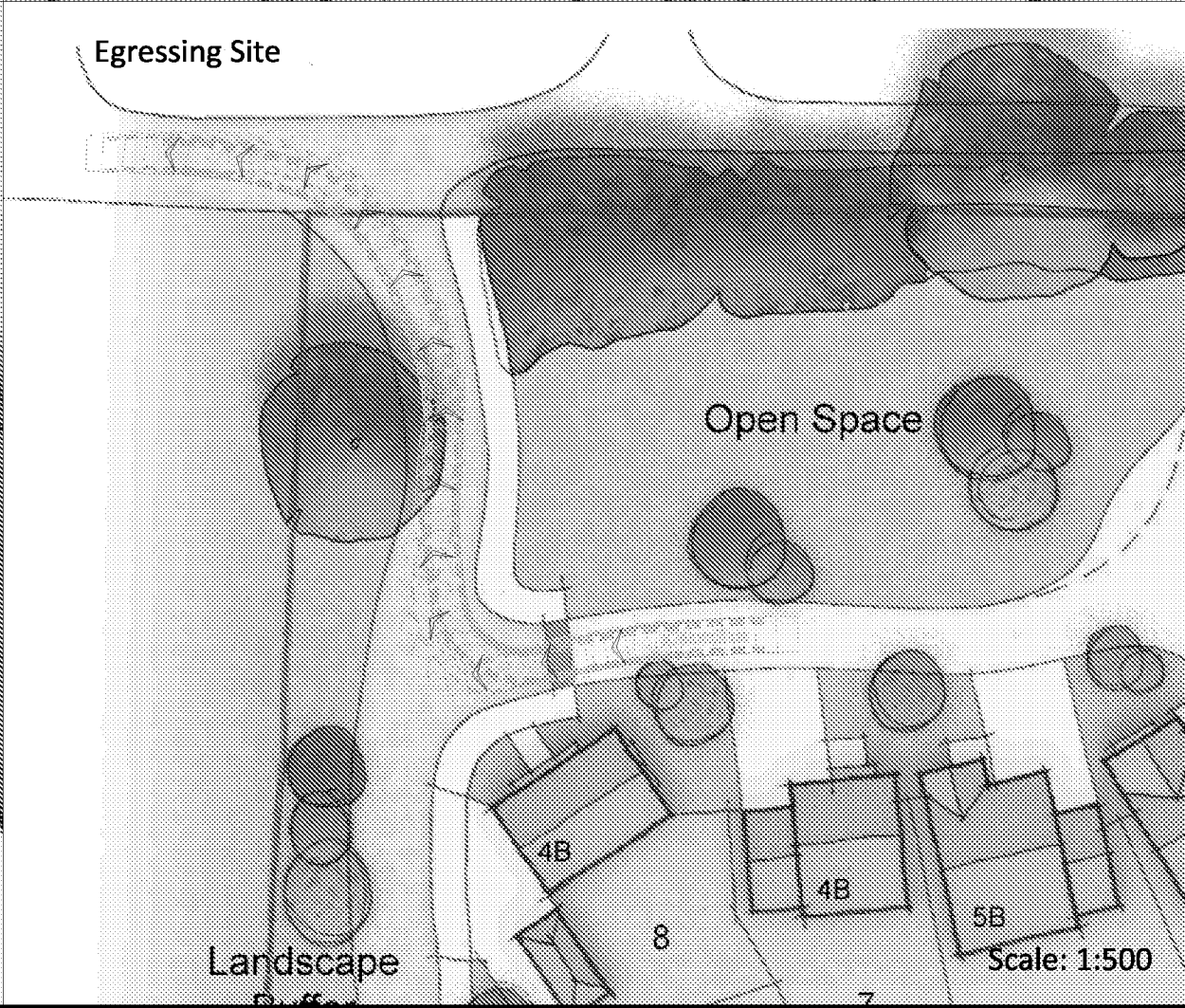
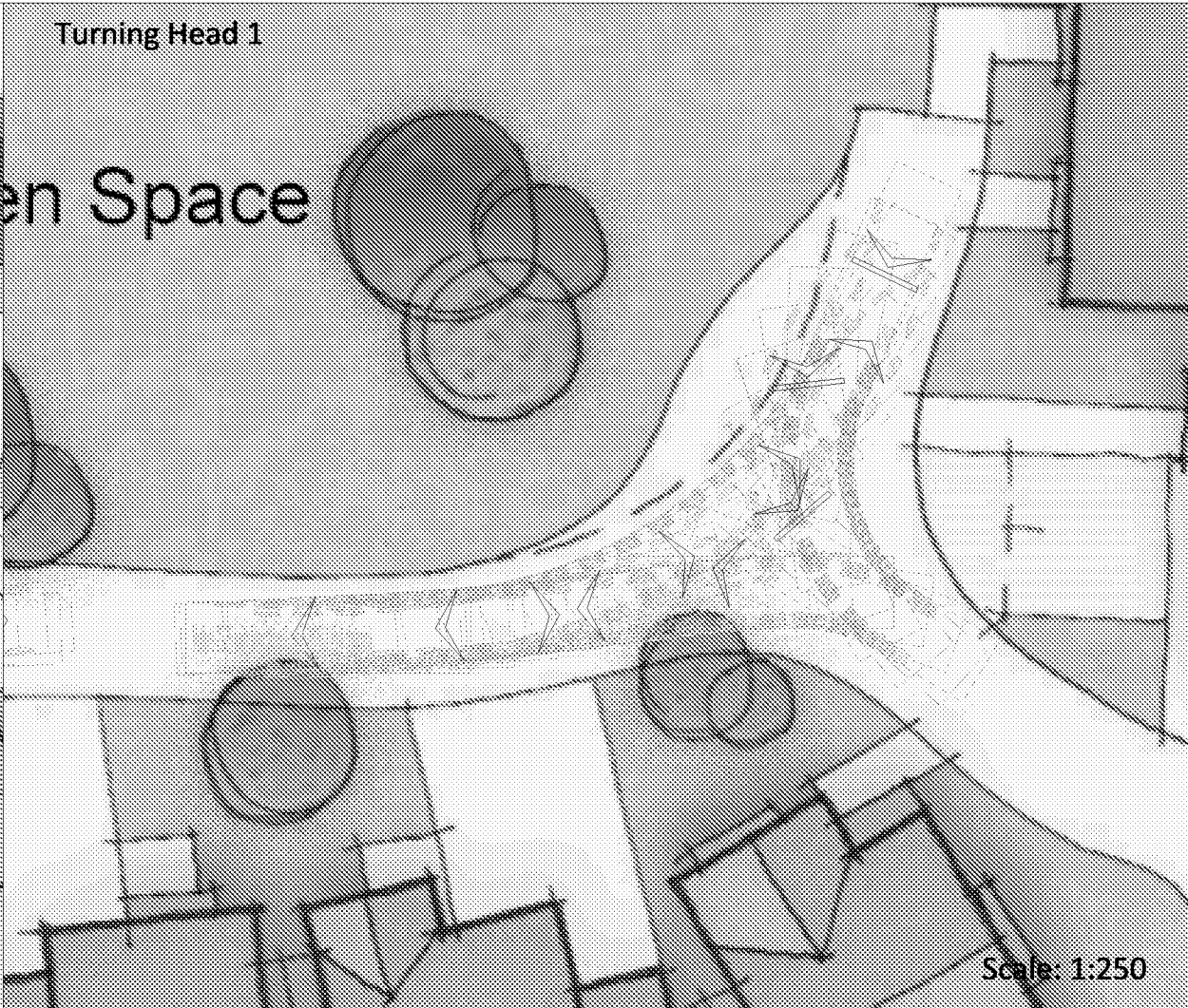
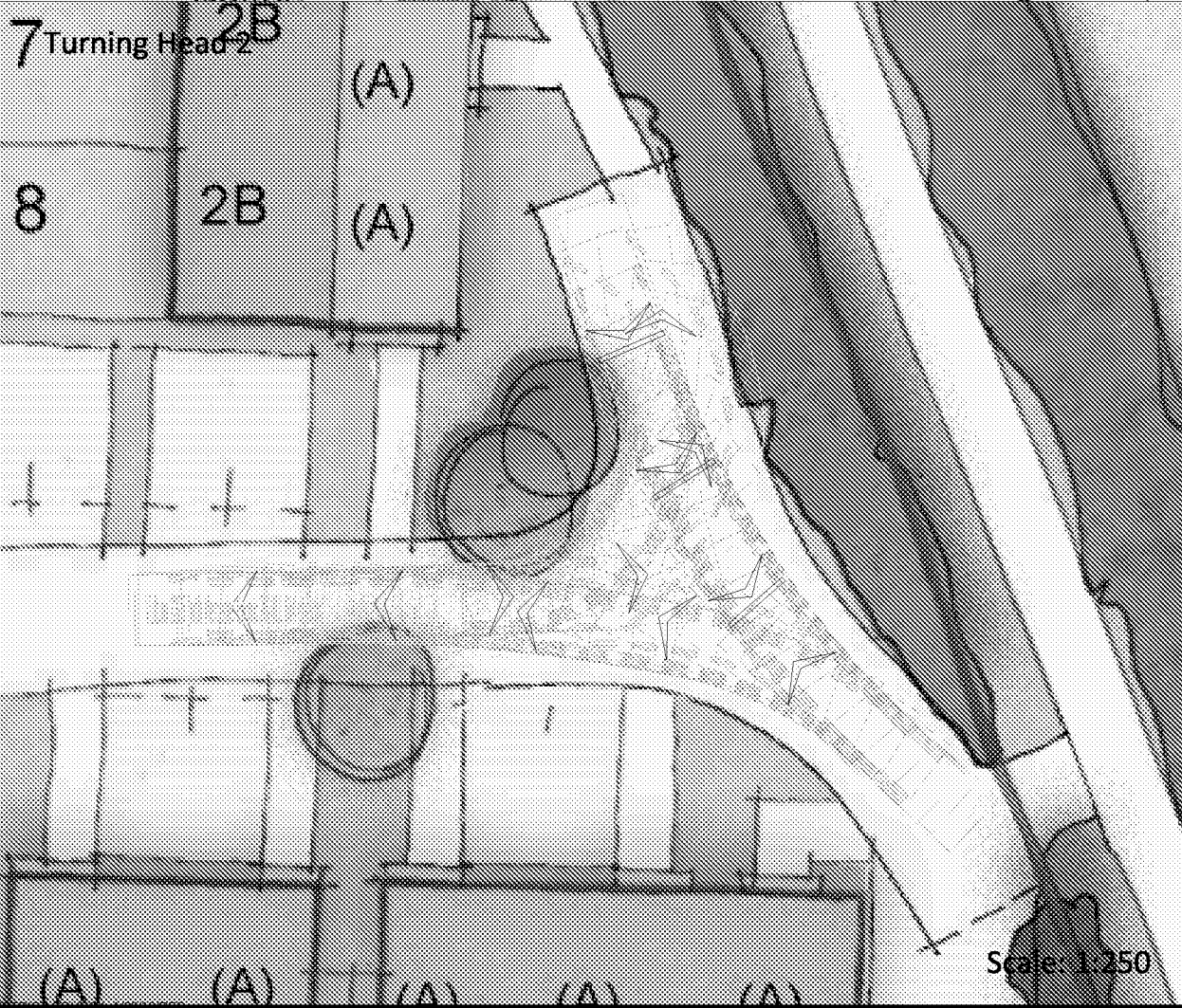
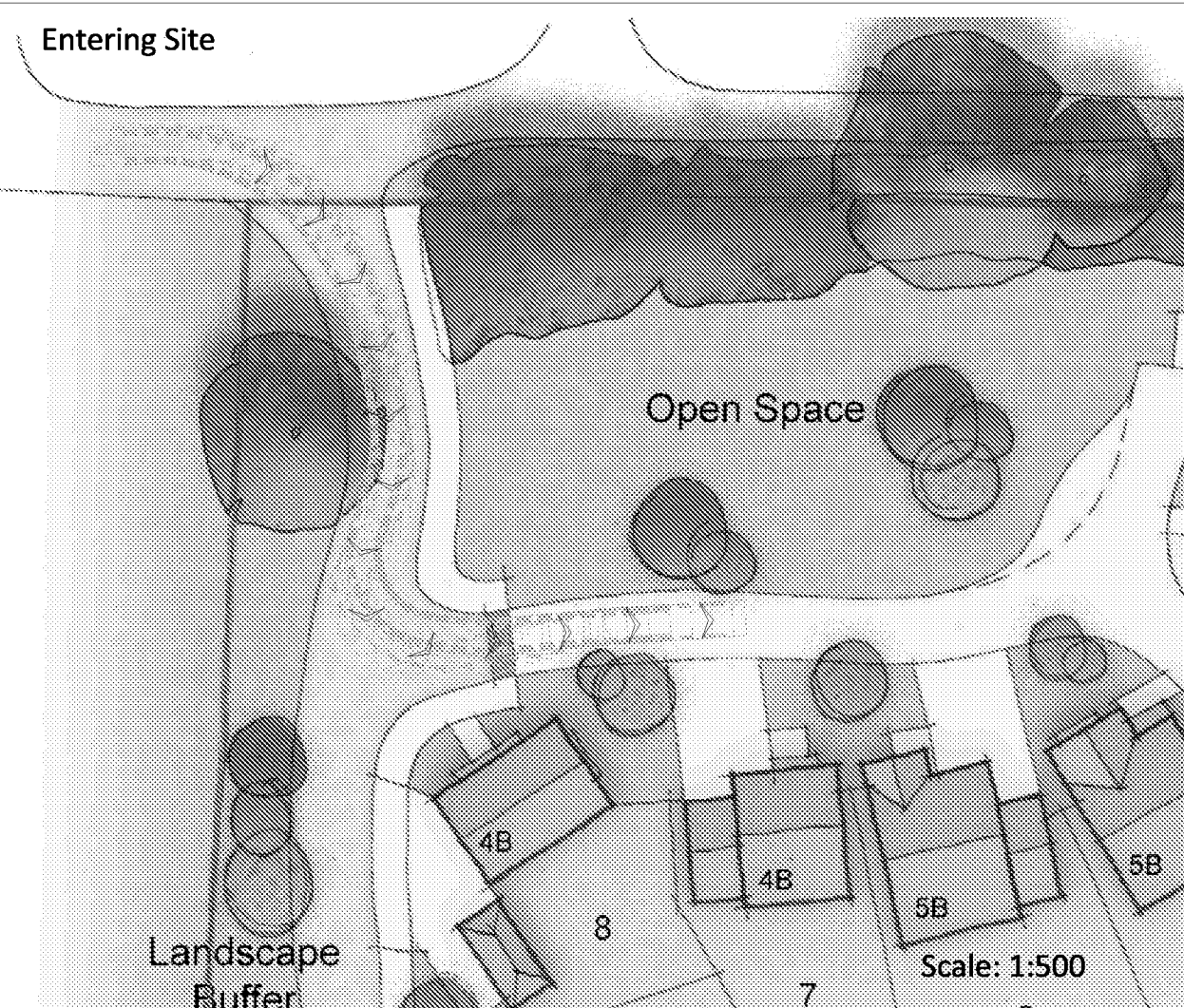
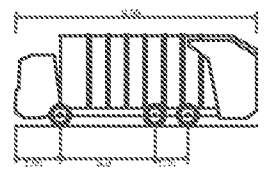


