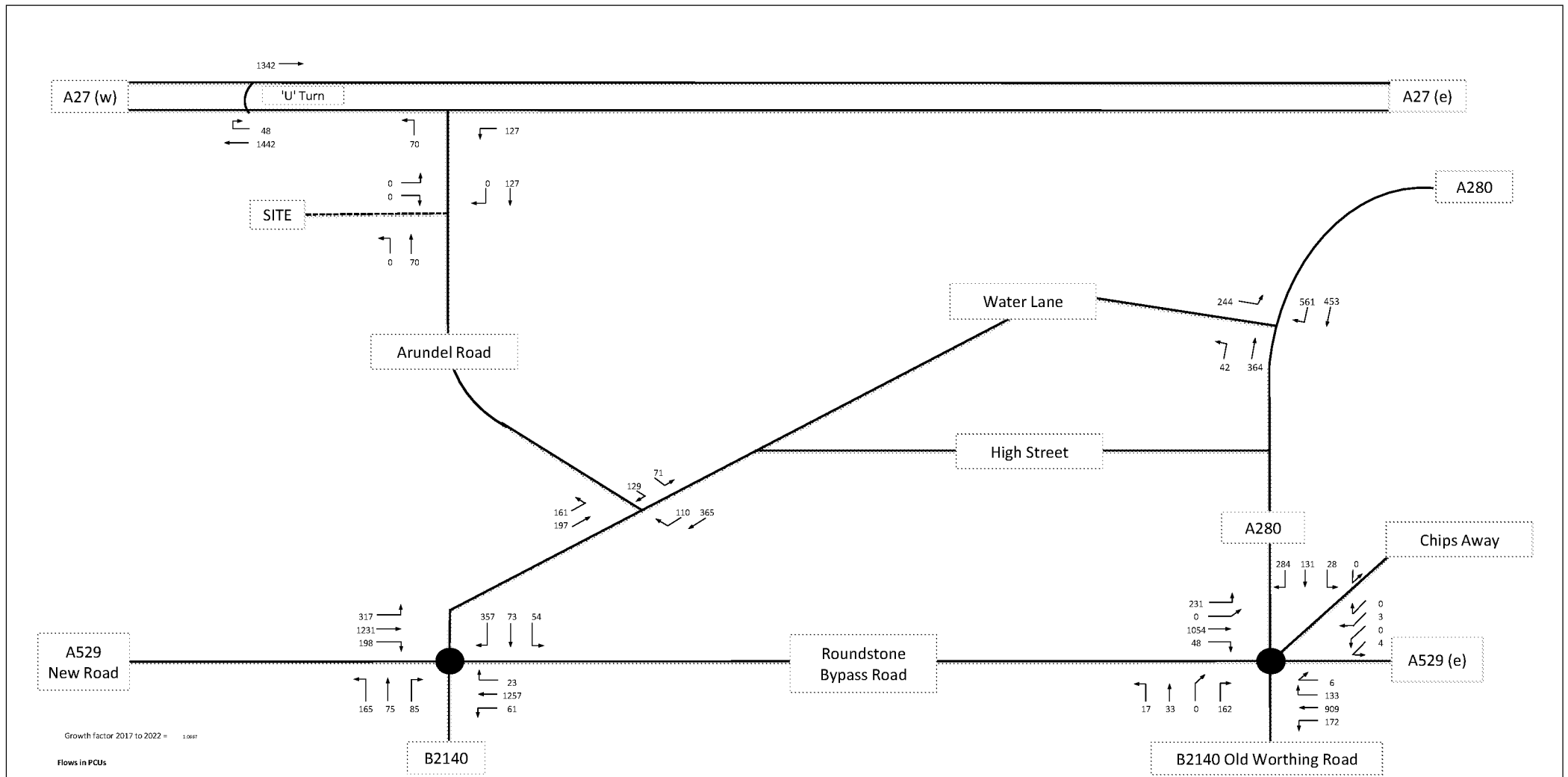


Figure 4 - 2022 Factored Flows
PM Peak Period (1645 - 1745)

croft
Transport Solutions

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

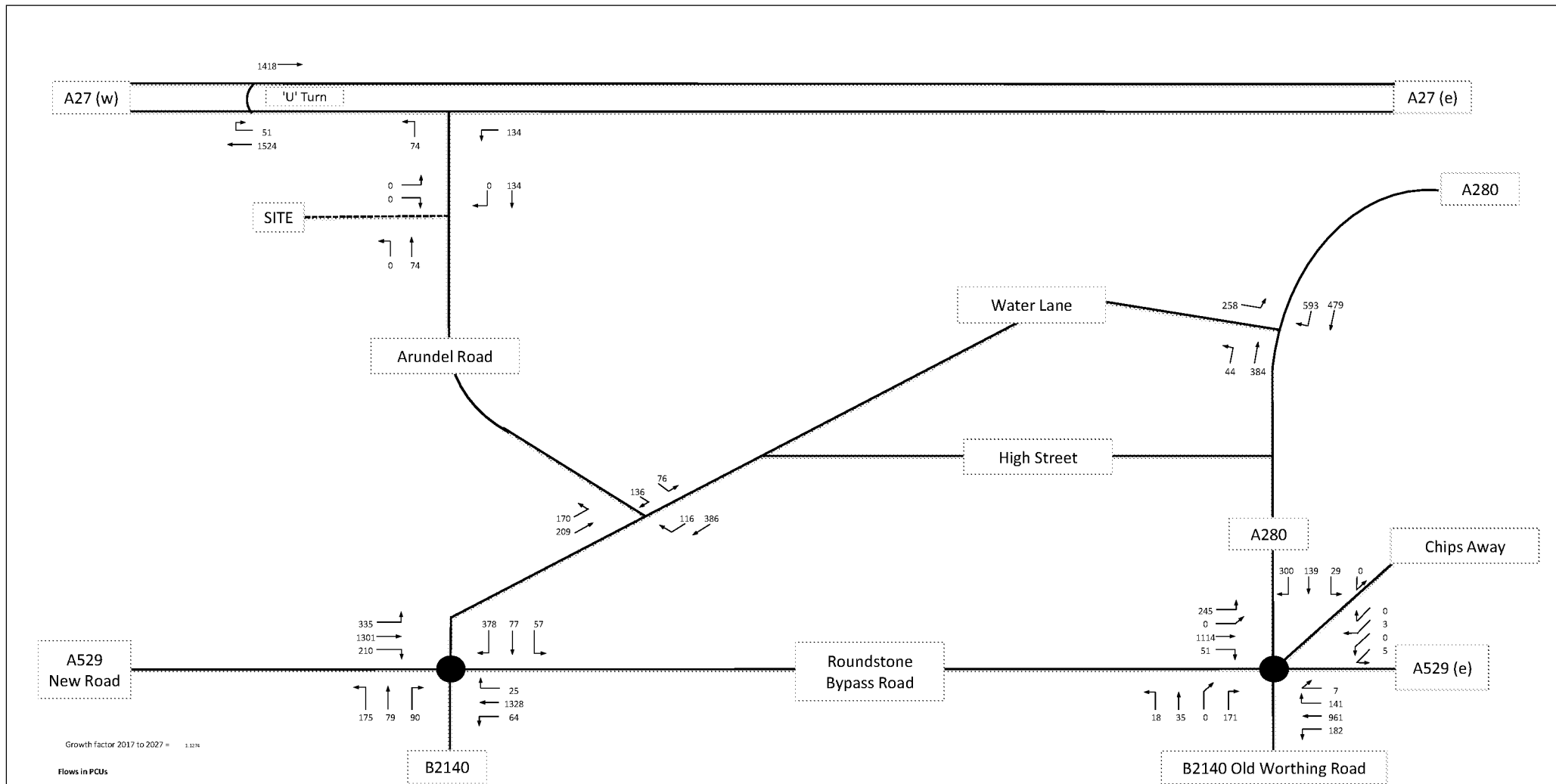


Figure 6 - 2027 Factored Flows
PM Peak Period (1645 - 1745)

croft
Transport Solutions

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

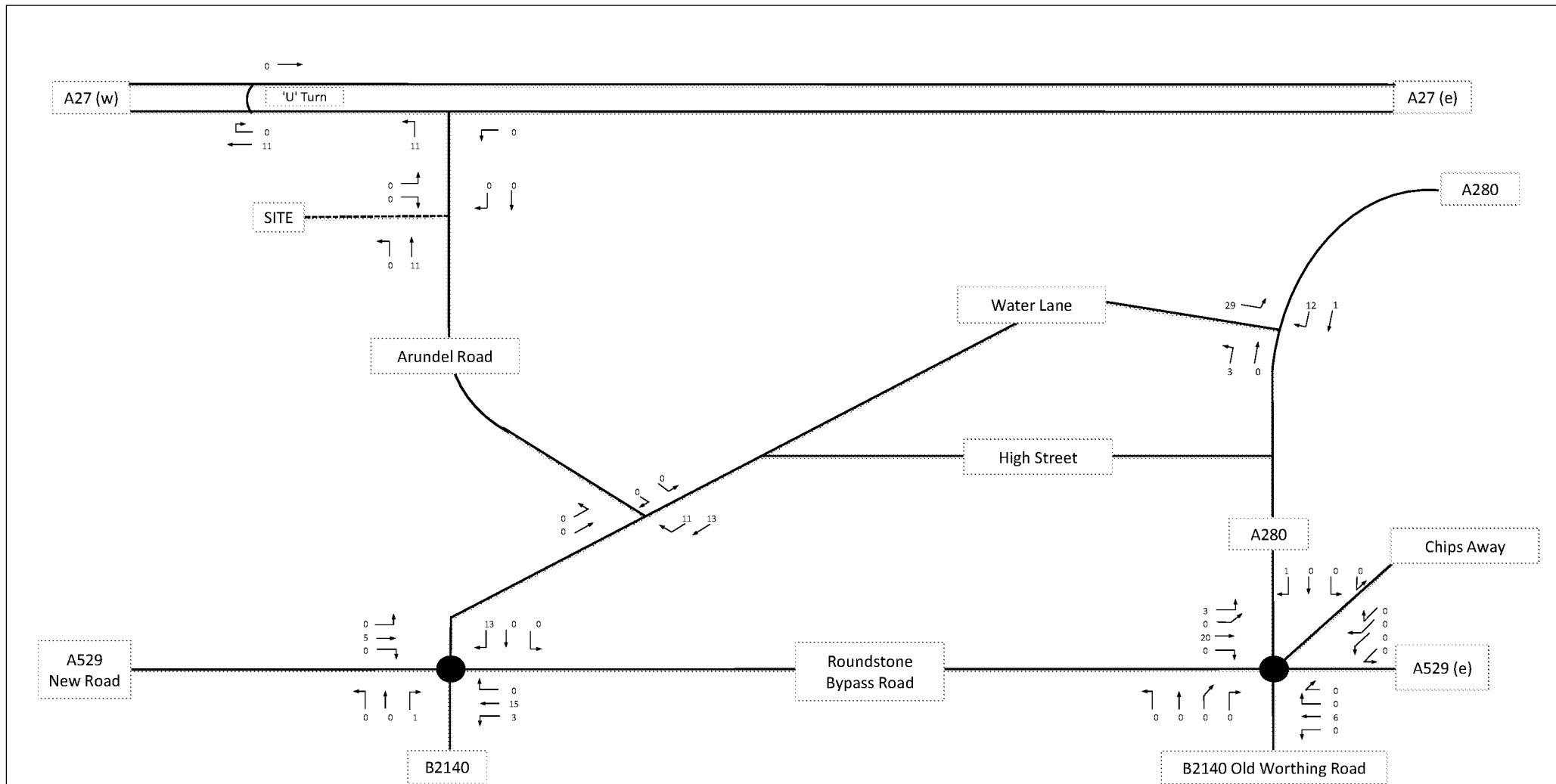


Figure 7 - Committed Development (A/82/12) - 138 Units
AM Peak Period (0745 - 0845)

croft
Transport Solutions

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

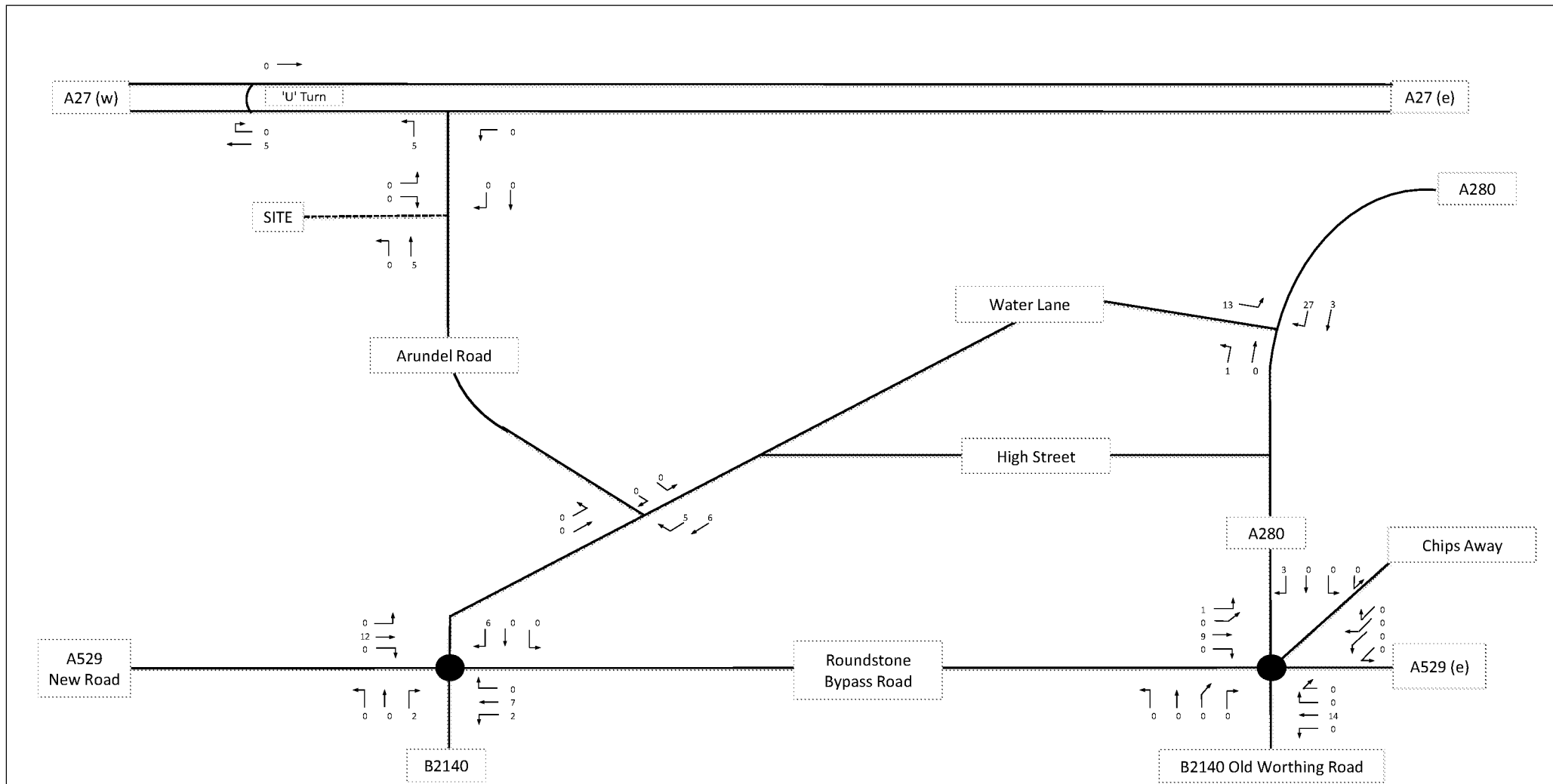


Figure 8 - Committed Development (A/82/12) - 138 Units
PM Peak Period (1645 - 1745)

croft
Transport Solutions

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

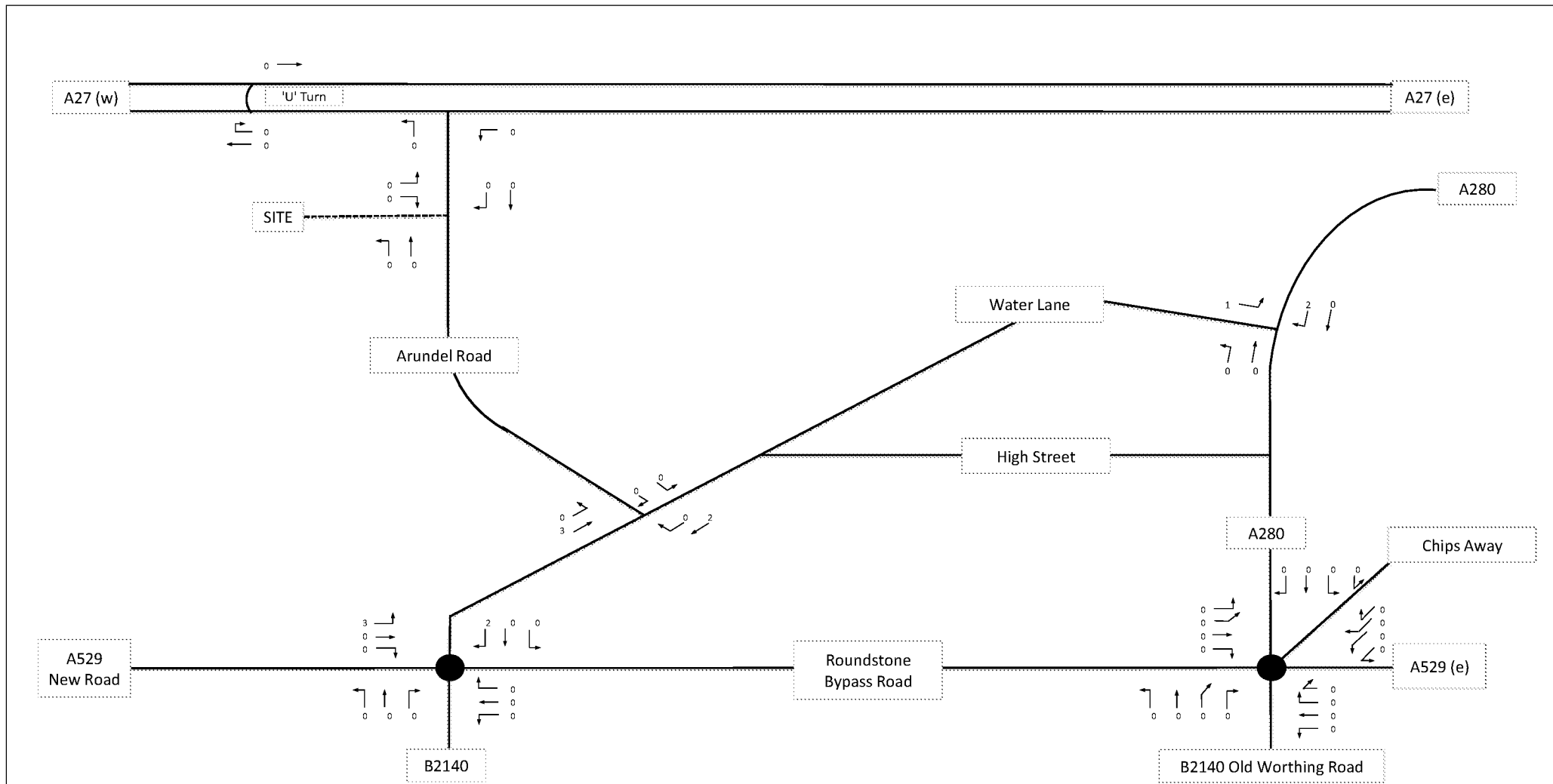


Figure 11 - Committed Development (A/27/16/PL) - 53 Bed Care Unit
AM Peak Period (0745 - 0845)

croft
Transport Solutions

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

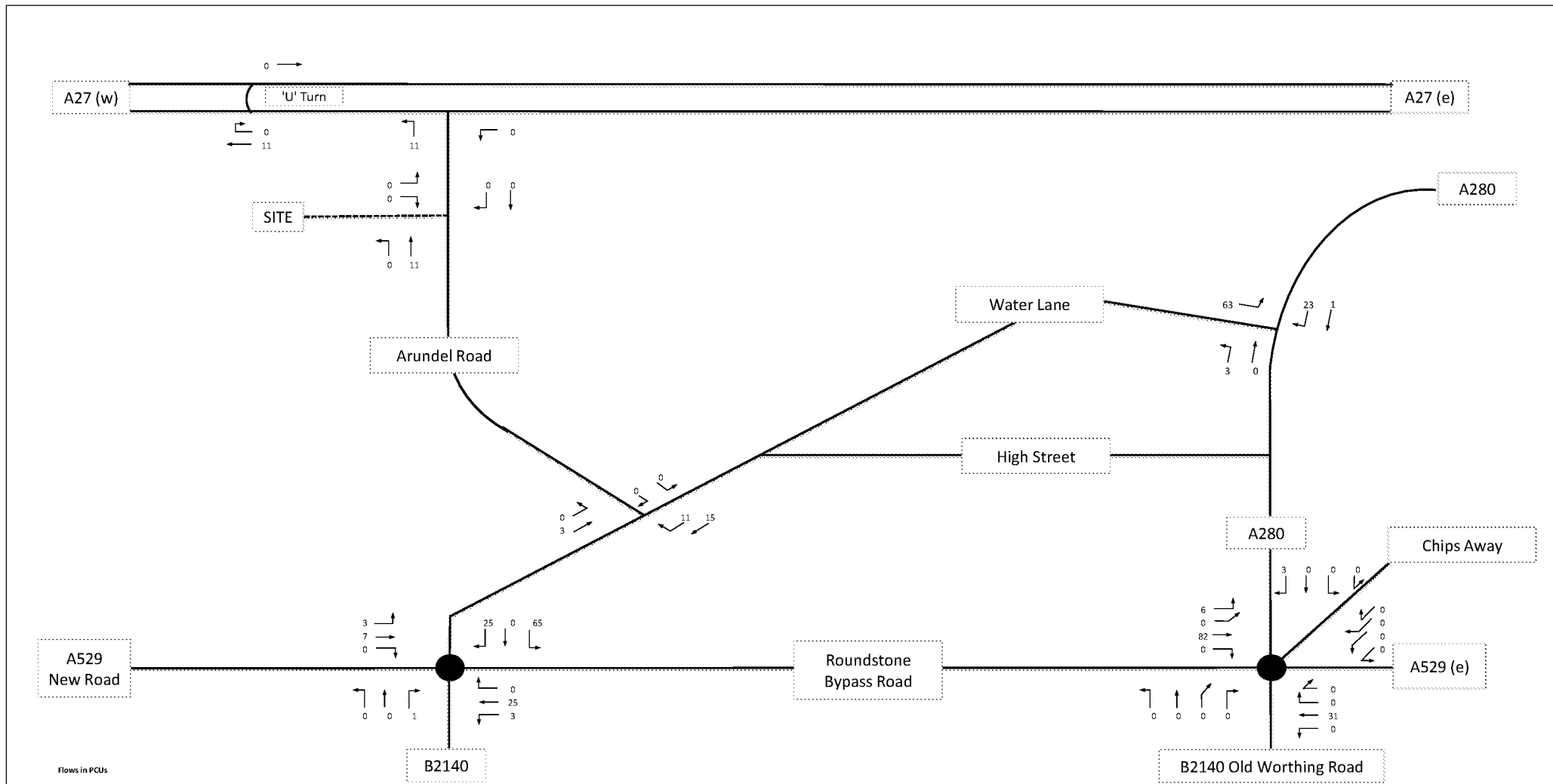


Figure 13 - Total Committed Development
AM Peak Period (0745 - 0845)

croft
Transport Solutions

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

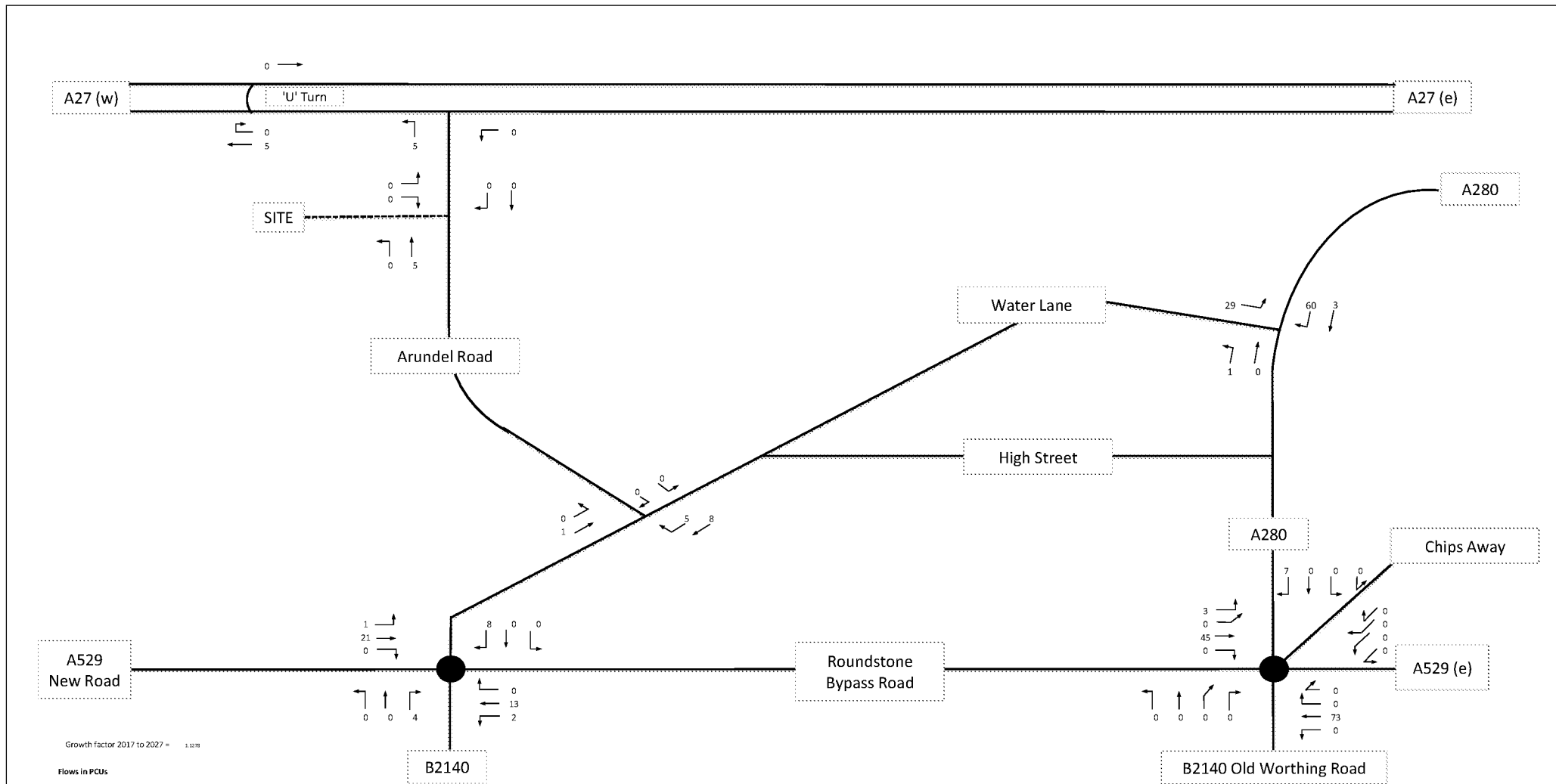


Figure 14 - Total Committed Development
PM Peak Period (1645 - 1745)

croft
Transport Solutions

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

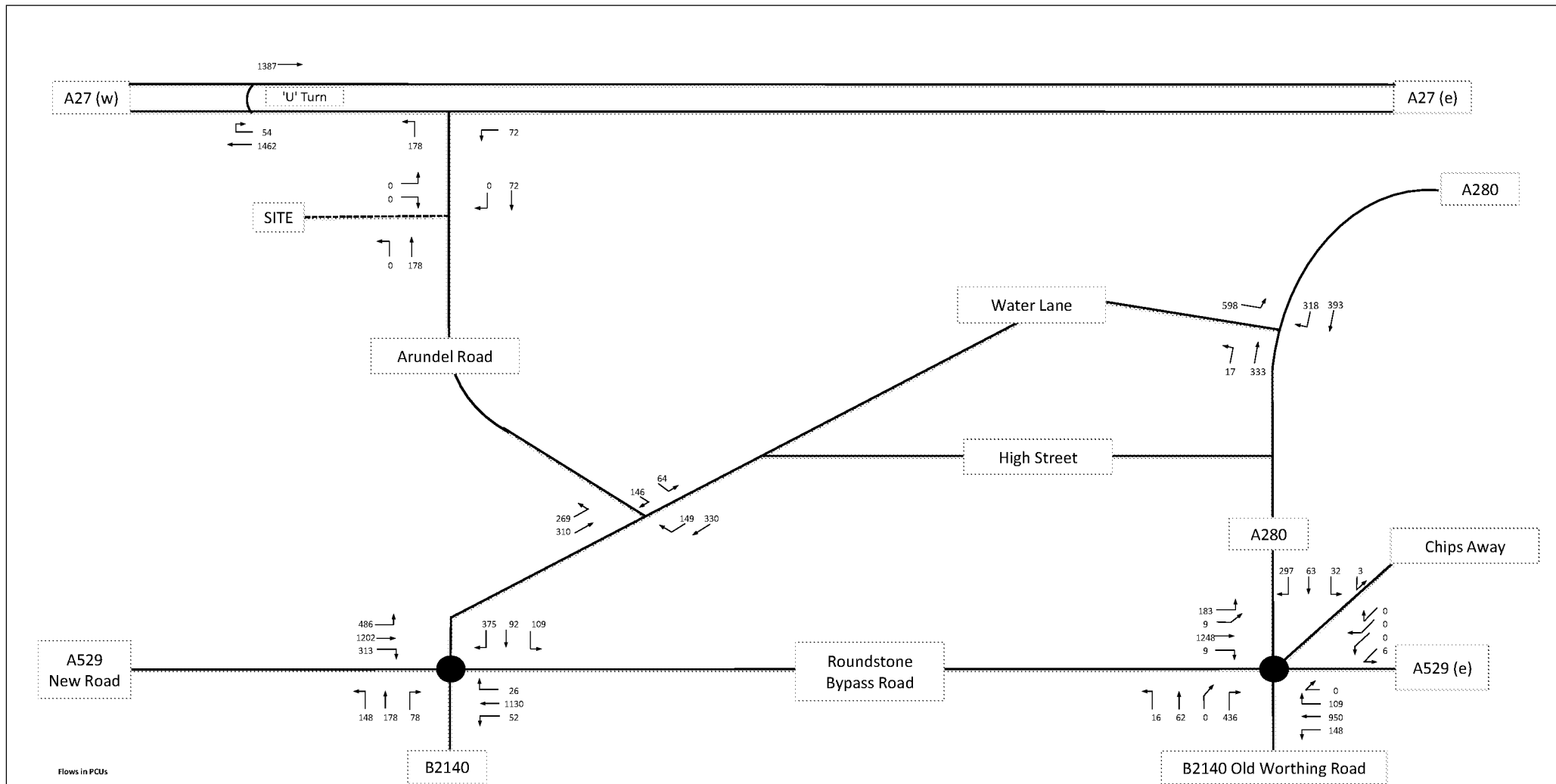


Figure 15 - 2022 Base Flows
AM Peak Period (0745 - 0845)

croft
Transport Solutions

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

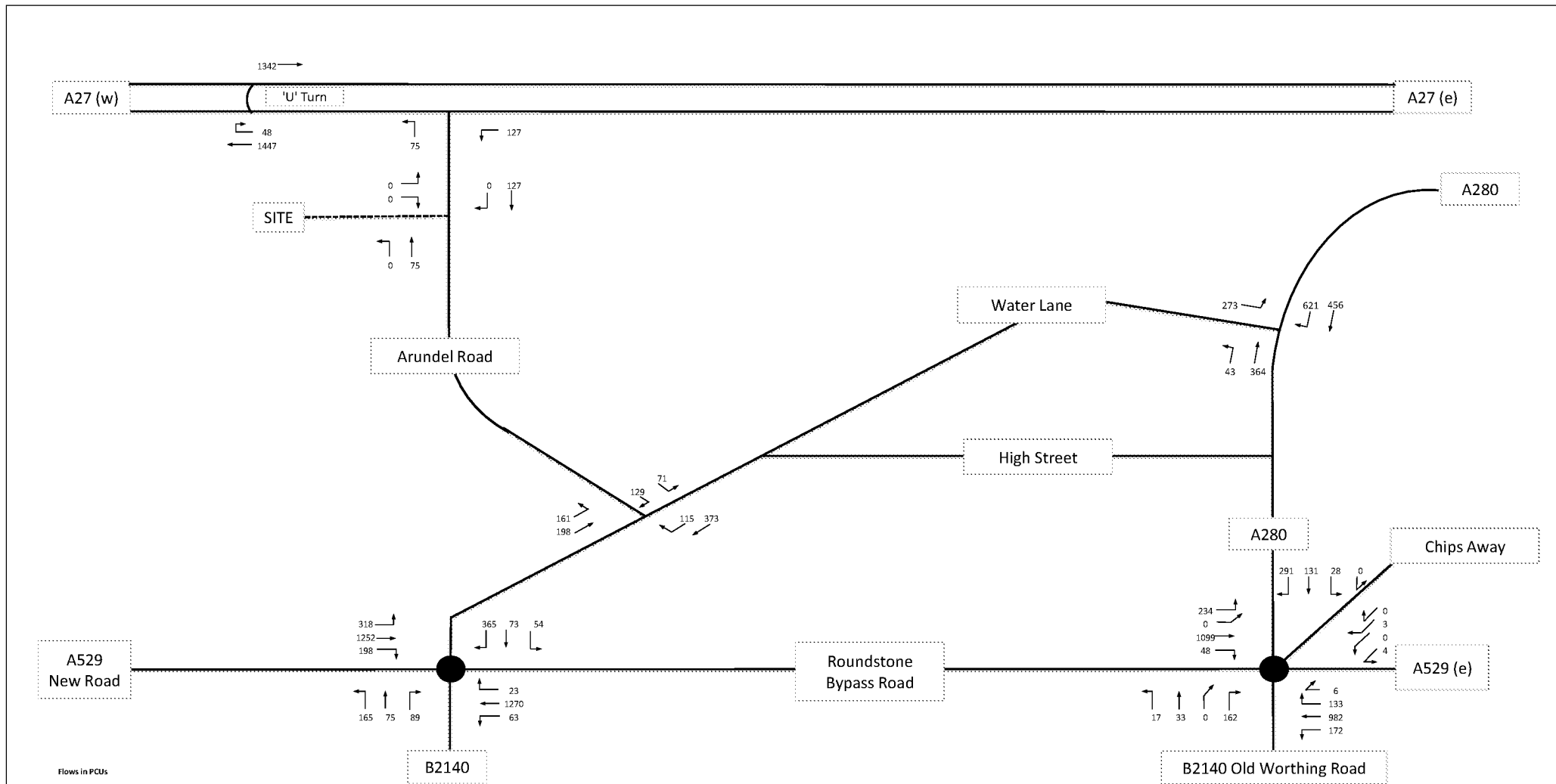
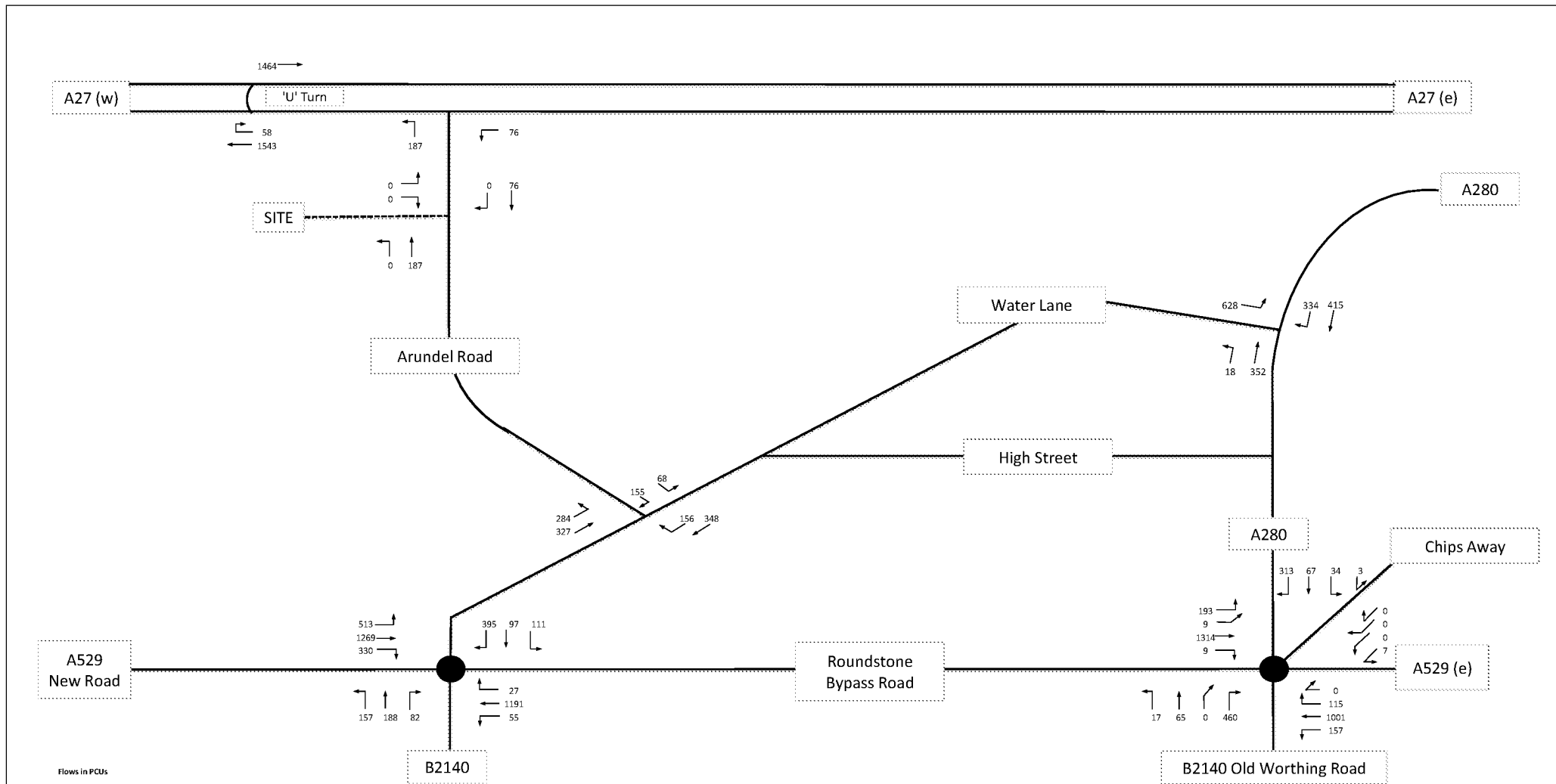


Figure 16 - 2022 Base Flows
PM Peak Period (1645 - 1745)

croft
Transport Solutions

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



croft
Transport Solutions

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

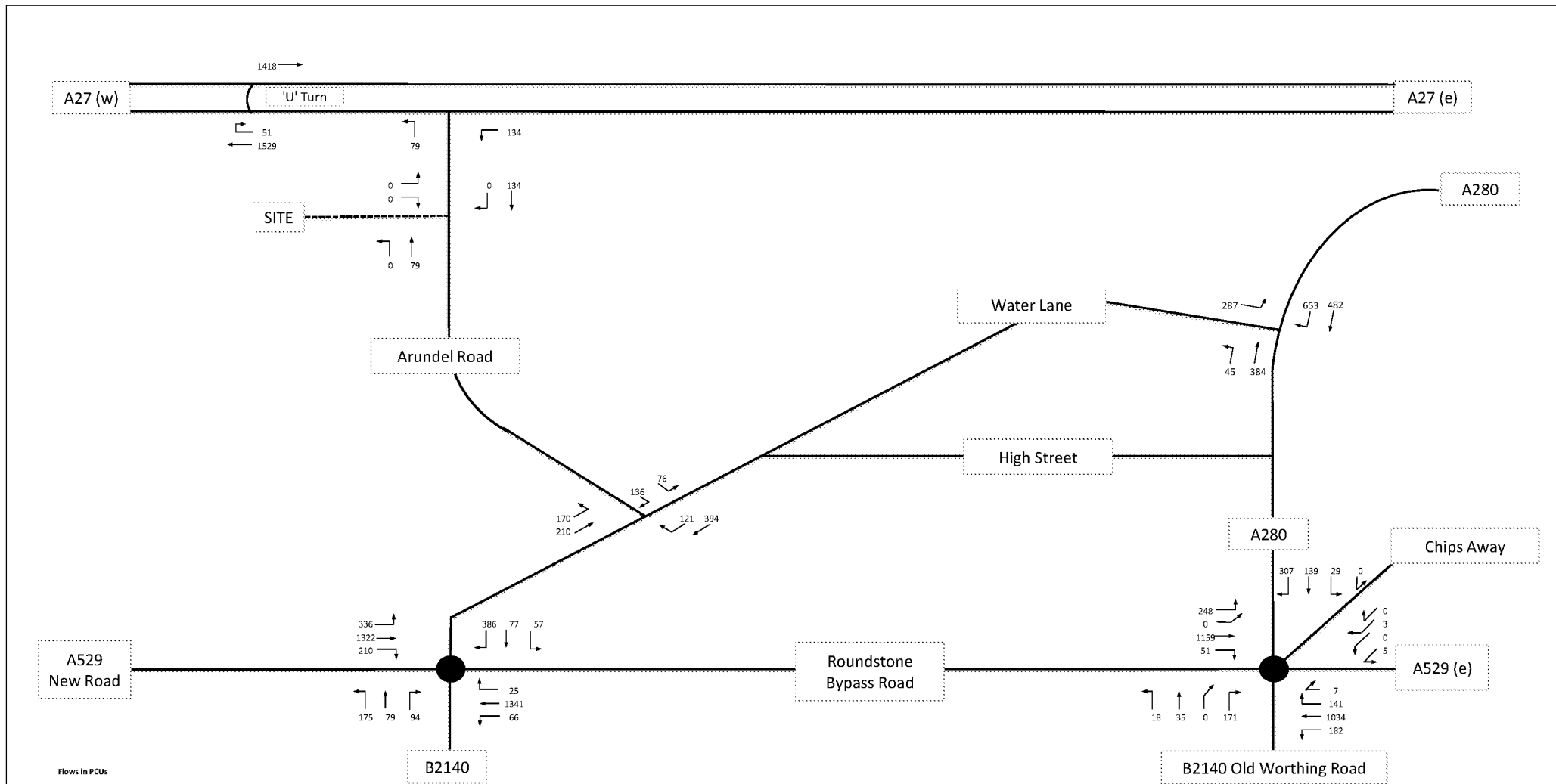
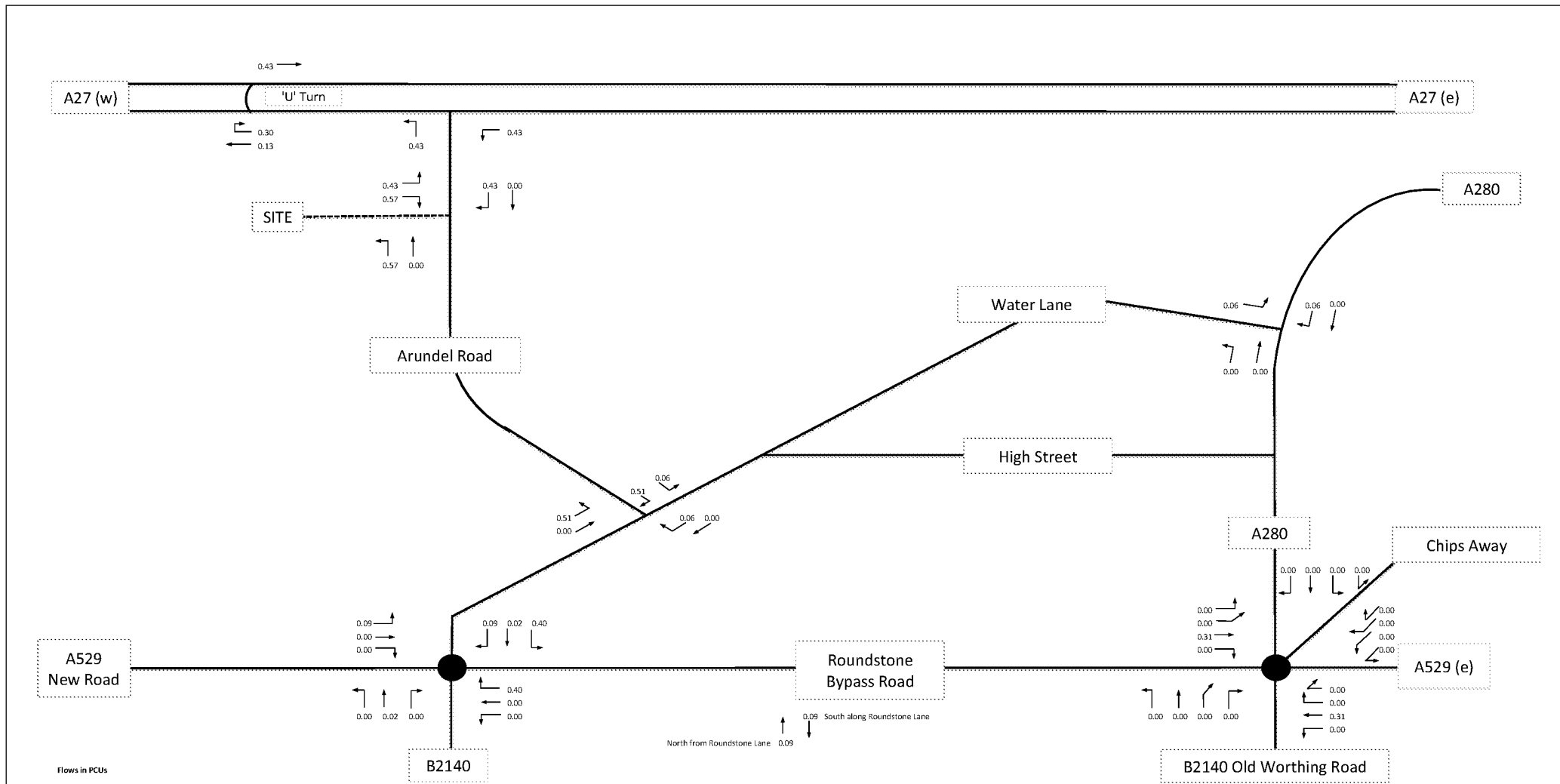


Figure 18 - 2027 Base Flows
AM Peak Period (0745 - 0845)

croft
Transport Solutions

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



croft
Transport Solutions

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

Arrs	Depts
32	90

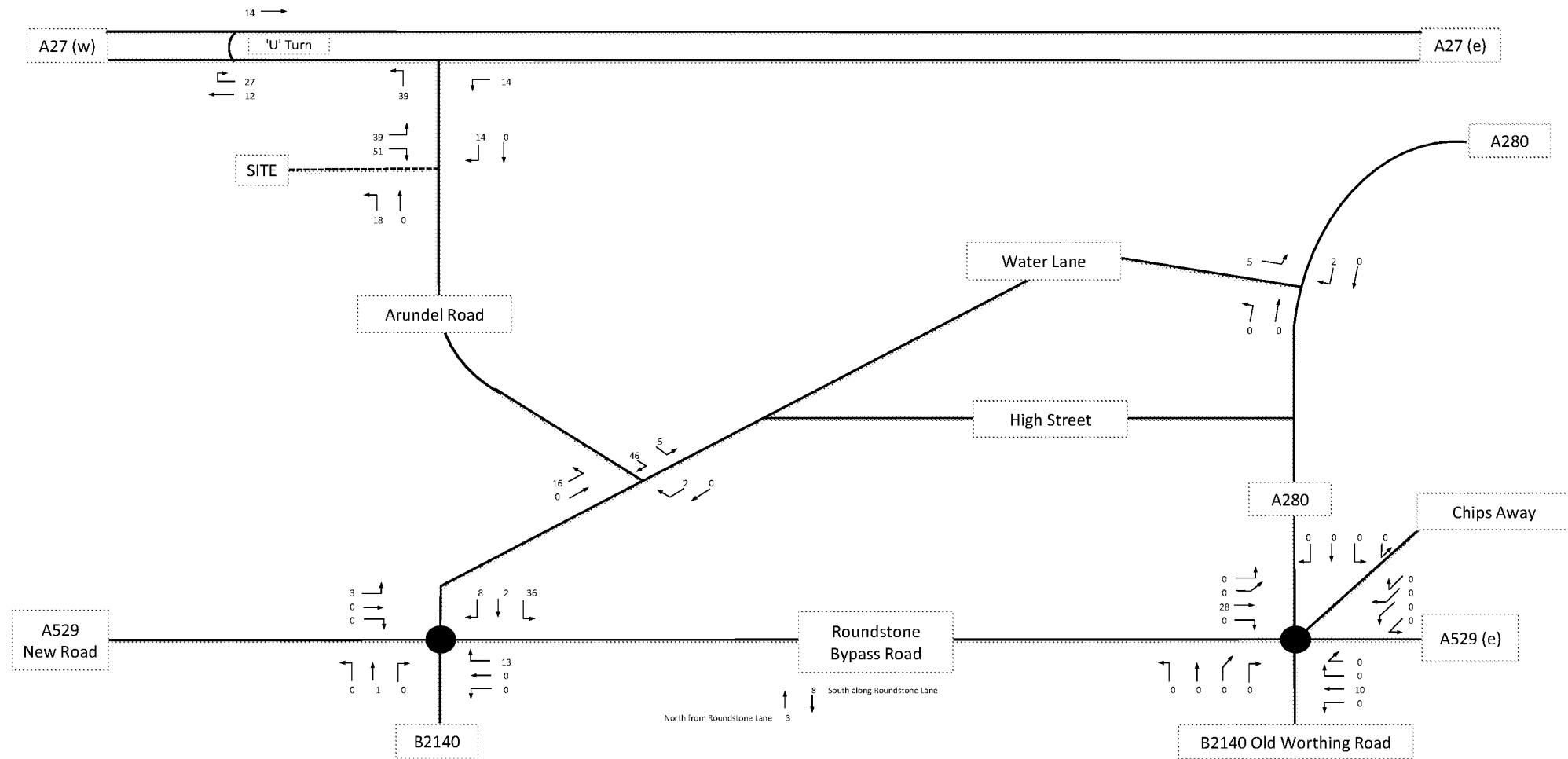


Figure 21 - Development Flows
AM Peak Period (0745 - 0845)

croft
Transport Solutions

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

Arrs	Depts
77	49

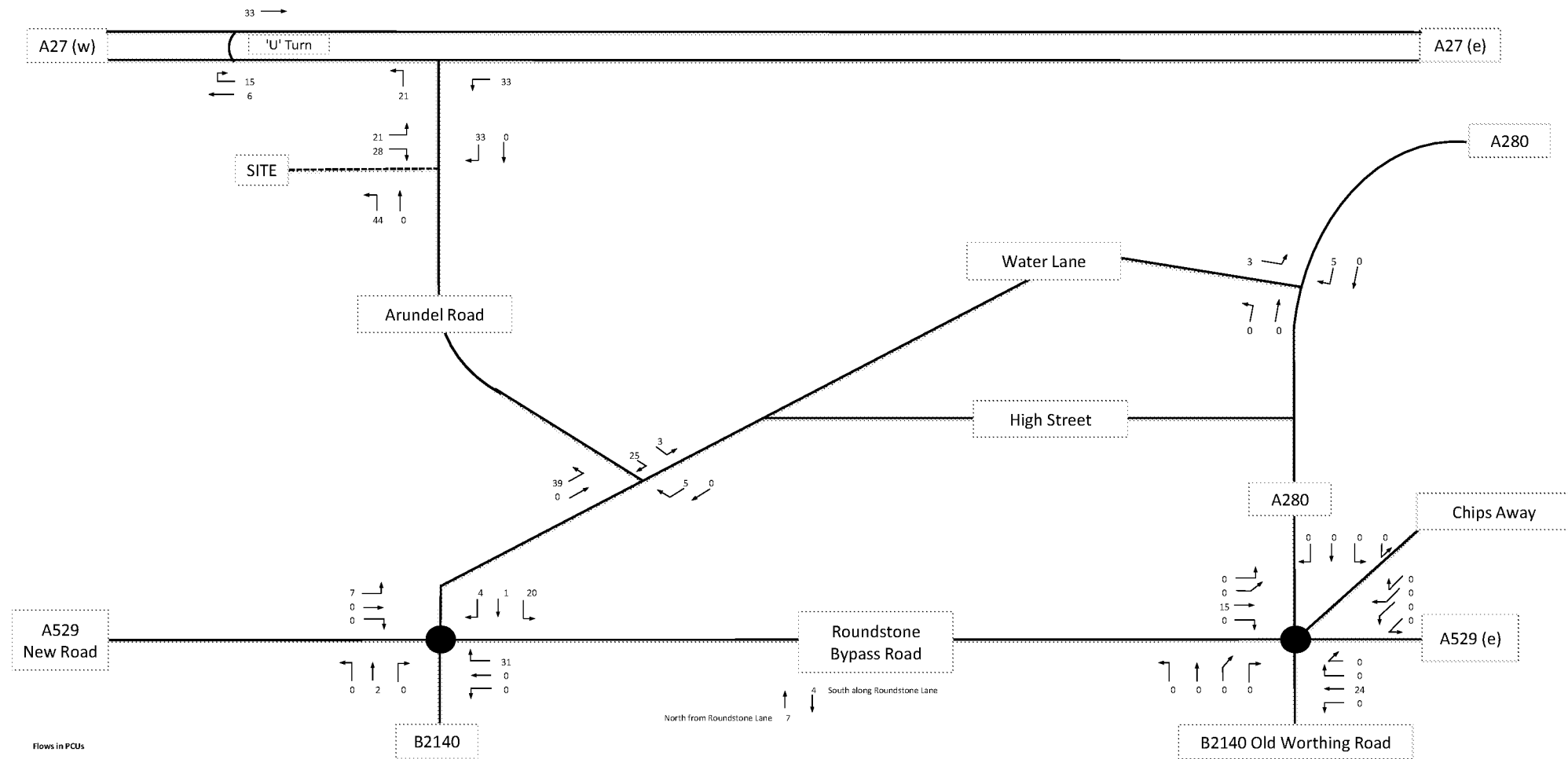


Figure 22 - Development Flows
PM Peak Period (1645 -1745)