APPENDIX 9



Notes



Vulture 2225 (with Mercedes Econic 2625LL 6x4 chassis)
Overall Length 8.500m
Overall Width 2.400m
Overall Body Height 3.749m
Min Body Ground Clearance 0.300m
Track Width 2.400m
Lock to Lock Time 4.00s
Wall to Wall Turning Radius 9.200m

Drawing Revisions		
Rev:	Date:	Details:
A	20/03/2014	Swept path analysis applied to revised layout
B	03/04/2014	Swept path analysis applied to revised layout

Client

HANBURY PROPERTIES LTD

Project

MANOR NURSERY, ANGMERING

Title

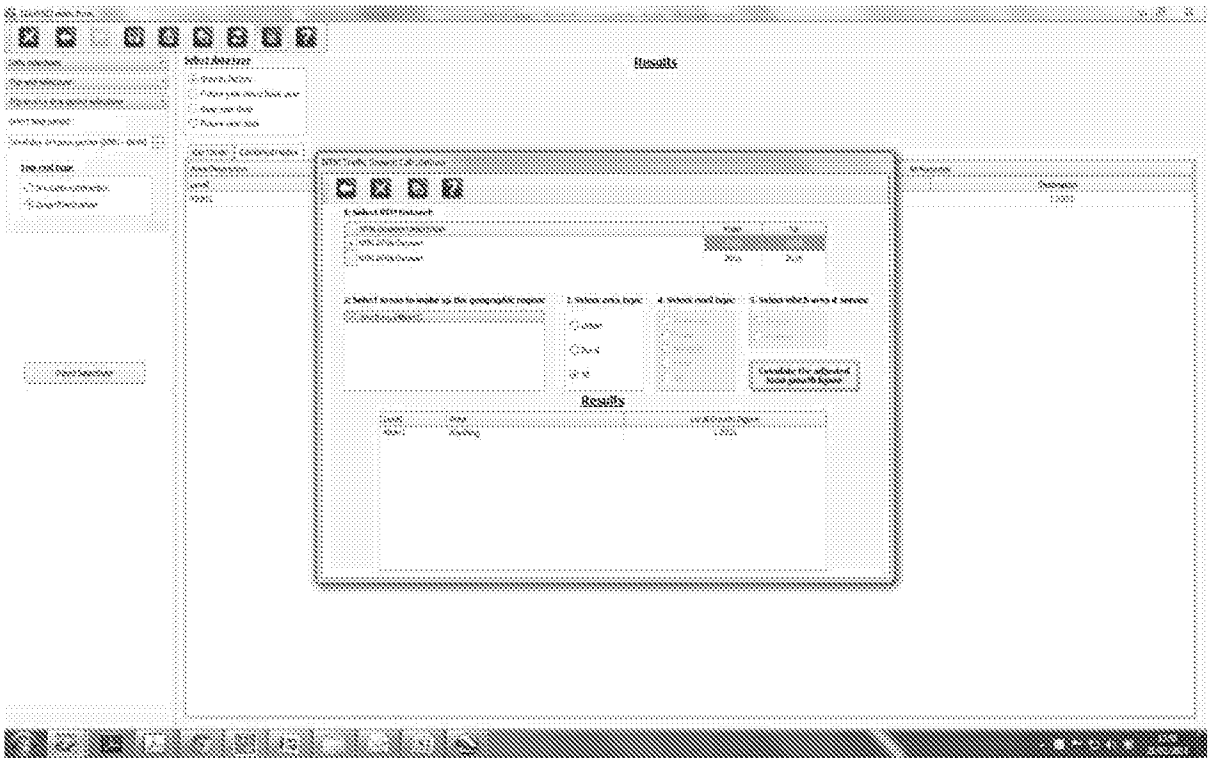
REFUSE VEHICLE
SWEPT PATH ANALYSIS

MILESTONE
Heritage House, 7 Wey Court, Mary Road
Guildford, Surrey, GU1 4QU
Tel: 01483 397888
web: www.milestonetp.co.uk