croft
Transport Solutions

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

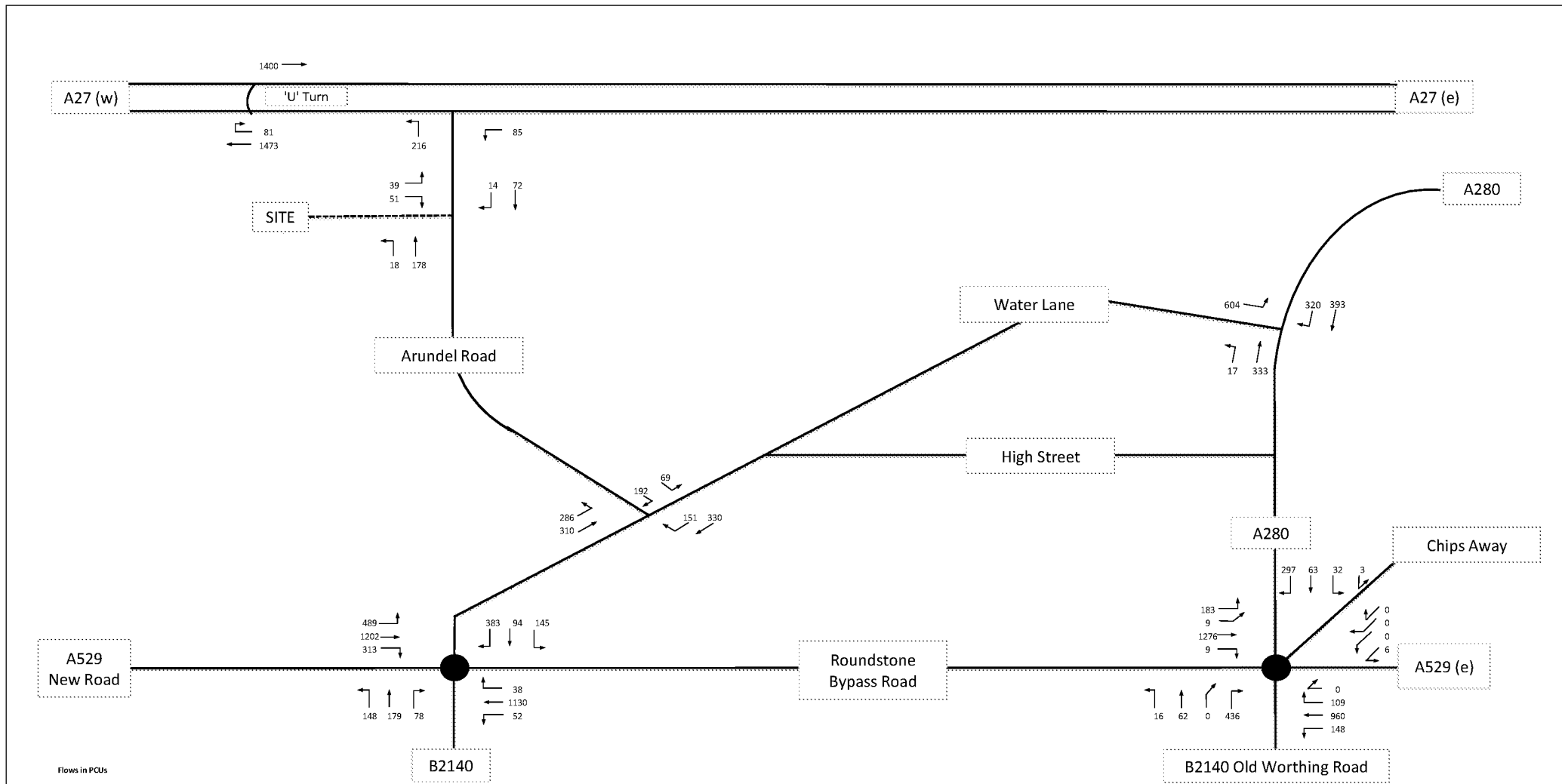


Figure 23 - 2022 Assessment Flows
AM Peak Period (0745 - 0845)

croft
Transport Solutions

Hill Quays, 9 Jordan Street, Manchester M15 4PY
Tel: 0161 667 3745 www.crofts.co.uk info@crofts.co.uk

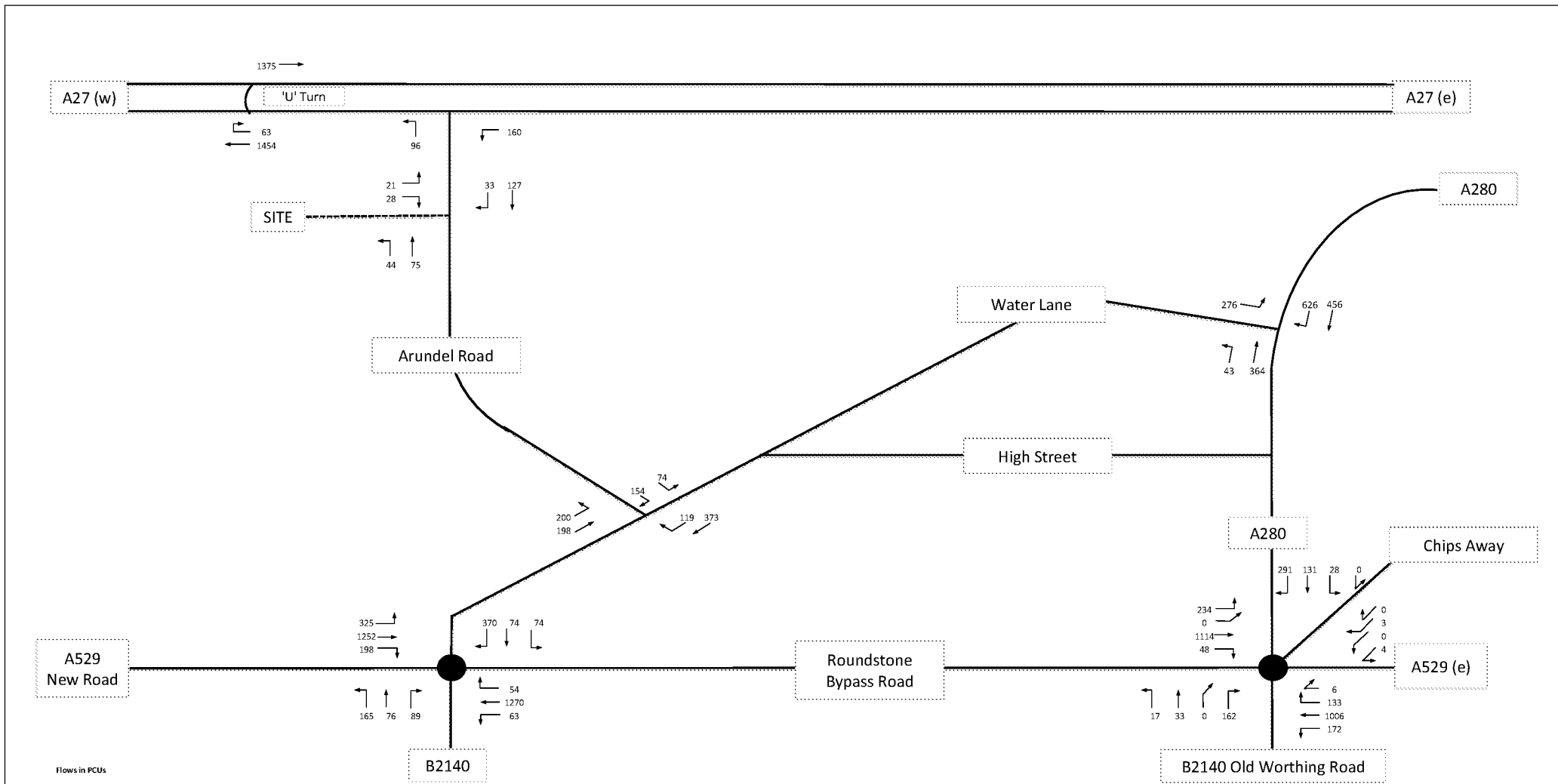


Figure 24 - 2022 Assessment Flows
PM Peak Period (1645 - 1745)

croft
Transport Solutions

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

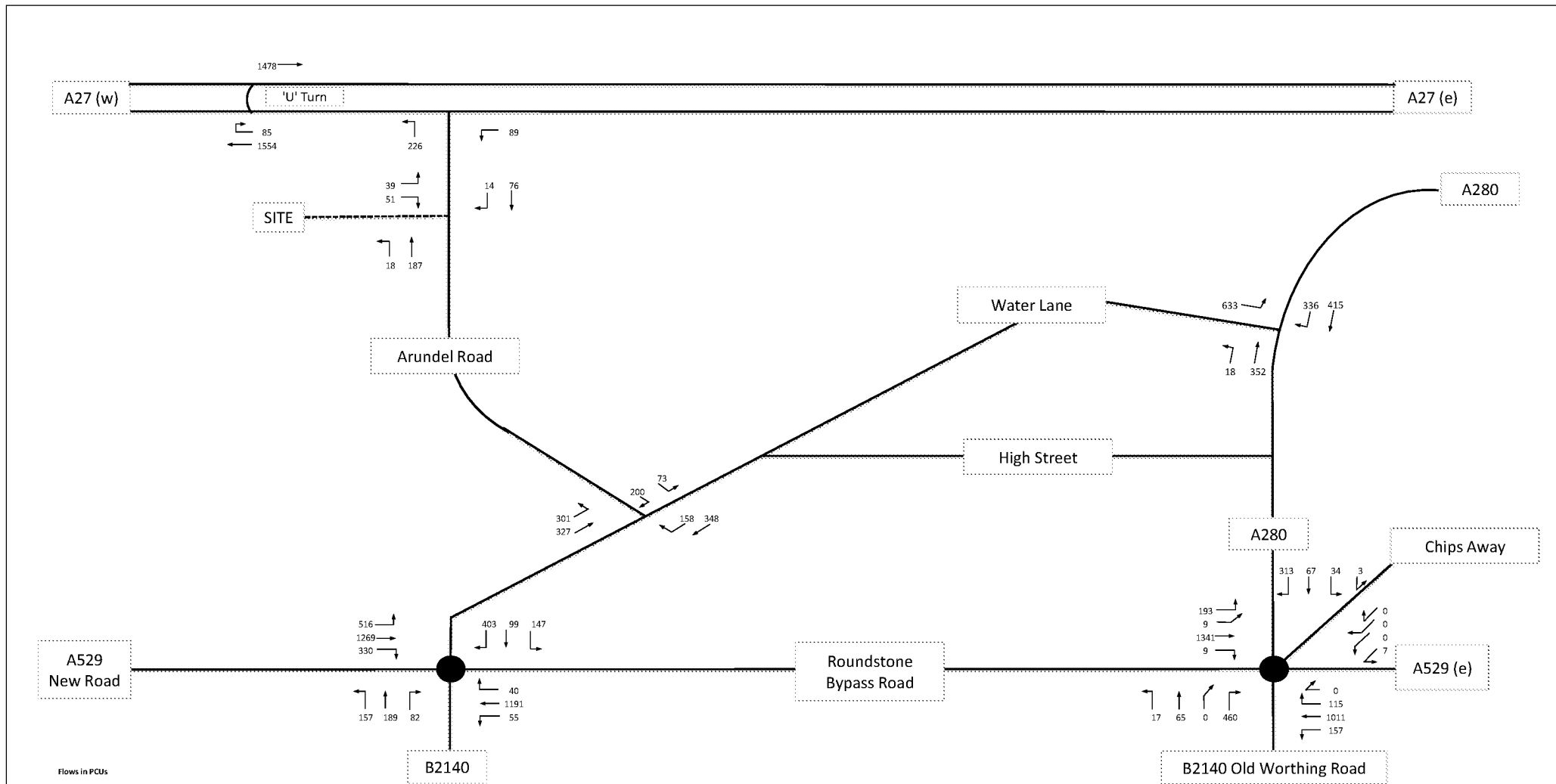


Figure 25 - 2027 Assessment Flows
AM Peak Period (0745 - 0845)

croft
Transport Solutions

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

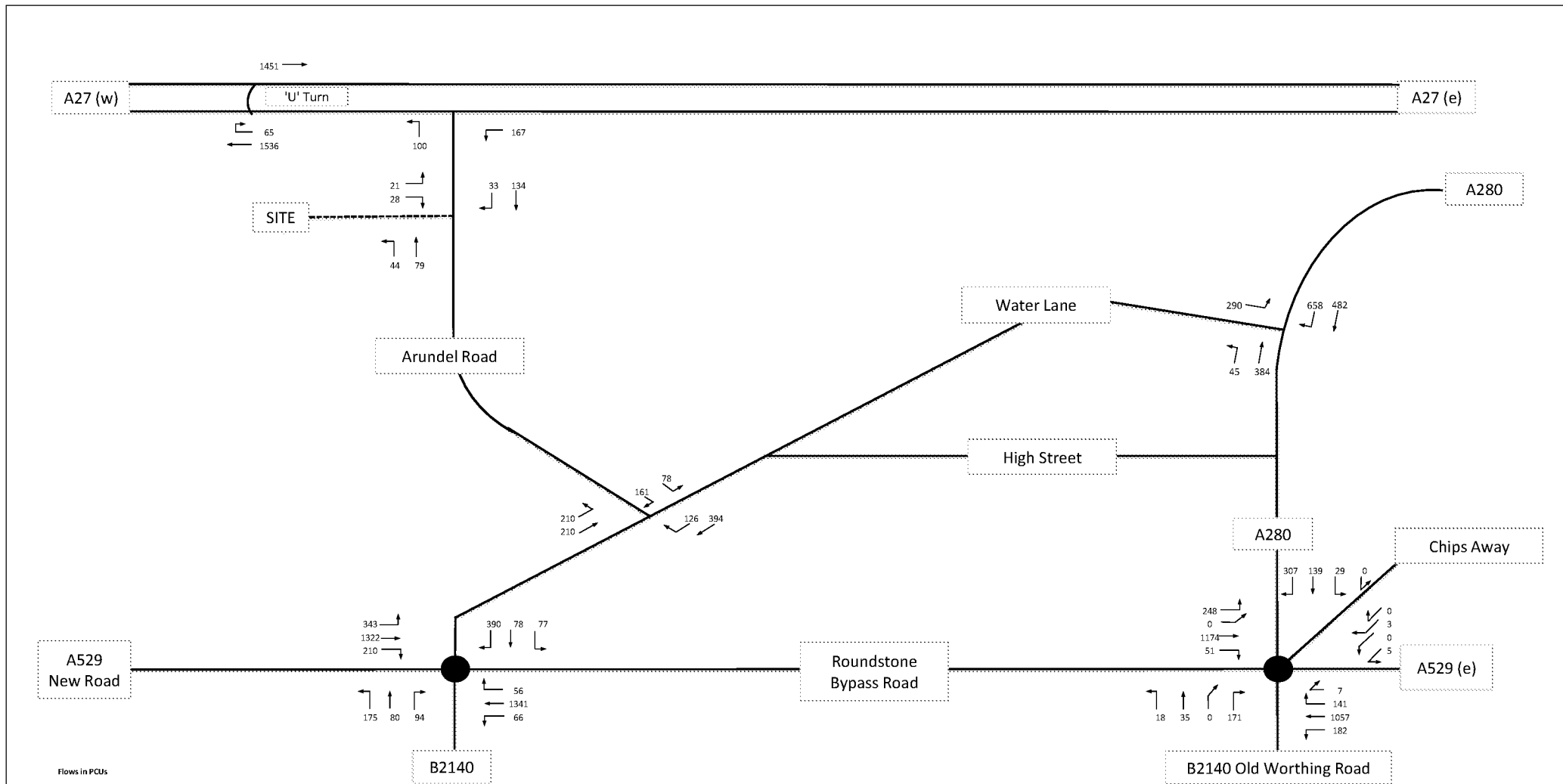
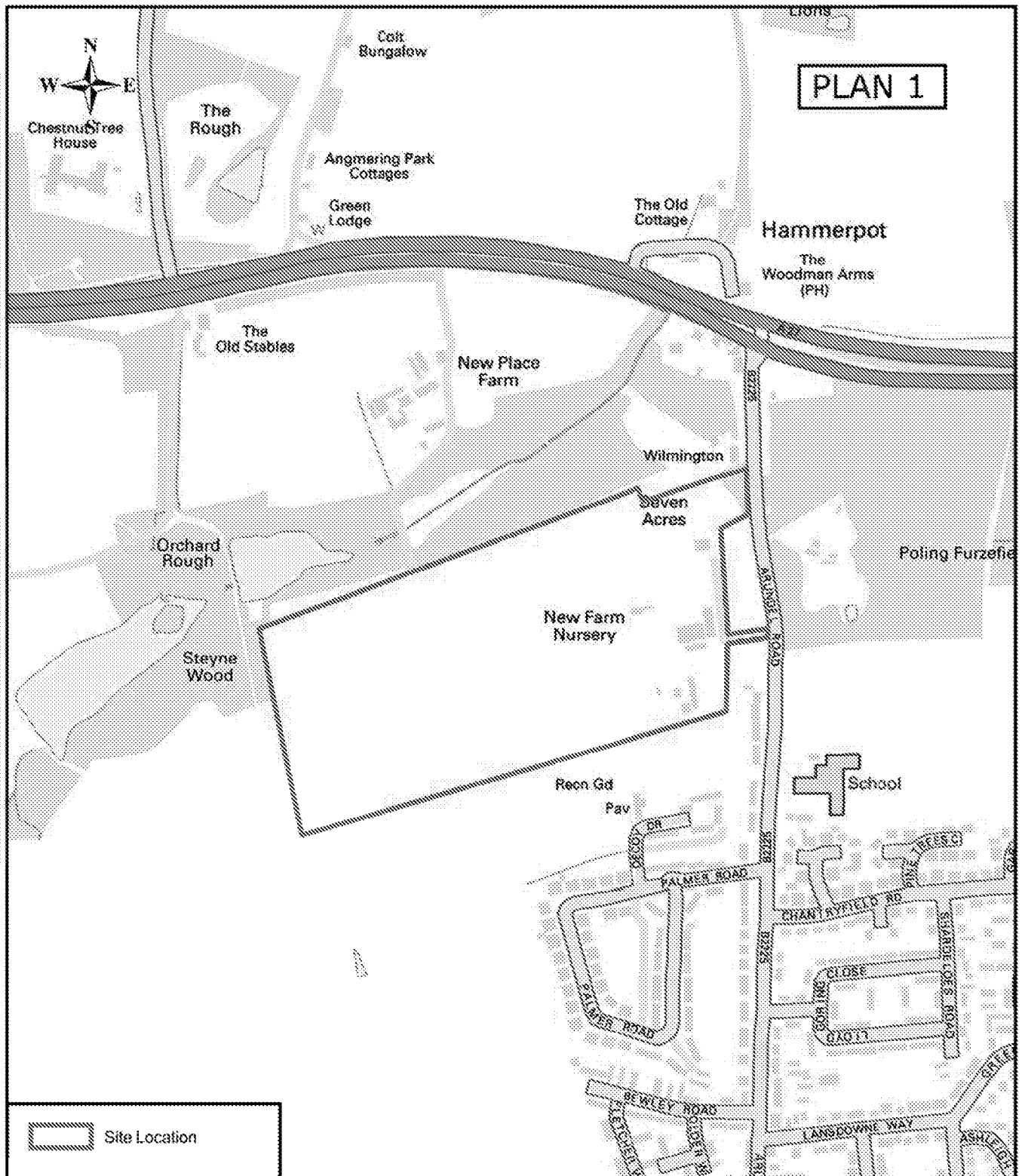


Figure 26 - 2027 Assessment Flows
PM Peak Period (1645 -1745)

croft
Transport Solutions

Hill Quays, 9 Jordan Street, Manchester M15 4PY
Tel: 0161 667 3745 www.crofts.co.uk info@crofts.co.uk

PLANS



 Site Location

GLADMAN DEVELOPMENTS

PROPOSED RESIDENTIAL DEVELOPMENT
ARUNDEL ROAD, ANGMERING
SITE LOCATION PLAN

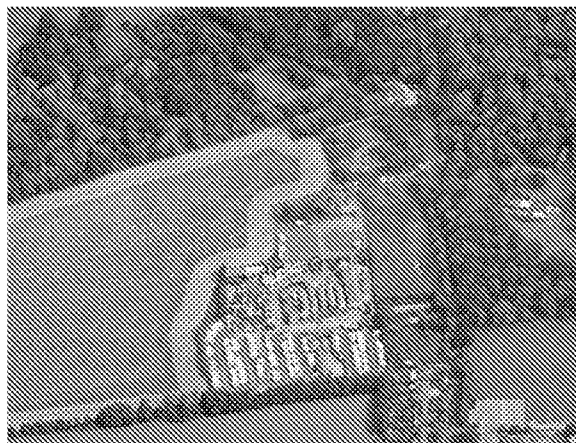
croft

Transport Solutions

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

9 Jordan Street,
Manchester
M15 4PY

DRAWN:	DATE:	CHECKED:	DATE:	SCALE:	DRAWING NUMBER:	REVISION:
GM	20.11.17	PJW	20.11.17	N.T.S	2020-01	.

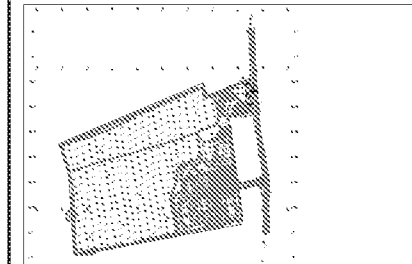


NORTH SOUTH AERIAL VIEW



NOTES

DRAWING IS INDICATIVE ONLY AND WILL BE SUBJECT TO
CHANGE AS DESIGN IS PROGRESSED WITH LOCAL AUTHORITY



SITE LAYOUT NTS

----- INDICATIVE SITE BOUNDARY

REV.	DETAILS	DRAWN	CHECKED	DATE
------	---------	-------	---------	------

CLIENT:

GLADMAN

PROJECT:

ARUNDEL ROAD, ANGMERING

DRAWING TITLE:

PROPOSED ACCESS ARRANGEMENT

SCALES:

1:500 @ A3

DRAWN: MC	CHECKED: MC	DATE: OCT 2017
-----------	-------------	----------------

9 Jordan St
Manchester
M15 4PY

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



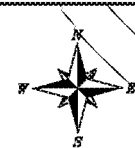
DRAWING NUMBER:

2020-F01

REVISION

-

PLAN 3



NOTES

THIS IS NOT A CONSTRUCTION DRAWING AND IS FOR INDICATIVE PURPOSES ONLY. IT IS SUBJECT TO FURTHER DESIGN ANALYSIS, TOPOGRAPHICAL MAPPING & CONFIRMATION OF HIGHWAY/THIRD PARTY LAND BOUNDARIES.

- INDICATIVE SITE BOUNDARY
- DENOTES NEW KERBS
- EXISTING ADOPTED HIGHWAY

2.4x43M VISIBILITY SPLAY

EXISTING LOCATION OF SPEED LIMIT CHANGE FROM 30MPH TO NATIONAL SPEED LIMIT TRAVELING NORTH.

ARUNDEL ROAD

R6.0M

2.4x43M VISIBILITY SPLAY

n Nursery

REV.	DETAILS	DRAWN	CHECKED	DATE

CLIENT:

GLADMAN

PROJECT:

ARUNDEL ROAD, ANGMERING

DRAWING TITLE:

POTENTIAL SECONDARY ACCESS ARRANGEMENT

SCALES:

1:500 @ A3

DRAWN:

JC

CHECKED:

MR

DATE:

DEC 17

9 Jordan Street,
Manchester,
M15 4PY

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

croft
Transport Solutions

DRAWING NUMBER:

2020-F03

REVISION:

.

Z:\projects\2020 Arundel Road, Angmering\CAD\Craft Drawings\2020-SP01.dwg



NOTES

Large Refuse Vehicle (3 axle)

Overall Length	9.860m
Overall Width	3.814m
Overall Body Height	3.366m
Track Width	2.430m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.500m

PLAN 4

REV.	DETAILS	DRAWN	CHECKED	DATE

CLIENT:
GLADMAN

PROJECT:
ARUNDEL ROAD, ANGMERING

DRAWING TITLE:
SWEPT PATH ANALYSIS

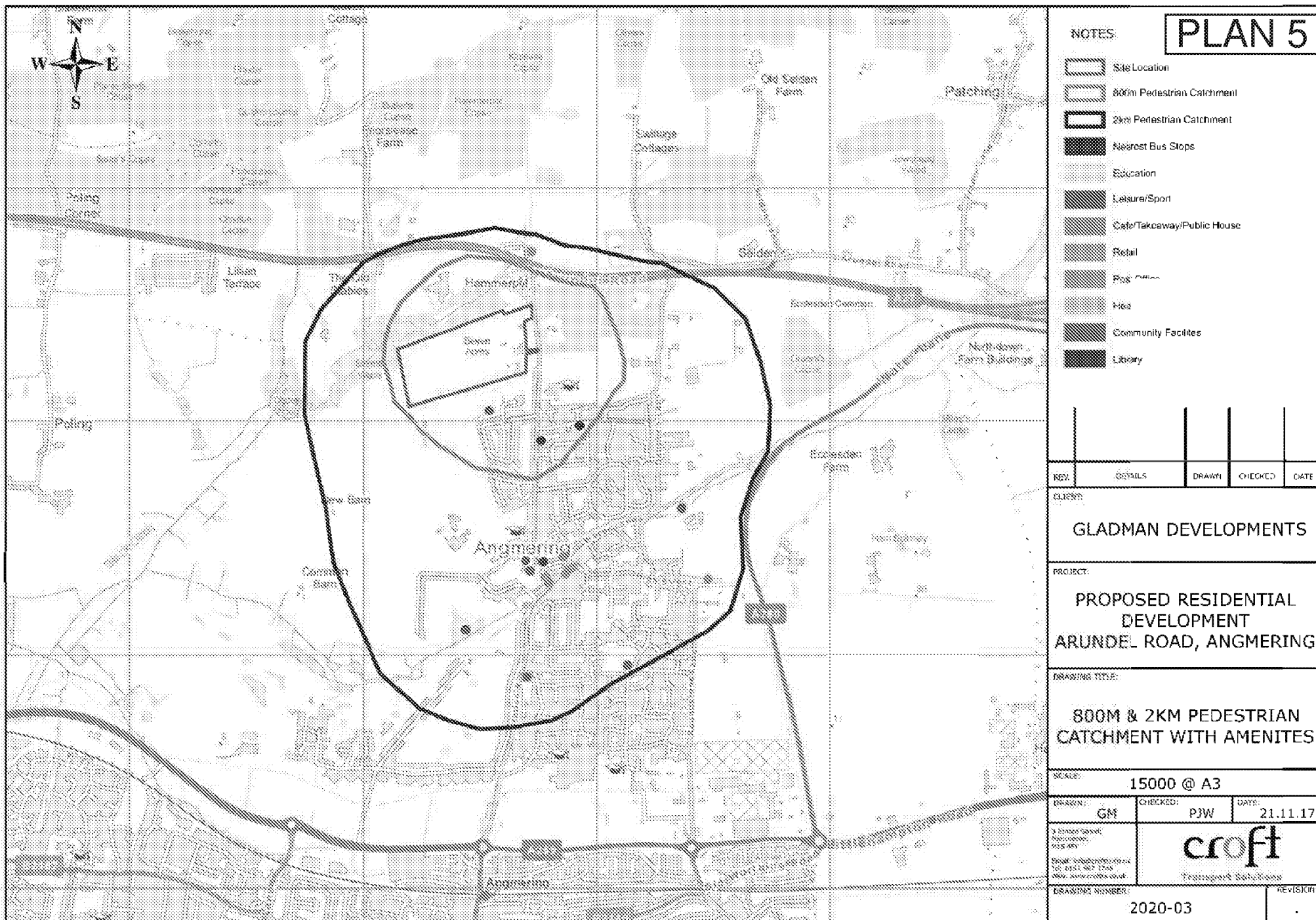
SCALES:
1:500 @ A3

DRAWN: GM	CHECKED: MR	DATE: JAN 2018
---------------------	-----------------------	--------------------------

9 Jordan Street,
Manchester,
M15 4PY

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

DRAWING NUMBER: 2020-SP01	REVISION:
--	----------------------



APPENDICES

APPENDIX 1

Traffic Survey Data

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					
	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
0745-0800	35	3	1			39	203	1	4	2		210	20	1				21	0					0
0800-0815	28	2	1			31	214	3		2	4	223	17					17	0					0
0815-0830	25		1			26	201	5		3		209	21	2	1			24	0					0
0830-0845	33		1			34	192	7	1	1	2	203	30	2	1			33	0					0
0845-0900	40	2	3			45	193	4	1	1		199	28	2				30	0					0
0900-0915	30		2			32	178	7	3	1		189	17	2				19	0					0
0915-0930	25		2			27	198	3		2	1	204	20	2				22	0					0
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
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
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
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
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
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

	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					
	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
1645-1700	31		1	1		33	206	2		4	2	214	20		1			21	2					2
1700-1715	40		4			44	220	2	2	4		228	32	1				33	2					2
1715-1730	32		3			35	176	1		2		179	32			1		33	1					1
1730-1745	39		1		1	41	223	1		1	1	226	36					36	1					1
1745-1800	30		1			31	210		1	4		215	43	1				44	3					3
1800-1815	35		2			37	210	1	1	5		217	36		1		1	38	1					1
1815-1830	15		1			16	180		1			181	43					43	1					1
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
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
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
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
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
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

K&M TRAFFIC SURVEYS

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						
	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	
0745-0800	3					3		15	1				16		0					0		119	2	1	1		123	
0800-0815	4					4		7					7		0					0		87	2	1	1		91	
0815-0830	4					4		19					19		0					0		112		2			114	
0830-0845	4					4		13		1			14		0					0		64	3	1			68	
0845-0900	3					3		10					10		0					0		81	1	2			84	
0900-0915	3					3		26	1		1		28		0					0		62		1			63	
0915-0930	2					2		14					14		0					0		35		2			37	
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	
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	
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	
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	
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	
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	

	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						
	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	
1645-1700	9					9		9					9		0					0		43		1		1	45	
1700-1715	4					4		7			1		8		0					0		35		1		1	37	
1715-1730	3					3		5					5		0					0		30		1			31	
1730-1745	0					0		9					9		0					0		32		3			35	
1745-1800	1					1		6					6		0					0		28		1			29	
1800-1815	4					4		6					6		0					0		31		1			32	
1815-1830	9					9		8					8		0					0		47		1	1		49	
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	
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	
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	
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	
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	
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	

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					
	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
0745-0800	20	3				23	0					0	270	8	2	3	1	284	0					0
0800-0815	27	2		1		30	1			1		2	278	8	4	2	1	293	0					0
0815-0830	33	4		3		40	2					2	221	6	6	2		235	3					3
0830-0845	56	4				60	4					4	232	4	3	2	1	242	5					5
0845-0900	41	4		1		46	2					2	252	7		1		260	1					1
0900-0915	39	4	1			44	2					2	222	9	2	2	1	236	1					1
0915-0930	35	3	1			39	1					1	236	15	1	1		253	0					0
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
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
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
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
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
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

	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					
	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
1645-1700	47	3	1			51	0					0	239	1	1	1		242	4					4
1700-1715	47	1				48	0					0	237	5	1	5	1	249	18					18
1715-1730	54	2	1	1		58	0					0	236	2	1	4	1	244	8					8
1730-1745	50	1				51	0					0	239	1		3		243	15					15
1745-1800	42	2	2			46	0					0	220	1		1	2	224	9					9
1800-1815	44					44	0					0	229	1	1	2		233	14					14
1815-1830	25				1	26	0					0	187	1	3			191	15					15
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
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
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
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
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
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

K&M TRAFFIC SURVEYS

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						
	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	
0745-0800	0					0		2					2		14					14		47	4	1	1		53	
0800-0815	1					1		13					13		20					20		65	3				68	
0815-0830	1			1		2		5	1				6		12					12		50	3				53	
0830-0845	0					0		8					8		11		1			12		76	6	1			83	
0845-0900	1					1		19	1				20		14	1				15		70	4	1			75	
0900-0915	0					0		10					10		11	3				14		56	6				62	
0915-0930	0					0		6	2				8		10	2				12		55	7				62	
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	
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	
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	
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	
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	
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	

	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						
	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	
1645-1700	0					0		8					8		27					27		62					62	
1700-1715	0					0		7	1				8		26					26		63	4		1		68	
1715-1730	0					0		4					4		30		1	1		32		59		1			60	
1730-1745	0					0		4			1		5		37					37		70			1		71	
1745-1800	0					0		8		1			9		44					44		78	2		4		84	
1800-1815	0					0		10					10		34					34		79	1		1		81	
1815-1830	0					0		6					6		38					38		90		1	1		92	
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	
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	
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	
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	
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	
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	

K&M TRAFFIC SURVEYS

DATE : WEDNESDAY 15TH NOVEMBER 2017

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						
	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	
0745-0800	0					0		0					0		0					0		0					0	
0800-0815	0					0		0					0		0					0		0					0	
0815-0830	1					1		0					0		0					0		0					0	
0830-0845	5					5		0					0		0					0		0					0	
0845-0900	1					1		0					0		0					0		1					1	
0900-0915	1					1		0					0		0					0		0					0	
0915-0930	1					1		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	1	
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	
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	
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	1	
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	1	
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	1	

	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						
	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	
1645-1700	3					3		0					0		1					1		0					0	
1700-1715	1					1		0					0		2					2		2	1				3	
1715-1730	0					0		0					0		0					0		0					0	
1730-1745	0					0		0					0		0					0		0					0	
1745-1800	0					0		0					0		0					0		0					0	
1800-1815	0					0		0					0		0					0		0					0	
1815-1830	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	3	
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	3	
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	3	
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	3	
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	
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	

K&M TRAFFIC SURVEYS

DATE : WEDNESDAY 15TH NOVEMBER 2017

LOCATION : ANGMERING, WEST SUSSEX

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

A259 ROUNDSTONE BY-PASS EAST LEFT TURN TO B2140 SOUTH						
CAR	HGV	BUS	MCY	PCY	TOT	
0730-0745	15	2				17
0745-0800	13					13
0800-0815	8	1				9
0815-0830	9			1		10
0830-0845	13					13
0845-0900	8					8
0900-0915	14	2				16
0915-0930	12	1				13
0730-0930	92	6	0	1	0	99
0730-0830	45	3	0	1	0	49
0745-0845	43	1	0	1	0	45
0800-0900	38	1	0	1	0	40
0815-0915	44	2	0	1	0	47
0830-0930	47	3	0	0	0	50

A259 ROUNDSTONE BY-PASS EAST STRAIGHT AHEAD TO A259 NEW ROAD WEST						
CAR	HGV	BUS	MCY	PCY	TOT	
238	10	4	3			255
225	8	3	3	2		241
252	3		1	2		258
248	8		2	2		260
231	10	2	4	1		248
273	6	2	1	1		283
271	11	2	1			285
241	5	1	2	1		250
1979	61	14	17	9		2080
963	29	7	9	6		1014
956	29	5	10	7		1007
1004	27	4	8	6		1049
1023	35	6	8	4		1076
1016	32	7	8	3		1066

A259 ROUNDSTONE BY-PASS EAST RIGHT TURN TO STATION ROAD NORTH						
CAR	HGV	BUS	MCY	PCY	TOT	
8						8
9						9
5						5
6						6
4						4
3						3
6						6
6						6
47	0	0	0	0	0	47
28	0	0	0	0	0	28
24	0	0	0	0	0	24
18	0	0	0	0	0	18
19	0	0	0	0	0	19
19	0	0	0	0	0	19

A259 ROUNDSTONE BY-PASS EAST LEFT TURN TO B2140 SOUTH						
CAR	HGV	BUS	MCY	PCY	TOT	
1630-1645	11					11
1645-1700	13					13
1700-1715	14					14
1715-1730	15					15
1730-1745	15			1		16
1745-1800	16					16
1800-1815	12			1		13
1815-1830	29					29
1630-1830	125	0	0	0	2	127
1630-1730	53	0	0	0	0	53
1645-1745	57	0	0	0	1	58
1700-1800	60	0	0	0	1	61
1715-1815	58	0	0	0	2	60
1730-1830	72	0	0	0	2	74

A259 ROUNDSTONE BY-PASS EAST STRAIGHT AHEAD TO A259 NEW ROAD WEST						
CAR	HGV	BUS	MCY	PCY	TOT	
265	5	1	6			277
290	1	2	9			302
266	6	1	5	1		279
302	3	1	4			310
271	1		1			273
289	2	1	7	1		300
289	4		5	1		299
289	1		2			292
2261	23	6	39	3		2332
1123	15	5	24	1		1168
1129	11	4	19	1		1164
1128	12	3	17	2		1162
1151	10	2	17	2		1182
1138	8	1	15	2		1164

A259 ROUNDSTONE BY-PASS EAST RIGHT TURN TO STATION ROAD NORTH						
CAR	HGV	BUS	MCY	PCY	TOT	
6						6
6		1				7
6						6
4						4
4				1		5
2						2
2						2
3						3
33	0	1	0	1		35
22	0	1	0	0		23
20	0	1	0	1		22
16	0	0	0	1		17
12	0	0	0	1		13
11	0	0	0	1		12

K&M TRAFFIC SURVEYS

DATE : WEDNESDAY 15TH NOVEMBER 2017

LOCATION : ANGMERING, WEST SUSSEX

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

	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					
	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
0745-0800	28	1				29		36			1		37		12					12
0800-0815	37	1			1	39		40		1			41		22			1		23
0815-0830	33	2				35		53		1			54		14	2				16
0830-0845	31	1				32		33					33		19					19
0845-0900	50	2				52		17					17		16	1				17
0900-0915	45	3	1		1	50		24		1			25		26					26
0915-0930	45					45		25	1	1			27		14			1		15
0730-0930	292	13	1	0	2	308		251	2	4	1	0	258		141	3	0	2	0	146
0730-0830	121	7	0	0	1	129		152	1	2	1	0	156		66	2	0	1	0	69
0745-0845	129	5	0	0	1	135		162	0	2	1	0	165		67	2	0	1	0	70
0800-0900	151	6	0	0	1	158		143	0	2	0	0	145		71	3	0	1	0	75
0815-0915	159	8	1	0	1	169		127	0	2	0	0	129		75	3	0	0	0	78
0830-0930	171	6	1	0	1	179		99	1	2	0	0	102		75	1	0	1	0	77

	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					
	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
1645-1700	42			1		43		21					21		23			1		24
1700-1715	26	1		1		28		10		1			11		16			1		17
1715-1730	48					48		23					23		21					21
1730-1745	35				3	38		14					14		18					18
1745-1800	29			2		31		11					11		11		1			12
1800-1815	52					52		26		1			27		20					20
1815-1830	46					46		22					22		8					8
1630-1830	326	3	0	4	3	336		143	0	2	0	0	145		138	1	1	2	0	142
1630-1730	164	3	0	2	0	169		70	0	1	0	0	71		81	1	0	2	0	84
1645-1745	151	1	0	2	3	157		68	0	1	0	0	69		78	0	0	2	0	80
1700-1800	138	1	0	3	3	145		58	0	1	0	0	59		66	0	1	1	0	68
1715-1815	164	0	0	2	3	169		74	0	1	0	0	75		70	0	1	0	0	71
1730-1830	162	0	0	2	3	167		73	0	1	0	0	74		57	0	1	0	0	58

K&M TRAFFIC SURVEYS

DATE : WEDNESDAY 15TH NOVEMBER 2017

LOCATION : ANGMERING, WEST SUSSEX

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

A259 NEW ROAD WEST LEFT TURN TO STATION ROAD NORTH						
CAR	HGV	BUS	MCY	PCY	TOT	
0730-0745	75			1		76
0745-0800	79	2				81
0800-0815	91	4			4	99
0815-0830	116					116
0830-0845	151	1		1		153
0845-0900	55	1	1		3	60
0900-0915	60	2			2	64
0915-0930	87	4		1		92
0730-0930	714	14	1	3	9	741
0730-0830	361	6	0	1	4	372
0745-0845	437	7	0	1	4	449
0800-0900	413	6	1	1	7	428
0815-0915	382	4	1	1	5	393
0830-0930	353	8	1	2	5	369

A259 NEW ROAD WEST STRAIGHT AHEAD TO A259 ROUNDSTONE BY-PASS EAST						
CAR	HGV	BUS	MCY	PCY	TOT	
230	9	1	2			242
245	10	2	3			260
276	10	4	3	1		294
244	10	6				260
235	9	4	3			251
220	11	1	1			233
254	14	2	1			271
250	17	1	2			270
1954	90	21	15	1		2081
995	39	13	8	1		1056
1000	39	16	9	1		1065
975	40	15	7	1		1038
953	44	13	5	0		1015
959	51	8	7	0		1025

A259 NEW ROAD WEST RIGHT TURN TO B2140 SOUTH						
CAR	HGV	BUS	MCY	PCY	TOT	
63	1					64
59						59
89	2					91
72	2					74
61	2					63
38						38
25	3					28
32	1					33
439	11	0	0	0		450
283	5	0	0	0		288
281	6	0	0	0		287
260	6	0	0	0		266
196	7	0	0	0		203
156	6	0	0	0		162

A259 NEW ROAD WEST LEFT TURN TO STATION ROAD NORTH						
CAR	HGV	BUS	MCY	PCY	TOT	
1630-1645	70					70
1645-1700	92	1				93
1700-1715	62		1			63
1715-1730	68	1		1		70
1730-1745	63	2		1		66
1745-1800	74		1			75
1800-1815	71			1	1	73
1815-1830	59					59
1630-1830	559	4	1	4	1	569
1630-1730	292	2	1	1	0	296
1645-1745	285	4	1	2	0	292
1700-1800	267	3	1	3	0	274
1715-1815	276	3	0	4	1	284
1730-1830	267	2	0	3	1	273

A259 NEW ROAD WEST STRAIGHT AHEAD TO A259 ROUNDSTONE BY-PASS EAST						
CAR	HGV	BUS	MCY	PCY	TOT	
254	2	2	6	2		266
259	3	2	3			267
255	3	2	6			266
295	5	2	3	1		306
286	4	1	3			294
256	2	2	4	3		267
257	1	2	2			262
216	2	1	1	1		221
2078	22	14	28	7		2149
1063	13	8	18	3		1105
1095	15	7	15	1		1133
1092	14	7	16	4		1133
1094	12	7	12	4		1129
1015	9	6	10	4		1044

A259 NEW ROAD WEST RIGHT TURN TO B2140 SOUTH						
CAR	HGV	BUS	MCY	PCY	TOT	
33						33
43						43
51						51
53						53
38			1			39
48						48
27	1					28
37						37
330	1	0	1	0		332
180	0	0	0	0		180
185	0	0	1	0		186
190	0	0	1	0		191
166	1	0	1	0		168
150	1	0	1	0		152

LOCATION : ANGMERING, WEST SUSSEX

0730-0745
0745-0800
0800-0815
0815-0830
0830-0845
0845-0900
0900-0915
0915-0930
0730-0930

0730-0830
0745-0845
0800-0900
0815-0915
0830-0930

STATION ROAD NORTH STRAIGHT AHEAD TO B2140 SOUTH						
CAR	HGV	BUS	MCY	PCY		TOT
11						11
17	1					18
20	1	1				22
21	2					23
18						18
38						38
21						21
13		2				15
159	4	3	0	0		166
69	4	1	0	0		74
76	4	1	0	0		81
97	3	1	0	0		101
98	2	0	0	0		100
90	0	2	0	0		92

STATION ROAD NORTH					
RIGHT TURN TO					
A259 NEW ROAD WEST					
CAR	HGV	BUS	MCY	PCY	TOT
39		1	1		41
67	1	1			69
71	1				72
90		1			91
85	1	2	1		89
118	1				119
68		1			69
53	1			1	55
591	5	6	2	1	605
267	2	3	1	0	273
313	3	4	1	0	321
364	3	3	1	0	371
361	2	4	1	0	368
324	3	3	1	1	332

1630-1645
1645-1700
1700-1715
1715-1730
1730-1745
1745-1800
1800-1815
1815-1830
1630-1830

1630-1730
1645-1745
1700-1800
1715-1815
1730-1830

STATION ROAD NORTH STRAIGHT AHEAD TO B2140 SOUTH						TOT
CAR	HGV	BUS	MCY	PCY		
14						14
24		1				25
18						18
9						9
13		1				14
20						20
18						18
22		1				23
138	0	3	0	0		141
65	0	1	0	0		66
64	0	2	0	0		66
60	0	1	0	0		61
60	0	1	0	0		61
73	0	2	0	0		75

STATION ROAD NORTH					
RIGHT TURN TO					
A259 NEW ROAD WEST					
CAR	HGV	BUS	MCY	PCY	TOT
81	1				82
94		1			95
77	1		1	1	80
70	3		2		75
81					81
85		1		1	87
96	2		2		100
129	2			1	132
713	9	2	5	3	732
322	5	1	3	1	332
322	4	1	3	1	331
313	4	1	3	2	323
332	5	1	4	1	343
391	4	1	2	2	400

K&M TRAFFIC SURVEYS

DATE : WEDNESDAY 15TH NOVEMBER 2017

LOCATION : ANGMERING, WEST SUSSEX

WATER LANE / ARUNDEL LANE PRIORITY JUNCTION

		ARUNDEL LANE OUT LEFT TO WATER LANE NORTH						ARUNDEL LANE OUT RIGHT TO WATER LANE SOUTH						ARUNDEL LANE RIGHT TURN IN FROM WATER LANE NORTH						ARUNDEL LANE LEFT TURN IN FROM WATER LANE SOUTH					
		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					24	30				1	31	15		1			16	23					23
0745-0800		12					12	29					29	20	1			1	22	44		1	2		47
0800-0815		16					16	35	1	1			37	25					25	56	1	2			59
0815-0830		11				2	13	24	1			1	26	39					39	78					78
0830-0845		21					21	40	1			1	44	40	1				41	64					64
0845-0900		26					26	56					56	20					20	39		2		3	44
0900-0915		20		1			21	45		1			46	16	1				17	22		1		1	24
0915-0930		9					9	35					35	11					11	28	2			1	31
0730-0930		139	0	1	0	2	142	294	3	2	1	4	304	186	3	1	1	0	191	354	3	6	2	5	370
0730-0830		63	0	0	0	2	65	118	2	1	0	2	123	99	1	1	1	0	102	201	1	3	2	0	207
0745-0845		60	0	0	0	2	62	128	3	1	1	3	136	124	2	0	1	0	127	242	1	3	2	0	248
0800-0900		74	0	0	0	2	76	155	3	1	1	3	163	124	1	0	0	0	125	237	1	4	0	3	245
0815-0915		78	0	1	0	2	81	165	2	1	1	3	172	115	2	0	0	0	117	203	0	3	0	4	210
0830-0930		76	0	1	0	0	77	176	1	1	1	2	181	87	2	0	0	0	89	153	2	3	0	5	163

		ARUNDEL LANE OUT LEFT TO WATER LANE NORTH						ARUNDEL LANE OUT RIGHT TO WATER LANE SOUTH						ARUNDEL LANE RIGHT TURN IN FROM WATER LANE NORTH						ARUNDEL LANE LEFT TURN IN FROM WATER LANE SOUTH					
		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		17					17	34		2			36	17					17	32				1	33
1645-1700		12					12	23					23	26					26	55	1				56
1700-1715		24					24	29				1	30	27				1	28	29		2			31
1715-1730		20					20	32	1	1			34	26	2			1	29	31				1	32
1730-1745		11				1	12	33				1	34	20					20	30				1	31
1745-1800		19		1			20	30					30	15			1	1	17	32	1		2	1	36
1800-1815		12				1	13	27					27	20					20	35			1	1	37
1815-1830		13					13	22		1			23	18				1	19	34		1			35
1630-1830		128	0	1	1	1	131	230	1	4	0	2	237	169	2	0	1	4	176	278	2	3	3	5	291
1630-1730		73	0	0	0	0	73	118	1	3	0	1	123	96	2	0	0	2	100	147	1	2	0	2	152
1645-1745		67	0	0	0	1	68	117	1	1	0	2	121	99	2	0	0	2	103	145	1	2	0	2	150
1700-1800		74	0	1	0	1	76	124	1	1	0	2	128	88	2	0	1	3	94	122	1	2	2	3	130
1715-1815		62	0	1	1	1	65	122	1	1	0	1	125	81	2	0	1	2	86	128	1	0	3	4	136
1730-1830		55	0	1	1	1	58	112	0	1	0	1	114	73	0	0	1	2	76	131	1	1	3	3	139

K&M TRAFFIC SURVEYS

DATE : WEDNESDAY 15TH NOVEMBER 2017

LOCATION : ANGMERING, WEST SUSSEX

WATER LANE / ARUNDEL LANE PRIORIT

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		85			1		86
0745-0800	71	1			1	73		58		1			59
0800-0815	70	1	1		3	75		73	2				75
0815-0830	80		1		4	85		78		1			79
0830-0845	66				1	67		68	1				69
0845-0900	60				2	62		53	2				55
0900-0915	43					43		42	1				43
0915-0930	48	1			1	50		57	2		1	1	61
0730-0930	486	3	2	1	13	505		514	8	2	2	1	527
0730-0830	269	2	2	1	9	283		294	2	2	1	0	299
0745-0845	287	2	2	0	9	300		277	3	2	0	0	282
0800-0900	276	1	2	0	10	289		272	5	1	0	0	278
0815-0915	249	0	1	0	7	257		241	4	1	0	0	246
0830-0930	217	1	0	0	4	222		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		53					53
1645-1700	78	1				79		44					44
1700-1715	84	1		2	2	89		57					57
1715-1730	74	1		1	1	77		46	2			1	49
1730-1745	97					97		32	1			1	34
1745-1800	73		1		2	76		42				1	43
1800-1815	91	2		2	1	96		38			2		40
1815-1830	91	2			1	94		31					31
1630-1830	672	8	1	5	9	695		343	3	0	2	3	351
1630-1730	320	4	0	3	5	332		200	2	0	0	1	203
1645-1745	333	3	0	3	3	342		179	3	0	0	2	184
1700-1800	328	2	1	3	5	339		177	3	0	0	3	183
1715-1815	335	3	1	3	4	346		158	3	0	2	3	166
1730-1830	352	4	1	2	4	363		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			1		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	