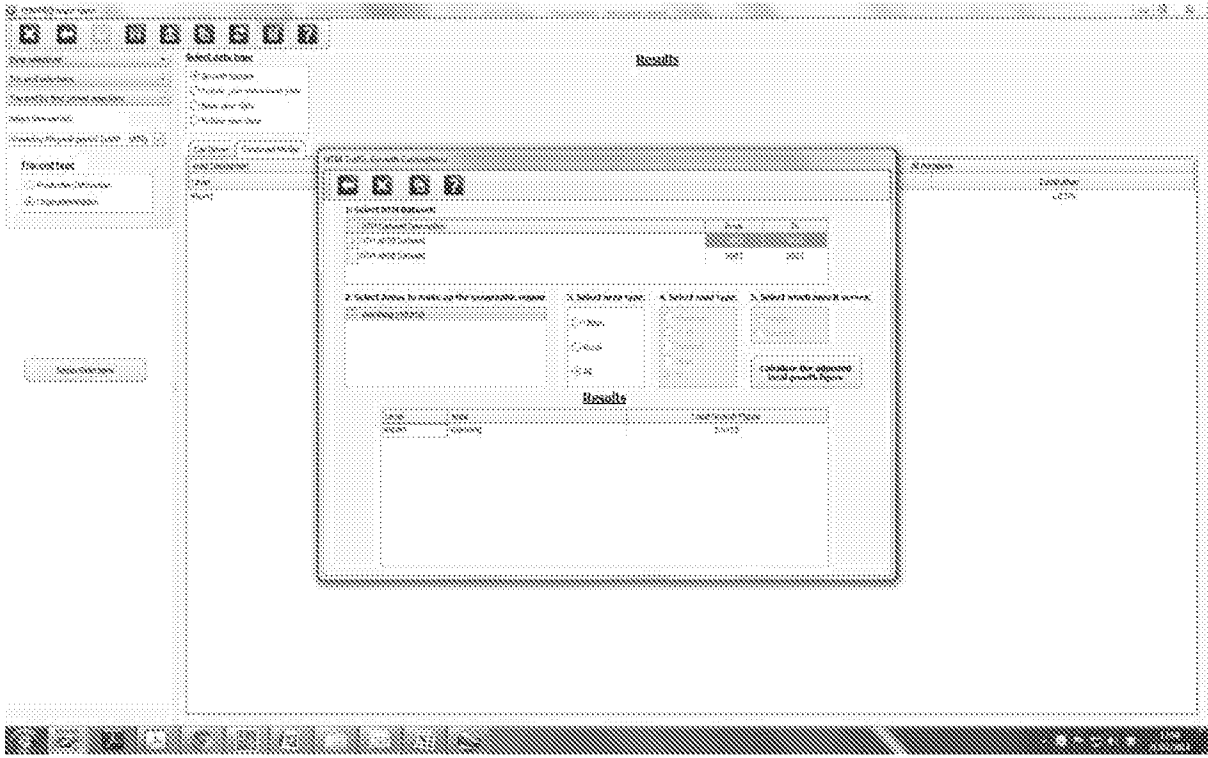
Status:		Scale:
SUBMISSION		VARIES@A3
Drawn: BC	Checked: MS	Date: April 2014
Drawing Number: 14/033/TK01		Revision: B