K&M TRAFFIC SURVEYS

DATE : WEDNESDAY 15TH NOVEMBER 2017

LOCATION : ANGMERING, WEST SUSSEX

ARUNDEL ROAD / A259 PRIORITY JUNCTION

ARUNDEL ROAD OUT LEFT TO A259 WEST							ARUNDEL ROAD LEFT TURN IN FROM A259 EAST						
	CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT
0730-0745	34		1			35		10					10
0745-0800	48			2		50		18	1				19
0800-0815	32			1		33		13					13
0815-0830	43					43		15					15
0830-0845	28	1			1	30		13	1	2			16
0845-0900	41					41		12	1	1			14
0900-0915	24					24		11					11
0915-0930	23	1			3	27		11		2			13
0730-0930	273	2	1	3	4	283		103	3	5	0	0	111
0730-0830	157	0	1	3	0	161		56	1	0	0	0	57
0745-0845	151	1	0	3	1	156		59	2	2	0	0	63
0800-0900	144	1	0	1	1	147		53	2	3	0	0	58
0815-0915	136	1	0	0	1	138		51	2	3	0	0	56
0830-0930	116	2	0	0	4	122		47	2	5	0	0	54

ARUNDEL ROAD OUT LEFT TO A259 WEST							ARUNDEL ROAD LEFT TURN IN FROM A259 EAST						
	CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT
1630-1645	22					22		21	1	1	2		25
1645-1700	21					21		20		1	1		22
1700-1715	19	1				20		24					24
1715-1730	17	1				18		35			2		37
1730-1745	5				2	7		32	1		1		34
1745-1800	8					8		30		1			31
1800-1815	9	1				10		22		1			23
1815-1830	12	1				13		22					22
1630-1830	113	4	0	0	2	119		206	2	4	6	0	218
1630-1730	79	2	0	0	0	81		100	1	2	5	0	108
1645-1745	62	2	0	0	2	66		111	1	1	4	0	117
1700-1800	49	2	0	0	2	53		121	1	1	3	0	126
1715-1815	39	2	0	0	2	43		119	1	2	3	0	125
1730-1830	34	2	0	0	2	38		106	1	2	1	0	110

K&M TRAFFIC SURVEYS

DATE : WEDNESDAY 15TH NOVEMBER 2017

LOCATION : ANGMERING, WEST SUSSEX

A259 / U TURN TO A259 EAST

A259 FROM EAST STRAIGHT AHEAD TO A259 WEST							A259 FROM EAST U TURN TO A259 EASTBOUND							A259 FROM WEST STRAIGHT AHEAD TO A259 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	0	92	2084	206	6	14	1		2311
0730-0830	1186	85	2	12	0	1285	45	2	0	0	0	0	47	1099	89	2	8	1		1199
0745-0845	1183	82	0	11	0	1276	49	1	0	0	0	0	50	1096	95	2	8	1		1202
0800-0900	1169	64	1	5	0	1239	53	1	1	0	0	0	55	1058	99	2	6	1		1166
0815-0915	1175	78	2	3	0	1258	50	0	1	0	0	0	51	1028	119	4	3	1		1155
0830-0930	1100	86	3	2	1	1192	43	1	1	0	0	0	45	985	117	4	6	0		1112

A259 FROM EAST STRAIGHT AHEAD TO A259 WEST							A259 FROM EAST U TURN TO A259 EASTBOUND							A259 FROM WEST STRAIGHT AHEAD TO A259 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	0	70	2366	60	8	7	1		2442
1630-1730	1258	56	0	9	1	1324	38	3	0	0	0	0	41	1157	35	6	2	1		1201
1645-1745	1240	51	0	10	1	1302	39	3	0	0	0	0	42	1175	38	2	3	1		1219
1700-1800	1214	47	0	10	1	1272	40	3	0	0	0	0	43	1165	33	2	6	1		1207
1715-1815	1147	43	1	9	1	1201	36	1	0	0	0	0	37	1180	27	2	6	1		1216
1730-1830	1039	37	1	7	0	1084	29	0	0	0	0	0	29	1209	25	2	5	0		1241

APPENDIX 2

TRICS Output for Residential Use

Calculation Reference: AUDIT-851401-150818-0832

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	EX ESSEX	1 days
	WS WEST SUSSEX	1 days
04	EAST ANGLIA	
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	2 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NE NORTH EAST LINCOLNSHIRE	2 days
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	2 days
10	WALES	
	CF CARDIFF	1 days
11	SCOTLAND	
	FA FALKIRK	1 days
	FI FIFE	1 days
	SR STIRLING	1 days

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

Filtering Stage 2 selection:

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

Parameter: Number of dwellings
 Actual Range: 108 to 432 (units:)
 Range Selected by User: 100 to 800 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/07 to 11/12/14

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

Selected survey days:

Monday	4 days
Tuesday	5 days
Wednesday	1 days
Thursday	3 days
Friday	2 days

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

Selected survey types:

Manual count	15 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:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	6
Edge of Town	8

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	12
No Sub Category	3

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

Filtering Stage 3 selection:

Use Class:

C3	15 days
----	---------

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

Population within 1 mile:

1,001 to 5,000	2 days
5,001 to 10,000	1 days
10,001 to 15,000	3 days
15,001 to 20,000	6 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	2 days
50,001 to 75,000	2 days
75,001 to 100,000	3 days
100,001 to 125,000	5 days
125,001 to 250,000	3 days

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

Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	11 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	14 days

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

LIST OF SITES relevant to selection parameters

1	CF-03-A-02	MIXED HOUSES	CARDIFF
	DROPE ROAD		
	CARDIFF		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	196	
	Survey date: FRIDAY	05/10/07	Survey Type: MANUAL
2	CH-03-A-02	HOUSES/ FLATS	CHESHIRE
	SYDNEY ROAD		
	CREWE		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	174	
	Survey date: TUESDAY	14/10/08	Survey Type: MANUAL
3	CH-03-A-06	SEMI-DET./ BUNGALOWS	CHESHIRE
	CREWE ROAD		
	CREWE		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Number of dwellings:	129	
	Survey date: TUESDAY	14/10/08	Survey Type: MANUAL
4	EX-03-A-01	SEMI-DET.	ESSEX
	MILTON ROAD		
	CORRINGHAM		
	STANFORD-LE-HOPE		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	237	
	Survey date: TUESDAY	13/05/08	Survey Type: MANUAL
5	FA-03-A-02	MIXED HOUSES	FALKIRK
	ROSEBANK AVENUE & SPRINGFIELD DRIVE		
	FALKIRK		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	161	
	Survey date: WEDNESDAY	29/05/13	Survey Type: MANUAL
6	FI-03-A-03	MIXED HOUSES	FIFE
	WOODMILL ROAD		
	DUNFERMLINE		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	155	
	Survey date: MONDAY	30/04/07	Survey Type: MANUAL
7	LN-03-A-01	MIXED HOUSES	LINCOLNSHIRE
	BRANT ROAD		
	BRACEBRIDGE		
	LINCOLN		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	150	
	Survey date: TUESDAY	15/05/07	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	LN-03-A-02	MIXED HOUSES	LI NCOLNSHI RE
	HYKEHAM ROAD		
	LINCOLN		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings: 186		
	Survey date: MONDAY 14/05/07		Survey Type: MANUAL
9	NE-03-A-02	SEMI DETACHED & DETACHED	NORTH EAST LI NCOLNSHI RE
	HANOVER WALK		
	SCUNTHORPE		
	Edge of Town		
	No Sub Category		
	Total Number of dwellings: 432		
	Survey date: MONDAY 12/05/14		Survey Type: MANUAL
10	NE-03-A-03	PRIVATE HOUSES	NORTH EAST LI NCOLNSHI RE
	STATION ROAD		
	SCUNTHORPE		
	Edge of Town Centre		
	Residential Zone		
	Total Number of dwellings: 180		
	Survey date: TUESDAY 20/05/14		Survey Type: MANUAL
11	NY-03-A-06	BUNGALOWS & SEMI DET.	NORTH YORKSHIRE
	HORSEFAIR		
	BOROUGHBRIDGE		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings: 115		
	Survey date: FRIDAY 14/10/11		Survey Type: MANUAL
12	SF-03-A-02	SEMI DET./ TERRACED	SUFFOLK
	STOKE PARK DRIVE		
	MAIDENHALL		
	IPSWICH		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings: 230		
	Survey date: THURSDAY 24/05/07		Survey Type: MANUAL
13	SH-03-A-04	TERRACED	SHROPSHIRE
	ST MICHAEL'S STREET		
	SHREWSBURY		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Number of dwellings: 108		
	Survey date: THURSDAY 11/06/09		Survey Type: MANUAL
14	SR-03-A-01	DETACHED	STIRLING
	BENVUE		
	STIRLING		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings: 115		
	Survey date: MONDAY 23/04/07		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

15 WS-03-A-04 MIXED HOUSES WEST SUSSEX
 HILLS FARM LANE
 BROADBRIDGE HEATH
 HORSHAM
 Edge of Town
 Residential Zone
 Total Number of dwellings: 151
 Survey date: THURSDAY 11/12/14 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.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
AN-03-A-06	Ildn/ire
AN-03-A-08	Ildn/ire
AR-03-A-01	Ildn/ire
DL-03-A-02	Ildn/ire
DL-03-A-03	Ildn/ire
DL-03-A-06	Ildn/ire
DN-03-A-05	Ildn/ire
WA-03-A-04	Ildn/ire

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

VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	15	181	0.074	15	181	0.270	15	181	0.344
08:00 - 09:00	15	181	0.145	15	181	0.408	15	181	0.553
09:00 - 10:00	15	181	0.154	15	181	0.182	15	181	0.336
10:00 - 11:00	15	181	0.139	15	181	0.176	15	181	0.315
11:00 - 12:00	15	181	0.153	15	181	0.153	15	181	0.306
12:00 - 13:00	15	181	0.180	15	181	0.167	15	181	0.347
13:00 - 14:00	15	181	0.172	15	181	0.162	15	181	0.334
14:00 - 15:00	15	181	0.168	15	181	0.187	15	181	0.355
15:00 - 16:00	15	181	0.286	15	181	0.201	15	181	0.487
16:00 - 17:00	15	181	0.311	15	181	0.191	15	181	0.502
17:00 - 18:00	15	181	0.352	15	181	0.222	15	181	0.574
18:00 - 19:00	15	181	0.247	15	181	0.202	15	181	0.449
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.381			2.521			4.902

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: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected: 108 - 432 (units:)
 Survey date date range: 01/01/07 - 11/12/14
 Number of weekdays (Monday-Friday): 15
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 9

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

TAXIS

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	15	181	0.003	15	181	0.002	15	181	0.005
08:00 - 09:00	15	181	0.002	15	181	0.003	15	181	0.005
09:00 - 10:00	15	181	0.002	15	181	0.002	15	181	0.004
10:00 - 11:00	15	181	0.003	15	181	0.003	15	181	0.006
11:00 - 12:00	15	181	0.001	15	181	0.001	15	181	0.002
12:00 - 13:00	15	181	0.002	15	181	0.002	15	181	0.004
13:00 - 14:00	15	181	0.001	15	181	0.001	15	181	0.002
14:00 - 15:00	15	181	0.002	15	181	0.002	15	181	0.004
15:00 - 16:00	15	181	0.004	15	181	0.004	15	181	0.008
16:00 - 17:00	15	181	0.003	15	181	0.002	15	181	0.005
17:00 - 18:00	15	181	0.002	15	181	0.001	15	181	0.003
18:00 - 19:00	15	181	0.001	15	181	0.001	15	181	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.026			0.024			0.050

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: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected: 108 - 432 (units:)
 Survey date date range: 01/01/07 - 11/12/14
 Number of weekdays (Monday-Friday): 15
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 9

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

OGVS

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	15	181	0.003	15	181	0.002	15	181	0.005
08:00 - 09:00	15	181	0.003	15	181	0.003	15	181	0.006
09:00 - 10:00	15	181	0.003	15	181	0.001	15	181	0.004
10:00 - 11:00	15	181	0.003	15	181	0.003	15	181	0.006
11:00 - 12:00	15	181	0.001	15	181	0.002	15	181	0.003
12:00 - 13:00	15	181	0.003	15	181	0.003	15	181	0.006
13:00 - 14:00	15	181	0.002	15	181	0.003	15	181	0.005
14:00 - 15:00	15	181	0.001	15	181	0.003	15	181	0.004
15:00 - 16:00	15	181	0.001	15	181	0.001	15	181	0.002
16:00 - 17:00	15	181	0.002	15	181	0.001	15	181	0.003
17:00 - 18:00	15	181	0.000	15	181	0.000	15	181	0.000
18:00 - 19:00	15	181	0.000	15	181	0.000	15	181	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.022			0.022			0.044

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: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected: 108 - 432 (units:)
 Survey date date range: 01/01/07 - 11/12/14
 Number of weekdays (Monday-Friday): 15
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 9

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

PSVS

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	15	181	0.000	15	181	0.000	15	181	0.000
08:00 - 09:00	15	181	0.001	15	181	0.001	15	181	0.002
09:00 - 10:00	15	181	0.000	15	181	0.000	15	181	0.000
10:00 - 11:00	15	181	0.000	15	181	0.000	15	181	0.000
11:00 - 12:00	15	181	0.000	15	181	0.000	15	181	0.000
12:00 - 13:00	15	181	0.000	15	181	0.000	15	181	0.000
13:00 - 14:00	15	181	0.000	15	181	0.000	15	181	0.000
14:00 - 15:00	15	181	0.000	15	181	0.000	15	181	0.000
15:00 - 16:00	15	181	0.000	15	181	0.001	15	181	0.001
16:00 - 17:00	15	181	0.000	15	181	0.000	15	181	0.000
17:00 - 18:00	15	181	0.000	15	181	0.000	15	181	0.000
18:00 - 19:00	15	181	0.000	15	181	0.000	15	181	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.001			0.002			0.003

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: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected: 108 - 432 (units:)
 Survey date date range: 01/01/07 - 11/12/14
 Number of weekdays (Monday-Friday): 15
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 9

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

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	15	181	0.006	15	181	0.010	15	181	0.016
08:00 - 09:00	15	181	0.004	15	181	0.015	15	181	0.019
09:00 - 10:00	15	181	0.004	15	181	0.003	15	181	0.007
10:00 - 11:00	15	181	0.003	15	181	0.006	15	181	0.009
11:00 - 12:00	15	181	0.004	15	181	0.003	15	181	0.007
12:00 - 13:00	15	181	0.006	15	181	0.005	15	181	0.011
13:00 - 14:00	15	181	0.003	15	181	0.004	15	181	0.007
14:00 - 15:00	15	181	0.003	15	181	0.004	15	181	0.007
15:00 - 16:00	15	181	0.017	15	181	0.011	15	181	0.028
16:00 - 17:00	15	181	0.009	15	181	0.005	15	181	0.014
17:00 - 18:00	15	181	0.011	15	181	0.010	15	181	0.021
18:00 - 19:00	15	181	0.011	15	181	0.006	15	181	0.017
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.081			0.082			0.163

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: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected: 108 - 432 (units:)
 Survey date date range: 01/01/07 - 11/12/14
 Number of weekdays (Monday-Friday): 15
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 9

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 3

PICADY Output for Arundel Road/Site Access

Junctions 9
PICADY 9 - Priority Intersection Module
Version: 9.0.0.4211 []
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
Report generation date: 18/12/2017 10:59:46

- »2022 Base Flows, AM
- »2022 Base Flows, PM
- »2027 Base Flows, AM
- »2027 Base Flows, PM
- »2022 Assessment Flows, AM
- »2022 Assessment Flows, PM
- »2027 Assessment Flows, AM
- »2027 Assessment Flows, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
2022 Base Flows								
Stream B-AC	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream C-A								
Stream C-B	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream A-B								
Stream A-C								
2027 Base Flows								
Stream B-AC	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream C-A								
Stream C-B	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream A-B								
Stream A-C								
2022 Assessment Flows								
Stream B-AC	0.2	8.51	0.19	A	0.1	7.47	0.10	A
Stream C-A								
Stream C-B	0.0	5.86	0.02	A	0.1	5.85	0.06	A
Stream A-B								
Stream A-C								
2027 Assessment Flows								
Stream B-AC	0.2	8.57	0.19	A	0.1	7.50	0.10	A
Stream C-A								
Stream C-B	0.0	5.89	0.02	A	0.1	5.86	0.06	A
Stream A-B								
Stream A-C								

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

Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)
2022 Base Flows	AM	ONE HOUR	07:45	09:15	15
2022 Base Flows	PM	ONE HOUR	16:45	18:15	15
2027 Base Flows	AM	ONE HOUR	07:45	09:15	15
2027 Base Flows	PM	ONE HOUR	16:45	18:15	15
2022 Assessment Flows	AM	ONE HOUR	07:45	09:15	15
2022 Assessment Flows	PM	ONE HOUR	16:45	18:15	15
2027 Assessment Flows	AM	ONE HOUR	07:45	09:15	15
2027 Assessment Flows	PM	ONE HOUR	16:45	18:15	15

2022 Base Flows, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	0.00	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	538.354	0.098	0.248	0.156	0.354
1	B-C	663.560	0.102	0.257	-	-
1	C-B	686.890	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	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)
D1	2022 Base Flows	AM	ONE HOUR	07:45	09:15	15

Vehicle mix varies over turn	Vehicle mix varies over entry	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		✓	178.00	100.000
B		✓	0.00	100.000
C		✓	72.00	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
From		A	B	C
	A	0.000	0.000	178.000
	B	0.000	0.000	0.000
	C	72.000	0.000	0.000

Vehicle Mix

Heavy Vehicle proportion

	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-A	0.00	0.00	0.0	A
C-A				
C-B	0.00	0.00	0.0	A
A-B				
A-C				

2022 Base Flows, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	0.00	A

Junction Network Options

[same as above]

Arms

Arms

[same as above]

Major Arm Geometry

[same as above]

Minor Arm Geometry

[same as above]

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)
D2	2022 Base Flows	PM	ONE HOUR	16:45	18:15	15

Vehicle mix varies over turn	Vehicle mix varies over entry	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		✓	75.00	100.000
B		✓	0.00	100.000
C		✓	127.00	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
From	A	0.000	0.000	75.000
	B	0.000	0.000	0.000
	C	127.000	0.000	0.000

Vehicle Mix

Heavy Vehicle proportion

	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-A	0.00	0.00	0.0	A
C-A				
C-B	0.00	0.00	0.0	A
A-B				
A-C				

2027 Base Flows, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	0.00	A

Junction Network Options

[same as above]

Arms

Arms

[same as above]

Major Arm Geometry

[same as above]

Minor Arm Geometry

[same as above]

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)
D3	2027 Base Flows	AM	ONE HOUR	07:45	09:15	15

Vehicle mix varies over turn	Vehicle mix varies over entry	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		✓	187.00	100.000
B		✓	0.00	100.000
C		✓	76.00	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
From	A	0.000	0.000	187.000
	B	0.000	0.000	0.000
	C	76.000	0.000	0.000

Vehicle Mix

Heavy Vehicle proportion

	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-A	0.00	0.00	0.0	A
C-A				
C-B	0.00	0.00	0.0	A
A-B				
A-C				

2027 Base Flows, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	0.00	A

Junction Network Options

[same as above]

Arms

Arms

[same as above]

Major Arm Geometry

[same as above]

Minor Arm Geometry

[same as above]

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)
D4	2027 Base Flows	PM	ONE HOUR	16:45	18:15	15

Vehicle mix varies over turn	Vehicle mix varies over entry	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		✓	79.00	100.000
B		✓	0.00	100.000
C		✓	134.00	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
From	A	0.000	0.000	79.000
	B	0.000	0.000	0.000
	C	134.000	0.000	0.000

Vehicle Mix

Heavy Vehicle proportion

	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-A	0.00	0.00	0.0	A
C-A				
C-B	0.00	0.00	0.0	A
A-B				
A-C				

2022 Assessment Flows, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	2.28	A

Junction Network Options

[same as above]

Arms

Arms

[same as above]

Major Arm Geometry

[same as above]

Minor Arm Geometry

[same as above]

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)
D5	2022 Assessment Flows	AM	ONE HOUR	07:45	09:15	15

Vehicle mix varies over turn	Vehicle mix varies over entry	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		✓	196.00	100.000
B		✓	90.00	100.000
C		✓	86.00	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
From	A	0.000	18.000	178.000
	B	51.000	0.000	39.000
	C	72.000	14.000	0.000

Vehicle Mix

Heavy Vehicle proportion

	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-A	0.19	8.51	0.2	A
C-A				
C-B	0.02	5.86	0.0	A
A-B				
A-C				

2022 Assessment Flows, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	1.70	A

Junction Network Options

[same as above]

Arms

Arms

[same as above]

Major Arm Geometry

[same as above]

Minor Arm Geometry

[same as above]

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)
D6	2022 Assessment Flows	PM	ONE HOUR	16:45	18:15	15

Vehicle mix varies over turn	Vehicle mix varies over entry	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		✓	119.00	100.000
B		✓	49.00	100.000
C		✓	160.00	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
From		A	B	C
	A	0.000	44.000	75.000
	B	28.000	0.000	21.000
	C	127.000	33.000	0.000

Vehicle Mix

Heavy Vehicle proportion

		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-A	0.10	7.47	0.1	A
C-A				
C-B	0.06	5.85	0.1	A
A-B				
A-C				

2027 Assessment Flows, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	2.22	A

Junction Network Options

[same as above]

Arms

Arms

[same as above]

Major Arm Geometry

[same as above]

Minor Arm Geometry

[same as above]

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)
D7	2027 Assessment Flows	AM	ONE HOUR	07:45	09:15	15

Vehicle mix varies over turn	Vehicle mix varies over entry	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		✓	205.00	100.000
B		✓	90.00	100.000
C		✓	90.00	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
From	A	0.000	18.000	187.000
	B	51.000	0.000	39.000
	C	76.000	14.000	0.000

Vehicle Mix

Heavy Vehicle proportion

	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-A	0.19	8.57	0.2	A
C-A				
C-B	0.02	5.89	0.0	A
A-B				
A-C				

2027 Assessment Flows, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	1.65	A

Junction Network Options

[same as above]

Arms

Arms

[same as above]

Major Arm Geometry

[same as above]

Minor Arm Geometry

[same as above]

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)
D8	2027 Assessment Flows	PM	ONE HOUR	16:45	18:15	15

Vehicle mix varies over turn	Vehicle mix varies over entry	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		✓	123.00	100.000
B		✓	49.00	100.000
C		✓	167.00	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
From		A	B	C
	A	0.000	44.000	79.000
	B	28.000	0.000	21.000
	C	134.000	33.000	0.000

Vehicle Mix

Heavy Vehicle proportion

		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-A	0.10	7.50	0.1	A
C-A				
C-B	0.06	5.86	0.1	A
A-B				
A-C				

APPENDIX 4

PICADY Output for Arundel Road/Water Lane/Station Road

Junctions 9
PICADY 9 - Priority Intersection Module
Version: 9.0.0.4211 [] © Copyright TRL Limited, 2017
For sales and distribution information, program advice and maintenance, contact TRL: Tel: +44 (0)1344 770758 email: software@trl.co.uk Web: http://www.trlsoftware.co.uk
<i>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</i>

Filename: Arundel Road_Water Lane_Station Road.j9
Path: Z:\projects\2020 Arundel Road, Angmering\Picady
Report generation date: 18/12/2017 10:52:10

»2022 Base Flows, AM
»2022 Base Flows, PM
»2027 Base Flows, AM
»2027 Base Flows, PM
»2022 Assessment Flows, AM
»2022 Assessment Flows, PM
»2027 Assessment Flows, AM
»2027 Assessment Flows, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
2022 Base Flows								
Stream B-C	0.2	8.23	0.14	A	0.2	7.50	0.14	A
Stream B-A	0.8	18.26	0.45	C	0.5	13.81	0.35	B
Stream C-AB	0.5	8.04	0.31	A	0.3	6.75	0.21	A
Stream C-A								
Stream A-B								
Stream A-C								
2027 Base Flows								
Stream B-C	0.2	8.54	0.15	A	0.2	7.72	0.15	A
Stream B-A	0.9	20.44	0.49	C	0.6	14.78	0.38	B
Stream C-AB	0.6	8.20	0.33	A	0.3	6.81	0.23	A
Stream C-A								
Stream A-B								
Stream A-C								
2022 Assessment Flows								
Stream B-C	0.2	8.81	0.16	A	0.2	7.80	0.15	A
Stream B-A	1.4	24.91	0.60	C	0.7	15.80	0.43	C
Stream C-AB	0.5	8.14	0.31	A	0.3	6.90	0.23	A
Stream C-A								
Stream A-B								
Stream A-C								
2027 Assessment Flows								
Stream B-C	0.2	9.18	0.17	A	0.2	8.03	0.16	A
Stream B-A	1.7	28.87	0.64	D	0.8	17.12	0.46	C
Stream C-AB	0.6	8.31	0.33	A	0.4	6.97	0.24	A
Stream C-A								
Stream A-B								
Stream A-C								

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/Water Lane/Station Road
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

Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)
2022 Base Flows	AM	ONE HOUR	07:45	09:15	15
2022 Base Flows	PM	ONE HOUR	16:45	18:15	15
2027 Base Flows	AM	ONE HOUR	07:45	09:15	15
2027 Base Flows	PM	ONE HOUR	16:45	18:15	15
2022 Assessment Flows	AM	ONE HOUR	07:45	09:15	15
2022 Assessment Flows	PM	ONE HOUR	16:45	18:15	15
2027 Assessment Flows	AM	ONE HOUR	07:45	09:15	15
2027 Assessment Flows	PM	ONE HOUR	16:45	18:15	15

2022 Base Flows, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	3.60	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Station Road		Major
B	Arundel Road		Minor
C	Water Lane		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	8.83			189.0	✓	1.00

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 (Left) (m)	Lane Width (Right) (m)	Visibility to left (m)	Visibility to right (m)
B	Two lanes	2.66	2.67	145	126

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	570.598	0.091	0.230	0.145	0.329
1	B-C	679.319	0.091	0.231	-	-
1	C-B	683.415	0.232	0.232	-	-

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	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)
D1	2022 Base Flows	AM	ONE HOUR	07:45	09:15	15

Vehicle mix varies over turn	Vehicle mix varies over entry	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		✓	579.00	100.000
B		✓	210.00	100.000
C		✓	479.00	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
From		A	B	C
	A	0.000	269.000	310.000
	B	146.000	0.000	64.000
	C	330.000	149.000	0.000

Vehicle Mix

Heavy Vehicle proportion

	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-C	0.14	8.23	0.2	A
B-A	0.45	18.26	0.8	C
C-AB	0.31	8.04	0.5	A
C-A				
A-B				
A-C				

2022 Base Flows, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	3.03	A

Junction Network Options

[same as above]

Arms

Arms

[same as above]

Major Arm Geometry

[same as above]

Minor Arm Geometry

[same as above]

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)
D2	2022 Base Flows	PM	ONE HOUR	16:45	18:15	15