APPENDIX 10

AM Peak



PM Peak



APPENDIX 11

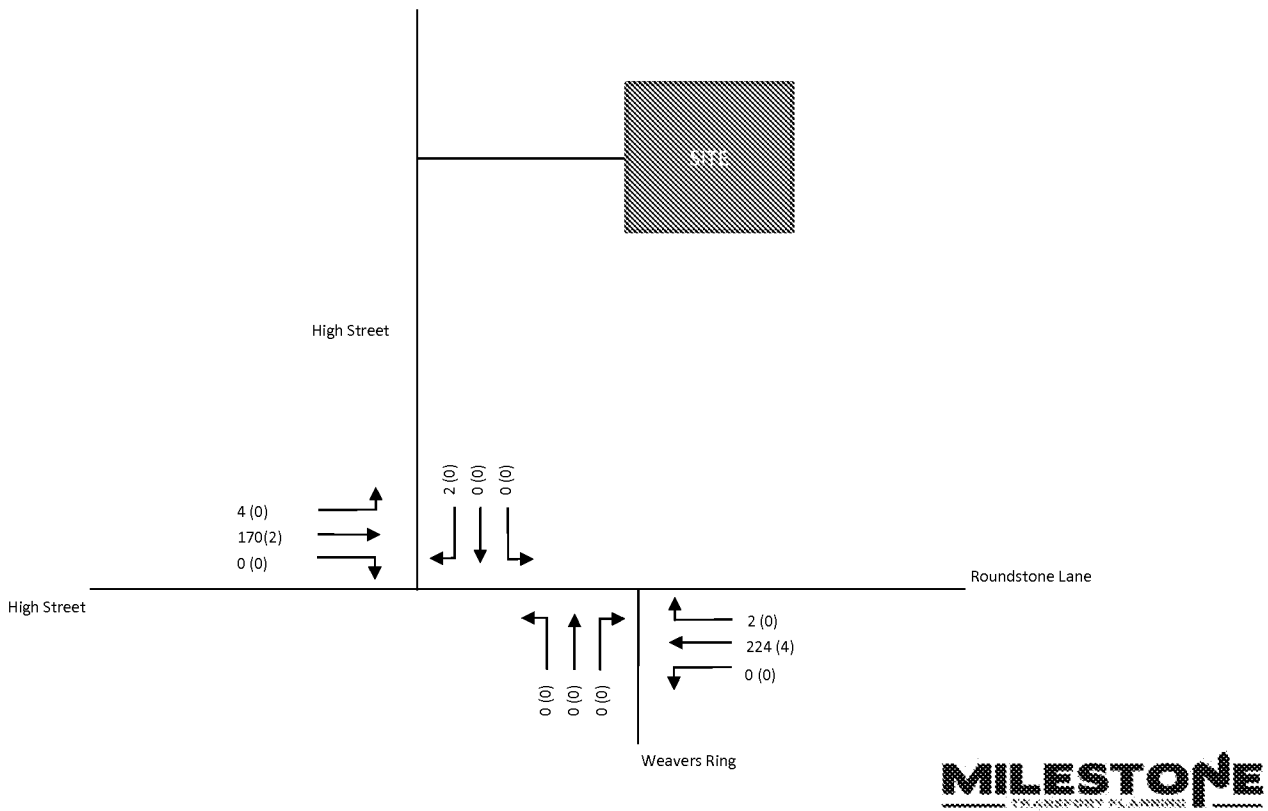


Figure 1: 2014 AM Peak (0800-0900) Surveyed Base Flows

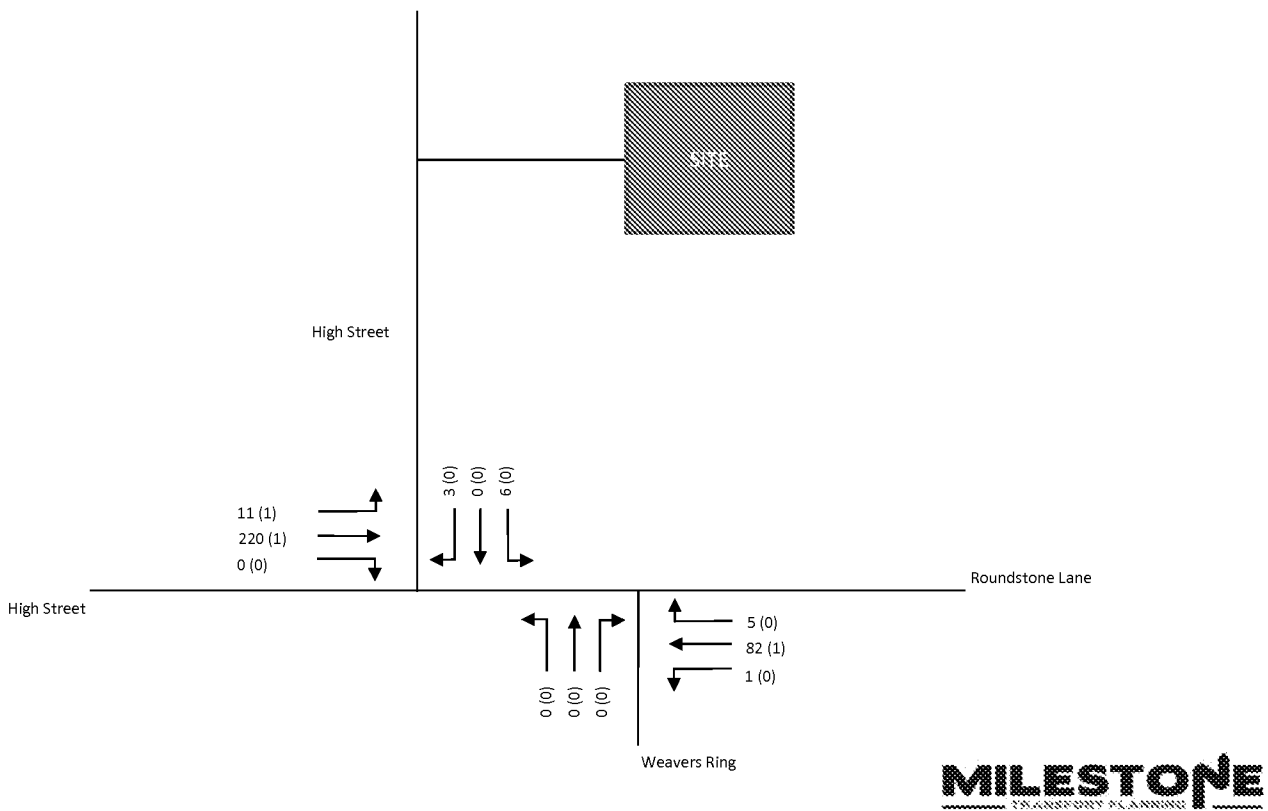


Figure 2: 2014 PM Peak (1700-1800) Surveyed Base Flows

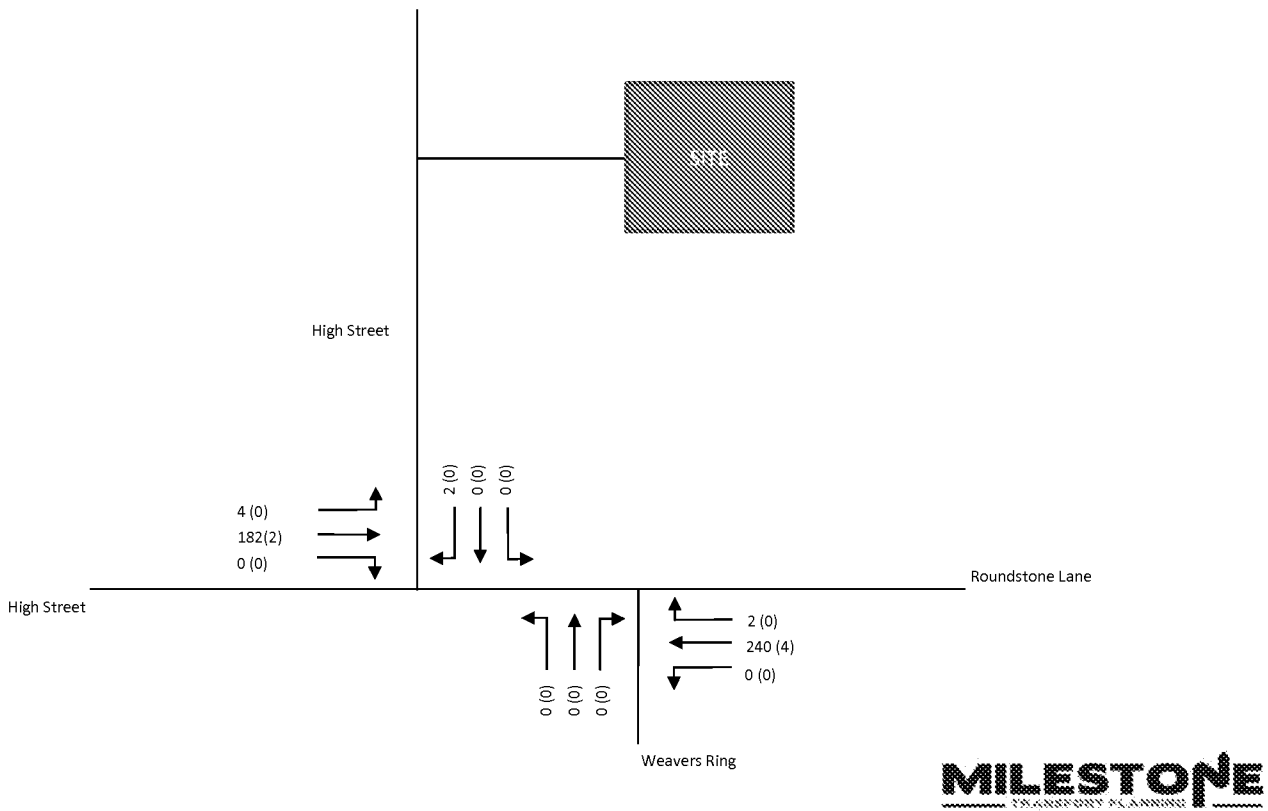


Figure 3: 2019 AM Peak (0800-0900) Base Flows (x1.072)

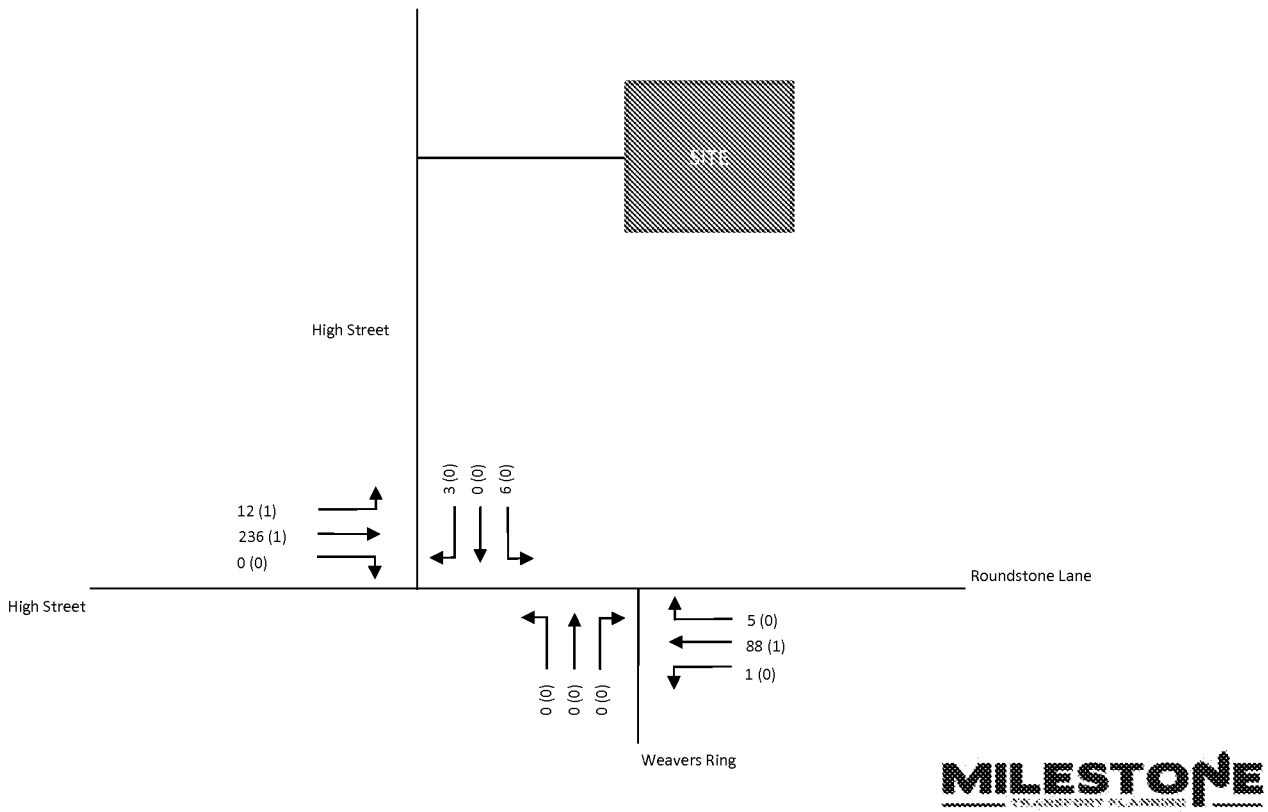


Figure 4: 2019 PM Peak (1700-1800) Base Flows (x 1.071)

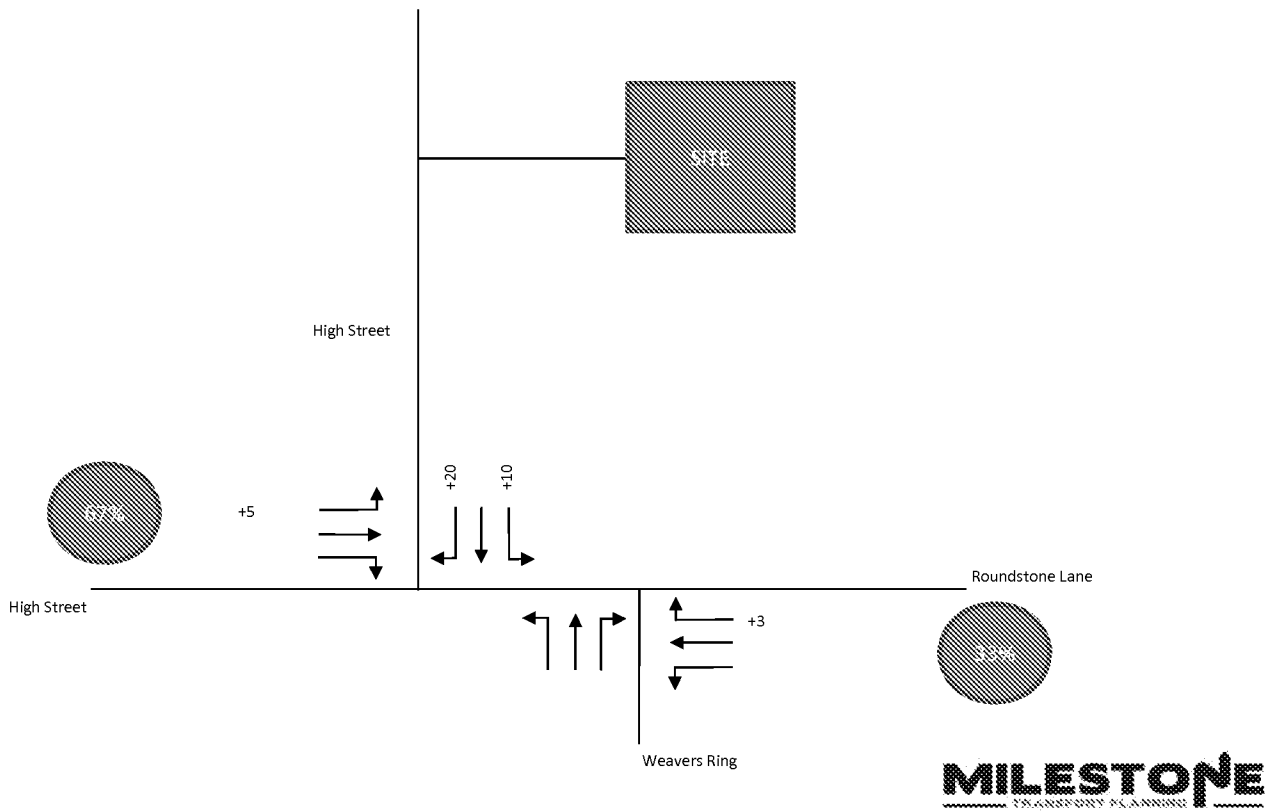


Figure 5: AM Peak (0800-0900) Development-Related Traffic (8 arr / 30 dep)

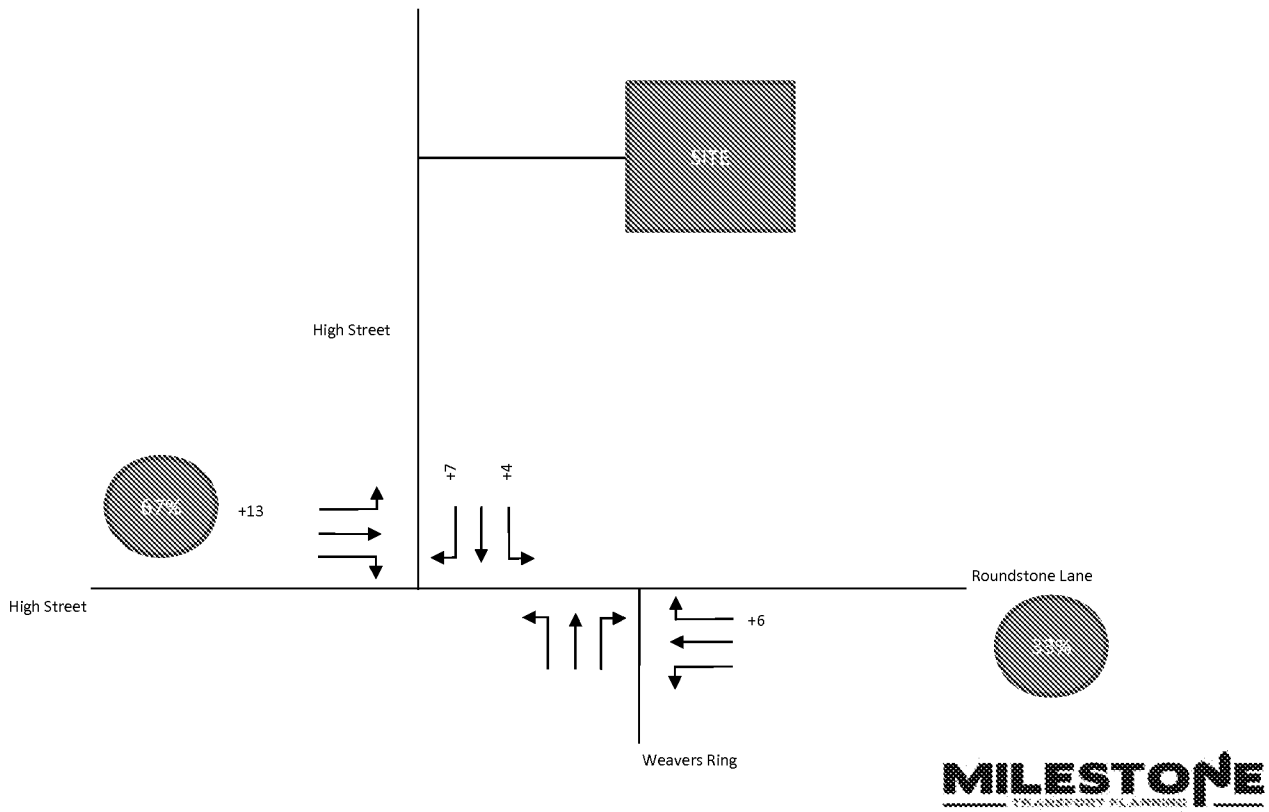


Figure 6: PM Peak (1700-1800) Development-Related Traffic (19 arr / 11 dep)