Vehicle mix varies over turn	Vehicle mix varies over entry	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		✓	359.00	100.000
B		✓	200.00	100.000
C		✓	488.00	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
From	A	0.000	161.000	198.000
	B	129.000	0.000	71.000
	C	373.000	115.000	0.000

Vehicle Mix

Heavy Vehicle proportion

	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-C	0.14	7.50	0.2	A
B-A	0.35	13.81	0.5	B
C-AB	0.21	6.75	0.3	A
C-A				
A-B				
A-C				

2027 Base Flows, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	3.92	A

Junction Network Options

[same as above]

Arms

Arms

[same as above]

Major Arm Geometry

[same as above]

Minor Arm Geometry

[same as above]

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)
D3	2027 Base Flows	AM	ONE HOUR	07:45	09:15	15

Vehicle mix varies over turn	Vehicle mix varies over entry	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		✓	611.00	100.000
B		✓	223.00	100.000
C		✓	504.00	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
From	A	0.000	284.000	327.000
	B	155.000	0.000	68.000
	C	348.000	156.000	0.000

Vehicle Mix

Heavy Vehicle proportion

	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-C	0.15	8.54	0.2	A
B-A	0.49	20.44	0.9	C
C-AB	0.33	8.20	0.6	A
C-A				
A-B				
A-C				

2027 Base Flows, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	3.18	A

Junction Network Options

[same as above]

Arms

Arms

[same as above]

Major Arm Geometry

[same as above]

Minor Arm Geometry

[same as above]

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)
D4	2027 Base Flows	PM	ONE HOUR	16:45	18:15	15

Vehicle mix varies over turn	Vehicle mix varies over entry	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		✓	380.00	100.000
B		✓	212.00	100.000
C		✓	515.00	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
From	A	0.000	170.000	210.000
	B	136.000	0.000	76.000
	C	394.000	121.000	0.000

Vehicle Mix

Heavy Vehicle proportion

	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-C	0.15	7.72	0.2	A
B-A	0.38	14.78	0.6	B
C-AB	0.23	6.81	0.3	A
C-A				
A-B				
A-C				

2022 Assessment Flows, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	5.09	A

Junction Network Options

[same as above]

Arms

Arms

[same as above]

Major Arm Geometry

[same as above]

Minor Arm Geometry

[same as above]

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)
D5	2022 Assessment Flows	AM	ONE HOUR	07:45	09:15	15

Vehicle mix varies over turn	Vehicle mix varies over entry	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		✓	596.00	100.000
B		✓	261.00	100.000
C		✓	481.00	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
From	A	0.000	286.000	310.000
	B	192.000	0.000	69.000
	C	330.000	151.000	0.000

Vehicle Mix

Heavy Vehicle proportion

	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-C	0.16	8.81	0.2	A
B-A	0.60	24.91	1.4	C
C-AB	0.31	8.14	0.5	A
C-A				
A-B				
A-C				

2022 Assessment Flows, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	3.51	A

Junction Network Options

[same as above]

Arms

Arms

[same as above]

Major Arm Geometry

[same as above]

Minor Arm Geometry

[same as above]

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)
D6	2022 Assessment Flows	PM	ONE HOUR	16:45	18:15	15

Vehicle mix varies over turn	Vehicle mix varies over entry	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		✓	398.00	100.000
B		✓	228.00	100.000
C		✓	492.00	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
From	A	0.000	200.000	198.000
	B	154.000	0.000	74.000
	C	373.000	119.000	0.000

Vehicle Mix

Heavy Vehicle proportion

	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-C	0.15	7.80	0.2	A
B-A	0.43	15.80	0.7	C
C-AB	0.23	6.90	0.3	A
C-A				
A-B				
A-C				

2027 Assessment Flows, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	5.67	A

Junction Network Options

[same as above]

Arms

Arms

[same as above]

Major Arm Geometry

[same as above]

Minor Arm Geometry

[same as above]

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)
D7	2027 Assessment Flows	AM	ONE HOUR	07:45	09:15	15

Vehicle mix varies over turn	Vehicle mix varies over entry	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		✓	628.00	100.000
B		✓	273.00	100.000
C		✓	506.00	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
From	A	0.000	301.000	327.000
	B	200.000	0.000	73.000
	C	348.000	158.000	0.000

Vehicle Mix

Heavy Vehicle proportion

	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-C	0.17	9.18	0.2	A
B-A	0.64	28.87	1.7	D
C-AB	0.33	8.31	0.6	A
C-A				
A-B				
A-C				

2027 Assessment Flows, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	3.71	A

Junction Network Options

[same as above]

Arms

Arms

[same as above]

Major Arm Geometry

[same as above]

Minor Arm Geometry

[same as above]

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)
D8	2027 Assessment Flows	PM	ONE HOUR	16:45	18:15	15

Vehicle mix varies over turn	Vehicle mix varies over entry	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		✓	420.00	100.000
B		✓	239.00	100.000
C		✓	520.00	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
From	A	0.000	210.000	210.000
	B	161.000	0.000	78.000
	C	394.000	126.000	0.000

Vehicle Mix

Heavy Vehicle proportion

	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-C	0.16	8.03	0.2	A
B-A	0.46	17.12	0.8	C
C-AB	0.24	6.97	0.4	A
C-A				
A-B				
A-C				

APPENDIX 5

PICADY Output for Water Lane/A280

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.0.0.4211 []
© Copyright TRL Limited, 2017

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: A280 Angmering_Water Lane.j9
Path: Z:\projects\2020 Arundel Road, Angmering\Picady
Report generation date: 18/12/2017 11:20:38

»2022 Base Flows, AM
»2022 Base Flows, PM
»2027 Base Flows, AM
»2027 Base Flows, PM
»2022 Assessment Flows, AM
»2022 Assessment Flows, PM
»2027 Assessment Flows, AM
»2027 Assessment Flows, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
2022 Base Flows								
Stream B-AC	7.8	45.77	0.91	E	0.7	8.68	0.42	A
Stream C-A								
Stream C-B	1.1	10.93	0.52	B	23.7	122.76	1.03	F
Stream A-B								
Stream A-C								
2027 Base Flows								
Stream B-AC	12.5	68.70	0.96	F	0.8	9.13	0.45	A
Stream C-A								
Stream C-B	1.2	11.72	0.55	B	39.7	187.68	1.09	F
Stream A-B								
Stream A-C								
2022 Assessment Flows								
Stream B-AC	8.4	43.93	0.92	E	0.7	8.75	0.42	A
Stream C-A								
Stream C-B	1.1	11.00	0.52	B	25.6	130.49	1.04	F
Stream A-B								
Stream A-C								
2027 Assessment Flows								
Stream B-AC	13.5	73.10	0.97	F	0.8	9.21	0.45	A
Stream C-A								
Stream C-B	1.2	11.81	0.55	B	42.2	197.59	1.10	F
Stream A-B								
Stream A-C								

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	A280 Angmering/Water Lane
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

Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)
2022 Base Flows	AM	ONE HOUR	07:45	09:15	15
2022 Base Flows	PM	ONE HOUR	16:45	18:15	15
2027 Base Flows	AM	ONE HOUR	07:45	09:15	15
2027 Base Flows	PM	ONE HOUR	16:45	18:15	15
2022 Assessment Flows	AM	ONE HOUR	07:45	09:15	15
2022 Assessment Flows	PM	ONE HOUR	16:45	18:15	15
2027 Assessment Flows	AM	ONE HOUR	07:45	09:15	15
2027 Assessment Flows	PM	ONE HOUR	16:45	18:15	15

2022 Base Flows, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	18.60	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	A280 Angmering Bypass (South)		Major
B	Water Lane		Minor
C	A280 Angmering Bypass (North)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	12.21	✓	7.94	✓	3.80	130.0		-

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	3.97	154	184

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	806.091	0.091	0.230	0.145	0.329
1	B-C	811.612	0.091	0.230	-	-
1	C-B	762.304	0.216	0.216	-	-

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	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)
D1	2022 Base Flows	AM	ONE HOUR	07:45	09:15	15

Vehicle mix varies over turn	Vehicle mix varies over entry	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		✓	350.00	100.000
B		✓	598.00	100.000
C		✓	711.00	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
From		A	B	C
	A	0.000	17.000	333.000
	B	0.000	0.000	598.000
	C	393.000	318.000	0.000

Vehicle Mix

Heavy Vehicle proportion

	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-A	0.91	45.77	7.8	E
C-A				
C-B	0.52	10.93	1.1	B
A-B				
A-C				

2022 Base Flows, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	44.74	E

Junction Network Options

[same as above]

Arms

Arms

[same as above]

Major Arm Geometry

[same as above]

Minor Arm Geometry

[same as above]

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)
D2	2022 Base Flows	PM	ONE HOUR	16:45	18:15	15

Vehicle mix varies over turn	Vehicle mix varies over entry	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		✓	407.00	100.000
B		✓	273.00	100.000
C		✓	1077.00	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
From	A	0.000	43.000	364.000
	B	0.000	0.000	273.000
	C	456.000	621.000	0.000

Vehicle Mix

Heavy Vehicle proportion

	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-A	0.42	8.68	0.7	A
C-A				
C-B	1.03	122.76	23.7	F
A-B				
A-C				

2027 Base Flows, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	26.94	D

Junction Network Options

[same as above]

Arms

Arms

[same as above]

Major Arm Geometry

[same as above]

Minor Arm Geometry

[same as above]

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)
D3	2027 Base Flows	AM	ONE HOUR	07:45	09:15	15

Vehicle mix varies over turn	Vehicle mix varies over entry	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		✓	370.00	100.000
B		✓	628.00	100.000
C		✓	749.00	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
From	A	0.000	18.000	352.000
	B	0.000	0.000	628.000
	C	415.000	334.000	0.000

Vehicle Mix

Heavy Vehicle proportion

	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-A	0.96	68.70	12.5	F
C-A				
C-B	0.55	11.72	1.2	B
A-B				
A-C				

2027 Base Flows, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	67.63	F

Junction Network Options

[same as above]

Arms

Arms

[same as above]

Major Arm Geometry

[same as above]

Minor Arm Geometry

[same as above]

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)
D4	2027 Base Flows	PM	ONE HOUR	16:45	18:15	15

Vehicle mix varies over turn	Vehicle mix varies over entry	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		✓	429.00	100.000
B		✓	287.00	100.000
C		✓	1135.00	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
From	A	0.000	45.000	384.000
	B	0.000	0.000	287.000
	C	482.000	653.000	0.000

Vehicle Mix

Heavy Vehicle proportion

	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-A	0.45	9.13	0.8	A
C-A				
C-B	1.09	187.68	39.7	F
A-B				
A-C				

2022 Assessment Flows, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	19.84	D

Junction Network Options

[same as above]

Arms

Arms

[same as above]

Major Arm Geometry

[same as above]

Minor Arm Geometry

[same as above]

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)
D5	2022 Assessment Flows	AM	ONE HOUR	07:45	09:15	15

Vehicle mix varies over turn	Vehicle mix varies over entry	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		✓	350.00	100.000
B		✓	604.00	100.000
C		✓	713.00	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
From		A	B	C
	A	0.000	17.000	333.000
	B	0.000	0.000	604.000
	C	393.000	320.000	0.000

Vehicle Mix

Heavy Vehicle proportion

		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-A	0.92	48.93	8.4	E
C-A				
C-B	0.52	11.00	1.1	B
A-B				
A-C				

2022 Assessment Flows, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	47.65	E

Junction Network Options

[same as above]

Arms

Arms

[same as above]

Major Arm Geometry

[same as above]

Minor Arm Geometry

[same as above]

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)
D6	2022 Assessment Flows	PM	ONE HOUR	16:45	18:15	15

Vehicle mix varies over turn	Vehicle mix varies over entry	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		✓	407.00	100.000
B		✓	276.00	100.000
C		✓	1082.00	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
From	A	0.000	43.000	364.000
	B	0.000	0.000	276.000
	C	456.000	626.000	0.000

Vehicle Mix

Heavy Vehicle proportion

	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-A	0.42	8.75	0.7	A
C-A				
C-B	1.04	130.49	25.6	F
A-B				
A-C				

2027 Assessment Flows, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	28.64	D

Junction Network Options

[same as above]

Arms

Arms

[same as above]

Major Arm Geometry

[same as above]

Minor Arm Geometry

[same as above]

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)
D7	2027 Assessment Flows	AM	ONE HOUR	07:45	09:15	15

Vehicle mix varies over turn	Vehicle mix varies over entry	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		✓	370.00	100.000
B		✓	633.00	100.000
C		✓	751.00	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
From	A	0.000	18.000	352.000
	B	0.000	0.000	633.000
	C	415.000	336.000	0.000

Vehicle Mix

Heavy Vehicle proportion

	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-A	0.97	73.19	13.5	F
C-A				
C-B	0.55	11.81	1.2	B
A-B				
A-C				

2027 Assessment Flows, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	71.87	F

Junction Network Options

[same as above]

Arms

Arms

[same as above]

Major Arm Geometry

[same as above]

Minor Arm Geometry

[same as above]

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)
D8	2027 Assessment Flows	PM	ONE HOUR	16:45	18:15	15

Vehicle mix varies over turn	Vehicle mix varies over entry	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		✓	429.00	100.000
B		✓	290.00	100.000
C		✓	1140.00	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
From	A	0.000	45.000	384.000
	B	0.000	0.000	290.000
	C	482.000	658.000	0.000

Vehicle Mix

Heavy Vehicle proportion

	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-A	0.45	9.21	0.8	A
C-A				
C-B	1.10	197.59	42.2	F
A-B				
A-C				

APPENDIX 6

ARCADY Output for A529 New Road/Station Road/Roundstone Bypass Road/B2140

Junctions 9	
ARCADY 9 - Roundabout Module	
Version: 9.0.0.4211 []	
© Copyright TRL Limited, 2017	
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: Station Road_Roundstone Bypass Road_B2140_A529 New Road.j9

Path: Z:\projects\2020 Arundel Road, Angmering\Arcady

Report generation date: 18/12/2017 11:36:57

- »2022 Base Flows, AM
- »2022 Base Flows, PM
- »2027 Base Flows, AM
- »2027 Base Flows, PM
- »2022 Assessment Flows, AM
- »2022 Assessment Flows, PM
- »2027 Assessment Flows, AM
- »2027 Assessment Flows, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
2022 Base Flows								
Arm 1	8.4	59.85	0.92	F	2.8	19.13	0.74	C
Arm 2	77.4	187.71	1.12	F	111.8	254.14	1.16	F
Arm 3	3.1	26.03	0.77	D	2.1	21.36	0.68	C
Arm 4	4.2	6.98	0.81	A	2.2	4.17	0.69	A
2027 Base Flows								
Arm 1	27.8	140.90	1.06	F	5.3	35.69	0.86	E
Arm 2	117.7	328.44	1.19	F	168.3	498.94	1.25	F
Arm 3	3.7	29.96	0.80	D	2.5	24.30	0.72	C
Arm 4	5.9	9.42	0.86	A	2.7	4.83	0.73	A
2022 Assessment Flows								
Arm 1	16.5	87.25	0.99	F	3.4	22.43	0.78	C
Arm 2	83.7	201.66	1.13	F	131.2	315.23	1.19	F
Arm 3	3.1	26.36	0.77	D	2.1	21.76	0.69	C
Arm 4	4.3	7.18	0.82	A	2.3	4.34	0.70	A
2027 Assessment Flows								
Arm 1	48.6	219.10	1.14	F	7.2	46.16	0.90	E
Arm 2	119.7	362.98	1.18	F	168.8	503.34	1.28	F
Arm 3	3.7	29.70	0.80	D	2.5	24.69	0.73	C
Arm 4	6.1	9.79	0.86	A	2.9	5.05	0.74	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	Station Road_Roundstone Bypass Road_B2140_A529 New Road
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

Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)
2022 Base Flows	AM	ONE HOUR	07:45	09:15	15
2022 Base Flows	PM	ONE HOUR	16:45	18:15	15
2027 Base Flows	AM	ONE HOUR	07:45	09:15	15
2027 Base Flows	PM	ONE HOUR	16:45	18:15	15
2022 Assessment Flows	AM	ONE HOUR	07:45	09:15	15
2022 Assessment Flows	PM	ONE HOUR	16:45	18:15	15
2027 Assessment Flows	AM	ONE HOUR	07:45	09:15	15
2027 Assessment Flows	PM	ONE HOUR	16:45	18:15	15

2022 Base Flows, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	66.97	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	Station Road	
2	Roundstone Bypass Road	
3	B2140	
4	A529 New Road	

Capacity Options

Arm	Minimum capacity (PCU/hr)	Maximum capacity (PCU/hr)
1	0.00	99999.00
2	0.00	99999.00
3	0.00	99999.00
4	0.00	99999.00

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1	4.54	7.92	9.5	16.8	45.5	33.0	
2	4.30	8.63	7.4	20.5	45.5	36.0	
3	3.43	7.40	5.9	19.9	45.5	6.0	
4	9.60	9.89	0.2	26.2	45.5	27.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.643	1818.332
2	0.625	1724.284
3	0.619	1536.352
4	0.884	2988.704

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)
D1	2022 Base Flows	AM	ONE HOUR	07:45	09:15	15

Vehicle mix varies over turn	Vehicle mix varies over entry	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 (%)
1		✓	576.00	100.000
2		✓	1208.00	100.000
3		✓	404.00	100.000
4		✓	2001.00	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
From		1	2	3	4
	1	0.000	109.000	92.000	375.000
	2	26.000	0.000	52.000	1130.000
	3	178.000	78.000	0.000	148.000
	4	486.000	1202.000	313.000	0.000

Vehicle Mix

Heavy Vehicle proportion

	To				
		1	2	3	4
From	1	0	0	0	0
	2	0	0	0	0
	3	0	0	0	0
	4	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1	0.92	50.85	8.4	F
2	1.12	187.71	77.4	F
3	0.77	26.03	3.1	D
4	0.81	6.98	4.2	A

2022 Base Flows, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	93.39	F

Junction Network Options

[same as above]

Arms

Arms

[same as above]

Capacity Options

[same as above]

Roundabout Geometry

[same as above]

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)
D2	2022 Base Flows	PM	ONE HOUR	16:45	18:15	15

Vehicle mix varies over turn	Vehicle mix varies over entry	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 (%)
1		✓	492.00	100.000
2		✓	1356.00	100.000
3		✓	329.00	100.000
4		✓	1768.00	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
From		1	2	3	4
	1	0.000	54.000	73.000	365.000
	2	23.000	0.000	63.000	1270.000
	3	75.000	89.000	0.000	165.000
	4	318.000	1252.000	198.000	0.000

Vehicle Mix

Heavy Vehicle proportion

	To				
		1	2	3	4
From	1	0	0	0	0
	2	0	0	0	0
	3	0	0	0	0
	4	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1	0.74	19.13	2.8	C
2	1.16	254.14	111.8	F
3	0.68	21.36	2.1	C
4	0.69	4.17	2.2	A

2027 Base Flows, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	121.28	F

Junction Network Options

[same as above]

Arms

Arms

[same as above]

Capacity Options

[same as above]

Roundabout Geometry

[same as above]

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)
D3	2027 Base Flows	AM	ONE HOUR	07:45	09:15	15

Vehicle mix varies over turn	Vehicle mix varies over entry	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 (%)
1		✓	603.00	100.000
2		✓	1273.00	100.000
3		✓	427.00	100.000
4		✓	2112.00	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
From		1	2	3	4
	1	0.000	111.000	97.000	395.000
	2	27.000	0.000	55.000	1191.000
	3	188.000	82.000	0.000	157.000
	4	513.000	1269.000	330.000	0.000

Vehicle Mix

Heavy Vehicle proportion

	To				
From		1	2	3	4
	1	0	0	0	0
	2	0	0	0	0
	3	0	0	0	0
	4	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1	1.06	140.30	27.8	F
2	1.19	628.44	117.7	F
3	0.80	29.96	3.7	D
4	0.86	9.42	5.9	A

2027 Base Flows, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	158.77	F

Junction Network Options

[same as above]

Arms

Arms

[same as above]

Capacity Options

[same as above]

Roundabout Geometry

[same as above]

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)
D4	2027 Base Flows	PM	ONE HOUR	16:45	18:15	15

Vehicle mix varies over turn	Vehicle mix varies over entry	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 (%)
1		✓	520.00	100.000
2		✓	1432.00	100.000
3		✓	348.00	100.000
4		✓	1868.00	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
From		1	2	3	4
	1	0.000	57.000	77.000	386.000
	2	25.000	0.000	66.000	1341.000
	3	79.000	94.000	0.000	175.000
	4	336.000	1322.000	210.000	0.000

Vehicle Mix

Heavy Vehicle proportion

	To				
From		1	2	3	4
	1	0	0	0	0
	2	0	0	0	0
	3	0	0	0	0
	4	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1	0.86	35.69	5.3	E
2	1.25	436.94	163.3	F
3	0.72	24.30	2.5	C
4	0.73	4.83	2.7	A

2022 Assessment Flows, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	76.54	F

Junction Network Options

[same as above]

Arms

Arms

[same as above]

Capacity Options

[same as above]

Roundabout Geometry

[same as above]

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)
D5	2022 Assessment Flows	AM	ONE HOUR	07:45	09:15	15

Vehicle mix varies over turn	Vehicle mix varies over entry	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 (%)
1		✓	622.00	100.000
2		✓	1220.00	100.000
3		✓	405.00	100.000
4		✓	2004.00	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1	2	3	4
From	1	0.000	145.000	94.000	383.000
	2	38.000	0.000	52.000	1130.000
	3	179.000	78.000	0.000	148.000
	4	489.000	1202.000	313.000	0.000

Vehicle Mix

Heavy Vehicle proportion

	To				
		1	2	3	4
From	1	0	0	0	0
	2	0	0	0	0
	3	0	0	0	0
	4	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1	0.99	87.25	16.5	F
2	1.13	201.66	83.7	F
3	0.77	26.36	3.1	D
4	0.82	7.18	4.3	A

2022 Assessment Flows, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	115.64	F

Junction Network Options

[same as above]

Arms

Arms

[same as above]

Capacity Options

[same as above]

Roundabout Geometry

[same as above]

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)
D6	2022 Assessment Flows	PM	ONE HOUR	16:45	18:15	15

Vehicle mix varies over turn	Vehicle mix varies over entry	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 (%)
1		✓	518.00	100.000
2		✓	1387.00	100.000
3		✓	330.00	100.000
4		✓	1775.00	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
From		1	2	3	4
	1	0.000	74.000	74.000	370.000
	2	54.000	0.000	63.000	1270.000
	3	76.000	89.000	0.000	165.000
	4	325.000	1252.000	198.000	0.000

Vehicle Mix

Heavy Vehicle proportion

	To				
		1	2	3	4
From	1	0	0	0	0
	2	0	0	0	0
	3	0	0	0	0
	4	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1	0.78	22.43	3.4	C
2	1.19	815.23	131.2	F
3	0.69	21.76	2.1	C
4	0.70	4.34	2.3	A

2027 Assessment Flows, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	143.48	F

Junction Network Options

[same as above]

Arms

Arms

[same as above]

Capacity Options

[same as above]

Roundabout Geometry

[same as above]

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)
D7	2027 Assessment Flows	AM	ONE HOUR	07:45	09:15	15

Vehicle mix varies over turn	Vehicle mix varies over entry	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 (%)
1		✓	649.00	100.000
2		✓	1286.00	100.000
3		✓	428.00	100.000
4		✓	2115.00	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
From		1	2	3	4
	1	0.000	147.000	99.000	403.000
	2	40.000	0.000	55.000	1191.000
	3	189.000	82.000	0.000	157.000
	4	516.000	1269.000	330.000	0.000

Vehicle Mix

Heavy Vehicle proportion

		To			
From		1	2	3	4
	1	0	0	0	0
	2	0	0	0	0
	3	0	0	0	0
	4	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1	1.14	219.10	48.6	F
2	1.13	362.98	119.7	F
3	0.80	29.70	3.7	C
4	0.86	9.79	6.1	A

2027 Assessment Flows, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	184.22	F

Junction Network Options

[same as above]

Arms

Arms

[same as above]

Capacity Options

[same as above]

Roundabout Geometry

[same as above]

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)
D8	2027 Assessment Flows	PM	ONE HOUR	16:45	18:15	15

Vehicle mix varies over turn	Vehicle mix varies over entry	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 (%)
1		✓	545.00	100.000
2		✓	1463.00	100.000
3		✓	349.00	100.000
4		✓	1875.00	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
From		1	2	3	4
	1	0.000	77.000	78.000	390.000
	2	56.000	0.000	66.000	1341.000
	3	80.000	94.000	0.000	175.000
	4	343.000	1322.000	210.000	0.000

Vehicle Mix

Heavy Vehicle proportion

	To				
		1	2	3	4
From	1	0	0	0	0
	2	0	0	0	0
	3	0	0	0	0
	4	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1	0.90	46.15	7.2	E
2	1.28	503.34	183.8	F
3	0.73	24.69	2.5	C
4	0.74	5.05	2.9	A

APPENDIX 7

ARCADY Output for A280/Chips Away/Roundstone Bypass Road/A529/B2140 Old Worthing Road



Junctions 9
ARCADY 9 - Roundabout Module
Version: 9.0.0.4211 [] © Copyright TRL Limited, 2017
For sales and distribution information, engineering and maintenance, contact TRL Tel: +44 (0)151 7740100 Email: software@TRL.co.uk Web: http://www.trafficsoftware.co.uk
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: A280_Chips Away+A529 (E)_B2140 Old Worthing Road_Roundstone Bypass Road.j9

Path: Z:\projects\2020 Arundel Road, Angmering\Arcady

Report generation date: 18/12/2017 12:01:58

»2022 Base Flows, AM
»2022 Base Flows, PM
»2027 Base Flows, AM
»2027 Base Flows, PM
»2022 Assessment Flows, AM
»2022 Assessment Flows, PM
»2027 Assessment Flows, AM
»2027 Assessment Flows, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
2022 Base Flows								
Arm 1	1.3	11.25	0.58	B	1.1	8.27	0.53	A
Arm 2	0.1	63.47	0.10	F	0.0	21.87	0.04	C
Arm 3	1.2	3.14	0.54	A	1.5	3.69	0.59	A
Arm 4	1.5	9.83	0.61	A	0.3	5.40	0.26	A
Arm 5	48.2	100.45	1.04	F	8.1	20.25	0.90	C
2027 Base Flows								
Arm 1	1.6	12.52	0.62	B	1.4	9.67	0.58	A
Arm 2	0.2	89.34	0.16	F	0.1	29.44	0.10	D
Arm 3	1.3	3.40	0.57	A	1.7	4.11	0.63	A
Arm 4	2.0	12.16	0.67	B	0.4	5.91	0.29	A
Arm 5	93.5	178.73	1.11	F	15.5	36.88	0.96	E
2022 Assessment Flows								
Arm 1	1.4	11.38	0.58	B	1.1	8.42	0.54	A
Arm 2	0.1	66.82	0.11	F	0.1	23.32	0.07	C
Arm 3	1.2	3.17	0.54	A	1.5	3.80	0.61	A
Arm 4	1.5	9.98	0.61	A	0.4	5.53	0.26	A
Arm 5	60.8	121.62	1.06	F	9.0	22.36	0.91	C
2027 Assessment Flows								
Arm 1	1.6	12.60	0.62	B	1.4	9.85	0.59	A
Arm 2	0.2	92.85	0.17	F	0.1	29.64	0.07	D
Arm 3	1.3	3.43	0.57	A	1.8	4.22	0.64	A
Arm 4	2.0	12.39	0.67	B	0.4	6.01	0.29	A
Arm 5	108.0	203.75	1.13	F	17.4	40.75	0.97	E

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

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	Roundstone Bypass/A280/Chips Away/A529 (E)/B2140 Old Worthing Road
Location	
Site number	
Date	12/12/2017
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	Cadworkstation4"Kyle
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

Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)
2022 Base Flows	AM	ONE HOUR	07:45	09:15	15
2022 Base Flows	PM	ONE HOUR	16:45	18:15	15
2027 Base Flows	AM	ONE HOUR	07:45	09:15	15
2027 Base Flows	PM	ONE HOUR	16:45	18:15	15
2022 Assessment Flows	AM	ONE HOUR	07:45	09:15	15
2022 Assessment Flows	PM	ONE HOUR	16:45	18:15	15
2027 Assessment Flows	AM	ONE HOUR	07:45	09:15	15
2027 Assessment Flows	PM	ONE HOUR	16:45	18:15	15

2022 Base Flows, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 5 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	44.58	E

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	A280	
2	Chips Away	
3	A529 (E)	
4	B2140 Old Worthing Road	
5	Roundstone Bypass Road	

Capacity Options

Arm	Minimum capacity (PCU/hr)	Maximum capacity (PCU/hr)
1	0.00	99999.00
2	0.00	99999.00
3	0.00	99999.00
4	0.00	99999.00
5	0.00	99999.00

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1	3.69	7.08	14.0	20.4	70.0	41.0	
2	3.00	7.00	0.1	20.0	70.1	40.0	
3	8.59	10.31	4.1	37.8	70.1	45.0	
4	4.29	6.62	10.8	18.4	70.1	37.0	
5	3.41	7.49	35.4	20.4	70.1	38.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.486	1633.544
2	0.369	886.527
3	0.663	2744.384
4	0.494	1668.659
5	0.528	1884.255

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)
D1	2022 Base Flows	AM	ONE HOUR	07:45	09:15	15

Vehicle mix varies over turn	Vehicle mix varies over entry	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 (%)
1		✓	395.00	100.000
2		✓	6.00	100.000
3		✓	1207.00	100.000
4		✓	514.00	100.000
5		✓	1449.00	100.000

Origin-Destination Data

Demand (PCU/hr)

	To					
		1	2	3	4	5
From	1	0.000	3.000	32.000	63.000	297.000
	2	0.000	0.000	6.000	0.000	0.000
	3	109.000	0.000	0.000	148.000	950.000
	4	62.000	0.000	436.000	0.000	16.000
	5	183.000	9.000	1248.000	9.000	0.000

Vehicle Mix

Heavy Vehicle proportion

	To					
		1	2	3	4	5
From	1	0	0	0	0	0
	2	0	0	0	0	0
	3	0	0	0	0	0
	4	0	0	0	0	0
	5	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1	0.58	11.25	1.3	B
2	0.10	83.47	0.1	F
3	0.54	3.14	1.2	A
4	0.61	9.83	1.5	A
5	1.04	160.45	48.2	F

2022 Base Flows, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 5 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	11.29	S

Junction Network Options

[same as above]

Arms

Arms

[same as above]

Capacity Options

[same as above]

Roundabout Geometry

[same as above]

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)
D2	2022 Base Flows	PM	ONE HOUR	16:45	18:15	15

Vehicle mix varies over turn	Vehicle mix varies over entry	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 (%)
1		✓	450.00	100.000
2		✓	7.00	100.000
3		✓	1293.00	100.000
4		✓	212.00	100.000
5		✓	1381.00	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
From		1	2	3	4	5
	1	0.000	0.000	28.000	131.000	291.000
	2	0.000	0.000	4.000	0.000	3.000
	3	133.000	6.000	0.000	172.000	982.000
	4	33.000	0.000	162.000	0.000	17.000
	5	234.000	0.000	1099.000	48.000	0.000

Vehicle Mix

Heavy Vehicle proportion

		To				
From		1	2	3	4	5
	1	0	0	0	0	0
	2	0	0	0	0	0
	3	0	0	0	0	0
	4	0	0	0	0	0
	5	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1	0.53	8.27	1.1	A
2	0.04	21.87	0.0	C
3	0.59	3.69	1.5	A
4	0.26	5.40	0.3	A
5	0.90	20.25	8.1	C

2027 Base Flows, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 5 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	78.37	F

Junction Network Options

[same as above]

Arms

Arms

[same as above]

Capacity Options

[same as above]

Roundabout Geometry

[same as above]

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)
D3	2027 Base Flows	AM	ONE HOUR	07:45	09:15	15

Vehicle mix varies over turn	Vehicle mix varies over entry	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 (%)
1		✓	417.00	100.000
2		✓	7.00	100.000
3		✓	1273.00	100.000
4		✓	542.00	100.000
5		✓	1525.00	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
From		1	2	3	4	5
	1	0.000	3.000	34.000	67.000	313.000
	2	0.000	0.000	7.000	0.000	0.000
	3	115.000	0.000	0.000	157.000	1001.000
	4	65.000	0.000	460.000	0.000	17.000
	5	193.000	9.000	1314.000	9.000	0.000

Vehicle Mix

Heavy Vehicle proportion

		To				
From		1	2	3	4	5
	1	0	0	0	0	0
	2	0	0	0	0	0
	3	0	0	0	0	0
	4	0	0	0	0	0
	5	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1	0.62	12.52	1.6	B
2	0.16	89.34	0.2	F
3	0.57	3.40	1.3	A
4	0.67	12.16	2.0	B
5	1.11	178.73	93.5	F

2027 Base Flows, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 5 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	18.59	C

Junction Network Options

[same as above]

Arms

Arms

[same as above]

Capacity Options

[same as above]

Roundabout Geometry

[same as above]

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)
D4	2027 Base Flows	PM	ONE HOUR	16:45	18:15	15

Vehicle mix varies over turn	Vehicle mix varies over entry	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 (%)
1		✓	475.00	100.000
2		✓	12.00	100.000
3		✓	1364.00	100.000
4		✓	224.00	100.000
5		✓	1458.00	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
From		1	2	3	4	5
	1	0.000	0.000	29.000	139.000	307.000
	2	4.000	0.000	5.000	0.000	3.000
	3	141.000	7.000	0.000	182.000	1034.000
	4	35.000	0.000	171.000	0.000	18.000
	5	248.000	0.000	1159.000	51.000	0.000

Vehicle Mix

Heavy Vehicle proportion

		To				
From		1	2	3	4	5
	1	0	0	0	0	0
	2	0	0	0	0	0
	3	0	0	0	0	0
	4	0	0	0	0	0
	5	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1	0.58	9.67	1.4	A
2	0.10	29.44	0.1	C
3	0.63	4.11	1.7	A
4	0.29	5.91	0.4	A
5	0.96	96.89	15.5	E

2022 Assessment Flows, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 5 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	53.62	F

Junction Network Options

[same as above]

Arms

Arms

[same as above]

Capacity Options

[same as above]

Roundabout Geometry

[same as above]

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)
D5	2022 Assessment Flows	AM	ONE HOUR	07:45	09:15	15

Vehicle mix varies over turn	Vehicle mix varies over entry	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 (%)
1		✓	395.00	100.000
2		✓	6.00	100.000
3		✓	1217.00	100.000
4		✓	514.00	100.000
5		✓	1477.00	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
From		1	2	3	4	5
	1	0.000	3.000	32.000	63.000	297.000
	2	0.000	0.000	6.000	0.000	0.000
	3	109.000	0.000	0.000	148.000	960.000
	4	62.000	0.000	436.000	0.000	16.000
	5	183.000	9.000	1276.000	9.000	0.000

Vehicle Mix

Heavy Vehicle proportion

		To				
From		1	2	3	4	5
	1	0	0	0	0	0
	2	0	0	0	0	0
	3	0	0	0	0	0
	4	0	0	0	0	0
	5	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1	0.58	11.38	1.4	B
2	0.11	66.82	0.1	F
3	0.54	3.17	1.2	A
4	0.61	9.98	1.5	A
5	1.06	121.82	60.8	F

2022 Assessment Flows, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 5 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	12.24	S

Junction Network Options

[same as above]

Arms

Arms

[same as above]

Capacity Options

[same as above]

Roundabout Geometry

[same as above]

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)
D6	2022 Assessment Flows	PM	ONE HOUR	16:45	18:15	15

Vehicle mix varies over turn	Vehicle mix varies over entry	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 (%)
1		✓	450.00	100.000
2		✓	11.00	100.000
3		✓	1317.00	100.000
4		✓	212.00	100.000
5		✓	1396.00	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
From		1	2	3	4	5
	1	0.000	0.000	28.000	131.000	291.000
	2	4.000	0.000	4.000	0.000	3.000
	3	133.000	6.000	0.000	172.000	1006.000
	4	33.000	0.000	162.000	0.000	17.000
	5	234.000	0.000	1114.000	48.000	0.000

Vehicle Mix

Heavy Vehicle proportion

		To				
From		1	2	3	4	5
	1	0	0	0	0	0
	2	0	0	0	0	0
	3	0	0	0	0	0
	4	0	0	0	0	0
	5	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1	0.54	8.42	1.1	A
2	0.07	23.32	0.1	C
3	0.61	3.80	1.5	A
4	0.26	5.53	0.4	A
5	0.91	22.36	9.0	C

2027 Assessment Flows, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 5 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	87.87	F

Junction Network Options

[same as above]

Arms

Arms

[same as above]

Capacity Options

[same as above]

Roundabout Geometry

[same as above]

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)
D7	2027 Assessment Flows	AM	ONE HOUR	07:45	09:15	15

Vehicle mix varies over turn	Vehicle mix varies over entry	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 (%)
1		✓	417.00	100.000
2		✓	7.00	100.000
3		✓	1283.00	100.000
4		✓	542.00	100.000
5		✓	1552.00	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
From		1	2	3	4	5
	1	0.000	3.000	34.000	67.000	313.000
	2	0.000	0.000	7.000	0.000	0.000
	3	115.000	0.000	0.000	157.000	1011.000
	4	65.000	0.000	460.000	0.000	17.000
	5	193.000	9.000	1341.000	9.000	0.000

Vehicle Mix

Heavy Vehicle proportion

		To				
From		1	2	3	4	5
	1	0	0	0	0	0
	2	0	0	0	0	0
	3	0	0	0	0	0
	4	0	0	0	0	0
	5	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1	0.62	12.60	1.6	B
2	0.17	92.85	0.2	F
3	0.57	3.43	1.3	A
4	0.67	12.39	2.0	B
5	1.13	203.75	108.0	F

2027 Assessment Flows, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 5 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	20.22	C

Junction Network Options

[same as above]

Arms

Arms

[same as above]

Capacity Options

[same as above]

Roundabout Geometry

[same as above]

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)
D8	2027 Assessment Flows	PM	ONE HOUR	16:45	18:15	15

Vehicle mix varies over turn	Vehicle mix varies over entry	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 (%)
1		✓	475.00	100.000
2		✓	8.00	100.000
3		✓	1387.00	100.000
4		✓	224.00	100.000
5		✓	1473.00	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
From		1	2	3	4	5
	1	0.000	0.000	29.000	139.000	307.000
	2	0.000	0.000	5.000	0.000	3.000
	3	141.000	7.000	0.000	182.000	1057.000
	4	35.000	0.000	171.000	0.000	18.000
	5	248.000	0.000	1174.000	51.000	0.000

Vehicle Mix

Heavy Vehicle proportion

		To				
From		1	2	3	4	5
	1	0	0	0	0	0
	2	0	0	0	0	0
	3	0	0	0	0	0
	4	0	0	0	0	0
	5	0	0	0	0	0

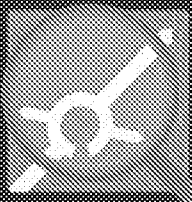
Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1	0.59	9.85	1.4	A
2	0.07	29.64	0.1	C
3	0.64	4.22	1.8	A
4	0.29	6.01	0.4	A
5	0.97	40.75	17.4	E

APPENDIX 8

Personal Injury Accident Data



Crash Date: Saturday, February 28, 2015 **Time of Crash:** 4:06:00 PM **Crash Reference:** 2015471501197

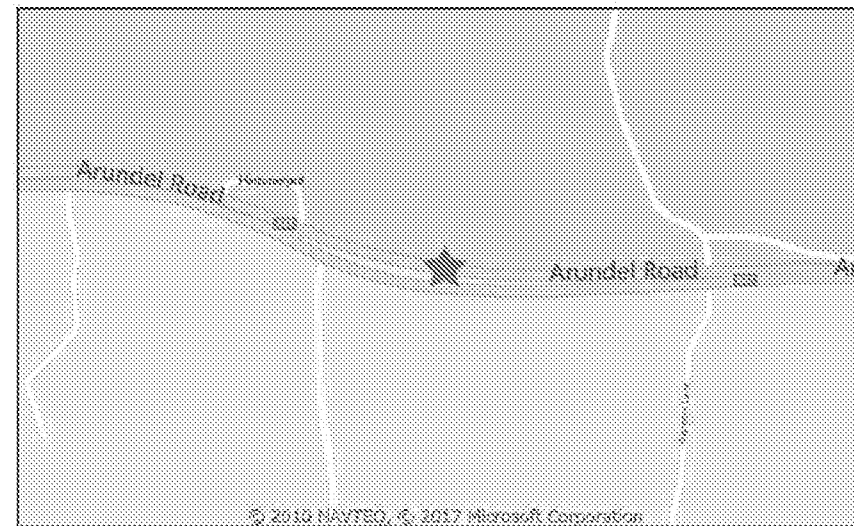
Highest Injury Severity: Slight
Highway Authority: West Sussex
Local Authority: Arun District
Weather Description: Fine without high winds
Road Surface Description: Wet or Damp
Speed Limit: 70
Light Conditions: Daylight: regardless of presence of streetlights
Carriageway Hazards: None
Junction Detail: Not at or within 20 metres of junction
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Dual carriageway
Junction Control: Not Applicable

Road Number: A27

Number of Casualties: 1

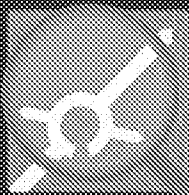
Number of Vehicles: 1

OS Grid Reference: 506917 105634



For more information about the data please visit: [REDACTED]





Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Male	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Other	None	Tree

Casualties

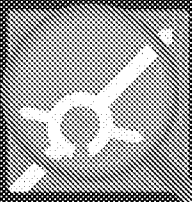
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	56 - 65	Unknown or other	Unknown or other

Accident Description:

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

For more information about the data please visit:





Crash Date: Thursday, October 08, 2015 **Time of Crash:** 10:10:00 AM **Crash Reference:** 2015471505890

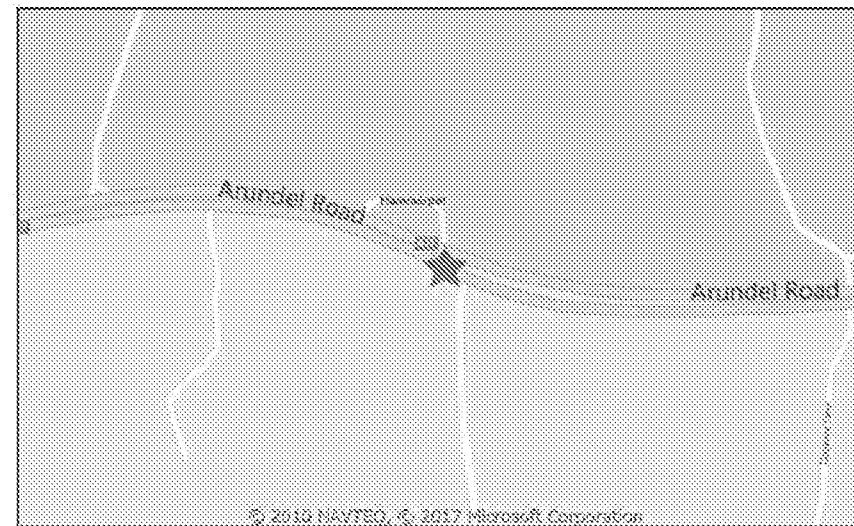
Highest Injury Severity: Slight
Highway Authority: West Sussex
Local Authority: Arun District
Weather Description: Fine without high winds
Road Surface Description: Dry
Speed Limit: 70
Light Conditions: Daylight: regardless of presence of streetlights
Carriageway Hazards: None
Junction Detail: T or staggered junction
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Dual carriageway
Junction Control: Give way or uncontrolled

Road Number: A27

Number of Casualties: 2

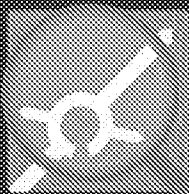
Number of Vehicles: 2

OS Grid Reference: 506709 105658



For more information about the data please visit: [\[Redacted URL\]](#)





Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Van or goods vehicle 3.5 tonnes mgw and under		1 Male	26 - 35	Vehicle is in the act of turning left	Back	Commuting to/from work	None	None
2	Car (excluding private hire)		6 Female	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Journey as part of work	None	None

Casualties

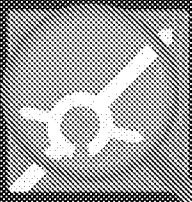
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	2	Slight	Vehicle or pillion passenger	Male	46 - 55	Unknown or other	Unknown or other
2	1	Slight	Driver or rider	Female	26 - 35	Unknown or other	Unknown or other

Accident Description:

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

For more information about the data please visit [\[REDACTED\]](#)





crashmap.co.uk

Crash Date: Tuesday, December 06, 2016 **Time of Crash:** 12:20:00 PM **Crash Reference:** 2016471607337

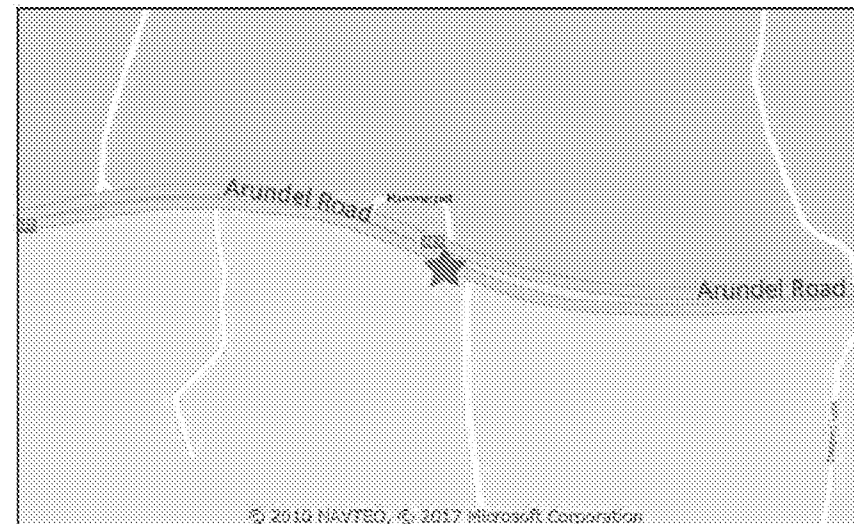
Highest Injury Severity: Slight
Highway Authority: West Sussex
Local Authority: Arun District
Weather Description: Fine without high winds
Road Surface Description: Dry
Speed Limit: 70
Light Conditions: Daylight: regardless of presence of streetlights
Carriageway Hazards: None
Junction Detail: Not at or within 20 metres of junction
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Dual carriageway
Junction Control: Not Applicable

Road Number: A27

Number of Casualties: 1

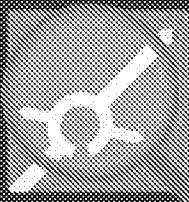
Number of Vehicles: 2

OS Grid Reference: 506699 105654



For more information about the data please visit: [www.insightwarehouse.co.uk](#)





Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Van or goods vehicle 3.5 tonnes mgw and under	11	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	Other permanent object
2	Car (excluding private hire)	10	Unknown	Unknown	Vehicle is parked in the carriageway	Offside	Other	None	None

Casualties

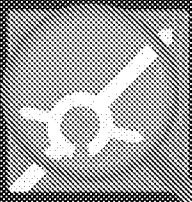
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other

Accident Description:

Not Available

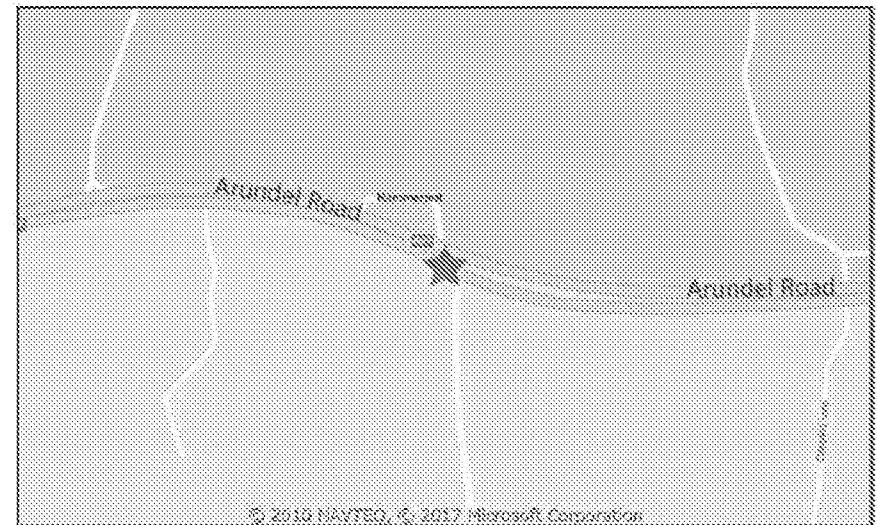
For more information about the data please visit: [\[REDACTED\]](#)





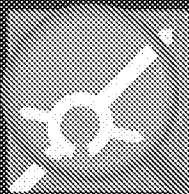
Crash Date: Friday, March 11, 2016 **Time of Crash:** 7:12:00 PM **Crash Reference:** 2016471601476

Highest Injury Severity:	Fatal	Road Number:	A27	Number of Casualties:	1
Highway Authority:	West Sussex			Number of Vehicles:	1
Local Authority:	Arun District			OS Grid Reference:	506714 105654
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	70				
Light Conditions:	Darkness: no street lighting				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	Central refuge - no other controls				
Road Type:	Dual carriageway				
Junction Control:	Stop sign				



For more information about the data please visit: www.crashmap.co.uk





Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Fatal	Pedestrian	Female	66 - 75	In centre of carriageway, not on refuge, central island or central reservation	Crossing from driver's nearside

Accident Description:

Not Available

For more information about the data please visit: [\[REDACTED\]](#)



APPENDIX 9

Road Safety Audit & Designers Response



Croft TS

PROPOSED ACCESS ARRANGEMENTS, ARUNDEL ROAD, ANGMERING

**STAGE 1 - ROAD SAFETY AUDIT
JANUARY 2018**

Transport Planning /Traffic Surveys/ Road Safety Audits

REPORT CONTROL

Document: Proposed Access Arrangements, Arundel Road, Angmering – S1 RSA

Project: Proposed Access Arrangements, Arundel Road, Angmering – S1 RSA

Client: Croft TS

Job Number: gs-545-2017

File Origin: /go-surveys/Road Safety Audits/GS545 - Arundel Road - Angmering - Stage 1 RSA/GS545-2017 - Proposed Access, Arundel Road, Angmering - Stage 1 RSA - Final.docx

Document Checking:

Primary Author	T Brooks	Initialled:	TB
----------------	----------	-------------	----

Contributor	R Lister	Initialled:	RL
-------------	----------	-------------	----

Review By	Initialled:
-----------	-------------

Issue	Date	Status	Checked for Issue
1	03/01/2018	Final	Tristan Brooks
2			
3			
4			



Contents

1	INTRODUCTION	2
2	ROAD SAFETY AUDIT FINDINGS FROM RSA 1.....	4
	PROBLEM 1	4
	PROBLEM 2	5
3	OBSERVATIONS/NOTES.....	7
4	AUDIT STATEMENT	8

Appendices

Appendix A – List of drawings and documents supplied for audit.

Appendix B – Location plan of identified problems.



1 INTRODUCTION

- 1.1 This report presents the findings from a Stage 1 Road Safety Audit undertaken on the proposed access arrangements to a residential development of up to 215 dwellings to the north of Angmering, West Sussex.
- 1.2 The audit was carried out by the following:
- | | |
|---|---------------------------------|
| Tristan Brooks
BSc (Hons), MBA, CMILT, MCIHT, MSoRSA,
HE RSA Cert of Competency | - Road Safety Audit Team Leader |
| R Lister
BSc (Hons), MSc, MRTPI, CMILT, MCIHT,
MSoRSA | - Road Safety Audit Team Member |
- 1.3 The RSA was commissioned by Croft Transport Solutions (the designers of the scheme).
- 1.4 The site visit was undertaken on Saturday 9th December 2017 between 13:15-13:40 and comprised a walk and drive through of the area in the vicinity of the scheme. During the site visit both the weather and road surface were dry. Traffic in the vicinity of the scheme was light/moderate.
- 1.5 Arundel Road in the vicinity of the proposed access is subject to a 60 mph speed limit.
- 1.6 The drawings and documents supplied for audit are listed at **Appendix A**. An annotated drawing showing the locations of the problems identified is provided at **Appendix B**.
- 1.7 The terms of reference of the audit are as that described in DMRB HD19/15 Guidelines on Road Safety Audits. This standard has been used for guidance only. The team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the designs to any other criteria.
- 1.8 The scope of the RSA is limited to the proposed access arrangements to the site that will include:



- The introduction of a priority controlled 'ghost island' right turn lane with lane widths of 3.0 metres;
- Visibility splays of 2.4 metres by 59 metres from the site access (which it is noted accords with MfS guidance on vehicle speeds of 37mph); and
- Access road with a 5.5 metre width, 6.0 metre kerb radii and 2.0 metre wide footways on either side of the access road.