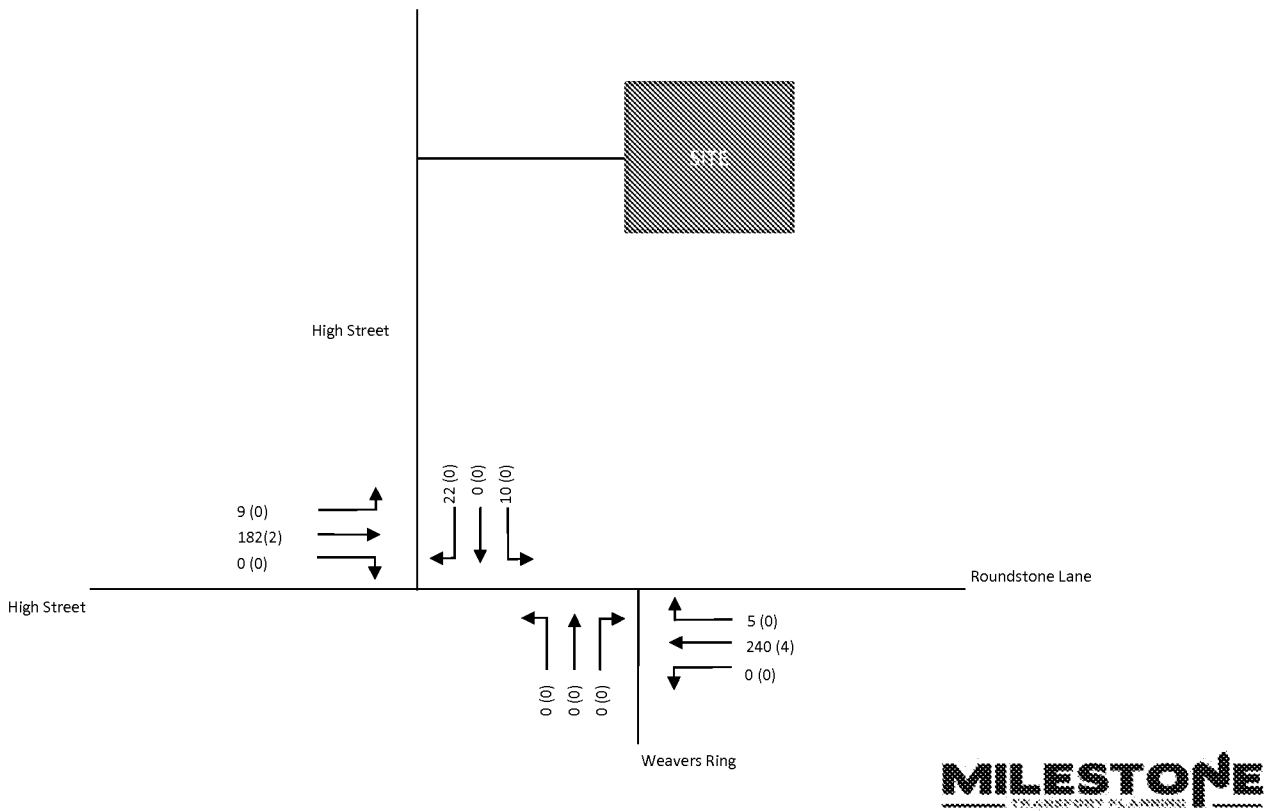


Figure 7: 2019 AM Peak (0800-0900) Base + Development Flows

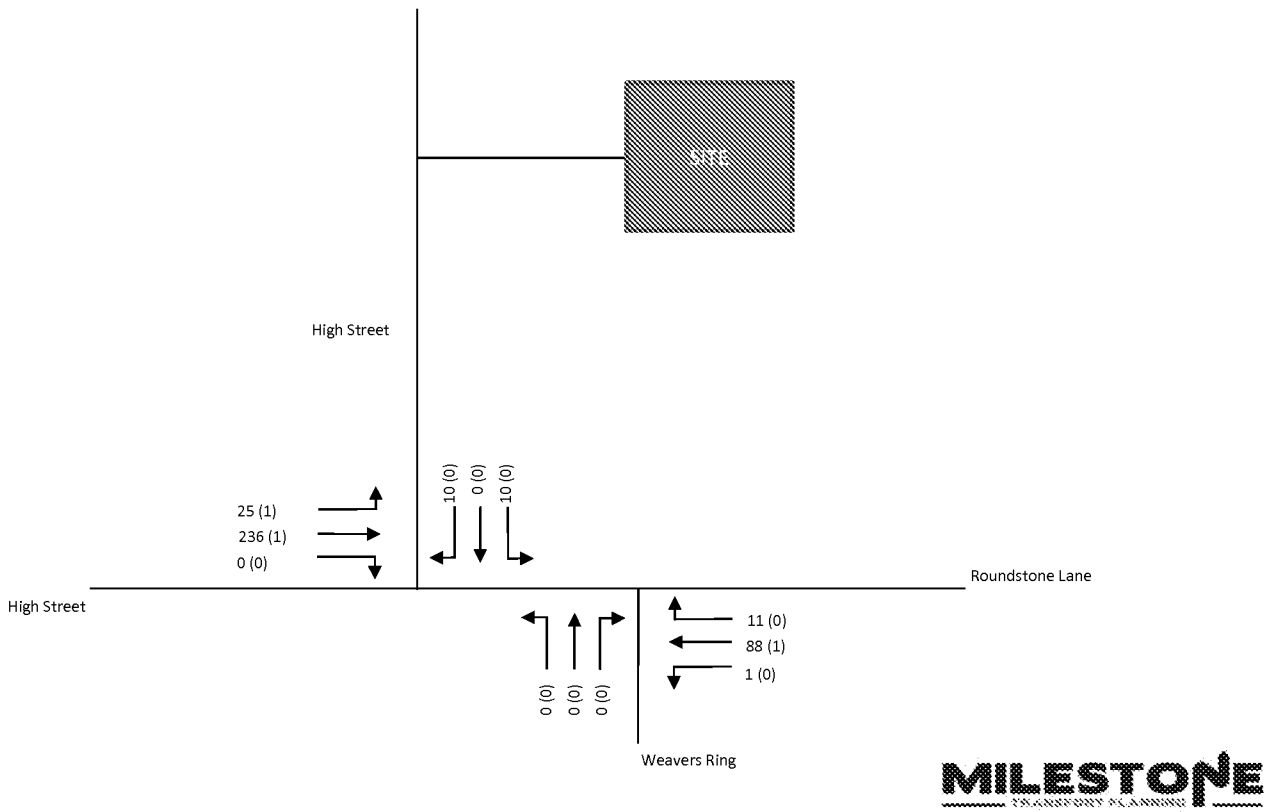


Figure 8: 2019 PM Peak (1700-1800) Base + Development Flows

APPENDIX 12

TRL LIMITED

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CAPACITIES, QUEUES, AND DELAYS AT 3 OR 4-ARM MAJOR/MINOR PRIORITY JUNCTIONS

PICADY 5.1 ANALYSIS PROGRAM
RELEASE 5.0 (JUNE 2010) (Patch 15 Apr 2011)

ADAPTED FROM PICADY/3 WHICH IS CROWN COPYRIGHT
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TRL SOFTWARE SALES

THE USER OF THIS COMPUTER PROGRAM FOR THE SOLUTION OF AN ENGINEERING PROBLEM IS
IN NO WAY RELIEVED OF HIS/HER RESPONSIBILITY FOR THE CORRECTNESS OF THE SOLUTION

Run with file:-

"\\MTP-SERVER\MTP-Projects\14 jobs\033 Manor Nursery Site, High Street, Angmering\Technical Assessments\
High St_Roundstone Lane 2019 + Dev.vpi"
(drive-on-the-left) at 14:20:11 on Friday, 21 February 2014

RUN INFORMATION

RUN TITLE : High Street / Roundstone Lane / Weavers Ring
LOCATION : Angmering
DATE : 21/02/14
CLIENT : Hanbury Properties Ltd
ENUMERATOR : User [MILESTONE1-LAPT]
JOB NUMBER : 14-033
STATUS :
DESCRIPTION :

MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA

```

                                MINOR ROAD (ARM D)
                                I
                                I
                                I
                                I
                                I
                                I
                                I
MAJOR ROAD (ARM C) ----- MAJOR ROAD (ARM A)
                                I
                                I
                                I
                                I
                                I
                                I
                                MINOR ROAD (ARM B)
```

ARM A IS Roundstone Lane
ARM B IS Weavers Ring
ARM C IS High Street (towards village)
ARM D IS High Street (towards Manor Nursery)

STREAM LABELLING CONVENTION

STREAM A-B CONTAINS TRAFFIC GOING FROM ARM A TO ARM B
STREAM B-AC CONTAINS TRAFFIC GOING FROM ARM B TO ARM A AND TO ARM C
ETC.

GEOMETRIC DATA

I	DATA ITEM	I	MINOR ROAD B	I	MINOR ROAD D	I
I	TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	I	(W) 7.00 M.	I	(W) 7.00 M.	I
I	CENTRAL RESERVE WIDTH	I	(WCR) 0.00 M.	I	(WCR) 0.00 M.	I
I		I		I		I
I	MAJOR ROAD RIGHT TURN - WIDTH	I	(WC-B) 2.20 M.	I	(WA-D) 2.20 M.	I
I	- VISIBILITY	I	(VC-B) 115.00 M.	I	(VA-D) 28.00 M.	I
I	- BLOCKS TRAFFIC (SPACES)	I	YES (0)	I	YES (0)	I
I		I		I		I
I	MINOR ROAD - VISIBILITY TO LEFT	I	(VB-C) 8.0 M.	I	(VD-A) 20.0 M.	I
I	- VISIBILITY TO RIGHT	I	(VB-A) 30.0 M.	I	(VD-C) 70.0 M.	I
I	- LANE 1 WIDTH	I	(WB-C) 3.14 M.	I	(WD-A) 3.80 M.	I
I	- LANE 2 WIDTH	I	(WB-A) 0.00 M.	I	(WD-C) 0.00 M.	I

.SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

STREAM B-A

I	Intercept For	Slope For Opposing	Slope For Opposing	Slope For Opposing	Slope For Opposing	I
I	STREAM B-A	STREAM A-C	STREAM A-D	STREAM A-B	STREAM C-A	I
I	501.85	0.22	0.22	0.09	0.14	I

I	Slope For Opposing	Slope For Opposing	Slope For Opposing	Slope For Opposing	I
I	STREAM D-A	STREAM C-B	STREAM D-B	STREAM D-B	I
I	0.14	0.32	0.32		I

STREAM D-C

I	Intercept For	Slope For Opposing	Slope For Opposing	Slope For Opposing	Slope For Opposing	I
I	STREAM D-C	STREAM C-A	STREAM C-B	STREAM C-D	STREAM A-C	I
I	559.86	0.25	0.25	0.10	0.16	I

I	Slope For Opposing	Slope For Opposing	Slope For Opposing	Slope For Opposing	I
I	STREAM B-C	STREAM A-D	STREAM B-D	STREAM B-D	I
I	0.16	0.35	0.35		I

STREAM CD-B

I	Intercept For	Slope For Opposing	Slope For Opposing	Slope For Opposing	Slope For Opposing	I
I	STREAM CD-B	STREAM A-B	STREAM A-C	STREAM A-D	STREAM A-C	I
I	590.18	0.24	0.24	0.22		I

STREAM AB-D

I	Intercept For	Slope For Opposing	Slope For Opposing	Slope For Opposing	Slope For Opposing	I
I	STREAM AB-D	STREAM C-D	STREAM C-A	STREAM C-B	STREAM C-B	I
I	590.18	0.22	0.22	0.25		I

STREAM B-CD

I	Intercept For	Slope For Opposing	Slope For Opposing	Slope For Opposing	Slope For Opposing	I
I	STREAM B-CD	STREAM A-C	STREAM A-D	STREAM A-B	STREAM A-B	I
I	651.83	0.24	0.24	0.10		I

STREAM D-AB

I	Intercept For	Slope For Opposing	Slope For Opposing	Slope For Opposing	Slope For Opposing	I
I	STREAM D-AB	STREAM C-A	STREAM C-B	STREAM C-D	STREAM C-D	I
I	724.5	0.27	0.27	0.11		I

TRAFFIC DEMAND DATA

I	ARM	I	FLOW SCALE(%)	I
I	A	I	100	I
I	B	I	100	I
I	C	I	100	I
I	D	I	100	I

Demand set: 2019 Base+DevAM

TIME PERIOD BEGINS 07.45 AND ENDS 09.15

LENGTH OF TIME PERIOD - 90 MIN.
LENGTH OF TIME SEGMENT - 15 MIN.

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

I	ARM	I	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	I	TOP OF PEAK IS REACHED	I	FLOW STOPS FALLING	I	RATE OF FLOW (VEH/MIN) BEFORE PEAK	I	AT TOP OF PEAK	I	AFTER PEAK	I
I	ARM A	I	15.00	I	45.00	I	75.00	I	3.06	I	4.59	I	3.06	I
I	ARM B	I	15.00	I	45.00	I	75.00	I	0.00	I	0.00	I	0.00	I
I	ARM C	I	15.00	I	45.00	I	75.00	I	2.39	I	3.58	I	2.39	I
I	ARM D	I	15.00	I	45.00	I	75.00	I	0.40	I	0.60	I	0.40	I

Demand set: 2019 Base+DevAM

I	TIME	I	FROM/TO	I	ARM	A	I	ARM	B	I	ARM	C	I	ARM	D	I
I	07.45 - 09.15	I	ARM A	I	0.000	I	0.000	I	0.980	I	0.020	I	ARM B	I	0.000	I
I		I		I	0.0	I	0.0	I	240.0	I	5.0	I	ARM C	I	0.953	I
I		I	(0.0)	I	(0.0)	I	(1.7)	I	(0.0)	I		I	ARM D	I	0.313	I
I		I		I		I		I		I		I		I		I
I		I	ARM B	I	0.000	I	0.000	I	0.000	I	0.000	I	ARM C	I	0.000	I
I		I		I	0.0	I	0.0	I	0.0	I	0.0	I	ARM D	I	10.0	I
I		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)	I		I		I
I		I		I		I		I		I		I		I		I
I		I	ARM C	I	0.953	I	0.000	I	0.000	I	0.047	I	ARM D	I	0.688	I
I		I		I	182.0	I	0.0	I	0.0	I	9.0	I		I		I
I		I	(1.1)	I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)	I		I		I
I		I		I		I		I		I		I		I		I
I		I	ARM D	I	0.313	I	0.000	I	0.688	I	0.000	I		I		I
I		I		I	10.0	I	0.0	I	22.0	I	0.0	I		I		I
I		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)	I		I		I
I		I		I		I		I		I		I		I		I

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR DEMAND SET 2019 Base+DevAM
AND FOR TIME PERIOD 1

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
07.45-08.00									
B-ACD	0.00	7.73	0.000		0.00	0.00	0.0		0.00
A-B	0.00								
A-C	3.01								
A-D	0.06								
AB-CD (	0.08)	11.35	0.007		0.00	0.01	0.1		0.09
AB-C (	2.99)								
D-ABC	0.40	9.03	0.044		0.00	0.05	0.7		0.12
C-D	0.11								
C-A	2.28								
C-B	0.00								
CD-AB (	0.00)	9.03	0.000		0.00	0.00	0.0		0.00
CD-A (	2.41)								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.00-08.15									
B-ACD	0.00	7.56	0.000		0.00	0.00	0.0		0.00
A-B	0.00								
A-C	3.60								
A-D	0.07								
AB-CD (	0.11)	11.65	0.009		0.01	0.01	0.1		0.09
AB-C (	3.56)								
D-ABC	0.48	8.84	0.054		0.05	0.06	0.8		0.12
C-D	0.13								
C-A	2.73								
C-B	0.00								
CD-AB (	0.00)	8.90	0.000		0.00	0.00	0.0		0.00
CD-A (	2.88)								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.15-08.30									
B-ACD	0.00	7.32	0.000		0.00	0.00	0.0		0.00
A-B	0.00								
A-C	4.40								
A-D	0.09								
AB-CD (	0.14)	12.06	0.012		0.01	0.01	0.2		0.08
AB-C (	4.36)								
D-ABC	0.59	8.56	0.069		0.06	0.07	1.1		0.13
C-D	0.17								
C-A	3.34								
C-B	0.00								
CD-AB (	0.00)	8.72	0.000		0.00	0.00	0.0		0.00
CD-A (	3.52)								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.30-08.45									
B-ACD	0.00	7.32	0.000		0.00	0.00	0.0		0.00
A-B	0.00								
A-C	4.40								
A-D	0.09								
AB-CD (	0.14)	12.06	0.012		0.01	0.01	0.2		0.08
AB-C (	4.36)								
D-ABC	0.59	8.56	0.069		0.07	0.07	1.1		0.13
C-D	0.17								
C-A	3.34								
C-B	0.00								
CD-AB (	0.00)	8.72	0.000		0.00	0.00	0.0		0.00
CD-A (	3.52)								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.45-09.00									
B-ACD	0.00	7.56	0.000		0.00	0.00	0.0		0.00
A-B	0.00								
A-C	3.60								
A-D	0.07								
AB-CD (	0.11)	11.65	0.009		0.01	0.01	0.2		0.09
AB-C (	3.56)								
D-ABC	0.48	8.84	0.054		0.07	0.06	0.9		0.12
C-D	0.13								
C-A	2.73								
C-B	0.00								
CD-AB (	0.00)	8.90	0.000		0.00	0.00	0.0		0.00
CD-A (	2.88)								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
09.00-09.15									
B-ACD	0.00	7.73	0.000		0.00	0.00	0.0		0.00
A-B	0.00								
A-C	3.01								
A-D	0.06								
AB-CD (	0.08)	11.35	0.007		0.01	0.01	0.1		0.09
AB-C (	2.99)								
D-ABC	0.40	9.03	0.044		0.06	0.05	0.7		0.12
C-D	0.11								
C-A	2.28								
C-B	0.00								
CD-AB (	0.00)	9.03	0.000		0.00	0.00	0.0		0.00
CD-A (	2.41)								

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-ACD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.0
08.15	0.0
08.30	0.0
08.45	0.0
09.00	0.0
09.15	0.0

QUEUE FOR STREAM AB-CD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.0
08.15	0.0
08.30	0.0
08.45	0.0
09.00	0.0
09.15	0.0

QUEUE FOR STREAM D-ABC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.0
08.15	0.1
08.30	0.1
08.45	0.1
09.00	0.1
09.15	0.0

QUEUE FOR STREAM CD-AB	
TIME	NO. OF
SEGMENT	VEHICLES
ENDING	IN QUEUE
08.00	0.0
08.15	0.0
08.30	0.0
08.45	0.0
09.00	0.0
09.15	0.0

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND	* QUEUEING * * DELAY *	* INCLUSIVE QUEUEING * * DELAY *
(VEH)	(VEH/H)	(MIN)	(MIN/VEH)
B-ACD	0.0	0.0	0.00
A-B	0.0		
A-C	330.3	220.2	
A-D	6.9	4.6	
AB-CD	9.9	6.6	0.9
AB-C	327.3	218.2	
D-ABC	44.0	29.4	5.3
C-D	12.4	8.3	
C-A	250.5	167.0	
C-B	0.0	0.0	
CD-AB	0.0	0.0	0.0
CD-A	264.3	176.2	
ALL	644.2	429.4	6.2

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
 * INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES
 WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
 * THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS
 A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

*****END OF RUN*****

.SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

STREAM B-A

Intercept	Slope For Opposing	Slope For Opposing	Slope For Opposing	Slope For Opposing
STREAM B-A	STREAM A-C	STREAM A-D	STREAM A-B	STREAM C-A
501.85	0.22	0.22	0.09	0.14

Slope For Opposing	Slope For Opposing	Slope For Opposing	Slope For Opposing
STREAM D-A	STREAM C-B	STREAM D-B	
0.14	0.32	0.32	

STREAM D-C

Intercept	Slope For Opposing	Slope For Opposing	Slope For Opposing	Slope For Opposing
STREAM D-C	STREAM C-A	STREAM C-B	STREAM C-D	STREAM A-C
559.86	0.25	0.25	0.10	0.16

Slope For Opposing	Slope For Opposing	Slope For Opposing	Slope For Opposing
STREAM B-C	STREAM A-D	STREAM B-D	
0.16	0.35	0.35	

STREAM CD-B

Intercept	Slope For Opposing	Slope For Opposing	Slope For Opposing	Slope For Opposing
STREAM CD-B	STREAM A-B	STREAM A-C	STREAM A-D	
590.18	0.24	0.24	0.22	

STREAM AB-D

Intercept	Slope For Opposing	Slope For Opposing	Slope For Opposing	Slope For Opposing
STREAM AB-D	STREAM C-D	STREAM C-A	STREAM C-B	
590.18	0.22	0.22	0.25	

I Intercept For I STREAM B-CD	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-D	Slope For Opposing STREAM A-B	Slope For OpposingI
I 651.83	0.24	0.24	0.10	I

STREAM D-AB

I Intercept For	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing
I STREAM D-AB	STREAM	C-A	STREAM	C-B	STREAM	C-D	STREAM	C-E
I	721.51	0.27		0.27		0.11		0.11

TRAFFIC DEMAND DATA

I	ARM	I	FLOW	SCALE (%)	I
I	A	I		100	I
I	B	I		100	I
I	C	I		100	I
I	D	I		100	I

Demand set: 2019 Base+DevPM

TIME PERIOD BEGINS 16.45 AND ENDS 18.15

LENGTH OF TIME PERIOD - 90 MIN.

LENGTH OF TIME SEGMENT - 15 MIN.

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

I	NUMBER OF MINUTES FROM START WHEN					I	RATE OF FLOW (VEH/MIN)			I					
I	ARM	I	FLOW STARTS	I	TOP OF PEAK	I	FLOW STOPS	I	BEFORE	I	AT TOP	I	AFTER	I	
I		I	TO RISE	I	IS REACHED	I	FALLING	I	PEAK	I	OF PEAK	I	PEAK	I	
I		I		I		I		I		I		I		I	

I	ARM	A	I	15.00	I	45.00	I	75.00	I	1.25	I	1.88	I	1.25	I
I	ARM	B	I	15.00	I	45.00	I	75.00	I	0.00	I	0.00	I	0.00	I
I	ARM	C	I	15.00	I	45.00	I	75.00	I	3.26	I	4.89	I	3.26	I
I	ARM	D	I	15.00	I	45.00	I	75.00	I	0.25	I	0.38	I	0.25	I

Demand set: 2019 Base+DevPM

I	I	TURNING PROPORTIONS								I							
I	I	TURNING COUNTS								I							
I	I	(PERCENTAGE OF H.V.S)								I							
I	I	-----								I							
I	TIME	I	FROM/TO	I	ARM	A	I	ARM	B	I	ARM	C	I	ARM	D	I	
I	-----																I
I	16.45 - 18.15	I		I		I		I		I		I		I		I	
I		I	ARM	A	I	0.000	I	0.010	I	0.880	I	0.110	I			I	
I		I		I		0.0	I	1.0	I	88.0	I	11.0	I			I	
I		I		I	(	0.0)	I	(	0.0)	I	(	1.1)	I	(	0.0)	I	
I		I		I		I		I		I		I		I		I	
I		I	ARM	B	I	0.000	I	0.000	I	0.000	I	0.000	I			I	
I		I		I		0.0	I	0.0	I	0.0	I	0.0	I			I	
I		I		I	(	0.0)	I	(	0.0)	I	(	0.0)	I	(	0.0)	I	
I		I		I		I		I		I		I		I		I	
I		I	ARM	C	I	0.904	I	0.000	I	0.000	I	0.096	I			I	
I		I		I		236.0	I	0.0	I	0.0	I	25.0	I			I	
I		I		I	(	0.4)	I	(	0.0)	I	(	0.0)	I	(	4.0)	I	
I		I		I		I		I		I		I		I		I	
I		I	ARM	D	I	0.500	I	0.000	I	0.500	I	0.000	I			I	
I		I		I		10.0	I	0.0	I	10.0	I	0.0	I			I	
I		I		I	(	0.0)	I	(	0.0)	I	(	0.0)	I	(	0.0)	I	
I		I		I		I		I		I		I		I		I	