- 1.9 Junction capacity assessments provided for review as part of the RSA has forecast that the proposed junction would operate within capacity with no forecast queuing during the 2027 assessment year.
- 1.10 A review of the Personal Injury Collisions (PIC) data between 01/01/2012 and 31/12/2016 in the immediate vicinity of the proposed site access junction has indicated that during this period there have been no PIC's recorded.
- 1.11 The Audit Team have not been made aware of any previous RSA's undertaken on the scheme nor have they been made aware of any departures or relaxations from standard within the design of the scheme. Although, it is noted that the proposed junction visibility splays do not accord with the that set out within DMRB for carriageways subject to a 60 mph speed limit.

2 ROAD SAFETY AUDIT FINDINGS FROM RSA 1

PROBLEM 1

LOCATION: Site Access.

SUMMARY: Vertical carriageway alignment may potentially result in restrictions to the achievable inter-visibility splays to/from the site access increasing the risk of a number of collision types.

- 2.1 It is considered that the inter-visibility splays at the proposed site access junction will be restricted by the crest in the carriageway alignment to the south of the proposed site access (Ref: **Photograph 1**).

Photograph 1 – View south from approximate location of site access junction.



- 2.2 Insufficient visibility in the vertical plane for vehicles accessing or egressing the site access could result in an increased risk of number of collision types, including shunt or side-swipe type collisions associated with vehicles accessing/egressing the site.



- 2.3 This issue would be exacerbated if the speed limit is to be retained at 60 mph.

RECOMMENDATION

- 2.4 It is recommended that details of the proposed vertical cross sections throughout the scheme are provided for review as part of the Stage 2 RSA and that the conspicuity /inter-visibility for drivers using the site access are appropriate.

CROFT RESPONSE

Comment noted. Our revised drawing now incorporates a vertical cross section illustrating the southbound visibility splay in respect of the existing crest in the carriageway to the south of the site access junction. As can be seen by the cross section, a visibility splay of 59m can be achieved despite the vertical alignment of Arundel Road.

PROBLEM 2

LOCATION: Proposed site access.

SUMMARY: Vehicle encroachment into adjoining lanes may result in vehicle/vehicle collisions.

- 2.5 The vehicle swept path analysis provided for review as part of the RSA indicate that a refuse vehicle would have to encroach into adjoining lanes accessing/egressing the site. Encroachment into adjoining lanes to manoeuvre to/from the site could potentially result in head-on type or side swipe type collisions.
- 2.6 It is acknowledged that refuse vehicle movements to/from the site will be minimal, and that it is not atypical for some minor encroachment into adjoin lanes for this or similar types of vehicles at residential accesses although not to the extent as shown in the vehicle swept path drawing provided for review.

RECOMMENDATION

- 2.7 It is recommended that the proposed junction arrangement is revised to remove this problem.



CROFT RESPONSE

As noted above, the left turn exit for the large waste vehicle shows only minimal encroachment into the right turn pocket. Speeds in the right turn pocket will be low with good intervisibility between vehicles. Waste vehicles will be arriving in the morning peak where right turning vehicles into the site should be minimal. Infrequent encroachment into adjacent lanes by large service vehicles is considered acceptable and Manual for Streets advises further in para 6.8.1

"The design of local roads should accommodate service vehicles without allowing their requirements to dominate the layout. On streets with low traffic flows and speeds, it may be assumed that they will be able to use the full width of the carriageway to manoeuvre. Larger vehicles which are only expected to use a street infrequently, such as pantechnicons, need not be fully accommodated."

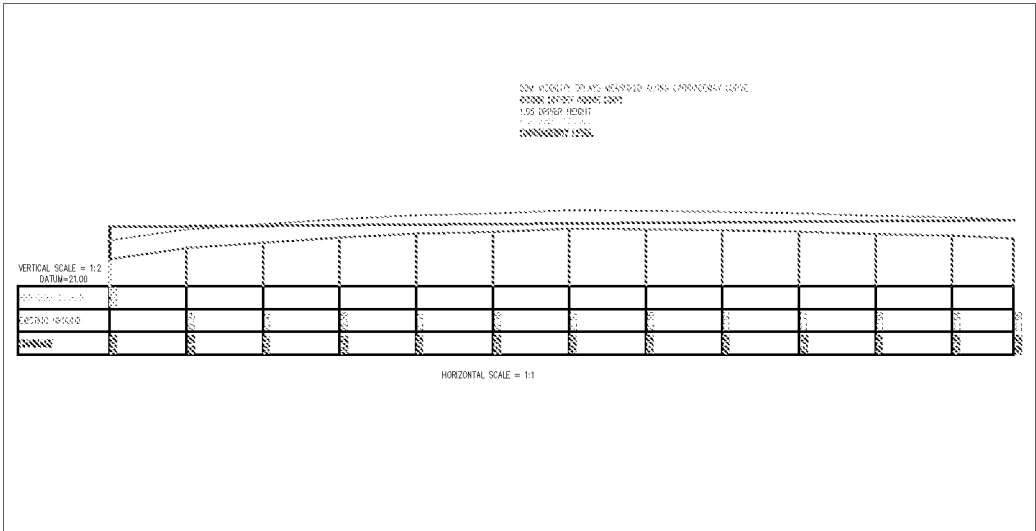
And further in para 6.5.8

"It would be acceptable for the occasional lorry to have to negotiate a particular junction with care."



NORTH SOUTH AERIAL VIEW

Wilmington



NOTES

PLAN 2

DRAWING IS INDICATIVE ONLY AND WILL BE SUBJECT TO
CHANGE AS DESIGN IS PROGRESSED WITH LOCAL AUTHORITY



SITE LAYOUT NTS

----- INDICATIVE SITE BOUNDARY

--	--	--	--	--

REV.	DETAILS	DRAWN	CHECKED	DATE
------	---------	-------	---------	------

CLIENT:

GLADMAN

PROJECT:

ARUNDEL ROAD, ANGMERING

DRAWING TITLE:

PROPOSED ACCESS
ARRANGEMENT

SCALES:

1:500 @ A3

DRAWN:	MC	CHECKED:	MC	DATE:	OCT 2017
--------	----	----------	----	-------	----------

9 Jordan St
Manchester
M15 4PY

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

crofts
Transport Solutions

DRAWING NUMBER:	2020-F01	REVISION:	A
-----------------	----------	-----------	---



3 OBSERVATIONS/NOTES

- 3.1 The recommendations included within this report should not be regarded as being prescriptive design solutions to the problems raised. They are intended only to indicate a proportionate and viable means of eliminating or mitigating the identified problem, in accordance with HD19/15. There may be alternative methods of addressing a problem which would be equally acceptable in achieving the desired elimination or mitigation and these should be considered when responding to this report.
- 3.2 It should be noted that although not necessarily expected at a Stage 1 RSA, there was limited information provided as part of the Audit Brief to indicate details of cross-section dimension details, drainage provision, street furniture details (including signage and lighting), landscaping and kerb details. As a result, it is not possible to ascertain any potential road safety issues arising from these elements of the scheme.
- 3.3 However, like many Stage 1 RSA's it is envisaged that this information would be provided and addressed accordingly as part of the Stage 2 RSA that would be undertaken as part of the detailed design of the team.



4 AUDIT STATEMENT

4.1 We certify that this audit has been carried out broadly in accordance with HD 19/15.

Signed:

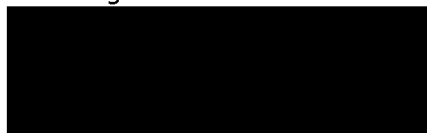


Date: 03 January 2018

T Brooks – BSc (Hons), MBA, CMILT, MCIHT, MSoRSA,
HE RSA Cert of Competency.

Audit Team Leader
go-surveys Ltd
72 Plasturton Avenue
Cardiff
CF11 9HJ

Signed:



Date: 03 January 2018

R Lister - BSc (Hons), MSc, MRTPI, MILT, MCIHT,
MSoRSA

Audit Team Member
go-surveys Ltd
72 Plasturton Avenue
Cardiff
CF11 9HJ



APPENDIX A

List of Drawings and Documents Provided for Audit

2020-F01

Proposed Access Arrangement

2020-SP01

Vehicle Swept Path Analysis

Junction Capacity Assessments

PIC Data

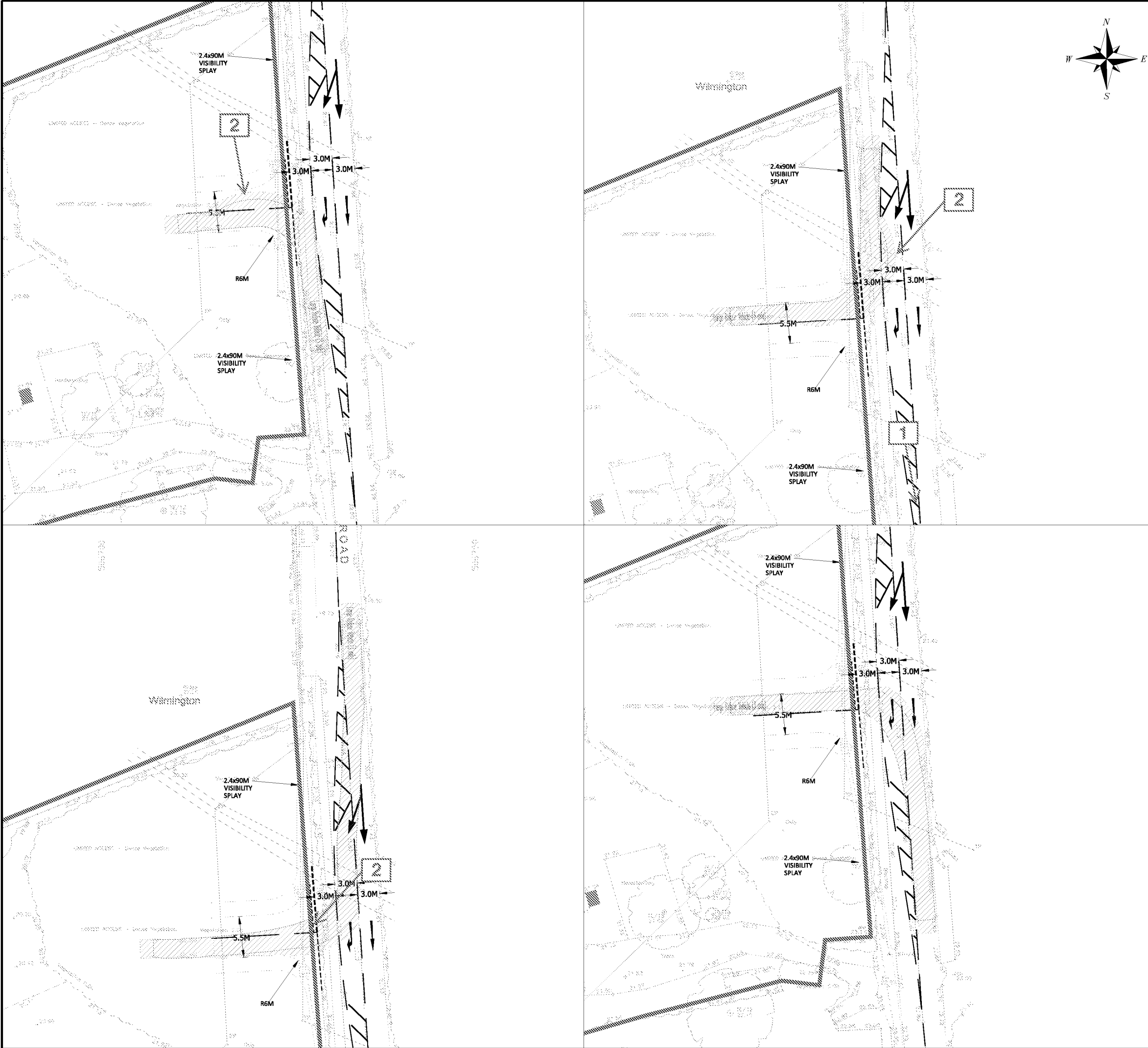
(Jan 2012- Dec 2016)



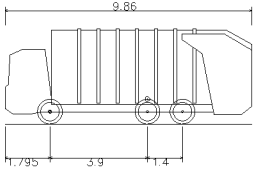
APPENDIX B

Location of Identified Problems

Z:\projects\2020 Arundel Road, Angmering\CAD\Croft Drawings\2020-SP01.dwg



NOTES



Large Refuse Vehicle (3 axle)
Overall Length 9.860m
Overall Width 2.450m
Overall Body Height 2.814m
Min Body Ground Clearance 0.366m
Track Width 2.450m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 9.500m



REV.	DETAILS	DRAWN	CHECKED	DATE
CLIENT:				
GLADMAN				
PROJECT:				
ARUNDEL ROAD, ANGMERING				
DRAWING TITLE:				
SWEPT PATH ANALYSIS				
SCALES:				
1:500 @ A3				
DRAWN: GM		CHECKED: MR		DATE: JAN 2018
9 Jordan Street, Manchester, M15 4PY				
Email: info@crofts.co.uk Tel: 0161 667 3746 Web: www.crofts.co.uk				
DRAWING NUMBER:				REVISION:
2020-SP01				.

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

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
01:00		6 -		36.8	3	0	0	0	0	0	2	4	0	0	0	0
02:00		3 -		35.2	7.6	0	0	0	0	1	1	0	1	0	0	0
03:00		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
05:00		3 -		36.8	3.1	0	0	0	0	0	1	2	0	0	0	0
06:00	12	40.3		36	5.2	0	0	0	0	2	4	4	2	0	0	0
07:00	21	40.4		34	7	0	0	1	0	7	5	5	2	1	0	0
08:00	53	39.9		35.4	4.3	0	0	0	0	6	26	16	5	0	0	0
09:00	93	38.7		33.8	5.3	0	0	0	4	20	45	18	4	1	1	0
10:00	82	38		32.7	5.3	1	0	0	3	25	33	18	2	0	0	0
11:00	74	37.7		33	4.5	0	0	0	4	18	35	16	1	0	0	0
12:00	95	39.1		34.2	5.1	0	0	1	2	15	51	18	6	2	0	0
13:00	81	39.8		35	5	0	0	0	1	15	32	27	4	2	0	0
14:00	61	39.7		34.2	6.1	0	1	1	1	10	28	14	4	2	0	0
15:00	56	38.7		33.9	5.1	0	0	2	0	9	29	13	3	0	0	0
16:00	51	38.8		33.2	6.1	0	1	0	3	11	24	7	4	1	0	0
17:00	36	40.5		36	4.1	0	0	0	0	1	21	9	5	0	0	0
18:00	28	39.3		33.5	6.9	1	0	0	1	5	11	8	2	0	0	0
19:00	12	40.3		37.3	5.5	0	0	0	1	0	2	7	2	0	0	0
20:00	21	44.4		36.4	8.6	0	1	0	1	2	6	4	5	2	0	0
21:00	11	45.6		39	5.8	0	0	0	0	0	4	4	1	2	0	0
22:00	5 -			34.5	4.4	0	0	0	0	1	2	2	0	0	0	0
23:00	5 -			40.5	6.8	0	0	0	0	0	2	0	2	1	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
01:00		2 -		36	3.5	0	0	0	0	0	1	1	0	0	0	0
02:00		1 -		33.5 -		0	0	0	0	0	1	0	0	0	0	0
03:00		1 -		48.5 -		0	0	0	0	0	0	0	0	1	0	0
04:00		5 -		39.5	4.4	0	0	0	0	0	1	2	2	0	0	0
05:00	35	44	38.6	5.3	0	0	0	0	0	2	8	15	7	3	0	0
06:00	67	41.9	36.8	5.3	0	0	0	0	0	4	32	19	8	3	1	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
01:00		2 -		36	10.6	0	0	0	0	1	0	0	1	0	0	0
02:00		1 -		33.5 -		0	0	0	0	0	1	0	0	0	0	0
03:00		1 -		43.5 -		0	0	0	0	0	0	0	1	0	0	0
04:00		4 -		39.8	2.8	0	0	0	0	0	0	3	1	0	0	0
05:00	30	44		38	5.8	0	0	0	0	3	8	11	5	3	0	0
06:00	73	42.5		36.2	6.2	0	1	0	1	10	24	22	12	3	0	0
07:00	142	40.8		35.5	5.8	1	0	0	2	17	64	38	15	4	1	0
08:00	147	37.9		32.6	5.8	1	0	0	7	53	56	20	6	3	1	0
09:00	102	36.6		32.2	5.1	0	2	0	3	33	46	17	0	1	0	0
10:00	73	38.9		33.5	6.5	0	2	0	3	15	33	15	2	2	1	0
11:00	49	40.1		33.1	8.1	0	3	1	1	12	16	10	4	1	1	0
12:00	87	37.2		32.6	5.2	0	1	1	4	21	43	14	3	0	0	0
13:00	76	36.6		31.3	6	1	0	3	3	29	27	10	3	0	0	0
14:00	54	38.3		32.3	6.2	0	2	0	3	15	20	12	2	0	0	0
15:00	110	37.2		32.5	5.5	0	2	1	5	26	55	17	3	1	0	0
16:00	84	39.7		34.7	6.1	0	0	2	1	16	31	28	5	0	0	1
17:00	61	40.2		34.9	6	0	1	0	2	7	28	16	6	0	1	0
18:00	44	39.8		34.8	5.6	0	0	1	1	6	19	13	3	1	0	0
19:00	32	40.3		35.7	6	0	0	0	0	6	13	9	2	1	1	0
20:00	17	45.9		39.7	8.3	0	0	0	0	0	8	3	3	2	0	1
21:00	17	40.3		36.4	4.6	0	0	0	0	2	5	8	2	0	0	0
22:00	7 -			39.2	7.4	0	0	0	0	0	3	2	1	0	1	0
23:00	6 -			37.7	4	0	0	0	0	0	2	3	1	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	0
16H,6-22	1151	40.1	34.4	5.8	2	6	10	29	230	451	307	91	20	5	0	0
18H,6-24	1161	40.1	34.5	5.9	2	6	10	29	230	453	310	94	20	7	0	0
24H,0-24	1196	40.3	34.7	6	2	6	10	29	233	458	322	103	26	7	0	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
01:00	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
03:00	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
05:00	24	43.4	39.1	4.7		0	0	0	0	2	1	14	6	1	0	0
06:00	85	41.9	36.4	6		0	1	0	0	8	36	25	10	4	1	0
07:00	129	39.7	34.5	5.4		1	0	0	3	24	50	42	8	1	0	0
08:00	144	39.5	34.5	5		0	0	0	2	29	65	37	9	1	1	0
09:00	101	38.7	33.4	5.2		0	0	1	4	25	45	19	6	1	0	0
10:00	61	37.2	32.8	4.4		0	0	0	1	20	28	10	2	0	0	0
11:00	63	37.5	31.8	6.1		0	1	2	6	16	25	10	3	0	0	0
12:00	74	36.9	32.6	4.6		0	0	1	3	20	36	13	1	0	0	0
13:00	73	38.7	33.1	5		0	0	0	3	24	25	18	3	0	0	0
14:00	69	35.2	30.6	5.6		1	0	2	7	22	31	5	1	0	0	0
15:00	85	37.4	32.4	4.6		0	0	0	5	28	34	17	1	0	0	0
16:00	76	38.3	32.8	5.9		0	0	2	5	20	31	13	3	2	0	0
17:00	40	39.9	34.1	6.3		0	1	0	3	4	17	11	4	0	0	0
18:00	51	39.7	34.2	6		0	0	0	2	14	18	12	2	3	0	0
19:00	54	38.8	33.4	4.8		0	0	0	1	18	18	15	2	0	0	0
20:00	16	40.4	37.3	4.8		0	0	0	0	1	5	8	1	1	0	0
21:00	21	39.1	33.8	7.1		1	0	0	0	3	9	7	1	0	0	0
22:00	13	38.8	38.5	4.3		0	0	0	0	0	3	8	1	1	0	0
23:00	5 -		35.5		3.1	0	0	0	0	0	3	2	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	06:00	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	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
01:00		3 -		26.8	3.1	0	0	0	1	2	0	0	0	0	0	0
02:00		1 -		33.5 -		0	0	0	0	0	1	0	0	0	0	0
03:00		3 -		31.8	7.6	0	0	0	1	0	1	1	0	0	0	0
04:00		3 -		31.8	3.1	0	0	0	0	1	2	0	0	0	0	0
05:00		1 -		23.5 -		0	0	0	1	0	0	0	0	0	0	0
06:00		2 -		26	3.5	0	0	0	1	1	0	0	0	0	0	0
07:00		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
09:00	42	39.8		34.2	5.8	0	0	1	2	7	16	12	4	0	0	0
10:00	45	35.8		31.2	5.1	0	0	0	8	12	18	7	0	0	0	0
11:00	47	35.6		32.2	4.9	1	0	0	1	10	30	5	0	0	0	0
12:00	44	37.8		32.9	7.1	0	0	1	2	15	16	8	0	1	0	1
13:00	58	37.7		32.6	4.9	0	0	1	1	20	23	11	2	0	0	0
14:00	51	38.3		32.4	5.3	0	0	1	3	17	16	13	1	0	0	0
15:00	39	39		33.8	5.9	0	0	0	2	10	17	6	2	2	0	0
16:00	41	35.4		32	3.7	0	0	0	1	14	22	4	0	0	0	0
17:00	32	38.7		33.8	5	0	0	0	1	7	16	5	3	0	0	0
18:00	27	35.8		31.6	4.6	0	0	1	0	11	11	4	0	0	0	0
19:00	19	35.2		30.9	5	0	0	1	1	7	8	2	0	0	0	0
20:00	6 -			36	5.4	0	0	0	0	1	2	2	1	0	0	0
21:00	11	34.8		32.1	3.5	0	0	0	1	1	9	0	0	0	0	0
22:00	4 -			36	9.6	0	0	0	0	2	0	1	0	1	0	0
23:00	4 -			29.8	4.9	0	0	0	1	1	2	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	1
16H,6-22	478	37.6		32.5	5.4	1	1	6	25	137	209	82	13	3	0	1
18H,6-24	486	37.7		32.6	5.4	1	1	6	26	140	211	83	13	4	0	1
24H,0-24	504	37.5		32.5	5.4	1	1	6	30	145	219	84	13	4	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
01:00		1 -		33.5 -		0	0	0	0	0	1	0	0	0	0	0
02:00		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
04:00		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
06:00		10	36	32.5	5.8	0	0	0	1	3	4	1	1	0	0	0
07:00		41	35.5	31.9	5.2	0	1	1	1	9	25	3	1	0	0	0
08:00		51	38	32.5	5.7	0	1	0	5	10	22	12	1	0	0	0
09:00		38	35.1	30.5	5.7	0	0	3	4	10	18	2	1	0	0	0
10:00		32	35.6	32.3	4.3	0	0	0	0	14	13	4	1	0	0	0
11:00		30	39	31.8	7	0	1	1	2	11	4	10	1	0	0	0
12:00		42	36.2	32.3	5.5	0	0	1	2	13	19	5	1	1	0	0
13:00		57	38.3	32.1	6	0	0	1	6	19	17	11	2	1	0	0
14:00		48	35.7	31.7	5	0	0	1	5	11	25	5	1	0	0	0
15:00		52	37.9	32.3	4.9	0	0	0	2	22	16	10	2	0	0	0
16:00		100	37.6	32.3	5.2	0	0	3	6	27	42	20	2	0	0	0
17:00		125	38.3	33	4.9	0	0	0	8	33	52	28	4	0	0	0
18:00		72	38.6	32.9	5.7	0	0	1	5	20	28	13	4	1	0	0
19:00		33	37.9	31.8	6.7	0	0	1	5	9	11	4	2	1	0	0
20:00		17	38	33.5	4.2	0	0	0	0	5	7	5	0	0	0	0
21:00		13	37.4	33.1	5.4	0	0	0	1	3	6	2	1	0	0	0
22:00		11	35.6	32.1	4.7	0	0	0	1	3	5	2	0	0	0	0
23:00		2 -		36	3.5	0	0	0	0	0	1	1	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	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
01:00		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
03:00		1 -		28.5 -		0	0	0	0	1	0	0	0	0	0	0
04:00		1 -		33.5 -		0	0	0	0	0	1	0	0	0	0	0
05:00		3 -		36.8	5.9	0	0	0	0	0	2	0	1	0	0	0
06:00	10	36		28	8.1	0	1	0	4	1	2	2	0	0	0	0
07:00	41	35.5		31.4	4.8	0	0	0	3	18	15	3	2	0	0	0
08:00	49	38		32.3	5.4	0	0	0	4	18	16	8	3	0	0	0
09:00	38	35.3		30.1	5	0	0	1	5	18	9	5	0	0	0	0
10:00	39	34.7		29.5	5	0	0	0	11	12	13	3	0	0	0	0
11:00	38	34.4		29.3	5.8	1	0	2	4	14	16	1	0	0	0	0
12:00	42	36.2		31	6.3	1	0	0	5	15	14	5	2	0	0	0
13:00	34	34.4		30	4.2	0	0	0	5	16	11	2	0	0	0	0
14:00	59	35.8		32.1	4.4	0	0	0	4	18	29	7	1	0	0	0
15:00	56	37.5		32.2	5.5	0	0	1	4	19	21	7	4	0	0	0
16:00	89	36.8		32	5.7	0	0	3	6	26	38	13	2	0	1	0
17:00	105	38.7		33.3	5.6	0	0	0	6	30	42	20	3	4	0	0
18:00	65	36.8		31.7	5.2	0	0	1	8	17	27	11	1	0	0	0
19:00	30	37.7		32.3	5.5	0	0	1	2	8	12	6	1	0	0	0
20:00	26	37.6		33.5	4.2	0	0	0	0	7	13	5	1	0	0	0
21:00	18	38.3		32.4	6.2	0	0	0	4	2	7	4	1	0	0	0
22:00	12	39.5		36.4	7	0	0	0	0	2	5	3	1	0	1	0
23:00	8 -			34.1	8.3	0	0	0	1	2	3	0	1	1	0	0

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

- 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



Croft Transport Solutions

Hill Quays, 9 Jordan Street, Manchester, M15 4PY

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

Registered in England Number: 7373723