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR DEMAND SET 2019 Base+DevPM
AND FOR TIME PERIOD 2

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00									
B-ACD	0.00	8.07	0.000		0.00	0.00	0.0		0.00
A-B	0.01								
A-C	1.10								
A-D	0.14								
AB-CD (	0.16)	9.88	0.016		0.00	0.02	0.3		0.10
AB-C (	1.09)								
D-ABC	0.25	9.56	0.026		0.00	0.03	0.4		0.11
C-D	0.31								
C-A	2.96								
C-B	0.00								
CD-AB (	0.00)	9.43	0.000		0.00	0.00	0.0		0.00
CD-A (	3.09)								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.00-17.15									
B-ACD	0.00	7.97	0.000		0.00	0.00	0.0		0.00
A-B	0.01								
A-C	1.32								
A-D	0.16								
AB-CD (	0.19)	9.89	0.019		0.02	0.02	0.3		0.10
AB-C (	1.29)								
D-ABC	0.30	9.38	0.032		0.03	0.03	0.5		0.11
C-D	0.37								
C-A	3.54								
C-B	0.00								
CD-AB (	0.00)	9.38	0.000		0.00	0.00	0.0		0.00
CD-A (	3.69)								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.15-17.30									
B-ACD	0.00	7.82	0.000		0.00	0.00	0.0		0.00
A-B	0.02								
A-C	1.61								
A-D	0.20								
AB-CD (	0.24)	9.92	0.024		0.02	0.03	0.5		0.10
AB-C (	1.58)								
D-ABC	0.37	9.12	0.040		0.03	0.04	0.6		0.11
C-D	0.46								
C-A	4.33								
C-B	0.00								
CD-AB (	0.00)	9.31	0.000		0.00	0.00	0.0		0.00
CD-A (	4.51)								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.30-17.45									
B-ACD	0.00	7.82	0.000		0.00	0.00	0.0		0.00
A-B	0.02								
A-C	1.61								
A-D	0.20								
AB-CD (	0.24)	9.92	0.024		0.03	0.03	0.5		0.10
AB-C (	1.58)								
D-ABC	0.37	9.12	0.040		0.04	0.04	0.6		0.11
C-D	0.46								
C-A	4.33								
C-B	0.00								
CD-AB (	0.00)	9.31	0.000		0.00	0.00	0.0		0.00
CD-A (	4.51)								

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	17.45-18.00										I
I	B-ACD	0.00	7.97	0.000		0.00	0.00	0.0		0.00	I
I	A-B	0.01									I
I	A-C	1.32									I
I	A-D	0.16									I
I	AB-CD (	0.19)	9.89	0.019		0.03	0.02	0.3		0.10	I
I	AB-C (	1.29)									I
I	D-ABC	0.30	9.38	0.032		0.04	0.03	0.5		0.11	I
I	C-D	0.37									I
I	C-A	3.54									I
I	C-B	0.00									I
I	CD-AB (	0.00)	9.38	0.000		0.00	0.00	0.0		0.00	I
I	CD-A (	3.69)									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	18.00-18.15										I
I	B-ACD	0.00	8.07	0.000		0.00	0.00	0.0		0.00	I
I	A-B	0.01									I
I	A-C	1.10									I
I	A-D	0.14									I
I	AB-CD (	0.16)	9.88	0.016		0.02	0.02	0.3		0.10	I
I	AB-C (	1.09)									I
I	D-ABC	0.25	9.56	0.026		0.03	0.03	0.4		0.11	I
I	C-D	0.31									I
I	C-A	2.96									I
I	C-B	0.00									I
I	CD-AB (	0.00)	9.43	0.000		0.00	0.00	0.0		0.00	I
I	CD-A (	3.09)									I

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-ACD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.0
17.15	0.0
17.30	0.0
17.45	0.0
18.00	0.0
18.15	0.0

QUEUE FOR STREAM AB-CD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.0
17.15	0.0
17.30	0.0
17.45	0.0
18.00	0.0
18.15	0.0

QUEUE FOR STREAM D-ABC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.0
17.15	0.0
17.30	0.0
17.45	0.0
18.00	0.0
18.15	0.0

QUEUE FOR STREAM CD-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.0
17.15	0.0
17.30	0.0
17.45	0.0
18.00	0.0
18.15	0.0

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I
I	I	I	I	I	* DELAY *	I	* DELAY *	I
I	I	I	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
I	B-ACD	I	0.0	I 0.0	I 0.0	I 0.00	I 0.0	I 0.00
I	A-B	I	1.4	I 0.9	I	I	I	I
I	A-C	I	121.1	I 80.8	I	I	I	I
I	A-D	I	15.1	I 10.1	I	I	I	I
I	AB-CD	I	(17.6)	I(11.7)	I 2.1	I 0.12	I 2.1	I 0.12
I	AB-C	I	(118.7)	I(79.1)	I	I	I	I
I	D-ABC	I	27.5	I 18.4	I 3.0	I 0.11	I 3.0	I 0.11
I	C-D	I	34.4	I 22.9	I	I	I	I
I	C-A	I	324.8	I 216.6	I	I	I	I
I	C-B	I	0.0	I 0.0	I	I	I	I
I	CD-AB	I	(0.0)	I(0.0)	I 0.0	I 0.00	I 0.0	I 0.00
I	CD-A	I	(338.6)	I(225.7)	I	I	I	I
I	ALL	I	524.4	I 349.6	I 5.2	I 0.01	I 5.2	I 0.01

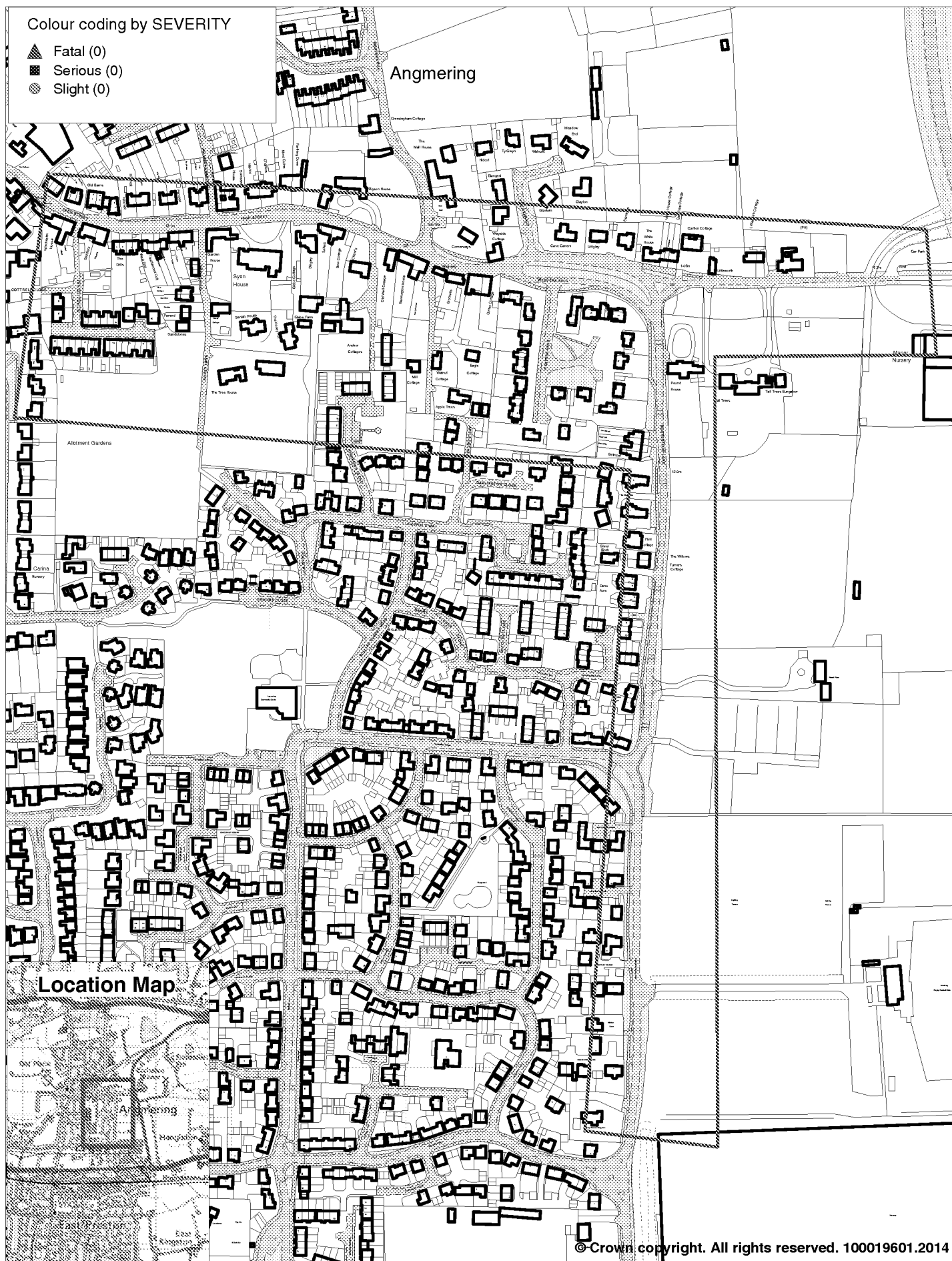
* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
 * INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES
 WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
 * THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS
 A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

*****END OF RUN*****

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APPENDIX 13



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Sussex Safer Roads
PARTNERSHIP

High Street / Roundstone Lane Angmering

Collision Data: 01/02/2009 - 31/01/2014

SCALE	1 : 4000
DATE	19/02/2014
DRAWING No.	
DRAWN BY	